

Oakdale Hamlet Center Vision Plan

Prepared by the Town of Islip
Department of Planning

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Oakdale Vision Plan

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Oakdale Hamlet Center Vision Plan

I. Purpose

The purpose of this plan is to articulate a vision for Montauk Highway in Oakdale, and specifically a hamlet center. This vision will guide the Town in the review of future development of properties within the study area. Additionally, this vision will aide community based and volunteer efforts, and capital improvements for Oakdale. This plan also aims to specify areas where Code Enforcement officers should focus their efforts to enforce the zoning code of the Town.

The Plan will be comprised of three sections, existing conditions, policies, and zoning and development recommendations.

II. Heritage

Oakdale's heritage can be seen in its great estates of the late 1800's. Oakdale once consisted of the Vanderbilt, Bourne and Roberts Estates. The most known estate, Idle Hour, was that of that of William K. Vanderbilt. This 900 acre estate is now home to Dowling

College. Frederick Gilbert Bourne built his mansion, Indian Neck Hall, at the east end of Oakdale. This estate that once consisted of several thousand acres, is now 175 acres and the location of St. John's University Graduate Center. The third estate, the Roberts Estate which was located east of Vanderbilt's Idle Hour Estate, fell into disrepair and was demolished in 1940.

III. Introduction

Oakdale has much to offer both residents and visitors alike. It is a waterfront hamlet with more parkland per person than any other hamlet



Indian Neck Hall

within the Town of Islip. The aforementioned estates are still a prominent part of Oakdale. As mentioned, two of these estates have been converted to educational campuses for Dowling College and St. John's University. These institutional uses make up a large portion of land use within the community, but do not define it.

What Oakdale does not have is a downtown. Unlike Sayville, Bay Shore, and Islip, Oakdale does not have a downtown area along Montauk Highway. A hamlet center has never been established, probably due, in part, to the history of the large residential estates that once made up much of Oakdale. Additionally, Business District zoning was not instituted and much of the area remains Business One District. This has perpetuated the existing conditions, with buildings set back at different dimensions and parking within front yards, which is not conducive to a downtown character. Much of this unplanned development occurred in the 1950's and 60's when this type of development was favored due to the

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convenience of the automobile.

The Community Identity Plan which was developed in 1976 discussed this issue. It states, “Oakdale’s recent commercial growth pattern has been rapid and haphazard, resulting in the absence of a strong and positive community identity”. This plan envisioned a commercial center or downtown along Commercial Avenue between Forbes Street and Oakdale Avenue. This did not materialize, probably due to the lack of visibility from Montauk Highway.

Concerns about the appearance of the hamlet center led to the adoption of the Oakdale Improvement Program in 1991 which resulted in over twenty streetscape improvements based on a unifying theme of brick pavers and street trees. Additionally, “Welcome To Oakdale” and “Thanks for Visiting Oakdale” signs were installed to mark the Oakdale section of Montauk Highway. Community Groups, most particularly the Oakdale Improvement Society, were instrumental in coordinating this effort with the

Planning Department.

A second recent positive development has been the investment in many properties resulting in building, facade, and site improvements. The concentration and reputation of this area for taverns has evolved to one more characterized by restaurants and offices. These positive developments notwithstanding, the vision of Oakdale hamlet center as a locale with a vital sense of place remains unfulfilled.

IV. Geographic Scope

The geographic scope for the Oakdale Hamlet Center Vision Plan includes properties located on Montauk Highway in the hamlet of Oakdale. The area north of Montauk Highway between Forbes Street and Oakdale Avenue is included as well. The Long Island Rail Road (LIRR) corridor is the northern boundary stretching to the eastern end of the study area, east of the Town of Islip Housing Authority housing complex. At that point, the LIRR corridor and Montauk Highway no longer run parallel to one another.

Brook Street is the eastern boundary since Montauk Highway east of that point is mostly residential. The western boundary is just east of the Oakdale merge.

The plan will divide the study area into two sections, with Oakdale-Bohemia Road as the dividing line. The two sections are noticeably different in their existing land use, issues, therefore, different policies and zoning recommendations will be made of each.

An aerial photograph showing the geographic scope of this plan can be seen in Appendix A at the end of this document.

V. Western Section Of Study Area

A. Existing Conditions

This section will discuss the existing conditions within the study area broken down into the two sections mentioned above, section one (western section) and section two (eastern section). The existing predominant land uses, which can be seen highlighted on each of the

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| Land Use Type | # of Lots | % of Total | Acreage | % of Total | Sq. Ft. of | % of Total |
|--------------------------------|------------------|-------------------|----------------|-------------------|-------------------|----------------------|
| | | Lots | | Acreage | all Bldg. | Bldg. Sq. Ft. |
| Residential | 13.00 | 14.77 | 2.31 | 8.05 | 23143.00 | 13.50 |
| Commercial (Retail) | 13.00 | 14.77 | 4.72 | 16.44 | 39866.00 | 23.26 |
| Commercial (Office) | 10.00 | 11.36 | 5.03 | 17.52 | 26360.00 | 15.38 |
| Restaurant | 8.00 | 9.09 | 2.56 | 8.91 | 16984.00 | 9.91 |
| Industrial | 7.00 | 7.95 | 4.93 | 17.15 | 62358.00 | 36.38 |
| Town of Islip Property | 2.00 | 2.27 | 3.39 | 11.81 | 0.00 | 0.00 |
| Public Land / Open Space | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Institutional | 1.00 | 1.14 | 0.14 | 0.49 | 2698.00 | 1.57 |
| Private Vacant Land | 33.00 | 37.50 | 5.49 | 19.11 | 0.00 | 0.00 |
| Public Utility / Police / Fire | 1.00 | 1.14 | 0.15 | 0.52 | 0.00 | 0.00 |
| Total | 88.00 | 100.00 | 28.72 | 100.00 | 171409.00 | 100.00 |

Table 1: Land Use Table (western section)

following land use tables, will be discussed, as well as opportunities for improvement.

