

ROCKY POINT VISION FOR DOWNTOWN REVITALIZATION

Visioning Recommendations



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Table of Contents

1	PROJECT DESCRIPTION
2	VISIONING PROCESS
3	THE VISION PLAN: DOWNTOWN REVITALIZATION, HOUSING, ECONOMIC DEVELOPMENT & INFRASTRUCTURE
4	PHASED IMPLEMENTATION
5	IMAGES & DOWNTOWN MARKETING APPROACH
6	SMART CODE: DESIGN GUIDELINES
7	PHASE II: OUTREACH
8	APPENDICES: NEWS ARTICLES, OUTREACH MATERIALS, MEETING MATERIALS

1) PROJECT DESCRIPTION

The Study Area

The Rocky Point downtown business district is ripe for planning and redevelopment. Comprised of a large percentage of middle-income economic groups and extensive roadway infrastructure, the area is underperforming in terms of economic vitality. It has experienced many of the classic declines of older suburban communities: a deteriorated built environment, aging infrastructure, and a downtown without a current destination or central focus. However, it also contains an abundance of assets: a high volume transportation corridor, strong neighborhood fabric, and extensive economic and generational diversity. A Rocky Point planning and redevelopment effort also presents many opportunities: the potential for affordable rents for small businesses and residents, live-work areas for artists, a walkable environment, and improvement on an economically vibrant downtown and livable residential areas. In essence, it represents a nearly ideal opportunity for planned and redevelopment.

Extensive civic and governmental infrastructure currently exists between the Rocky Point Civic Association, the area merchants association, Town of Brookhaven, Rocky Point School District, and a variety of diverse community and religious organizations. Various planning efforts have already been at work addressing many of the community's issues in the area over the last five years, including the Rocky Point Hamlet Study and park investments. Vision Long Island has already worked successfully in the community with a charrette process on the Fairfield PDD and would welcome working with the local leadership once again.

The following process delineates the approach for identifying a community vision and creating an achievable master plan for the planning and redevelopment of the Rocky Point downtown. The visioning process will further the long term goals indicated below.

Goals of the Visioning Process

1. to establish an ongoing, coordinated, facilitated, and carefully administered dialogue between the various business, civic and organizational elements operating within the geographical limits of the Rocky Point area,
2. to establish a list of problems and challenges, based upon community input,
3. to inform the community about solutions employed in analogous sites elsewhere,
4. to create a consensus-led vision, specific land use area plan with improved building design, and strategies for implementing and funding same, which will include at least one priority or demonstration project area in addition to the broader vision,
5. to establish necessary funding sources, including public/private partnerships,
6. to target specific sites and projects, and utilizing community and appropriate town resources and citizen-participatory methods including charrettes, execute the agreed-upon plans,
7. to foster an ongoing, coordinated environment and civic infrastructure for continued sharing of information, resources, and strategic alliances.

In summary, the overall objectives are to:

- Develop community consensus via a community "vision" for planning and development in the Rocky Point downtown area.
- Create detailed planning, site, architectural design, and implementation strategy for the downtown with a heavy focus on retail, market, and residential viability.

Design Team Methodology

The Vision design team, ADLIII Architecture, and Seth Harry and Associates, in coordination with the Town of Brookhaven and the Rocky Point Civic Association, followed the scope of services that was outlined in the Town of Brookhaven Rocky Point Visioning and Revitalization Strategy RFP.

The process sought to develop and depict community consensus concerning site and design elements, housing types, public spaces (such as sidewalks, streets, medians, etc.) landscaping, facade treatments, signage, lighting, street furniture, and other physical elements in addition to programmatic elements that will aid in the implementation of new housing and commercial development.

Vision Long Island received and analyzed base information from the Town of Brookhaven Master Plan and including any initial concerns of the Town and community leaders, pending land development applications, and various maps, traffic counts, and demographic information. Vision Long Island reviewed land development regulations for their effect on development patterns and mobility within the study area. Vision Long Island contrasted the Town of Brookhaven planning and development goals with the development pattern suggested by the current regulatory framework affecting land development and mobility.

Vision Long Island and the consulting team conducted a preliminary visit to the study area to analyze such elements as physical constraints, community character, existing transportation systems, and commercial and residential viability. During the preliminary site visit, the team met with Town of Brookhaven Planning staff to review base information, discuss the preliminary site analysis, and refine project goals as necessary. In addition, the team reached out to selected developers and land owners, and other appropriate stakeholders in this preliminary phase.

The team refined the vision format to incorporate the findings of preliminary site analyses, the Town's concerns, and other information gleaned from the various meetings and interviews.

The team made arrangements to conduct a visioning process (the "vision") on an agreed date and will lasted for about seven days. The goal of the vision is to identify a community-based plan that enjoys consensus among stakeholders. This vision will be founded on the principles of smart growth and the findings of appropriate site analyses.

2) THE VISIONING PROCESS

A public participation workshop, sponsored by the Town of Brookhaven and the Rocky Point Civic Association, resulted in conceptual plans and renderings that will guide redevelopment. Importantly, all stakeholders will be involved and will work together with civic leaders, Town officials, local businesses, residents, and the community at large. The first session took place on Wednesday evening, October 10th at the Rocky Point VFW Hall.



A rainy autumn night didn't deter the throngs of people coming to the opening session; a line of people streamed out the door of the VFW Hall and soon grew into a standing room only audience. In addition to the packed house of business leaders and residents, several elected officials made appearances at the meeting and spoke on the importance of the visioning process. Brookhaven Town Supervisor Brian Foley, Legislator Dan Losquadro, and Councilman Kevin McCarrick spoke in support of the project and its process, emphasizing the potential for existing and new partnerships to improve the quality of life in Rocky Point.



Rocky Point Civic Association President Diane Burke opened the meeting with a warm welcome and handed it off to Eric Alexander of Vision Long Island, who began with a presentation on the downtown area, past projects, and future possibilities. Alex Latham, Principal of ADL III Architecture, presented on the technical design aspects of downtown revitalization and provided examples of downtown revitalizations with successful implementation of Smart Codes and Master Plans. Following these introductory slide shows, the community offered their "Hopes and Horrors" for their downtown.

A colorful board of drawings and wishes, made by the local Girl Scout troop, suggested their own hopes, such as an ice cream parlor, puppy store, park, bookstore, and movie theatre. Adults from the community echoed some of the younger generations' hopes, such as much needed

downtown housing, a community center, bus shelters, and many other places and amenities that would create a renewed sense of place.

The town produced dozens of hopes to draw from and only a small number of horrors, such as the need for proper sewage treatment, parking, and the present neglect of several existing properties downtown. From these hopes and horrors, the community voted on locations that they would like to see preserved and those that they would like to change to achieve their vision.



On Saturday, October 13th, about 100 residents spent a beautiful fall day designing plans for the future of Rocky Point. The day kicked off with an informative presentation on retail prospects for Rocky Point by retail expert Seth Harry. That was followed by a walking tour of the business district. After lunch, provided by Tommy's Place, residents broke down into small groups and worked together to design what they would like to see happen for the future of downtown Rocky Point. Each group presented their 'visions' at the end of the session. With this information, the design team worked tirelessly over the next few days to create renderings and plans from the community's visions.

Eric Alexander and Rocky Point Civic Association President Diane Burke kicked off the final presentation meeting on Wednesday, October 17th at the Edgar School. Brookhaven Town Councilman Kevin McCarrick spoke on the enormous progress of the Vision since the last meeting and delivered energy-saving lightbulbs to all of the community residents in attendance. ADL III Architecture, led by Alex Latham and design team Elissa Ward, Ela Dokonal, and Catie Ferraris, worked with retail and Smart Growth expert Seth Harry to create the renderings and design guidelines that were mapped out by the community the week before. Those plans were revealed during the presentation.



After the presentations, there was another period of questions, answers, and comments. The community residents in attendance were enthusiastic, offering suggestions for improvement and refinement of the plans. Town of Brookhaven Councilman Kevin McCarrick commented that he would be pushing to get the first stages of the Vision implemented by the end of the year.

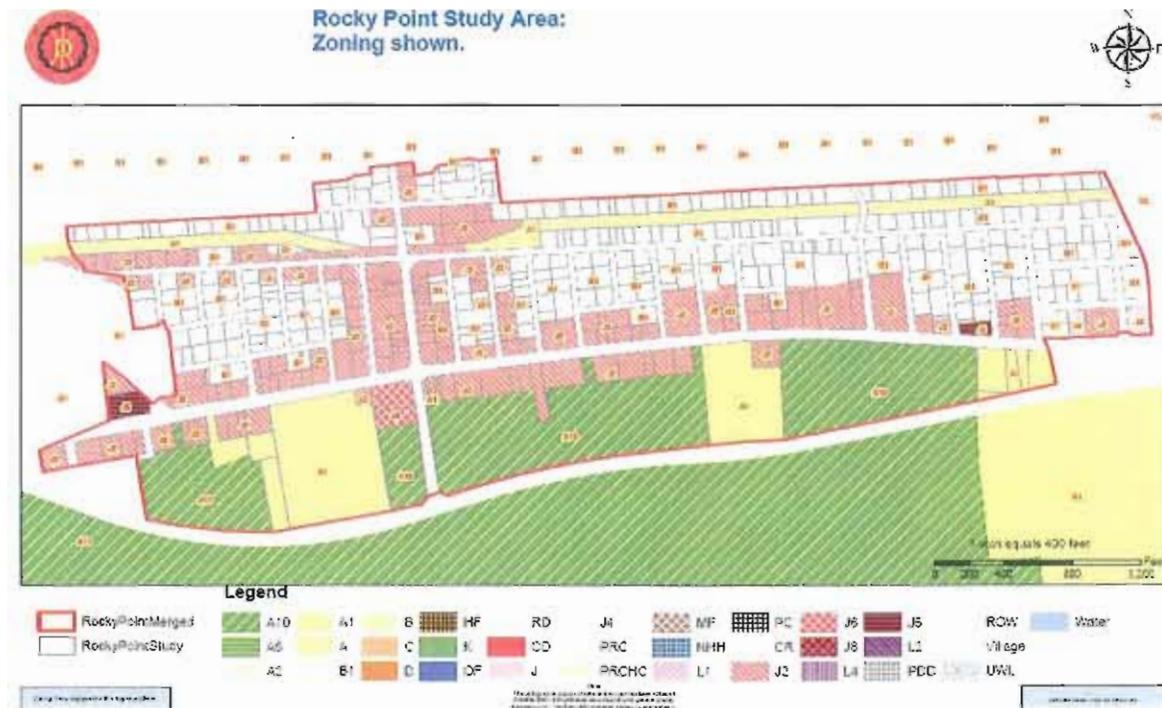
3) THE CONCEPTUAL VISION

Background



Rocky Point Study Area 2004 Aerial

The area covered under the Rocky Point Revitalization Plan begins from the intersection of Rocky Point Landing Road on the western boundary, continuing east along Route 25A, and terminating at Water Road. The northerly boundary extends along Broadway to end at Prince Road. Within the study area, development has been concentrated along Route 25A with retail and services and various parcels of open space lie south of 25A. Aside from 25A, Broadway serves as the “Main Street” for the community, yet there is no clear distinction of this at the two main intersections of Broadway and 25A and Broadway and Prince Road. This geographical T of development is the focus of the study.



Rocky Point Study Area Zoning

The majority of the zoning within the study area is considered J2, which is limited to commercial general business. The exceptions to the pattern include a J6 commercial building, B1 single-family residential and A1 single-family residential on which two religious institutions are located. Open space within the study area is designated A10 single-family residential.

Rocky Point Commercial Inventory Survey

Commercial uses along 25A include a number of goods and services. There are 4 businesses in the automotive sector including the prominent Firestone Tires and Auto Center. At the western end of the study area, there is a diverse range of businesses, many of which are local, including a Teachers Federal Credit Union, a hardware store, a funeral home, a jeweler, an up-and-coming “sweet shop” as well as a number of vacant stores. Niche establishments include an Italian bakery, a pickle shop, a costume shop, and a scuba gear store.

There are a number of food establishments, including Dek’s, GQ Bar and Grill (vacant), Arctic Palace Ices, Organic Produce, Handy Pantry Food Store, Campus Heroes, and McCarrick’s Dairy. Other businesses include a dry cleaner, Benjamin Moore Paints, a beverage center, several nail salons, a tattoo parlor, a motorcycle and bicycle repair shop, 2 home furnishings establishments, and Thurber Lumber Company. Office uses along 25A include several real estate offices, McCarrick’s medical plaza, several law offices, Choice Neurology Medical Office, and dental and chiropractic offices. Residential occupancy is scarce aside from the

Donnelly office/residence at 25A and Water Road. The occasional second story on 25A is used for medical space and the offices of businesses existing businesses below.

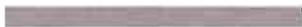
On Prince Street, commercial uses include a laundromat, a photographer's studio, a children's art workshop, a gift store, an antique store, and an auto parts business. Second story uses are limited to office space. Commercial uses on Broadway include 2 hair salons, a nail salon, an insurance company, a home furnishings business, an Italian restaurant and market, 2 pizzerias, a flower shop, a delicatessen, RVK Contractor in-home services, and a family dining establishment. Office uses include a chiropractic and counseling office.

Rocky Point Demographics

As of the 2000 census, Rocky Point's population was 10,185, with a 50-50 ratio of male to female. The population was spread out with 30.3% under the age of 18, 6.2% from 18 to 24, 37.1% from 25 to 44, 18.3% from 45 to 64, and 8.2% who were 65 years of age or older. The median age was 33 years. For every 100 females there were 99.9 males. For every 100 females age 18 and over, there were 96.6 males. The population density was 984.4 per square mile (379.9/km²). There were 3,949 housing units at an average density of 381.7/sq mi (147.3/km²).

There were 3,557 households out of which 42.6% had children under the age of 18 living with them, 57.0% were married couples living together, 11.0% had a female householder with no husband present, and 27.1% were non-families. 21.1% of all households were made up of individuals and 6.8% had someone living alone who was 65 years of age or older. The average household size was 2.85 and the average family size was 3.32.

Average household size:

Rocky Point:  2.9 people

New York State:  2.6 people

Percentage of family households:

Rocky Point:  72.9%

New York State:  65.7%

The estimated median household income in 2005 was \$62,000 (it was \$52,463 in 2000) compared to New York's median of \$49,480. The estimated median house/condo value in 2005 was \$304,100 (it was \$136,600 in 2000) compared to \$258,900. Out of the 3,952 houses in Rocky Point, 3,562 are occupied; 2,717 are owner-occupied, and 845 renter-occupied. The median asking price for vacant for-sale houses and condos in 2000 was \$125,000, while the median for vacant for-rent units was \$638.

% of renters in Rocky Point:  24%

New York State:  47%

The racial makeup of the CDP was 95.60% White, 0.68% African American, 0.16% Native American, 1.21% Asian, 0.01% Pacific Islander, 0.80% from other races, and 1.55% from two or more races. Hispanic or Latino of any race were 5.02% of the population.

Residents with income below the poverty level in 1999:

Rocky Point:  7.7%

New York State:  14.6%

Residents with income below 50% of the poverty level in 1999:

Rocky Point:  2.8%

New York State:  7.4%

Compared to the New York state average, Rocky Point's median household income is above the state average, the median house value is above state average, and the unemployed percentage is below the state average. While the foreign-born population percentage is above the state average, the renting percentage is below.

Overarching Visioning Project Objectives

Retail Attraction

Divested of major retail attractions due to other prominent commercial corridors nearby, and the 25A Bypass, downtown Rocky Point is emblematic of the “vampiric” effects of sprawl on a small downtown. An integral part of revitalizing the downtown is to attract retail that is in demand and absent from nearby corridors. Not only does this include bringing in new businesses but also amplifying current successful businesses by moving them to central locations or enhancing their architectural design. This includes a Village Convenience Center, anchored by the existing pharmacy, and augmenting existing businesses into a Neighborhood Convenience Center further east on 25A.

Retail and Office Mix

A strong mix of retail and offices will circulate pedestrian and vehicular traffic throughout the day. Locating offices within the downtown simultaneously supports local businesses and

provides security by adding additional people and eyes on the street. By raising the numbers of people working and shopping downtown, the street life will encourage neighbors to meet and take “ownership” of their common space.

Housing Opportunities

Increasing housing opportunities would further improve the environment of the downtown. Additional “eyes on the street,” from those directly invested in the street and community would naturally deter street crime through their presence. With a diverse range of housing opportunities, the downtown can support a broad range of lifestyles and ages.

The downtown can utilize variety of housing types, like townhouses, apartments, accessory dwelling units, and even live-work spaces. Expanding housing choices downtown benefits all residents of the neighborhood by allowing them to stay in their community and choose housing that meets their changing needs and preferences over a lifetime. In addition, more housing choices at different price points can increase affordability. Higher density downtown means less land per unit, reduced site preparation and lower per unit infrastructure costs. These are factors that can reduce the hard costs of construction and expand reasonably priced housing.

Public Space

Aside from the small community garden near “Gracie’s on the Green,” the only public space downtown is the sidewalk. However, loitering or gathering on the sidewalk is not perceived as an appropriate use of the space by some members of the community. In order to meet this demand, and enhance existing derelict spaces, key cornerstones of Broadway must function as open-ended public spaces. The new Civic Square is a North Broadway anchor that attracts visitors and residents with the town Christmas tree, and serves as an origin for community events like parades, festivals and concerts. Towards the Southern end of Broadway and 25A, outdoor sidewalk seating, a fountain and benches provide meeting and resting points, and opportunities for interaction. Key magnets to public spaces include water, seating, food, sunshine (which is ample from the South) and, most importantly, views of and interactions with other people. These three corner locations simultaneously punctuate the street network, grace the street with beginnings and endings, and give it special character and a sense of place.

Infrastructure: Parking/Sewer

In order to support increased density and development downtown, there must be additional on street parking and improvements made to the sewer system. New angled parking on Broadway and 25A will naturally slow down traffic and new mid-block surface parking lots behind shops will provide additional parking. If parking is placed in front, surface parking should be limited to a row or two to preserve the street orientation of buildings. Otherwise, parking should be neatly hidden behind buildings, screens, trees and other landscaping.

Maintenance/Beautification

There are many highly desirable features that can contribute to pedestrian-friendly design objectives with simple maintenance. A primary beautification strategy is the improvement of landscaping and streetscaping. The appropriate street shade-trees should be planted in the right locations, between the street and the sidewalk, and at the right spacing of 30 feet or less center to center. Limit the number of blank or windowless walls, and cover existing ones with community murals or signage. Architectural details, surface textures on the sidewalk and street, modulation of light and shade or changes in color will inject life into the space and hold pedestrian and vehicular interest. Nice additional features include functional street furniture, coherent-small scale signage, use of special paving for traffic calming and accents, and lovable objects like public art commemorate people and events while adding decorative richness.

Specific Vision Plan:



Rocky Point Broadway and Main Conceptual Merchandising Strategy- The rendering includes a number of objectives that relate to the merchandising strategy. A combination of beautification efforts, infrastructure improvements and enhancement of existing assets will contribute to the attraction of new businesses and retail in the downtown. It illustrates the creation of economic and social anchors at two key intersections with mixed-use buildings of multiple functions encouraging a range of exchanges. Businesses such as cafes, specialty shops, bakeries, and restaurants will be interwoven with goods and services and other niche markets that meet the community's needs.



Description of Entry and Anchors-This map illustrates two main intersections along 25A as designated and defined entry points into the Rocky Point downtown. These key points should be clearly identifiable with entry features of architectural significance, signage or other indicators that would attract those who would otherwise choose the 25A Bypass. Another key entry feature, of lesser distinction, would be located at the intersection of Veterans and the 25A Bypass. At this juncture, a pedestrian would have full view of Rocky Point’s downtown and should be drawn into the core of downtown. The core is located at the intersection of 25A and Broadway and identified as the “100% Corner” for its economic, social and physical importance. This main juncture leads to the civic anchor, the town green, and the major anchor should attract and sustain interest to continue north along Broadway. Another minor anchor is located east of Broadway and described on the following page.



Market Driven Anchors/Retail-This map demonstrates the relationship between the physical and commercial anchors. The “100% Corner” is anchored by the existing pharmacy and functions main area for business and retail. With the placement of the civic green to the North,

the commercial center is also physically tied to its social and civic responsibilities. Along 25A, there will be market driven retail that extends to the entry point to the West and to the Neighborhood Convenience Center/Market to the east. This smaller market serves as the minor anchor for those living in proximity at the “cottage court” housing and provides convenience services.



Entry Feature -Identifiable entry points into the heart of a community will foster community pride and creates a tangible sense of place. Shown in the rendering above, is an example of a grand entryway with daytime and nighttime visibility. An eye-catching entrance is essential for attracting residents and spontaneous visitors. The entryway also establishes boundaries and an edge for the downtown environment as a specific landscape.



Broadway looking North- This illustration depicts potential architectural details such as colors, public spaces and streetscape elements like the fountain and seating. Additionally, it reveals the possible modulations in light and shadow that would occur downtown in the afternoon. From this bird's eye view, there is a sense of the pedestrian scale between the street and buildings, the street-oriented buildings, appropriate buffering from traffic, and safe crossings. Other highly desirable features of shade-trees, public spaces, and diverse architectural styles are also depicted.



Town Green with Community Center -The town green draws on a variety of land uses for the community. Primarily, it serves as a park or open space for the downtown that can be used as a resting or meeting place. Additionally, it is an attraction for pedestrians and residents for community events. A central tree symbolizes the growth of the community and can function as a community holiday tree. The town green is shown flanked by three impressive buildings. A community hall and an extension of the library would serve as central civic institutions at this location. The new “Rocky Point Inn” would also share the pleasant view of the town green and feature a relocated Gracie’s On the Green. In response to community feedback, a new “liner” building would house the showroom for the existing lumber yard.



CVS and Kiosks/ 25A looking west- The existing pharmacy at Veterans and 25A the central commercial anchor at the village center. Due to its prime location and generous setback, there is ample room provided for flexible uses such as flower kiosks, newsstands, or other small, local vendors. In addition, the large surface parking lot to the side of the building can function as a farmer's market on weekends, further enhancing the Village Convenience Center as a destination. These functions encourage pedestrian activity, support local farmers and vendors, and add to the dynamic environment.



Traffic Circulation and Management/ Main Street 25A Looking East- This rendering illustrates essential features of creating a pedestrian and transit friendly downtown. Most importantly, the wide, continuous sidewalks emphasize pedestrian security and neighborly contact. After sidewalks, clearly marked and lighted crosswalks are most important. Provided at mid-block locations, the crosswalks slow down traffic in the immediate vicinity and, by providing them in close distances, discourage pedestrians from crossing between parked cars. The pedestrian crosswalks are further enhanced by flaring sidewalks at intersections and midblock crosswalks which reduce crossing distances and make waiting pedestrians more visible to motorists. The inclusion of a roundabout further decreases the speed of traffic. Street-oriented buildings are depicted with modest setbacks and on-street parking in front is kept to one row. These features enhance pedestrian safety with visual enclosure; drivers respond to the sense of enclosure by slowing down.



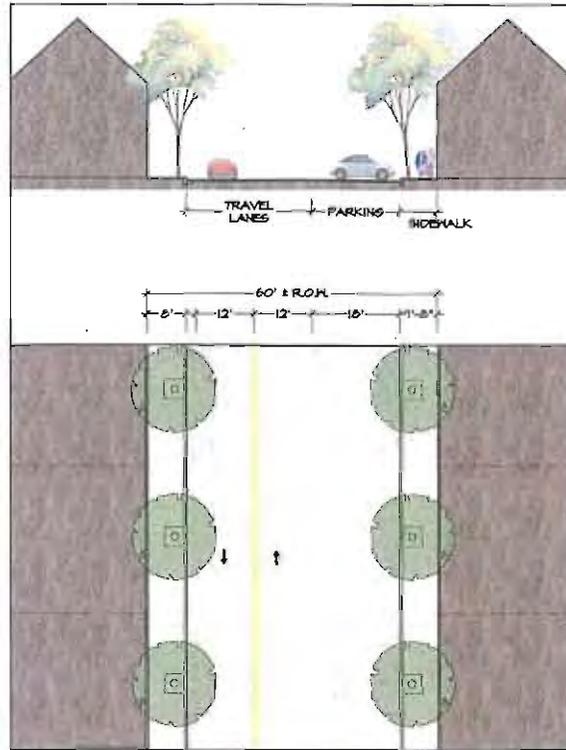
“Cottage Court” Housing- In response to the lack of housing options on Long Island and decreasing populations of young families and professionals, the housing depicted above would bring addition and much needed housing stock to the community. Resembling single-family detached dwellings, the cottages could be divided into apartments or other housing types to provide a variety of housing options. Designed around a central green, the cottage court has an intimate sense of community and would be located in proximity to the Eastern Town Center. The architectural styles would vary but remain consistent with Rocky Point’s overall architectural aesthetic.



