COMMERCIAL DEVELOPMENT ANALYSES - 1982

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Commercial Development Analyses - 1982

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Preface

The Long Island Regional Planning Board has completed numerous studies since 1965 designed to provide the people of the two counties with workable blueprint for the future of the area. The first major product was the *Nassau-Suffolk Comprehensive Development Plan* released in 1970. The Plan, funded by the Department of Housing and Urban Development, examined the land uses, transportation networks, economic activities, demography and housing; community facilities, open spaces and related environmental issues, that, in sum, characterize the more than five score communities. Projections of growth were made to 1985 and recommendations were offered to enable government leaders and private citizens to guide development in accord with rational and orderly growth policies. The essence of the study has come to be known as the three C's—*Corridors, Clusters, and Centers.* By and large, many of the recommendations have been implemented.

Parallel to this work the agency also concentrated on the environment of Long Island, and specifically on its costal zone and marine environment. Funds were awarded to the Board by the Sea Grant office of the National Oceanographic and Atmospheric Adminsitration of the Department of Commerce. These monies enabled the staff, together with nationally selected consulants, to carry out basic applied research on wetlands, shellfish, erosion, costal protection and marine related economic development. These landmark efforts earned favorable national recognition and led to a decade of major planning studies. The Office of Policy Development and Research of the Department of Housing and Urban Development provided a contract for the development of a menthodology and guidebook that explains the integration of regional land use planning and costal zone science. The passage in 1972 of two key environmental statutes by the Congress—*The Costal Zone Management Act* and *The Pure Waters Act* as Amended—provided the opportunity and the means to update and upgrade the environmental portions of the basic Development Plan.

As we progress to the last decades of this century, there is an increasing awareness that the measure and degree of public concern that has been given to environmental and land use issues during the past decades of unparalleled growth must now be focused on the health of the Long Island economy. A three year comprehensive economic planning study has been initiated. This document is the second published product. In one

selected consulants, to carry out basic applied research on

sense the study will provide the economic equivalent of the earlier *Comprehensive Development Plan.* In conjunction with the *Costal Zone Management Plan, Comprehensive Waste Treatment Management Plan,* and updated *Comprehensive Development Plan,* the governments and people in the two counties will have a complete guide for the management of growth (positive and negative) through the next two decades.

Seven major components will constitute the economic plan. They include:

- industry studies
- government sector
- transportation
- industrial location
- labor force and employment
- industrial financing
- contingency planning

Problems related to each sector will be identified and recommendations will be made for level and areas of action, e.g., by unit of government or private group, and by function—capital formation, land use, investment options etc. Four components were initiated simultaneously:

- industry studies
- government sector
- location
- contigency planning

The remainder require data from the 1980 census and will commence as the material is received from the Bureau of the Census.

The prime focus of the industry studies will be on the determination of Long Island's strengths and weaknesses for given industries. This will enable development specialists to pinpont areas of potential growth or decline and thus to concentrate on issues and projects to enhance sound economic growth. Each of the six major segments of the Long Island industrial family will be analyzed individually. They are:

- manufacturing
- services
- wholesale and retail trade
- construction
- tourism
- agriculture and mariculture

Examination of the government sector will concentrate on the impact of public costs—education, municipal and county budgets, and the potential for reduced Federal/State support—on the overall economic structure of the Island.

The emphasis in transportation will be on the identification of the dependency of labor and industry on given modes of transportation. Three major areas will be evaluated. The first is the pattern of transportation and related economic linkages with New York City and the remainder of the New York Metropolitan Region. The second is the pattern of transportation within the two counties. The third will address freight costs.

The purpose of the location component is to identify the relationships of location on industrial growth.

Labor force and employment studies will inventory the current profile of population, labor force and jobs in order to identify the composition of Long Island's labor force and employment mix. Projections will be made of the future character of the labor force and jobs. Mismatches can then be identified. This information will highlight future problems and needs for training or retraining or new directions in job development.

Federal, state and local initiatives necessary to augment private capital formation and related industrial financing will be identified and quantified.

The last component is concerned with contingency planning. Although it is not truly possible to anticipate future occurences, several events can be envisioned that could have a catastrophic impact on the Long Island economy. The most obvious include serious energy shortages, closures of major industrial firms, and the loss of public revenues due to state and federal budget shifts of local referenda. It is in such situations that planning may offer its greatest benefits. Truly, to be forewarned is to be forearmed.

This document, *Commercial Development Analyses-1982,* is designed to provide a summary of commercial data that can be useful to development agencies and brokers.

The report inventories all major retail center, regional, community, and neighborhood shopping centers, single retail community centers, and central business districts. This is followed by a discussion of strip commercial development. The report then inventories private offices, and hotels/motels.

The balance of the study contains a brief summary of business failures; a projection of future commercial opportunities and lands available for commercial development; and finally, our planning recommendations for the enhancement of commercial activities and development in the two counties.

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Chapter I....

Introduction

Previous Economic Reports

The economic development potential of Long Island is related to the industrial and commercial resources of the region. The first part of the economic development analysis of Nassau and Suffolk Counties was completed by this agency in 1980. A report entitled *Industrial Location Analyses* was released at the end of that year. The report surveyed the land zoned for industrial purposes and classified it according to existing use and its availability for new construction or redevelopment. Concentrations of key manufacturing and non-manufacturing uses were identified to determine the strengths in the Long Island employment picture along with the possibilities of new job growth. Tax advantages of industrial development plus land use recommendations relating to industrial location rounded out the survey.

Beginning in 1971 a series of reports relating to business development were released by the Nassau County Planning Commission. These reports have been incorporated into this study and updated where necessary. Three reports entitled *Office Study* were released in January 1971, January 1973 and July 1980. Three *Shopping Center* reports were prepared in November 1971, October 1976 and September 1980. A report entitled *Strip Commercial Study* was released in March 1976 and a *Central Business District Study* was prepared in November 1979. A Suffolk County Planning Commission *Study of Office Buildings* was released in January 1974 and the data is included in this study. New Suffolk County inventories have been produced to match the format of the Nassau County studies.

Scope of Study

This study focuses on the commercial resources of Long Island and how they can be utilized to obtain the necessary economic growth that would be compatible with the anticipated population mix and the proposed development pattern of the region. Major types of commercial uses, such as retail centers, personal and business services, offices and tourist facilities, are inventoried and analyzed. Turnover, vacancies, service areas, and reuse possibilities have been studied and recommendations have developed relating to central business districts, strip commercial corridors, free standing businesses and commercial uses on the waterfront.

Strip Commercial Study was released in March 1976 and a *Cen-*

Impact of Population Change on Commercial Growth

The need for retail commercial space is related to population growth, changes in age and family type, income growth and tourism. In light of the expected losses of population in various parts of Long Island, income and other family characteristic changes will determine the need for new business growth. New employment clusters and transportation facility changes will also create a market for new retail facilities.

The needs for additional commercial space cannot be solely related to a population increase since some areas can accommodate new growth while population is declining. The reasons could be a lack of variety in the commercial space or an amount that has not been meeting the community needs for a period of time. The income level of the area and household composition are often more important when determining the changes in the need for commercial development.

Long Island has been undergoing changes in the type of households that reside in the region. In the immediate postwar period, the construction tended to be concentrated in small single family homes that were expandable to meet the needs of young families who were expanding themselves. In the last 35 years, there has been a change from the small homes to the more recent construction of large single family homes, to more apartments and then to condominiums and cooperatives.

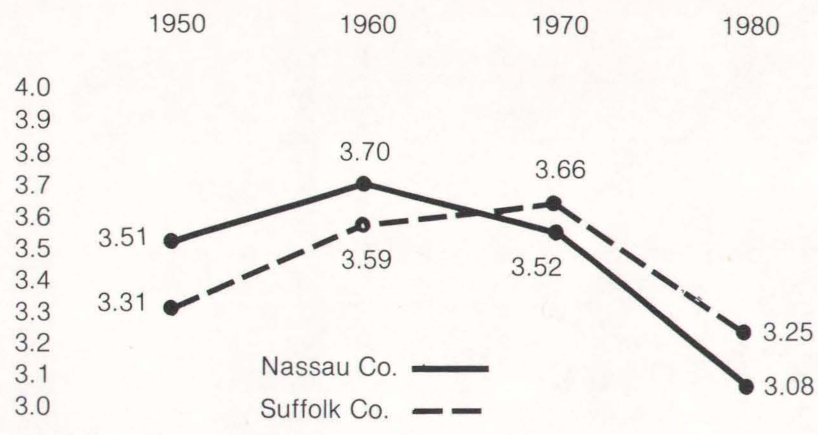
The following graph shows the change in household size in the postwar period. Peak sizes occurred during the sixties and at the present time household size is decreasing.

There are now more young people living alone and families are having only one or two children. These changes sometimes indicate a higher income because younger people without children and families whose children have moved out are often comprised of two working spouses which raises the overall family income.

The implications of these trends can be related to a variety of commercial activities that should be present now or will be needed in the future.

Those commercial categories which are likely to be less in demand would include furnishings for new homes since the amount of new construction is limited and many of the rental or condominium units are occupied by people who already have

Persons Per Household, 1950-1980



Source: Bureau of the Census

homes and thus have purchased the furnishings some time in the past. There is also less of a demand for children-oriented goods due to the lower birth rate and the related smaller amount of children as a proportion of the total population. Food prepared in the home is also likely to be less in demand since there are larger proportions of working mothers and fewer families with large numbers of children.

The commercial activities likely to benefit from these changes are those that are related to the preparation of food outside of the home. Restaurants and fast food facilities are the beneficiaries of the changing family structure. The demand for luxury and specialty items rather than necessities often found in discount stores increases with the smaller family size. The shift away from families with children and to two or more worker households creates a greater demand for specialty items. These same changes can also have an effect on travel and recreation activities, as families without children or with grown children have more opportunity for these activities.

The following sections categorize the wide variety of commercial establishments on Long Island from major retail centers down to the large individual business buildings. The trend in commercial expansion or failure are documented and reasons for the changes are outlined.

years, there has been a change from the small homes to the
the home is also likely to be less in demand since there are

Chapter 2....

Commercial Overview

Major Retail Centers

a—Standards . . . .

Major retail centers are defined as groups of commercial buildings that meet a criteria established by the U.S. Bureau of the Census for use in the economic censuses provided every 5 years. In 1972, the criteria for establishing a major retail center was 10 retail establishments, one of which was classified as a department store. In addition, the center had to have at least $5,000,000 in retail sales. The 1977 definition was changed to a group of 25 retail stores which would include a department store, variety store, or miscellaneous general merchandise store with at least 100,000 square feet of total floor space.

Major retail centers include planned shopping centers along with unplanned groups of commercial establishments that are within walking distance of one another. Some older central business districts are included in the major retail center classification. However, most do not quality because they lack a general merchandise store of 100,000 square feet located in the middle of the district. In 1972, eight of the central business districts were included since they either had the required large store or met the total sales criteria*. In 1977 only 6 central business districts - Garden City, West Hempstead, Hempstead, Manhasset, Smithtown and Lake Ronkonkoma - were included in the economic census. In 1982, only Hempstead, Manhasset and Garden City are expected to remain.

b—Location and Change in Status . . . .

Table 1 shows the 31 major retail centers that were noted in the 1972 Economic Census. Eleven did not qualify in the 1977 Economic Census. Numbers 32 through 45 were the 14 new areas that were added for the 1977 census. A total of eleven centers from the 1977 report are not expected to qualify in 1982

*Some of the retail centers are newly constructed groups of business buildings and community shopping centers and thus act as the central business district for some areas. However, these are not included in the discussion of central business districts. The central business districts included in 1972 were West Hempstead, Hempstead, Garden City, Huntington, Smithtown, Patchogue, Riverhead and Southampton.

Overview

store or met the total sales criteria*. In 1977 only 6 central

TABLE 1
Major Retail Centers

	Included in 1972 Economic Census	Included in 1977 Economic Census	Expected to be Included in 1982 Census
1.	Miracle Mile - Manhasset	yes	yes
2.	Great Bay Shore	no	no
3.	Great Midway - Plainview	yes	no
4.	Great South Bay - West Babylon	yes	yes
5.	Green Acres - Valley Stream	yes	yes
6.	West Hempstead CBD	yes	no
7.	Lake Success - N. New Hyde Park	yes	no
8.	Levittown (Hempstead Turnpike)	yes	yes*
9.	Mid Island - Hicksville	yes	yes
10.	Patchogue CBD	no	no
11.	Riverhead CBD	no	no
12.	Roosevelt Field	yes	yes
13.	Smithtown CBD	yes	no
14.	South Gate - West Islip	no	no
15.	Great Neck Plaza	yes	no
16.	Garden City CBD	yes	yes
17.	Hempstead CBD	yes	yes
18.	Sears - Massapequa	yes	yes
19.	Gardiner Manor - Bay Shore	no	yes
20.	Huntington Center	yes	no
21.	Huntington CBD	no	no
22.	Walt Whitman Mall - Huntington Station	yes	yes
23.	Commack Plaza	yes	yes
24.	Mayfair - Commack	yes	no
25.	South Shore Mall - Bay Shore	yes	yes
26.	Birchwood Park - Jericho	no	no
27.	Bar Harbour - Massapequa Park	no	no
28.	TSS - Oceanside	no	no
29.	Five Towns Plaza - Woodmere	no	no
30.	Southampton CBD	no	no
31.	Smith Haven Mall - Lake Grove	yes	yes

	Included in 1977 Economic Census	Expected to be included in 1982 Census
32.	TSS - Elmont	yes
33.	Manhasset CBD — A&S Center	yes
34.	Carle Place	no
35.	Westbury Mall (Ohrbachs, Fortunoffs)	yes
36.	Great Eastern - East Meadow	no
37.	Sunrise Mall - Massapequa	no
38.	Brooktown Plaza - Stony Brook	no
39.	Woolco - Lake Ronkonkoma	yes
40.	Modells Plaza - Centereach	yes
41.	Sunvet Mall - Holbrook	yes
42.	College Plaza - Selden	no
43.	Coram Plaza	no
44.	Point Plaza - Rocky Point	yes
45.	Riverhead Plaza	yes
46.		Huntington Square-Elwood/Commack
47.		Woolco - N. Lindenhurst
48.		Pergament - Plainedge
49.		East Meadow Plaza

*To be redefined as Nassau Mall.

because of the loss of the major department store. However, one, the Gardiner Manor Center that existed in 1972 and did not qualify in 1977, has had one satellite store added and is expected to be included in the 1982 census. Four existing commercial centers (numbers 46-49 are expected to be added in 1982 because of additional construction or full occupancy of existing stores. Therefore, 26 major retail centers could be surveyed in the beginning of 1983 for inclusion in the 1982 census of Retail Trade.

13. Smithtown CBD yes no 44. Point Plaza - Rocky Point yes

c—Retail Sales 1972-77. . . . .

There were 31 major retail centers in the 1972 economic census. Their total sales volume was $1,686,475,000. The 1977 economic census shows 34 major retail centers with sales of $2,454,332,000. Even though this represents a ¾ billion dollar increase in total retail sales attributed to the MRC's, their share of total retail sales only went from 24.7% to 26.8%. The 1982 economic census should show an increase in this percentage due to the loss of single purpose commercial establishments. However, the resurgence of older central business districts will limit the percentage increase. Table 2 provides data for the major retail centers with the highest sales. All are in Nassau County except Smithaven Mall.

The major retail center with the highest sales in 1977 was Roosevelt Field Shopping Center. The Economic Census from that year show sales of $192,899,000 dollars. The Economic Census five years earlier ranked Roosevelt Field in seventh place; however, there are 53 new stores added to the center since 1972. Other competing shopping centers added stores but not as many as Roosevelt Field and no others added a department store as did Roosevelt Field.

The Central Business District in the Village of Hempstead was the major retail center leader in sales in 1972. A drop to fourth place was the result of a loss of 28 stores and more specifically a 50% drop in apparel and accessory stores. Smithaven Mall and Mid Island Shopping Plaza retained second and fifth positions. Green Acres Shopping Center dropped from 3 in 1972 to number 6 in 1977. The A & S Center in Manhasset and the Manhasset Central Business District when combined were rated third. This area did not qualify as a major retail center in 1972. The major retail center in Levittown and the Walt Whitman Shopping Center are no longer on the list of the top six.

TABLE 2

Major Retail Centers with Highest Sales
Nassau-Suffolk SMSA
1972, 1977

	Roosevelt Field Shopping Center		*Smithaven Mall*		*Manhasset-A&S Center*		*Hempstead Central Business District*		*Mid-Island Shopping Plaza*		*Green Acres Shopping Center*	
CENTER	*1977*	*1972*	*1977*	*1972*	*1977*	*1972*	*1977*	*1972*	*1977*	*1972*	*1977*	*1972*
Sales ($1,000)	192,899	*	180,299	*	160,567	*	149,572	*	143,176	*	139,353	*
Ranking	1	7	2	2	3	-	4	1	5	5	6	3
All Stores	148	95	130	102	182	-	222	250	159	110	100	92
Type of Stores:												
• Building materials, hardware, garden supply and mobile homes	-	1	-	-	7	-	4	4	4	3	1	1
• General merchandise	5	6	6	6	6	-	9	11	5	6	6	8
• Department Stores	4	3	4	4	2	-	2	2	3	3	4	5
• Food Stores	10	3	10	8	14	-	17	15	14	11	13	10
• Automotive Dealers	1	-	2	2	9	-	4	5	4	3	1	1
• Gasoline Service Station	-	3	-	-	-	-	4	1	7	10	3	3
• Apparel and Accessory Stores	63	37	54	47	24	-	32	74	39	31	32	30
• Furniture, Home Furnishings, and Equipment	15	7	10	8	35	-	40	47	12	13	13	12
• Eating and Drinking Places	15	9	12	10	30	-	36	25	32	12	8	9
• Drug and Proprietary Stores	1	1	1	4	5	-	6	5	4	2	1	1
• Miscellaneous Retail Sales	38	28	35	22	40	-	70	63	38	19	22	17

Source: Census of Retail Trade 1972, 1977

*In order to compare 1972 and 1977, Sales figures would have to be converted into constant dollars

Other Retail Space

Retail facilities are grouped into large and small shopping centers, central business districts, single establishments and strip commercial. Major retail centers cut across these different groups. Therefore, the following section disects the commercial facilities to allow analysis of the individual categories.

a—Regional Shopping Centers . . . .

Ten regional shopping centers exist on Long Island and two are under consideration in the Middle Island-Yaphank area. One expansion of free-standing department stores into a regional center is under consideration near Westbury. Appendix Table 1 lists the regional shopping centers on Long Island and indicates size and number of stores in each center. A planned regional shopping center usually has at least one department store of over 100,000 square feet and in this region has an average of at least 100 retail establishments. The service area is five miles serving a population of approximately ¼ million.

Nassau County has five shopping centers, classified as regional, distributed throughout the County. The service areas of these shopping centers overlap; however, each center has unique attractions which relate to different groups of population and therefore do not create unhealthy competition between the centers. Also, Nassau County, with a 1980 population of 1,321,582 can support 5 regional centers. The south central and northeast portions of the County are outside of the five-mile radius service area; however, no area in Nassau is more than 10 miles from a regional center and the service areas of 4 of the 5 regional centers encompass parts of Queens or Suffolk Counties.

Suffolk County's regional shopping centers are concentrated in the heavily populated areas of western Suffolk. Babylon Town is the only town which is totally served by regional centers; in fact, it is over-served. Unserved areas exist in eastern Huntington and western Smithtown Towns, eastern Islip Town, most of Brookhaven Town and all of the five eastern towns.

1. Elwood
In the last twenty years all new regional shopping centers have been constructed as enclosed malls. Huntington Square shown is last year's example. All of the original centers that were built in the 1950's are now similarly enclosed.

b—Community Centers. . . . .

A community shopping center usually includes a variety store or junior department store and has a total area of 100,000 sq. ft. The population served is between 20,000 and 100,000 people within a 3 mile radius. Discount or department stores with fewer than 4 other establishments are not included in this category. There are 22 community centers in Nassau County and 31 in Suffolk County. Appendix Table 2 provides a list of the existing community centers.

c—Neighborhood Centers. . . . .

Neighborhood Centers are small groupings of convenience and personal service stores. They are best located within or adjacent to residential clusters of 7,500 to 20,000 people. The service area is one and one-half miles. There are 129 neighborhood centers with 5 or more stores in Nassau County and 123 with 4 or more stores in Suffolk County. A complete listing of the neighborhood centers in Nassau County is found in the report entitled *Shopping Centers - Update 1980* which was compiled by the Nassau County Planning Commission in September 1980. The Suffolk County neighborhood centers are found in Appendix Table 3.

d—Single Retail Community Centers. . . . .

There are 20 large retail establishments that either stand alone on a site or have only 3 or 4 satellite stores. Eight of these are in Nassau County and twelve in Suffolk. They are listed in Appendix Table 4. Additional stores would classify these retail establishments as community centers and would make the major store more competitive. The major store is either vacant or has recently turned over in many of the places in this category.

2. North Massapequa
Typical neighborhood shopping center.

e—Central Business Districts. . . . .

Prior to the construction of the first regional shopping center in 1956, the historic downtown areas of Nassau and Suffolk Counties served the daily shopping needs of local residents. Specialized services or access to the large department stores that did not exist in the central business districts were available in New York City. Congestion, lack of room for expansion, new mobility and whole new residential communities forced changes in the central business districts so that most have reverted to the more localized functions of many years ago.

The only two central business districts on Long Island properly classified as regional centers are Hempstead and Garden City. Each of these villages have large department stores and specialty stores and have a service area of at least three miles.

Most of the older central business districts on Long Island have limited drawing power and act as neighborhood or community service areas. This type of retail cluster does not have a major department store over 100,000 square feet and generally has a service area of 1½ miles. Neighborhood business districts provide convenience goods for people in the immediate vicinity, while community business districts have services attractive to the entire village or hamlet in which the business area is located along with some of the adjacent communities. See Appendix Table 5 for a list of central business districts.

Another type of central business district is the tourist oriented area. These districts are generally small but have wide drawing power because of specialty shops, historic attractions and services for visitors. These business districts also act as neighborhood or community centers for the year-round residents.

Service Area Analysis

One way of evaluating the need for additional major commercial space is to analyze existing concentrations of commercial development along with their related service areas.

a—Major Retail Centers. . . . .

The major retail centers that were identified in the 1977 census of retail trade include the regional shopping centers along with other commercial concentrations that have less retail space and do not attract people from long distances. Using a three mile service area for these other centers and then superimposing the data over the service areas of the nine regional shopping centers provides a more realistic picture of the accessibility to major concentrations (See Map 1). The Gardiner Manor Center was not classified as a regional shopping center in 1977. It is now included in the list of 10 in Appendix Table 1.

There were additions and subtractions to the major retail centers between 1977 and 1981. Map 2 incorporates these changes. Map 3 shows the area that is currently outside the usual service areas of major retail centers and regional shopping centers in 1981. This map shows areas on the north shore, south central Nassau and all of Suffolk County east of central Brookhaven, with the lone exception of the Riverhead area, not being conveniently located to major retail facilities. The 1980 population in this so-called unserved area is approximately ½ million or 20% of the bi-county population. This is the population requirement for approximately two regional shopping centers. However, the location of the population is such that only one center in the Yaphank area, if constructed at the present time, would serve the largest concentration of population that is presently not within five miles of a major retail center.

b—Regional Shopping Centers. . . . .

The Walt Whitman Mall in Huntington Station and the Smithaven Mall in Lake Grove have service areas that are contiguous with the service areas of the three south shore regional centers. On the south shore of Suffolk, the services areas of the South Shore Mall and Gardiner Manor overlap. The service areas of the Sunrise Mall in Nassau County and Gardiner Manor overlap, and the service areas of the three aforementioned centers overlap the service area of the Great South Bay Shopping Center. Great South Bay Shopping Center, which was the first regional center to be built in Suffolk County, has a service area that is now within the same area as three much newer regional centers. This center is presently being reconstructed to reverse the loss of tenants; however, the loss of major department stores will not allow the center to continue to be classified in the regional category. (See Map 4).

3. **Farmingdale**
Example of a medium-sized central business district.

4. **Plainedge**
Single purpose retail community center that will be classified as a major retail center in the 1982 economic census.

c—Central Business Districts......................

Map 5 shows the location and service areas of the various types of central business districts. The two regional business districts are shown with 3 mile service areas, along with the community and neighborhood centers with one and one-half mile service zones. The tourist oriented central business districts are assigned service areas of at least three miles. (See Map 6).

Comparing the map of the major retail centers with that of the central business districts shows that the latter are concentrated on the shorefront where most of the early Long Island settlement took place. A few exceptions to this pattern are along the main line of the railroad where some older central business districts were established and still exist today. The major retail centers are concentrated in the postwar communities where large tracts of land were available, population growth was very rapid and generally no competition existed. Most of these postwar areas are now beginning to decline in population and will probably continue to do so for the next decade or two. On the other hand, revitalization efforts in prewar settlements are likely to reverse the decline in population and some new growth will occur for the next decade or two. Therefore, the strengthing of the older central business districts becomes more important in the projections for new retail space needs.

New regional shopping centers are unlikely to occur outside of the Yaphank area since there are few areas that are still growing rapidly and will not have access to an existing center. Some existing groups of retail establishments may be expanded into centers of regional scale. The aforementioned expansion near Westbury is an example of this type of change.

The best plan for the unserved areas are to strengthen those central business districts or commercial concentrations that now serve the immediate communities and would benefit by expansion to serve a slightly wider area. A good example would be the Village of Freeport in south central Nassau which has a public transportation-accessible central business district that could be expanded to act as the prime shopping area for the south central portion of Nassau County. The business districts in the cities of Glen Cove and Long Beach which are generally removed from major retail centers have both undergone renewal in recent years and have the potential for service area expansion. If a department store of 100,000 sq. ft. could be attracted, they could qualify as major retail centers.

The Village of Patchogue has a strong central business district now and also has potential for serving as the major retail center in the south central portion of Suffolk County. The unserved area in the vicinity of Commack is presently served by a multitude of middle sized commercial facilities in that community. Upgrading of these existing commercial clusters could result in 2 or 3 commercial concentrations that would meet the needs of the population that is served by neither the Smithaven Mall to the east nor the Walt Whitman Mall to the west.

Vacant Commercial Space

Vacant commercial space is an indicator of poor economic conditions in a community, competition from newer or better located business areas or the loss of a major tenant that helped support adjacent stores. There is more historic data on vacancies in Nassau County as a result of studies done by the Nassau County Planning Commission. However, some bi-county comparisons are now possible due to more recent studies in Suffolk County. Table 3 summarizes the vacancy information for the various types of commercial concentrations in the region:

All types of shopping centers in Nassau County were tabulated in 1976 and the overall vacancy rate was 7.2%. The overall rate in the county in 1972 was 2.8% and 5.0% in 1980. Therefore, the vacancy rate has improved since the mid 1970's when the first effects of the gasoline shortages and price increases were felt. Comparable data is not available for Suffolk County. There are indications that the same pattern was present.

Tables 4 and 5 compare the central business districts in both counties according to the percentages of vacant commercial establishments. The data was completed in 1978 and indicates a lower overall vacancy in Suffolk County. Competition from shopping centers is greater in Nassau; however, a few of the communities near the top of the list are not directly in the service areas of regional centers. The Suffolk County central business districts, especially those in the east end, have little direct competition from large shopping centers. Ten eastern business districts have vacancy rates below the county average.

The business districts at the top of the list in both counties are in communties that have income below the county average.

TABLE 3

Vacancy Rates in Commercial Concentrations

Type	County	Year Surveyed	% Vacant Stores
Regional Shopping Centers	Nassau County	1972	3.6
	Nassau County	1980	6.9
	Suffolk County	1981	6.8
Community Shopping Centers	Nassau County	*1972	4.2
	Nassau County	*1980	7.6
	Suffolk County	1981	6.1
Neighborhood Shopping Centers	Nassau County	1972	1.9
	Nassau County	1980	3.5
	Suffolk County	1981	8.6
Central Business Districts	Nassau County	1978	10.4
	Suffolk County	1978	5.8
	Suffolk County	1981	4.7
Strip Commercial	Nassau County	1976	3.5
	Suffolk County	1981	3.9
Single Retail Establishments (With less than 5 stores)	Suffolk County	1981	25.0

*Includes single retail establishments with less than 5 stores.

TABLE 4

Nassau County - Ranking of Central Business Districts by Percent of Vacant Stores & Offices 1978

	Central Business District	% Vacant	Total # of Stores and Offices	Vacant Stores and Offices
1.	Hempstead	32.0	506	162
2.	Inwood	25.8	66	17
3.	Long Beach	19.0	268	51
4.	Glen Cove	16.7	162	27
5.	Elmont	16.0	50	8

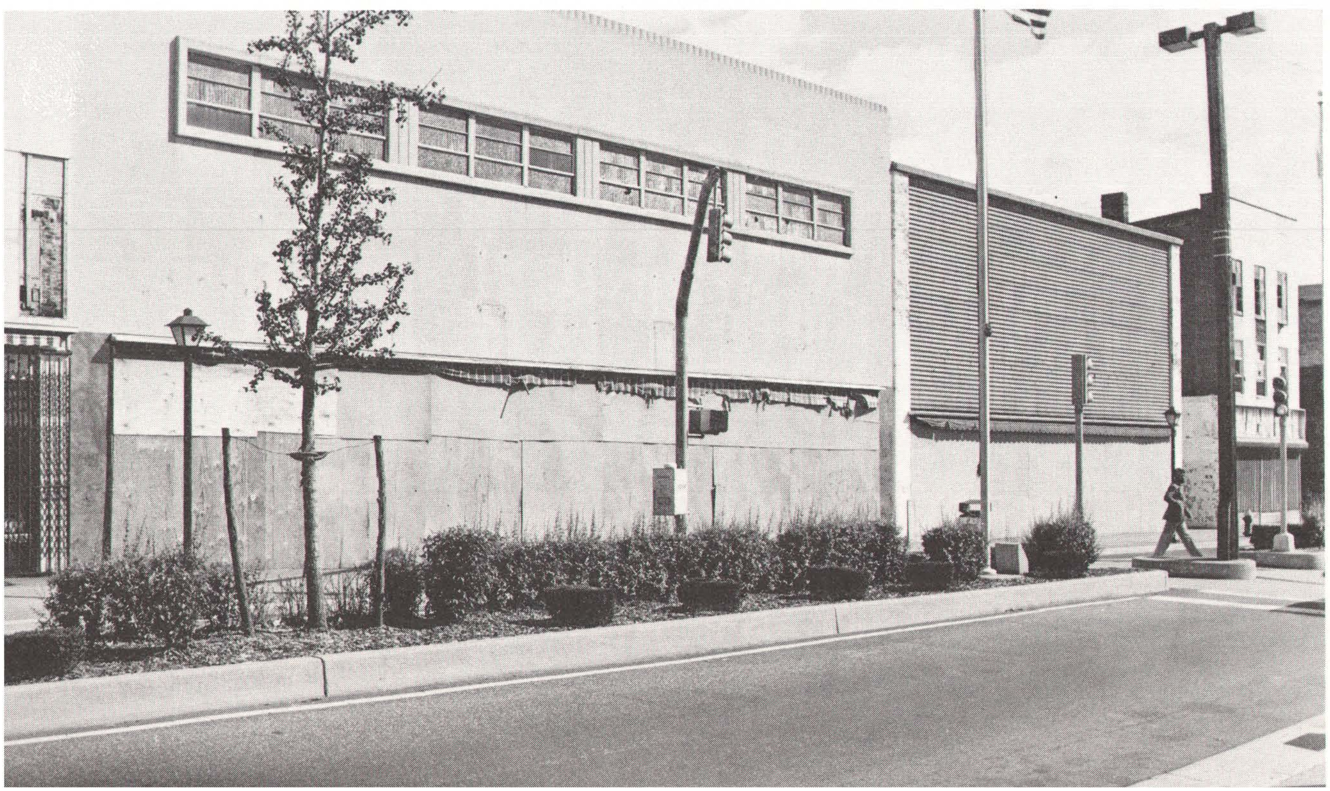
TABLE 4 (cont'd.)