Land Use

Section One of the study area is characterized with an abundance of vacant land, both publicly and privately held that can, and should be improved. This section provides major opportunities to create the “vision” of what Oakdale could be. These opportunities include three large parcels: the former “Bronco Charlie’s”

site located on the south side of Montauk Highway, just east of Idle Hour Boulevard, and two Town owned parcels located on the north side of Montauk Highway, adjacent to the LIRR parking area at the Oakdale train station. Development policies and guidelines that will shape the vision for future development will be discussed in subsections B and C.

As noted in Table One, retail/restaurant uses are also prevalent. With the exception of the major shopping center (Oakdale Plaza)

located at the eastern end of the study area, all other retail uses are located west of Oakdale-Bohemia Road or in Section One of the study area. These retail uses include several small “strip mall” style buildings, and some free standing shops. There are also eight restaurants located within a 1/4 mile radius in Section One of the study area. The north side of Montauk Highway has evolved into “restaurant row” giving several dining options to residents and visitors to the area. This represents an improvement from the era when many of these sites were bars. This provides a strong economic and land use basis for creating a “downtown” for Oakdale.

There are also several properties currently being renovated, and those recently improved and upgraded, all adding to the beautification of the area. These include several of the aforementioned restaurants and accompanying parking lots on the north side of Montauk Highway.

There are some industrial uses located sporadically along Montauk Highway, and several located on Commercial

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Street. These uses include outdoor storage, vehicle repair shops, gas stations, boat repair and sales, and a self storage facility.

A land use map for the entire study area can be seen in Appendix B at the end of this document.

Zoning

The predominant zoning classification along Montauk Highway is Business One District. This is a basic business zone which permits uses such as offices, stores, banks, etc. A minimum front yard setback of twenty five (25') feet is required in this district, which creates the opposite effect of the Business District (downtown) zone where the buildings are set close to the street. Two parcels are zoned Business three District, the result of re-zonings from the Business One District. They are the Valero gas station on the corner of Idle Hour Boulevard and Montauk Highway, and the Oakdale Boat yard on the corner of Oakdale Avenue and Montauk Highway. This district permits more intense business uses,

such as gasoline service stations, with additional Town approvals.

The properties that are north of Montauk Highway in the western end of the study area are zoned both Industrial One District and Residence B District. Industrial zoning was historically preferred near the LIRR, but the area has not evolved into substantial industrial uses due to small lot areas and lack of suitable access. The zoning of this area between Montauk Highway and the LIRR, between Forbes Street and Oakdale Avenue, does not accurately reflect the actual uses of the properties. Some parcels have been re-zoned recently from industrial to residential west of Vanderbilt Boulevard. East of Vanderbilt Boulevard is entirely Industrial One Zoning, but with two non-conforming residential dwellings.

A zoning map for the entire study area can be seen in Appendix C at the end of this document.

B. Policies

The following policies and development guidelines should be applied to the parcels within this section of the study area.

Policy #1: Development should create a sense of Place.

The fact that the study area developed during the auto-oriented post-war era, in contrast to Sayville or Bay Shore, results in an absence of an historic downtown. This condition can be remedied in several ways. One way is through the use of the buildings. *Mixed use buildings*, specifically those buildings integrating both commercial and residential uses, inevitably create a sense of place by providing a place where people live and work. Another benefit of this type of environment is that there is more activity around the clock and not just during the work day. Adding *pedestrian spaces* to the development, such as pedestrian plazas, bandshells, and other places for people to congregate is another way to provide the feeling of a sense of place.

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Policy #2: Convey a downtown character with new construction and re-development of existing sites.

An effective way to create a sense of place is to follow Business District (BD) bulk zoning requirements that will convey a downtown feel. By limiting building *setbacks* and bringing the buildings close to the street, and close to other buildings, a downtown character is created. Similarly, the *Height* of the buildings can achieve this. By requiring at least a two story building you can create a significant building presence, thus creating a more urban, village like feeling. The relatively narrow lots adjacent to Montauk Highway facilitate the use of BD zoning over Business One zoning.

New construction, and facade renovations to existing buildings, should incorporate the architectural style of the area, and the style of a downtown village. Facade materials such as brick and stucco should be used instead of vinyl or aluminum siding. The use of fabric awnings and decorative, indirectly lit, signage are

also important tools to utilize to create a downtown character.

A downtown character can also be created through land use. Combining both residential and commercial uses within the same building is a typical downtown characteristic.

Policy #3: Encourage a maritime theme along Montauk Highway from Vanderbilt Boulevard to West Shore Road.

There are currently two maritime businesses located in this area at 1439 and 1479 Montauk Highway. The Town should encourage boat repair, sales, and storage, provided it is in this area and discourage vehicle repair unless setback from Montauk Highway. The existing maritime properties are in need of site upgrades and should be improved. A maritime theme should be encouraged through the use of anchors, landscaping, and banners. 1439 Montauk Highway is currently being renovating and is incorporating wooden pylons and marine rope as a front deck railing. New grey “clapboard” like siding is also in

keeping with this theme.

Policy #4: Encourage blight removal through Code Enforcement actions and private re-investment.

There are several blighted properties that must be remedied, especially along Commercial Avenue . There is an abundance of illegal uses, particularly outdoor storage, that need to be removed and replaced with appropriate development that does not violate the zoning code. A comprehensive approach, with the assistance of the Division of Code Enforcement, of issuing violations to the offenders and relocating those uses to appropriate industrial areas must be undertaken.

A specific target area should be, as mentioned, along Commercial Avenue, from Vanderbilt Boulevard to Oakdale Avenue. This section is plagued with illegal properties operating without Town approvals in violation of the zoning code.

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Policy #5 Diversify the housing stock with dwellings for smaller households.