Cottage Court Residence- This illustration features an example of a Cottage Court residence. It resembles a single-family detached dwelling with rear and side yards. The drawing features two subtle entrances which imply that the cottage can be divided into multiple apartments without appearing to be a multi-family dwelling. Design features reflect the overall architectural aesthetics of the community.



Eastern Town Center and Nature Walk- At the eastern end of 25A, the Neighborhood Convenience Center would function as a minor anchor for the businesses and residences, like Cottage Court, located at the eastern edge of the downtown. Several existing buildings, such as McCarrick's businesses and several offices, would serve as anchors but additional features include a smaller neighborhood green and a link to outlying nature trails.



Section "B" - 25A

Right-Of-Way Width	60 Feet
Pavement Width	44 Feet (existing)
Traffic Flow	Two way
Movement	Free
Design Speed	25 MPH
Traffic Lanes	1 Lane, each direction
Parking Lanes	Angled 9'x18' one side
Curb Radius	8'
Walkway Type	8' foot sidewalk
Planter Type	Flush Grill Tree Well
Curb Type	Raised Curb
Landscape Type	Allee at 30' o.c.

Cross Section and Plan of Street- This cross section and plan of the street illustrates the pedestrian-building scale. The sidewalks are shown to be a width of 10 feet, which provide ample room for multiple pedestrians and street trees. Angled parking is given 17 feet and 8 inches while vehicular traffic is given 10 feet. By narrowing the travel lanes, vehicular traffic naturally slows down due to enhanced pedestrian visibility and the sense of enclosure provided by wide sidewalks, on-street parking, and setbacks of less than 25 feet. In addition, the street is shared by parallel and angled parking, which provides more parking options in addition to surface lots located behind stores.

Housing Opportunities:

In order for new housing stock to be accepted and admired in Rocky Point's downtown, it should resemble the vernacular architecture of the community. Housing types should draw inspiration from existing architecture styles and the area's history while meeting the changing demands of the community.

Specific types include the townhouse, row house, and live-work unit. The building would occupy the full frontage, leaving the rear of the lot as the sole yard. In residential form, this type is the row house. For its commercial form, the rear yard can accommodate substantial parking. The rowhouse (syn. & variants: townhouse, terrace house) is a rear yard building example. It is a single-family dwelling with common walls on the side lot lines, the facades forming a continuous frontage line. A duplex is an edgeyard building type that is a multi-family building, on a regular lot, shared with ancillary buildings in the rearyard. The main entrance to each dwelling is accessed directly from and faces the street. Multi-family applies to a building with two or more housing units that share one or more common walls. A live-work unit (syn. & variants: flexhouse, corner store, shopfront): is a dwelling unit that contains, to a limited extent, a commercial component. A live-work unit is a fee simple unit on its own lot with the commercial component permitted anywhere in the building to accommodate employees and walk-in trade. Therefore, it must also be in ADA compliance for accessibility. It may be any disposition type.

A detached dwelling, which occupies one side of the lot, can be shared with an ancillary building in the rear yard. The Multi-Generation House variant may comprise two or three dwellings. An ancillary building (syn. & variants: Accessory Unit, Outbuilding, Mews House, Carriage House or Apartment, Granny Flat, Studio) would be located at the rear of the lot and generally faces on and is accessed from an alley. The cottage is an edgeyard building type and is generally a single-family dwelling on a regular lot that often is shared with an ancillary building. A single-family house often resides on a larger lot than a cottage but also shares an ancillary building in the rear yard.

4) IMPLEMENTATION

The following categories include overall goals for the downtown revitalization process. Completed in phases, with short to long term goals, Rocky Point can undertake each of the issues identified as challenges to the community's revitalization.

Short Term Goals:

Parking- Parking is a key infrastructure challenge for downtown Rocky Point. Identifying areas for additional parking and careful design of these locations can contribute to creating a friendly pedestrian and transit environment.

Sewers- Sewer investments must be negotiated in conjunction with the development of the Fairfield Project. There must be sufficient sewage infrastructure to support additional growth downtown such as increased density for housing and additional businesses.

Public Spaces- The overall absence of public spaces downtown and poor conditions of existing parks, such as the pocket park on Broadway, must be addressed. The incorporation of other uses and activities around the pocket park will bring more pedestrians and security to the space. Its maintenance is a civic responsibility and reclaiming the park will improve the quality of life downtown.

In addition, the revitalization team must work in collaboration with local business owners, to gather support and investment for the economic development of the downtown. This includes the application for various grants in order to implement the community's vision.

Medium Term Goals:

Mix of Uses- The vision must facilitate marketing the appropriate mix of retail, office, and housing to compliment and enliven the downtown. A strategy for the downtown business district must be developed to help local business leaders to understand the market conditions, identify market opportunities by sector and outline priorities.

Resources- In order to implement the various parts of the vision, it is imperative to secure economic and community development resources to implement parts of the vision.

J6 Zoning - The downtown must secure J6 zoning classification on many if not most of its downtown properties.

Long Term Goals:

Library Annex- Securing the creation of a “library annex” on Broadway is an essential aspect of fostering community development in the downtown. Located at the central green, the library annex would physically concentrate community activities, education, and communication at the heart of the downtown.

Bed and Breakfast/Inn- The attraction of a bed and breakfast or inn would further enhance community and economic development. It offers the potential for relatives and stranger to visit Rocky Point and experience many of the amenities and assets that the community features. An inn would also bring a consistent population of pedestrians onto the street, thereby increasing security, vitality, and economic activity downtown.

Infill Housing and Office Space- The build-out of infill housing downtown and secondary office spaces above commercial spaces is essential for addressing the demand for housing and increasing pedestrian traffic downtown. In order to increase economic and community activity downtown, there must be a broad range of users (consumers, residents, and employees) inhabiting the space throughout various times of the day.

Funding Opportunities:

New York State Department of Transportation (NYSDOT) Local Safe Streets and Traffic Calming Program

The NY State Dept. of Transportation’s “Long Island Safe Streets and Traffic Calming” program was announced by Governor Pataki in 1999 and got started last year. The DOT uses federal funding for safety projects to give grants to counties and municipalities to build traffic calming, bike lane and other bike/pedestrian safety projects. The TOD is works with local governments to implement the projects.

Although NYSDOT has been including pedestrian and bicycle facilities wherever feasible in every state highway capital project since 1995, this particular program allows the agency to dedicate a portion of available federal funding exclusively to local governments for pedestrian and bicycle projects on local Long Island roads. Completed projects constructed under this program include safety improvements to Barnum Ave in Port Jefferson, roundabout construction, and pedestrian crossing enhancements in Great Neck Plaza.

Launched and administered by the NYSDOT, this unique program is federally funded. DOT developed the Local Safe Streets and Traffic Calming Pilot Program based on suggestions from public officials, the Long Island Transportation Plan 2000 Subcommittee on Bicycle, Pedestrian and Special Travel, Town of Brookhaven, Village of Sag Harbor, Paumonok Bicycle Advocacy, Longwood Alliance, Group for the South Fork, the Tri-State Transportation Campaign, and various community representatives.

In 1995, the NYSDOT adopted a policy to include bicycle and pedestrian-related projects in the overall intermodal transportation system. In addition, NYSDOT's Long Island regional staff routinely provides pedestrian accommodations in its arterial highway rehabilitation and reconstruction projects. This work includes the provision of curbs, curb ramps, sidewalks, crosswalks, medians, protective fencing and bridge rail, pedestrian cross "push buttons" and "Walk/Don't Walk" signals, lighting and bus shelters. Routine bicycle accommodations consist of improved shoulders and wide curb lanes, and bicycle-friendly drainage grates.

Suffolk County Downtown Revitalization Fund

The Suffolk County Downtown Revitalization Program is sponsored and developed by the Suffolk County Legislature's Downtown Revitalization Citizens Advisory Panel and County Executive Steve Levy. The purpose of the grant is to provide funds to organization working to renovate or revitalize downtown areas in Suffolk County, in accordance with Suffolk County Legislative Resolution 9-8-98, Resolution 643-98, and Resolution 625-99.

An application for a Suffolk County downtown revitalization grant can be obtained by calling the Suffolk County Department of Economic Development/Workforce at 853-4800 or an application can be obtained online at: www.suffolkcountyny.gov/exec/econ. For questions, the Suffolk County Department of Economic Development/Workforce Housing can assist you and advise additional sources of funding if needed. For projects located in the towns of Brookhaven, call Carolyn Fahey at 853-4833. Prior to the final submission of the application, the applicant should review the draft applications with the local sponsoring municipality as well as the Suffolk County Department of Economic Development/Workforce Housing to ensure it is accurate and complete. The completed application should also be submitted to the Suffolk County Legislator who represents the district in which the project located.

The project should be located in or adjacent to a downtown area. An organization that represents the downtown area, including but not limited to: Business Improvement Districts (BID), Chamber of Commerce, Civic Association, Beautification Society, Historical Society and Local Development Corporation (LDC).

Eligible projects must be a capital improvement project located on public property-that is property owned by Suffolk County or the Federal, State, Town or Village government. The panel will review applications for full or partial funding of capital projects, including but not limited to: public parking facilities, pedestrian walkways, curb, sidewalk or roadway construction, street lighting, welcome or directional signage, renovation of existing structures business or community use, public restrooms, handicap accessibility at or on public property, sewer systems, cultural facilities and drainage. The panel will not consider applications for trash receptacles, pole banners, flowers, benches or for items that do not have long term improvement impacts.

Community Development Block Grant Program

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at HUD.

The CDBG program provides annual grants on a formula basis to 1180 general units of local government and States. Program areas include Renewal Communities/ Empowerment Zones/ Enterprise Communities (RC/EZ/EC). This is a program that uses an innovative approach to revitalization, bringing communities together through public and private partnerships to attract the investment necessary for sustainable economic and community development.

The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses. CDBG is an important tool for helping local governments tackle serious challenges facing their communities. The CDBG program has made a difference in the lives of millions of people and their communities across the Nation.

The annual CDBG appropriation is allocated between States and local jurisdictions called "non-entitlement" and "entitlement" communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities.

HUD determines the amount of each grant by using a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas.

A grantee must develop and follow a detailed plan that provides for and encourages citizen participation. This integral process emphasizes participation by persons of low or moderate income, particularly residents of predominantly low- and moderate-income neighborhoods, slum or blighted areas, and areas in which the grantee proposes to use CDBG funds. The plan must provide citizens with the following: reasonable and timely access to local meetings; an opportunity to review proposed activities and program performance; provide for timely written answers to written complaints and grievances; and identify how the needs of non-English speaking residents will be met in the case of public hearings where a significant number of non-English speaking residents can be reasonably expected to participate.

Over a 1, 2, or 3-year period, as selected by the grantee, not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

Empire State Development Corporation Fund

Doing business as Empire State Development Corporation (ESDC), the Urban Development Corporation (UDC) is a New York State public benefit corporation. It engages in four principal

activities: economic and real estate development; State facility financing; housing portfolio maintenance; and privatization initiatives. The Corporation provides financial and technical assistance to businesses, local governments, and community-based not-for-profit corporations for economic development and large-scale real estate projects that create and/or retain jobs in New York and reinvigorate distressed areas. Part of the Corporation is the Downstate Revitalization Fund is \$200 million to support investments in distressed communities in the Downstate region to encourage business and community development.

Empire State Development is the parent organization for New York's two principal economic development financing entities: the Empire State Development Corporation (formerly known as the Urban Development Corporation), and the Job Development Authority. In 1995, these agencies, which had previously functioned independently, were consolidated in order to increase efficiency, reduce overhead and enhance the delivery of the State's economic development initiatives. Reorganized as Empire State Development, the combined agencies now function as a streamlined economic development organization whose primary mission is the facilitation of business growth and job creation across New York State.

As part of this economic development role, Empire State Development Corporation oversees the issuance of debt under the programs of both the Urban Development Corporation and the Job Development Authority. On the UDC side, bonding programs include Corporate Purpose, Correctional and Youth Facilities, Sports Stadium Assistance, and various educational and civic related project revenue bonds. The Job Development Authority issues both taxable and tax exempt bonds to finance its business lending programs. These programs are designed to promote job growth by providing loans to assist New York companies to build and expand facilities and acquire machinery and equipment.

Empire State Development provides programs, services and incentives specifically designed to help small business entrepreneurs maximize their opportunities for success. These include resources like www.nylovesmallbiz.com, New York's one-stop-shop for small businesses looking to start or expand in our State. This comprehensive web site allows small businesses to connect to all the various State government resources available to assist their operations.

New York State Parks Capital Investments

Livable communities are the foundation for economic growth. The 2008-09 Executive Budget recognizes the linkage between the protection of natural resources and a vibrant economy. Recommendations include investments in parks and recreation. This Budget includes new funding of \$110 million for projects that transform our natural treasures—including State parks, campgrounds, fairgrounds, historic sites, and other facilities—to attract residents, visitors and private investment. Funds will support improvements at facilities of the Office of Parks, Recreation and Historic Preservation, the Department of Environmental Conservation, and the State Fair. This includes \$8 million for the historic "Walkway over the Hudson River" that will preserve a part of our history, while revitalizing communities on both sides of the Hudson.

New Environmental Protection Fund initiatives for 2008-2009 will restore and protect the State's

environmental resources, including funding for a new Catskill Interpretive Center, increased funding for Smart Growth initiatives and funding for the historic Hudson-Fulton- Champlain Quadricentennial celebration.

Reuse of Vacant Land and Properties/Infill Projects. The acquisition and disposal of vacant property and land for development through FHA foreclosure purchases, vacant property disposal programs, brownfield remediation, and land banking by the local government can add value to infill locations and facilitate the redevelopment process in existing neighborhoods. These efforts complement those undertaken by communities to preserve land value by making available for redevelopment those properties that have been identified as abandoned or vacant.

Economic Development Incentives:

Toolbox of Economic Incentives and Development Programs

Long Island's downtowns are experiencing continued economic leakage from the downtown. Once the center for community and economic activity, downtowns have suffered the loss of retail and other business activities to sites in shopping centers and commercial strips and are generally losing in the competition with big box stores and regional shopping centers. These tools are designed to help local business leaders, entrepreneurs, and developers understand the changing marketplace and identify business and real estate development incentives.

Limitations on Local Government Economic Development Financing. As financial partners in economic development, cities and counties can invest public funds in a limited, but meaningful manner to promote industrial and commercial growth. This investment may include infrastructure improvements and/or increasing the number of industrial and commercial properties.

General Authority . RCW 35.21.703 - provides general authority for cities to engage in economic development programs. This statute gives authority for cities to contract with private nonprofit corporations for the purpose of engaging in economic development programs, assuming the underlying transaction is constitutional. The statute precludes cities from entering into contracts with for-profit corporations. RCW 36.01.085 - provides general authority for counties to engage in economic development programs.

Investment Tax Credit (ITC). Businesses that create new jobs and make new investments in production property and equipment may qualify for tax credits of up to 10% of their eligible investment. New businesses may elect to receive a refund of certain credits, and all unused credits can be carried forward for 15 years.

Research and Development Tax Credit. Investments in research and development facilities are eligible for a 9% corporate tax credit. Additional credits are available to encourage the creation and expansion of emerging technology businesses, including a three-year job creation credit of \$1,000 per employee and a capital credit for investments in emerging technologies.

Sales Tax Exemptions. New York State offers exemptions for purchases of production machinery and equipment, research and development property, and fuels/utilities used in manufacturing and R&D. Other exemptions may be available through local Industrial Development Agencies (IDA.)

Real Property Tax Abatement. To encourage development, expansion, and improvement of commercial property, a 10-year property tax abatement is available to offset increased assessments due to improvements to business and commercial property.

No Personal Property Tax. Unlike many other states, which tax both real property and personal property, property taxes in New York State are imposed on real property only. Personal property, whether tangible or intangible, is exempt from state and local taxes.

New York State can assist your business with low-rate loans to modernize facilities and operations, access new markets, develop new products and improve overall competitiveness. Empire State Development offers the Linked Deposit Program (LDP), a public-private partnership that provides businesses with affordable capital based on bank loans at reduced interest rates. These bank loans are subsidized by corresponding "linked" state deposits.

The Linked Deposit Program Provides: The ability for eligible businesses to obtain loans from commercial banks, savings banks, savings and loan associations, farm credit institutions and the New York Business Development Corporation. A two to three percentage points savings on the prevailing interest rate for "Linked Loans," to make borrowing less expensive. A maximum loan amount of \$500,000 for four years.

Empire Zone Benefits - The town of Brookhaven is one of the three Empire Zones in Suffolk County, located in the towns of Brookhaven, Islip and Riverhead. Businesses that locate in these areas are eligible for a variety of incentives, including 100 percent property tax exemptions for the first seven years; low-cost financing; a 10 percent state investment tax credit; wage tax credits; a 40 percent reduction in electric bills; a capital credit against personal or corporate income tax for the purchase of shares in an EZ capital corporation; and reduced sales taxes.

Benefits for Empire Zone certified companies:

Wage Tax Credit: Available to companies hiring full-time or full-time equivalent employees in the zone. Credits are available for up to five consecutive years. Credits are \$1,500 per employee; for employees in special targeted groups the amount is raised to \$3,000 per employee per year. In investment zones, this credit is increased by \$500 for workers with wages over \$40,000. Unused credits can be forwarded indefinitely and new businesses (those

that have been taxable for five years or less) are eligible for a 50% refund of unused credits.

Investment Tax Credit: Available to companies making an investment in the zone for depreciable property and/or equipment which is principally used in manufacturing, processing, assembly, industrial waste treatment or air pollution-control facilities, R&D or financial institutions. 10% (8% for personal income tax filers) of the eligible investment can be taken for credit. Unused credits can be forwarded indefinitely and new businesses are eligible for a 50% refund of unused credits.

Zone Capital Credits: A 25% tax credit is available for personal or corporate income tax payers for eligible investments in certified zone businesses, or contributions to approved community development projects. There is a lifetime limit of \$100,000 in zone capital credits per contributor for Community Development Projects and \$100,000 lifetime limit in zone capital credits per investor in a Direct Equity Investment project.

NYS Sales Tax Refund: A refund of the State portion [4%;4.375% in the MTA region] of the sales tax is available for the purchase of building materials used in the construction or renovation of industrial or commercial property located in a zone. Empire Zone certification is not a requirement to receive this benefit; however, the purchaser must be buying for a property in the zone.

Enhanced benefits for Qualified Empire Zone Enterprises (QEZE)

To receive Qualified Empire Zone Enterprise (QEZE) enhanced zone benefits, a business must be zone certified under the requirements outlined in the eligibility and certification section and must pass additional tests based on the business' employment history and operations.

Sales Tax Exemptions: An exemption from the State portion of the sales tax at the point of purchase is available for most goods and services used directly and predominantly (50%) in the zone. Utility services qualify for the exemption if used or consumed directly and exclusively (100%) in the zone. Telephone services are exempt if delivered and billed to the business at an address in its zone. An exemption from any locally imposed sales tax may also be available. The exemptions run for 120 consecutive months from the effective date on the sales tax certification issued by the Department of Tax and Finance, provided the business continues to meet the employment test each year.

Real Property Tax Credit: A credit for real property taxes paid based on a formula that considers job creation, wages and benefits or investments made in the zone. Further calculations may apply depending on a business' location in either an Investment Zone or Development Zone. This credit is available for 10 years and unused credits may be obtained as a cash refund in the year they were earned.

Tax Reduction Credit: A credit against tax equal to a percentage of income taxes attributable to the zone enterprise based on its employment growth in the zone. This credit is available for

10 years and can reduce a company's tax liability to zero – eliminating the alternative minimum and fixed dollar minimum tax.

Local Benefits. Municipalities designated as Empire Zones may also offer additional incentives including sales tax refunds, and property tax abatements for real property improvements in the Zone. Many utility companies (including gas, electric and telephone services) also offer rate reductions to certified Empire Zone businesses. Check with the local zone administrator to see what additional reductions are available in your municipality.

Changing New York practices, such as the newly created Smart Growth Cabinet, may allow for additional flexibility to support downtown businesses and counteract three decades of decline. In conjunction with helpful data and poll results from the Long Island Index's 2008 report, Long Islanders are beginning to understand the imperative of reinvesting in their downtowns. With the aid of economic incentives, the community can start the process of retaining, expanding, and attracting jobs, income and wealth in a manner that improves individual economic opportunities and the quality of life. Residents of Rocky Point have successfully collaborated to create a common vision of their collective future, and have identified real issues and challenges, but the community must anticipate and adapt to the changing economic environment of Long Island.

Housing Opportunities:

Accessory Dwelling Units (ADU). ADUs are independent housing units created within single family homes or on their lots. They can be apartments created within an existing house, added on to a house or above a garage, built as a freestanding cottage, or even designed and constructed as part of a larger housing development. They can increase density in a neighborhood without changing the character or requiring additional infrastructure. Additionally, ADUs provide a supplemental income to property owners looking to make homeownership more affordable. ADUs can also increase the supply of affordable rental units and enable elderly homeowners to stay in their neighborhoods and "age in place." This type of affordable housing can be used when a town's zoning code allows all single family homes to include accessory apartments. Some specify that they be attached to the homes and inhabited by a relative but a zoning overhaul would increase the types of ADUs and numbers of people who can use them.

Rehabilitation Codes. The rehabilitation of existing housing stock provides an excellent opportunity to provide affordable housing while simultaneously improving and preserving the character of a neighborhood. The creation and adoption of separate codes to monitor rehabilitation of older buildings encourages their renovation, an important new source of potentially affordable housing and new investment in existing neighborhoods. The cost savings associated with acquiring older homes for rehabilitation can prove significant and lower the cost of homes for below-median-income residents and homeowners. Alternative building codes also

increase the viability of renovation by private and nonprofit developers by reducing the cost of code compliance. As a result, quality housing units that would otherwise not be available are created in existing neighborhoods.

Location Efficient Mortgages. An innovative approach to linking issues of transportation and affordable housing is the Location Efficient Mortgage (LEM), developed by the Center for Neighborhood Technology and Fannie Mae. The LEM considers household savings in transportation costs associated with living near public transit. In including these savings in calculating housing affordability, LEMs enable potential homebuyers to qualify for higher mortgages, making more housing affordable. Employer-assisted housing and “live near- your-work programs,” usually promoted by local governments and offered by private sector employers, also help households locate in close proximity to jobs by providing down payment assistance or other benefits to employees. Transit-oriented development also helps achieve these goals, by locating housing and services in close proximity to bus or rail systems.

Regional Fair Share Housing Allocation. Under regional fair-share housing allocation plans, regions within a metropolitan area agree on a comprehensive, region wide plan for the distribution of affordable housing units. Implementation of the plan may require localities to change zoning standards or create incentives for private development where the market is not able to generate an appropriate range of options on its own. Central to the agreement is the recognition that a range of housing is necessary, particularly affordable housing near jobs, including those of service workers, schoolteachers, and public safety officials. Inclusionary zoning -which requires that all new housing developments incorporate a portion of affordable units - is one tool that can be used to implement this plan but can also be applied absent a regional agreement. Use of the inclusionary zoning approach for implementing regional planning works most effectively when paired with density bonuses to compensate builders for the foregone profit on affordable set asides. As a regulatory program, penalties are put in place for localities that fail to comply with the regional agreement.

Zoning Process Incentives. Local governments can provide incentives for targeted types of development through their approval processes. Changes to existing zoning processes, such as more flexible zone designations, streamlined approval processes, and reduced permitting fees, would enable developers to implement smart growth housing projects in advance of a comprehensive statewide or local enabling legislation overhaul.