	Central Business District	% Vacant	Total # of Stores and Offices	Vacant Stores and Offices
6.	Bellmore	15.3	111	17
7.	Mineola	15.0	140	21
8.	Merrick	13.3	143	19
9.	Great Neck Plaza	12.9	319	41
10.	Lynbrook	12.2	188	23
11.	Island Park	12.0	50	6
12.	Bethpage	11.7	103	12
13.	Freeport	10.0	291	20
14.	Hicksville	9.7	113	11
15.	Wantagh	9.4	117	11
16.	Westbury	9.0	111	10
17.	Manhasset	8.9	169	15
18.	Williston Park	8.9	112	10
19.	Franklin Square	8.6	139	12
20.	Oyster Bay	8.4	95	8
21.	Massapequa	8.1	74	6
22.	Hewlett	7.6	131	10
23.	Baldwin	7.6	92	7
24.	East Rockaway	7.6	66	5
25.	Seaford	7.1	56	4
26.	Syosset	6.5	108	7
27.	Lawrence	6.3	80	5
28.	Garden City	5.7	139	8
29.	New Hyde Park	5.7	88	6
30.	Cedarhurst	5.3	265	14
31.	Farmingdale	5.3	113	6
32.	Valley Stream	5.2	192	10
33.	Port Washington	4.8	146	7
34.	Glen Head	4.6	65	3
35.	Floral Park	4.2	72	3
36.	Rockville Centre	3.7	272	10
37.	Locust Valley	3.4	87	3
38.	Woodmere	3.3	91	3
39.	Roslyn	3.3	60	2
40.	Malverne	2.6	76	2
41.	Oceanside	1.9	107	2
	Total	11.2	5,633	632

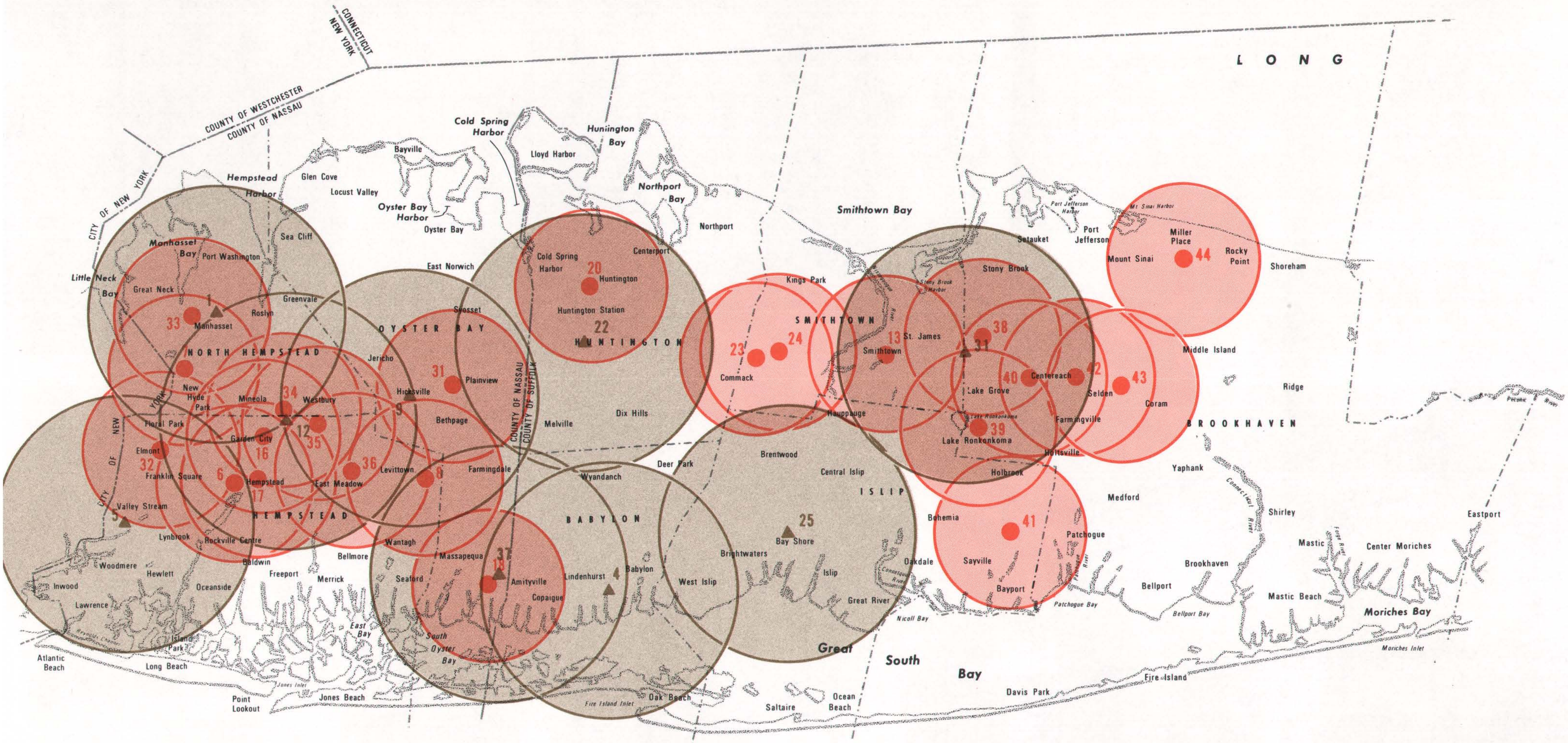
5. **Oceanside**
A gas station which is an example of commercial vacancy at the edge of an existing business district.

6. **East Northport**
Vacancy in a strip commercial corridor.

7. **North Massapequa**
Entire neighborhood shopping center that is currently abandoned.



8. **Hempstead**
Abandoned commercial buildings in a central business district.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Bayville
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Lloyd Harbor
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Northport Bay
Northport
Oyster Bay Harbor
Oyster Bay
Sea Cliff
Manhasset Bay
Port Washington
Little Neck Bay
Great Neck
Greenvale
Roslyn
Manhasset
NORTH HEMPSTEAD
New Hyde Park
Mineola
Westbury
Floral Park
Garden City
Elmont
Franklin Square
Hempstead
East Meadow
Valley Stream
HEMPSTEAD
Lynbrook
Rockville Centre
Baldwin
Woodmere
Hewlett
Inwood
Lawrence
Oceanside
Island Park
Atlantic Beach
Long Beach
Point Lookout
Jones Beach
Freeport
Merrick
Bellmore
Wantagh
Seaford
Massapequa
East Bay
South Oyster Bay
East Norwich
OYSTER BAY
Syosset
Jericho
Hicksville
Plainview
Bethpage
Levittown
Farmingdale
COUNTY OF NASSAU
COUNTY OF SUFFOLK
Cold Spring Harbor
Huntington
Centerport
Huntington Station
HUNTINGTON
Melville
Dix Hills
Wyandanch
Deer Park
BABYLON
Amityville
Copaigue
Lindenhurst
Babylon
West Islip
Fire Island Inlet
Oak Beach
Kings Park
Smithtown Bay
SMITHTOWN
Commack
Smithtown
St. James
Hauppauge
Brentwood
Central Islip
ISLIP
Bay Shore
Brightwaters
Islip
Great River
Oakdale
Bohemia
Sayville
Bayport
Great South Bay
Saltaire
Ocean Beach
Davis Park
Setauket
Stony Brook
Stony Brook Harbor
Port Jefferson Harbor
Port Jefferson
Mt. Sinai Harbor
Miller Place
Mount Sinai
Rocky Point
Shoreham
Lake Grove
Centereach
Selden
Coram
Middle Island
Ridge
Lake Ronkonkoma
Farmingville
Holtsville
Holbrook
BROOKHAVEN
Yaphank
Medford
Patchogue
Patchogue Bay
Bellport
Bellport Bay
Brookhaven
Shirley
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Mastic Beach
Center Moriches
Moriches Bay
Moriches Inlet
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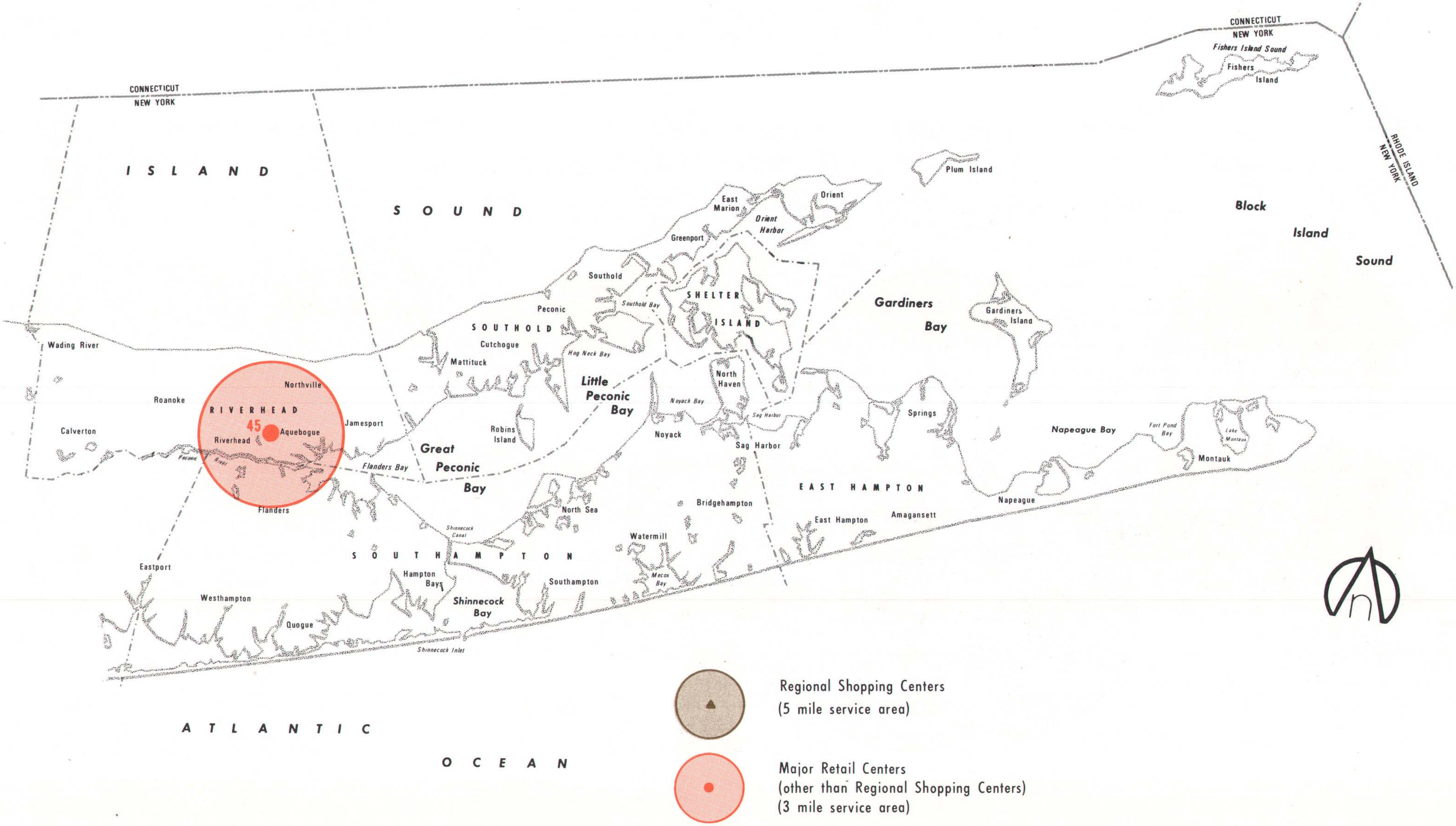

Map 1

MAJOR RETAIL CENTERS — 1977

Numbers refer to Major Retail Centers in 1977 on table 1


CONNECTICUT
NEW YORK
COUNTY OF WESTCHESTER
COUNTY OF NASSAU
CITY OF NEW YORK
L O N G
Cold Spring Harbor
Huntington Bay
Lloyd Harbor
Bayville
Hempstead Harbor
Glen Cove
Locust Valley
Oyster Bay Harbor
Oyster Bay
Northport Bay
Northport
Smithtown Bay
Port Jefferson
Miller Place
Rocky Point
Mount Sinai
Shoreham
Setauket
Stony Brook
Manhasset Bay
Port Washington
Sea Cliff
Little Neck Bay
Great Neck
Roslyn
Greenvale
Manhasset
NORTH HEMPSTEAD
East Norwich
Syosset
OYSTER BAY
Jericho
Hicksville
Plainview
Cold Spring Harbor
Huntington
Centerport
Huntington Station
HUNTINGTON
Kings Park
SMITHTOWN
Commack
St. James
Smithtown
Centereach
Lake Grove
Selden
Middle Island
Ridge
Coram
BROOKHAVEN
Farmingville
Lake Ronkonkoma
Holtsville
Holbrook
Hauppauge
Brentwood
Central Islip
ISLIP
Deer Park
Dix Hills
Melville
COUNTY OF NASSAU
COUNTY OF SUFFOLK
New Hyde Park
Mineola
Westbury
Floral Park
Garden City
Elmont
Franklin Square
Hempstead
East Meadow
HEMPSTEAD
Bethpage
Levittown
Farmingdale
Wyandanch
Valley Stream
Lynbrook
Rockville Centre
Wantagh
Massapequa
BABYLON
Amityville
Copaigue
Lindenhurst
Babylon
Brightwaters
Bay Shore
West Islip
Islip
Great River
Oakdale
Bohemia
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Patchogue
Medford
Yaphank
Shirley
Mastic
Mastic Beach
Brookhaven
Bellport
Center Moriches
Moriches Bay
Eastport
Woodmere
Hewlett
Inwood
Lawrence
Baldwin
Freeport
Merrick
Bellmore
Seaford
Oceanside
Island Park
Long Beach
Atlantic Beach
Point Lookout
Jones Beach
East Bay
South Oyster Bay
Oak Beach
Great South Bay
Saltaire
Ocean Beach
Davis Park
Fire Island
Patchogue Bay
Bellport Bay
Nicoll Bay
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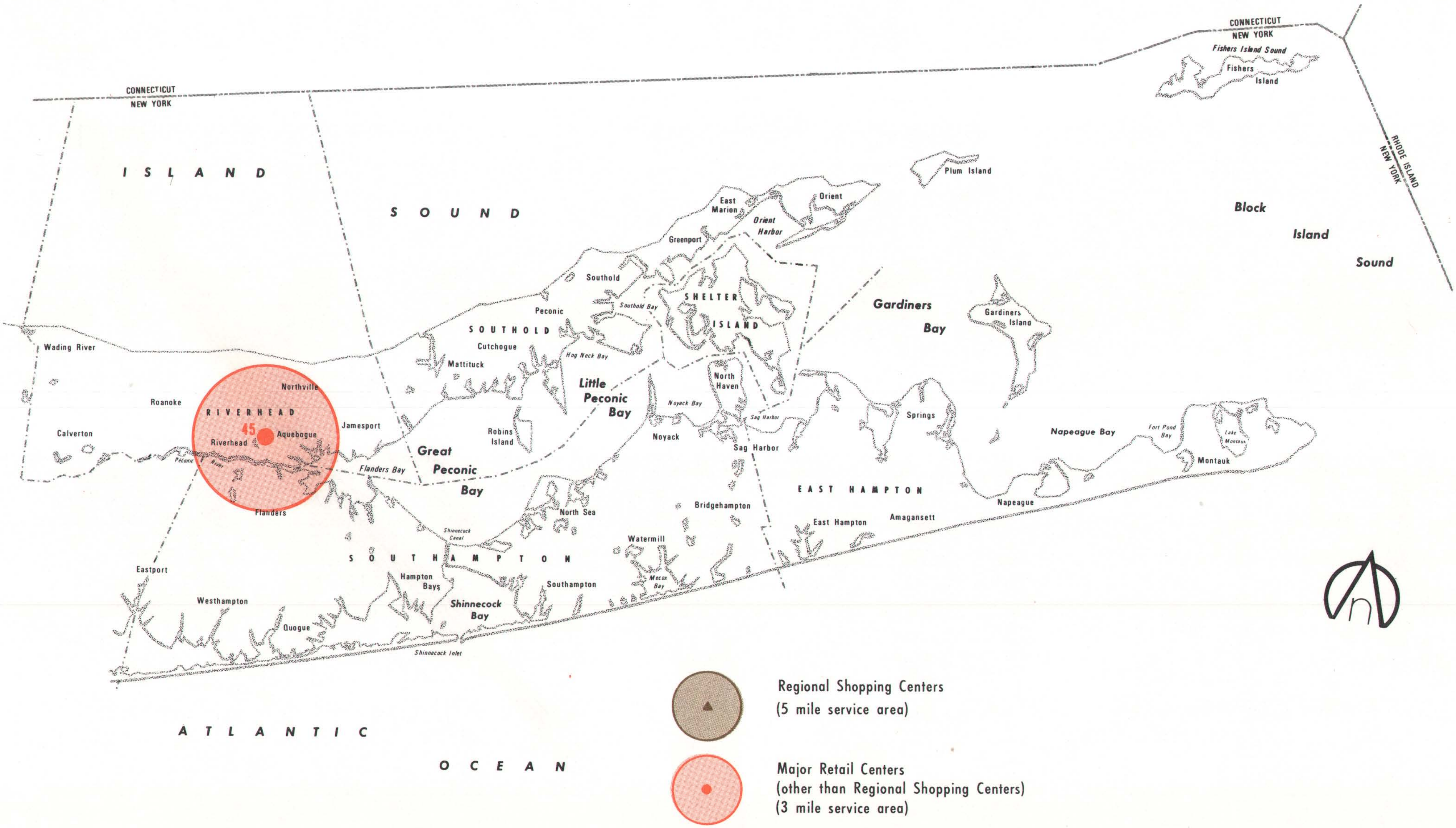

Map 2

MAJOR RETAIL CENTERS — 1981

Numbers refer to Major Retail Centers in 1981 on table 1


CONNECTICUT
NEW YORK
COUNTY OF WESTCHESTER
COUNTY OF NASSAU
CITY OF NEW YORK
L O N G
Cold Spring Harbor
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Hempstead Harbor
Glen Cove
Bayville
Locust Valley
Oyster Bay Harbor
Oyster Bay
Lloyd Harbor
Northport Bay
Northport
Centerport
Smithtown Bay
Port Jefferson Harbor
Mt. Sinai Harbor
Port Jefferson
Setauket
Miller Place
Rocky Point
Mount Sinai
Shoreham
Manhasset Bay
Port Washington
Sea Cliff
Little Neck Bay
Great Neck
East Norwich
Cold Spring Harbor
Huntington
Kings Park
Stony Brook
Stony Brook Harbor
Greenvale
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Manhasset
Syosset
Huntington Station
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St. James
Smithtown
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Coram
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Westbury
Hicksville
Lake Grove
Floral Park
Garden City
Bethpage
COUNTY OF NASSAU
COUNTY OF SUFFOLK
Melville
Dix Hills
Hauppauge
Lake Ronkonkoma
Farmingville
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Franklin Square
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Farmingdale
Wyandanch
Deer Park
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Central Islip
Holtsville
Holbrook
Yaphank
I S L I P
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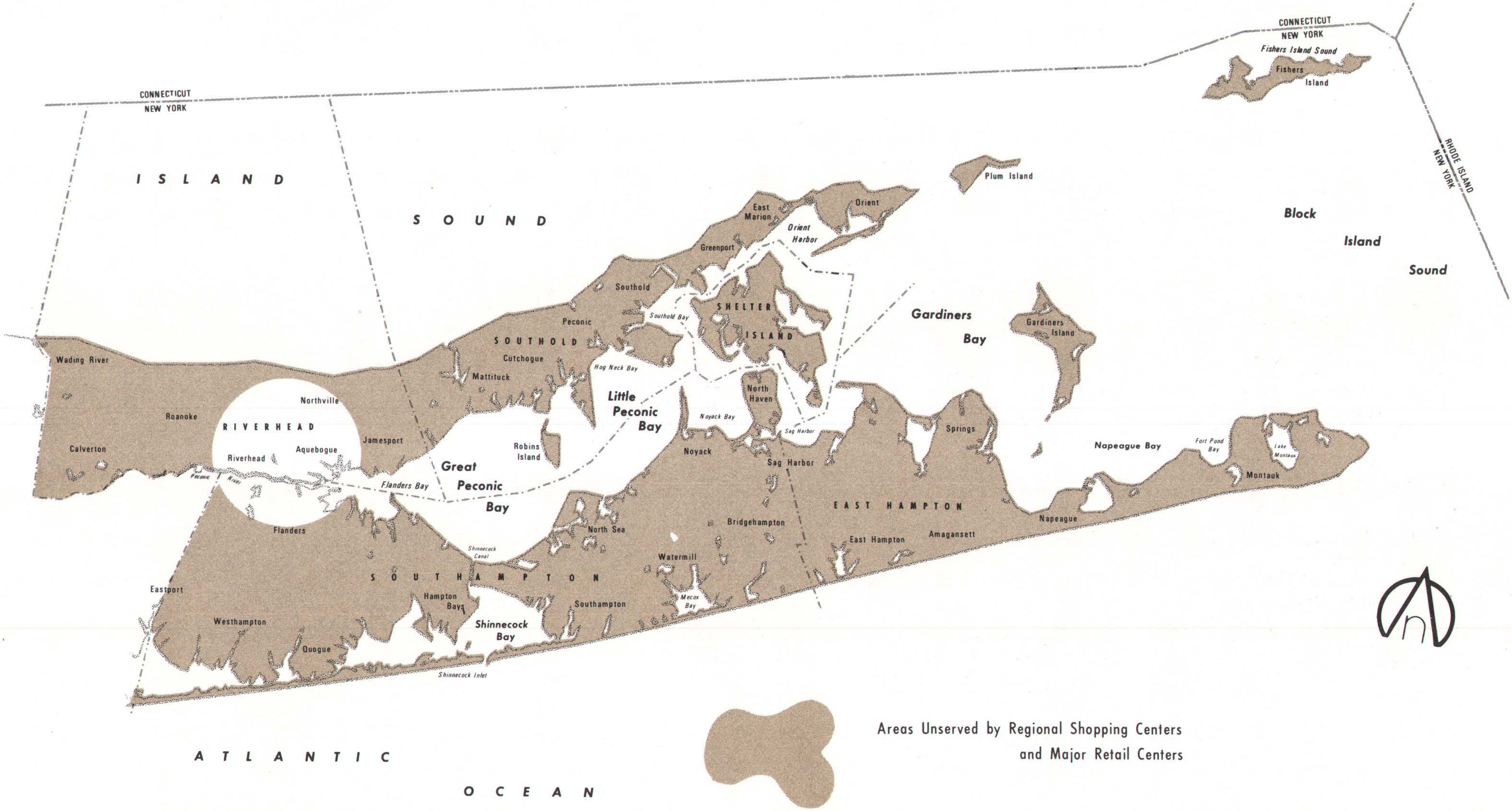
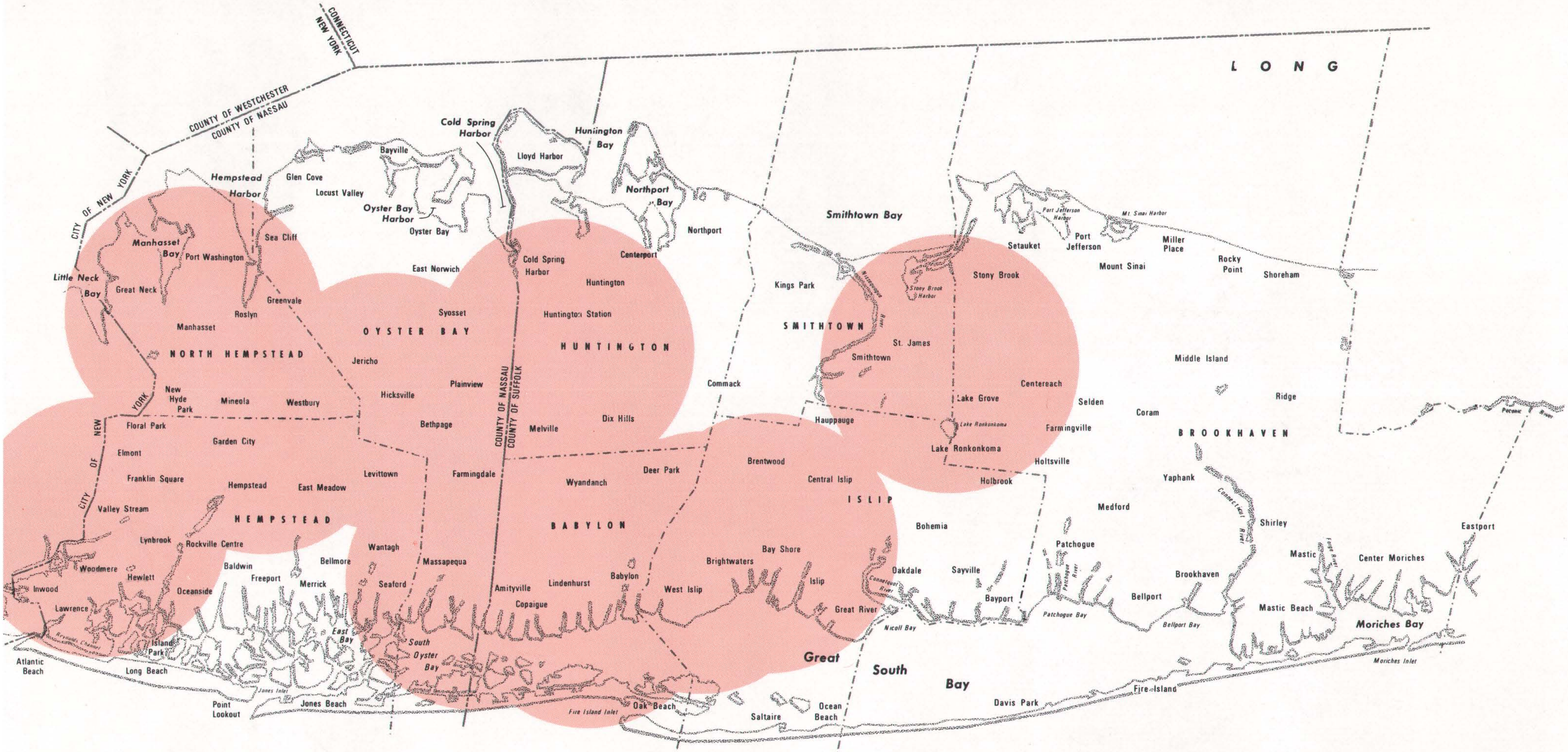


Map 3

AREAS UNSERVED BY MAJOR RETAIL CENTERS – 1981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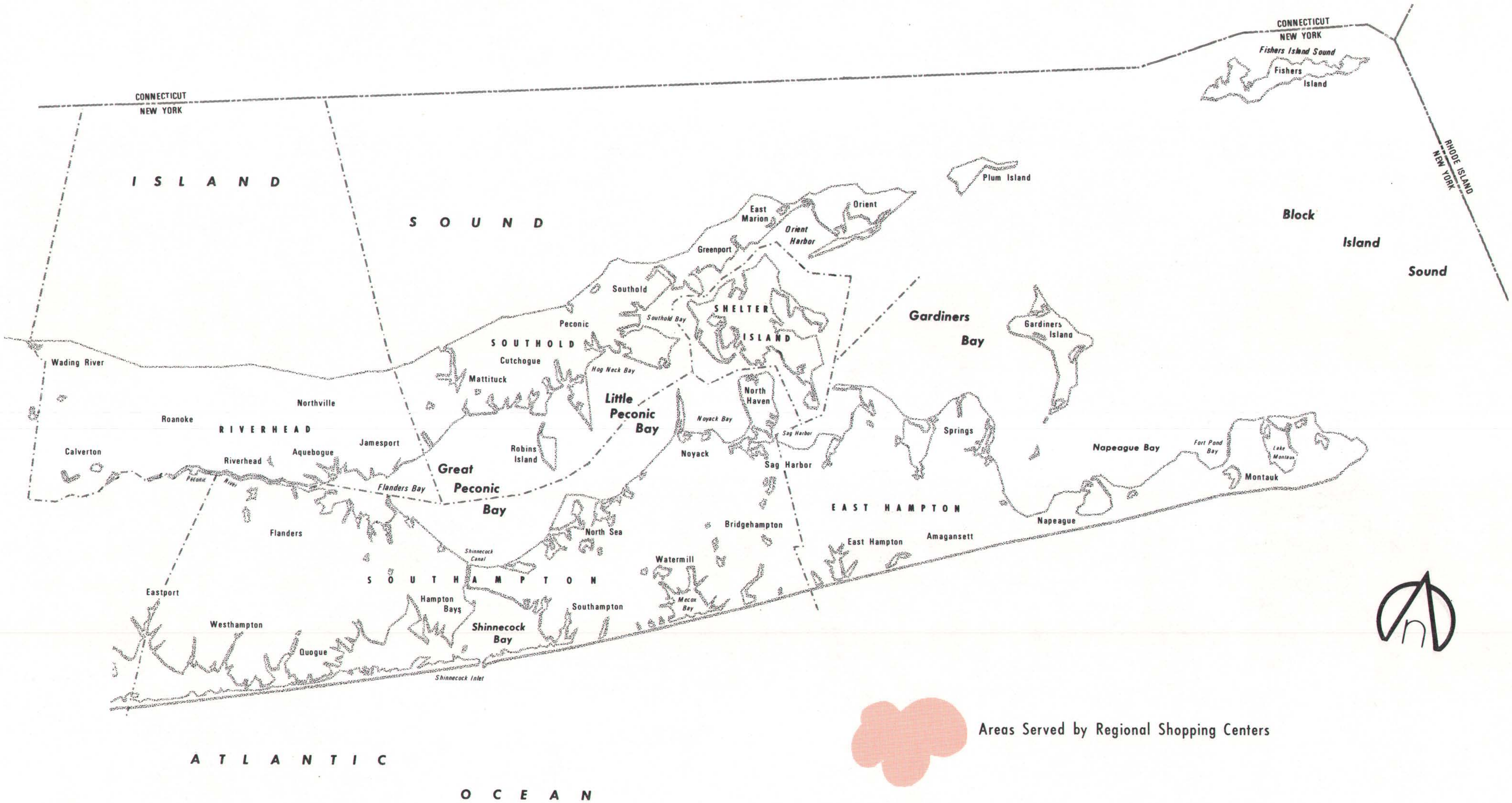
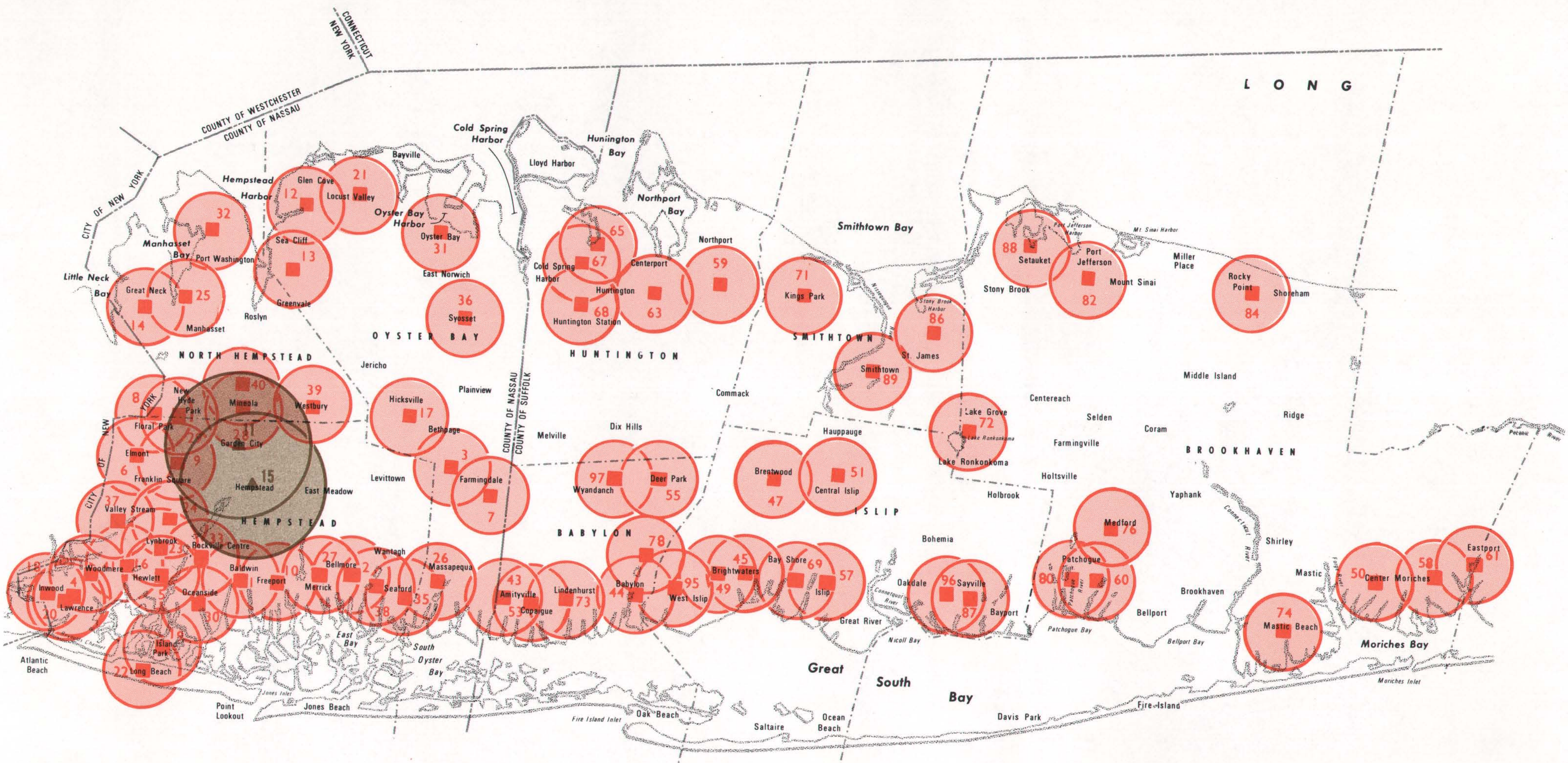