This is an important policy that is being implemented Town-wide. It is important to create a more diversified housing stock with new development and re-development within the study area. This adds to the development density, and reinforces a downtown through design and economics, creating a hamlet center and providing more affordable housing options than the single family dwelling. This housing would also be conveniently located to new and existing commercial establishments, which is needed for a downtown to prosper. Higher density housing is also preferred near transportation hubs like the LIRR train station.

Potential sites for this type of housing exist on the west side of Forbes Street and through the use of mixed use buildings (apartments above retail and office space) on Montauk Highway.

Policy #6 Consolidate smaller properties when possible and provide a more integrated

design.

While this may be difficult to accomplish, it should be a policy to consolidate smaller properties to re-develop and meet the design goals and policies mentioned above. It should be a long term goal. This should be a priority especially from West Shore Road to Bridal Way where the parcels are smaller.

Policy #7 Encourage cross access agreements between neighboring properties.

While individual site characteristics make this challenging, every effort should be made to provide cross access between adjacent sites and consolidate curb cuts on Montauk Highway. Not only does this aide in traffic safety, but also aesthetically by allowing more room for landscaping along road frontages. This was successfully accomplished between Maria Louisa's and Tai Show restaurants located on the northwest corner of Montauk Highway and Vanderbilt Boulevard.

Policy #8 Apply traffic calming techniques to slow down motor vehicles in targeted downtown area.

The stretch of Montauk Highway that is envisioned as its downtown is between West Shore Road and the Oakdale train station. The specifics on this downtown will be discussed in the following section, but it is necessary to slow down the speed of vehicles in order to make this area safe for pedestrians. The following measures should be considered for this area:

- The addition of a traffic light at Lincoln Avenue
- Raised pedestrian crosswalk at Lincoln Avenue
- On street parking on the north and south side of Montauk Highway.
- "Yield" to pedestrians signs.

Applying these recommendations will slow down traffic to allow for the area to be recognized as a destination.

Policy #9 Improve the right turn lane from Oakdale-Bohemia Road to westbound Montauk Highway.

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The southbound lane of Oakdale-Bohemia Road often backs up due to a lack of a long enough right turn lane. Vehicles stopped at the traffic signal waiting to make left turn movements onto Montuak Highway block those vehicles attempting to turn right. The plan is to widen Oakdale-Bohemia Road at the train station in order to construct a right turn lane to alleviate the traffic back ups.

C. Recommended Development Projects and Re-zonings

1. Peter's Property, SCTM#0500-326-2-1. This is a Town owned site adjacent to the LIRR Oakdale parking lot. There are some high water table issues with this site which will factor into the development of the parcel. The idea is to design a downtown like plan with at least a two story building and mixed use occupancy. A change of zone to Business District is necessary. Another feature that should be incorporated into any development plan for this property is a public area similar to the Dr. King Park band shell in Bay Shore, serving as a "village

green" with scheduled, appropriate community activities. The LIRR parking lot to the east could provide parking in the evening and on weekends when such events would likely occur.

2. Former "Willner" Property, SCTM#0500-325-1-33.1. This site is also Town owned, and should be developed with the design principles of creating a downtown for Oakdale in conjunction with the Peter's Property. The building(s) should be two story in height and should be set close to Montauk Highway. They should be brick and should incorporate architectural details such as fabric



Dr. King Park Bandshell, Bay Shore

awnings and decorative, indirectly lit, signage. The occupancy should be a mix of retail/office/ personal service uses with some one and two bedroom apartments above. This requires a change of zone to Business District.

The concept behind the redevelopment of the above referenced parcels and this type of development is to provide an appropriate mix of compatible and complementary land uses, to maximize parking efficiency, and supply much needed diversified housing. The public area or "village green" portion of the plan is not intended to be an active recreation park. Byron Lake Park is close by and serves that function. It is intended to be a gathering spot for specific planned activities, most of which will likely be in the evening hours. This is an important aspect since the LIRR commuter parking is available at that time. The parcel between the former Willner parcel and the Peter's Property (lot 33.2) should be incorporated into the two Town sites, by Town acquisition or as a requirement of a Request for Proposals (RFP) for these three properties. An additional requirement

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Concept plan for “Village Green Development Site”

should be a “green buildings” component. Requiring the build for this RFP sing to be a LEED Certified development has many benefits to the community.

The significant issue in the redevelopment of this section of the study area, and with regard to these properties in particular, is the

abundance of vacant land. The fact that the Town owns two of the three lots described is essential in the creation of an identifiable downtown.

3. The Oakdale train station building and new bus shelter. The Long Island Rail Road has plans to renovate the train station building, including the repair of the roof. There has also been

public interest in constructing a new bus shelter in front of the train station. Several years ago, Suffolk County commenced work on a bus shelter and constructed a concrete slab on which a shelter would be located. There was public opposition to the design of the shelter and it’s location, so the project was not completed. A shelter design that would incorporate brick pillars and a peaked roof is preferred by the community, one that would complement the train station building, as opposed to the standard shelter design. Additional funds for this upgrade will need to raised by the community in order to build this shelter.

Another idea brought up by the community is a bus pull off area that would allow the bus to completely leave the westbound traffic lane of Montauk Highway to pick up and drop off passengers. The benefit of this and the modifications to the right turn lane on Oakdale-Bohemia Road would be to improve the traffic flow and alleviate congestion in this immediate area. The Division of Traffic Safety should review this idea.

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4. “Bronco Charlie’s” Property, SCTM#0500-325-3-4, 5, & 45. This parcel has been home to a vacant, former restaurant building for many years now. It is a key parcel since it is located at the western gateway to the study area, and therefore, re-development of this site using the policies noted above is very important. The property is currently owned by Dowling College, but there has been speculative interest in developing the site. Retail and office uses would be appropriate for the site. A restaurant use may be appropriate here also, as it is across from the restaurant hub of the study area. It is recommended that the new construction be brought closer to Montauk Highway, with parking on either side of the building and appropriate buffers adjacent to the residential properties to the south.