Furthermore, the targeted use of these modifications can help change developers' perceptions of the zoning process from an obstacle that hampers private initiative to a tool for achieving shared goals. Overlay zones can be used effectively in existing low-density, single-use areas (for example, along a targeted street or intersection) to encourage mixed-use or higher-density developments and pave the way for more rapid development of and more innovation in housing and other private sector projects. By reducing pre-development, the cost of developing housing is lowered, which creates savings that can be passed on to subsequent owners. Overlay zones that

allow multifamily or higher-density housing also create opportunities for the construction of more units on less land, which also lower prices. Process incentives - such as streamlined approvals or waived or reduced permitting fees – can encourage developers to take on smart growth projects, such as residential-retail mixes or transit-oriented development.

Housing Types by Design

1. **Detached Homes-** Built on narrow lots with small side setbacks, the opportunity to reduce the size of the home increases its affordability. The home can also be placed on the lot line to increase the distance between the dwells. With parking at the rear of the lot, the streetscape is improved.
2. **Linked Housing-** By taking advantage of the small space left between detached dwellings, one can link them at the front or at the rear to create a row effect. A small portion of the area between units stays open to create a feeling of detached housing. The linking elements can be a carport, garage, or an entrance. The link can be a one story structure or it can be provided as an upper-floor expansion area, such as a granny flat.
3. **Semidetached-** Sharing a common wall, or semidetached, saves land, infrastructure and wall construction. The lot area can also be reduced by as much as 18 percent and the exterior wall perimeter costs are reduced by a third. The homes feel detached and increased privacy can be achieved by varying the location of the entrances. They can be made of two single-family or multifamily homes of any type. To further reduce lot size the two homes can be “zipped” into each other, in which the dwelling interior has a L-shape.
4. **Row housing-** More than two attached dwelling units result in a compact arrangement that give an economic advantage by saving on land and infrastructure costs. The more joined together units the greater the savings; joining results in a 33% savings in lots area and street length, and 70% savings in the exterior wall perimeter. Breaking the monotony of units are available by varying the facades or staggering the units. Considering the length and composition of the row, a mix of housing types are possible, which results in a variety of affordability levels as well. Types of row housing that offer this mix of options are cluster and checkerboard-housing.
5. **The Two Story or “Stuck Townhouse”-** The design known as cottage or townhouse (when built in rows) present a key cost saving principle by building two floors on top of the very same foundation. The design can potentially save on land and infrastructure costs. The basement can be raised and the roof can be habitable, depending on the chosen trusses. The structure can also be made of two two-story dwellings placed on top of each other, the stuck townhouse, which saves on the cost of construction.
6. **The Multifamily Plex-** As the number of units increases on a site, each dwelling’s share of the cost of land, foundation, and infrastructure decreases. This structure is an attempt to lower the cost of housing by increasing density. A notable form is the duplex, in which has two households in a vertical arrangement. This style results in a 50% saving in the roof and foundation area. The savings increase in triplex as well.
7. **The Walk-Up-** These low-rise multifamily dwellings have a number of contributions to cost reduction. The units are stacked on top of each other, simplifying structural and utility arrangements. They have a single stair system that serves all units though most have an additional exit needed at rear.

ROCKY POINT VISION FOR DOWNTOWN REVITALIZATION CONCEPTUAL PLAN



BROADWAY, LOOKING NORTH



EASTERN TOWN CENTER & NATURE WALK

Renderings by Seth Harry and ADL III Architecture



"COTTAGE COURT" HOUSING



TOWN GREEN WITH COMMUNITY CENTER



"MAIN STREET" (25A), LOOKING EAST



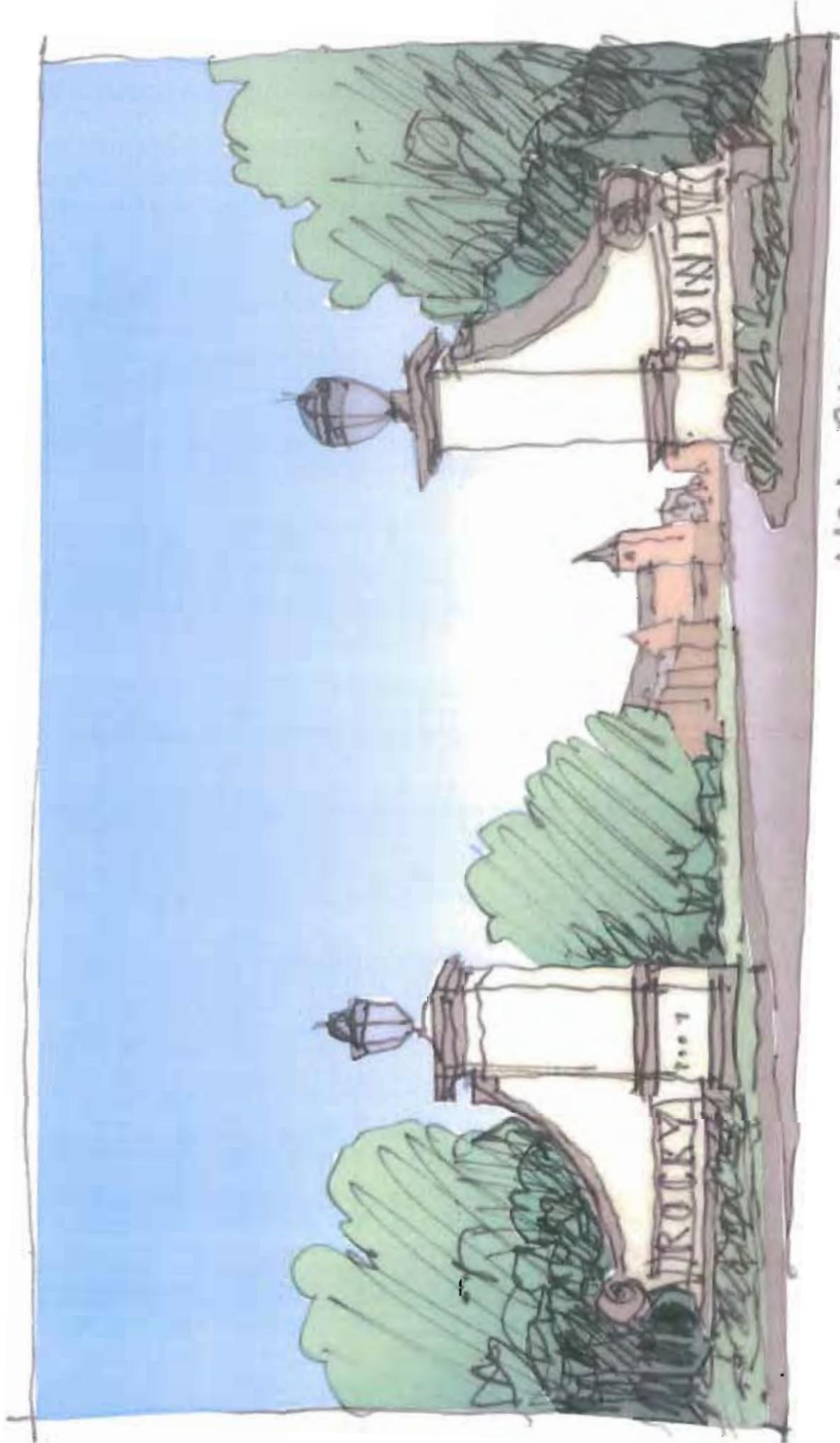
Rocky Point
Civic
Association

Opening Session - Wednesday, October 10th - 7:30pm - Rocky Point VFW Hall
 Design Workshop - Saturday, October 13th, 9:30am - 3pm - Joseph A. Edgar School - 525 Rt. 25A
 Closing Session - Wednesday, October 17th - 7:30pm - Joseph A. Edgar School - 525 Rt. 25A
 For more information, contact Vision Long Island: 631-261-0242 or www.visionlongisland.org
 Rocky Point Civic Association: - (631) 987-5301 or <http://www.rpalumni.org/rpcivic/civic.htm>

SETH HARRY & ASSOCIATES, INC.

ADL III ARCHITECTURE PC
 REGISTERED ARCHITECTS





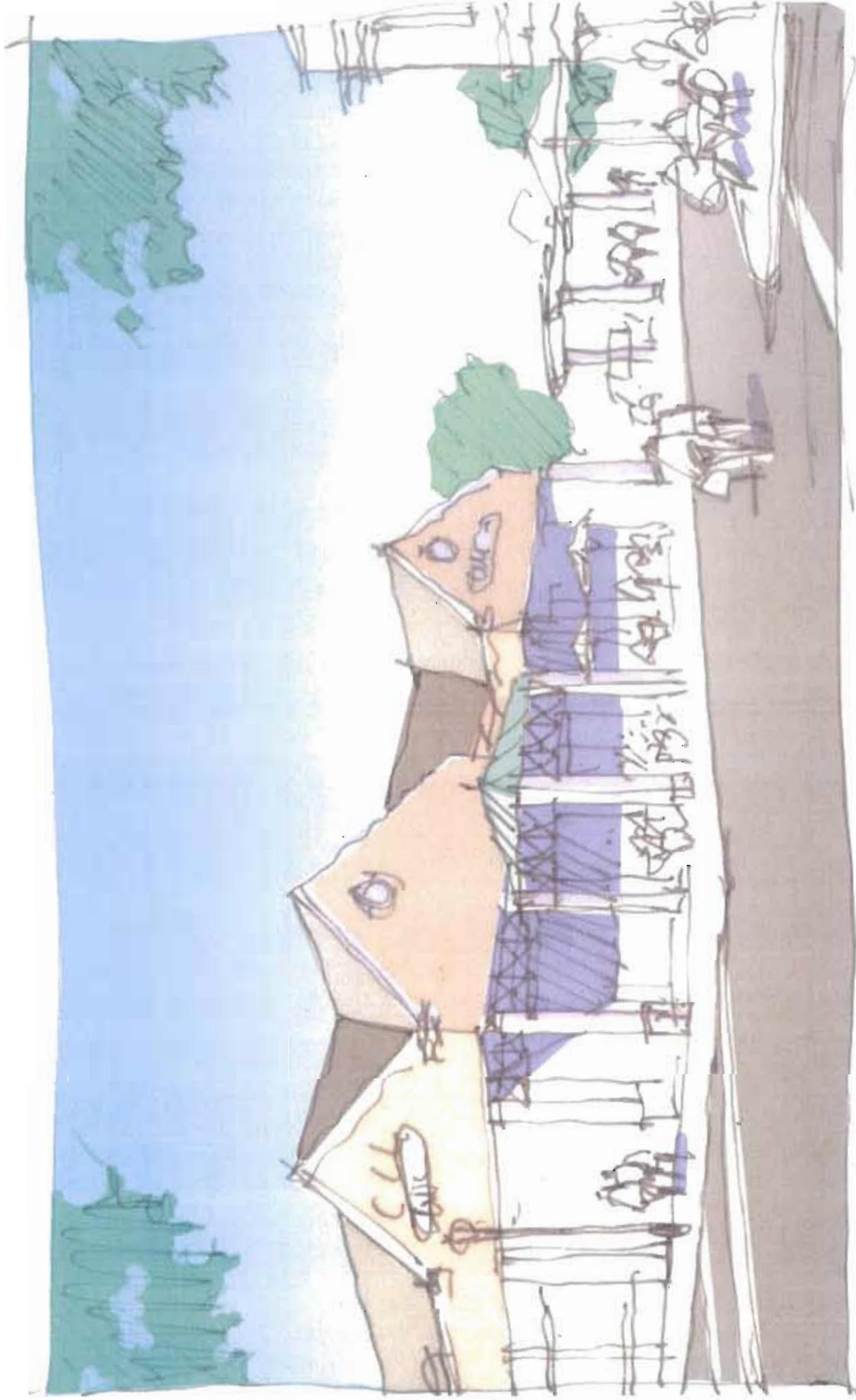
NEW BRIDGWAY BRIDGE
FRONTAGE

EXPANDED "BRIDGE"
FRONT

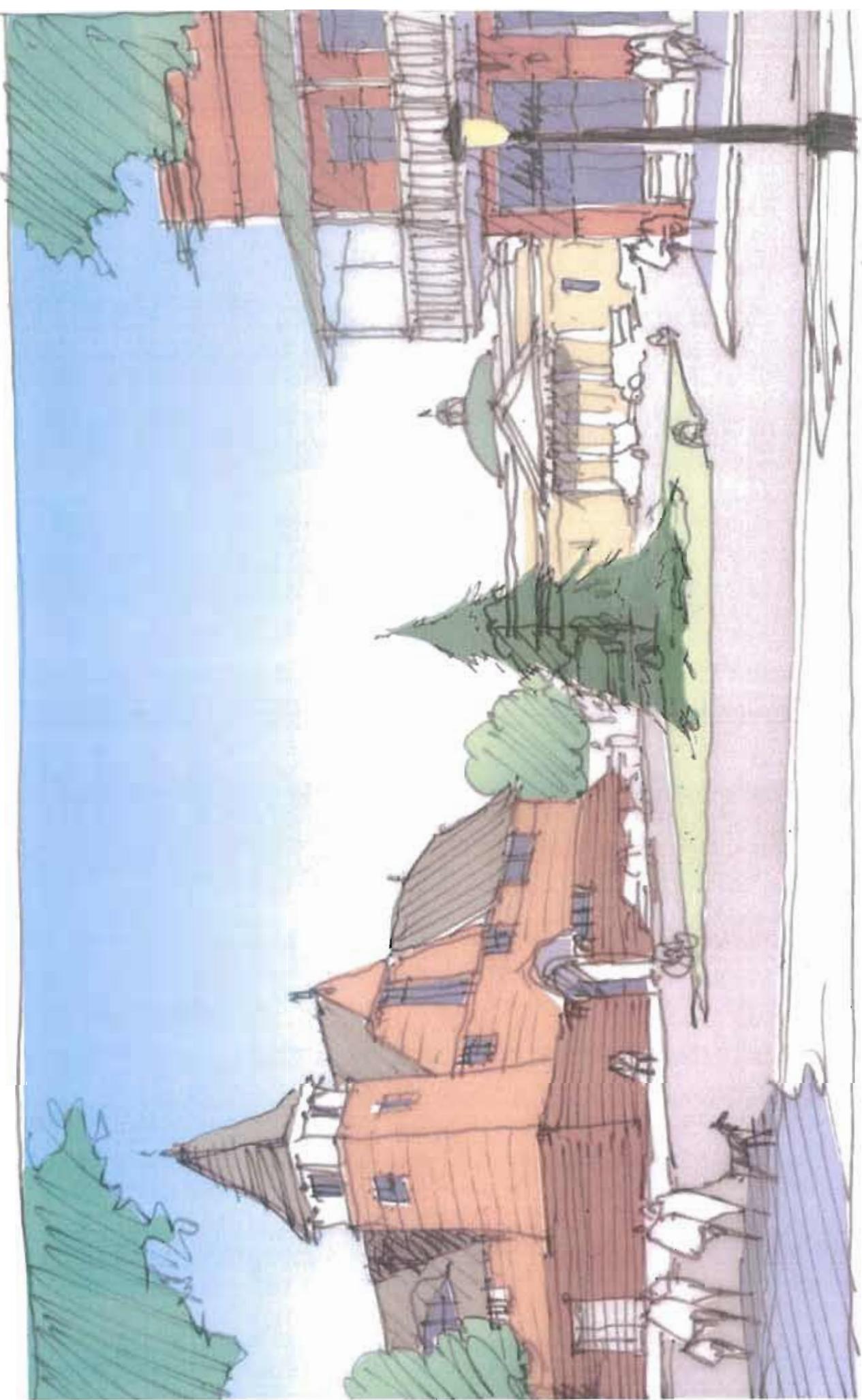




VIEW LOOKING NORTH UP BROADWAY FROM 25A.



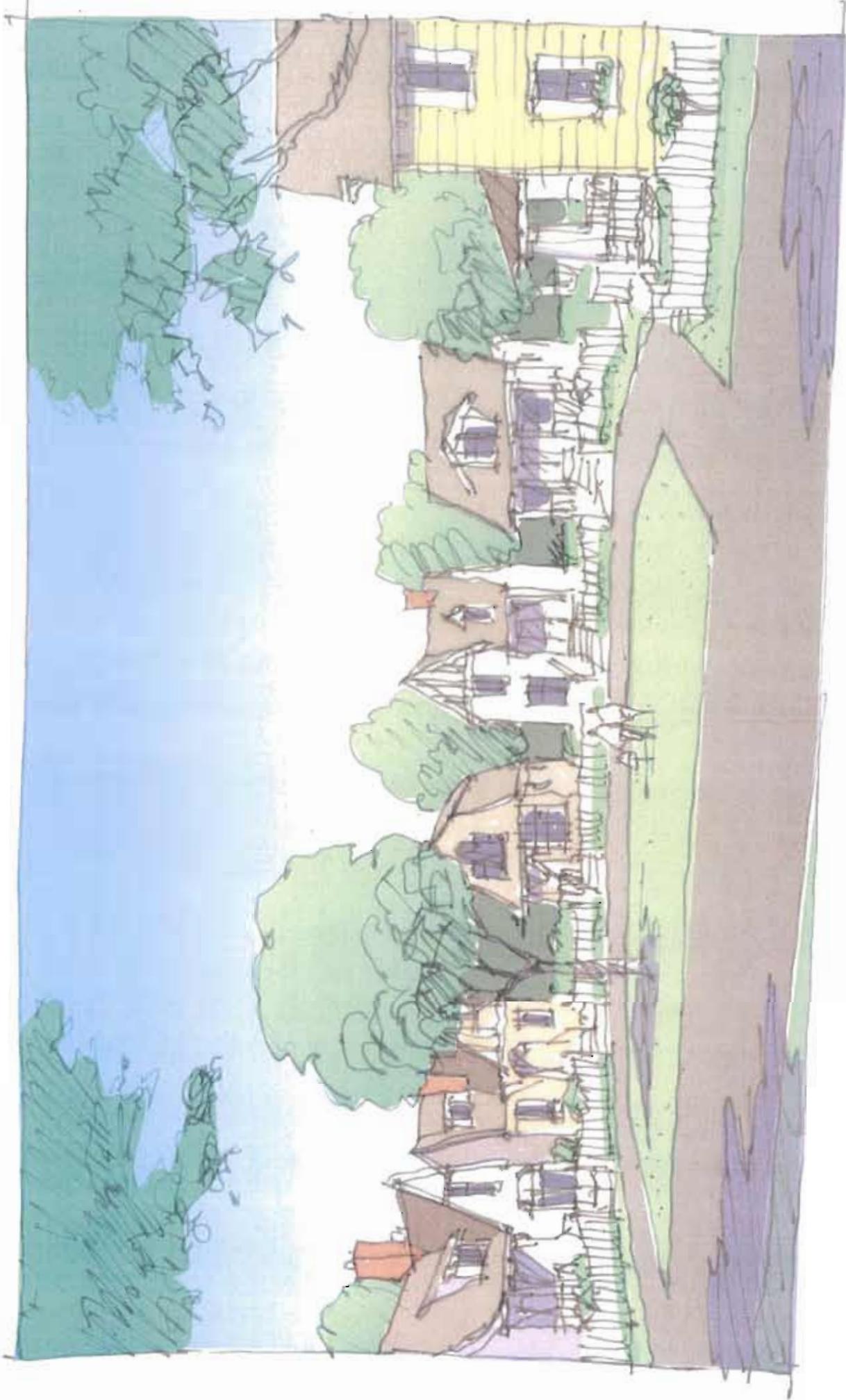
Flower kiosk & sidewalk cafe
w/ farmer's market



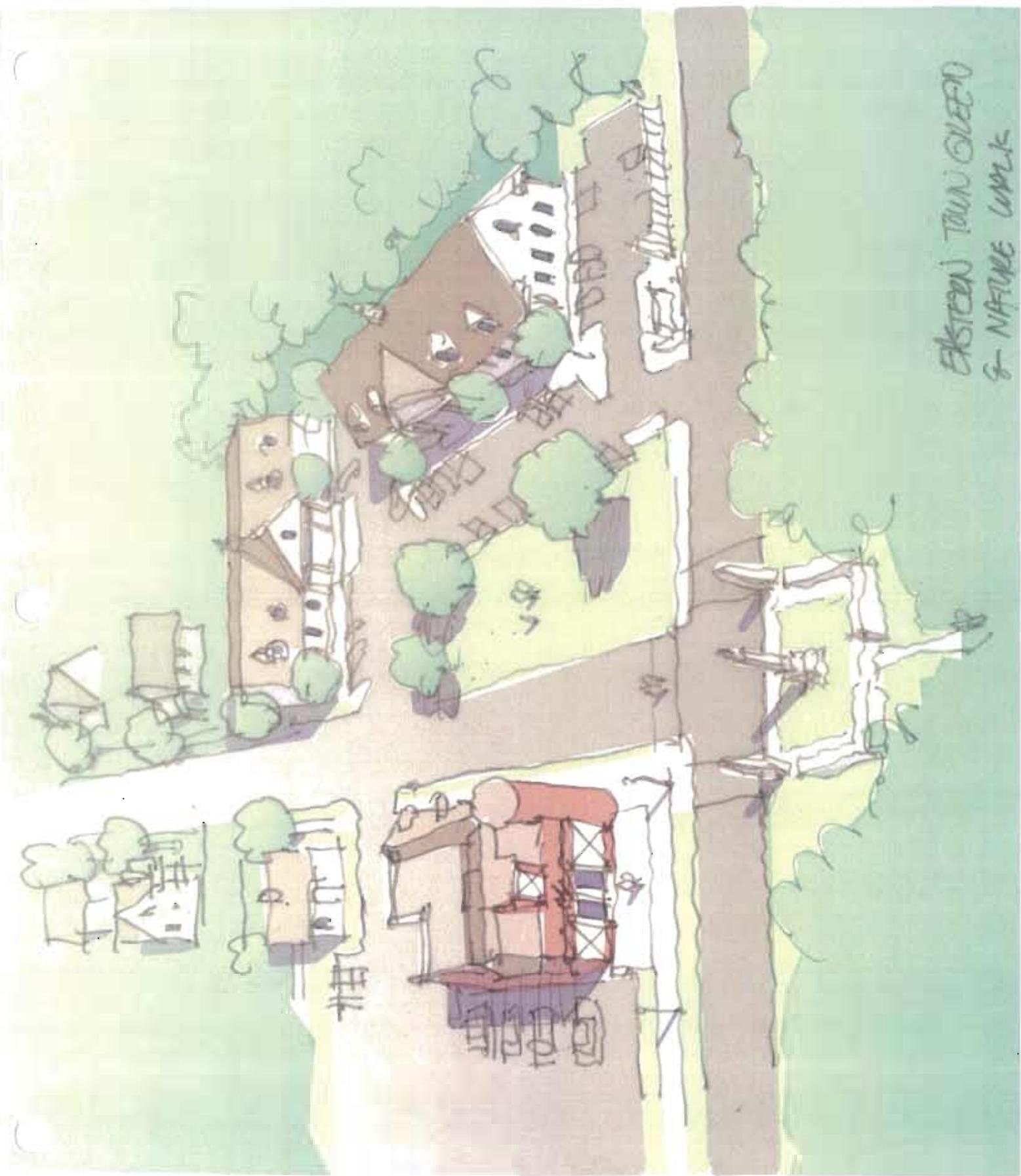
2. WASHINGTON / NEW HAVEN ST.
COLORED LAMINATED
COMMUNITY CENTER



LIBRARY & CHURCH'S ON THE CORNER @
THE ROCKY POINT INN



COSTA RICA (Small SFPA)



ERSTEEN TOWN SQUARE
& NATURE WALK

New Civic Square and Broadway
Anchor featuring the Town Christmas Tree,
a new Town Inn, and other potential anchor uses
(cinema cafe, Library, restaurants/cafes, etc.)

New Library and
Community Hall

New "Liner" building-retail showroom for
existing Lumber Yard

New "Rocky Point Inn." featuring
Gracie's on the Green

Existing "Antique Row"

residential condos above

New infill mixed-use buildings with ground floor
retail and upper story "lofts."

