



TOWN OF SMITHTOWN

PLANNING and COMMUNITY DEVELOPMENT DEPARTMENT

FRANK DeRUBEIS
DIRECTOR

SUPERVISOR
PATRICK R. VECCHIO

TOWN COUNCIL
EUGENE A. CANNATARO
SANDRA L. SGROI
MICHAEL J. FITZPATRICK
JANE E. CONWAY

MEMORANDUM

March 18, 1992

To: Robert N. Martin, Chairman
and Members of the Planning Board

From: Frank DeRubeis, Director of Planning

Subject: Zone Change Petition #90-3A
Story Book Homes, Inc.
N/s Smithtown Blvd., 470'
E/o Mary's Lane, Nesconset
NB and R-15 to RC (Retirement Community)
SCTM #: 168-1-27.1, p/o 26, p/o 28 and
169-1-p/o 8, p/o 10.2, p/o 11, p/o 12, p/o 13

1. Reason for Report: The Planning Board will hold a public hearing on the this petition on March 18, 1992.
2. Applicant: Story Book Homes, Inc., P.O. Box 473, St. James, N.Y. 11780.
3. Site: The subject property of this petition is an oddly shaped parcel containing 23 acres. The total site contains 60+ acres north of Smithtown Blvd. The site contains 268.3' of frontage along Smithtown Blvd. The site contains two structures along the frontage, and is heavily wooded throughout the rest of the property.
4. Land Use: The subject property contains a single-family dwelling. The properties along Smithtown Blvd., contain retail stores, offices, bars and various retail uses. To the north and east are single-family dwellings.
5. Zoning: The subject property is zoned NB (Neighborhood Business) and R-15 (Residential, 15,000 sq. ft.). The surrounding properties along

Smithtown Blvd. are similarly zoned NB. The properties to the north and west are zoned R-15 and the properties to the east are zoned R-10 (Residential,, 10,000 sq. ft.).

6. Applicant's Proposal: The applicant proposes to change the zoning of the property to RC (Retirement Community) to construct 240 units.
7. Planning Considerations: Review of the Town's zoning maps reveals that this property has been split zoned since the inception of zoning. The first 200' along Smithtown Blvd. is zoned Neighborhood Business (NB), and the remaining portion is zoned R-15, single family residential, 15,000 sq. ft.

The applicant proposes the construction of 240 units on approximately 23 acres. This petition was previously presented to the Board on April 18, 1990 and November 20, 1991. The petitions proposed included RM-GA zoning. The petition has been revised to a request for RC zoning only.

The Board should consider the following issues raised by this petition:

According to the Town's Comprehensive Plan (Vol. IV, pp 6-71), the Neighborhood Business zoned portion of Smithtown Blvd., was recommended for rezoning to residential because:

There is not enough potential demand in the area for this entire frontage (i.e. along Smithtown Blvd.) to become commercial; consequently permitting commercial development would result in an ungoverned mixture of residential and business uses which would be both unsightly and uneconomic.

Within the last few years, the Town Board has rezoned portions of Smithtown Blvd., however the predominant zoning is still NB.

The applicant's proposal is a request to exchange NB and R-15 property to RC (Retirement Community). This proposal should be evaluated in the context of the objective of the Comprehensive Plan to eliminate most of the unneeded NB zoning.

The applicant has also stated that this proposal "will help supplement the affordable housing which is urgently needed for young adults and senior citizens." While the creation of affordable housing is a desired objective, this application should be reviewed to objectively determine what benefit will be provided to the community of

Nesconset and the Town. It should be noted that the RC - Retirement Community district requires that rents be below the median rents (i.e. \$700.00/mo in 1991) of the Town. There are currently three retirement communities within the Town.

The Board should also review the traffic impact of this proposal. A contrasting analysis should be provided showing the impact of the proposal versus the existing zoning. All traffic analysis should consider current and future estimates of traffic volume, including the assumption of a saturation level of development in the community. The important issues center around the volume generated by each scenario, and their impact upon the surrounding roads and intersections. Of direct concern should be the impact upon Smithtown Blvd. and the Nichols Rd., Gibbs Pond/Rosevale intersections. If the proposal results in reducing any road or intersection form a "C" level of service, the proposal should be rejected unless suitable mitigating measures are available. On the other hand, it is desirable to improve the capacity of the surrounding road network, and if the proposal results in a net improvement of the level of service versus existing zoning, then the Board should consider this an advantage of the proposal.

The applicant has submitted a Traffic Impact Study which is under review by the Town Traffic Safety Department.

The Suffolk County Planning Commission submitted the following report to the Planning Board:

Pursuant to the requirements of Sections A14-14 to 23 the Suffolk County Administrative Code, the Suffolk County Planning Commission on January 8, 1992 considered the above captioned application and after due study and deliberation was unable to render a determination for failure to obtain the necessary vote(s) to carry a resolution relative thereto.

This means under the above referenced code that the proposal is approved without change by the Planning Commission.