While it is recognized that the small log-built structure on this site may have some historic significance, its relocation may be impossible because its existing timbers have severely rotted.



Concept plan for Residential CA Development (16 units)

5. Forbes St. Multiple parcels on the west side of Forbes Street, north of Montauk Highway would be a good location for attached dwellings in order to provide a diversified housing stock. It is vacant industrially zoned property that is inappropriate for industrial development due to the close proximity

of single family dwellings. These units should have a residential look, in order to blend well with the single family dwellings on the east side of Forbes Street. This project would require a change of zone to Residence CA .

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One problem with this proposal is the fact that there are several property owners of the fourteen parcels that make up the envisioned site.

Health Department approval, which will be discussed later in detail, will also need to be obtained. This may be costly due to the fact that the area does not have sewers.

The concept plan shows three separate, residential style buildings with sixteen units total. Parking is set back from Forbes Street and substantial front buffer is shown. An alternative to this type of housing should be single family dwellings fronting directly on Forbes Street. This is what currently exists on the east side of the street.

6. Rezoning of properties located on Montauk Highway between Idle Hour Boulevard and Oakdale-Bohemia Road. In order to lay the groundwork for a downtown, the properties located on this section of Montauk Highway should be re-zoned from Business 1 District to Business District (BD). The current structures and uses would be

able to remain as legal non-conforming uses, but if changes were made to either the structures or uses, the Business District zoning would apply. This rezoning would be done by the Town as a Town Board Own Motion. This tool has proved successful in the past to reshape the character of an area.

This rezoning to Business District would identify this section of Montauk Highway as Oakdale’s downtown. As discussed in Policy #2, the Business District brings the buildings closer to the street and requires that parking be located to the rear of the buildings as opposed to within the front yard.

7. Rezoning of properties in the

vicinity of Commercial Street from Industrial One District to Residence B District. This is a continuation of a policy that has been applied to the area west of Vanderbilt Boulevard. Two new single family dwellings were approved to be built facing Station St. and Commercial Street, on the west side of Vanderbilt Boulevard.

A map showing all of the proposed zoning changes for the entire study area can be seen in Appendix D at the end of this document.

VI. Eastern Section of Study Area

A. Existing Conditions

| Land Use Type | # of Lots | % of Total | Acreage | % of Total | Sq. Ft. of | % of Total |
|--------------------------------|------------------|-------------------|----------------|-------------------|-------------------|----------------------|
| | | Lots | | Acreage | all Bldg. | Bldg. Sq. Ft. |
| Residential | 22.00 | 40.00 | 29.83 | 8.09 | 226426.00 | 26.34 |
| Commercial (Retail) | 3.00 | 5.45 | 14.21 | 3.85 | 226079.00 | 26.30 |
| Commercial (Office) | 18.00 | 32.73 | 5.94 | 1.61 | 52908.00 | 6.15 |
| Restaurant | 1.00 | 1.82 | 0.45 | 0.12 | 1265.00 | 0.15 |
| Industrial | 3.00 | 5.45 | 0.87 | 0.24 | 7037.00 | 0.82 |
| Town of Islip Property | 2.00 | 3.64 | 6.88 | 1.87 | 0.00 | 0.00 |
| Public Land / Open Space | 1.00 | 1.82 | 122.31 | 33.19 | 0.00 | 0.00 |
| Institutional | 2.00 | 3.64 | 179.69 | 48.76 | 336585.00 | 39.15 |
| Private Vacant Land | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Public Utility / Police / Fire | 3.00 | 5.45 | 8.36 | 2.27 | 9386.00 | 1.09 |
| Total | 55.00 | 100.00 | 368.55 | 100.00 | 859686.00 | 100.00 |

Table 2: Land Use Table (eastern section)

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Land Use

The eastern section of the study area has a very different character than the western section. This section is well established with very little, if any, vacant land that may be developed. The western part of the section starts with commercial properties and then transitions into an office hub as shown on the Land Use Map shown in Table 2. The study area then transitions into residential uses, both single family and high density. These uses are located on both the north and south side of Montauk Highway, east of the Suffolk County Water Authority property and the Arthur Premm Elementary School.

The Oakdale Shopping Center is a large parcel at the eastern end of the study area and is a major retail anchor. The center has seen significant improvement, with the addition of the Wendy's Restaurant and Best Yet Market, but is in need of further improvements, specifically facade and landscaping improvements.

St. John's University is also located at

the eastern end of the study area on the south side of Montauk Highway. This is a significant parcel containing the former La Salle Military Academy with several historic buildings, and over 175 acres of natural wooded area. A strict set of guidelines should be in place to guide any development of the property. Proposed guidelines are described in the recommendations section.

Zoning

The majority of parcels within eastern section of the study area are zoned residential, which can be seen on Table 2.. This ranges from Residence AAA, one acre lot area minimum for single family dwellings, to Residence C, high density senior housing, including the senior housing complex owned by the Town of Islip Housing Authority. St. John's University is zoned Residence AAA, appropriate for such an environmentally sensitive parcel. This is also significant for any new development of the parcel, due to the fact that it limits the permitted uses to low density residential. The remainder

of properties are zoned Business 1 District, with the exception of two parcels, which were re-zoned to Business 3 District to allow their specific uses. One of these parcels is located at the southeast corner of Montauk Highway and Bay View Avenue, and the other is the portion of the Oakdale Shopping Center where Wendy's Restaurant is located. Business 1 District permits the typical business uses, such as banks, offices and retail uses.

B. Policies

Policy #1: Preserve the scenic vistas and the greenway character along Montauk Highway.