New mixed-use commercial building w/
ground floor shops (book store) and
upper story offices

New mid block surface parking
lots

New mixed-use building at corner site
and south facing sidewalk seating

New angle parking with reduced design
speed street section and other
pedestrian enhancements

Existing specialty shops, bakeries
and restaurants

New Farmer's Market
and surface parking lot liner

New Flower Kiosk/Newsstand

To enhanced Highway-Town
entrance feature

Rocky Point, NY Broadway and Main Conceptual Merchandising Strategy

Seib Henry and Associates, Inc./ADL II
Architects and Planners
And
Visionary Landmark
© 2007

**Key Issues and
Recommendations:**

10 Steps

1. Start small and build on existing assets:

Identify key merchants and themes around which a more robust and competitive market perception can be built

**Identify and define discreet
merchandising clusters:**

Create "anchors" comprised of clusters of similar or complementary uses

**Think creatively in terms of
leveraging market forces:**

Identify vital players within the community looking to expand and consider creative means to more effectively leverage their market imperative

**Build incrementally to establish clear
momentum, but punctuate w/ strategically
timed "big Ideas"...**

Start with readily achievable objectives, to demonstrate viability and to build momentum, but don't overlook opportunities to make a big change, when and where appropriate

**Optimize Rocky Point's two retail zones
around their respective
markets/characteristics:**

Rocky Point has both a "highway" commercial district and a "main street" commercial district. Make sure both are working at the optimal effectiveness, relative to their respective markets, and physical parameters.

Add additional residential units in core to strengthen consumer base and diversify household types:

Residents living in an attractive, walkable environment provide a more loyal and consistent consumer base than those in an auto-dependent community setting.

Establish unique theme and market positioning:

Utilize Main Street's unique physical environment to build a unique mix of independent retailers that celebrate the community's history and traditions

Provide generous zoning envelop and allow market forces to drive pace of redevelopment:

Provide optional overlay zoning based upon market imperatives, and an expedited approval process (form-based code) to provide effective incentives for redevelopment.

Attract new investment through a combination of physical enhancements and market inducements:

Become known as "the" place for existing businesses to grow, and for new businesses to locate, through a combination of a business-friendly regulatory environment (form-based code), and a unique physical setting, that is nurturing and supportive of independent business.

Build your own:

If what you want doesn't exist, or won't come, build your own...

Use the above initiatives to help identify local entrepreneurs who share your vision.

SECTION 1. PROCEDURES

1.1 INTENT OF THIS DESIGN GUIDELINE

- It is the intent of this Design Guideline to enable, encourage and qualify:
- 1.1.1 the development of communities that are diverse, compact and walkable;
 - 1.1.2 the protection of landscapes that are ecologically and culturally valuable;
 - 1.1.3 the neighborhood unit as the basic increment of community;
 - 1.1.4 a neighborhood size determined by a pedestrian shed such that most residents would walk to its center;
 - 1.1.5 retail businesses within the neighborhood such that ordinary household needs are met;
 - 1.1.6 workplaces within the neighborhood, including those integrated with dwellings;
 - 1.1.7 housing types, suitable for younger and older persons, single households and families;
 - 1.1.8 the balancing of investment from road building toward open space and civic buildings;
 - 1.1.9 sites suitable for schools;
 - 1.1.10 a variety of transportation options including cars, transit and bicycles;
 - 1.1.11 a fine-grained network of thoroughfares connected to the regional system;
 - 1.1.12 thoroughfares conceived equitably for pedestrians, bicyclists and automobiles;
 - 1.1.13 building frontages that mask parking and support pedestrian activity.
 - 1.1.14 The use of bollards, berms, ornamental concrete, and banners is not construed as a public amenity and shall be discouraged by this guideline.

1.2. DESCRIPTION OF THIS DESIGN GUIDELINE

- 1.2.1 This Design Guideline applies to two scales of planning: the Community Plan for the hamlet scale (Sections 3 and 4), and the Site Plan for the building scale (Section 5). For a description of the process see the attached summary.
- 1.2.2 Section 6 includes the diagrams and numerical tables that supplement the technical prescriptions of the text.
- 1.2.3 Section 7 includes terms and definitions integral to this Design Guideline.
- 1.2.4 Section 8 is the architectural design guidelines along with examples.
- 1.2.5 This Introduction is for purposes of clarification and instruction of the Design Guideline.

1.3 APPLICABILITY

- 1.3.1 The provisions of this Design Guideline, when in conflict, shall take precedence over other codes, ordinances, regulations and standards except that those listed below remain in effect. The provisions of the following take precedence over the provisions of this Design Guideline:
 - a. Restrictions for adult uses
 - b. Restrictions for alcoholic beverage establishments
 - c. Noise ordinances
 - d. Flood hazard ordinances
 - e. Accessibility standards
 - f. Health and Safety standards
 - g. Preservation Standards
 - h. State Environmental Quality acts or standards
- 1.3.2 The Existing Zoning Ordinance continues to be applicable only to issues not covered by this Design Guideline except where these would contradict the Intent (Section 1.1) of this Design Guideline, in which case the conflict shall be resolved by the Variance procedure (Section 1.7).
- 1.3.3 Provisions of this Design Guideline shall be activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.3.4 Terms used throughout this Design Guideline shall take their commonly accepted meanings and as herein defined in Section 7. In the event of conflicts between these definitions and those of the Existing Zoning Ordinance, the Terms and Definitions of this Design Guideline shall take precedence.
- 1.3.5 The definitions of Section 7 may contain regulatory language that is integral to this Design Guideline.

1.4 PREPARATION OF PLANS

- 1.4.1 The Infill Community Plan for the Port Washington Business District is in the context of the Vision Plan as defined by the Town of North Hempstead.
- 1.4.2 Site Plans are usually prepared by a private developer or property owner.

1.5 PROCESS

- 1.5.1 The Town Board may create an *Hamlet Design Center (HDC)*. The *HDC* may be assigned by the

Planning Department to advise on the use of this Design Guideline and aid in the design of the communities and buildings based on it.

- 1.5.2 The Planning Department shall consult with representatives from each of the various regulatory agencies that have jurisdiction over the permitting of a project. The Planning Department and representatives of other regulatory agencies shall meet in order to expedite the application by providing a single interface between the developer and the agencies.
- 1.5.3 The Developer may appeal a decision of the Planning Department to the Town Board through the Planning Commission, and appeal a decision of the Board of Appeals to the Town Board.
- 1.5.4 Should a violation of an approved plan occur during construction, the Planning Department, and the Town Board has the right to require the developer to stop, remove, and/or mitigate the violation, require the developer to secure an Exception to cover the violation or provide the Town with an approved irrevocable Letter Of Credit guaranteeing that such violations will be corrected. One or more of these actions may be used upon the discretion of the Planning Department.

1.6 INCENTIVES

To encourage the use of this Design Guideline, to the extent authorized by state law, the Town Board can grant the following incentives:

- 1.6.1 The developer's application shall be processed administratively rather than through public hearing.
- 1.6.2 The developer's application shall be processed with priority over others with prior filing dates that do not conform to these guidelines or are in the process of requesting an exception to the Design Guidelines.
- 1.6.3 Review fees may be waived or reduced.
- 1.6.4 Density may be increased by the Transfer of Development Rights.
- 1.6.5 A traffic impact report may be waived.
- 1.6.6 The municipality may construct and maintain those internal thoroughfares that through-connect to adjacent sites.
- 1.6.7 Payment of property taxes may be maintained at the level prior to the granting of the permit, until such time as a certificate of occupancy has been issued for each building.
- 1.6.8 First-time buyers of dwellings and newly-created businesses within Zones T4 and T5 may receive tax relief.

1.7 VARIANCES

- 1.7.1 To expedite the process and to free the Board of Appeals and the Town Board for issues of greater importance, there shall be two levels of variance: Warranted Variances (Warrants) and Exceptional Variances (Exceptions).
- 1.7.2 Warrants permit a practice that is not consistent with a specific provision of this Design Guideline, but that is justified by the intent of this Design Guideline (Section 1.1) or by hardship. Warrants may be granted administratively through the Planning Department. The following shall not be available for Warrants:
 - a. The allocation percentage of each Transect Zone.
 - b. The requirement for a variety of residential types.
 - c. The maximum dimensions of traffic lanes.
 - d. The required provision of alleys and lanes.
 - e. The average residential densities.
 - f. The permission to build ancillary apartments.
 - g. The requirements of parking location.
- 1.7.3 An application that requires only Warrants shall be processed administratively by the Planning Department.
- 1.7.4 Exceptions permit a practice that is not consistent with the intent of Smart Growth (Section 1.1). Exceptions shall be granted only through public hearing by the Board of Appeals.
- 1.7.5 The request for an Exception shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration. Public officials may use the entire application or a portion thereof to inform their actions.
- 1.7.6 Warrants and Exceptions shall be considered unique and shall not set precedent for others.

SECTION 2. PREPARING OVERLAY SECTOR PLANS

2.1 GENERAL

2.1.1 Sector Plans are not required as part of the Design Guidelines. The Planning Department may develop a Sector Plan and add narrative to this section at their discretion.

SECTION 4. COMMUNITY PLANS (INFILL)

4.1 GENERAL

4.1.1 Hamlet Infill T Zones shown on the Community Plan designate the potential locations of three types as T-3, T-4 and T-5.

4.1.2 The Community Plan shall be pre-permitted by approval of the Town Board.

4.1.3 The Prescriptions of Infill Community Plans are mandatory for those areas that have them approved.

4.1.4 A Community Plan requires an owner or developer to follow the provisions of Section 5 of this Design Guideline.

4.1.5 Incentives for building within this Code are listed in Section 1.5.

4.2 THE COMMUNITY PLAN MAP

4.2.1 The Community Plan includes one map and shows the Neighborhoods designating within these communities, along with the various Transect Zones.

4.3 COMMUNITY QUALIFICATIONS

The Infill Community Plan consists of the following hamlet pattern:

4.3.1 **Downtowns:** A Downtown is fully mixed-use. Downtown Community Plans shall be based on the reinforcing the existing historic pattern. A Downtown is usually defined by a Large (1/4 to 1/2 mile) Pedestrian Shed elongated to follow an important commercial street. Downtowns are the preferred location of large commercial and retail uses as well as government and other civic institutions of regional importance. The edge of the downtown usually feathers into adjacent neighborhoods (T3) without buffer.

4.4 ENVIRONMENTAL REQUIREMENTS

4.4.1 General:

Transect Zones manifest a range of responses to natural conditions. In the more rural zones the green infrastructure shall prevail in case of conflict. In the T3 through T5 zones, the hamlet pattern shall have priority.

4.4.3 Specific to Sub-Urban Zones (T3):

a. The landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.

b. The streetscape shall consist of tree clusters of various species, naturalistically clustered, as well as low maintenance understory. Lawns are allowed.

c. Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building, as shown in Section 6.10.1.

d. The management of storm water shall be primarily on-site through natural retention and percolation. Local, County and State regulations shall prevail.

4.4.4 Specific to the General Transect Zones (T4):

a. The landscape installed shall consist primarily of durable species tolerant of soil compaction.

b. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Section 6.10.1.

c. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no on-site retention and detention required.

4.4.5 Specific to Transect Center Zones (T5):

a. The landscape installed shall consist primarily of durable species tolerant of soil compaction.

b. Impermeable surface by building shall be confined to the ratio of lot coverage, as shown in Section 6.10.1.

c. Management of storm water shall be primarily off-site through underground storm drainage. There shall

4.5 PRE-EXISTING CONDITIONS:

4.5.1 Existing buildings that do not conform to the provisions of this Code may continue as they are until a substantial modification is requested, at which time the Planning Department shall determine the provisions of this Code that shall apply.

- No on-site retention and detention required.
- 4.5.2** Existing buildings that have at any time received a certificate of occupancy should not require upgrade to the current Building Code if renovated, and may continue in use at the standards under which they were originally permitted. ADA requirements in force at the time of building permit issuance shall be adhered to.
- 4.5.3** Modification of existing buildings is permitted by right if such changes result in greater conformance with this Code.
- 4.5.4** Those Building Functions, Configurations and Dispositions that exist within the Pedestrian Shed of a site and are consistent with the intent of this Code, may be designated by the Planning Department as an approved standard for use within a zone of the Community Plan.
- 4.5.5** Where buildings exist on adjacent lots, the Planning Department may require that the proposed project match one or the other of the adjacent building setbacks and heights as long as they generally conform to this Guideline.
- 4.5.6** Modification of buildings of actual or potential historic value must be approved by Exception. At the time of review the developer shall show drawings of the proposed replacement and/or modifications. The architectural harmony (similar materials, window proportions, color range, mass/void ratio, roof type and pitch) of the modifications to the original structure shall be a condition of approval.
- 4.5.7** The restoration or rehabilitation of a building shall not require the provision of parking nor of on-site stormwater retention/detention in addition to that which is existing (see Section 4.5).
- 4.6** **REGULAR TRANSECT ZONES**
- 4.6.1** **General** The Transect Zones allocated on the Community Plan are described as follows. The elements that comprise each of these are described in Section 4.5-4.9. The placement of the Zones are depicted on the Community Plan.
- 4.6.2** **Sub-Urban Zone (T3)** the most natural, least dense, most residential habitat of a community.
- 4.6.3** **General Transect Zone (T4)** a predominantly residential habitat, typically the largest zone within the Community.
- 4.6.4** **Transect Center Zone (T5)** the denser, fully mixed-use habitat, typically located at the centroid of a Pedestrian Shed or along an important intersection.
- 4.7** **CIVIC PLACES AND BUILDINGS**
- 4.7.1** **General:**
Civic Places generally shall be established on or at the intersections of A Streets. They shall be specifically designated (as a modification to the Community Plan) at such time as deemed appropriate by the Planning Department and as a revision to the Community Plan done administratively.
- 4.7.2** **Civic Spaces** are applicable to any Transect Zone for sites dedicated to common open space.
a. Civic Spaces shall be designed as described
- 4.7.3** **Civic Buildings** are sites reserved for communal buildings, generally those operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking.
a. Civic Buildings may be Warranted within any Transect Zone. Such Civic Sites shall not occupy more than 20% of the area in a quarter mile radius.
b. Civic Buildings should be located within or adjacent to Civic Spaces or at the axial termination of significant Thoroughfares (A Streets).
c. Civic Buildings shall not be subject to the Requirements of Section 5. The particulars of Civic Building design shall be determined by Warrant.
d. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots shall be graded, compacted and landscaped, but may remain unpaved.
- 4.8** **SPECIAL REQUIREMENTS:**
The Community Plan designates the following requirements:
- 4.8.1** A differentiation of standards along thoroughfares as an A-Street and a B-Street. Only the A Streets are designated on the Community Plan. All others are B Streets. Buildings along the A Street shall be held to a high standard in support of pedestrian activity. Buildings along the B Street may be more readily considered for Warrants and Exceptions allowing more or less automobile-oriented standards. Buildings along the B Street may be exempt from Frontage types and setback requirements. The exemptions, however, assigned to the B-Grid shall not exceed 30% of the total, within each pedestrian shed.
- 4.8.2** Mandatory retail frontages shall occur at least at the intersection of A Streets and requires that a building provide a shopfront at sidewalk level along the entire length of the frontage. The shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk. The first floor shall be confined to retail use through the depth of the First Layer.
- 4.8.3** Buildings along retail frontages shall provide a permanent cover over the sidewalk, either

- cantilevered or supported by columns
- 4.8.4 A designation for Coordinated Streetscape Frontage requires that the private frontage be coordinated with the public streetscape as a single, coherent landscape and paving design, to the satisfaction of the Planning Department.
 - 4.8.5 Terminated Vista locations requires that the building be provided with architectural articulation of a type and character that responds to the location.
 - 4.8.6 A Cross-Block-Passage requires that a mini-mum 8 foot wide pedestrian access be reserved for circulation between buildings. These shall occur on blocks that are longer than 2000 feet.

SECTION 5. PREPARING SITE AND BUILDING PLANS

5.1 INSTRUCTIONS

- 5.1.1** Lots and buildings located within one of the Transect Zones specified by an approved Community Plan shall be subject to the requirements of this section.
- 5.1.2** The requirements as described in Sections 5.2 through 5.8 shall control the disposition, function and configuration of lots and buildings, as well as their architectural, landscape, parking signage and visitability standards.
- 5.1.3** An owner, a developer or the [Planning Office] shall prepare a site and building plan for each lot and building following the provisions of this Section. Site plans previously prepared by the [Planning Office] require administrative approval only.
- 5.1.4** The site and building plans shall show the following:
- a.** For preliminary approval:
 - building disposition
 - building configuration
 - building function
 - parking standard
 - b.** For final approval, in addition to the above:
 - architectural standards
 - landscape standards
 - visitability standards

5.2 GENERAL TO ALL ZONES

5.2.1 General Building Disposition.

- a.** Lots shall be sized as shown on the Community Plan or as described in Section 6.10.1. Previously platted lots may be re-platted to comply with the standards of Section 6.10.1.
- b.** One principal building on the frontage and one outbuilding to the rear of it may be built on each lot.
- c.** Lot coverage by a building shall not exceed that shown in Section 6.10.4.
- d.** Facades shall be built parallel to principal frontage line, if curved or broken the facade shall be built on a line tangent to it. Corner lots shall have a principal frontage determined by the Planning Department.
- e.** Setbacks for principal buildings shall be as shown in Section 6.10.4. In the case of an infill lot, setbacks shall match one or the other of the existing adjacent setbacks. Setbacks may be otherwise adjusted by Warrant (see 4.6.5). The T-3 existing portions of the Community Plan may require maintaining existing setbacks, but must be reviewed on a bloc by block basis. Rear setbacks for outbuildings shall be a minimum of 16 feet measured from the centerline of the alley or rear lane. In the absence of rear alley or lane the rear setback shall be as shown in Section 6.10.4.
- f.** Open porches, stoops, balconies, awnings and bay windows may encroach into any setback as approved by Warrant.
- g.** Open porches may encroach up to 50% of the depth of the required setbacks.
- h.** Loading docks and service areas shall not be permitted on frontages.
- i.** Corner lots shall have one principal frontage to be determined by the Planning Department.
- j.** The requirements for compliance to disposition and configuration requirements may be adjusted by Warrant.

5.2.2 General Building Configuration.

- a.** Frontage types shall be allocated as shown in Section 6.10.3 and illustrated in Section 6.2
- b.** Building heights shall be as shown in Section 6.10.5 and illustrated in Section 6.3.

5.2.3 General Building Function.

- a.** Buildings may be dedicated to functions as described in Section 6.10.5.
- b.** Building areas for office and retail functions shall be calculated as equivalents to the residential density allocation at the conversion rate of 500 square feet for each dwelling unit.
- c.** Building Functions not expressly permitted in Section 6.4, or that which create an Adverse Impact, require approval by Exception.

5.2.4 General Parking Standards.

- a.** Parking shall be accessed by alley or rear lane, if one is available.
- b.** Parking shall be provided as described in the Building Function Table 6.5 and 6.6 and adjusted according to the Shared Parking Table 6.5.2. One bicycle parking space shall be provided for every fifteen off-street vehicular parking spaces.
- c.** On-street parking along the frontage lines corresponding to each lot shall be counted toward its parking requirements.
- d.** Parking shall be located behind the principal building.
- e.** Parking lots shall be located within the layers 2 and 3 specified and masked from the frontage by a liner building, a streetwall and/or a hedge. Liner Buildings shall have no parking requirement.

- f. A parking or individual garage with openings facing a front-age such openings shall not exceed two lanes in width.
- 5.2.5 General Architectural Standards.**
- a. Wall materials may be combined on each facade only horizontally, with the heavier below the lighter.
 - b. Windows shall be clear glass.
 - c. Pitched roofs, if provided, shall be symmetrically sloped with respect to historic precedent sheds shall have slopes no less than 2:10.
 - d. Flat roofs shall be enclosed by parapets a minimum of 42 inches high or as required to conceal HVAC equipment and to the satisfaction of the SAC.
 - e. Openings above the first story shall not exceed 50% of the total area, with each story being calculated independently.
 - f. The first story facades on Retail Frontages at sidewalk level shall be detailed and glazed as storefronts to no less than 70% of their area.
 - g. Streetwalls shall be made of brick, or block and stucco or other material to match the façade of the Principal Building.
 - h. Openings, including porches, galleries, arcades and windows shall be square or vertical in proportion.
 - i. Doors and windows that operate as slides are prohibited along frontages.
 - j. Fences along frontages if provided, shall be painted wood, wrought iron or other historic material. Fences at other lot lines may be painted natural wood, coated chain link or masonry.
 - k. See Section 8 for specific architectural standards.
- 5.2.6 General Landscape Standards.**
- a. A minimum of one tree to match the street trees on the enfronting streetscape shall be planted for each 30 feet of frontage within the First Layer of each lot unless otherwise specified.
 - b. Groundcover shall be planted and maintained on the First Layer of each lot unless otherwise specified.
- 5.2.7 General Signage Standards.**
- a. One address number no more than 6 inches high shall be attached to the building in proximity to the principal entrance or at a mailbox.
 - b. One blade sign for each business may be permanently installed perpendicular to the façade. Such a sign shall not exceed a total of 4 square feet unless otherwise specified for the specific zone.
 - c. Signage may be externally lit with a full-spectrum bulb on each side.
- 5.2.8 General Visitability Standards.**
- a. There shall be provided one zero step entrance on an accessible path at the front, side, or rear of each building.
 - b. All the main floor interior doors (including bathrooms) shall provide 32 inches of clear passage span.
 - c. There shall be at least a half bath on the main floor of each building.
- 5.3 SPECIFIC TO RURAL PRESERVE ZONES (T1)**
- 5.3.1** Buildings shall be generally forbidden within the T1 Zone except that permission to build and the specifications required may be determined concurrently as Exceptions, in public hearing of the Town Board.
- 5.4 SPECIFIC TO RESERVE ZONES (T2)**
- 5.4.1** Buildings shall be generally forbidden within the T1 Zone except that permission to build and the specifications required may be determined concurrently as Exceptions, in public hearing of the Town Board. Existing uses and buildings may remain.
- 5.5 SPECIFIC TO SUB-URBAN ZONES (T3)**
- 5.5.1 (T3) Building Disposition.**
- a. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Sections 6.1.1 and 6.1.2.
- 5.5.2 (T3) Building Configuration.**
- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.10.3, 6.10.4, and 6.10.5.
- 5.5.3 (T3) Building Function.**
- a. In addition to the general specifications of Section 5.2.3, specific building function shall be as shown in Section 6.6 and 6.10.5.
 - b. Agricultural uses shall be permitted by Warrant.