Areas Served by Regional Shopping Centers

Map 4

REGIONAL SHOPPING CENTERS – SERVICE AREAS – 1981



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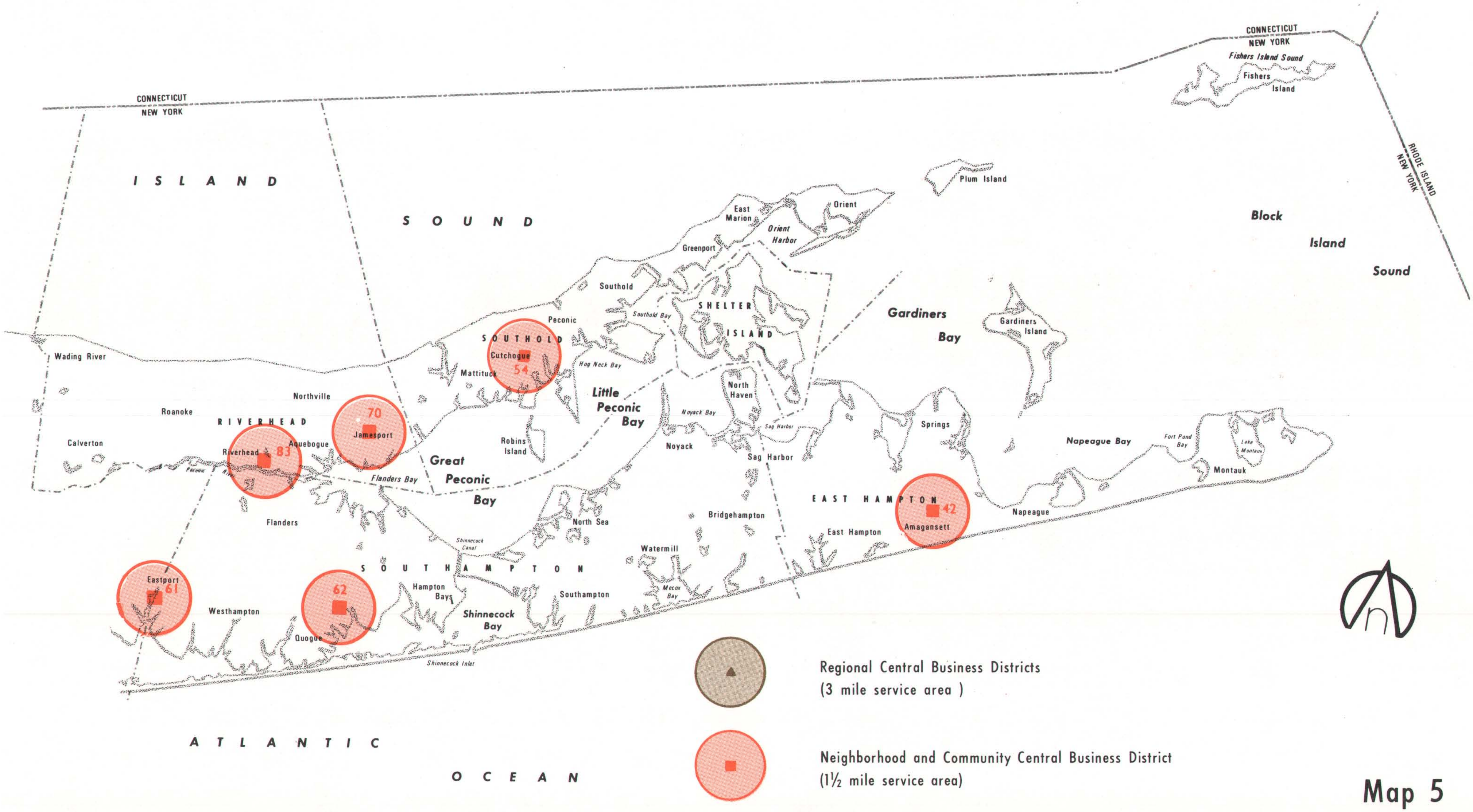


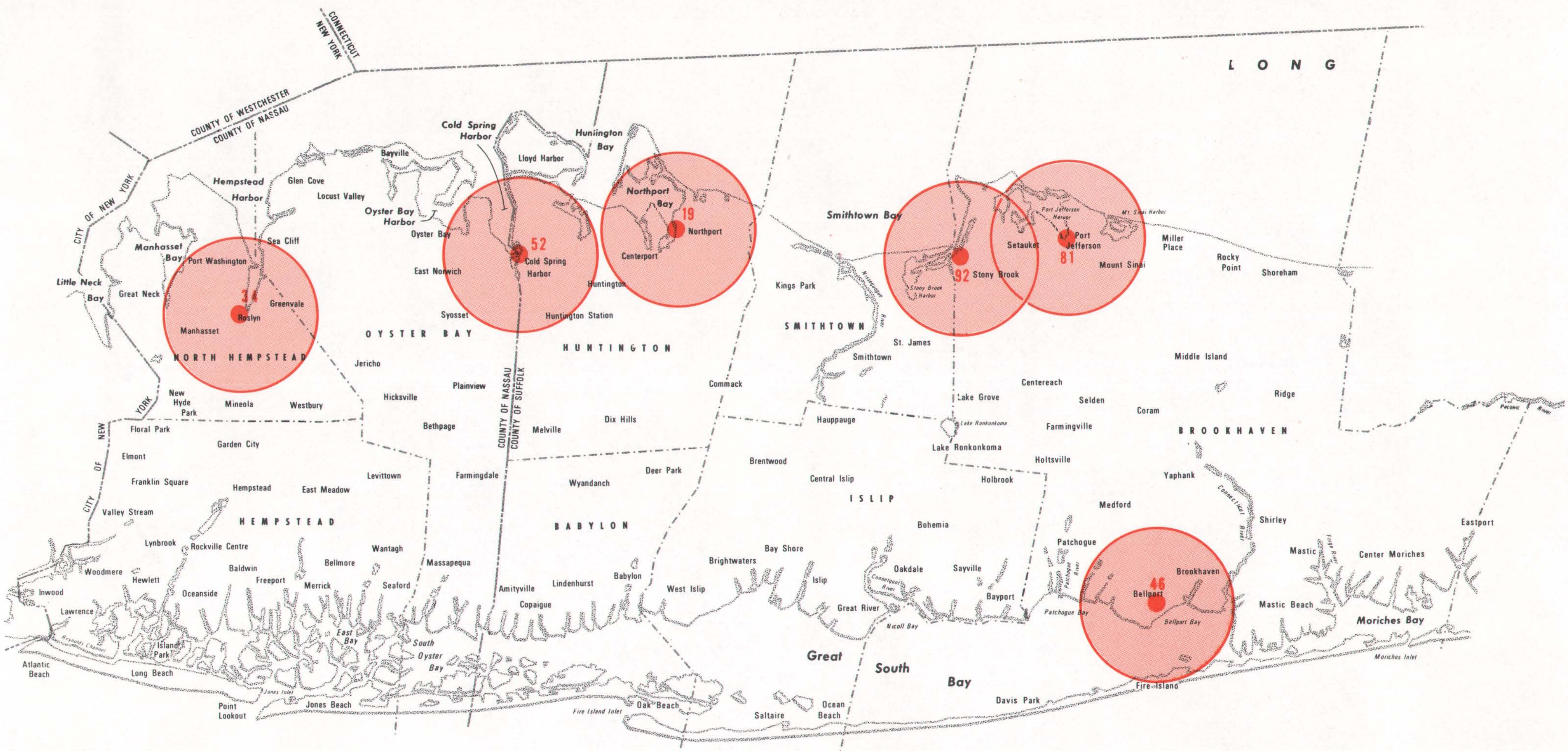
Regional Central Business Districts
(3 mile service area)

Neighborhood and Community Central Business District
($1\frac{1}{2}$ mile service area)

Map 5

CENTRAL BUSINESS DISTRICTS – SERVICE AREAS – 1981 (excluding tourist oriented districts)

Numbers refer to Appendix Table 5



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Hicksville
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Hauppauge
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BROOKHAVEN
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Garden City
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East Meadow
Levittown
Farmingdale
Wyandanch
Deer Park
Brentwood
Central Islip
Holbrook
Holtsville
Yaphank
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Valley Stream
HEMPSTEAD
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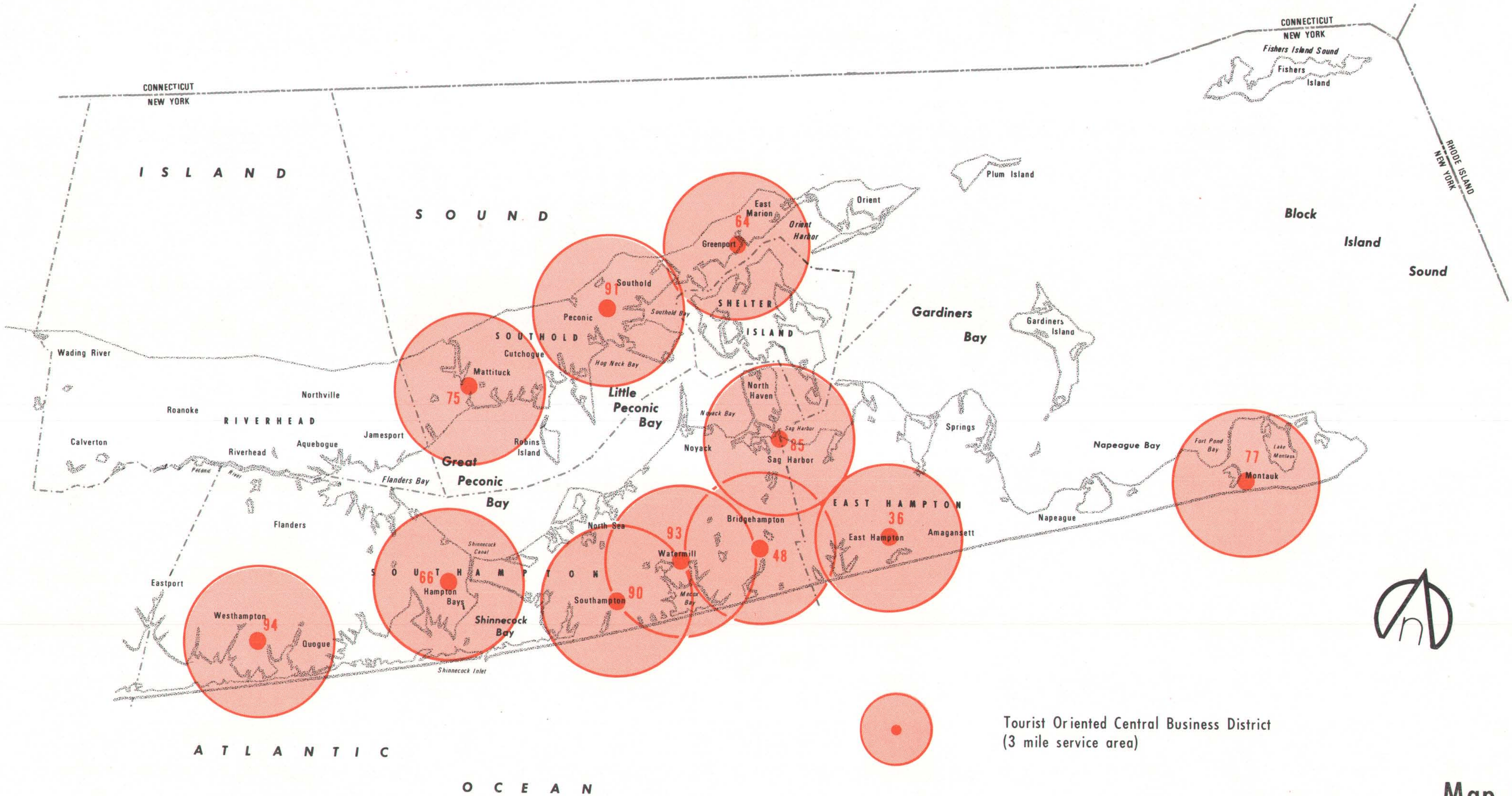
Bohemia
Medford
Shirley
Eastport
Lynbrook
Rockville Centre
Wantagh
Massapequa
Bay Shore
Patchogue
Mastic
Center Moriches
Woodmere
Hewlett
Baldwin
Bellmore
Brightwaters
Oakdale
Sayville
Brookhaven
Inwood
Freeport
Merrick
Seaford
Amityville
Lindenhurst
Babylon
West Islip
Islip
Bayport
46
Bellport
Mastic Beach
Lawrence
Oceanside
Copiague
Great River
Moriches Bay
Island Park
East Bay
South Oyster Bay
Nicoll Bay
Patchogue Bay
Bellport Bay
Atlantic Beach
Long Beach
Moriches Inlet
Great
South
Bay
Point Lookout
Jones Beach
Jones Inlet
Fire Island Inlet
Oak Beach
Saltaire
Ocean Beach
Davis Park
Fire Island



Tourist Oriented Central Business District (3 mile service area)

Map 6

TOURIST ORIENTED CENTRAL BUSINESS DISTRICTS – SERVICE AREAS – 1981

TABLE 5

Suffolk County - Ranking of Central Business Districts by Percent of Vacant Stores & Offices 1978

	Central Business District	% Vacant	Total # of Stores and Offices	Vacant Stores and Offices
1.	Wyandanch	21.1	76	16
2.	Mastic Beach	19.2	52	10
3.	Central Islip	13.0	100	13
4.	Mattituck	12.5	40	5
5.	Greenport	11.6	121	24
6.	Farmingville	11.4	44	5
7.	Eastport	11.1	27	3
8.	East Moriches	10.7	28	3
9.	Bay Shore	10.5	228	24
10.	Lake Ronkonkoma	9.8	51	5
11.	Center Moriches	9.6	83	8
12.	Cutchogue	8.3	24	2
13.	Brightwaters	8.0	25	2
14.	East Patchogue	8.0	88	7
15.	Amagansett	7.9	38	3
16.	East Islip	7.7	39	3
17.	Patchogue	7.5	267	20
18.	Amityville	7.3	110	8
19.	Riverhead	6.7	164	11
20.	Rocky Point	6.5	92	6
21.	Bellport	6.3	48	3
22.	Islip	6.3	63	4
23.	Huntington Station	6.3	192	12
24.	Babylon	6.1	165	10
25.	Port Jefferson Station	5.9	119	7
26.	Smithtown	5.9	169	10
27.	Sag Harbor	5.8	104	6
28.	Huntington	5.3	337	18
29.	Lindenhurst	4.6	87	4
30.	East Northport	4.5	132	6
31.	Water Mill	4.3	47	2
32.	East Hampton	4.3	115	5
33.	Hampton Bays	4.3	116	5
34.	Setauket	4.2	71	3

TABLE 5 (contd.)

	Central Business District	% Vacant	Total # of Stores and Offices	Vacant Stores and Offices
35.	Port Jefferson	4.1	148	6
36.	Sayville	4.0	202	8
37.	Bridgehampton	3.8	52	2
38.	Westhampton Beach	2.9	138	4
39.	East Quogue	2.8	36	1
40.	Montauk	2.5	80	2
41.	Greenlawn	2.4	84	2
42.	Cold Spring Harbor	2.2	45	1
43.	Copiague	2.0	50	1
44.	St. James	2.0	98	2
45.	Medford	1.9	53	1
46.	West Islip	1.7	58	1
47.	Southampton	1.3	231	3
48.	Kings Park	1.1	89	1
49.	West Sayville	0.0	18	0
50.	Halesite	0.0	25	0
51.	Southold	0.0	26	0
52.	Stony Brook	0.0	26	0
53.	North Babylon	0.0	31	0
54.	Brentwood	0.0	83	0
55.	Northport	0.0	98	0
56.	Deer Park	0.0	134	0
	Total	5.8	5,267	308

Appendix Table 6 lists the various types of commercial concentration in Suffolk County with the latest information on vacancies. This data represents the first county-wide tabulation of all retail and service establishments and will be useful in comparing commercial vacancy and space statistics in future Suffolk County surveys along with the earlier information compiled in Nassau County.

Strip Commercial Development

a—General Location . . . .

The commercial development outside of existing central business districts or planned centers is generally categorized as strip commercial. This development is usually an area of one to two-hundred feet deep along heavily travelled state or county roads that do not have restricted access for parcels adjoining the road. The narrow 100' strip does not allow adequate parking or buffer from adjoining residences. Much of the strip commercial development is unsightly since there has always been a large amount of land available for this type of use which results in underutilized properties. Commercial sites that have been abandoned for various reasons often are not redeveloped since it is easier to find a vacant parcel somewhere else in the strip than clear a site or rehabilitate a building. Parking is usually uncontrolled, signs are larger and more numerous than in planned areas or in central business districts and ameneties such as landscaping are often lacking. In addition, continuous strip commercial development along a major corridor encourages extensive turning movements, thus diminishing the safety and traffic carrying capacity of the major roadways.

Strip commercial development often includes highway oriented uses that are best located along a major road or near an interchange. However, the vast majority of strip commercial is comprised of commercial or wholesale uses that would be better located in neighborhood or regional centers or as a part of a concentrated central business district. Central business districts are adversely affected by the proliferation of strip commercial development since the lure of inexpensive land near the central business district rather than within it, where prices are often higher, is an attraction to various business enterprises.

b—Case Studies . . . .

Studies have shown that commercial strips that exist along the major roads actually are very underdeveloped uses of land. What might appear to be total commercial saturation along the roadway leading into a community might, in fact, only be partially utilized. The scattered nature of the strip commercial gives the appearance of an extensive development, but this is often misleading. Table 6 shows the percentage of commercial uses and amount of vacant land in a few selected strips in Suffolk County.

The Middle Country Road strip in Middle Island is the only one which is in an area where new development is occurring. The others are in built up communities; yet, there is between 15 and 21 percent of the frontage unused. The heavily traveled sections of Route 25 have approximately three quarters of the frontage used for commercial purposes, while lesser traveled State Route 109 and County Road 17, Carleton Avenue, have less than half of the commercial frontage used for that purpose. The demand for business use on the latter roads is not as great as on Route 25; therefore, residential uses remain or are constructed in the strip zone which accounts for the high use in the other category.

The 15% gain in commercial use in the Middle Island strip between 1978 and 1981 reflects the new residential growth nearby. The ten percent growth in Centereach is related to a major road improvement during the period. Otherwise, the examples show minor changes in the use of the commercially zoned property.

A good example of an underutilized strip zone is a secondary street, Meacham Avenue, in the community of Elmont. (See Map 7.) The residential land in this community has been totally used for a number of years, yet the 100' deep business zone on both sides of the street which extends from Hempstead Turnpike to Dutch Broadway has a surplus of land and buildings that could accommodate additional business uses. Table 7 shows the current use of the frontage.

The commercial category includes retail business and services plus offices. Only one-quarter of the area is used for that purpose since nearby streets such as Hempstead Turnpike, Franklin Avenue, Dutch Broadway and Elmont Road have clusters or strips of business use. The one-quarter industrial use consists of small manufacturing and wholesaling operations that have been allowed throughout the business area. Almost half of the entire strip is in residential use which reflects a lack of demand for commercial space. There is also an indication of the demand for residential land since half of the residential land use consists of new or converted commercial structures that house 2 or 3 families. The end results of this surplus of commercial zoning is a mix of old and new residences interspersed with business and industrial buildings. The same pattern is repeated many other times throughout Long Island.

9. **Baldwin**
Typical strip commercial development with no off street parking.

10. **East Northport**
Strip commercial area that is included in a business district.

11. **Elmont**
Meacham Avenue strip commercial zone—intermixing of commercial and residential uses.

12. **Elmont**
Meacham Avenue strip commercial zone—commercial conversion to residential use.

TABLE 6

Commercially Zoned Land and its Use
1978-1981 Selected Commercial Strips

Main Artery	*Community*	*Year*	*Commercial Use Acres*	*%*	*Vacant Acres*	*%*	*Other Use Acres*	*%*	*Total Acres*
Carleton Ave.	East Islip	1981	24.28	47.6	9.62	18.9	17.08	33.5	50.98
		1978	23.70	46.5	10.95	21.5	16.33	32.0	50.98
		Change	.58	1.1	– 1.33	– 2.6	.75	1.5	0.0
Jericho Tpke (Rt. 25)	Huntington Station	1981	66.49	72.3	19.69	21.4	5.77	6.3	91.95
		1978	61.01	66.4	24.86	27.0	6.08	6.6	91.95
		Change	5.48	5.9	– 5.17	– 5.6	– .31	– .3	0.0
Middle Country Rd.	Centereach	1981	153.99	83.2	27.57	14.9	3.50	1.9	185.06
		Change	10.31	5.6	– 11.31	– 6.1	1.00	.5	0.0
Middle Country Rd. (Rt. 25)	Middle Island	1980	88.00	26.8	207.33	63.1	33.38	10.2	328.71
		1978	73.14	22.3	227.46	69,2	28.11	8.6	328.71
		Change	14.86	4.5	– 20.13	– 6.1	5.27	1.6	0.0
Route 109	North Lindenhurst	1981	14.95	43.0	5.55	16.0	14.24	41.0	34.74
		1978	14.18	40.8	6.12	17.6	14.44	41.6	34.74
		Change	.77	2.2	– .57	– 1.6	– .20	– 0.6	0.0

TABLE 7

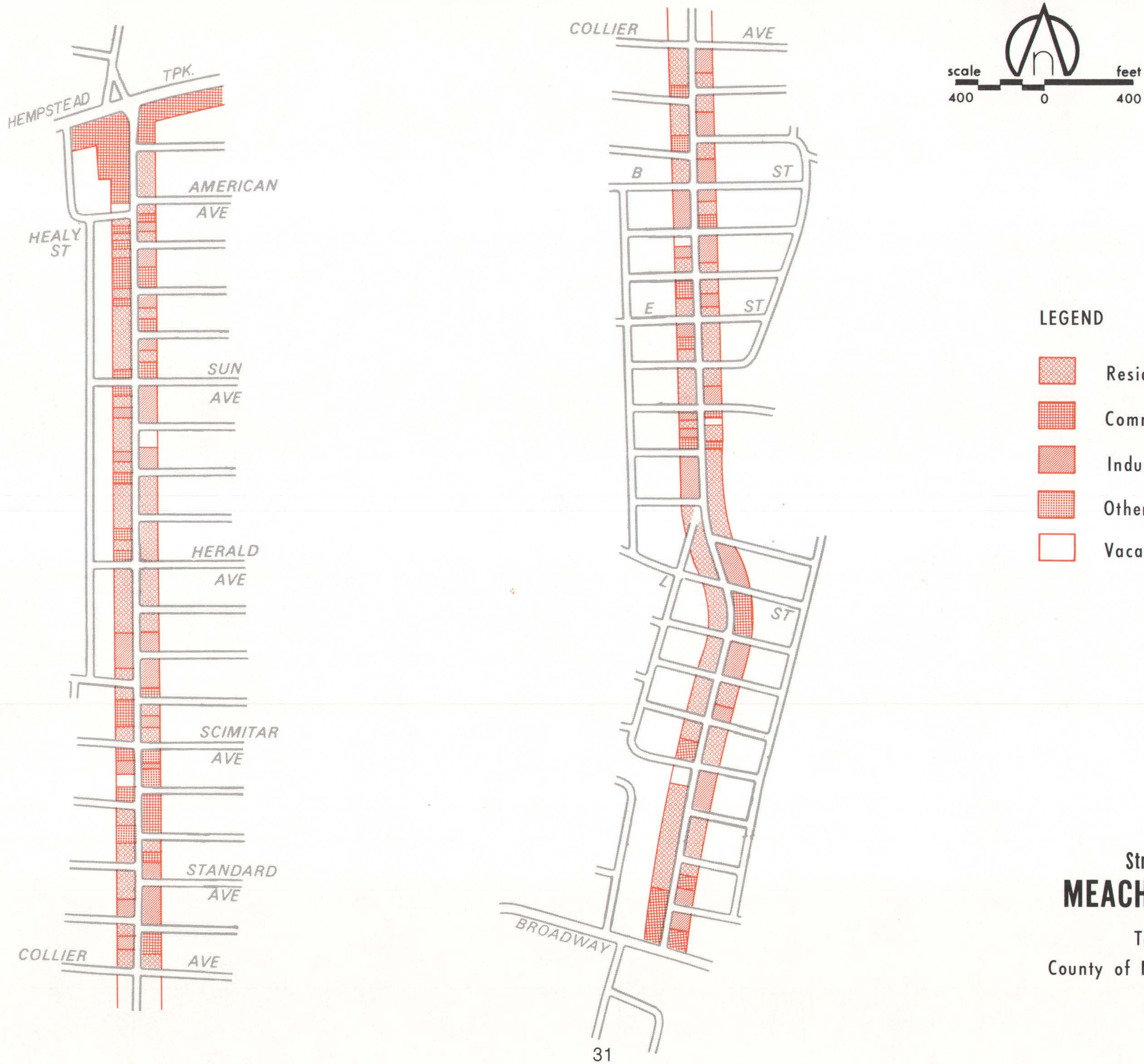
Meacham Avenue - Land Use in Strip Zone, 1981

Commercial	*Industrial*	*Residential*	*Public*	*Vacant*	*Total*
7.55 acres	7.50 acres	13.60 acres	.63 acres	.89 acres	30.17 acres
25.0%	24.9%	45.1%	2.1%	2.9%	100%

Appendix Table 7 contains an inventory of strip commercial development that exists in Nassau and Suffolk Counties. A brief description of the type of commercial development follows the location of the commercial strip. The category of mixed commercial means a combination of highway and retail uses along with small offices. WSI means wholesale, services and small industrial uses.

Long Beach Road in Rockville Centre, Oceanside and Long Beach, plus Austin Boulevard, which is the connecting road in Island Park, were surveyed by the Nassau County Planning Commission in a 1976 report. The road is lined with a commercial strip for the majority of its length. A few medium sized shopping centers and the Oceanside business district are included in the strip while the central business district of the City of Long Beach anchors the southern end. (See Map 8.)

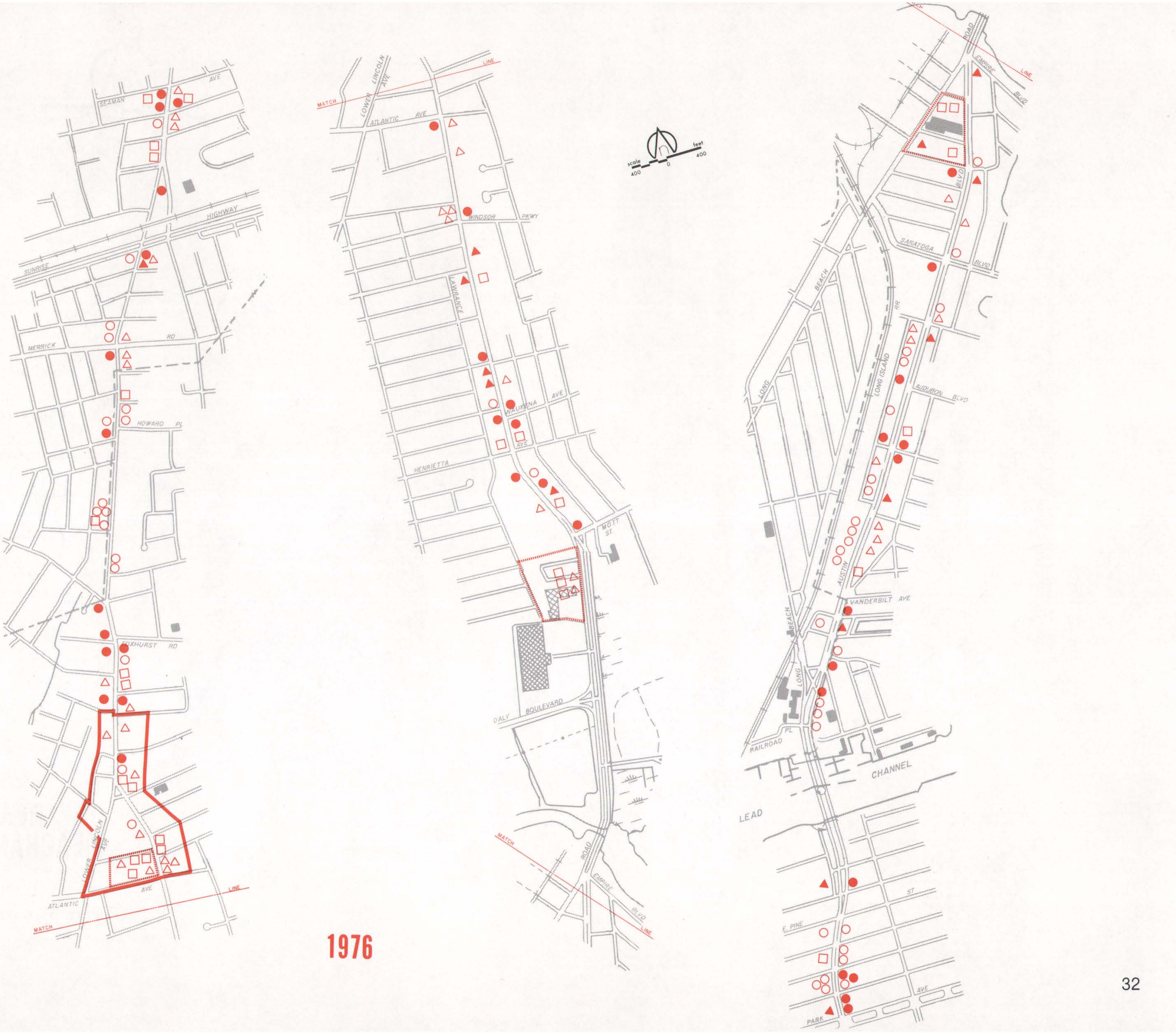
There were 96 auto related uses and fast food drive-ins and 70 other food related facilities in the strip in 1976. A resurvey of the area 5 years later shows demolition or abandonment of some



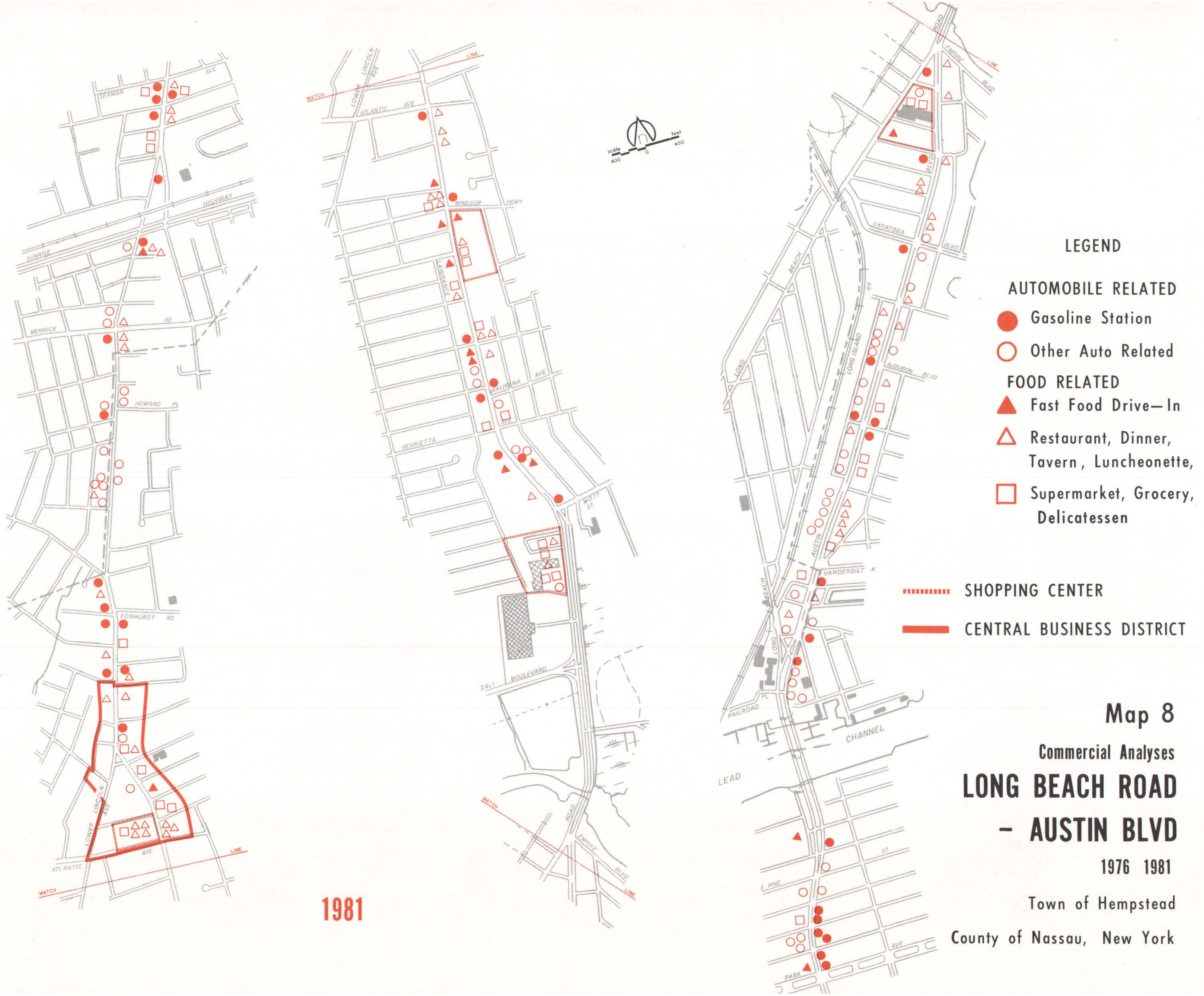
Map 7

Strip Commercial Zone
MEACHAM AVENUE

Town of Hempstead
County of Nassau, New York


SEAMAN AVE
HIGHWAY
SUNRISE
MERRICK RD
HOWARD PL
FOXHURST RD
LOWER LINCOLN AVE
ATLANTIC AVE
MATCH LINE
ATLANTIC AVE
WINDSOR PKWY
LAWRANCE
WAUKENA AVE
HENRIETTA AVE
MOTT ST
DALY BOULEVARD
EMPIRE BLVD
ROAD
scale feet
400 0 400
SARATOGA BLVD
AUDUBON BLVD
LONG BEACH
LONG ISLAND RR
AUSTIN
VANDERBILT AVE
RAILROAD PL
CHANNEL
LEAD
ST
E PINE
PARK AVE

1976



Map 8

Commercial Analyses

LONG BEACH ROAD - AUSTIN BLVD

1976 1981

Town of Hempstead

County of Nassau, New York

of the buildings plus conversion of many others. The result is that there is little change in the total of highway oriented uses, but there is an expansion of other food facilities. The gas stations, other automotive uses and fast food drive-ins now account for 97 buildings. Other food facilities have increased to 85. Since population is stable or declining in the area, the increase is probably attributable to the changes in family sizes and composition which allow or encourage people to eat away from the home.