From west to east, the Town owned former Pickman property, the Suffolk County Water Authority, State owned Benton Bay, Town of Islip Housing Authority, and lastly, St. John's University provide a viewshed of preservation unique along Montauk Highway in western Suffolk County. These parcels combined create a greenway effect which should be preserved. This can be done by requiring buffer areas to be maintained

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in a natural state along the road frontage. This will not be an issue along publically owned properties, like the Benton Bay parcel or SCWA, but will be essential for the St. John's parcel and any possible re-development.

Policy #2: Maintain residential parcels along Montauk Highway.

These are benign uses that do not detract from the character of this section of the study area. Conversion of these properties to retail uses would change the character of this section of Montauk Highway, especially since parking areas would remove significant vegetation. Such uses would also increase turning movements on a roadway characterized by excessive curb cuts.

Policy #3: Preserve historic structures.

There are several properties within the study area that have historic significance. Most importantly, the St. John's (formerly La Salle Military School) property which has several historic buildings including the Bourne



St. John's Episcopal Church

Estate Mansion.

Another structure that should be preserved is St. John's Episcopal Church located at 1 Berard Boulevard. This church opened in 1765 and has an adjacent cemetery where American Revolution and Civil War veterans are buried. Additionally, this property should be re-zoned to the Town's Planned Landmark Preservation (PLP) District which would require Town review for any changes to the structure or use of the property.

Two structures that may be in danger of falling into disrepair, and which will be discussed under "Recommended

Development Projects and Re-zonings #1, are the dwellings at 975 and 959 Montauk Highway. These dwellings were built in 1847 and 1890, as per the Town Assessor, and flank the Town owned historic Ockers House. The PLP District could also be applied to these properties as well as an extra level of protection.

Policy #4: Diversify the housing stock with dwellings for smaller households.

The study area contains certain sites where diversified housing would be consistent with Town wide policies which have a tract record of success. Two properties will be discussed under "Recommended Development Projects and Re-zonings #1 and #3" for this policy.

Policy #5: Revitalize the Oakdale Shopping Center.

This center has seen significant improvements recently, but is in need of more investment. The shopping center is actually comprised of two separate parcels. The eastern parcel has been

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upgraded with new facade and with the addition of the Wendy's Restaurant as a pad site. A second pad site is in the process of applying for the necessary Town approvals. This would be a non-food use most likely a bank. With this addition to the site, additional landscaping will be installed in the vicinity of the new building.

The western parcel has been neglected and is in need of facade renovations. A design similar the that of the eastern section should be carried over to this parcel to provide a uniform look. Additional landscaping, especially along Montauk Highway, and improvements to the parking lot are needed as well.

Excessive signage is a problem at this shopping center. Multiple temporary window signs and banner signs hung on fences and poles detract from the improvements that have been made. Adherence to the Town of Islip sign ordinance is required to correct this problem.

C. Recommended Development

Projects and Re-zonings

1. Townhouse development at 975 and 959 Montauk Highway for both non age restricted and seniors. These properties are located on either side of the Town of Islip Housing Authority property. The current zoning of these properties is Residential AA. A change of zone to Residence CA and Residence C, respectively, would be required for this type of development. Both of these properties have historic structures located on site which should be preserved and incorporated into the design. For the senior housing development, the existing historic structure could be used for housing units, a common area or recreation center. Additional attached units could be placed behind these historic structures and should complement them architecturally. Substantial setbacks from Montauk Highway are also an important aesthetic element to be maintained.

The PLP overlay district should be applied to these parcels in order to ensure the preservation of the historic

structures.

One additional note, the property adjacent to 959 Montauk Highway and the proposed senior development is zoned Residence AA District, but used as a non-conforming automobile repair shop. This property could and should be combined with 959 Montauk Highway, the structure removed, and used for landscaping and parking requirements. It is not an appropriate location for a repair shop due to the close proximity of existing and possible future residential uses.

This type of high density residential development is appropriate for these parcels, as they are adjacent to similar type housing and to the Oakdale Shopping Center.

2. Senior housing. The vacant area to the east of the Oakdale Shopping Center, the former bowling ally location, may be an appropriate site for senior housing. An important criteria for locating senior housing is for it to be in close proximity to goods and services. Therefore being adjacent to a shopping

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center is a benefit. In order for this idea to be feasible, there would need to be enough vacant land for the development of the senior units and the necessary parking for the existing shopping center. A change of zone to Residence C for a portion of the site would be required for this use.

3. St. John's University. While the existing land uses are appropriate, the reality of deferred maintenance is evident on the site. The potential for demolition by neglect, and the necessary mitigation, argue for a proactive approach subject to strict development guidelines. First and foremost, no re-zoning of property resulting in a greater than as-of-right density will be supported. Any residential use will be a cluster mandate with five important criteria:

a. The adaptive re-use of the Bourne Mansion and St. John's hall. Whether as residences or common facilities, these buildings must remain on the property and their exteriors must not be altered. Additionally, all reasonable efforts should be made to preserve all



St. John's University and important criteria for any re-development.

other historically significant structures on site.

b. Any new development must be

architecturally in conformance with property and the existing buildings.

c. The preservation of the view shed

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View from St. John's property

along Montauk Highway. As stated in policy #1, this is important to the character of this stretch of Montauk Highway. Substantial buffers must be maintained to preserve this character.

d. The preservation of the Indian Neck Creek corridor.

e. The preservation of the view shed from the Great South Bay.

Within this framework, designation of the site as a Planned Landmark Preservation Overlay District (PLP) property would achieve preservation while providing the flexibility in land

use which may be necessary to provide sufficient reinvestment. A range of uses may be appropriate for the site, including, a corporate retreat center, bed and breakfast, or assisted living facility. Should the property change to one of the above referenced uses, along with the five criteria for the property, public access to the waterfront should be a requirement.