- 5.5.4 (T3) Parking Standards.**
- a. Parking shall be provided as specified in Section 6.5 and 6.14.
 - b. Open parking areas shall be located at the Third Layer, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer.
 - c. Parking may be accessed from the frontage by a driveway, but rear lanes shall be permitted.
- 5.5.5 (T3) Architectural Standards.**
- a. In addition to the general standards shown in Section 5.2.5, specific standards shall be as follows:
 - b. The exterior finish material on all facades shall be limited to brick, wood siding, Hardiplank and/or stucco.
 - c. Balconies and porches shall be made of painted wood.
 - d. Buildings shall have sloped roofs at 12:1.
 - e. Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other layers may be on painted wood board or coated chain link.
- 5.5.6 (T3) Landscape Standards.**
- a. There shall be no requirements additional to those specified in Section 5.2.6.
- 5.5.7 (T3) Signage Standards.**
- a. There shall be no signage permitted additional to that specified in Section 5.2.7.
- 5.6. SPECIFIC TO GENERAL TRANSECT ZONES (T4)**
- 5.6.1 (T4) Building Disposition.**
- a. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Sections 6.1.1 and 6.1.2.
 - b. Side setbacks shall total a minimum of 10 feet with a minimum of 0 feet to one side.
- 5.6.2 (T4) Building Configuration.**
- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, 6.10.3 and 6.10.4.
- 5.6.3 (T4) Building Function.**
- a. In addition to the general specifications of Section 5.2.3, specific building function shall be as shown in Section 6.7 and 6.10.5.
 - b. Accessory uses of Limited Lodging or Limited Office shall also be permitted in the outbuilding.
- 5.6.4 (T4) Parking Standards. (See Sections 6.4, 6.5 & 6.6)**
- a. All parking areas except for driveways shall be located at the Third Layer. Garages areas shall be at the Third Layer.
 - b. Parking shall be accessed from a rear alley or rear lane.
- 5.6.5 (T4) Architectural Standards.**
- a. In addition to the general standards shown in Section 5.2.5, specific standards shall be as follows:
 - b. The exterior finish materials on all facades shall be limited to brick, clapboard, siding, Hardiplank and/or stucco.
 - c. Balconies and porches shall be made of painted wood.
 - d. Buildings shall have sloped roofs.
 - e. Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other layers may be on painted wood board or coated chain link.
- 5.6.6 (T4) Landscape Standards.**
- a. There shall be no requirements additional to those specified in Section 5.2.6.
- 5.6.7 (T4) Signage Standards.**
- a. There shall be no signage permitted additional to that specified in Section 5.2.7.
- 5.7. SPECIFIC TO TRANSECT CENTER ZONES (T5)**
- 5.7.1 (T5) Building Disposition.**
- a. Buildings shall have their principal pedestrian entrances on a frontage line.
 - b. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Sections 6.1.1 and 6.1.2.
 - c. Facades shall be built parallel to the principal frontage line along a minimum of 70 % of its length with a setback of 0 to 10 feet from the frontage line. In the absence of building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade.
- 5.7.2 (T5) Building Configuration.**
- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, 6.10.3, 6.10.4, and 6.10.5.
 - b. Buildings with a first level residential use shall be raised a minimum of 2 feet from average sidewalk grade.

- 5.7.3 (T5) Building Function.**
a. In addition to the general specifications of Section 5.2.3, specific building function shall be as shown in Section 6.10.5.
b. Ground floor commercial shall be permitted throughout and shall be required at mandatory retail frontages.
c. Manufacturing within the first story shall be permitted by Exception.
- 5.7.4 (T5) Parking Standards.**
a. Parking shall be provided as specified in Section 6.5.
b. All parking areas shall be located at the Third Layer and masked by a streetwall or liner building.
c. Parking shall be accessed from a rear alley.
d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant.
e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a building.
f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.
- 5.7.5 (T5) Architectural Standards.**
a. The exterior finish materials on all facades shall be limited to stone, brick, Hardiplank and/or stucco.
b. Balconies, galleries and arcades shall be made of concrete, painted wood, or metal.
c. Buildings may have flat roofs, enclosed by parapets, or sloped roofs.
d. Streetwalls shall be located at the First Layer along the building frontage line.
- 5.7.6 (T5) Landscape Standards.**
a. In addition to those requirements specified in Section 5.2.6, the First Layer shall be landscaped or paved to match the enfronting streetscape.
- 5.7.7 (T5) Signage Standards.**
a. In addition to those requirements specified in Section 5.2.7, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.
b. Blade signs, not to exceed 4 square feet for each separate business entrance may be attached perpendicular to the façade.
c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

SITE AND BUILDING PLANS

5.5 SPECIFIC TO GENERAL URBAN (T4)



5.5.1 (T4) Building Disposition
 a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.1.1.1, 6.1.1.1 and 6.1.1.2.

5.5.2 (T4) Building Configuration
 a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.1.1.8, 6.1.1.9 and 6.1.1.10.

5.5.3 (T4) Building Function
 b. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.8 and summarized in Paragraph 6.1.1.11.
 c. Accessory uses of Limited Lodging or Limited Office shall also be permitted within an outbuilding.

5.5.4 (T4) Parking Standards
 a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 b. All parking areas except for driveways shall be located at the Third Layer (Paragraph 7.4.5). Garages shall be at the Third Layer.
 c. Parking shall be accessed from a rear alley or rear lane.

5.5.5 (T4) Architectural Standards
 In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
 a. The exterior finish materials on all facades shall be limited to brick, clapboard, siding and/or stone.
 b. Balconies and porches shall be made of painted wood or metal.
 c. Buildings shall have sloped roofs.
 d. Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other Layers may be of painted wood board or chain link.

5.5.6 (T4) Environmental Standards
 a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
 b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of single or alternate species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
 c. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Paragraph 6.1.1.6.
 d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.5.7 (T4) Landscape Standards
 a. There shall be no requirements additional to those specified in Paragraph 6.2.7.

5.5.8 (T4) Signage Standards
 a. There shall be no signage permitted additional to that specified in Paragraph 6.2.8.

5.6 SPECIFIC TO URBAN CENTER (T5)



5.6.1 (T5) Building Disposition
 a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.1.1.1, 6.1.1.1 and 6.1.1.2.
 b. Facades shall be built parallel to the principal frontage line along a minimum of 70 percent of its length with a setback of 0 to 10 feet from the frontage line. In the absence of a building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade.
 c. Buildings shall have their principal pedestrian entrances on a frontage line.

5.6.2 (T5) Building Configuration
 a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, summarized in Sections 6.1.1.8, 6.1.1.9, and 6.1.1.10.
 b. Buildings with a first level residential or lodging function shall be raised a minimum of 2 feet from sidewalk grade.

5.6.3 (T5) Building Function
 a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.8 and summarized in Paragraph 6.1.1.11.
 b. Ground floor commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
 c. Manufacturing within the first story may be permitted by Exception.

5.6.4 (T5) Parking Standards
 a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 b. All parking areas shall be located at the Third Layer and marked by a Streetwall or Linear Building.
 c. Parking shall be accessed from a rear alley.
 d. The required parking may be provided by warrant on sites elsewhere within the same Pedestrian Shed.
 e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
 f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

5.6.5 (T5) Architectural Standards
 In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
 a. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco.
 b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
 c. Buildings may have flat roofs enclosed by parapets or sloped roofs.
 d. Streetwalls shall be located at the First Layer along the building frontage line.

5.6.6 (T5) Environmental Standards
 a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
 b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
 c. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Paragraph 6.1.1.6.
 d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.6.7 (T5) Landscape Standards
 a. In addition to those requirements specified in Paragraph 6.2.7, the First Layer (Paragraph 7.4.5) shall be landscaped or paved to match the adjoining Public Frontage as defined in Section 6.9.

5.6.8 (T5) Signage Standards
 a. In addition to the signage permitted in Paragraph 6.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.
 b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.
 c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

5.7 SPECIFIC TO URBAN CORE (T6)



5.7.1 (T6) Building Disposition
 a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.1.1.1 and 6.1.1.2.
 b. Facades shall be built parallel to the principal frontage line along a minimum of 70 percent of its length with a setback of 0 to 10 feet from the frontage line. In the absence of a building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade.
 c. Buildings shall have their principal pedestrian entrances on a frontage line.

5.7.2 (T6) Building Configuration
 a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, and summarized in Sections 6.1.1.8, 6.1.1.9, and 6.1.1.10.
 b. Buildings with a first level residential use shall be raised a minimum of 2 feet from average sidewalk grade.

5.7.3 (T6) Building Function
 a. In addition to the general specifications of Paragraph 5.2.3, specific building function may be as shown in Section 6.4 or 6.8 and summarized in Paragraph 6.1.1.11.
 b. Ground floor commercial shall be permitted throughout and shall be required at mandatory shopfront frontages.
 c. Manufacturing within the first story shall be permitted by Exception.

5.7.4 (T6) Parking Standards
 a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 b. All parking areas shall be located at the Third Layer and marked by a Streetwall or Linear Building.
 c. Parking shall be accessed from a rear alley.
 d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant.
 e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
 f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

5.7.5 (T6) Architectural Standards
 In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
 a. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco.
 b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
 c. Buildings may have flat roofs enclosed by parapets or sloped roofs.
 d. Streetwalls shall be located at the First Layer along the building frontage line.

5.7.6 (T6) Environmental Standards
 a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
 b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
 c. Impermeable surface by building shall be confined to ratio of lot coverage by building shown in Paragraph 6.1.1.6.
 d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.7.7 (T6) Landscape Standards
 a. In addition to those requirements specified in Paragraph 6.2.7, the First Layer shall be landscaped or paved to match the adjoining streetscape.
 b. Trees shall not be required in the First Layer.

5.7.8 (T6) Signage Standards
 a. In addition to the signage permitted in Paragraph 6.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.
 b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.
 c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

STANDARDS & TABLES

TABLE 4 & 6: SECTOR SYSTEM ILLUSTRATED

Zone	Land Use	Proportion
T1	Residential	10-20%
T2	Medium Density Residential	20-30%
T3	Medium Density Residential	30-40%
T4	Medium Density Residential	40-50%
T5	Medium Density Residential	50-60%
T6	Medium Density Residential	60-70%

Table 4 & 6: Geography, including both the natural and the infrastructure, determines the areas that are suitable for development in various intensities that correspond to various typical community patterns. Each of the community types is comprised of different proportions of the six T-zones.

Table 5: Elements that determine urbanism exist in a range that can correspond to the gradient of the Transect. Most of the elements listed here are addressed in the transect zones.

Table 7: The private frontage is the layer between the building and the lot lines. It is as important as providing the manner in which the building facade meets the pedestrian. The relationship between this table and Table 8 is diagrammed in Table 11A.

TABLE 7: PRIVATE FRONTAGES

Section	Plan	Zone
1. Common Yard: A frontage wherein the facade is set back substantially from the frontage line. The front yard contains multiple setbacks and is a highly landscaped with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed transportation.		T2 T3
2. Plaza & Fence: A frontage wherein the facade is set back from the frontage line with an attached porch parallel to the frontage line. A fence in the foreground is a measure of the depth of the yard. The porch shall be no less than 8 feet deep.		T3 T4
3. Screen or Light Court: A frontage wherein the facade is set back from the frontage line by an essential setback of a certain light court. This type buffers residential use from urban side walks and reduces the private yard from public attachment. The landscape is suitable for conversion to outdoor cafe.		T4 T5
4. Terrace: A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The landscape is suitable for public use only. This type should be integrated in conjunction with other frontage types. Large front yards with the facade may obscure the sidewalk.		T4 T5 T6
5. Blank: A frontage wherein the facade is aligned close to the frontage line with the lot story elevated from the sidewalk sufficiently to allow activity for the sidewalk. The entrance is usually an entrance and landing. This type is recommended for ground-floor residential use.		T4 T6 T8
6. Employment and Assembly: A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is appropriate for retail use. It can be a landscaped grassy area on the sidewalk level and/or having the building setback to the sidewalk, where possible.		T4 T5 T6 T8
7. Gallery: A frontage wherein the facade is aligned close to the frontage line with an attached covered porch or a loggia, completely overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may contain the entire width of the sidewalk to within 2 feet of the curb.		T4 T5 T6 T8
8. Arcade: A frontage wherein the facade is a continuous that overlaps the sidewalk, with the facade of sidewalk level entrance at the frontage line. This type is conventional for retail use. The arcade level is no less than 12 feet wide and may overlap the entire width of the sidewalk to within 2 feet of the curb.		T5 T6 T8

TABLE 5: TRANSECT SYSTEM ILLUSTRATED

Zone	Elements
T1	Large houses, detached houses, wide streets, low density
T2	Medium density houses, medium streets, medium density
T3	Medium density houses, medium streets, medium density
T4	Medium density houses, medium streets, medium density
T5	Medium density houses, medium streets, medium density
T6	Medium density houses, medium streets, medium density

TABLE 8A: PUBLIC FRONTAGES

Section	Plan	Zone
1. (R1) For Highways: This frontage has open spaces drained by permeation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in sequential clusters. Buildings are setback by distance or form.		T1 T2 T3
2. (R2) For Rural Roads: This frontage has open spaces drained by permeation, no parking. The landscaping consists of multiple tree and shrub species arrayed in sequential clusters.		T1 T2 T3
3. (R3) For Suburban Roads: This frontage has open spaces drained by permeation and a walking path or bicycle trail along one or both sides and no parking. The landscaping consists of multiple species arrayed in sequential clusters.		T3 T4
4. (R4) For Residential Streets: This frontage has raised curbs drained by streets and side sidewalks separated from the vehicular lanes by a single continuous planter with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced grid.		T3 T4
5. (R5) (R7) For Standard Streets or Arterials: The frontage has raised curbs drained by streets and side sidewalks separated from the vehicular lanes by a single continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced grid.		T5 T6
6. (R6) (R8) For Commercial Streets or Arterials: The frontage has raised curbs drained by streets and side sidewalks along both sides separated from the vehicular lanes by separate planters with parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but with the alternate entrances.		T5 T6
7. (R9) For Boulevards: The frontage has sloped curbs on both sides. It consists of raised curbs drained by streets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced grid.		T3 T4 T5 T6

STANDARDS & TABLES

TABLE 88: PUBLIC FRONTS

TRANSECT ZONE	R U R A L I I I I I I I I I I T R A N S E C T I I I I I I U R B A N						
	Type	T1 T2 T3	T1 T2 T3	T3 T4	T4 T5	T5 T6	T5 T6
a. Assembly: The principal uses are the type and distribution of curbs, walkways, planters and landscape.	Low Rise	16-24 feet	17-24 feet	17-18 feet	17-18 feet	18-20 feet	18-20 feet
b. Curb: The detailing of the edge of the vehicular pavement incorporating drainage	Type Height	Curb with 10-12 feet	Curb with 10-12 feet	Flush curb 5-12 feet	Flush curb 5-12 feet	Flush curb 5-12 feet	Flush curb 5-12 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.	Type Width	Foot path 4-6 feet	Path 4-6 feet	Intersect 4-6 feet	Intersect 4-6 feet	Intersect 4-6 feet	Intersect 4-6 feet
d. Planter: The zone which accommodates street trees and other landscape.	Approved Species Number Type Planting Width	Overhead 18 ft high Continuous planter 3 feet-12 feet	Overhead 18 ft high Continuous planter 4 feet-12 feet	Project 18 ft high Continuous planter 5 feet-12 feet	Project 18 ft high Continuous planter 6 feet-12 feet	Project 18 ft high Continuous planter 4 feet-12 feet	Overhead 18 ft high Tree well 4 feet-12 feet

Table 8A & 8B: The public frontage is the layer between the private lot line and the edge of the vehicular lanes. It usually includes walkways, planters and lighting. This is a generalized description; Table 88 is a precise technical prescription giving dimensions. Note that the planting is prescribed by species in Section 8B-e.

TABLE 9: The vertical extent of a building is measured by number of stories not including a raised basement or an inhabited attic. Numerical heights are measured from the average grade of the frontage line to the eave of a pitched roof or the surface of a flat roof. Height limits do not apply to towers or lot coverage less than 400 square feet.

TABLE 10A: The projected design spreads determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares. The most typical assemblies are shown in Table 10B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

TABLE 10B: The design ADT (average daily traffic) is the determinant for each of these sections.

TABLE 9: BUILDING HEIGHTS

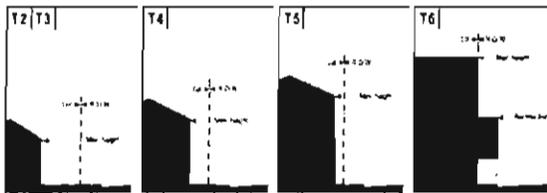


TABLE 10B: VEHICULAR LANES

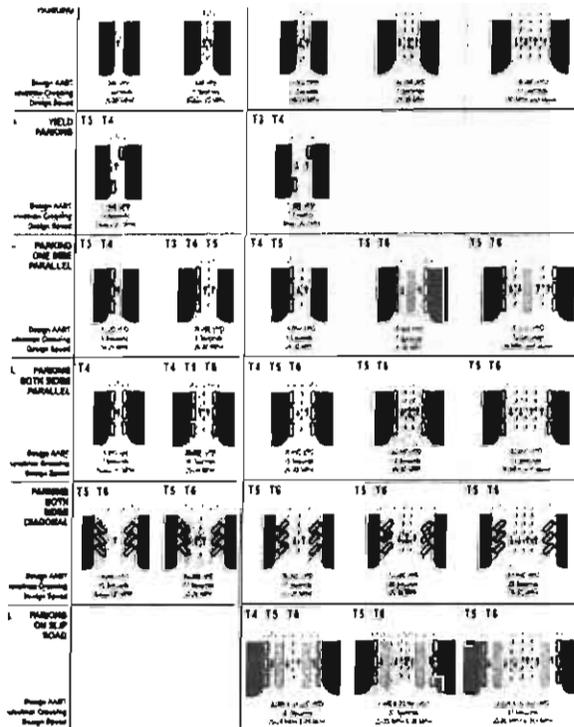


TABLE 10A: VEHICULAR LANES

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Below 20 mph	8 feet	•	•	•	•	•	•
20-24 mph	8 feet	•	•	•	•	•	•
25-28 mph	10 feet	•	•	•	•	•	•
29-32 mph	11 feet	•	•	•	•	•	•
Above 32 mph	12 feet	•	•	•	•	•	•

DESIGN SPEED	PARKING LANE WIDTH	T1	T2	T3	T4	T5	T6
20-25 mph	(Angle) 18 feet	•	•	•	•	•	•
26-28 mph	(Parallel) 7 feet	•	•	•	•	•	•
29-32 mph	(Parallel) 8 feet	•	•	•	•	•	•
Above 32 mph	(Parallel) 9 feet	•	•	•	•	•	•

DESIGN SPEED	EFFECTIVE TURNING RADIUS	T1	T2	T3	T4	T5	T6
Below 20 mph	5-10 feet	•	•	•	•	•	•
20-24 mph	10-15 feet	•	•	•	•	•	•
25-28 mph	15-20 feet	•	•	•	•	•	•
Above 28 mph	20-30 feet	•	•	•	•	•	•

(See Table 11b)

STANDARDS & TABLES

TABLE 11: EXPLANATORY DIAGRAMS

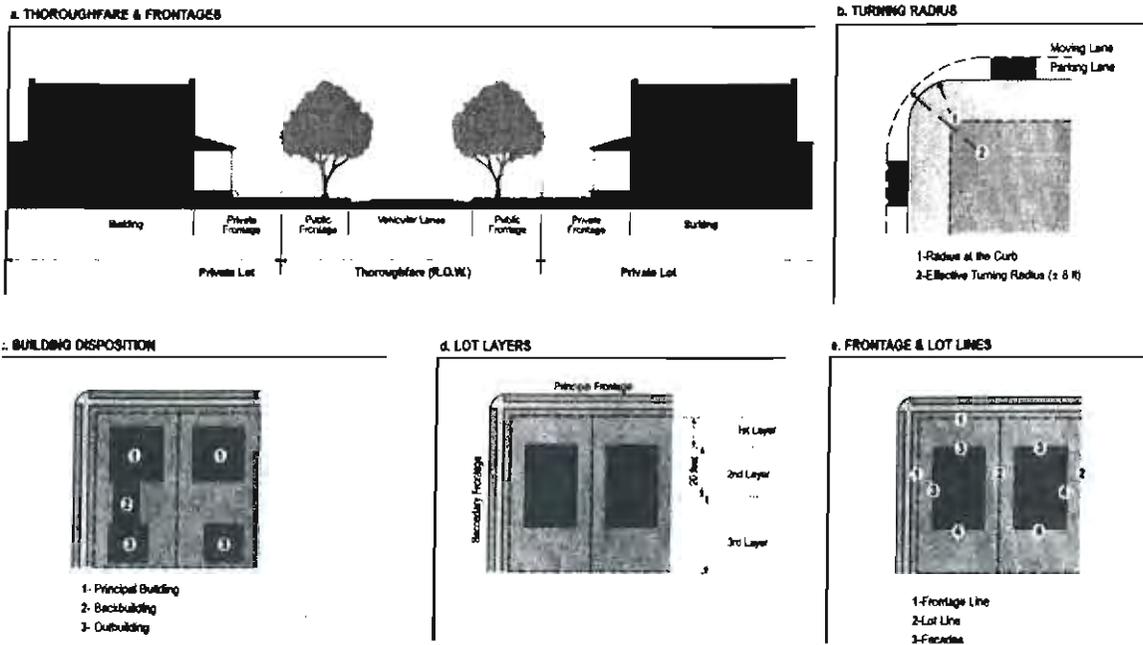


TABLE 12: GENERAL FUNCTION

TABLE 12: Transect-based functional classifications are gradual rather than categorical (as in conventional use zoning). Residential, lodging, office and retail occur to varying degrees in all transect zones in the decision of restricted, limited and open. For greater precision describing the functions see Table 13.

	T2 T3	T4	T5 T6
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each lot is restricted to one within a principal building and one either an auxiliary building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the auxiliary dwelling shall not exceed 100 square feet.	Limited Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the street parking standards (Section 5.2).	Open Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standard (Section 6.5).
b. LODGING	Restricted Lodging: The number of bed-rooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five. In addition to the parking requirement for the dwelling, food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bed-rooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve. In addition to the parking requirement for the dwelling, food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bed-rooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The maximum length of stay shall not exceed ten days.
c. OFFICE	Restricted Office: The building area available for office use on each lot is restricted to the first story of the principal or the auxiliary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each lot is limited to the first story of the principal building similar to the auxiliary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for retail use is restricted to one block corner location of the first story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood stores or food service existing or proposed to be less than 20.	Limited Retail: The building area available for retail use is limited to the first story of buildings of corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood stores, or food service existing to meet 20-42.	Open Retail: The building area available for retail use is limited by the requirement of 3.0 assigned parking places per 100 square feet of net retail space.
e. Civic	See Table 13.	See Table 13.	See Table 13.
f. OTHER	See Table 13.	See Table 13.	See Table 13.

STANDARDS & TABLES

TABLE 13: SPECIFIC FUNCTION

Note: This table is derived from the American Planning Association's land-based classification standards.

• By Right
• By Exception

	T1	T2	T3	T4	T5	T6	SD
a. RESIDENTIAL							
Apartment building				■	■	■	
Row house				■	■	■	
Duplex house				■	■	■	
Standalone house			■	■	■	■	
College			■	■	■	■	
House		■	■	■	■	■	
Estate house		■	■	■	■	■	
Accessory unit		■	■	■	■	■	
Manufactured home			■	■	■	■	
Temporary tent	■	■	■	■	■	■	■
Live-work unit		■	■	■	■	■	■
b. LODGING							
Hotel (no room limit)					■	■	■
Inn (up to 12 rooms)		■	■	■	■	■	■
Inn (up to 5 rooms)		■	■	■	■	■	■
S.R.O. hotel		■	■	■	■	■	■
School dormitory			■	■	■	■	■
c. OFFICE							
Office building				■	■	■	■
Live-work unit				■	■	■	■
d. RETAIL							
Open-market building		■	■	■	■	■	■
Retail building				■	■	■	■
Display gallery				■	■	■	■
Restaurant				■	■	■	■
Kiosk				■	■	■	■
Plush cart				■	■	■	■
Lower selling establishment				■	■	■	■
Adult entertainment				■	■	■	■
e. CIVIC							
Bus shelter			■	■	■	■	■
Convention center					■	■	■
Convention center					■	■	■
Exhibition center					■	■	■
Fountain or Public art		■	■	■	■	■	■
Library			■	■	■	■	■
Live theater					■	■	■
Movie theater					■	■	■
Museum					■	■	■
Outdoor auditorium		■	■	■	■	■	■
Parking structure					■	■	■
Passenger terminal					■	■	■
Playground		■	■	■	■	■	■
Sports stadium					■	■	■
Surface parking lot					■	■	■
Religious assembly					■	■	■
OTHER: AGRICULTURE							
Grain storage	■	■					
Livestock pen	■	■					
Greenhouse	■	■	■				
Stable	■	■	■				
Kennel	■	■	■	■	■	■	■
OTHER: AUTOMOTIVE							
Gasoline station		■				■	■
Automobile service							■
Truck maintenance							■
Drive-through facility							■
Paint shop	■	■					■
Roadside stand	■	■					■
Billboard							■
Shopping center							■
Shopping mall							■
OTHER: CIVIL SUPPORT							
Fire station			■	■	■	■	■
Police station				■	■	■	■
Cemetery		■	■	■	■	■	■
Funeral home				■	■	■	■
Hospital					■	■	■
Medical clinic					■	■	■
OTHER: EDUCATION							
College					■	■	■
High school					■	■	■
Trade school					■	■	■
Elementary school					■	■	■
Other childcare center		■	■	■	■	■	■
OTHER: INDUSTRIAL							
Heavy industrial facility							■
Light industrial facility							■
Truck depot							■
Laboratory facility							■
Water supply facility							■
Sewer and waste facility							■
Electric substation	■	■	■	■	■	■	■
Wireless transmitter	■	■	■	■	■	■	■
Credentia facility							■
Warehouse							■
Product storage							■
Mini-storage							■

TABLE 14: PARKING STANDARDS

	REQUIRED PARKING (See Table 12)			SHARING FACTOR (see Section 5.2.4)
	T2 T3	T4	T5 T6	
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling	
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.	
RETAIL	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	
CIVIC	To be determined by warrant.			
OTHER	To be determined by warrant.			