Jerusalem Avenue is a secondary roadway that extends from Hempstead to Massapequa. The commercial development adjacent to the road includes narrow strips interspersed with neighborhood shopping centers. Residential development occupies the remainder of the frontage. Map 9 shows the location of the commercial development. Table 8 summarizes the type of commercial uses that exist in the corridor. Residential and public uses are not included.

TABLE 8

Jerusalem Avenue Commercial Strip
1981 Land Use

Total establishments—	*304*	—	*100%*
Eating and drinking—	46	—	15.1%
Food stores	49	—	16.1%
Building Materials	15	—	4.9%
General Merchandise	1	—	0.3%
Apparel	8	—	2.6%
Home Furnishings	6	—	2.0%
Automotive	29	—	9.5%
Miscellaneous	34	—	11.2%
Personal and Business services	94	—	30.8%
Offices	13	—	4.5%
Industrial	9	—	3.0%

The commercial mix is typical of many of the secondary roadways throughout the region in that there is a limited amount of highway orientation. Almost one-third of the uses are personal and business services while another one-third relate to food. Few of the food uses are drive-in facilities which depend on transient traffic. The automotive uses are generally highway oriented, but overall, most of the business uses could be grouped in clusters of establishments that would be directly related to the adjacent neighborhoods rather than being oriented to persons in vehicles.

Case studies of other commercial strips have been done by the Planning Departments in each County and illustrate problems created by strip zoning and opportunities for improvement. The Nassau County Planning Commission example of Newbridge Road (State Route 106) from Bellmore to Hicksville shows a common pattern of commercial uses in continuous and broken strips. (See Map 11.) Old Country Road from Mineola to Plainview is a similar strip through five different municipalities. (See Map 10.) The Nassau County study outlines various methods to improve the land use pattern and aesthetics of this heavily traveled corridor.

The Middle Country Road commercial strip in the community of Centereach is in reality the main business area of the community. In 1978 the Suffolk County Planning Commission undertook a study of the area at the request of local business groups. The goal of the study was to recommend short term and long term changes that could improve the appearance of the corridor, which is the most visible portion of the community, and make it function more like a central business district. Map 12 illustrates the long range concept which calls for connecting the unconnected roadways adjacent to the strip into access roads, increasing the intensity of use at four locations where business clusters exist and discouraging infilling of new commercial along other parts of the road.

The Montauk Highway strip in the Village of Lindenhurst is completely different from Centereach. Lindenhurst has a large central business district near the railroad station so the strip is competitive with the downtown area. A study done by the Suffolk County Planning Commission in 1980 recommended a concentration of marine commercial uses at the juncture of four creeks with Montauk Highway. The concentration of marine and tourist-related uses as shown on Map 13 can enhance the waterfront and add uses that will not have an adverse effect on the downtown. The intervening areas along the road are recommended for low intensity or residential use to improve the appearance and the traffic carrying function of the road.

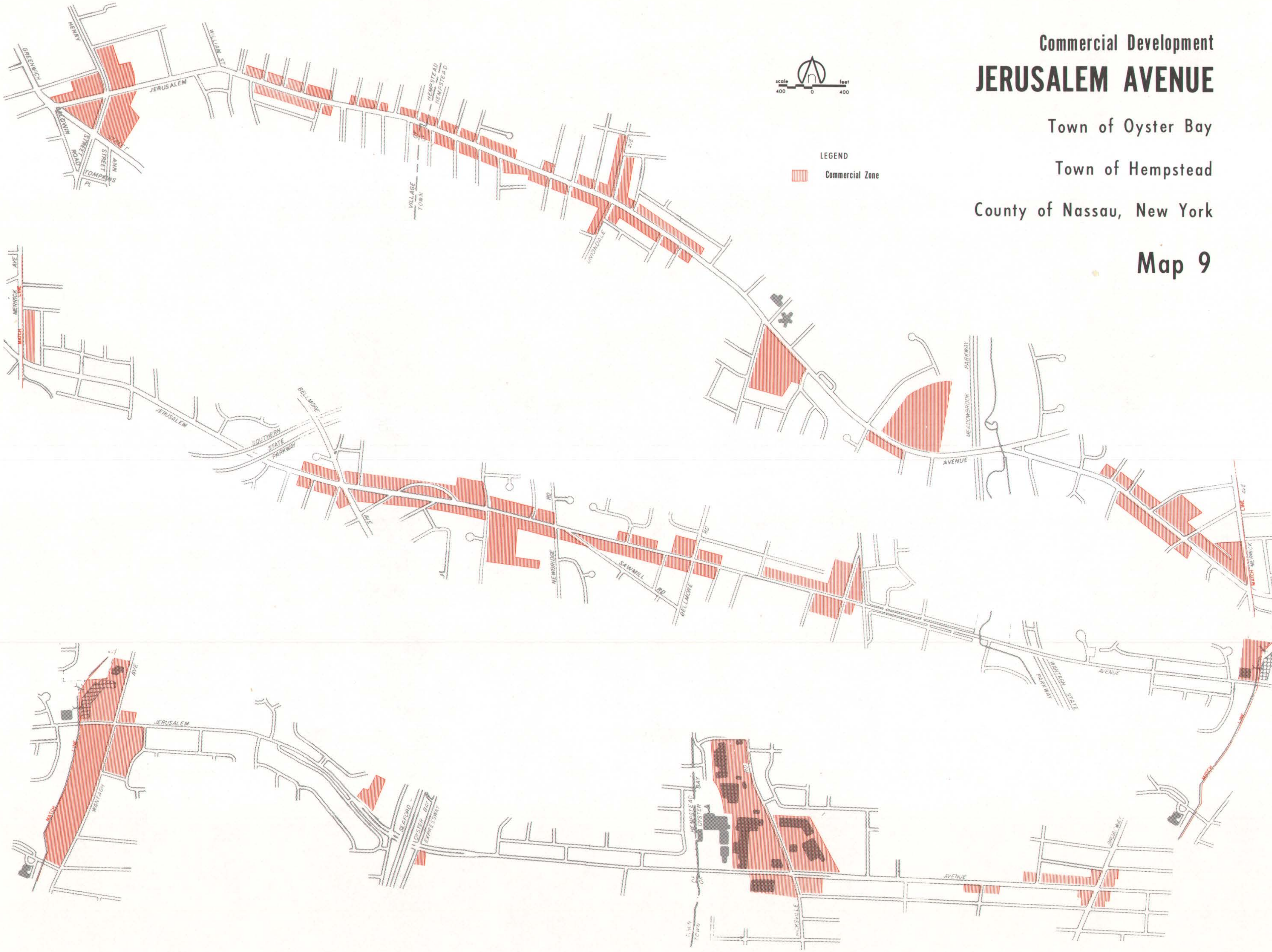
Commercial Development
JERUSALEM AVENUE

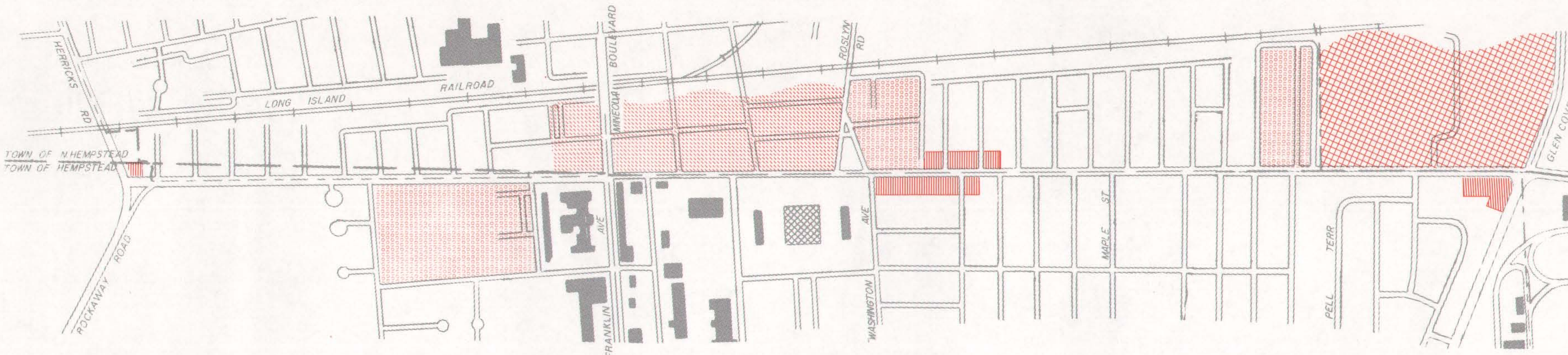
Town of Oyster Bay

Town of Hempstead

County of Nassau, New York

Map 9

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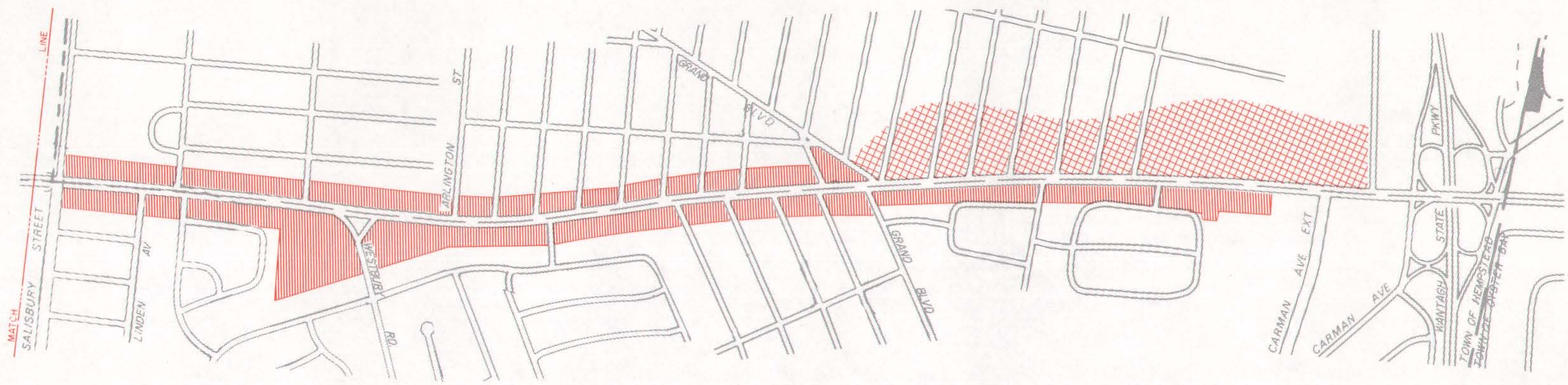
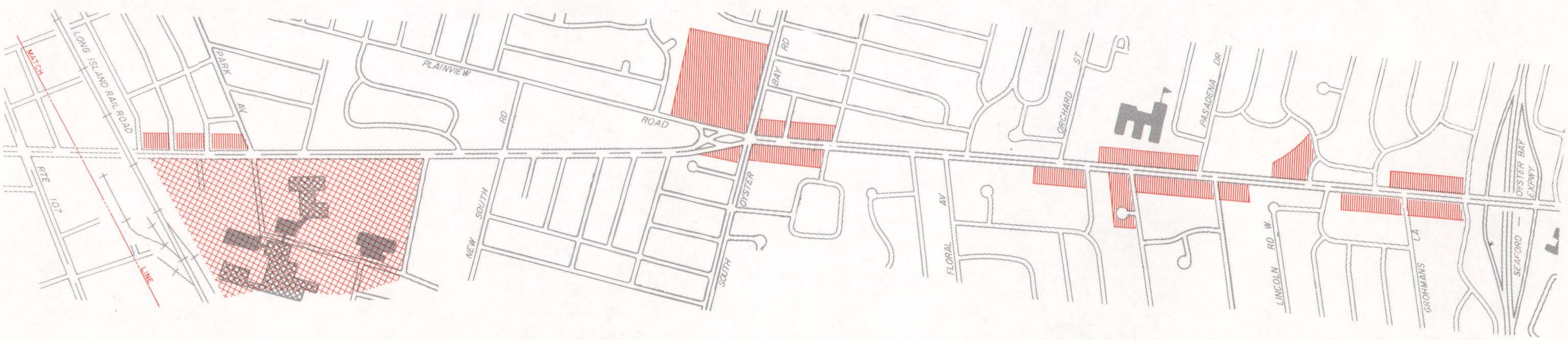
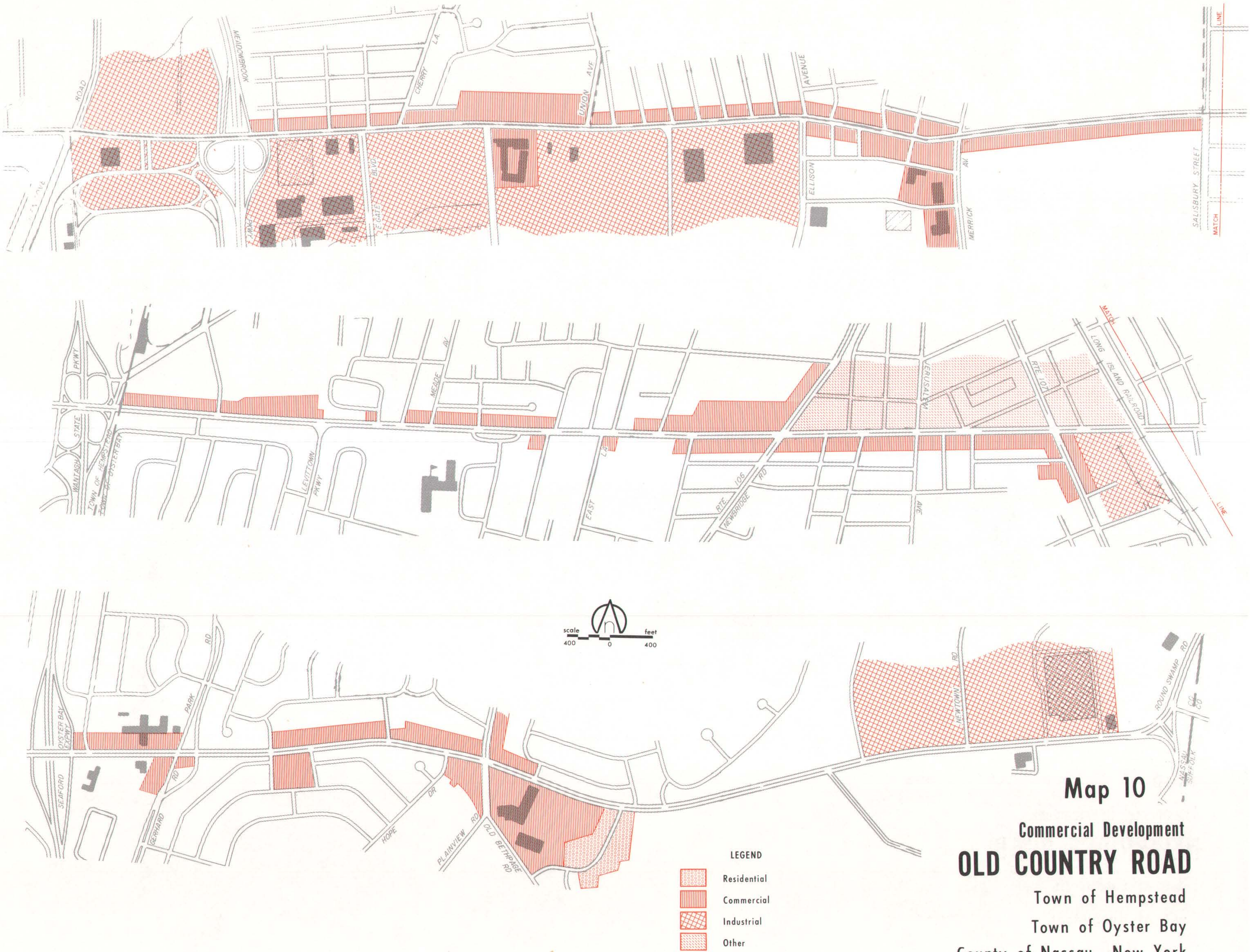
LONG ISLAND RAILROAD
TOWN OF N.HEMPSTEAD
TOWN OF HEMPSTEAD
ROCKAWAY ROAD
MINEOLA BOULEVARD
FRANKLIN AVE
WASHINGTON AVE
ROSLYN RD
MAPLE ST
PELL TERR
GLEN COVE ROAD


MATCH LINE
SALISBURY STREET
LINDEN AV
WESTBURY RD
ARLINGTON ST
GRAND BLVD
GRAND BLVD
CARMAN AVE EXT
CARMAN AVE
WANTAGH STATE PKWY
TOWN OF HEMPSTEAD
TOWN OF OYSTER BAY


MATCH LINE
LONG ISLAND RAIL ROAD
RTE 107
PARK AV
PLAINVIEW ROAD
NEW SOUTH RD
SOUTH OYSTER BAY RD
FLORAL AV
ORCHARD ST
PASADENA DR
LINCOLN RD W
GROHMANS LA
SEAFORD - OYSTER BAY EXPWY



Map 10

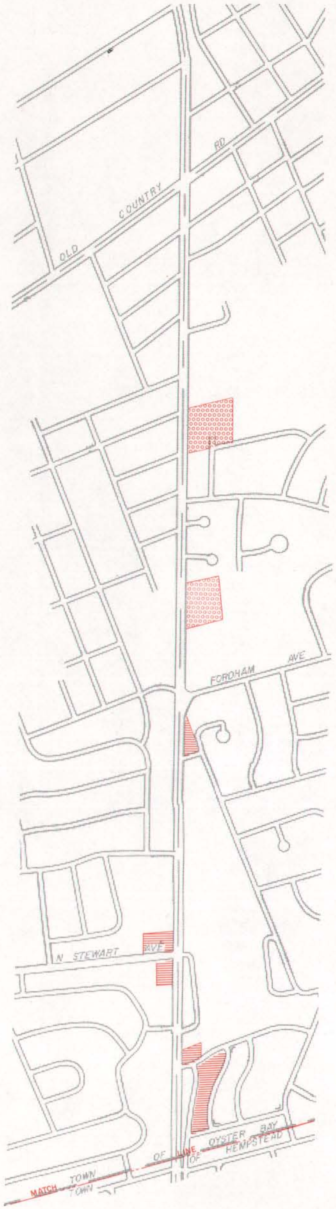
Commercial Development

OLD COUNTRY ROAD

Town of Hempstead

Town of Oyster Bay

County of Nassau, New York



Map 11

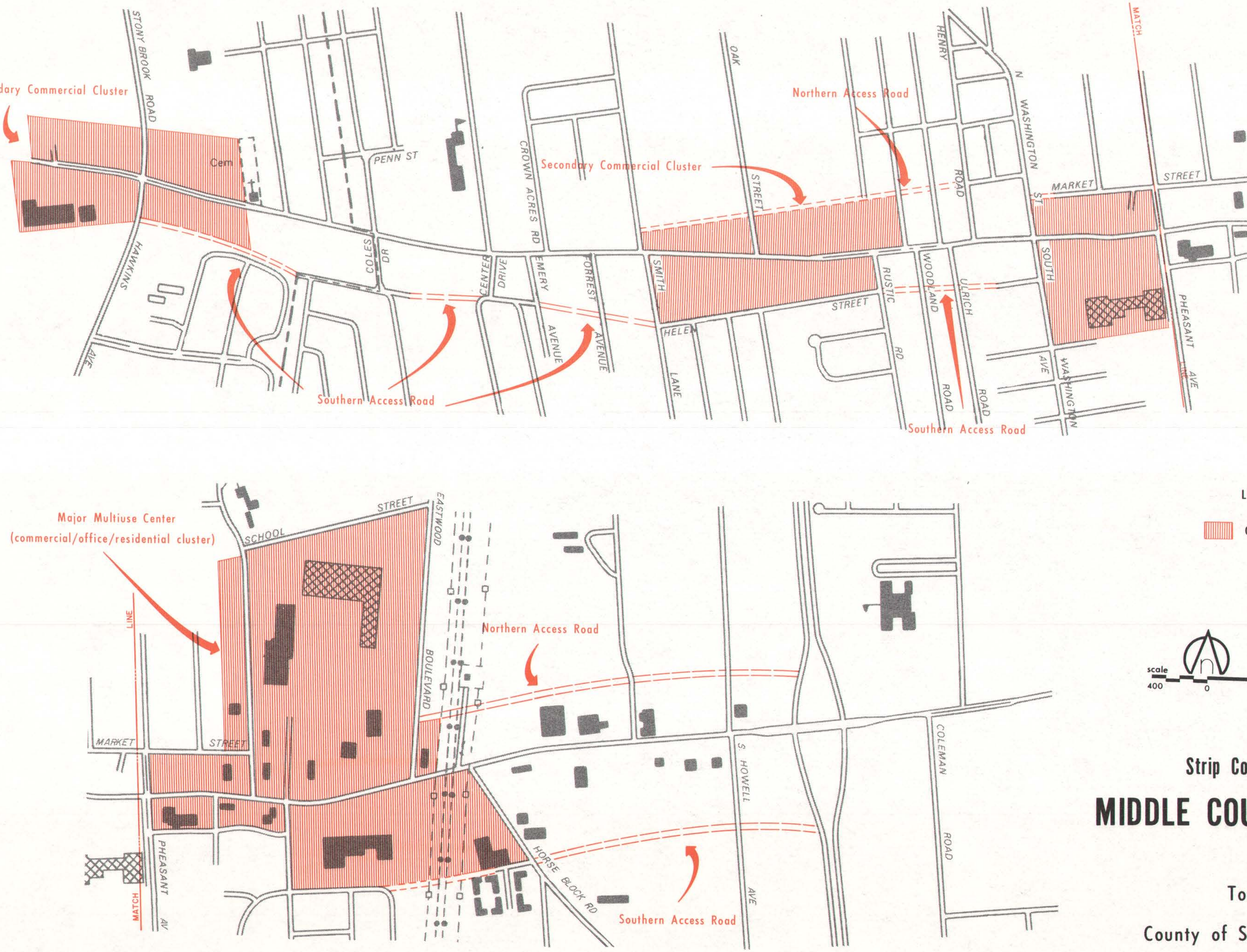
Commercial Development

NEWBRIDGE ROAD

Town of Oyster Bay

Town of Hempstead

County of Nassau, New York



Map 12

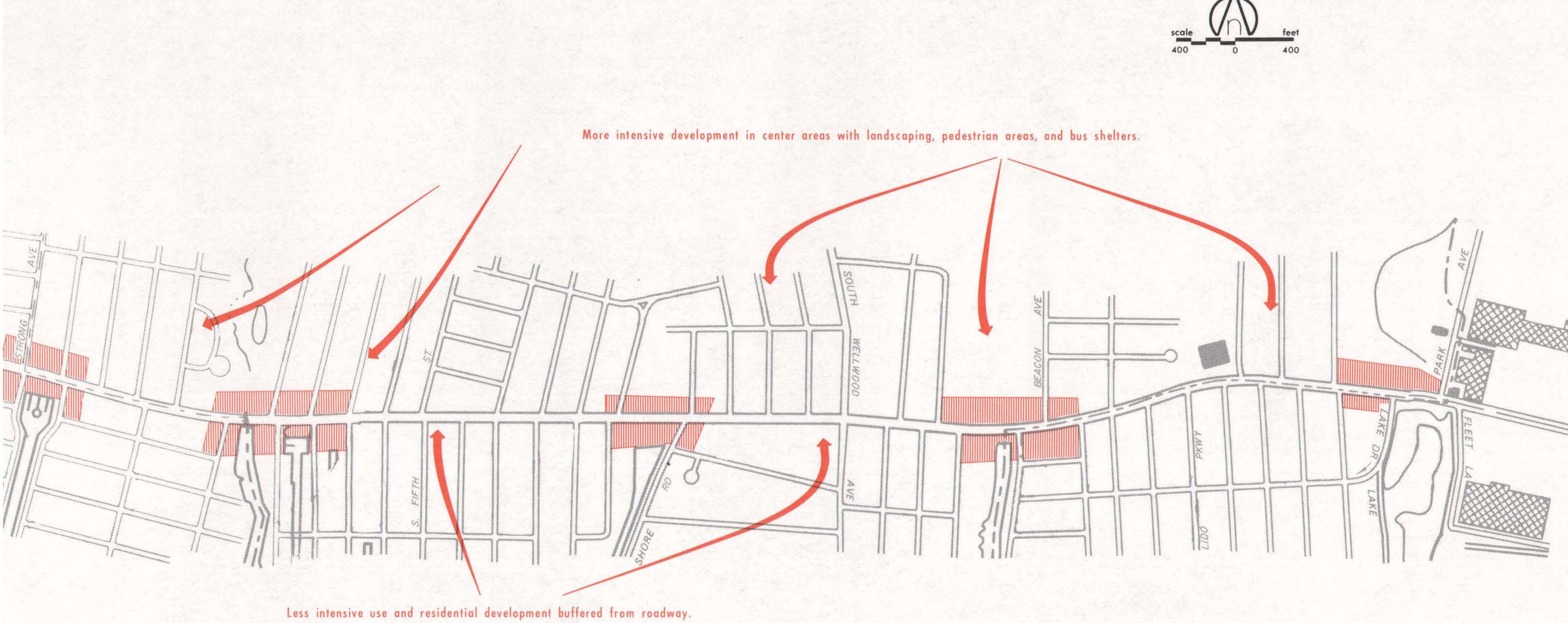
Strip Commercial Alternative

MIDDLE COUNTRY ROAD

(Centereach)

Town of Brookhaven

County of Suffolk, New York



Commercial Development

MONTAUK HIGHWAY
LINDENHURST NAUTICAL MILE

Town of Babylon

County of Suffolk, New York

LEGEND

Marine Commercial Centers
contaning water related uses such as
boat sales and services
plus water enhanced uses such as
restaurants and motels.

Chapter 3....

Offices

Private Offices

The construction of large scale office buildings is a relatively recent phenomenon in the bi-county region. Major office space is defined as buildings over 15,000 square feet in Nassau County and over 10,000 square feet in Suffolk County. At present, there are almost 20,000,000 square feet of major office space existing in the two counties. A complete inventory of space by community is found in Appendix Table 8.

Suffolk County accounts for only 1/3 of the bi-county total even though the single largest concentration in any one community is within Suffolk County. Twenty years ago, there was only 800,000 square feet of major office space which means that over 95% of the inventory was built in the last twenty years. The peak period of growth was the years between 1970 and 1975 when 1/3 of the entire inventory was constructed. The present activity in the early 1980's could equal this record.

Table 9 summarizes the location of the major office space in the two-county region.

The community of Melville heads the list with 3,500,000 square feet which is one million more than the concentration that is found in the second place Lake Success area. The Village of Garden City has one and one-half million square feet in 29 buildings and most are concentrated near Roosevelt Field Shopping Center and the Nassau County Governmental Center.

Almost half of the communities with large office concentrations are ones that have major industrial space and the offices have been developed as an adjunct to that space. Some of the office space is on land or property intended for industrial development. A half dozen of the office complexes are found in the vicinity of central business districts but only one is directly related to a regional shopping center. Only a few concentrations of offices could be characterized as being developed because of an expressway interchange. However, most of the office space is within a few miles of the expressway and parkway systems. (See map 14.)

Some communities have concentrations of small office buildings which if added together would equal the space in a few major buildings. Often these are medically-related structures or are occupied by other non-medical professionals. The Merrick Road area in Freeport and the Farmingdale and Glen Cove central

TABLE 9

Communities with Major Office Space*
Existing and Under Construction
1981

Rank	Community	Sq. Ft. Private Office Space	Buildings
1	Melville	3,580,000	34
2	Lake Success/North Hills North New Hyde Park	2,536,200	23
3	Jericho	1,661,250	20
4	Village of Garden City	1,584,900	29
5	Garden City East	1,190,800	10
6	Great Neck Peninsula	1,072,650	23
7	Hauppauge	804,000	21
8	Village of Hempstead	728,950	14
9	Syosset	718,050	7
10	Woodbury	667,900	13
11	Manhasset	390,000	2
12	Village of Mineola	367,000	5
13	Village of Lynbrook	361,250	7
14	Hicksville	345,000	8
15	Village of Rockville Centre	333,000	8
16	Huntington	292,000	14
17	Carle Place	296,600	2
18	Smithtown/Village of the Branch	289,000	11
19	Farmingville	285,000	2
20	East Meadow	213,600	3

*(15,000 + in Nassau County)
(10,000 + in Suffolk County)

business districts are examples in Nassau County. In Suffolk there are a number of small buildings clustered along Deer Park Avenue in Deer Park and along Montauk Highway in the Town of Islip. In addition, there are concentrations in the central business district of Huntington, Bay Shore, Patchogue and Riverhead.

The current plans for new growth in major office space are generally confined to those areas that already have high square footage of such uses. The Lake Success area, Jericho and Garden City are typical examples.

The major exception is the Mitchel Field area in central Nassau County. At present there are 15 major office buildings either planned or under construction. Over 150 acres is expected to be occupied by office buildings in the next few years. The sites are interspersed among the attractions in the area which include college campuses, the coliseum, a new hotel, park facilities and industries. Table 10 summarizes the private office activity at Mitchel Field.