VII. Constraints

1. Suffolk County Health Department. The biggest constraint will be obtaining Suffolk County Health Department approval on the aforementioned larger scale projects. There are several options that may be available in order to obtain approval, one of which is a connection to the Dowling college sewage treatment plant. According to Health Department staff, the Dowling plant has excess capacity and is running properly. The current plant was built in the late 1990's and has a capacity of approximately 70,000 gallons per day. It is estimated that it operates at 30,000 to 40,000 gallons per day when school is in session. The option of connecting

to the Dowling plant is appealing to the Town due to its close proximity and the fact that it would allow the type of development discussed previously. This option is a concern to many of the residents of Oakdale due to past problems with the plant. Prior to any decision being made on a connection, the plants' operation should be investigated thoroughly and if possible, a report by the Health Department should be obtained. Also, a commitment from Dowling to allow the connection is needed.

Transfers of Development rights may also be an option for obtaining Health Department approval. This process requires sterilizing land and transferring the sewage flow rate from that property to a property slated for development. The main problem with this process is finding property to sterilize that provides enough yield while being cost effective.

2. Current zoning. The majority of properties within the study area are zoned Business One District. This zoning does not work to create a downtown due to the front and side yard

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setback requirements. The properties currently owned by the Town can be re-zoned easily to Business District by the Town Board. As discussed on Page 10, a Town Board Own Motion will be required to re-zone the remainder of properties located on Montauk Highway within the core hamlet center.

3. Distance to ground water. Much of Oakdale has a very highwater table. This can be a hindrance in developing some of the vacant land within the study area. The Peter's Property may have some issues on a portion of the property which will have to be taken into consideration when planning the future development for the site.

4. Lack of parking. Parking is crucial in creating a functional downtown. Any new development should incorporate as much parking as possible into the design. This parking should always be behind the buildings in order to keep the traditional downtown character. Additionally, the Town owned parking for the LIRR can be used evenings and weekends for activities at the proposed village green.

5. Community concerns about rental housing. This issue is primarily due to the neighborhood conflicts with Dowling College students. One of the biggest concerns the community has with the college is its growth within the community. Dowling has acquired multiple residential properties in the area and converted them to rental housing for faculty and faculty offices. This is seen as uncontrolled growth inconsistent with Dowlings' master plan. This said, rental units, properly located, are an important part of a diversified housing stock and should be part of any new development as discussed in this plan.

6. Cost of development vs. yield. It remains to be seen whether there will be enough interest by developers to invest in constructing these large scale projects to create a downtown for Oakdale. Vacancy rates in other downtown areas are relatively low. This would seem to indicate that similar development in Oakdale would do well.

VIII. Summary, Conclusion, and

Next Steps.

There are many opportunities to create a downtown or hamlet center for Oakdale. The development of the Town owned parcels will be the start of turning this vision into reality.

Cleaning up blighted sites with illegal outdoor storage, creating diversified housing for smaller households, and providing an area for Oakdale to call its downtown can all be accomplished by following the policies and recommendations of this plan.

In order to turn the vision of a downtown for Oakdale into reality, certain next steps need to be taken. A request for proposals (RFP) should be sent out to interested parties for the development of the Town owned properties (Peter's, etc.) as discussed in the recommended development projects #1 and #2 in the western section. It is recommended that the Town maintain ownership to the village green portion of the site. The remaining property could then be sold or leased for an extended period of time to a developer for the

Oakdale Hamlet Center Vision Plan

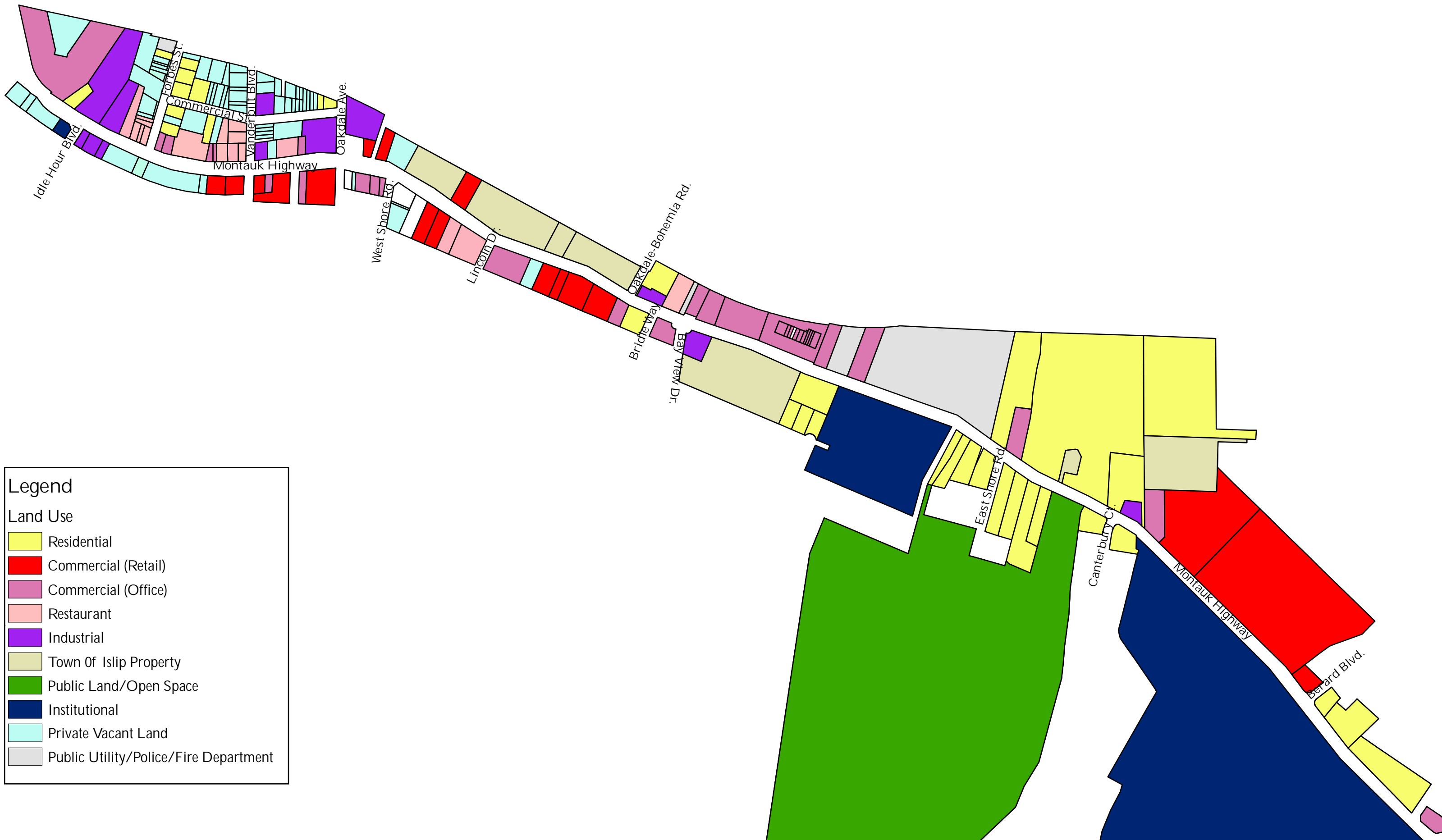
construction of the remaining property. A change of zone to Business District would be required, and with that the Town could place certain covenants and restrictions on the land in order to ensure the proper use and maintenance of the property if it is sold.