Table 14: The Required Parking Table is a summary of the parking requirements that appear in Table 12. Note that density of the level of the individual site is controlled by the amount of parking provided. The Sharing Factor Table shows how the intensity of a function is adjusted. The sum of the parking provided for any two dissimilar functions (as proximity to be determined by warrant) is modified by the factor shown. For example: 10 residential parking spaces plus 10 office parking spaces are multiplied by the given factor of 1.4 to provide the equivalent of 28 shared parking spaces. This is then the basis of the density calculation for both.

STANDARDS & TABLES

TABLE 15: STREETLIGHT ILLUSTRATIONS

TABLE 15: Street lighting varies in brightness (as shown in the text of the code) and also in the character of the fixture according to the rural-to-urban transect. The table shows five common types. A fitted set of streetlights corresponding to these types would be approved by the utility company.

	T1	T2	T3	T4	T5	T6	SD
Column Head 	■						■
Pipe 	■	■	■				
Post 		■	■	■			
Column 				■	■	■	
Double Column 					■	■	

TABLE 16: STREET TREE ILLUSTRATIONS

TABLE 16: Street trees vary in their form and also in their suitability for urban use. The shape of the canopy must integrate with the degree of setback. In the rural-to-urban transect, a tree's performance regarding root pressure tolerance and other criteria would be specified by species available in the bioregion.

	T1	T2	T3	T4	T5	T6	SD
Palm 	■	■	■	■	■	■	
Oval 	■	■	■	■	■	■	
Ball 	■	■	■	■	■	■	
Pyramid 	■	■	■	■			
Umbrella 	■	■	■	■			
Vase 	■	■	■	■			

The SmartCode Can Be a Form-Based Code.

T3 SUB-URBAN ZONE

SMARTCODE SPECIFICATIONS



14.1 ZONING

1. Lot Area: 10,000 sq. ft. min.
 2. Lot Coverage: 40% max.
 3. Building Footprint: 20% max.
 4. Height: 12 ft. max.
 5. Setback: 10 ft. min.
 6. Coverage: 100% max.

14.2 BUILDING HEIGHT

1. Primary Building: 12 ft. max.
 2. Secondary: 10 ft. max.

14.3 BUILDING FOOTPRINT

1. Max. Building Footprint: 20% max.
 2. Max. Building Footprint: 20% max.
 3. Max. Building Footprint: 20% max.

14.4 BUILDING HEIGHT

1. Max. Building Height: 12 ft. max.
 2. Max. Building Height: 10 ft. max.
 3. Max. Building Height: 10 ft. max.

14.5 BUILDING ELEMENTS

1. Max. Building Elements: 12 ft. max.
 2. Max. Building Elements: 10 ft. max.
 3. Max. Building Elements: 10 ft. max.

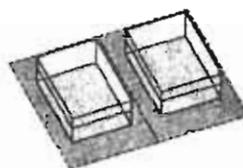
14.6 BUILDING PLACEMENT

1. Max. Building Placement: 10 ft. min.
 2. Max. Building Placement: 10 ft. min.
 3. Max. Building Placement: 10 ft. min.

GRAPHIC SPECIFICATIONS

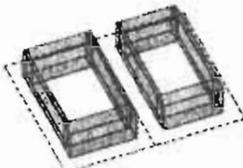
BUILDING HEIGHT

- Building height shall be measured to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof.



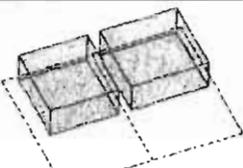
BUILDING PLACEMENT

- The distance and setback from a building shall be measured from the building and not from the setback line shown in the diagram.



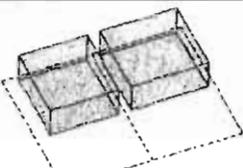
BUILDING ELEMENTS

- Roofs, the windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



OUTSIDING PLACEMENT

- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



T4 GENERAL URBAN ZONE

SMARTCODE SPECIFICATIONS



14.1 ZONING

1. Lot Area: 10,000 sq. ft. min.
 2. Lot Coverage: 40% max.
 3. Building Footprint: 20% max.
 4. Height: 12 ft. max.
 5. Setback: 10 ft. min.
 6. Coverage: 100% max.

14.2 BUILDING HEIGHT

1. Primary Building: 12 ft. max.
 2. Secondary: 10 ft. max.

14.3 BUILDING FOOTPRINT

1. Max. Building Footprint: 20% max.
 2. Max. Building Footprint: 20% max.
 3. Max. Building Footprint: 20% max.

14.4 BUILDING HEIGHT

1. Max. Building Height: 12 ft. max.
 2. Max. Building Height: 10 ft. max.
 3. Max. Building Height: 10 ft. max.

14.5 BUILDING ELEMENTS

1. Max. Building Elements: 12 ft. max.
 2. Max. Building Elements: 10 ft. max.
 3. Max. Building Elements: 10 ft. max.

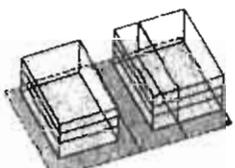
14.6 BUILDING PLACEMENT

1. Max. Building Placement: 10 ft. min.
 2. Max. Building Placement: 10 ft. min.
 3. Max. Building Placement: 10 ft. min.

GRAPHIC SPECIFICATIONS

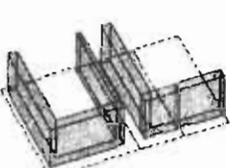
BUILDING HEIGHT

- Building height shall be measured to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof.



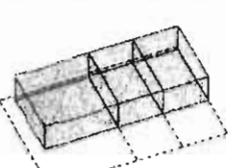
BUILDING PLACEMENT

- The distance and setback from a building shall be measured from the building and not from the setback line shown in the diagram.



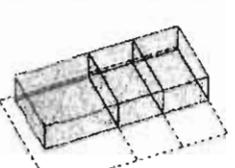
BUILDING ELEMENTS

- Roofs, the windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



OUTSIDING PLACEMENT

- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



T5 URBAN CENTER ZONE

SMARTCODE SPECIFICATIONS



14.1 ZONING

1. Lot Area: 10,000 sq. ft. min.
 2. Lot Coverage: 40% max.
 3. Building Footprint: 20% max.
 4. Height: 12 ft. max.
 5. Setback: 10 ft. min.
 6. Coverage: 100% max.

14.2 BUILDING HEIGHT

1. Primary Building: 12 ft. max.
 2. Secondary: 10 ft. max.

14.3 BUILDING FOOTPRINT

1. Max. Building Footprint: 20% max.
 2. Max. Building Footprint: 20% max.
 3. Max. Building Footprint: 20% max.

14.4 BUILDING HEIGHT

1. Max. Building Height: 12 ft. max.
 2. Max. Building Height: 10 ft. max.
 3. Max. Building Height: 10 ft. max.

14.5 BUILDING ELEMENTS

1. Max. Building Elements: 12 ft. max.
 2. Max. Building Elements: 10 ft. max.
 3. Max. Building Elements: 10 ft. max.

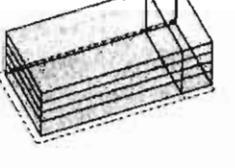
14.6 BUILDING PLACEMENT

1. Max. Building Placement: 10 ft. min.
 2. Max. Building Placement: 10 ft. min.
 3. Max. Building Placement: 10 ft. min.

GRAPHIC SPECIFICATIONS

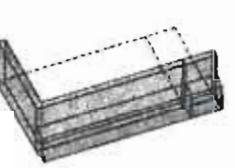
BUILDING HEIGHT

- Building height shall be measured to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof.



BUILDING PLACEMENT

- The distance and setback from a building shall be measured from the building and not from the setback line shown in the diagram.



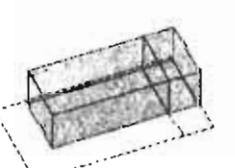
BUILDING ELEMENTS

- Roofs, the windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



OUTSIDING PLACEMENT

- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



T6 URBAN CORE ZONE

SMARTCODE SPECIFICATIONS



14.1 ZONING

1. Lot Area: 10,000 sq. ft. min.
 2. Lot Coverage: 40% max.
 3. Building Footprint: 20% max.
 4. Height: 12 ft. max.
 5. Setback: 10 ft. min.
 6. Coverage: 100% max.

14.2 BUILDING HEIGHT

1. Primary Building: 12 ft. max.
 2. Secondary: 10 ft. max.

14.3 BUILDING FOOTPRINT

1. Max. Building Footprint: 20% max.
 2. Max. Building Footprint: 20% max.
 3. Max. Building Footprint: 20% max.

14.4 BUILDING HEIGHT

1. Max. Building Height: 12 ft. max.
 2. Max. Building Height: 10 ft. max.
 3. Max. Building Height: 10 ft. max.

14.5 BUILDING ELEMENTS

1. Max. Building Elements: 12 ft. max.
 2. Max. Building Elements: 10 ft. max.
 3. Max. Building Elements: 10 ft. max.

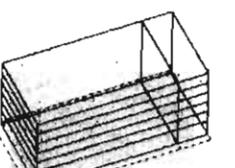
14.6 BUILDING PLACEMENT

1. Max. Building Placement: 10 ft. min.
 2. Max. Building Placement: 10 ft. min.
 3. Max. Building Placement: 10 ft. min.

GRAPHIC SPECIFICATIONS

BUILDING HEIGHT

- Building height shall be measured to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof, or the height to the top of the roof, not including a flat roof.



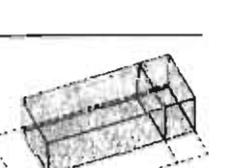
BUILDING PLACEMENT

- The distance and setback from a building shall be measured from the building and not from the setback line shown in the diagram.



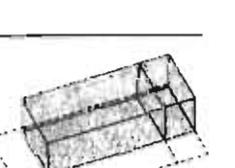
BUILDING ELEMENTS

- Roofs, the windows, open porches and balconies may protrude into the setbacks as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



OUTSIDING PLACEMENT

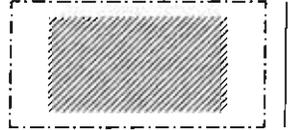
- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Outsiding spaces shall be provided within the first floor as shown in the diagram.
- Roofs should average the setbacks as shown in the diagram.



6.1 BUILDING DISPOSITION TABLE

Buildings shall be generally disposed in relation to the boundaries of their lots according to this section. The precise disposition of the building and the permitted lot coverage shall be according to Sections 6.10.1 and 6.10.2.

6.1.1 Edge Yard: a building that occupies the center of its lot with setbacks on all sides. This is the least hamlet-like of types as the front yard sets it back from the frontage, while the sideyards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.



6.1.2 Side Yard: a building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow front setback, defines a more central condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.



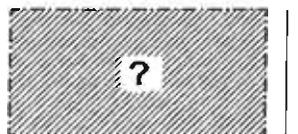
6.1.3 Rear Yard: a building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very central type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.



6.1.4 Court Yard: a building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most central of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities masking them from all sides, it is recommended for workshops, lodging, and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.

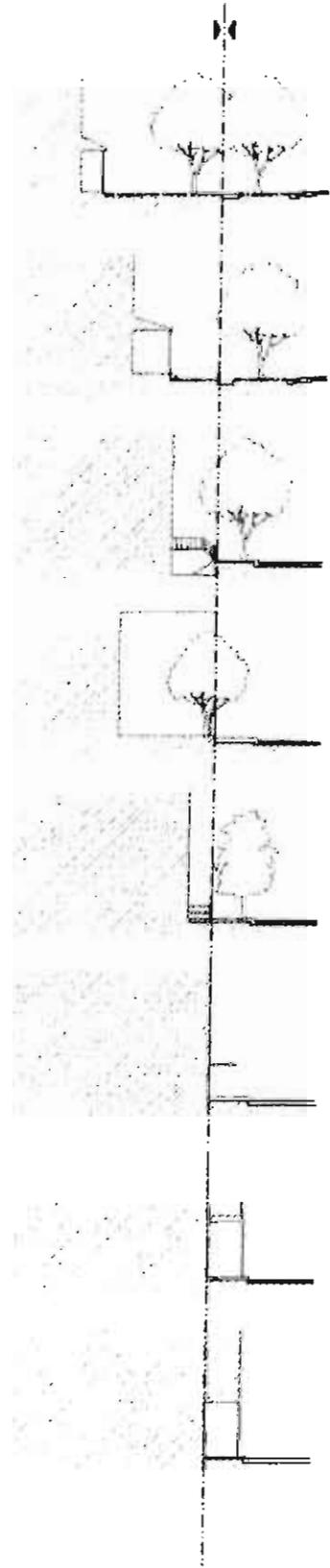


6.1.5 Specialized: a building that is not subject to categorization. Buildings dedicated to manufacturing and transportation, such as factories or airports, are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included. Certain types, such as hospitals, may also require exemption.



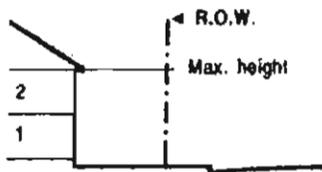
6.2 FRONTAGE TABLE

- 6.2.1 **Common Yard (F-1):** a frontage wherein the facade is set back substantially from the frontage line. The front yard thus created remains unfenced and is visually continuous in landscaping with adjacent yards, supporting a common rural landscape. Common Yards are suitable along higher speed thoroughfares, as the deep setback provides a buffer.
- 6.2.2 **Porch & Fence (F-2):** a frontage wherein the facade is set back from the frontage line with an attached porch encroaching. The porch should be within a conversational distance of the sidewalk. A fence at the frontage line maintains the demarcation of the yard. Porches shall be no less than 8 feet wide.
- 6.2.3 **Terrace or Light Court (F-3):** a frontage wherein the facade is set back from the frontage line by an elevated garden or terrace, or a fenced, sunken light court. This type buffers residential use from wider sidewalks, removing the private yard from public encroachment. The terrace is suitable for transformation for outdoor dining.
- 6.2.4 **Forecourt (F-4):** a frontage wherein a portion of the facade is close to the frontage line while a substantial portion of it is set back. The forecourt created is suitable for gardens and drop-offs. This type should be allocated sparingly in conjunction with other frontage types. Trees within the forecourts may overhang the sidewalks.
- 6.2.5 **Stoop (F-5):** a frontage wherein the facade is aligned close to the frontage line with the lower story elevated from the side-walk sufficient to secure privacy for the windows. The access is usually an exterior stair and landing. This type is recommended for ground-floor residential uses.
- 6.2.6 **Shopfront and Awning (F-6):** a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use with a substantial glazing on the sidewalk level, and an awning placed so as to overlap the sidewalk to the maximum possible.
- 6.2.7 **Gallery (F-7):** a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is appropriate for retail use. The Gallery shall be no less than 10 feet wide and overlap the whole width of the sidewalk to within 2 feet of the curb.
- 6.2.8 **Arcade (F-8):** a frontage wherein the facade is above a colonnade that overlaps the sidewalk, while the sidewalk level remains at the frontage line. This type is appropriate for retail use. The arcade shall be no less than 12 feet wide and overlap the whole width of the sidewalk to within 2 feet of the curb.

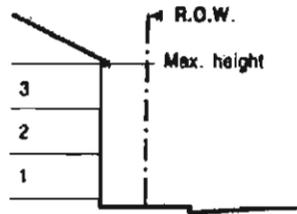


6.3 BUILDING HEIGHT TABLE:

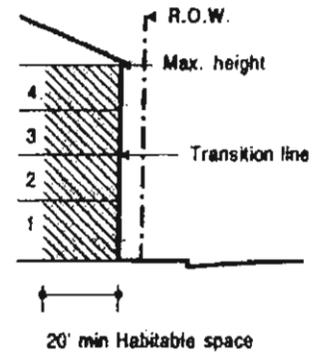
The vertical extent of a building shall be measured in numbers of stories, not including a raised basement or an inhabited attic. Building height shall be measured from the average grade of the enfronting sidewalk. Height limits shall not apply to structures or portions of structures with a lot coverage of less of 240 square feet including towers or masts, belfries, chimneys, water tanks, elevator bulkheads, and the like.



T2-T3 RURAL RESERVE & SUB-URBAN



T4 GENERAL URBAN



T5 URBAN CENTER

6.6 SINGLE FUNCTION TABLE

6.6 SINGLE FUNCTION TABLE

BUILDING FUNCTION ZONING CATEGORY

PARKING

	T1	T2	T3	T4	T5		D	
6.6.1 RESIDENTIAL ONLY								
Apartment building				*	*		*	1.5 / unit
Row house				*	*		*	1.5 / unit
Duplex house				*	*		*	1.5 / unit
Sidyard house			*	*	*		*	1.5 / unit
Cottage			*	*	*		*	1.5 / unit
House			*	*	*		*	2 / unit
Estate house	*						*	3 / unit
Accessory unit	*	*	*	*	*		*	1 / unit
Manufactured house			*	*	*		*	1 / unit
Temporary tent	*	*					*	1 / unit
6.6.2 LOGGING ONLY								
Hotel (no room limit)					*		*	1 / room
Inn (up to 12 rooms)				*	*		*	1 / room
Inn (up to 5 rooms)	*	*	*	*	*		*	1 / room
S.R.O. hostel			*	*	*		*	1 / room
School dormitory				*	*		*	1 / room
6.6.3 OFFICE ONLY								
Office building				*	*		*	3 / 1,000 sq ft.
6.6.4 RETAIL ONLY								
Open market building		*	*	*	*		*	3 / 1,000 sq ft.
Retail building					*		*	3 / 1,000 sq ft.
Display Gallery				*	*		*	3 / 1,000 sq ft.
Restaurant				*	*		*	3 / 1,000 sq ft.
Kiosks				*	*		*	3 / 1,000 sq ft.
Push carts					*		*	3 / 1,000 sq ft.
6.6.5 CIVIC ONLY								
Live theater					*		*	by warrant
Movie theater					*		*	by warrant
Sports stadium					*		*	by warrant
Exhibition center					*		*	by warrant
Convention center					*		*	by warrant
Conference center					*		*	by warrant
Religious assembly					*		*	by warrant
Passenger terminal					*		*	by warrant
Library				*	*		*	by warrant
Museum					*		*	by warrant
Outdoor auditorium	*	*			*		*	by warrant
Playground	*	*	*	*	*		*	by warrant
Fountain or public art	*	*	*	*	*		*	by warrant
Parking structure					*		*	by warrant
Surface parking lot				*	*		*	by warrant
Bus shelter			*	*	*		*	by warrant

6.6 SINGLE FUNCTION TABLE

BUILDING FUNCTION	ZONING CATEGORY						PARKING
	T1	T2	T3	T4	T5	D	
6.6.6 EDUCATION ONLY							
College					*		by warrant
High school				*	*		by warrant
Trade school					*		by warrant
Grade school			*	*	*		by warrant
Child care center		*	*	*	*		by warrant
6.6.7 CIVIL SUPPORT							
Fire station			*	*	*		by warrant
Police station				*	*		by warrant
Cemetery		*	*	*			by warrant
Funeral home				*	*		by warrant
Hospital					*		by warrant
Medical clinic					*		by warrant
6.6.8 AUTOMOTIVE COMMERCIAL							
Gasoline station					*		by warrant
Automobile service						*	by warrant
Truck maintenance						*	by warrant
Drive-through facility					*		by warrant
Rest stops	*	*				*	by warrant
Roadside stand	*	*				*	by warrant
Billboard						*	by warrant
Shopping centers						*	by warrant
Shopping malls						*	by warrant
6.6.9 INDUSTRIAL							
Heavy industrial facility						*	by warrant
Light industrial facility						*	by warrant
Truck depot						*	by warrant
Laboratory facility						*	by warrant
Water supply facility						*	by warrant
Sewer and waste facility						*	by warrant
Electric substation						*	by warrant
Wireless transmitter						*	by warrant
Cremation Facility						*	by warrant
Warehouse						*	by warrant
Produce storage						*	by warrant
Mini-storage						*	by warrant
6.6.10 AGRICULTURE							
Grain storage	*	*				*	by warrant
Livestock pen	*	*				*	by warrant
Greenhouse	*	*	*			*	by warrant
Stables	*	*	*			*	by warrant
Kennels	*	*	*	*	*	*	by warrant

* By Exception

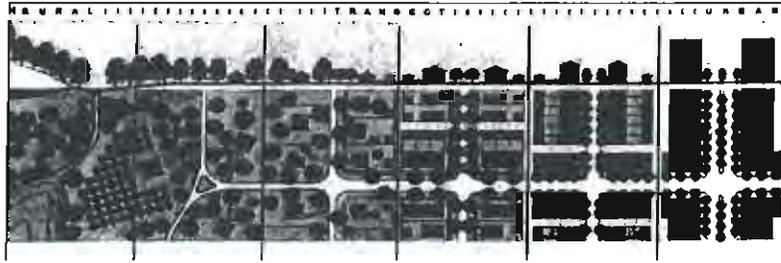
6.7 VEHICULAR LANES (ALTERNATIVE 1)

	T1	T2	T3	T4	T5		D
6.7.1 TRAVEL LANES							
9 ft.	▪	▪	▪				*
10 ft.	▪	▪	▪	▪			*
11 ft.	▪	▪			▪		*
12 ft.	▪	▪			▪		*
6.7.2 PARKING LANES							
(Parallel) 7 ft.			▪	▪			*
(Parallel) 8 ft.			▪	▪	▪		*
(Parallel) 9 ft.							*
*** (Diagonal) 18 ft.					▪		*
6.7.3 INSIDE TURNING RADIUS**							
5 ft.			▪	▪	▪		*
10 ft.	▪	▪	▪	▪	▪		*
15 ft.	▪	▪	▪	▪	▪		*
20 ft.	▪	▪			*		*
30 ft.	▪	▪					*

* By Warrant

** Measured at parking line or curb line, whichever is greater.

*** At 45°, requires 12 ft. backup lane

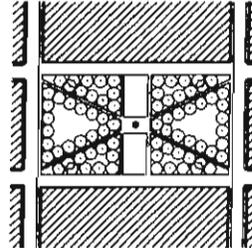


Section

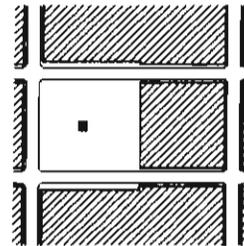
	T1 Rural Preserve	T2 Rural Reserve	T3 Suburban	T4 General	T5 Center	T6 Not Used
6.10.1 Facility Type						
Express Way						
Parkway						
Boulevard						
Avenue						
Street						
Road						
Rear Lane						
Rear Alley						
6.10.2 Building types						
Edgeyard						
Skedyard						
Rearyard						
Courtyard						
6.10.3 Frontage Types						
Common Lawn						
Porch and Fence						
Terrace						
Forecourt						
Stoop						
Shopfront						
Gallery						
Arcade						
6.10.4 Building Height						
Principal Building	N/A	2 Stories Max	2 Stories Max	3 Stories Max	4 Stories Max 2 Min	
Outbuilding	N/A	2 Stories Max	2 Stories Max	2 Stories Max	2 Stories Max	
6.10.5 Building Function for Mixed Use (see 6.4)						
Residential		Restricted	Restricted	Open	Open	
Lodging		Restricted	Restricted	Limited	Open	
Office		Restricted	Restricted	Limited	Open	
Retail		Restricted	Restricted	Limited	Open	
Manufacturing		Restricted	Restricted	Restricted	Open	
Meeting	By Warrant	Restricted	Restricted	Restricted	Open	
6.10.6 Density Allocation						
Max By Right	1 Unit/100 Acres	1 Unit/20 Acres	4 Units/Acre	8 Units/Acre	15 Units/Acre	
Max By TDR	By Variance	By Variance	6 Units/Acre	12 Units/Acre	24 Units/Acre	
6.10.7 Lots						
Lot Area	Variance	20 ac.	5,000 avg	4,000 avg	2,000 min	
Lot Coverage %	Variance	Variance	40	60	80	
Density (gross)	1 unit/100 ac.	1 unit/20 ac.	6 unit/acre min	8 unit/acre min	12 unit/acre min	
Setback						
Front	100	100	35	15-25	0-10	
Side	100	100	10	10	0-10	
Rear	100	100	10	5	0	
6.10.8 Block Size						
Block Perimeter Max	No Max.	No Max.	3,000	2,000	1,500	
6.10.9 Civic Space Type						
Park						
Green						
Square						
Plaza						
Playground						
Civic Buildings, s f. min	N/A	N/A	5,000	10,000	15,000	

6.11 CIVIC SPACE TYPES

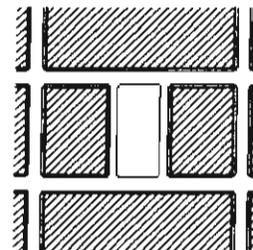
6.11.3 Square: an open space, available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and many trees, formally disposed. It shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 5 acres. This type shall be permitted within General Urban (T4) and Urban Center (T5) Zones.