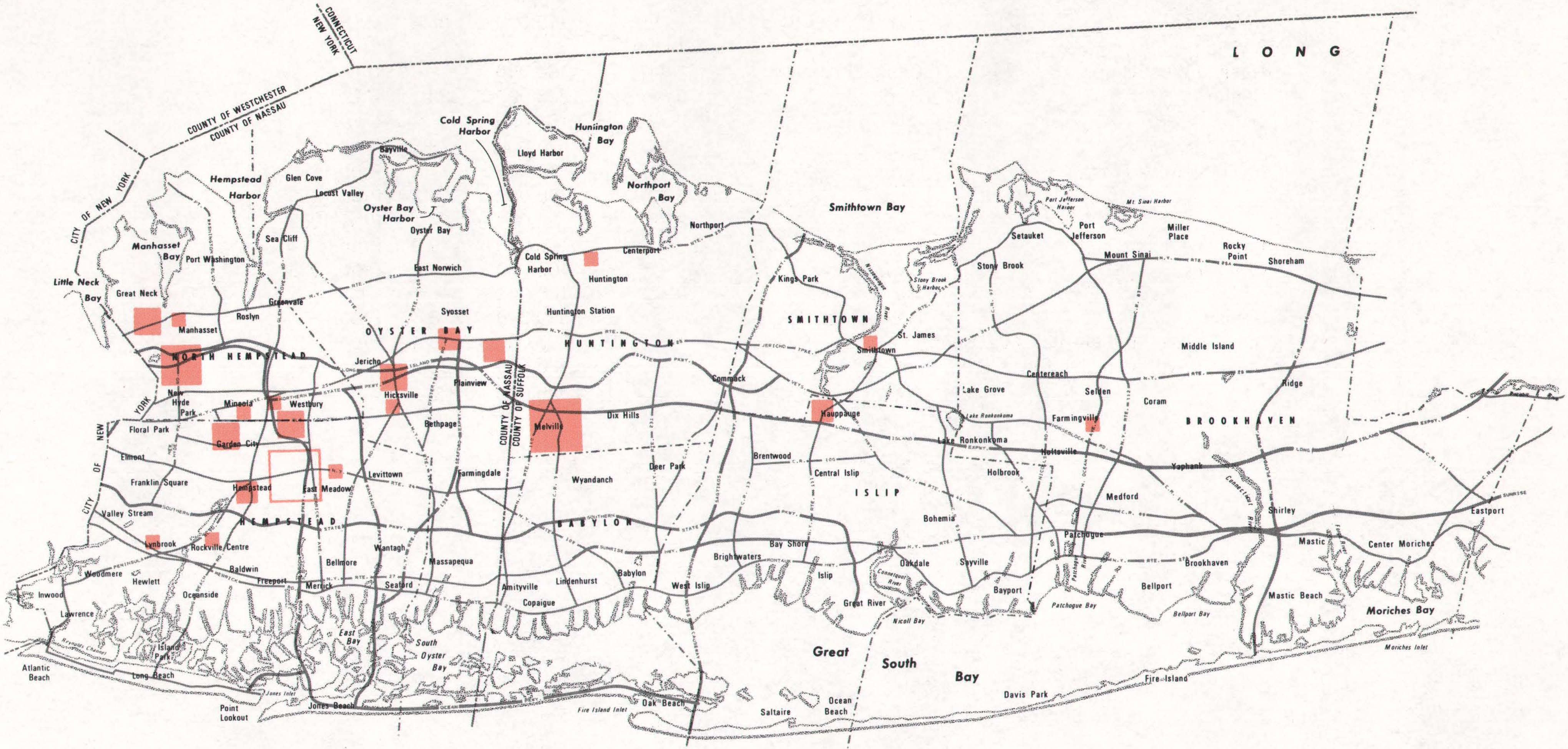
Melville and East Farmingdale are expected to grow extensively and expand office space in accordance with development proposals for the Route 110 Corridor*. The Hauppauge area and the Bohemia/Ronkonkoma industrial areas near Long Island MacArthur Airport are also possibilities for extensive new office growth.

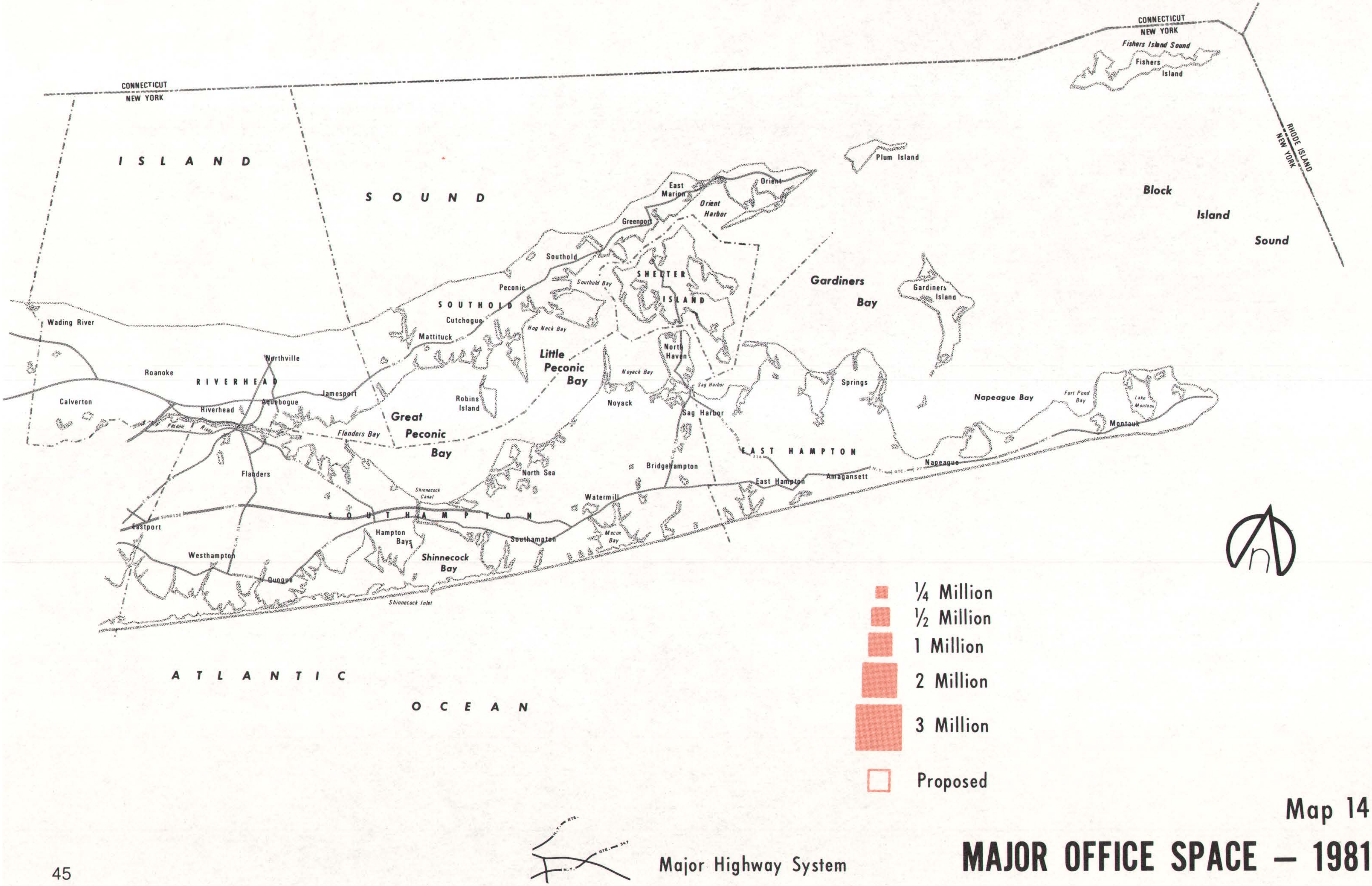
*"Industrial Location Analyses, 1980", LIRPB, Hauppauge, N.Y.

TABLE 10

Proposed Office Development at Mitchel Field

Name	*Location*	*Stories*	*Sq. Ft.*	*Acres*	*Status*
EAB Plaza	Glen Curtiss Blvd.	15 (2 bldgs.)	1,115,000	36.4	U.C.
Nassau West Corp.	Chas. Lindbergh	2 (1)	160,000		U.C.
Center	Blvd.	6 (2)	225,000	23.1	U.C.
		2 (3)	100,000		U.C.
		10(4)	425,000	23.5	Prop.
Meadowbrook Plaza		5 (1)	90,000		Prop. 1983
		5 (2)	90,000	6.2	Prop. 1983
		2 (3)	30,000		Prop. 1983
Interstate Cigar		4	100,000	19.9	Prop.
Helmsley	Stewart Ave.	(1)	100,000	12.9	Prop. 1983
		(2)	100,000		
Breslin	Hempstead Tpk.		350,000	6.5	Prop.
Stewart Ave. and Merrick Ave. Site			200,000	6.4	Prop.
Stewart Ave. and Glen Curtis Blvd. Site			400,000	23.9	Prop.
	Total 15 (bldgs.)		3,485,000	158.8	


CONNECTICUT
NEW YORK
COUNTY OF WESTCHESTER
COUNTY OF NASSAU
CITY OF NEW YORK
LONG
Cold Spring Harbor
Huntington Bay
Bayville
Lloyd Harbor
Hempstead Harbor
Glen Cove
Locust Valley
Oyster Bay Harbor
Oyster Bay
Northport Bay
Smithtown Bay
Port Jefferson Harbor
Mt Sinai Harbor
Manhasset Bay
Port Washington
Sea Cliff
Northport
Centerport
Setauket
Port Jefferson
Miller Place
Rocky Point
Shoreham
Mount Sinai
Little Neck Bay
Great Neck
East Norwich
Cold Spring Harbor
Huntington
Kings Park
Stony Brook
Stony Brook Harbor
Greenvale
Roslyn
Manhasset
Syosset
Huntington Station
SMITHTOWN
St. James
OYSTER BAY
HUNTINGTON
NORTH HEMPSTEAD
Jericho
Smithtown
Middle Island
Centereach
Commack
Plainview
Hicksville
New Hyde Park
Mineola
Westbury
Lake Grove
Selden
Coram
Ridge
COUNTY OF NASSAU
COUNTY OF SUFFOLK
Melville
Dix Hills
Hauppauge
Lake Ronkonkoma
Farmingville
BROOKHAVEN
Bethpage
Floral Park
Garden City
Elmont
Franklin Square
Hempstead
East Meadow
Levittown
Farmingdale
Wyandanch
Deer Park
Brentwood
Central Islip
ISLIP
Holbrook
Holtsville
Yaphank
Medford
Valley Stream
HEMPSTEAD
BABYLON
Bohemia
Shirley
Eastport
Lynbrook
Rockville Centre
Baldwin
Wantagh
Bay Shore
Brightwaters
Patchogue
Mastic
Center Moriches
Woodmere
Hewlett
Freeport
Bellmore
Massapequa
Oakdale
Sayville
Brookhaven
Inwood
Lawrence
Oceanside
Merrick
Seaford
Amityville
Lindenhurst
Babylon
West Islip
Islip
Bayport
Bellport
Mastic Beach
Moriches Bay
Copaigue
Great River
Connetquot River
Patchogue Bay
Bellport Bay
Nicoll Bay
East Bay
South Oyster Bay
Island Park
Atlantic Beach
Long Beach
Jones Inlet
Point Lookout
Jones Beach
Fire Island Inlet
Oak Beach
Great South Bay
Saltaire
Ocean Beach
Davis Park
Fire Island
Moriches Inlet



Map 14

MAJOR OFFICE SPACE – 1981

13. **North New Hyde Park**
New construction as part of a planned office center that was formerly land used for industrial purposes.

14. **Melville**
New office construction in the Route 110 Corridor area.

Chapter 4....

Hotels-Motels

HOTELS — MOTELS

a—Introduction . . . .

The earliest location of hotels and motels on Long Island was confined to shorefront resort areas and a few central areas such as Garden City. The new industrial and commercial development on Long Island that has occurred in recent years has generated a need for commercial accommodations in a wide variety of communities throughout the Island. Nassau County has over 3,000 motel units plus almost 700 under construction. In Suffolk County 7,000 units exist and 1,000 are proposed to be added in the next few years. Table 11 indicates the status of the largest hotels and motels in the bi-county region.

The entire hotel-motel inventory has been undergoing rapid changes in the last few years. As Table 11 shows, most of the largest units are either under construction or proposed. The Sheraton Smithtown was built in 1980. Previously, the commercial accommodations consisted of medium size motels in scattered locations. For all of the new construction, there has been a corresponding loss in existing accommodations, especially in the resort areas. Some motels have been converted to adult homes or apartments. The small resort motels in eastern Suffolk County have been undergoing conversions to seasonal or year-round apartments or condominiums. Even some of the larger facilities have recently been included in the conversion process. The Lido Hotel in Lido Beach is being converted to a year-round condominium, and Gurneys, in Montauk, is proposed to become a year-round, time sharing condominium.

b—Inventory . . . .

The hotel and motel inventory was assembled using Nassau and Suffolk County Health Department records, the 1980 Long Island Lodging Guide, the 1979 Long Island Recreation and Visitor's Guide, and Long Island Lighting Company information. When necessary, field checks were made to verify location and size of establishments. The 46 establishments reported for Nassau County are year round, serving primarily as accommodations for business and social visitors to the urbanized area of the Long Island region. Suffolk County's 360 establishments are divided in use with almost 2/3 in seasonal and 1/3 in year-round operation.

TABLE 11

Hotels and Motels with Over 100 Units (Existing, Under Construction and Proposed)

1	Marriott-Mitchel Field	391 (Under Construction)
2	Colonie Hill Galleria-Hauppauge	550 (Proposed)
3	Garden City Hotel	280 (Under Construction)
4	Huntington Hilton-Melville	250 (Proposed)
5	Westhampton Beach and Tennis Club (Seasonal)	250
6	Smithtown Sheraton-Hauppauge	212
7	Island Inn-Westbury	204
8	Old Mill Inn-Ronkonkoma	194
9	Howard Johnsons-Plainview	183
10	Holiday Inn-Hempstead	182
11	Ramada Inn-East Farmingdale	162 (Proposed)
12	Holiday Inn-Carle Place	150
13	Harrison Conference Center-Glen Cove	133
14	Gurneys Inn-Montauk	125
15	Holiday Inn-Hauppauge	120
16	Holiday Inn-Plainview	119
17	Panoramic-Montauk (Seasonal)	115
18	Ramada Inn-Hauppauge	110 (Proposed addition)
19	Coliseum Inn-East Meadow	110
20	North Fork Motel-Southold (Seasonal)	106
21	Howard Johnsons-Commack	105
22	Ramada Inn-Woodbury	104
23	Holiday Inn-Rockville Centre	100
24	Holiday Inn-Riverhead	100
25	Glen Cove	100 (Proposed)

The complete inventory by community is shown in Appendix Table 9. In Suffolk's five western towns, the hotels and motels are almost all year-round with a usage similar to Nassau County's and including a recent addition to the motel/hotel business community, the convention type hotel. Motels and hotels in the rural east end of Suffolk are predominantly seasonal and geared to tourist accommodation. Map 15 shows the major concentration of seasonal and year-round hotels/motels plus units under construction and proposed.

In Suffolk, town officials have been concerned about the impact on the tourism industry of motel conversion to condominium or cooperative ownership, fearing that eventually there will be a shortage of vacation accommodations. Conversions are not perceived as a problem in Nassau County since few establishments have found it necessary to change ownership in this manner.

c—Comparability of Inventory Categories

Motel use differences, along with size and quality variability, have made comparisons between communities difficult. In addition to the seasonal and year-round establishments accommodating tourists, businessmen and other visitors to an area, there are motels and hotels which are used to house welfare recipients and other emergency clients or which operate as year-round rooming and boarding residences. These last two categories are not easily identified, so none of them have been indicated in a separate category in the inventory.

The size and quality of establishments range from 2-3 unit modest, family motels to 200-400 unit luxury vacation or convention hotels. Visually, several would qualify as substandard, while, at the other end of the spectrum, many could compete with the most luxurious and attractive.

Most motels rent by the day, although many of the vacation resorts and inns rent only for long week-ends or entire weeks. Some rent only by the month or season. Rents vary from $10 for short stays in the transient type motel to several thousand dollars for the season in luxury hotels or cottages.

Unit sizes vary so greatly that unit data for the individual areas cannot legitimately be compared. Included in unit count are single and double motel rooms, suites, one to six room cottages and the smaller room typical of many inns or boarding houses. The latter usually accommodates one or two persons at the most. Cottages can accommodate four to ten persons or more. The typical double motel room has two double beds, but even the single motel room often includes a convertible couch.

Motel owners opt for versatility of accommodations in planning establishments. Folkane Associates, the planner-builders of the new convention-oriented Sheraton Smithtown in Hauppauge said planning for the large-scale convention hotel is based on feasibility studies which show a usage of about 25% tourist and 75% business related. They indicated the Sheraton's single rooms are the same dimension as double rooms and that the fold-out couches include a standard mattress. Cots can be added to any room so that each room can accommodate either a minimum or maximum number of people. Staff at Gurney's Inn, the year-round vacation resort in Montauk, indicated a similar philosophy, but a different manner of fulfilling it. Each of their rooms in the main hotel has two twin beds and can be used for single or double occupancy. Cots can be added to accommodate three people. In addition, Gurney's maintains a number of suites and cottages with multiple bedrooms and living rooms with convertible couches. They are prepared to cater to individuals, couples or larger parties.

This variation in unit size made it difficult to estimate capacity when figures were not available from a reliable source. In general, when no qualifying information was available, the standard used was three persons per unit for motel capacity estimates; six persons per cottage; two persons per inn room; and one person per boarding house room. Health department information was available for most Suffolk establishments. Nassau establishments were more similar in type so that most estimates were based on the same standard. Capacity for all establishments is reliable enough to make it the best basis for comparison of overall motel density. In considering the capacity data for certain areas of Suffolk County, however, one must understand that rooms in establishments with coverted ownership are available to the general public only a portion of the time.

d—Service Areas. . . . .

The retention of existing commercial accommodations and the development of additional units should be based on a location criteria for hotels and motels. The following types of activities centers are ones in which public accommodations are necessary to adequately serve the area. The list includes:

1—government centers,
2—educational complexes,
3—transportation centers,
4—industrial parks,
5—major office centers,
6—central business districts,
7—resort areas,
8—waterfront communities with extensive boating and fishing activities.

In addition to this list, a grouping of a few of the aforementioned categories can result in a location that would be ideal for

9—convention facilities.

This latter use is relatively new to Long Island since large scale accommodations and display facilities with a series of satellite motels and hotels nearby has never been available.

1—Government Centers

There are four identifiable government centers in the region. Mineola, Garden City, Hauppauge, Riverhead and Yaphank. The Nassau County government center in Mineola and Garden City is not presently served by any hotel facilities. However, there are quite a few within a couple of miles and a new facility in Garden City is under construction. The Hauppauge area is adequately served by over 700 units, while Riverhead has 265 year-round units in the vicinity of the government center. The Yaphank area will require additions in the future which will serve the nearby Brookhaven National Laboratory and expanded commercial facilities.

2—Educational Complexes

The universities in the Mitchel Field-Garden City-Hempstead area will be well served when the 700 additional units are completed and added to the 364 that are presently in place. The universities in the East Farmingdale area are presently served by less than 100 units and since additional facilities in this community would be within the Route 110 Corridor area, there is an overwhelming need for new hotel accommodations. Educational clusters around Old Westbury and the State University at Stony Brook are unserved at the present time. A large Holiday Inn that was in the vicinity of Stony Brook has now been converted to an adult home.

3—Transportation Centers

The Hicksville Railroad Station is the most heavily used rail facility in the region. There are no accommodations within walking distance of the station. Hotels and motels adjacent to airports are rarely within walking distance so that the Ronkonkoma-Bohemia area around Long Island MacArthur Airport with 340 units is reasonably well served. Republic Airport in East Farmingdale is not well served at the present time. The Suffolk County Airport at Westhampton lacks accommodations in the immediate vicinity of the airport even though the community of Westhampton Beach has over 400 units, 93% of which are available only on a seasonal basis.

4—Industrial Parks

The Route 110 Corridor which includes the many industries in Melville and East Farmingdale has fewer than 100 units available and 250 proposed. There are immediate needs for even more facilities in this multi-use employment center. The industrial concentrations in Plainview and Woodbury are presently served by 555 units. The Syosset-Jericho industrial concentrations have less than 300 and there is a potential for additional industrial development that could demand more motel space. A large industrial concentration in New Cassel and part of Hicksville is presently unserved, while the Bethpage-Hicksville concentration near Grumman has over 200 existing units. Adjacent to the Roosevelt Field industrial complex are over 400 units. The Port Washington area is developing as one of the newest job development concentrations in Nassau County and the entire Port Washington Peninsula has less than 100 units. On the south shore, Freeport has high density industrial development along with marine commercial uses; however, fewer than 100 accommodations exist and more could be needed in the future. The Hauppauge-Commack industrial concentration is well served with over 700 units. The large industrial cluster that stretches from Deer Park to Brentwood and includes North Bay Shore has less than 15 units in the component communities. The Bohemia-Ronkonkoma-Holbrook industrial corridor has a high growth potential and may need more than the 444 units that already exist if airport operation increase.

5—Major Office Centers

The recently developed office center at Lake Success and North New Hyde Park has no accommodations in the immediate area. The office concentrations that include Mineola-Garden City and Roosevelt Field-Mitchel Field area has almost 800 units and over 700 under construction. The Jericho Office Center has almost 300 units; however more office development is likely in this highly visible location, thus additional accommodations may be needed. The offices in the Greak Neck area have access to 400 units. The offices that are found in the Lynbrook-Rockville Centre area are served by over 300 units. The extensive concentration of new offices in Melville is currently unserved, while to the north in Huntington, there are almost 200 units to serve the offices that are clustered in that part of town. The Hauppauge industrial area also has office buildings on the periphery and the more than 700 units there serve both purposes. Recently developed offices in Smithtown are served by almost 100 units while those in Ronkonkoma and Bohemia which are within the industrial complex have access to the nearly 400 that presently exist.

6—Central Business Districts

The central business districts on Long Island are generally not as large as those found in other communities. However, there is some need for accommodations in the vicinity of the downtown area. A few districts that are of medium to large size such as Valley Stream, Long Beach, Glen Cove and Cedarhurst, have no accommodations within walking distance. Garden City presently has none but 300 units are under construction. Only the Hempstead central business district has more than 200 units available. Rockville Centre has almost 200, while Bay Shore and Lynbrook have over 100. Medium to large size central business districts with less than 100 units include Freeport, Patchogue, Huntington, Smithtown, Greak Neck Plaza and Port Washington.

7—Resort Areas

The Montauk area with almost 2,000 hotel and motel rooms and the Hampton Bays-Shinnecock Canal area with over 1,000 are the largest concentrations of rooms anywhere on Long Island. Other areas like Southampton have over 500 and Westhampton Beach has over 400. Based on these numbers, it appears that other communities that are attractive for seasonal purposes could easily accommodate additional units. East Hampton, Amagansett and Greenport each have over 200 units. Southold has less than 200 while Sag Harbor has less than 100 units; all of which are seasonal. There are only a few units in Mattituck, South Jamesport, Orient and Bridgehampton. In Nassau County there will be no remaining hotel-motel facilities in the oceanfront communities of Long Beach, Point Lookout, Lido Beach and Atlantic Beach.

8—Waterfront Communities—Boating and Fishing

Communities with good harbors and extensive facilities for boaters and fishermen which are not included in the resort areas require overnight accommodations. Montauk and Hampton Bays have many units and the community of Bay Shore has 135 motel units; however, the majority have few facilities in close proximity to waterfront. There are approximately 100 units in the Manhasset Bay area, fewer than 100 in Freeport and less than 50 in Hempstead Harbor, Port Jefferson and Sayville. Huntington Harbor and Northport Harbor have no motel units nor do any exist around Oyster Bay Harbor or on the Lindenhurst waterfront.

9—Convention Facilities

There are four or five sites throughout Nassau-Suffolk that can now attract convention facilities or will be able to accommodate major conventions in the near future. The prime area is in central Nassau County and involves the area around the Nassau Coliseum. There are 797 motel units in the surrounding communities and 700 hotel units under construction including a major hotel connected to the coliseum.

At the far end of Long Island, there are over 2,000 motel units in the Montauk area and the nearby communities of Napeague and Amagansett. Spring and fall conventions are possible in this area unless the trend towards conversion of transient units to apartments or condominiums accelerates.

The Hauppauge area will have the potential for conventions with the construction of an additional 500 units at Colonie Hill, since there are already 720 units in the immediate vicinity.

In the future, the Melville-East Farmingdale, Route 110 Corridor area, should have some convention potential if all of the proposed and often discussed hotel units materialize at this site of major employment concentrations. The construction of an activity center to serve the 110 Corridor could also be a major attraction for convention trade.

The last area that has potential for convention activities, yet lacks hotel facilities today, is the Long Beach area. The boardwalk, extensive oceanfront beach, access to commercial facilities and mass transit all make this a candidate for convention activities.

e—Conversions . . . .

Motel conversion in some eastern Suffolk towns has been seen as a potential problem for the reason that there might be less rentable rooms for tourists which in turn would injure the tourist economy. The conversion process is discussed in more detail in Appendix Table 10 which contains an interview with *Michael Sanchirico,* counsel for the majority of motel owners who have applied to the New York State Attorney General's office for conversion to condominium or cooperative ownership.

Table 12 is a summary of conversion activity, including both converted establishments and those which have applied for conversion since 1979, and shows a significant proportion of the motel capacity for Eastern Suffolk available on a full-time basis for rental by transient visitors. In Suffolk County and the Region as a whole, the proportion becomes less significant.

It is difficult to assess just what the impact of motel conversions on the local and regional economies will be. A relatively recent phenomenon, these conversions may not continue indefinitely. No one knows just how many more people will want to invest discretionary funds into long-term recreational ownership of this type. Since it is just one possibility in a wide array of vacation alternatives, it would seem unlikely that the market could continue indefinitely, particularly in an uncertain economic climate.

Since so few motels are actually operating now under condominium or cooperative ownership, no evaluation can be made as to the current effects on the tourism industry. Certain observations are the result of the initial research. For instance, many of the new owners may be the same occupants of previous years. If the new owners previously rented elsewhere on Long Island, there may be units now available for specific time periods which were unavailable before. Since the new owners are not committed to their units for a specific vacation week, the result can be that during unfavorable weather conditions fewer vacationers will be around to add money to the local economy. Overall, it is possible that on the regional level, the convention hotels in planning and under construction may balance losses which are occurring because of the conversions.

TABLE 12

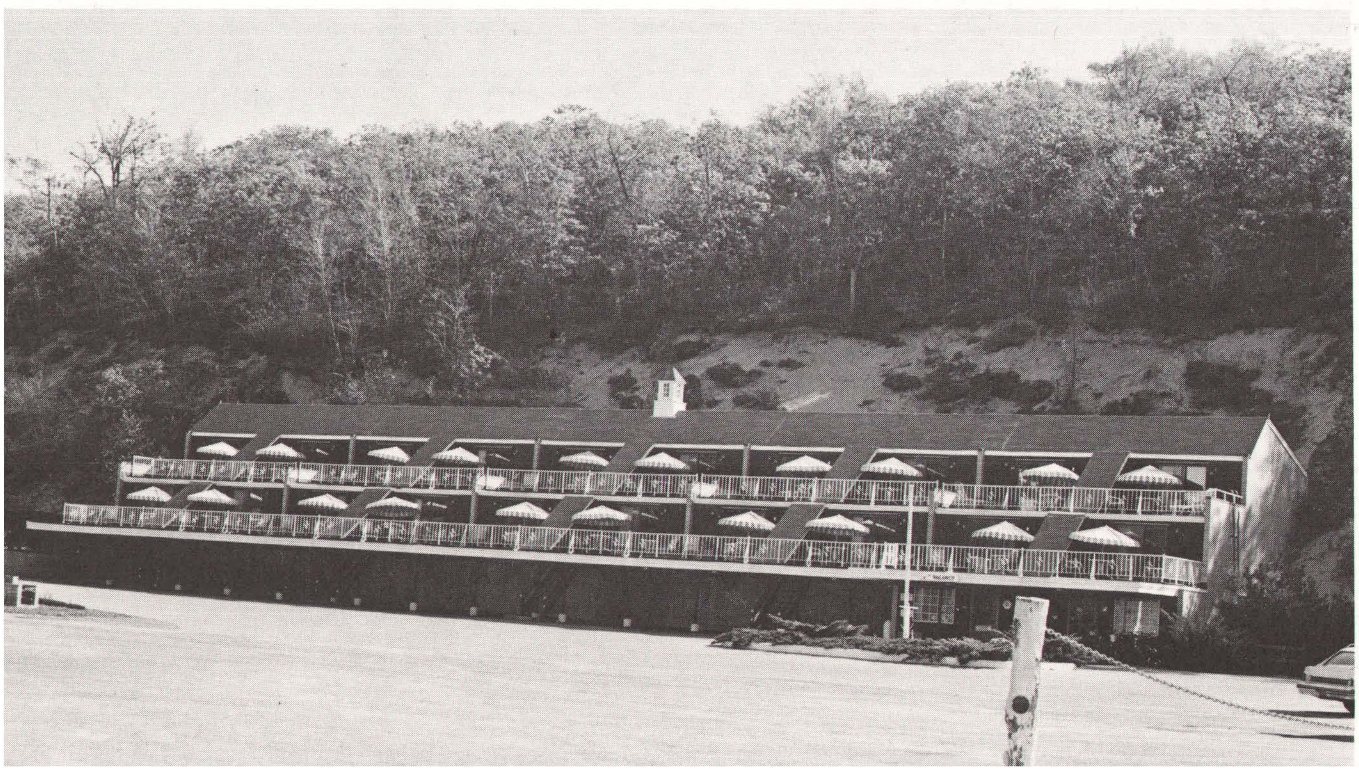
Motel Conversion Locations
Eastern Suffolk

Location	Establishments Total #	Establishments Total %	Establishments Conversions #	Establishments Conversions %	Capacity Total #	Capacity Total %	Capacity Converted Establishments #	Capacity Converted Establishments %
Amagansett	9	100.0	1	11.1	660	100.0	144	21.8
East Hampton Village	14	100.0	1	7.1	637	100.0	100	15.7
Montauk	86	100.0	3	3.5	5499	100.0	398	7.1
East Quogue	5	100.0	1	20.0	289	100.0	64	22.1
Hampton Bays	67	100.0	14	20.9	3356	100.0	1266	37.7
Southampton Village	24	100.0	1	4.2	1537	100.0	160	10.4
W. Hampton Beach Village	10	100.0	1	10.0	1471	100.0	28	1.9
Southold	4	100.0	1	25.0	344	100.0	170	49.4
Total Eastern Suffolk	219	100.0	23	10.5	13793	100.0	2330	16.9