Another important step to take is the identification of properties within this study area. All parcels within this study area should be identified on the Town of Islip Intranet by the Planning and Building Divisions of the Town. The parcels should be noted that they are located within the study area, and that if developed or re-developed they should follow the policies and development guidelines set forth in this document.

Bibliography

Ketcham, Diane. "Long Island Journal". New York Times. April 30, 1989.

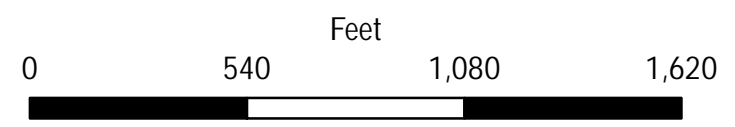
"Oakdale, New York". Oakdale, New York at AllExperts. February 20th, 2008. [Http://en.allexperts.com/e/o/oa/oakdale,_New_York.htm](http://en.allexperts.com/e/o/oa/oakdale,_New_York.htm)



Legend

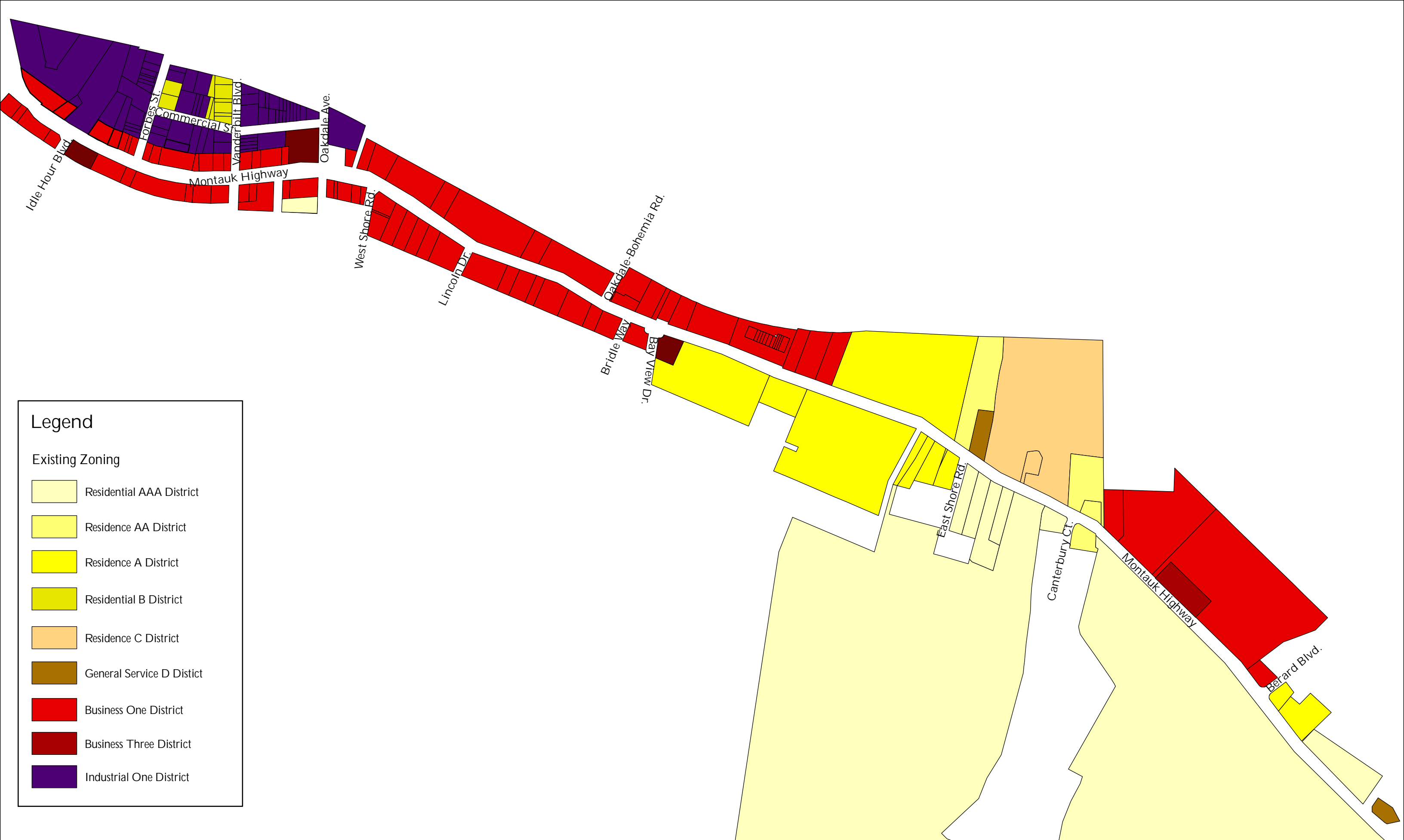
Land Use

- Residential
- Commercial (Retail)
- Commercial (Office)
- Restaurant
- Industrial
- Town Of Isip Property
- Public Land/Open Space
- Institutional
- Private Vacant Land
- Public Utility/Police/Fire Department