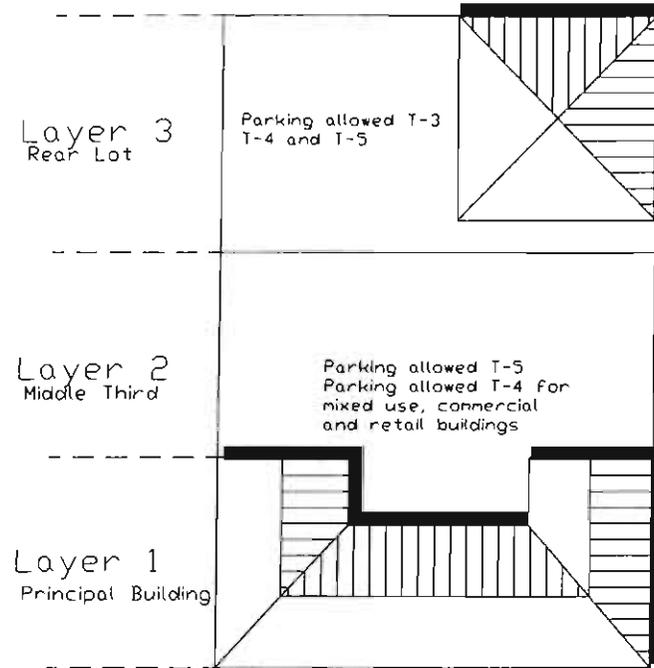
6.11.4 Plaza: an open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by front-ages, its landscape shall consist primarily of pavement and few trees formally disposed. It shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres. This type shall be permitted within Urban Center (T5).



6.11.5 Playground: an open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within Parks and Greens. This type shall be permitted within all Urban Zones (T1-T5). There shall be no minimum size and the maximum shall be 1 acre.



Section 6.12 Layers



Lot Layers

SECTION 8. BUILDING TYPES

8.1 Introduction

Building types have been established for the T3, T4 and T5 Zones within the Port Washington Business District and neighborhoods. Each type will have sections describing their Definition and Rationale. These are self explanatory. The picture of the building will give certain indications as to the building style. The building may contain a porch or a stoop or an awning, etc. These elements are suggestive, but clearly relate to the building elements and should be enforced through the building permit process. Several elements required for every building are as follows;

1. Fenestration is vertical.
2. The front door faces the primary street.
3. Roof pitches should be in the range of 12:12 to 10:12.
4. building placement shall be in conformance with Section 6.12.

Other provisions concerning buildings are found in Sections 5 and 6.

8.2 Building Type Locations in T Zones

The building Type locations for the T Zones are as follows;

<u>Type</u>	<u>T Zone</u>
I	5
II	4, 5
IIa	5
III	4, 5
IV	5
V	5
VI	4, 5 and Transition with 3
VII	4, 5
VIIa	4, 5
VIII	4, 5 and Transition with 3
IX	3, 4
X	3, 4

8.3 Building Types I through X (following pages)

7) Phase II – Additional Outreach

At the request of Councilman Kevin McCarrick the Town of Brookhaven authorized a Phase II to the visioning process to allow for additional outreach to various property owners and members of the business community, civic organization and general public.

Due to the many years of downtown revitalization efforts led by the Rocky Point Civic Association specific frayed relationships, timing of Town elections and other outside forces there were certain layers of mistrust amongst key stakeholders. The lack of a focused Rocky Point merchants association or a local area business group created a void that was often filled by civic activities. A business association formed over the course of the visioning process in order to get issues on the table for the civic and Town of Brookhaven to collaborate on projects.

Towards that end over the course of the last two months we have met with the following:

Government: Two meetings with the local Councilwoman and one with Council District staff. Coordination with the Town of Brookhaven Planning Department.

Civic: Two meetings with Rocky Point Civic Association leadership and one presentation to the Civic Association general membership.

Business: Three meetings with the Rocky Point Merchants Association leadership and one presentation to the general membership. One presentation to the Council of Dedicated Merchants. One on one outreach to over ten local businesses.

Phone, e-mail and additional one on one meetings with individual stakeholders ensued during this period with some frenzied level of negotiations and trust building. Distillation of the community and business feedback as well as refinements to the original visioning were a part of the work scope of this Phase II process.

The key issues that were raised included: 1) trust building amongst stakeholders; 2) preservation of property rights; 3) misinformation on “Fairfield” proposal; 4) long term viability of vision; 5) support and immediate focus on bread and butter infrastructure issues – specifically sewers and parking. Furthermore the reopening of the pocket park, added support for sewer investments, and planning for additional parking were the common ground throughout almost all of the meetings.

Lastly there was agreement that business and community leadership would partner in these short term action items and seek to secure grant funding to address the slew of issues that arose from the visioning process. Vision Long Island has made the commitment to stay present in the community for a period of six months at no charge to the Town in order to cement the Visioning recommendations.

What's your vision for Rocky Point?

Public revitalization process starts next week — all are encouraged to participate

BY PETER C. MASTROSIMONE
petermastro@tbrnewsletters.com

The long-awaited Rocky Point visioning process for downtown revitalization kicks off next week.

First is the opening session, set for 7:30 pm October 10 at the Veterans of Foreign Wars Hall on King Road. Next is the design workshop, to be held from 9:30 am to 3 pm October 13 at the Joseph A. Edgar School. Then comes the closing session, set for 7:30 pm October 17 at Edgar.

All who live, work, play or own land in Rocky Point are invited. The goal is nothing less than to set the stage for the remodeling of the downtown business district into a prettier, more welcoming destination that looks more like Port Jefferson or Northport.

The way to get there, civic-minded residents and Brookhaven Town officials say, is by visioning: getting as many people as possible together to brainstorm everything from new design motifs for storefronts to new rules on land use.

The weeklong process is a joint venture of the town and the Rocky Point Civic Association. But it will largely be run by Vision Long Island, a nonprofit consultant hired by the town for \$50,000.

Civic Association President Diane Burke said she is excited about the upcoming events and their highly democratized structure.

"People want to have a voice," Burke said. "This is the perfect place for them to

The vision forums

- October 10 — 7:30 pm, VFW Hall.
- October 13 — 9:30 am, JAE School.
- October 17 — 7:30 pm, JAE School.

have a voice. There is no idea that's off the table. We're open to everything."

She continued, "This is the place to come to say what you want downtown Rocky Point to look like. This is not Diane Burke's vision. This is Rocky Point's vision."

Burke wanted so much to get across the message that any and all are welcome to give their ideas that she declined to say what her own vision for revitalization is.

In the past, she and other Rocky Point leaders like town Councilman Kevin McCarrick (R-Shoreham) and civic activists Jane Bonner and Rich Johannesen have said establishing a business improvement district (BID) is a key element in revitalization. BIDs are taxing entities created by a majority of business owners within a given district to provide some municipal-type services and a platform for seeking grants for projects like beautification.

What Burke would say this week was that by October 17, Vision Long Island should have crafted a preliminary land use plan, based upon input given at the first two vision meetings, to serve as a springboard for all that follows.



Photo by Bernadette Hyatt Facini

Rocky Point's business district has been upgraded by aesthetically pleasing elements like the Square at Prince and Broadway, but needs more work to become a serious destination, civic activists say. The visioning process is designed to speed, coordinate and fund improvements.

Rocky Point's vision gets clearer

Community visioning process said to kick off with October workshops

By Anna Gustafson

Sixteen years ago, Richard Johannesen moved to Rocky Point with his wife, Annmarie, a third-generation Rocky Pointer. He hated it at first and thought he and his family would eventually migrate to somewhere like Miller Place or Shoreham — but instead, he fell in love with the town and now claims he will never live elsewhere.

Though he's a die-hard Rocky Point resident now, he knows change is needed — and soon. Like the rest of Long Island, Rocky Point, with its lack of affordable housing, drives the elderly away and doesn't attract the younger residents either. The downtown is growing a little — there's the new CVS, but not as many businesses are coming into the area as residents would like. The current zoning is restrictive and doesn't allow for residential and commercial to exist in the same building — which Councilman Kevin McCarrick has said would pave the way for more affordable housing units.

So what needs to be done?

"We're trying to intensify the development of our downtown area," Mr. Johannesen said after the Rocky Point Civic Association meeting Wednesday night. "This planning process is the first step in a long journey that we believe will lead to a traditional downtown."

The following meetings will be held as part of
ROCKY POINT'S DOWNTOWN REVITALIZATION PROJECT:

OPENING SESSION

Wednesday, Oct. 10 • 7:30 p.m.
Rocky Point VFW Hall on King Street.

DESIGN WORKSHOP

Saturday, Oct. 13 • 9:30 a.m. to 3 p.m.
Joseph A. Edgar School • 525 Route 25A.

CLOSING SESSION

Wednesday, Oct. 17 • 7:30 p.m.
Joseph A. Edgar School.

All Rocky Point residents are welcome to attend the meetings.

For more information, contact the Rocky Point Civic Association at 987-5301.

Eric Alexander, president of Vision Long Island, discussed this planning process with residents at the civic association meeting and detailed the potential revival of a downtown that could someday boast a bustling, tree-lined main street dotted with coffee shops, books stores and affordable apartments.

Brookhaven recently signed a \$50,000 contract with Vision Long Island, a nonprofit organization that specializes in helping communities plan for economically sustainable and environmentally friendly growth, to work on planning for Rocky Point,

according to Mr. Alexander.

"We'll be kicking off the visioning process on Oct. 10, and we'll have a national retail expert coming that day, too," Mr. Alexander said of the process that allows residents to give him and other Vision Long Island employees input about the transformations they'd like to see in downtown Rocky Point. "We'll be able to discuss different strategies — two-, five-, ten-year strategies."

It's feasible that Rocky Point residents could see "significant changes" in their downtown within two years, Mr. Alexander said, and those changes

will be discussed on Oct. 10 at 7:30 p.m. and Oct. 13 at 9:30 a.m.

Residents and business owners will be able to voice their opinions on everything from downtown architecture to mixed-used real estate during the visioning process's two work sessions.

After these two sessions, Vision Long Island employees will meet with area residents to summarize the plan they've drawn up based on residents' suggestions. This plan will eventually make its way to Town Council members, who could then begin the process of approving plans.

"During the process you can look at things like nature walks or historic walking districts," Mr. Alexander said. "You can talk about having apartments over stores. We need workforce, next-generation housing."

Residents at the civic meeting were cheered at the idea of a revitalized downtown but some expressed skepticism that the plans would ever take flight and thought they would most likely die in the hands of potentially unresponsive government officials or business owners who didn't want to partake in the revitalization.

The possibility of elected officials crushing the plans seems unlikely and Brookhaven has been receptive to the idea of a more bustling downtown.

See REVITALIZATION, page 40

Revitalization...

Continued from page 16

town, Mr. Alexander said.

Jane Bonner, president of the Rocky Point Beautification and Revitalization Organization, said business owners would inevitably want to spruce up their properties or add on to their buildings since their "property values would be exponentially increased because of this visioning process" and the ensuing revitalization.

One business isn't waiting for the revitalization to begin, and Jim Graham, director of stores for The Cotton Market, told residents a store should open in the Kohl's shopping center on 25A Rocky Point come Oct. 20.

"We're really excited about the store in Rocky Point," Mr. Graham told residents at the civic meeting. "We're thrilled about the locations; it's always busy and it's right by the high school."

The Cotton Market, Mr. Graham explained, is a store that sells "high quality apparel items in a high-end market place." Part of the store's appeal, Mr. Graham said, is its efforts to be environmentally friendly.

"We'll be selling organic cotton," he said. "And we use low-voltage lighting."

BEACON RECORD

October 18, 2007

75c

Rocky Point's vision

PAGE A8 • THE VILLAGE BEACON • OCTOBER 18, 2007

Continued from page A1
principle of community-based planning and throughout our town, North Shore and South, we have been encouraging our local communities to be part and parcel of the efforts to revitalize and come up with new plans and new visions for their communities."

Alexander went around the room asking folks for "hopes," things they want to see in their new community and "horrors," things that they do not want. Those ideas were brought to the Joseph A. Edgar school on Saturday, to weave the different notions into a design that the architects and community planners could shape into the master plan unveiled yesterday.

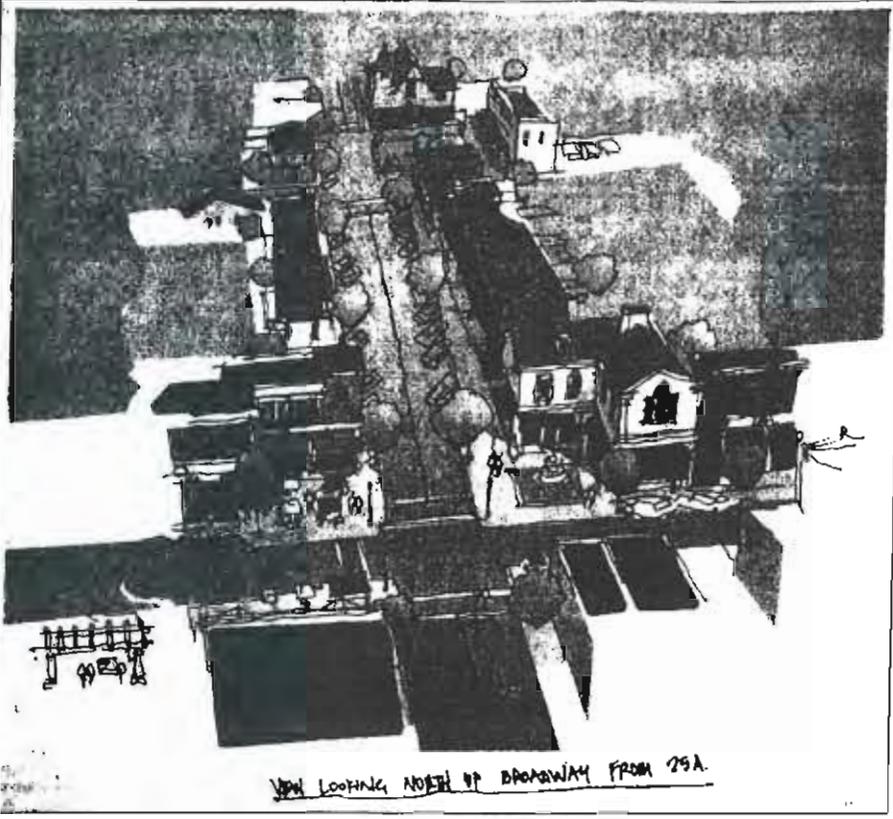
Other proposals in the plan involved utilizing the vacant lots and empty buildings along and around the corridor. A small inn or bed-and-breakfast would fit into the vision for a rural downtown, said Alexander. A library annex or school office or any civic use was suggested for the old post office at King and Broadway. The GQ restaurant would optimally be re-opened as a restaurant or some other use.

In other vacant space, small residential cottages would be erected. They would be intended for young people and older folks to own and occupy. They would add to the rural character desired for the downtown and fill empty space. A farmer's market or some sort of pavilion for craft fairs and the like is envisioned for the area near the CVS parking lot, and small kiosks positioned along Main Street that would sell flowers or other things would add to the walkability and charm of the town.

The Knights of Columbus Hall could house a Trader Joe's market or a similar store. An alternative would be office space, but Alexander said he feels there already are plenty of offices in the area. Two village greens would be located near Gracie's and McCarrick's, respectively.

"The community really wanted to do this," said Councilman Kevin McCarrick (R-Shoreham). "They have been talking about it and the supervisor supported it and it got rolling from there. The important thing about this is people really feel a part of the whole system when they create the zoning and what they want. The community knows better than the town." Brookhaven provided \$25,000 for the process and \$25,000 came from New York State's Quality Community program.

On Saturday, two groups led by Burke and Rocky Point attorney and civic activist Rich Johannesen took a walking tour of the area to gather ideas first-hand. The ready-to-open but empty and fenced-off candy and ice cream shop called Sweets and Spoon stood waiting to add to the



charm of a friendly downtown, but has been awaiting town approval for over a year. It was generally agreed that GQ needs to be reopened or repurposed. It was also suggested that the auto lot across the street should be encouraged to move elsewhere. Alexander and his group took the feedback from the tour to the drawing board and worked out the master plan.

Burke said at the opening meeting, "We have been working on this process for quite a while. I am so excited that it is finally here. This is our opportunity to plan our downtown. We knew we needed everyone to come together, to come and create a vision for our community, one that comes from the community that will actually be here using the downtown and helping to make it successful."

Amid all the optimism, Alexander warned, "None of this will happen overnight. It will happen over time." He cautioned that the community and the civic need to keep pushing forward to bring the plan to fruition.



Rocky Point embarks upon its downtown vision quest

High turnout, enthusiasm produce a new master plan

BY EDWARD J. HUNT
ehunt@beaconpapers.com

A week of visioning and revitalization in Rocky Point kicked off last Wednesday and culminated last night in a presentation from Vision Long Island. The community planning group gathered ideas and opinions from Rocky Point residents at two meetings organized by the Rocky Point Civic Association and took that input and formed a plan to create a walkable downtown for the hamlet.

The resulting master plan was presented to the community Wednesday evening and was focused on and around the intersection of Route 25A and Broadway. First, 25A would be renamed Main Street, and a half mile stretch or so of the road would be narrowed to slow traffic through the area, making it more pedestrian-friendly. Diagonal parking would be installed on both sides of Main Street to make the downtown auto-friendly as well.

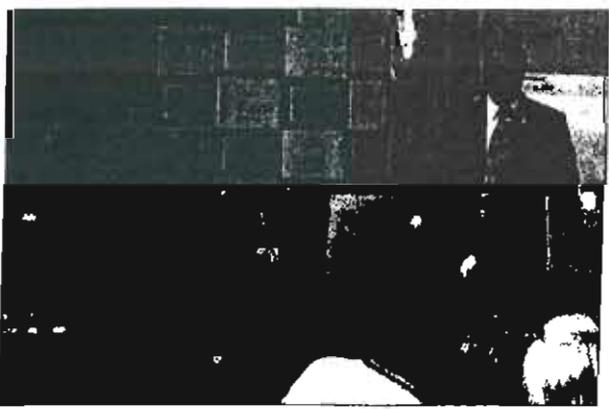
It was recommended that the parcels along the section be rezoned from R2 retail to the more valuable J6 mixed-use designation. The J6 zoning would allow retail stores with

office or residential space on the second floors.

Diane Burke, president of the civic association, started the process in front of a standing-room-only crowd of over 100 people last Wednesday at the Veterans of Foreign Wars Hall by welcoming Vision Long Island executive director Erik Armstrong and Brookhaven Supervisor Brian Foley to the meeting.

"It is an exciting night for not only Rocky Point but for all of Brookhaven Town as well," said Foley. "We have really embraced the

Continued on page A8



North Shore Sun

You can always go downtown

Planning details unveiled as three-day visioning series concludes

by Anna Gustafson

ROCKY POINT — It's a Sunday afternoon in Rocky Point, and you decide it's time to relax and venture downtown. Walking down Main Street, you look over the goods at the farmer's market by CVS. Turning onto Broadway, you meander past the locals sipping espresso at the corner cafe and the Italian market and eventually make our way to the town green, where you decide to catch a flick at the community cinema.

Well, you can't do this — yet. But residents, planning officials and politicians aided the recently concluded visioning process kickstarted a downtown revitalization that will turn Rocky Point into a place of bustling streets and booming businesses. Civic leaders said that though it may take several years, they believe Rocky Point will become a destination downtown that will cater to everyone from seniors who want a quiet place to read to teenagers who want to hang out with friends.

"We are seeing very exciting things," councilman Kevin McCarrick said during Wednesday night's final visioning event. "I'm very hopeful we can now pick up this ball and run with it." Wednesday marked the end to the ree-part visioning series held over



Sun photo by Peter Blas

Rocky Point resident Kathleen Weber at Saturday's downtown revitalization visioning session, one of three sessions held in the past week.

ed an all-day event on Saturday and Wednesday's final presentation by members of Huntington-based Vision Long Island — the organization with which the town signed a \$50,000 to conduct the visioning — and ADL III Architecture of Northport.

Before delving into planning details

alexander praised Rocky Point residents for their participation in the visioning and said locals' efforts resulted in "the most positive energy we've ever gotten from a community."

Bringing together the ideas voiced by residents during the sessions last Wednesday and Saturday, Mr. Alexander

Wednesday a downtown plan they felt best reflected the community's needs and wants. Additionally, officials from both companies drew on inspiration from Seth Harry, a retail expert who attended Saturday's session. Mr. Harry has helped with the revitalization of downtowns from Australia to Maryland.

"We've created two downtown centers, one by Main Street and Broadway and one centered around McCarrick's," Mr. Latham said, explaining that those two areas are Rocky Point's hubs of activity and could best support restaurants, bookstores and other commercial venues.

The area surrounding Main Street, otherwise known as Route 25A, and Broadway could include a town green, which would boast a library, a bed and breakfast, possibly a small cinema and outdoor cafes. Mr. Latham and Mr. Alexander suggested Gracie's relocate to the green area and dubbed it "Gracie's on the green." Broadway could also include mixed-use buildings with ground floor shops, such as a bookstore or restaurant, and upper-story residential condominiums.

"There could be a farmer's market on Sundays in a parking lot on Main Street," Mr. Alexander said. "And there

the North Shore Sun

Editorials

Let yourself be heard

Wednesday marks the first night in the Rocky Point Downtown Revitalization visioning process.

At 7:30 p.m., the VFW Hall will be filled with people voicing their ideas and concerns for the project. Business owners, civic leaders and local elected officials are sure to be there.

We just hope one other group shows up — the average residents of Rocky Point. The people who live and shop in the working-class hamlet, but might otherwise not get involved in such a project.

The visioning process is more for you than anyone else. Go to the meeting, listen to what other people have to say, let them know how you feel and have a say in the process.

This is your chance to be a part of this very important project. Don't let it pass you by.



Real Estate

Making Rocky Point a hot spot

Rocky Point's revitalization team creating a vision for downtown

By Anna Gustafson

Rocky Point residents and town officials are working on making Rocky Point the new hot spot for real estate, businesses and pedestrians, and according to local residents it won't be long before you'll see a bustling tree-lined main street that boasts coffee shops, book stores and affordable apartments.

Brookhaven recently signed a \$50,000 contract with Vision Long Island, an organization that specializes in helping communities plan for economically sustainable and environmentally friendly growth. The contract is the first step in creating a Rocky Point downtown that people want to travel to, work in and live in: "This is our first big step," said Diane Burke, president of the Rocky Point Civic Association.