8. Recommendation: The Planning Department recommends that the Planning Board approve the zone change petition subject to conditions and forward the following resolution to the Town Board:

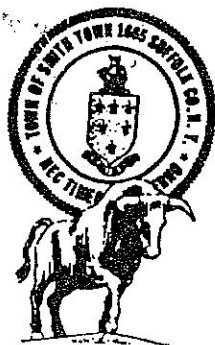
BE IT RESOLVED, That the Planning Board hereby approves the zone change petition #90-3A, Story Book Homes, for a change in zoning from NB and R-15 to RC (Retirement Community) subject to the following conditions:

1. The maximum number of units shall not exceed 200 units.
2. The number of two-bedroom units shall not exceed 50.

3. Access for the site shall be from Smithtown Blvd. only, and a provision for an emergency access shall be required from the interior access road to the adjacent land north of the site.
4. A 75 foot buffer shall be provided along the eastern boundary line north of Lydia Drive and along the western property line adjacent to all single family homes. This buffer will include all existing vegetation which may be supplemented at the direction of the Board of Site Plan Review.
5. An application to subdivide the lot shall be made prior to site plan approval.

Frank DeRubeis,
Director of Planning

FDR/tc



TOWN OF SMITHTOWN

TRAFFIC SAFETY DEPARTMENT

JOHN MOORE
DIRECTOR

SUPERVISOR
PATRICK R. VECCHIO

TOWN COUNCIL
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MEMO TO: Frank DeRubeis, Planning Director

FROM: John Moore, Director of Traffic Safety

DATE: March 18, 1992

RE: Review of Traffic Impact Study for Zone Change
Petition #90-3A Story Brook Homes Inc. (Story
Brook Meadows) received on November 27, 1991

The Traffic Safety Department has reviewed the above traffic impact study and offers the following comments:

- 1) Page one states that the site traffic can adequately be accommodated by the existing road network and signalized intersections near the site. This assertion is not supportable. Many of this area's key intersections have a poor level of service at the present time during certain peak hours.
- 2) Page seven states that Nichols Road is a north-south Suffolk County arterial highway. It is a Town maintained road within the Town of Smithtown.
- 3) Page eight should also indicate AWDT (average weekday daily traffic) as this volume most often is higher than AADT (annual average daily traffic) except in areas that have higher Saturday and Sunday traffic.
- 4) Page eleven discusses design volume analysis. The directional distribution chosen gives no supportive data as well as a different distribution for each peak hour analyzed. Based on volumes at the adjacent intersections east and west of the site driveway a more realistic distribution would coincide with traffic patterns on Smithtown Boulevard. An AM distribution would produce a 64% right turn exiting the site and a 36% left turn exiting the site. This would also produce 64% westbound right turn into the site with a 36% eastbound left turn lane into the site. The PM and Saturday distribution

would also emulate distributions on Smithtown Boulevard. The applicant shows no distribution to/from Rolling Hills Drive for northbound departures and southbound arrivals. A percentage taken from exiting traffic onto Smithtown Boulevard could be assigned at the access. The distribution directly effects the capacity analysis of the intersections.

- 5) The peak hours used for PM and Saturday analysis was not the highest volume count. The PM peak analysis should have used a 4:45 - 5:45 peak hour (an additional 123 vehicles for the combined four intersections). The Saturday peak analysis should have used a 11:45 - 12:45 peak hour (an additional 325 vehicles). Higher peak hour volumes will change the capacity analysis of these intersections.
- 6) The traffic signals along Smithtown Boulevard are connected in a coordinated system. Cycle length for the peak hours must be the same at each intersection. The capacity analysis shows different cycle lengths for the three signals along Smithtown Boulevard. The analysis for existing conditions does not reflect cycle length times and splits as per the current Suffolk County Department of Public Works settings. If capacity analysis for 1993 build and no build condition reflect a different system cycle length and intersection split, this would be subject to Suffolk County Public Works approval.
- 7) The capacity analysis of the site driveway (unsignalized) does not show a percentage of heavy vehicles or combination vehicles for traffic east and west on Smithtown Boulevard.
- 8) The critical gap analysis should be included in the appendix.

The applicant's Traffic Impact Study asserts that the proposed usage of 200 retirement plus 40 units for hearing impaired/handicapped housing would generate less trips than the permitted alternate use described as 47 detached, single family dwelling units and 21,000 square feet of retail stores, particularly during the PM peak hour weekday volume hours.

The Institute of Transportation Engineers Trip Generation report supports the assertion. However, there are some considerations:


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- The impact statement is assuming maximum yield in the alternate assessment. The Smithtown Planning Department would be better able to estimate the actual yield as to size of retail establishments and number of homes.
- The I.T.E. Retirement Community projections are based on such a limited number of studies (five locations in the San Francisco area) that no plots or equations are available. The latest edition of Trip Generation (1987) has no data for the "elderly housing-251" land use. There is no reliable projection for elderly housing trip generation.
- The same holds true for the forty units of hearing impaired/handicapped housing. There is no database for trip projections.
- The handicapped and elderly require medical and social support services to much greater degree than does the general population. There would also be greater demands on emergency services under this proposal.

This report does not adequately reflect existing and proposed traffic analysis. Whether this site proposal produces less peak hour trips than the proposal on page 27 (mixed retail and homes), the applicant does not discuss any traffic mitigations or proposed improvements that would upgrade the level of service of intersections that would be impacted by this development.

Please do not hesitate to contact this office if you have any questions regarding this matter.


John Moore

JM/kmk

cc: Burton, Behrendt, Smith and O'Callahan, P.C.