Appendix B - Existing Land Use

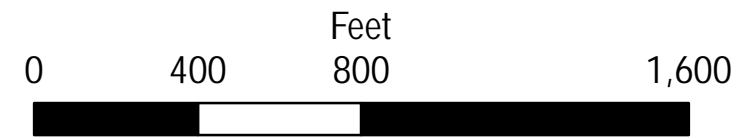
Source Data Used by Permission



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Existing Zoning

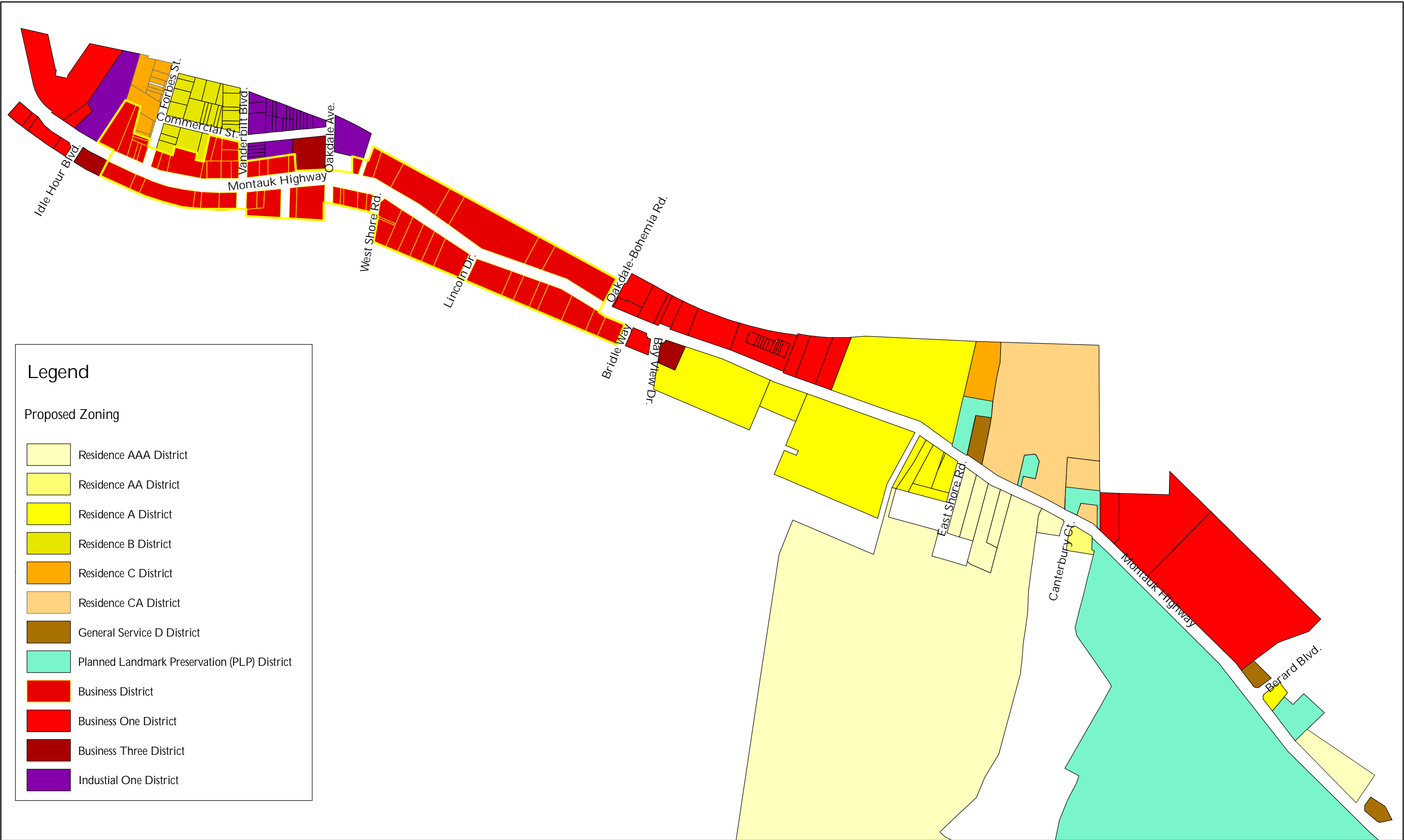
- Residential AAA District
- Residence AA District
- Residence A District
- Residential B District
- Residence C District
- General Service D District
- Business One District
- Business Three District
- Industrial One District



Appendix C - Existing Zoning

Source Data Used by Permission

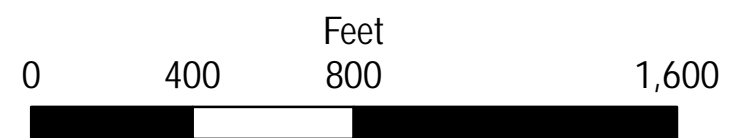




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Proposed Zoning

- Residence AAA District
- Residence AA District
- Residence A District
- Residence B District
- Residence C District
- Residence CA District
- General Service D District
- Planned Landmark Preservation (PLP) District
- Business District
- Business One District
- Business Three District
- Industrial One District



Appendix D - Proposed Zoning

Source Data Used by Permission