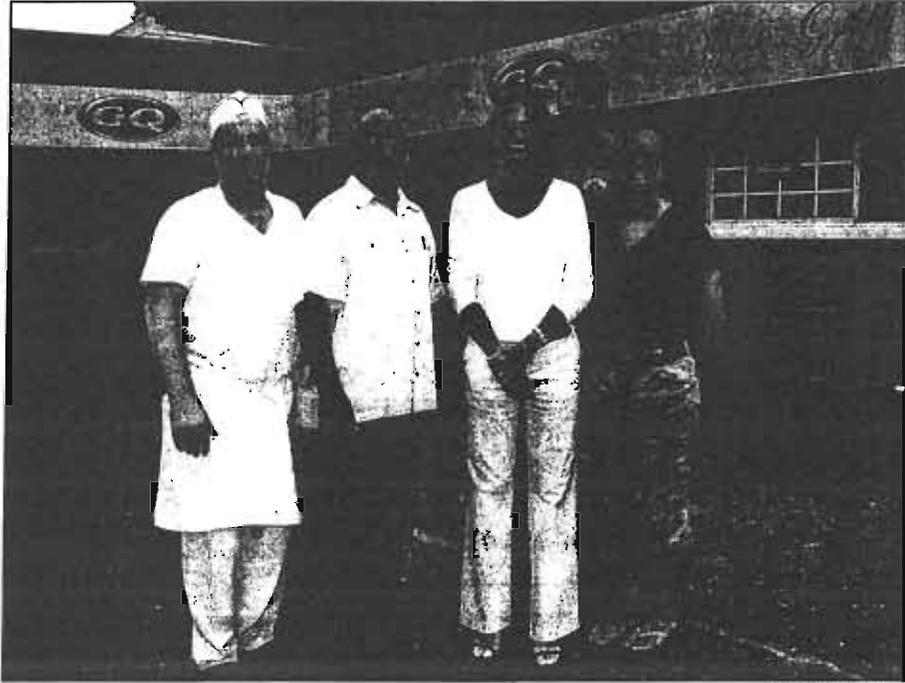
"Now we can really create a vision for our downtown. We can create a land-use plan that people who want businesses in our town would have to adhere to, we can work on our retail strategy and we can really come up with the look and feel that we want for our downtown."

Residents and business-owners will be able to voice their opinions on that "look and feel" during the visioning process, which will kick off during the Oct. 10 civic association meeting. The process will climax at a weekend program during which locals can express their opinions on everything from downtown architecture to mixed-use real estate (commercial and residential units in the same building).

"We really want the residents and the business owners to be involved in the planning process," said Town Councilman Kevin McCarrick, who helped to secure the \$50,000 for the visioning process. "We're going to be focusing on the potential of different land-use issues. For example, you could have retail space on the first floor and apartments on the second. We'll be asking for people's opinions on these things."

Rocky Point has changed dramatically over the past decades, going from a sleepy summer town to a suburb that hasn't reach its potential (to cater to its middle-class population, residents said. Ms. Burke said there are too many vacant buildings and not enough sidewalks to entice residents to shop in and walk around the downtown area.

"The ideal downtown would be a downtown with a lot less vacancies, but it takes time," said Tommy Schaffer, owner of Tommy's Place, a restaurant that moved into Rocky Point eight months ago. "I moved [Tommy's Place] into Rocky Point because the expansion moving eastward is eventually going to get here. I've watched this town go through a metamorphosis over the last decade, and you've got a



Sun photo by Peter Blatt
Ed Maher (from left), Jeff Davis, Jane Bonner, John Sandusky and Diane Burke are all working on the common goal of revitalizing downtown Rocky Point.

lot of families coming into town. Bungalows are getting turned into beautiful new houses. It's going to be the next place with a major upswing of people and businesses."

Real estate agents said national, regional and local businesses are beginning to be interested in Rocky Point, especially with the opening of the CVS on Route 25A, and they guessed real estate prices would soon be increasing with businesses' and residents' renewed interest in the downtown.

"The fact that CVS moved in is a big plus for the area — they're bringing in 2,000 people a week," said Corey Kay, owner of Century 21 on Route 25A in Rocky Point. "Older landlords are selling their buildings and giving new people a chance to come in and renovate and upgrade. I see a lot of commercial businesses coming into downtown Rocky Point, and national tenants are getting interested in this area. Rocky Point is a sleeper town that's just starting to grow now. It has basically no place to go but up."

And Rocky Point buildings could go up — literally. Community members said they're hoping for re-zonings that would allow business owners to build up, providing for space for both

commercial and residential units. Such mixed-use buildings could provide housing for single twentysomethings or younger families with no children as well as the older 55-and-up crowd.

"If you want businesses to thrive, you have to look at rental units or residential units above the commercial space," said Eric Alexander, executive director of Vision Long Island. "It livens up the night scene. It creates people walking around during the day and night."

Rocky Point could become a place for all ages, and the downtown could mirror something like Port Jefferson or Northport, according to Jane Bonner, president of the Rocky Point Beautification and Revitalization Organization.

"It would be walkable, pedestrian-friendly, aesthetically pleasing and offer shops ... that appeal to a wide range of age-groups," Ms. Bonner said, describing a potential future downtown. "There could be handicapped and affordable housing ... This vision process is a very exciting time." "We could see an ice cream shop, a coffee store, a bagel store," Mr. Schaffer said. "Stores that make people want to walk around. I'm really looking forward to seeing what will happen."

Implementation will follow the visioning process, which Mr. Alexander said could take about 5 to 10 years. He believes if Rocky Point is successful and attracts a good number of business-

es and residents, it could be the saving grace of an island that's quickly losing its younger residents.

Brookhaven Town Supervisor Brian Foley thinks such a time isn't hard to imagine: "We're already off to a good start with the ribbon cutting for the CVS. That brings people to the downtown area," he said. "We have high hopes for Rocky Point. We'll create a very worthwhile plan for the revitalization of that commercial area."

Barn homes sought

Is your year-round or weekend residence a converted barn? If so, and you'd like it to be considered for a feature on barn homes in *Times/Review Newspapers' 2008 Home & Garden* publication, send your name, address, phone number and e-mail address to special projects editor Jane Starwood. Please include a photo or brief description of your residence. We are especially seeking barn homes that haven't been previously featured in a *Times/Review* newspaper. E-mail: jstarwood@timesreview.com. Fax: 298-3287. Mail: Jane Starwood, *Times/Review Newspapers*, P.O. Box 1500, Maltrick, NY 11952.

'We really want the residents and the business owners to be involved in the planning process.'

Town Councilman
Kevin McCarrick

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ERIC ALEXANDER
24 WOODBINE AVE STE 1
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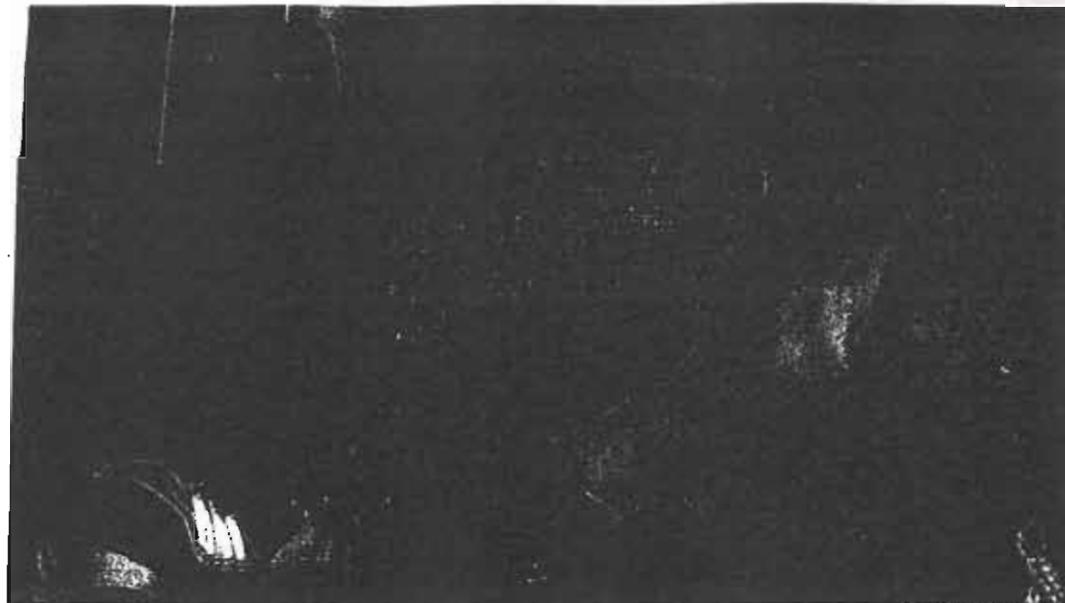
NORTHPORT
NY 11768-2878

the North Shore Sun

Vol. 6 No. 5 Friday, October 12, 2007

Serving the North Shore of Eastern Brookhaven Town

75¢



Sun photo by Anna Gustafson

Vision Long Island's Eric Alexander receives feedback at the first visioning meeting for the revitalization of downtown Rocky Point Wednesday.

The journey begins

Visioning starts on Rocky Point downtown revitalization.

By Anna Gustafson

ROCKY POINT — There were the seniors and the elementary school students, the CEOs and the teachers, the politicians and the business owners. They came from long days at work, from taking care of children at home, from their few moments of relaxation after dinner. On Wednesday night, more than 100 people from all walks of life agreed on one thing: They were crowded into the VFW Hall in Rocky Point for a visioning process they hope will plant the seeds for a bustling downtown that could boast everything from affordable apartments to book stores and coffee shops.

"This is a journey we're on," said Councilman Kevin McCarrick. "We have the full support of the Town Board and the supervisor for this project; we're going to see great things. We got a great start here tonight."

Wednesday evening was the debut of the visioning process; there will be an all-day forum on Saturday and a final meeting next Wednesday.

The evening's two-hour long event included presentations by the executive director of Vision Long Island, the organization with which the town signed a \$50,000 contract to conduct the visioning, and residents brainstorming with ideas for the ideal downtown. Residents also heard from Alex Latham, owner of Northport-based ADL III Architecture, a group helping Vision Long Island with the visioning process.

After Mr. Alexander asked for the locals' "hopes and horrors" for the area, they were quick to list such desires as outside cafes, environmentally friendly buildings, sewers, sidewalks, a community center, a hockey rink and a safe jogging path. As for the horrors,

residents said they fear a lack of parking and big box stores that would drive away the mom-and-pop businesses such as Tilda's, McCarrick's, the Sea Basin that have given the area its character for decades.

Both Jane Bonner, president of the Rocky Point Beautification and Revitalization Organization, who is also a candidate for councilwoman in District Two this year, and Town Planning Commissioner David Woods agreed they don't want to see big box stores in Rocky Point. Ms. Bonner said she can imagine a pedestrian-friendly downtown full of live-work units that would allow younger couples and senior residents to continue to live on Long Island.

'It's important to see what you can do in the first, the second year.'

David Woods

"You can work downstairs and live upstairs," she said. "We could have a user-friendly downtown with nice shops to go into."

Residents discussed zone changes for the downtown, and some said they were proponents of changing the current J-2 zoning to a J-6.

The J-6 would allow business owners to add space and floors to their buildings and would provide the possibility for both residential and commercial uses in the same space. By doing that, locals said Rocky Point could be the saving grace of an area quickly losing its younger and older residents and would provide affordable housing for the two age groups.

No matter what residents ultimately decide about details — discussion included ideas such as covered bus stops, a multi-generational community center, and a gourmet supermarket — Rocky Point Civic Association president Diane Burke said it will be a plan embraced by the community and town. That, she said, is necessary for residents to see any future imple-

mentation of the ideas brought during the visioning within the next few years.

"Everybody's vying for the same thing — to have a downtown community with housing and parking solutions that create a successful business district," Ms. Burke said.

Town Supervisor Brian Foley said Brookhaven planning officials are anxiously awaiting the visioning's results and said he supports the implementation of residents' ideas.

"Our planning department is eager to get the plans," he said. "Rocky Point is a marvelous community, and we need to work with the community to reach its potential ... The visioning programs that we've developed really empower communities and creates enthusiasm and exciting ideas, and we're thrilled Rocky Point is embracing community-based planning."

Once the visioning process concludes, Vision Long Island employee will submit their final report to the town planning department. Moving from the planning phase to seeing results will take time, and Mr. Alexander said it could take up to five years to see major change.

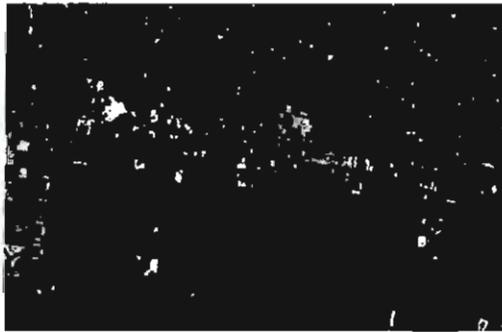
Still, after a year or so, he said, residents will notice a difference in the downtown, and Mr. Woods said it's crucial to focus on fully implementing the desired changes.

"It's important to see what you can do in the first, the second year," Mr. Woods said. "It gets the momentum going."

The visioning's second event, a design workshop, will be Saturday, Oct. 15 from 9:30 a.m. to 3 p.m. at the Joseph A. Edgar School. The closing session will be Wednesday, Oct. 17 at 7:30 p.m. at the Joseph A. Edgar School.

For more information about the visioning, contact the Rocky Point Civic Association at (631) 987-5301.

SAVE THE DATE!
ROCKY POINT VISIONING
for
DOWNTOWN REVITALIZATION
OCTOBER 10-17TH, 2007



Opening Session - Wednesday, October 10th - 7:30pm
Rocky Point VFW Hall
Design Workshop - Saturday, October 13th, 9:30am - 3pm
Joseph A. Edgar School - 525 Rt. 25A
✧ Closing Session - Wednesday, October 17th - 7:30pm
Joseph A. Edgar School - 525 Rt. 25A

For more information, contact:
Rocky Point Civic Association - (631) 987-5301
<http://www.rpalumni.org/rpcivic/civic.htm>
Vision Long Island - (631) 261-0242
www.visionlongisland.org

Rocky Point Civic Association



SAVE THE DATE!
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Rocky Point Civic Association



ROCKY POINT CIVIC ASSOCIATION



October 4, 2007

Dear Friend,

In what promises to be one of the most exciting planning events in Rocky Point's history, a public participation workshop, held in coordination with the Town of Brookhaven and the Rocky Point Civic Association, will work on revitalizing the downtown business district. Sponsored by the Town of Brookhaven and the New York Quality Communities Program, the visioning process is expected to result in conceptual plans and renderings that will guide redevelopment. Importantly, all stakeholders will be involved and will work together with civic leaders, Town officials, local businesses, residents, and the community at large.

Your participation in these workshops is crucial to ensure the best possible future for Rocky Point. The "visioning" meetings provide the platform in which the community can give input on characteristics, amenities, issues, and concerns about the downtown area and the surrounding neighborhood. After the meetings, the Town of Brookhaven will work with the information and draft a new land use plan and pass the appropriate zoning changes to allow businesses to revitalize their properties.

The Visioning Process: The event will kick off on Wednesday, October 10th at 7:30 pm at the Rocky Point VFW Hall. Saturday, October 13th, will involve an extensive design and review and will be held at the Joseph A. Edgar School on Rt. 25A. The event will culminate in a large public presentation the following Wednesday, October 17th, also at the Joseph A. Edgar School.

For more information, please call Vision Long Island at 631-261-0242. We hope to see you there.

Most sincerely,

Diane Burke
President
Rocky Point Civic Association

Eric Alexander
Executive Director
Vision Long Island

Rocky Point Vision For Downtown Revitalization - Feedback Form

WHAT I WANT TO SEE ADDRESSED IMMEDIATELY:

WHAT I WOULD LIKE TO SEE MORE INFORMATION ON:

ADDITIONAL COMMENTS:

- Yes! I will support the "Vision" for the Rocky Point Vision for Downtown Revitalization
- I'll arrange for a speaker to make a presentation to my organization
- I'll provide my organization's mailing list to help get more support for the proposed vision.
- There's something special I'd like to do to help (please explain):

Name: _____ Organization (if applicable): _____
Address: _____
Phone: _____ Fax: _____
E-mail: _____

Please complete this form and return to:
Vision Long Island, 24 Woodbine Ave., Suite One, Northport, NY 11768
631-261-0242 (phone), 631-754-4452 (fax), info@visionlongisland.org

Special Thanks:

Town of Brookhaven:

Supervisor Brian Foley

Councilman Kevin McCarrick

Brookhaven Planning Department

Rocky Point Union Free School District

Rocky Point VFW Hall

Rocky Point Civic Association

Rocky Point Rotary

Tommy's Place

Tilda's Bakeshop

Design Team:

Vision Long Island

ADL III Architecture

Seth Harry Associates

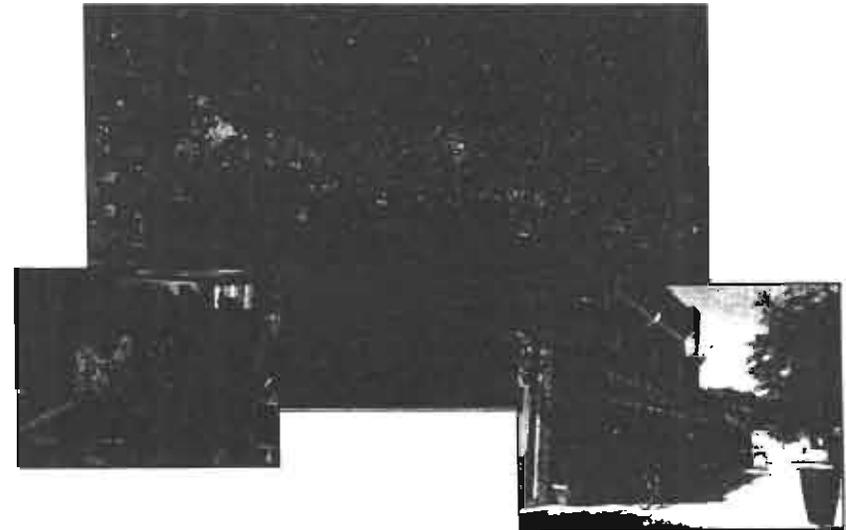
Event Sponsors:

Town of Brookhaven

Rocky Point Civic Association

**ROCKY POINT VISION FOR
DOWNTOWN REVITALIZATION**

A PUBLIC VISIONING WORKSHOP



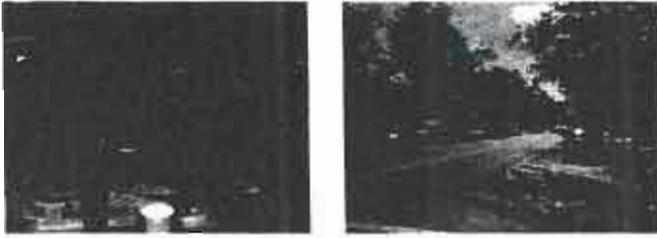
WEDNESDAY, OCTOBER 17TH, 2007

7:30PM TO 9:00PM

Joseph A. Edgar School

Rocky Point Civic Association
Town of Brookhaven





Rocky Point Civic Association
Town of Brookhaven



ROCKY POINT VISION FOR DOWNTOWN REVITALIZATION

**Check out highlights from the Visioning on
the web:**

www.youtube.com/users/VisionLongIsland

**For the plan, visit:
www.visionlongisland.org**

**Send us your comments on the Vision:
info@visionlongisland.org**

PROGRAM

1) Opening Remarks

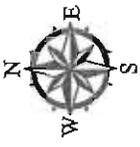
2) Visioning Presentation

3) Feedback





Rocky Point Study Area: 2004 Aerial shown.



- RockyPointMerged
- RockyPointStudy
- stcd101

zoning. If any display on this map is unclear
 call 404-399-1234 or visit our website at
 www.rockypointga.gov
 Town of Rocky Point
 Planning and Zoning Department
 10000 Peachtree Dunwoody Road, Suite 100
 Atlanta, GA 30328

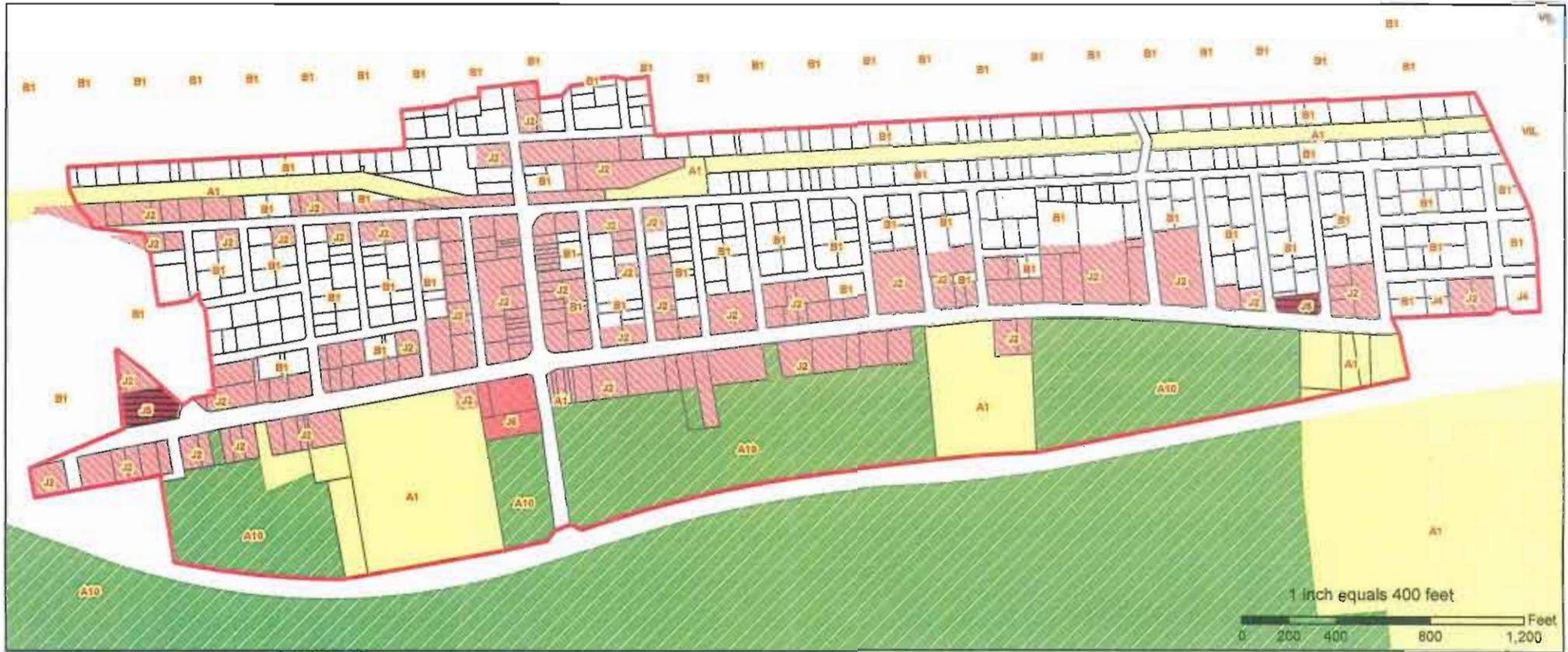
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Map created and data compiled by Isabel Morris

Use this information only as a guide.
 For more information, contact the
 Planning and Zoning Department
 10000 Peachtree Dunwoody Road, Suite 100
 Atlanta, GA 30328



Rocky Point Study Area: Zoning shown.



Legend

RockyPointMerged	A10	A1	B	HF	RD	J4	MF	PC	J6	J5	ROW	Water
RockyPointStudy	A5	A	C	K	CD	PRC	NHH	CR	J8	L2	Village	
	A2	B1	D	OF	J	PRCHC	L1	J2	L4	PDD	UWL	

Zoning, if any, displayed on this map is unofficial.
Official zoning can be obtained from:
Town of Brookhaven
Division of Planning
1 Independence Hall
Farmingville, NY 11738

Note:
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This information may not be current.
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County of Suffolk
Real Property Tax Services Agency
Brookhaven, NY 11901