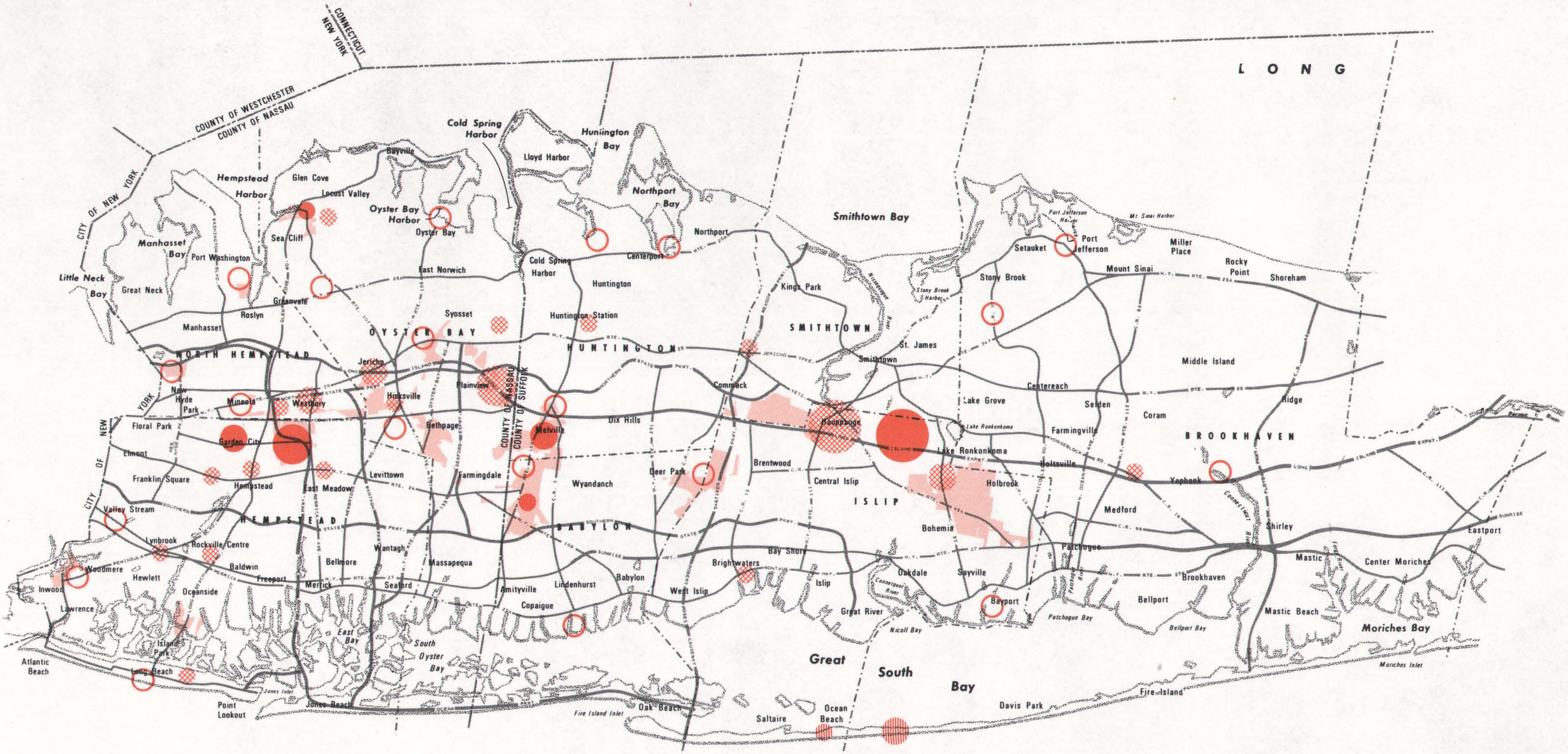
Regional Summary

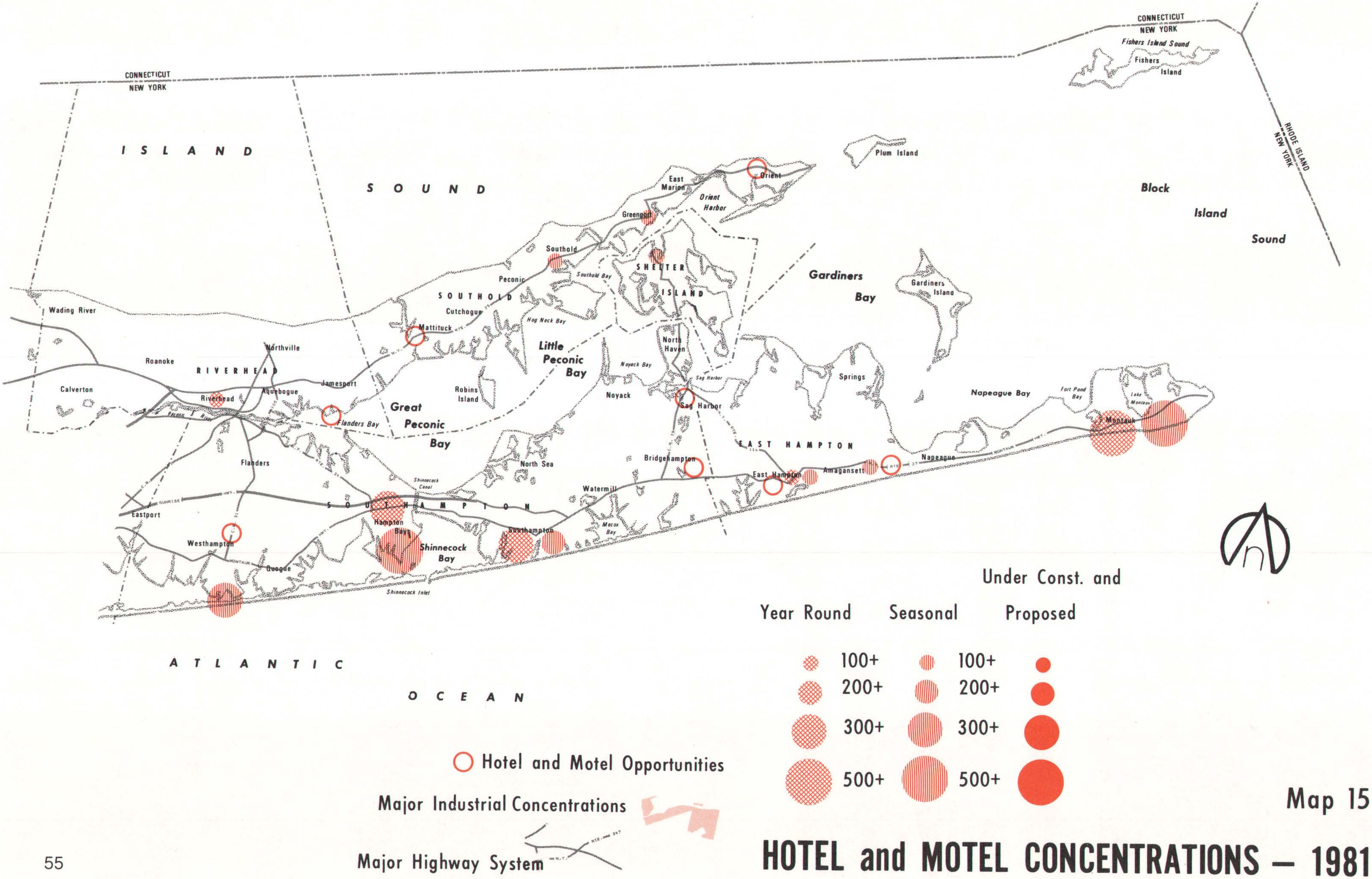
Location	Establishments Total #	Establishments Total %	Establishments Conversions #	Establishments Conversions %	Capacity Total #	Capacity Total %	Capacity Converted Establishments #	Capacity Converted Establishments %
Suffolk County	360	100.0	23	6.4	25712	100.0	2330	9.0
Nassau County	46	100.0	1	2.2	9905	100.0	370	3.8
Long Island Region	406	100.0	24	5.9	5617	100.0	2700	7.6

15. **Hauppauge**
Example of new hotel located adjacent to an industrial area.



16. **Shelter Island**
Resort-motel located in the eastern portion of Long Island.


LONG
CONNECTICUT
NEW YORK
COUNTY OF WESTCHESTER
COUNTY OF NASSAU
CITY OF NEW YORK
NEW YORK
CITY OF NEW
Cold Spring Harbor
Huntington Bay
Lloyd Harbor
Northport Bay
Hempstead Harbor
Glen Cove
Locust Valley
Bayville
Oyster Bay Harbor
Oyster Bay
Sea Cliff
Manhasset Bay
Port Washington
Little Neck Bay
Great Neck
Greenvale
East Norwich
Roslyn
Manhasset
Syosset
Cold Spring Harbor
Huntington
Huntington Station
Centerport
Northport
Smithtown Bay
Kings Park
SMITHTOWN
St. James
Smithtown
Stony Brook Harbor
Stony Brook
Setauket
Port Jefferson Harbor
Port Jefferson
Mt. Sinai Harbor
Miller Place
Mount Sinai
Rocky Point
Shoreham
OYSTER BAY
HUNTINGTON
NORTH HEMPSTEAD
Jericho
Plainview
Hicksville
New Hyde Park
Mineola
Westbury
Floral Park
Garden City
Elmont
Franklin Square
Hempstead
East Meadow
Levittown
Bethpage
Farmingdale
COUNTY OF NASSAU
COUNTY OF SUFFOLK
Melville
Dix Hills
Wyandanch
Commack
Deer Park
Brentwood
Central Islip
Hauppauge
ISLIP
Lake Ronkonkoma
Holtsville
Holbrook
Bohemia
Lake Grove
Centereach
Selden
Farmingville
Coram
Middle Island
Ridge
BROOKHAVEN
Yaphank
Medford
Shirley
Eastport
Patchogue
Mastic
Center Moriches
Brookhaven
Bellport
Mastic Beach
Moriches Bay
Moriches Inlet
Valley Stream
HEMPSTEAD
Lynbrook
Rockville Centre
Baldwin
Woodmere
Hewlett
Inwood
Lawrence
Oceanside
Freeport
Merrick
Bellmore
Wantagh
Seaford
Massapequa
BABYLON
Amityville
Copaigue
Lindenhurst
Babylon
West Islip
Brightwaters
Bay Shore
Islip
Oakdale
Sayville
Great River
Bayport
Connetquot River
Nicoll Bay
Patchogue Bay
Bellport Bay
Island Park
Long Beach
Atlantic Beach
Point Lookout
Jones Inlet
Jones Beach
East Bay
South Oyster Bay
Fire Island Inlet
Oak Beach
Great South Bay
Saltaire
Ocean Beach
Davis Park
Fire Island



Map 15

HOTEL and MOTEL CONCENTRATIONS – 1981

Chapter 5....

Business Failures

Retail Business Failures on Long Island

Large retail establishments, such as discount department stores, appeared throughout Long Island from the late 1950's to the middle 1970's. Many were built as freestanding structures on sites adjacent to major highways, which made them neither part of a planned shopping center nor part of the older central business districts. In the 1970's when the population growth slowed and fewer young families moved into the area shopping patterns changed. Sharply increased gasoline prices caused decreases in the ability of the single discount-type department store to attract enough customers in order to survive. Table 13 lists the chains that failed in the last decade along with the current disposition of the buildings that were vacated.

Most of the failures were located on isolated sites or in areas with few adjoining stores.* The major exception was three of the Korvette stores that were located within regional centers. The original Korvette policy was to locate in areas with no other retail establishments, even though the chain was first successful in a major central business district. The later policy evolved into locating adjacent to regional centers, but without a direct connection to the center. The final stores in the chain were an integral part of new and existing regional shopping centers on Long Island.

The reuse of some of these vacated stores by other chains has often been coupled with the development of satellite stores to complement the major buildings and thus provide a stronger attraction to the retail establishments.

Two other discount-type chains that failed in the last decade were Robert Hall Clothes and John's Bargain Stores. These stores were primarily free standing buildings outside of major business centers. The stores were smaller than the aforementioned group and most have been recycled into other business uses.

There were discount type chains that failed in the last decade that were not located on isolated sites and should not have been subjected to the same limitations as the stores in the previous group. The establishments were Klein's, Masters and May's and the disposition of the buildings is shown in Table 14.

*Some met the definition of major retail centers because of small stores within a block or two that could be considered within walking distance of the large store.

TABLE 13

Discount Department Store Failures in the Last Decade

Establishment	*Location*	*Size*	*Current Use*
Billy Blake	Smithtown	110,000 sq. ft.	Flea Market
	West Babylon	110,000	Rickels/Pathmark
	Sayville	110,000	Amusement Center
	Pt. Jefferson Station	110,000	Brent City/Small Stores
	Riverhead	110,000	Vacant
	Islip	110,000	Marshalls, Channel/Small Stores
	Middle Island	120,000	Vacant
Great Eastern (Floyds)	North Patchogue	135,000	Modells
	Jericho	140,000	Woolco
	Elmont	245,000	TSS
	East Meadow	106,000	Woolco
	Valley Stream	75,000	Toys R Us
	North Lindenhurst	103,000	Woolco
	Pt. Jefferson Station	110,000	Mid Island Dept. Store/ Pathmark/Pergament
Whites	Massapequa	210,000	Sears
	Middle Island	125,000	TSS
	Sayville	207,000	TSS
Korvettes	West Hempstead	325,000 sq. ft.	Shoppers Village Flea Market (part)
	Commack	210,000	Gertz/Waldbaums
	Lawrence	180,000	Vacant
	Lake Grove	155,000	Gertz
	Carle Place	162,000	BOCES
	West Islip	110,000	Small Stores
	Huntington Station	190,000	Vacant
	Hicksville	250,000*	Vacant
	Valley Stream	188,000**	Gertz
	Massapequa	NA ***	A&S (1982)
Winstons	Hempstead	250,000	TSS

*In Mid Island Shopping Center
**In Green Acres Shopping Center
***In Sunrise Mall Shopping Center

TABLE 14

Discount Type Store in Retail Centers that Failed in Last Decade

Establishment	*Location*	*Size*	*Current Use*
Klein's	North New Hyde Park	125,000 sq. ft.	Chase Manhattan Bank Computer Center
	West Hempstead*	272,000 sq. ft.	Shoppers Village Flea Market
	Commack*	210,000 sq. ft.	Gertz/Waldbaums
	Hicksville*	250,000 sq. ft.	Vacant
	Valley Stream*	188,000 sq. ft.	Gertz
Masters	North New Hyde Park	30,000 sq. ft.	Modell's
	Bay Shore	132,000 sq. ft.	Modell's
	Centereach	132,000 sq. ft.	Modell's
Mays	Levittown	180,000 sq. ft.	Vacant
	Massapequa	270,000 sq. ft.	Vacant
	Woodmere	230,000 sq. ft.	Vacant

*The last 4 stores in the Klein's list were occupied by Korvettes until the failure of that chain last year.

Some large department store chains have failed in the last few years. Included in this group is the W.T. Grant Company. Other failures included Martins and Franklin Simon which were located in central business districts and shopping centers. Therefore, these failures cannot be attributed to poor location, except where the downtowns were not competing successfully with nearby shopping centers. The reuse of these recently available buildings has been slow in some communities and as a result, a mix of public and private uses occupy either the entire store or subdivided portions of the original establishment. Table 15 summarizes the reuses of these department stores.

At present very few large department stores that do not have adjacent satellite stores exist outside of major retail centers or central business districts. Ohrbach's and Fortunoff's in Westbury are two large retailers that have operated as freestanding units. However, plans have been drawn to join the two as part of a regional shopping center. The energy concerns relating to individual structures, the desirability of enclosed commercial space, changing travel patterns and reliance on mass transportation all work against the concept of scattered single purpose retail uses. Therefore, this type of structure is expected to have a limited life expectancy and the remaining generally isolated structures will either be expanded to include a greater concentration of retail activities or will be converted to some type of non-retail use.

Supermarket failures have also been a significant occurrence in the retail industry. A number of Long Island firms such as Hills and Bohack have disappeared completely while national chains such as Safeway, Finast and A & P have either left the local market or reduced their outlets in the region. Small supermarkets in central business districts and neighborhood shopping centers have been closed and supermarkets in regional shopping centers are non-existant. A larger store in a community center or well located neighborhood center reflects the current situation. This trend often leaves downtown areas with transit dependent population without the convenience of a supermarket. Older central business districts such as Mineola, Westbury, Great Neck, Huntington and Babylon have recently lost the remaining supermarkets within the downtown area.

TABLE 15

Department Stores in Shopping Centers and Central Business Districts that Closed in the 1970's

Establishment	*Location*	*Size*	*Current Use*
W.T. Grant	Babylon	26,000 sq. ft.	Builders Emporium
	Bay Shore	50,000	Vacant
	Brentwood	70,000	Brent City
	Bridgehampton	103,000	Woolco
	Copiague	22,000	Merrineck Mart Discount Department Store
	Coram	107,000	Two Guys*
	East Patchogue	109,000	Woolco
	Hempstead	85,000	Fine Arts Museum
	Lake Ronkonkoma	100,000	Woolco
	Levittown	32,000	Uncle Sam's Disco
	Massapequa Park	25,000	Demolished
	Mattituck	54,000	Vacant
	Merrick	24,000	Consumers Distributors
	No. New Hyde Park	100,000	Two Guys*
	Patchogue	40,000	Library
	Riverhead	128,000	Woolco
	Rocky Point	93,000	Woolco
	Smithtown	63,000	Child World
	Kings Park	25,000	Ben Franklin
	Commack	17,000	Vacant
	Oakdale	14,000	Ben Franklin
	Huntington	26,000	Austin Drugs
	Freeport	33,000	Vacant
	Port Jefferson Sta.	40,000	Jeffreys
	Plainview	22,000	Small stores
	Plainview	43,000	Pergament
Martin's	Garden City	40,000	Vacant
	Huntington Station	75,000	Marshalls (part)
	West Babylon	45,000	Jeffreys
	Lake Grove	75,000	Vacant
Franklin Simon	Manhasset	na	Altmans expansion
	Hicksville	24,000	Vacant
	Garden City	20,000	W&J Sloane
	Huntington	13,000	Wooley's
	Roosevelt Field	10,000	Lane Bryant
	Valley Stream	10,000	Wonderland of Fun (part)

*3 store chains failed at end of 1981—one unit a free-standing store in Freeport

17. East Northport
Supermarket chain failure in a neighborhood shopping center.

18. North Lawrence
Typical business failure of a free standing discount department store.

19. **Hempstead**
Clothing chain failure in a central business district.

20. **Baldwin**
Small size supermarket conversion to other commercial use. Most small supermarkets are being replaced by larger facilities in neighborhood and community shopping centers.

Chapter 6....

Conclusions and Recommendations

Future Commercial Needs

The need for additional commercial space dwindles as population increase slows. While there is continued strength in office development and its related job creation, the mercantile sector is less affected. At the same time, the older central business district continues to change roles in the developing economy. Some have recognized this changing role and are succeeding; most have not and have regressed, resulting in a lessened participation in the suburban economy. Some have diminished to a point where major reinvestment is required. Many still have the infrastructure of roadways, sewers, water, offstreet parking and even rail access. Few have used imaginative techniques to build upon this substantial investment. Despite the call of most plans for the strengthening of the downtowns, little has happened. Many still remain as underutilized investments. There is a continued reluctance to intensify the development of these communities. This is based on long standing opposition to the types of uses, multi-storied offices and apartment development, that is needed to lure private investment. The work of assembling, acquiring, demolishing and building must result in an economic benefit, usually in the form of more intense development than previously existed. The key then is to determine what a community can be, not necessarily what it thinks it should be, and move toward that goal.

Energy concerns usually lead to less discretionery trips for shopping purposes and more trips to locations that allow access on foot to more than one establishment. The central business districts and larger shopping centers should be the major beneficiaries of this change in travel pattern in this region. The single purpose commercial establishment and the strip commercial corridors which are notoriously energy inefficient will be weakened as evidenced by the trends since 1973. Strip commercial areas are likely to remain economically viable if they are service areas for the immediate neighborhoods and thus provide neighborhood stores within walking distance, or short multi-purpose auto trips. Concentrations of highway business uses such as gas stations, fast food restaurants, etc., that conflict with pedestrian oriented downtown commercial areas, are not usually found in regional shopping centers and are also likely to remain successful in strip business areas. Widely separated groups of retail stores that form a business area are not an effective land use pattern and do not lend themselves to service by mass transportation.

The relationship between shopping areas and office developments will likely be one of the primary demands of future commercial development. Existing centers such as Roosevelt Field which is surrounded by extensive office space, have already developed a close relationship. A large amount of any office construction will create an immediate demand for new commercial activities if the office space is not within a downtown or very close to a major retail center.

The high cost of operating private vehicles has led to a resurgence in mass transit use on Long Island. For example, the Metropolitan Suburban Bus Authority ridership has grown from 18 million in 1974 to 26.5 million in 1981. The concentration of new office space, the development of industrial parks, the revitalization of older business areas and a clustering of new residential developments are all trends which make the use of mass transit feasible. The commercial development that is needed in the future also has to be related to the mass transit patterns, especially the bus networks in both counties. Therefore, the location of new commercial that is accessible to new mass transit should be more important in the 1980's and the 1990's.

Growth of population over the next 15 years is to be much slower than in the past. Brookhaven, Islip and Southampton are likely to have the largest numerical growth while the largest percentage growth is confined to the 5 eastern towns of Suffolk County. Table 16 shows the projected growth of Long Island to the year 1995. The Figures reflect the first population projection revisions as a result of the receipt of early 1980 census data.

The needs for retail space which are directly linked to population can be approximated from Table 16 when existing retail establishments are taken into account. The demand for office, hotel—motel and other specialty commercial is not as directly related and depends on labor force availability, industrial growth and tourism promotion.

Availability of Land for Commercial Development

Appendix Table 11 summarizes the business zoning categories for all municipalities in Nassau and Suffolk Counties that allow some type of business development. The business developments include retail stores, personal services, offices, shopping centers, gas stations and auto related uses, nursing homes, hotels and waterfront related commercial uses.

The needs for retail space are directly linked to population can be approximated from Table 16 when existing retail establishments are taken into account. The demand for office, hotel-motel and other specialty commercial is not as directly related and depends on labor force availability, industrial growth and tourism promotion.

TABLE 16

Anticipated Change in Population, 1980-1995

Town or City	*Population 1980*	*Projected Population 1995*	*Change No. of Persons*	*Percent*
Glen Cove	24,618	25,800	1,182	4.8
Hempstead	738,517	752,870	14,353	2.0
Long Beach	34,073	35,930	1,857	5.5
N. Hempstead	218,624	226,800	8,176	3.7
Oyster Bay	305,750	315,500	9,750	3.2
Nassau County	1,321,582	1,356,900	35,318	2.7
Babylon	203,483	217,000	13,517	6.6
Brookhaven	365,015	447,075	82,060	22.5
E. Hampton	14,029	23,300	9,271	66.1
Huntington	201,512	210,500	8,988	4.5
Islip	298,897	325,750	26,853	9.0
Riverhead	20,243	26,750	6,507	32.1
Shelter Island	2,071	3,500	1,429	69.0
Smithtown	116,663	121,850	5,187	4.4
Southampton	43,146	63,100	19,954	46.2
Southold	19,172	23,750	4,578	23.9
Suffolk County	1,284,231	1,462,575	178,344	13.9
The Bi-County Region	2,605,813	2,819,475	213,662	8.2

Source: U.S. Census of Population 1980, Long Island Regional Planning Board

Forty-nine out of 69 municipalities in Nassau County allow some type of business development, while 30 out of the 39 in Suffolk County are in the same category. Overall, three quarters of all Long Island municipalities allow some type of business activity.

Business development is restricted to the specific commercial zones in most municipalities; however, others have cumulative zoning ordinances that allow business uses to locate in industrial zones. Restaurants, office buildings, furniture and appliance, plus automotive services, are the typical businesses that are found in industrial areas where this type of zoning prevails. Some municipalities automatically allow the above uses in industrial areas while others require special permits or special exceptions.

Residential zones in some communities allow limited business type uses with or without a special permit. These uses include professional offices, hotels, nursing homes and rooming houses.

Some municipalities have most or all of the commercial land in a strip commercial pattern while others have a concentration in a planned center or in the original central business district. The majority have combinations of the above types. The following section summarizes the commercial zoning and land use patterns for the two cities and the thirteen towns in the region. The Town Summaries also refer to the villages within each town.

a—City of Glen Cove . . . .

Most of the commercially zoned land within the city is used. Only a few percent of the land is available and it is concentrated in the downtown urban renewal area. Strips of highway commercial extending out from the business area have allowed neighborhood and community shopping centers to be constructed and they provide competition for the downtown business area. The downtown has been extensively revitalized and in the near future should become a more active retail center. This means that the outlying areas should be more neighborhood oriented.

b—Town of Hempstead . . . .

The commercially zoned land in the town is found on most of the major highways and in the central business districts of the older communities. Only about 5% is not occupied by some use at the present time. The largest sites available for community size shopping centers are found in Levittown and the redevelopment area in Hempstead Village, plus a strip of land at the fringe of Roosevelt Raceway. There are also strips of commercial land that are currently unused in Oceanside and Atlantic Beach.

The largest commercial center in the town, Roosevelt Field Shopping Center, is not found in the commercial zoning category, but in an industrial district. This is also true of some of the major retail centers in the Inwood-North Woodmere area and in Oceanside, which explains why a quarter of the industrially zoned land in the town is being used for commercial purposes. Therefore, the availability of commercial land is larger than indicated by current zoning since industrially zoned property at locations such as Roosevelt Field can accommodate retail expansion. Some of the private and publicly owned beach clubs along the oceanfront are in the commercially zoned land inventory. These parcels should not be considered as sites for the expansion of business development.

c—City of Long Beach . . . .

There is virtually no vacant zoned commercial land within the city. All of the new growth in commercial development to meet the needs of an increasing population will have to come from the continued redevelopment of existing commercial or other properties. Some waterfront commercial development in the form of tourist facilities, such as hotels and related services is possible on underutilized parcels along the southern tier of the city.

d—Town of North Hempstead . . . .

Less than 5% of the commercially zoned land in the town is not occupied at the present time. Most of the land is comprised of small private parcels scattered throughout the town. There is also commercially zoned land that is available near the Roslyn Railroad Station that is part of Roslyn Heights urban renewal district. Industrially zoned land in North Hempstead could be classified as part of the commercial resources since major office buildings are being built on some of the land.

e—Town of Oyster Bay . . . .

Only a few percent of the total of the commercially zoned parcels in the town are unoccupied. There are not large sites available at the present time for shopping centers or major office complexes. Most of the commercial land is used for various business purposes except in the downtown Hicksville area, where older residences occupy a significant portion of the land, and in the Village of Farmingdale, where new apartments are found on the commercial land.

The only major commercial development in the town that is not on business zoned property is the Sunrise Mall in Massapequa which is on industrial land. In addition, retail establishments exist at the periphery of planned industrial areas, which accounts for the over 12% commercial use of the industrially zoned land in the town.

f—Town of Babylon . . . .

The commercial zoning in the Town of Babylon is generally found along the major roadways and in the older business centers. The one big commercial complex is at West Babylon and a secondary one is at North Babylon. Most of the zoned land in the older business districts in Lindenhurst, Babylon and Amityville is occupied. The approximate 10% that is vacant is in scattered parcels along the strip commercial corridors in the vicinity of Wet Babylon and the central portion of Wyandanch. Since the commercial zoning is often found on individual parcels not connected to other commercially zoned pieces, there is a significant amount of land that is difficult to keep from being converted to allow additional commercial use. These zoning changes would account for more available business land which would be added to the 10% of the zoned land that is already vacant.

There are no large sites available for community shopping centers. However, there is zoned land in the vicinity of the Great South Bay Shopping Center which allows the expansion of that regional center. The competition of other regional shopping centers close to this center may make it feasible to convert the commercial land to a supportive multifamily housing category.

g—Town of Brookhaven . . . .

The Town of Brookhaven has extensive strip commercial zoning along with major clusters, some of which are extensions of the original strip zone. At least one-third of all of the zoned land is currently unoccupied and is available for immediate business development. A large amount of residential and low intensity commercial uses are found on the land that is commercially zoned, which means that almost half of all of the commercially zoned land could be made available for additional development.

At present there are eight sites available for regional shopping centers. Large parcels in Centereach, Port Jefferson Station, Mount Sinai, and Yaphank are of an adequate size and at a location that can accommodate a regional center. Also, there are a pair of sites in the communities of Ridge and Coram.

Community shopping centers that may qualify as a major retail center could be constructed on at least 22 sites within the town. Coram already has four parcels zoned accordingly. Middle Island, East Patchogue and Farmingville all have at least two such sites. The remaining sites are in Lake Grove, East Setauket, Port Jefferson Station, Selden, Mount Sinai, Miller Place, Medford, Ridge, North Bellport, North Patchogue, Lake Ronkonkoma and Shirley.

There are many areas where strip commercial zoning exists with virtually no use of the land and vacant land exists immediately adjacent to the property. It is in these locations that an unlimited number of sites for at least neighborhood or community shopping centers could be created with a minimal amount of zone changes. However, the greatest amount of additional commercially zoned land is likely to come from the so-called committed parcels. These parcels are ones that are located between sites already zoned for non-residential purposes and would be unlikely to remain in a residential zone unless there were an entire revision of the zoning ordinance and map. Brookhaven Town has many of these parcels which are surrounded on at least three sides by commercially zoned land and the usual trend is to add them to the overall business land inventory.

h—Town of East Hampton . . . .

Commercial zoning in the town is concentrated around the village centers in Sag Harbor, East Hampton, Amagansett and Montauk. The remainder is on some small strips along the highway or adjacent to some of the harbors in the town. Even though almost 40% of the commercially zoned land is vacant, the existing zoning does not allow significant expansion of strip commercial use or downtown business development except in the Montauk commercial district. There are no large sites available for shopping centers that would serve the entire town and available land for a community center exists only in the Amagansett area.

i—Town of Huntington . . . .

The business zoned land in the Town of Huntington includes general commercial categories, shopping center districts and various special commercial zones. Approximately 5% of the land in these zoning categories is vacant. The 95% that is used includes that property that is used for business purposes and all other uses. The use also includes residential buildings that could be redeveloped for commercial purposes. Much of the business zoned land can be redeveloped because the uses are often less intensive than is allowed by the zoning ordinances.

There are limited opportunities for large scale business development on commercially zoned sites in the town. A hotel site and surrounding land in Melville area offers one opportunity followed by land on Jericho Turnpike in Dix Hills and in Huntington Station.

Expansion of existing commercial development is possible in a few locations. The most significant would be the Commack-Elwood area where commercial redevelopment of former industrial land has been underway for the last decade. The Walt Whitman Shopping Center, which can be expanded through the use of vacant land and/or the construction of parking garages, is another example.

Significant redevelopment of underutilized commercially zoned land can occur in the Huntington Station area on the property near the railroad station. This is also true of the land on Route 25 immediately west of Route 110.

j—Town of Islip . . . .

Very little commercial development in the town exists on land that is not zoned for that purpose. One major exception is older residences, especially in the downtown Bay Shore area.

At least one-quarter of all of the commercially zoned land is vacant at the present time. The largest concentrations are in Hauppauge, Holbrook. Bohemia, Sayville and Islip Terrace.

There are parcels of zoned land that could accommodate 25 community or neighborhood shopping centers, which are sites generally between 10 and 40 acres. At least 5 of these sites adjoin large tracts of vacant land and, therefore, could be expanded to the size necessary for regional shopping centers. Two regional centers already exist in the western part of the town and smaller community centers and central business districts serve the eastern part of the town. Therefore, many of the sites that might allow shopping centers can be expected to be more desirable for additional office development and residential units that could be in close proximity to existing commercial concentrations.

k—Town of Riverhead . . . .

The Town of Riverhead for its size has a large proportion of its land area in a commercial zone. At present, 2,134 acres are zoned for some type of business uses. Almost half of this land is available for additional development. A few large tracts of business zoned land in the South Jamesport, Aquebogue and Riverhead communities are mostly occupied by residential and park uses. If you discount the waterfront locations, there are more than ½ dozen sites currently zoned that would allow community size shopping centers. Extensions of the strip commercial pattern are allowed under current zoning in the Wading River, Aquebogue and Jamesport communities.

l—Town of Shelter Island . . . .

Two-thirds of the commercially zoned land on Shelter Island is presently occupied by some commercial use or other buildings. Some of the uses are of low intensity and can be expanded. Strips of business zoned land extend away from the core area of the main business district. A more desirable pattern would concentrate the business within an area that would allow pedestrians to walk from one end to the other and the Island's business and government center. This central area can accommodate almost all of the future demand for commercial structures within the town.

m—Town of Smithtown . . . .

Most of the commercial zoning in the Town of Smithtown is concentrated in the business centers of Smithtown, St. James and Kings Park. Community and regional shopping centers occupy the land in Hauppauge, Commack and at the eastern end of the town. The wholesale service area is a strip along Route 25 and the only other significant amount of strip commercial runs throughout the middle of Nesconset along Smithtown Boulevard and Terry Road.

At present, more than a quarter of all of the zoned land is not occupied. There are sites available for community centers in Commack and Nesconset. The wholesale service zoning allows at least doubling of that use and only half of the business strip running through Nesconset is currently occupied by commercial buildings.

Since the town population is stable, the total amount of land available is greater than the retail and wholesale business needs in the foreseeable future. Office use can utilize some of the land but residential development is likely on certain parcels.

n—Town of Southampton . . . .

Almost 30% of the land zoned for commercial purposes in the Town of Southampton is presently vacant. However, low intensity commercial use and residences in the commercial zone can be added to the available resources which would mean that about ½ of the zoned land amounting to 1,758 acres could accommodate new development.

The commercial zoning is almost exclusively confined to the business centers in each community in the town along with a few key waterfront locations, such as the Shinnecock Canal. The typical highway strip commercial corridor has generally been avoided except for a few sections of heavily travelled County Route 39.

Most of the business centers have an adequate amount of commercially zoned land for future expansion. There appears to be enough to meet the population growth that is occurring in the town. The village centers in the stable population areas of Westhampton Beach, Sag Harbor and Southampton are the most heavily used and offer little room for substantial new growth. Sites for small shopping complexes are very limited and are confined to Hampton Bays, the area north of Southampton Village and Bridgehampton.

o—Town of Southold . . . .

Over 60% of all of the land that is zoned for business purposes within the town is occupied at the present time. However, there are a number of residences and farm buildings in the commercial zone which could add to the availability of the commercial resources if they were removed. The abandoned military buildings and surrounding land at the former Ft. Wright on Fisher's Island could also be included in the available land category.

There is one large tract of land zoned for commercial purposes in West Greenport that could be assembled for the development of a large shopping center. Smaller community centers could be built in Mattituck. Strip commercial development is a possibility on County Route 48 in the northern part of the community of Southold. This latter strip of land, if fully developed, could provide competition to the well developed Southold central business district. Expansion of this business district is preferable to the development of competing strip commercial in the same community. The vacant Mattituck parcels are near the central business district and because of slow population growth are unnecessary in the same community. The vacant Mattituck parcels are near the central business district and because of slow population growth are unnecessary in the immediate future, especially since nearby shopping centers in the community are wholly or partially abandoned.

Commercial expansion is most desirable around the previously mentioned Southold and Mattituck business districts and adjacent to the small clusters that exist in Laurel, Peconic and East Marion.

Recommendations

a—Comprehensive Plan Implementation . . . .

The Bi-County Comprehensive plan which was completed in 1970 recommended that all new commercial development be concentrated in or around existing central business districts, at major activity locations such as shopping centers and in new centers needed to serve expanded populations. The latter recommendation generally was confined to Brookhaven in communities such as Coram, Middle Island, Yaphank, Rocky Point and Manorville.

In the last decade there has been little expansion of strip commercial zoning with the exception of parts of Route 25A. Contractions occurred along some other roads. Rezonings for large new shopping centers have been rejected from central Nassau County out to Riverhead. Approvals were usually in plan recommended locations. Some of the largest scale commercial rezonings have been for major office complexes in areas that were desirable for high intensity use.

There is still an excessive amount of land set aside for commercial purposes most of which existed prior to any county or local planning activities. Since the establishment of overall regional plan objectives, land use patterns have improved and the amount of available land has become more realistic. Therefore, revisions of the original comprehensive plans will restate the recommendations which are still pertinent.

b—Population Growth and Available Land . . . .

There should be a relationship between population growth and land available for new business development. Table 17 compares the percentage growth rate of the major municipalities over the next 15 years to the percentage of commercially zoned land that is presently vacant.

Seven of the municipalities have a close relationship between population growth and available land while the Towns of Smithtown, Islip, Brookhaven, Southold and Riverhead have an excess. The three towns on the top of the list appear to need additional land; however, the redevelopment of underutilized business land should be able to supplement the vacant land, thus making large scale rezonings unnecessary in these towns.

Many of the sites of major retail centers have room for additional commercial space that can be used for expansion needs plus a closer coordination of buildings and related pedestrian movements. Nearby tracts of land zoned for more commercial would be ideal candidates for rezoning to multifamily which would provide needed housing land plus strengthen the retail center by introducing a complementary rather than competitive use.

TABLE 17

Commercial Land and Population Growth

Municipality	*% Growth 1980-1995*	*% of Commercially Zoned Land Vacant*
Shelter Island	69%	25%
East Hampton	66%	25%
Southampton	46%	33%
Riverhead	32%	50%
Southold	24%	50%
Brookhaven	23%	33%
Islip	9%	25%
Babylon	7%	10%
Long Beach	6%	1%
Glen Cove	5%	2.3%
Huntington	5%	5%
Smithtown	4%	25%
North Hempstead	4%	5%
Oyster Bay	3%	2.3%
Hempstead	2%	5%

c—Zoning and Land Use . . . .

Local zoning regulations are an important factor in the efficient development of business uses in the region. Ordinances that encourage planned centers, strong central business districts, controls on potentially incompatible uses and ameneties such as landscaping, buffering, sign and architectural regulations, are the most effective.

Communities that have viable central business districts or wish to upgrade such areas have to have ordinances that allow higher densities, different parking rules and restrictions on incompatible uses. A general commercial category for a downtown and an outlying area is not desirable since there is no bonus for development where it is more advantageous to the community.

Neighborhood business areas are often low intensity uses that can be accommodated in most neighborhoods to allow maximum pedestrian access. Zoning ordinances must be able to reflect this difference in order to obtain optimum locations for neighborhood commercial uses.

Business uses that are highway oriented are not compatible with neighborhoods or downtown. Ordinances that provide service zones for highway uses and require special permits for drive-in establishments are usually able to limit land use conflicts.

Strip commercial zones that are either vacant or occupied by homes in sound condition should be changed to a residential district. Restrictions to office use only or a multiple dwelling category are other options that should be considered. Existing strip commercial areas can be improved through the use of sign controls, combined parking and access, connections of separate buildings with architectural coordination and a unified landscaping pattern.

d—New Zoning Concepts . . . .

The concept of an automotive related center that resembles a planned shopping mall has not occurred on Long Island. It is a land use pattern that offers a very desirable alternative to strip commercial corridors and there are a few locations in the region that could accommodate such a center. A planned center of this type would include new and used car dealers, gas stations, auto repair centers, car washes, inspection stations, parts stores and specialty auto related establishments dealing with seat covers, mufflers, transmissions, tires and alignment, batteries, etc. The center could be designed as a single unit with controlled access, coordinated signs and landscaping, buffering from adjoining uses and the ability to be served by mass transit. The accessibility to mass transit is especially important for all activities related to vehicle servicing because of the need to leave vehicles at the site. The advantages to the participating businesses are joint advertising, easy recognition of the business location by the public, reduced parking requirements because of sharing of spaces and the interchange of parts and facilities.

Other retail uses that are usually found in strip commercial corridors include various food related establishments. Fast food outlets often vie for the most highly visible locations. Since they require separate parking areas, access points, signs and other services, they also could benefit from being part of a planned grouping of eating places.

e—Rehabilitation . . . .

The reuse of existing business land and buildings is an important policy for all municipalities to pursue. Many commercial zones are occupied by marginal uses or wholly or partially abandoned structures. Where there is a great excess of available zoned land, it is often easier to develop new land than revitalize used land. The overall effect in central business districts or strip zoned areas is a scattered pattern of sound development intermixed with property in various stages of decline.

Energy concerns, historic preservation interest and related tax advantages plus the high cost of new construction should lead to local policies that encourage rebuilding of commercial structures.

21. **Valley Stream**
Department store located adjacent to original shopping center. Expansion of the shopping center will bring it closer to the freestanding store. Future connections could benefit both commercial facilities.

22. **Sag Harbor**
Central business district walkway which provides an attractive and functional corridor between the off street parking facilities and the stores in the business area.

23. **Hempstead**
Reuse of strip commercial development for a church.

24. **Uniondale**
Reuse of the neighborhood shopping center for a public office use.

25. **Valley Stream**
A gas station converted to a store.

26. **East Northport**
Convenience store converted to a health facility.

27. **Deer Park**
Use of frontage on major road for office use which acts as a transition zone between the highway and a residential neighborhood.

28. **Deer Park**
New office space along a major road which acts as an alternative to strip retail expansion outside of the main business district.

Appendix Tables

APPENDIX TABLE 1
Regional Shopping Centers on Long Island

Name	*Address*	*Community*	*Year Constructed*	*Number of Stores*	*Total Square Footage*
NASSAU COUNTY					
Miracle Mile	Northern Boulevard	Manhasset	1945	106	648,065
Roosevelt Field	Old Country Road	Garden City East	1956	181	1,767,901
Green Acres	Sunrise Highway	Valley Stream	1956	102	1,295,988
Mid Island Plaza	Broadway	Hicksville	1956	120	953,634
Sunrise Mall	Sunrise Highway	Massapequa East	1973	169	1,310,375
SUFFOLK COUNTY					
Great South Bay	Montauk Highway	West Babylon	1959	37	650,000
Walt Whitman Mall	Walt Whitman Road	South Huntington	1962	90	1,045,800
Gardiner Manor	Sunrise Highway	West Bay Shore	1962	43	555,000
South Shore Mall	Sunrise Highway	North Bay Shore	1963	91	857,000
Smithaven Mall	Nesconset Highway	Lake Grove	1969	109	1,400,000

APPENDIX TABLE 2
Community Shopping Centers on Long Island

Name	*Address*	*Community*	*No. of Stores*	*Total Sq. Footage*
NASSAU COUNTY				
	Middle Neck Road	Great Neck Plaza	18	107,094
A&S Center	Northern Boulevard	Manhasset	6	275,265
Soundview	Shore Road	Port Washington N.	24	131,261
	Hillside Avenue	N. New Hyde Park	11	179,602
Lake Success	Union Turnpike	N. New Hyde Park	37	252,303
Birchwood Park	Broadway	Jericho	24	195,030
Plainview	South Oyster Bay Rd.	Plainview	42	135,112
Great Midway	South Oyster Bay Rd.	Plainview	21	109,412
TSS	Hempstead Turnpike	Elmont	5	196,708
5 Towns	Rockaway Turnpike	Woodmere	33	475,965
TSS	Rockaway Turnpike	Inwood	6	275,711
TSS	Long Beach Road	Oceanside	21	241,377
	Hempstead Turnpike	Levittown	32	365,125
	Hempstead Turnpike	East Meadow	29	259,662

APPENDIX TABLE 2 (cont'd.)

Name	Address	Community	No. of Stores	Total Sq. Footage
Nassau Mall	Hempstead Turnpike	Levittown	45	277,260
Inter-County	Carmans Road	West Amityville	39	125,284
-	Sunrise Highway	East Massapequa	11	292,749
-	Sunrise Highway	East Massapequa	22	332,288
Southgate at Bar Harbor	Merrick Road	Massapequa Park	20	120,953
-	Front St. & Newbridge Ave.	East Meadow	26	143,052
-	Old Country Rd.	Carle Place	13	125,157
Wheatley Plaza	Glen Cove Rd.	Greenvale	24	116,613
SUFFOLK COUNTY				
Big H	New York Avenue	Huntington	36	350,000
Korvettes Shopping Ctr.	Walt Whitman Mall	South Huntington	9	276,000
Huntington Square Mall	Jericho Turnpike	Elwood	24	285,000
TSS Mall	Walt Whitman Road	Melville	18	250,000
Sunset City	Deer Park Avenue	North Babylon	21	165,000
Rickels-Pathmark	Montauk Highway	West Babylon	15	155,500
Commack Plaza	Veterans Memorial Highway	Commack	17	268,300
Mayfair Shopping Plaza	Jericho Turnpike	Commack	30	188,200
Branch Shopping Plaza	Main Street	Village of the Branch	15	117,300
Brentwood Shopping Plaza	Brentwood Road	Brentwood	19	162,200
Korvettes Shopping Ctr.	Sunrise Highway	West Islip	9	110,000
Great Bay Shore Center	Montauk Highway	Bay Shore	18	137,800
Modell's Plaza	Sunrise Highway	Islip	11	221,200
East Islip Centre	Sunrise Highway	East Islip	10	110,000
Oakdale Shopping Center	Montauk Highway	Oakdale	20	107,700
Sun Vet Mall	Sunrise Highway	Holbrook	30	267,000
Smithaven Plaza	Nesconset Highway	Lake Grove	13	103,100
Brooktown Shopping Ctr.	Nesconset Highway	Stony Brook	19	258,000
Port Haven Shopping Ctr.	Nesconset Highway	East Setauket	11	110,000
Nesconset Shopping Ctr.	Nesconset Highway	Port Jefferson Station	23	104,400
Jefferson Shopping Plaza	Route 112	Port Jefferson Station	24	112,000
Point Plaza	Route 25A	Rocky Point	20	219,000
Modell's Plaza	Middle Country Road	Centereach	19	275,000
College Plaza	Middle Country Road	Selden	16	170,000
Coram Plaza	Middle Country Road	Coram	30	238,500
Woolco Plaza	Ronkonkoma Avenue	Lake Ronkonkoma	9	122,900
Sun Wave Plaza	Sunrise Highway	North Patchogue	15	101,000
Shirley Mall	Montauk Highway	Shirley	17	110,000
Riverhead Plaza	Old Country Road	Riverhead	17	170,500
Mattituck Shopping Ctr.	Main Road	Mattituck	18	121,800
Plaza East	Montauk Highway	Bridgehampton	9	146,500

APPENDIX TABLE 3
Neighborhood Shopping Centers in Suffolk County

No.	Name or Major Store	Street	Community	# of Stores	Total Square Footage	Acreage
1.	Ground Round	Fort Salonga Rd.	Northport	9	27,600	2.6
2.	Grand Union	Fort Salonga Rd.	East Northport	10	33,900	2.5
3.	Foodtown	Fort Salonga Rd.	East Northport	9	19,600	2.2
4.	Key Food	Broadway	Greenlawn	7	23,000	2.7
5.	Greenlawn Plaza	Pulaski Rd.	Greenlawn	22	71,200	7.6
6.	Bohack Center	Larkfield Rd.	East Northport	18	32,800	3.3
7.	King Kullen	Larkfield Rd.	East Northport	8	43,300	3.7
8.	Tick Tock Center	Larkfield Rd.	Elwood	13	43,400	5.0
9.	(Vacant Appliance)	Larkfield Rd.	Elwood	8	32,400	1.8
10.	Waldbaums	Larkfield Rd.	Elwood	13	34,000	3.6
11.		New York Ave.	Huntington Station	7	27,300	1.9
12.	Loehmans	Jericho Tpke.	Huntington Station	4	31,000	2.9
13.	Waldbaums	Jericho Tpke.	Huntington Station	14	52,500	5.2
14.	Dix Hills Plaza	Jericho Tpke.	Dix Hills	10	79,000	7.6
15.	Elwood Center	Jericho Tpke.	Dix Hills	22	75,400	7.1
16.	Rickels Plaza	Jericho Tpke.	Commack	13	75,000	5.0
17.	Pathmark Center	Jericho Tpke.	Commack	17	75,100	7.5
18.	Heatherwood Center	Jericho Tpke.	Commack	15	45,600	4.9
19.	Commack Corners	Jericho Tpke.	Commack	26	60,300	6.6
20.	Grand Union	Commack Rd.	Commack	16	42,500	4.0
	HUNTINGTON TOWN TOTAL 20			261	924,900	88.7
BABYLON TOWN						
21.	Wheatley Hollow Shpng. Ctr.	Colonial Springs Rd.	Wyandanch	18	28,100	3.0
22.	King Kullen	Straight Path	Wyandanch	5	33,600	4.3
23.	Waldbaums	Deer Park Ave.	Deer Park	11	37,900	3.8
24.	Deer Park Shpng. Plaza	Deer Park Ave.	Deer Park	12	31,500	2.8
25	Deer Cross Square	Deer Park Ave.	North Babylon	17	69,600	5.2
26.	Deer Shore Center	Deer Park Ave.	North Babylon	11	54,600	5.1
27*	Pathmark Super Center	Deer Park Ave.	North Babylon	19	93,700	8.1
28.	Mid Island Dept. Store	Deer Park Ave.	North Babylon	7	53,700	3.9
29.	Channel	Wellwood Ave.	North Lindenhurst	18	49,300	7.4
30	Waldbaums	Sunrise Highway	West Babylon	16	58,600	6.5
31.	Pathmark	Sunrise Highway	Copiague	9	47,400	5.1
32.	Shoprite	Babylon-Farmingdale Rd.	West Babylon	15	57,500	9.0
33.	(Roller Skating)	Little East Neck Rd.	West Babylon	11	48,300	2.2
34.	The Finast	Montauk Highway	Amityville	15	47,100	5.7
35.	Merrineck Shpng. Ctr.	Montauk Highway	Copiague	8	53,100	4.6
	BABYLON TOWN TOTAL 15			192	764,000	76.7

APPENDIX TABLE 3 (cont'd.)

No.	Name or Major Store	Street	Community	# of Stores	Total Square Footage	Acreage
SMITHTOWN						
36.	A&P	Fort Salonga Rd.	Fort Salonga	16	48,900	7.5
37.	Kings Park Plaza	Indian Head Rd.	Kings Park	15	66,900	10.0
39.	(Vacant Supermarket)	North Country Rd.	St. James	11	26,700	3.7
39.	Consumers	Jericho Tpke.	Commack	9	24,400	2.6
40.		Jericho Tpke.	Commack	13	18,400	1.0
41.	Morewood Mall	Jericho Tpke.	Smithtown	9	24,300	2.6
42.	Penney's	Jericho Tpke.	Smithtown	20	62,000	5.4
43.	Hillside Village Ctr.	Hauppauge Rd. (Rt. 111)	Village of the Branch	29	91,900	8.3
44.	Pathmark	Nesconset Hwy.	St. James	13	73,500	8.5
45.	Vets Mall	Veterans Memorial Hwy.	Smithtown	9	16,200	2.5
46.	Bonwit Village	Motor Pkwy.	Commack	15	20,000	2.1
47.	A&P	Motor Pkwy.	Commack	14	54,000	4.7
48.		Nesconset Hwy.	Hauppauge	12	22,300	4.3
49.	Channel	Nesconset Hwy.	Hauppauge	14	65,200	7.8
50.	Mid Island Dept. Store	Nesconset Hwy.	Hauppauge	8	36,300	3.4
51.	Hauppauge Center	Nesconset Hwy.	Hauppauge	16	23,400	3.1
52.	King Kullen	Nesconset Hwy.	Hauppauge	11	50,000	7.4
53.	Nesconset Plaza	Smithtown Blvd.	Nesconset	14	21,800	3.8
	SMITHTOWN TOWN TOTAL 18			248	747,100	88.7
ISLIP TOWN						
54.	IGA	Second St.	Brentwood	5	24,700	2.3
55.	Hauppauge Family Mkt.	Veterans Memorial Hwy.	Hauppauge	8	36,600	3.5
56.	Vanderbilt Shpng. Ctr.	Wheelers Rd.	Central Islip	19	85,700	9.3
57	Village Green	Veterans Memorial Hwy.	Hauppauge	22	59,200	8.2
58.	Brentwood Shpng Ctr.	Suffolk Ave.	Brentwood	17	28,100	2.6
59.	SOS	Second Ave.	Brentwood	5	25,500	2.1
60.	C-Town, Woolworth	Wheelers Rd.	Central Islip	17	71,800	6.3
61	A&P (Vacant)	Suffolk Ave.	Central Islip	4	19,300	2.5
62.	PLUS (Vacant)	Commack Rd.	Brentwood	22	60,800	4.9
63.		Connetquot Ave.	North Great River	9	28,200	3.9
64.	King Kullen	Sunrise Hwy.	North Bay Shore	19	46,500	3.9
65.	Child World	Sunrise Hwy.	North Bay Shore	8	42,500	4.2
66.	King Kullen	Udall's Rd.	West Islip	10	21,500	1.7
67.	William Dzus Plaza	Union Blvd.	West Islip	11	63,300	9.1
68.	Captree Shpng. Village	Union Blvd.	West Islip	23	68,600	6.6
69.	King Kullen	Montauk Hwy.	Bay Shore	6	49,700	5.2
70.	PLUS	Montauk Hwy.	Islip	6	23,100	1.7
71.	Waldbaums	Montauk Hwy.	East Islip	14	48,800	6.5
72.	Waldbaums	Sunrise Hwy.	Oakdale	14	71,700	7.7
73.	Bohemia Shpng. Plaza	Sunrise Hwy.	Bohemia	18	63,700	8.9
74.	Grand Union	Montauk Hwy.	Sayville	14	34,800	4.9
	ISLIP TOWN TOTAL 21			271	974,100	106.0

APPENDIX TABLE 3 (cont'd.)

No.	Name or Major Store	Street	Community	# of Stores	Total Square Footage	Acreage
BROOKHAVEN TOWN						
75.	Three Village Plaza	N. Country Rd. (25A)	Setauket	18	65,300	10.3
76.	King Kullen	N. Country Rd. (25A)	Setauket	12	39,800	4.1
77.	Finast	N. Country Rd. (25A)	Setauket	7	39,800	3.7
78.	Waldbaums	Nesconset Hwy.	East Setauket	15	60,000	9.6
79.	Western Beef	Old Town Rd.	Port Jefferson Station	14	53,200	6.3
80.	Arcade Shpng. Ctr.	Rte. 112	Coram	19	59,400	9.3
81.	Three Roads Plaza	Rte. 112	Port Jefferson Station	14	53,400	6.8
82.	Wedgewood Square Plaza	Hallock Ave.	Mt. Sinai	16	21,000	2.6
83.	A&P	Rte. 25A	Miller Place	10	59,200	8.1
84.		Rte. 25A	Sound Beach	6	19,400	2.5
85.	Sears Surplus Stores	Rte. 25A	Sound Beach	8	42,300	4.6
86.	Waldbaums	Rte. 25A	Sound Beach	21	55,000	7.3
87.	Coventry Commons	Nesconset Hwy.	Stony Brook	39	46,600	6.2
88.	Smith Point Plaza	Nesconset Hwy.	Stony Brook	15	30,800	4.9
89.	Lake Grove Shpng. Ctr.	Middle Country Rd.	Lake Grove	9	68,500	6.3
90.	Lake Grove Shops	Middle Country Rd.	Lake Grove	16	30,600	3.4
91.	A&P	Middle Country Rd.	Centereach	12	80,000	10.4
92.	Harrows	Middle Country Rd.	Centereach	10	50,200	3.6
93.	Centereach Green	Middle Country Rd.	Centereach	12	68,500	9.7
94.		Middle Country Rd.	Centereach	10	31,400	3.1
95.	Country Corners	Middle Country Rd.	Selden	14	20,900	2.3
96.		Middle Country Rd.	Selden	11	46,300	5.0
97.	Selden Plaza	Middle Country Rd.	Coram	21	67,000	14.7
98.	Tanglewood Hills Shpng. Ctr.	Rte. 112	Coram	22	90,000	12.0
99.	Middle Island Plaza	Middle Country Rd.	Middle Island	21	68,200	10.6
100.	A&P	Hawkins Ave.	Lake Ronkonkoma	12	47,700	5.9
101.	Lake Ronkonkoma Shpng Ctr.	Portion Rd.	Lake Ronkonkoma	22	85,100	7.9
102.	A&P	Union Ave.	Holbrook	8	40,400	4.6
103.	Waldbaums	Horse Block Rd.	Farmingville	21	82,500	10.1
104.	Shoppingville	Horse Block Rd.	Farmingville	7	50,000	4.5
105.	Shoprite	N. Ocean Ave.	Farmingville	14	58,300	16.5
106.	Medford Plaza	Horse Block Rd.	Medford	15	56,700	6.8
107.	Waverly Plaza	Sunrise Hwy.	North Patchogue	27	88,800	13.4
108.	King Kullen	Montauk Hwy.	Blue Point	5	26,200	3.2
109.	Shirley Plaza	William Floyd Pkwy.	Shirley	18	27,900	2.7
110.	The Green	William Floyd Pkwy.	Shirley	10	16,300	1.7
111.	Wm. Floyd Plaza	William Floyd Pkwy.	Shirley	21	82,400	10.9
112.	A&P (Vacant)	Montauk Hwy.	Mastic	12	41,300	5.6
113.	Waldbaums	Montauk Hwy.	Mastic	8	51,900	6.7
114.	Center Moriches Shpng. Town	Montauk Hwy.	Center Moriches	14	70,000	6.2
115.	Eastport Plaza	South Country Rd.	Eastport	11	48,100	6.9
	BROOKHAVEN TOWN TOTAL 41			597	2,140,400	281.0

APPENDIX TABLE 3 (cont'd.)

No.	Name or Major Store	Street	Community	# of Stores	Total Square Footage	Acreage
RIVERHEAD TOWN						
116.	King Kullen	Rte. 25A	Wading River	11	39,300	6.2
117.	A&P	Old Country Rd.	Calverton-Roanoke	16	81,800	11.5
118.	Harrow's	Old Country Rd.	Riverhead	11	33,200	3.1
	RIVERHEAD TOWN TOTAL 3			38	154,300	20.8
SOUTHOLD TOWN						
119.	National 5&10 (Vacant)	Main Rd.	Laurel	5	40,500	7.1
120.	Key Food Shpng. Plaza	Main Rd.	Cutchogue	8	41,600	4.7
	SOUTHOLD TOWN TOTAL 2			13	82,100	11.8
SOUTHAMPTON TOWN						
121.	King Kullen	Montauk Hwy.	East Quogue	8	42,000	5.0
122.	Gertz	Montauk Hwy.	Hampton Bays	U.C.	50,000	9.8
123.	IGA	Montauk Hwy.	Hampton Bays	7	26,900	2.9
	SOUTHAMPTON TOWN TOTAL 3			15	118,900	17.7
	SUFFOLK COUNTY TOTAL 123			1,635	5,905,800	691.4

*Enclosed Mall
**Includes an Enclosed Mall

APPENDIX TABLE 4
Single Retail Community Centers

Name	*Address*	*Community*	*No. of Stores*	*Total Square Footage*
NASSAU COUNTY				
Sears	Broadway	Hicksville	1	229,004
Hempstead Shopping Ctr.	Hempstead Turnpike	West Hempstead	4	277,701
Korvettes (Vacant)	Rockaway Turnpike	Inwood	4	112,406
Orbachs	Old Country Road	Garden City East	1	329,600
Fortunoffs	Old Country Road	Garden City East	1	204,100
Woolco	Hempstead Turnpike	East Meadow	3	181,364
Pergament	Hempstead Turnpike	Bethpage	2	139,876
TSS	Hempstead Turnpike	Levittown	2	194,076
SUFFOLK COUNTY				
Modell's	Jericho Turnpike	Commack	2	157,000
Woolco	Wellwood Avenue	North Lindenhurst	1	103,000
TSS	Montauk Highway	West Babylon	3	185,000
Tri-County Flea Market	Jericho Turnpike	Smithtown	1	110,000
TSS	Sunrise Highway	Bohemia	5	164,000
Mid Island Dept. Store	Nesconset Highway	Pt. Jefferson Sta.	3	110,000
Gertz	Middle Country Road	Lake Grove	1	155,000
Billy Blake (Vacant)	Middle Country Road	Middle Island	1	120,000
TSS	Middle Country Road	Middle Island	2	120,000
Modell's	Sunrise Highway	East Patchogue	1	110,000
Woolco Plaza	Montauk Highway	East Patchogue	3	147,300
Great Eastern (Vacant)	Old Country Road	Riverhead	1	110,000

APPENDIX TABLE 5
Central Business Districts

No. Central Business District	*Street*	*# of Stores*	*# of Vacant Stores*	*% Vacant*
HUNTINGTON TOWN				
1. Cold Spring Harbor	Main St.	39	1	2.6
2. Huntington	Main St.	334	11	3.3
3. Halesite	New York Ave.	32	1	3.1
4. Northport	Main St.	94	2	2.1
5. Huntington Station	New York Ave.	185	13	7.0
6. Greenlawn	Broadway	60	0	0.0
7. East Northport	Larkfield Rd.	94	5	5.3
HUNTINGTON TOWN TOTAL	7	838	33	3.9
BABYLON TOWN				
8. Wyandanch	Straight Path	59	6	10.2
9. Deer Park	Deer Park Ave.	62	2	3.2
10. North Babylon	Deer Park Ave.	33	0	0.0
11. Amityville	Broadway Ave.	113	6	5.3
12. Copiague	Great Neck Rd.	42	0	0.0
13. Lindenhurst	Wellwood Ave.	112	8	7.1
14. Babylon	Main St.	159	4	2.5
BABYLON TOWN TOTAL	7	580	26	4.5
SMITHTOWN TOWN				
15. Kings Park	Main St.	59	3	5.1
16. St. James	Lake Ave.	66	2	3.0
17. Smithtown	Main St.	131	1	0.8
SMITHTOWN TOWN TOTAL	3	256	6	2.3
ISLIP TOWN				
18. Brentwood	Second Ave.	49	2	4.1
19. Central Islip	Carleton Ave.	60	8	13.3
20. West Islip	Highbie Lane	51	2	3.9
21. Brightwaters	Orinoco Dr.	33	6	18.2
22. Bay Shore	Main St.	179	20	11.2
23. Islip	Montauk Hwy.	57	2	3.5
24. East Islip	Main St.	43	2	4.7
25. West Sayville	Montauk Hwy.	20	0	0.0
26. Sayville	Main St.	109	3	2.8
ISLIP TOWN TOTAL	9	601	45	7.5

APPENDIX TABLE 5 (cont'd.)

No. Central Business District	Street	# of Stores	# of Vacant Stores	% Vacant
BROOKHAVEN TOWN				
27. Stony Brook	Main St.	25	0	0.0
28. Setauket	Main St.	52	1	1.9
29. Port Jefferson	Main St.	142	5	3.5
30. Port Jefferson Station	Main St.	54	1	1.9
31. Rocky Point	Broadway	30	2	6.7
32. Ronkonkoma	Hawkins Ave.	61	2	3.3
33. Medford	Medford Rd.	49	1	2.0
34. Patchogue	Main St.	238	28	11.8
35. East Patchogue	E. Main St.	74	1	1.4
36. Bellport	S. Country Rd.	36	1	2.8
37. Mastic Beach	Neighborhood Rd.	41	9	22.0
38. Center Moriches	Main St.	47	0	0.0
39. East Moriches	Montauk Hwy.	21	0	0.0
40. Eastport	Main St.	26	1	3.8
BROOKHAVEN TOWN TOTAL	14	986	52	5.8
RIVERHEAD TOWN				
41. Riverhead	Main St.	146	13	8.9
42. Jamesport	Main St.	16	0	0.0
RIVERHEAD TOWN TOTAL	2	162	13	8.0
SOUTHOLD TOWN				
43. Mattituck	Love Lane	28	3	10.7
44. Cutchogue	Main Road	21	0	0.0
45. Southold	Main Road	24	0	0.0
46. Greenport	Main St.	116	4	3.4
SOUTHOLD TOWN TOTAL	4	189	7	3.7
SOUTHAMPTON TOWN				
47. Westhampton Beach	Main St.	99	4	4.0
48. East Quogue	Montauk Hwy.	16	1	6.3
49. Hampton Bays	Montauk Hwy.	50	2	4.0
50. Southampton	Main St.	224	1	0.4
51. Watermill	Montauk Hwy.	26	2	7.7
52. Bridgehampton	Montauk Hwy.	57	1	1.8
53. Sag Harbor	Main St.	104	3	2.9
EAST HAMPTON TOWN TOTAL	3	576	14	2.4
SUFFOLK COUNTY TOTAL	56	4,306	200	4.6

APPENDIX TABLE 5 (cont'd.)

NASSAU COUNTY

	Community	Street Location
1	Baldwin	Grand Avenue
2	Bellmore	Bedford Avenue
3	Bethpage	Stewart Avenue
4	Cedarhurst	Central Avenue
5	East Rockway	Main Street
6	Elmont	Hempstead Tpke./Elmont Rd.
7	Farmingdale	Conklin St./Main St.
8	Floral Park	Tulip Avenue
9	Franklin Square	Hempstead Tpke./Franklin Ave.
10	Freeport	S. Main St./Merrick Rd.
11	Garden City	Franklin Ave./Seventh St.
12	Glen Cove	School St./Glen St.
13	Glen Head	Glen Cove Avenue
14	Great Neck Plaza	Middle Neck Road
15	Hempstead	Main St./Fulton Ave.
16	Hewlett	Broadway/W. Broadway
17	Hicksville	Broadway
18	Inwood	Doughty Boulevard
19	Island Park	Long Beach Road
20	Lawrence	Central Avenue
21	Locust Valley	Forest Ave./Birch Hill Rd.
22	Long Beach	Park Avenue
23	Lynbrook	Broadway/Sunrise Highway
24	Malverne	Hempstead Avenue
25	Manhasset	Plandome Road
26	Massapequa	Broadway
27	Merrick	Merrick Avenue
28	Mineola	Mineola Blvd./Second St.
29	New Hyde Park	Jericho Turnpike
30	Oceanside	Long Beach Road
31	Oyster Bay	South St./Main St.
32	Port Washington	Main Street
33	Rockville Centre	Sunrise Hwy./N. Village Ave.
34	Roslyn	Old Northern Boulevard
35	Seaford	Merrick Road
36	Syosset	Jackson Avenue
37	Valley Stream	Rockaway Avenue
38	Wantagh	Wantagh
39	Westbury	Post Avenue
40	Williston Park	Willis Ave./Hillside Ave.
41	Woodmere	Broadway/Woodmere Blvd.

APPENDIX TABLE 5 (cont'd.)

SUFFOLK COUNTY

	Community	*Street Location*		*Community*	*Street Location*
42	Amagansett	Main Street	70	Jamesport	Main Road
43	Amityville	Broadway	71	Kings Park	Main Street
44	Babylon	Main St./Deer Park Ave.	72	Lake Ronkonkoma	Hawkins Road
45	Bay Shore	Main Street	73	Lindenhurst	Wellwood Avenue
46	Bellport	South Country Road	74	Mastic Beach	Neighborhood Road
47	Brentwood	Suffolk Ave./Brentwood	75	Mattituck	Love Lane
48	Bridgehampton	Montauk Highway	76	Medford	Meford Road
49	Brightwaters	Orinoco Drive	77	Montauk	Montauk Highway
50	Center Moriches	Main Street	78	North Babylon	Deer Park Avenue
51	Central Islip	Carleton Avenue	79	Northport	Main Street
52	Cold Spring Harbor	Main Street	80	Patchogue	Main St./S. Ocean Avenue
53	Copiague	Great Neck Road	81	Port Jefferson	Main Street
54	Cutchogue	Main Road	82	Port Jefferson Sta.	Main Street
55	Deer Park	Deer Park Avenue	83	Riverhead	Main Street
56	East Hampton	Main Street	84	Rocky Point	Broadway
57	East Islip	Main Street	85	Sag Harbor	Main Street
58	East Moriches	Montauk Highway	86	St. James	Lake Avenue
59	East Northport	Larkfield Road	87	Sayville	Main Street
60	East Patchogue	East Main Street	88	Setauket	Main Street
61	Eastport	Main Street	89	Smithtown	Main Street
62	East Quogue	Montauk Highway	90	Southampton	Main Street
63	Greenlawn	Broadway	91	Southold	Main Road
64	Greenport	Main St./Front St.	92	Stony Brook	Main Street
65	Halesite	New York Avenue	93	Water Mill	Montauk Highway
66	Hampton Bays	Montauk Highway	94	Westhampton Beach	Main Street
67	Huntington	Main St./New York Ave.	95	West Islip	Higbie Lane
68	Huntington Station	New York Avenue	96	West Sayville	Montauk Highway
69	Islip	Montauk Highway	97	Wyandanch	Straight Path

APPENDIX TABLE 6
Suffolk County Commercial Vacancies - 1981
(Commercial Strips)

No.	Commercial Strip	Community	# of Stores	# of Vacant Stores	% Vacant
	HUNTINGTON TOWN				
1.	Wall St.	Huntington	42	2	4.8
2.	East Main St.	Huntington	30	2	6.7
3.	Ft. Salonga Rd.	Northport-E. Northport	44	1	2.3
4.	Ft. Salonga Rd.	Northport-E. Northport	24	0	0.0
5.	New York Ave.	Huntington	44	0	0.0
6.	Depot Rd.	Huntington Station	37	2	5.4
7.	Larkfield Rd.	E. Northport-Commack	80	4	5.0
8.	Jericho Tpke.	West Hills	82	1	1.2
9.	Jericho Tpke.	Huntington Sta.- S. Huntington	63	2	3.2
10.	Jericho Tpke.	Huntington Sta.- S. Huntington	117	10	8.5
11.	Jericho Tpke.	Elwood-Dix Hills	34	2	5.9
12.	Jericho Tpke.	Elwood-Dix Hills	74	3	4.1
13.	Jericho Tpke.	Commack	63	1	1.6
14.	Commack Rd.	Commack	60	1	1.7
15.	Walt Whitman Rd.	West Hills	52	1	1.9
16.	Walt Whitman Rd.	West Hills-S. Huntington	49	1	2.0
17.	Walt Whitman Rd.	West Hills	26	0	0.0
	HUNTINGTON TOWN TOTAL	17	921	33	3.6
	BABYLON TOWN				
18.	Route 110	East Farmingdale	45	0	0.0
19.	Deer Park Ave.	Deer Park	20	0	0.0
20.	Route 110	North Amityville	24	4	16.7
21.	Route 109	N. Lindenhurst- W. Babylon	69	0	0.0
22.	Straight Path	West Babylon	19	1	5.3
23.	Little East Neck Rd.	West Babylon	53	2	3.8
24.	Deer Park Ave.	North Babylon	29	1	3.4
25.	Sunrise Hwy.	N. Amityville-Copaigue	28	2	7.1
26.	Sunrise Hwy.	N. Amityville-Copaigue	23	0	0.0
27.	Wellwood Ave.	North Lindenhurst	24	2	8.3
28.	Sunrise Hwy.	North Lindenhurst	45	2	4.4
29.	Sunrise Hwy.	West Babylon	19	0	0.0
30.	Little East Neck Rd.	West Babylon	32	1	3.1
31.	Montauk Hwy.	Amityville	60	1	1.7
32.	Montauk Hwy.	Amityville	18	0	0.0
33.	Montauk Hwy.	Copiague	60	2	3.3
34.	Montauk Hwy.	Lindenhurst	48	1	2.1
35.	Montauk Hwy.	Lindenhurst	88	6	6.8
36.	Montauk Hwy.	Lindenhurst	55	4	7.3
37.	Montauk Hwy.	West Babylon	24	1	4.2
	BABYLON TOWN TOTAL	20	783	30	3.8

APPENDIX TABLE 6 (cont'd.)

No. Commercial Strip	*Community*	*# of Stores*	*# of Vacant Stores*	*% Vacant*
SMITHTOWN TOWN				
38. North County Rd.	St. James	26	1	3.8
39. Jericho Tpke.	Commack	21	0	0.0
40. Jericho Tpke.	Smithtown	29	2	6.9
41. Jericho Tpke.	Smithtown	32	0	0.0
42. Middle Country Rd.	St. James-Nesconset	20	0	0.0
43. Middle Country Rd.	St. James-Nesconset	43	1	2.3
SMITHTOWN TOWN TOTAL	6	171	4	2.3
ISLIP TOWN				
44. Washington Ave.	Brentwood	22	0	0.0
45. 5th Avenue	Brentwood	46	5	10.9
46. Islip Ave.	Central Islip	32	2	6.3
47. Bay Shore Rd.	N. Bay Shore-W. Islip	21	0	0.0
48. Brentwood Rd.	N. Bay Shore	21	2	9.5
49. Islip Ave.	Brentwood-Central Islip	17	0	0.0
50. Udall's Rd.	West Islip	17	0	0.0
51. Union Blvd.	Bay Shore	38	5	13.2
52. Montauk Hwy.	Bay Shore	24	0	0.0
53. Carleton Ave.	Islip Terrace	22	2	9.1
54. Montauk Hwy.	East Islip	71	0	0.0
55. Montauk Hwy.	Oakdale	61	7	11.5
56. Montauk Hwy.	Sayville	40	0	0.0
57. Montauk Hwy.	Bayport	38	1	2.6
58. Old Patchogue Holbrook Rd.	Holbrook	34	1	2.9
ISLIP TOWN TOTAL	15	504	25	5.0
BROOKHAVEN TOWN				
59. N. Country Rd.	Stony Brook	30	0	0.0
60. N. Country Rd.	Stony Brook	18	0	0.0
61. Route 112	Port Jefferson Station	22	1	4.5
62. Route 25A	Rocky Point	40	0	0.0
63. Jericho Tpke.	Centereach	127	9	7.1
64. Jericho Tpke.	Centereach	35	1	2.9
65. Jericho Tpke.	Centereach-Selden	69	0	0.0
66. Jericho Tpke.	Selden	53	2	3.8
67. Jericho Tpke.	Coram	43	2	4.7
68. Jericho Tpke.	Coram	31	1	3.2
69. Portion Rd.	Lake Ronkonkoma	34	3	8.8
70. W. Main St.	Patchogue	23	3	13.0
71. Route 112	N. Patchogue-E. Patchogue	69	1	1.4
72. Route 112	N. Patchogue-E. Patchogue	37	0	0.0
73. Route 112	Patchogue	33	1	3.0
74. Sunrise Hwy.	East Patchogue	20	1	5.0
75. Montauk Hwy.	North Bellport	30	4	13.3
76. Montauk Hwy.	Brookhaven	21	2	9.5
77. Montauk Hwy.	Shirley	43	2	4.7
78. Montauk Hwy.	Mastic	80	2	2.5
79. Mastic Rd.	Mastic Beach	28	2	7.1
BROOKHAVEN TOWN TOTAL	21	886	37	4.2

APPENDIX TABLE 6 (cont'd.)

No. Commercial Strip	Community	# of Stores	# of Vacant Stores	% Vacant
RIVERHEAD TOWN				
80. Old Country Rd.	Riverhead-Northville	21	0	0.0
RIVERHEAD TOWN TOTAL	1	21	0	0.0
SOUTHAMPTON TOWN				
81. Montauk Hwy.	Westhampton Beach	22	0	0.0
82. Sunset Ave.	Westhampton Beach	34	2	5.9
83. Sunrise Hwy.	Shinnecock Hills	21	0	0.0
84. Sunrise Hwy.	Southampton	22	1	4.5
SOUTHAMPTON TOWN TOTAL	4	99	3	3.0
SUFFOLK COUNTY TOTAL	84	3,385	132	3.9

Regional Shopping Centers

No.	Name	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
1.*	Walt Whitman Mall	Walt Whitman Rd.	South Huntington	94	3	3.2	1,045,800	63.6
2.	Great South Bay Shpng Ctr.	Montauk Hwy.	West Babylon	43	16	37.2	650,000	46.6
3.*	Gardiner Manor Mall	Sunrise Hwy.	West Bay Shore	48	4	8.3	555,000	42.7
4.*	South Shore Mall	Sunrise Hwy.	North Bay Shore	98	3	3.1	857,000	82.2
5.*	Smithaven Mall	Nesconset Hwy.	Lake Grove & St. James	116	1	0.9	1,400,000	83.7
	SUFFOLK COUNTY TOTAL	5		399	27	6.8	4,507,800	318.8

Community Shopping Centers

No.	Name	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
	HUNTINGTON TOWN							
1.**	Big H	New York Ave.	Huntington	46	5	10.9	350,000	27.3
2.	Korvettes Shpng. Ctr.	Walt Whitman Rd.	South Huntington	10	2	20.0	276,000	15.3
3.*	Huntington Square Mall	Jericho Tpke.	Elwood	28	3	10.7	285,000	18.0
4.*	TSS Mall	Walt Whitman Rd.	West Hills	22	1	4.5	250,000	22.6
	HUNTINGTON TOWN TOTAL	4		106	11	10.4	1,161,000	83.2
	BABYLON TOWN							
5.	Sunset City	Deer Park Ave.	North Babylon	30	1	3.3	165,000	16.5
6.	Rickels-Pathmark	Montauk Hwy.	West Babylon	17	0	0.0	155,500	13.6
	BABYLON TOWN TOTAL	2		47	1	2.1	320,500	30.1
	SMITHTOWN TOWN							
7.	Commack Plaza	Veterans Mem. Hwy.	Commack	20	1	5.0	268,300	17.2
8.	Mayfair Shpng. Ctr.	Jericho Tpke.	Commack	39	3	7.7	188,200	23.6
9.	Branch Shpng. Plaza	Main St.	Village of the Branch	21	0	0.0	117,300	7.3
	SMITHTOWN TOWN TOTAL	3		80	4	5.0	573,800	48.1

APPENDIX TABLE 6 (cont'd.)

No.	Name	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
ISLIP TOWN								
10.	Brentwood Shpng. Plaza	Brentwood Rd.	Brentwood	26	0	0.0	162,200	13.8
11.	Korvettes Shpng. Ctr.	Sunrise Hwy.	West Islip	15	4	26.7	110,000	9.7
12.	Great Bay Shore Center	Montauk Hwy.	Bay Shore	24	1	4.2	137,800	6.6
13.	Modell's Plaza	Sunrise Hwy.	Islip	13	0	0.0	221,200	18.3
14.	East Islip Centre	Sunrise Hwy.	East Islip	10	2	20.0	110,000	10.9
15.	Oakdale Shpng. Ctr.	Montauk Hwy.	Oakdale	28	0	0.0	107,700	14.0
16.*	Sun Vet Mall	Sunrise Hwy.	Holbrook	34	0	0.0	267,000	22.4
	ISLIP TOWN TOTAL	7		150	7	4.7	1,115,900	95.7
BROOKHAVEN TOWN								
17.	Smithaven Plaza	Nesconset Hwy.	Lake Grove	16	0	0.0	103,100	14.8
18.	Brooktown Shpng. Ctr.	Nesconset Hwy.	Stony Brook	30	0	0.0	258,000	37.1
19.	Port Haven Shpng. Ctr.	Nesconset Hwy.	East Steauket	16	0	0.0	110,000	12.4
20.	Nesconset Shpng. Ctr.	Nesconset Hwy.	Port Jefferson Station	29	4	13.8	104,400	11.5
21.	Jefferson Shpng. Plaza	Route 112	Port Jefferson Station	31	0	0.0	112,000	10.2
22.	Point Plaza	Route 25A	Rocky Point	23	4	17.4	219,000	21.2
23.	Modell's Plaza	Middle Country Rd.	Centereach	22	3	13.6	275,000	41.4
24.	College Plaza	Middle Country Rd.	Selden	20	1	5.0	170,000	24.1
25.	Coram Plaza	Middle Country Rd.	Coram	38	4	10.5	238,500	24.2
26.	Woolco Plaza	Ronkonkoma Ave.	Lake Ronkonkoma	10	0	0.0	122,900	10.8
27.	Sun Wave Plaza	Sunrise Hwy.	North Patchogue	19	1	5.3	101,000	11.7
28.*	Shirley Mall	Montauk Hwy.	Shirley	19	0	0.0	110,000	11.0
	BROOKHAVEN TOWN TOTAL	12		273	17	6.2	1,923,900	230.4

Community Shopping Centers

No.	Name	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
RIVERHEAD TOWN								
29.	Riverhead Plaza	Old Country Rd.	Riverhead	22	0	0.0	170,500	20.8
	RIVERHEAD TOWN TOTAL	1		22	0	0.0	170,500	20.8
SOUTHOLD TOWN								
30.	Mattituck Shpng. Ctr.	Main Rd.	Mattituck	19	3	15.8	121,800	8.7
	SOUTHOLD TOWN TOTAL	1		19	3	15.8	121,800	8.7
SOUTHAMPTON TOWN								
31.	Plaza East	Montauk Hwy.	Watermill	10	0	0.0	146,500	13.2
	SOUTHAMPTON TOWN TOTAL	1		10	0	0.0	146,500	13.2
	SUFFOLK COUNTY TOTAL	31		707	43	6.1	5,533,900	530.2

APPENDIX TABLE 6 (cont'd.)

Neighborhood Shopping Centers

No.	Name or Major Store	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
HUNTINGTON TOWN								
1.	Ground Round	Fort Salonga Rd.	Northport	9	0	0.0	27,600	2.6
2.	Grand Union	Fort Salonga Rd.	East Northport	10	0	0.0	33,900	3.5
3.	Foodtown	Fort Salonga Rd.	East Northport	9	0	0.0	19,600	2.2
4.	Key Food	Broadway	Greenlawn	7	0	0.0	23,000	2.7
5.	Greenlawn Plaza	Pulaski Rd.	Greenlawn	22	0	0.0	71,200	7.6
6.	Bohack Center	Larkfield Rd.	East Northport	18	3	16.7	32,800	3.3
7.	King Kullen	Larkfield Rd.	East Northport	8	0	0.0	43,300	3.7
8.	Tick Tock Center	Larkfield Rd.	Elwood	13	1	7.7	43,400	5.0
9.	(Vacant Appliance)	Larkfield Rd.	Elwood	8	4	50.0	32,400	1.8
10.	Waldbaums	Larkfield Rd.	Elwood	13	1	7.7	34,000	3.6
11.		New York Ave.	Huntington Station	7	0	0.0	27,300	1.9
12.	Loehmans	Jericho Tpke.	Huntington Station	4	0	0.0	31,000	2.9
13.	Waldbaums	Jericho Tpke.	Huntington Station	14	1	7.1	52,500	5.2
14.	Dix Hills Plaza	Jericho Tpke.	Dix Hills	10	0	0.0	79,000	7.6
15.	Elwood Center	Jericho Tpke	Dix Hills	22	1	4.5	75,400	7.1
16.	Rickels Plaza	Jericho Tpke.	Commack	13	0	0.0	75,000	5.0
17.	Pathmark Center	Jericho Tpke.	Commack	17	0	0.0	75,100	7.5
18.	Heatherwood Center	Jericho Tpke.	Commack	15	1	6.7	45,600	4.9
19.	Commack Corners	Jericho Tpke.	Commack	26	1	3.8	60,300	6.6
20.	Grand Union	Commack Rd.	Commack	16	0	0.0	42,500	4.0
	HUNTINGTON TOWN TOTAL	20		261	13	5.0	924,900	88.7
BABYLON TOWN								
21.	Wheatley Hollow Shpng Ctr.	Colonial Springs Rd.	Wyandanch	18	0	0.0	28,100	3.0
22.	King Kullen	Straight Path	Wyandanch	5	4	80.0	33,600	4.3
23.	Waldbaums	Deer Park Ave.	Deer Park	11	0	0.0	37,900	3.8
24.	Deer Park Shpng. Plaza	Deer Park Ave.	Deer Park	12	1	8.3	31,500	2.8
25.	Deer Cross Square	Deer Park Ave.	North Babylon	17	2	11.8	69,600	5.2
26.	Deer Shore Center	Deer Park Ave.	North Babylon	11	0	0.0	54,600	5.1
27.*	Pathmark Super Center	Deer Park Ave.	North Babylon	19	0	0.0	93,700	8,1
28.	Mid Island Dept. Store	Deer Park Ave.	North Babylon	7	0	0.0	53,700	3.9
29.	Channel	Wellwood Ave.	North Lindenhurst	18	0	0.0	49,300	7.4
30.	Waldbaums	Sunrise Hwy.	West Babylon	16	0	0.0	58,600	6.5
31.	Pathmark	Sunrise Hwy.	Copiague	9	0	0.0	47,400	5.1
32.	Shoprite	Babylon-Farmingdl Rd.	West Babylon	15	0	0.0	57,500	9.0
33.	(Roller Skating)	Little East Neck Rd.	West Babylon	11	2	18.2	48,300	2.2
34.	The Finast	Montauk Hwy.	Amityville	15	1	6.7	47,100	5.7
35.	Merrineck Shopng. Ctr.	Montauk Hwy.	Copiague	8	0	0.0	53,100	4.6
	BABYLON TOWN TOTAL	15		192	10	5.2	764,000	76.7
SMITHTOWN TOWN								
36.	A&P	Fort Salonga Rd.	Fort Salonga	16	0	0.0	48,900	7.5
37.	Kings Park Plaza	Indian Head Rd.	Kings Park	15	0	0.0	66,900	10.0
38.	(Vacant Supermarket)	North Country Rd.	St. James	11	6	54.5	26,700	3.7
39.	Consumers	Jericho Tpke.	Commack	9	0	0.0	24,400	2.6
40.		Jericho Tpke.	Commack	13	0	0.0	18,400	1.0
41.	Morewood Mall	Jericho Tpke.	Smithtown	9	0	0.0	24,300	2.6
42.	Penny's	Jericho Tpke.	Smithtown	20	0	0.0	62,000	5.4
43.	Hillside Village Ctr.	Hauppauge Rd. (Rt111	Village of the Branch	29	0	0.0	91,900	8.3

APPENDIX TABLE 6 (cont'd.)

No.	Name	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
44.	Pathmark	Nesconset Hwy.	St. James	13	0	0.0	73,500	8.5
45.	Vets Mall	Veterans Memorial Hy.	Smithtown	9	1	11.1	16,200	2.5
46.	Bonwit Village	Motor Pkwy.	Commack	15	1	6.7	20,000	2.1
47.	A&P	Motor Pkwy.	Commack	14	0	0.0	54,000	4.7
48.		Nesconset Hwy.	Hauppauge	12	2	16.7	22,300	4.3
49.	Channel	Nesconset Hwy.	Hauppauge	14	0	0.0	65,200	7.8
50.	Mid Island Dept. Store	Nesconset Hwy.	Hauppauge	8	0	0.0	36,300	3.4
51.	Hauppauge Center	Nesconset Hwy.	Hauppauge	16	0	0.0	23,400	3.1
52.	King Kullen	Nesconset Hwy.	Hauppauge	11	0	0.0	50,900	7.4
53.	Nesconset Plaza	Smithtown Blvd.	Nesconset	14	1	7.1	21,800	3.8
	SMITHTOWN TOWN TOTAL	18		248	11	4.4	747,100	88.7
ISLIP TOWN								
54.	IGA	Second St.	Brentwood	5	0	0.0	24,700	2.3
55.	Hauppauge Family Mkt.	Veterans Memorial Hy.	Hauppauge	8	0	0.0	36,600	3.5
56.	Vanderbilt Shpng. Ctr.	Wheelers Rd.	Central Islip	19	0	0.0	85,700	9.3
57.	Village Green	Veterans Memorial Hy.	Hauppauge	22	1	4.5	59,200	8.2
58.	Brentwood Shpng. Ctr.	Suffolk Ave.	Brentwood	17	0	0.0	28,100	2.6
59.	SOS	Second Ave.	Brentwood	5	1	10.0	25,500	2.1
60.	C-Town Woolworth	Wheelers Rd.	Central Islip	17	0	0.0	71,800	6.3
61.	A&P (Vacant)	Suffolk Ave.	Central Islip	4	1	25.0	19,300	2.5
62.	PLUS (Vacant)	Commack Rd.	Brentwood	22	1	4.5	60,800	4.9
63.		Connetquot Ave.	North Great River	9	2	22.2	28,200	3.9
64.	King Kullen	Sunrise Hwy.	North Bay Shore	19	0	0.0	46,500	3.9
65.	Child World	Sunrise Hwy.	North Bay Shore	8	0	0.0	42,500	4.2
66.	King Kullen	Udall's Rd.	West Islip	10	0	0.0	21,500	1.7
67.	William Dzus Plaza	Union Blvd.	West Islip	11	1	9.1	63,300	9.1
68.	Captree Shpng. Village	Union Blvd.	West Islip	23	0	0.0	68,600	6.6
69.	King Kullen	Montauk Hwy.	Bay Shore	6	0	0.0	49,700	5.2
70.	PLUS	Montauk Hwy.	Islip	6	0	0.0	23,100	1.7
71.	Waldbaums	Montauk Hwy.	East Islip	14	0	0.0	48,800	6.5
72.	Waldbaums	Sunrise Hwy.	Oakdale	14	1	7.1	71,700	7.7
73.	Bohemia Shpng. Plaza	Sunrise Hwy.	Bohemia	18	0	0.0	63,700	8.9
74.	Grand Union	Montauk Hwy.	Sayville	14	1	7.1	34,800	4.9
	ISLIP TOWN TOTAL	21		271	9	3.3	974,100	106.0
BROOKHAVEN TOWN								
75.	Three Village Plaza	N. Country Rd (25A)	Setauket	18	0	0.0	65,300	10.3
76.	King Kullen	N. Country Rd. (25A)	Setauket	12	0	0.0	39,800	4.1
77.	Finast	N. Country Rd. (25A)	Setauket	7	0	0.0	39,800	3.7
78.	Waldbaums	Nesconset Hwy.	East Setauket	15	1	6.7	60,000	9.6
79.	Western Beef	Old Town Rd.	Port Jefferson Sta.	14	0	0.0	53,200	6.3
80.	Arcade Shpng Ctr.	Rte. 112	Coram	19	4	21.1	59,400	9.3
81.	Three Roads Plaza	Rte. 112	Port Jefferson Sta.	14	0	0.0	53,400	6.8
82.	Wedgewood Square Plaza	Hallock Ave.	Mt. Sinai	16	1	6.3	21,000	2.6
83.	A&P	Rte. 25A	Miller Place	10	0	0.0	59,200	8.1
84.		Rte. 25A	Sound Beach	6	0	0.0	19,400	2.5
85.	Sears Surplus Store	Rte. 25A	Sound Beach	8	4	50.0	42,300	4.6
86.	Waldbaums	Rte. 25A	Sound Beach	21	1	4.8	55,000	7.3
87.	Coventry Commons	Nesconset Hwy.	Stony Brook	39	27	69.2	46,600	6.2
88.	Smith Point Plaza	Nesconset Hwy.	Stony Brook	15	0	0.0	30,800	4.9
89.	Lake Grove Shpng. Ctr.	Middle Country Rd.	Lake Grove	9	0	0.0	68,500	6.3
90.	Lake Grove Shops	Middle Country Rd.	Lake Grove	16	2	12.5	30,600	3.4

APPENDIX TABLE 6 (cont'd.)

No.	Name	Street	Community	# of Stores	# of Vacant Stores	% Vacant	Total Square Footage	Acreage
91.	A&P	Middle Country Rd.	Centereach	12	0	0.0	80,000	10.4
92.	Harrows	Middle Country Rd.	Centereach	10	2	20.0	50,200	3.6
93.	Centereach Green	Middle Country Rd.	Centereach	12	1	8.3	68,500	9.7
94.		Middle Country Rd.	Centereach	10	3	30.0	31,400	3.1
95.	Country Corners	Middle Country Rd.	Selden	14	0	0.0	20,900	2.3
96.		Middle Country Rd.	Selden	11	4	36.4	46,300	5.0
97.	Selden Plaza	Middle Country Rd.	Coram	21	0	0.0	67,000	14.7
98.	Tanglewood Hills Shpng. Ctr.	Rte. 112	Coram	22	7	31.8	90,000	12.0
99.	Middle Island Plaza	Middle Country Rd.	Middle Island	21	2	9.5	68,200	10.6
100.	A&P	Hawkins Ave,	Lake Ronkonkoma	12	2	16.7	47,700	5.9
101.	Lake Ronkonkoma Shpng. Ctr.	Portion Rd.	Lake Ronkonkoma	22	2	9.1	85,100	7.9
102.	A&P	Union Ave.	Holbrook	8	0	0.0	40,400	4.6
103.	Waldbaums	Horse Block Rd.	Farmingville	21	0	0.0	82,500	10.1
104.	Shoppingville	Horse Block Rd.	Farmingville	7	2	28.6	50,000	4.5
105.	Shoprite	N. Ocean Ave.	Farmingville	14	2	14.3	58,300	16.5
106.	Medford Plaza	Horse Block Rd.	Medford	15	0	0.0	56,700	6.8
107.	Waverly Plaza	Sunrise Hwy.	North Patchogue	27	1	3.7	88,800	13.4
108.	King Kullen	Montauk Hwy.	Blue Point	5	0	0.0	26,200	3.2
109.	Shirley Plaza	William Floyd Pkwy.	Shirley	18	2	11.1	27,900	2.7
110.	The Green	William Floyd Pkwy.	Shirley	10	2	20.0	16,300	1.7
111.	Wm. Floyd Plaza	William Floyd Pkwy.	Shirley	21	1	4.8	82,400	10.9
112.	A&P (Vacant)	Montauk Hwy.	Mastic	12	9	75.0	41,300	5.6
113.	Waldbaums	Montauk Hwy.	Mastic	8	0	0.0	51,900	6.7
114	Center Moriches Shpng. Town	Montauk Hwy.	Center Moriches	14	6	42.9	70,000	6.2
115	Eastport Plaza	South Country Rd.	Eastport	11	0	0.0	48,100	6.9
	BROOKHAVEN TOWN TOTAL	41		597	88	14.7	2,140,400	281.0
RIVERHEAD TOWN								
116.	King Kullen	Rte. 25A	Wading River	11	2	18.2	39,300	6.2
117.	A&P	Old Country Rd.	Calverton-Roanoke	16	1	6.3	81,800	11.5
118.	Harrow's	Old Country Rd.	Riverhead	11	0	0.0	33,200	3.1
	RIVERHEAD TOWN TOTAL	3		38	3	7.9	154,300	20.8
SOUTHOLD TOWN								
119.	National 5&10 (Vacant)	Main Rd.	Laurel	5	5	100.0	40,500	7.1
120.	Key Food Shpng. Plaza	Main Rd.	Cutchogue	8	2	25.0	41,600	4.7
	SOUTHOLD TOWN TOTAL	2		13	7	53.8	82,100	11.8
SOUTHAMPTON TOWN								
121.	King Kullen	Montauk Hwy.	East Quogue	8	0	0.0	42,000	5.0
122.	Gertz	Montauk Hwy.	Westhampton	U.C	-	--	50,000	9.8
123.	IGA	Montauk Hwy.	Hampton Bays	7	0	0.0	26,900	2.9
	SOUTHAMPTON TOWN TOTAL	3		15	0	0.0	118,900	17.7
	SUFFOLK COUNTY TOTAL	123		1,635	141	8.6	5,905,800	691.4

*Enclosed Mall
**Includes an Enclosed Mall

APPENDIX TABLE 6 (cont'd.)

Single Retail Community Shopping Centers

(5 or Less Retail Stores)

No.	*Name*	*Street*	*Community*	*# of Stores*	*# of Vacant Stores*	*% Vacant*	*Total Square Footage*	*Acreage*
	HUNTINGTON TOWN							
1.	Modell's	Jericho Tpke.	Commack	2	1	50.0	157,000	19.9
	HUNTINGTON TOWN TOTAL	1		2	1	50.0	157,000	19.9
	BABYLON TOWN							
2.	Woolco	Wellwood Ave.	North Lindenhurst	1	0	0.0	103,000	7.0
3.	TSS	Montauk Hwy.	West Babylon	4	2	50.0	185,000	12.6
	BABYLON TOWN TOTAL	2		5	2	40.0	288,000	19.6
	SMITHTOWN TOWN							
4.	Tri-County Flea Market	Jericho Tpke.	Smithtown	1	0	0.0	110,000	16.9
	SMITHTOWN TOWN TOTAL	1		1	0	0.0	110,000	16.9
	ISLIP TOWN							
5.	TSS	Sunrise Hwy.	Bohemia	6	1	16.7	164,000	25.7
	ISLIP TOWN TOTAL	1		6	1	16.7	164,000	25.7
	BROOKHAVEN TOWN							
6.	Mid Island Dept. Store	Nesconset Hwy.	Port Jefferson Sta.	4	0	0.0	110,000	10.6
7.	Gertz	Middle Country Rd.	Lake Grove	1	0	0.0	155,000	13.2
8.	Billy Blake (Vacant)	Middle Country Rd.	Middle Island	2	1	50.0	120,000	16.2
9.	TSS	Middle Country Rd.	Middle Island	2	0	0.0	120,000	16.3
10.	Modell's	Sunrise Hwy.	East Patchogue	2	0	0.0	110,000	7.0
11.	Woolco Plaza	Montauk Hwy.	East Patchogue	4	0	0.0	147,300	12.2
	BROOKHAVEN TOWN TOTAL	6		15	1	6.7	762,300	75.5
	RIVERHEAD TOWN							
12.	Great Eastern (Vacant)	Old Country Rd.	Riverhead	1	1	100.0	110,000	12.4
	RIVERHEAD TOWN TOTAL	1		1	1	100.0	110,000	12.4
	SUFFOLK COUNTY TOTAL	12		30	6	20.0	1,591,300	170.0
	SUFFOLK COUNTY TOTAL			10,462	549	5.2	17,538,800	1,710.4*

*Excludes Central Business Districts and Commercial STrips

APPENDIX TABLE 7
Strip Commercial Zones

NASSAU COUNTY
STATE ROADS

	Community	*Type*
Rte. 25A (Northern Blvd.)	Great Neck to Greenvale	Mixed, offices, shopping centers
Route 27B (Hillside Ave.)	No NHP to Williston Park	Mixed, shopping centers
Route 25 (Jericho Tpke.)	Bellrose-Mineola	Mixed commercial, WSI
	Jericho-Syosset	Mixed commercial
Route 24 (Hempstead Tpke.)	Elmont-Farmingdale	Mixed commercial, shopping centers
Route 102 (Front Street)	Uniondale-East Meadow	Mixed commercial, shopping centers
Route 27 (Sunrise Highway)	Valley Stream-Massapequa	Mixed commercial, shopping centers
Route 101 (Pt. Washington Blvd.)	Port Washington	Mixed commercial
Route 106 (Newbridge Rd.)	Bellmore-No. Bellmore	Mixed commercial
Route 107 (Broadway)	Bethpage-Jericho	Mixed commercial, industrial shopping centers
COUNTY ROADS		
Glen Cove Ave./Forest Ave.	Glen Head to Locust Valley	Mixed commercial, shopping centers
Middle Neck Road	Great Neck	Mixed commercial, offices
Willis Avenue	Mineola-Roslyn	Mixed commercial
Franklin Ave./New Hyde Park	Franklin Square	Mixed commercial, shopping centers
Elmont Rd./Plainfield Ave.	Elmont	Mixed commercial
Central Ave.	Valley Stream	Mixed commercial
Hempstead Ave.	West Hempstead	Mixed commercial
Broadway	Woodmere-Hewlett	Mixed commercial
Atlantic Avenue	Lynbrook-Oceanside	Mixed commercial
Long Beach Road	Rockville Centre to Long Beach	WSI, mixed commercial shopping centers
Greenwich St./Babylon Turnpike	Hempstead-Freeport	WSI, mixed commercial
Baldwin Rd./Grand Ave.	Hempstead-Baldwin	Mixed commercial, shopping centers
Wantagh Ave.	Wantagh	Mixed commercial/shopping centers
Westbury Ave.	Carle Place-Westbury	Mixed commercial
Prospect Ave.	New Cassel	Mixed commercial, WSI
Newbridge Ave.	Bellmore-East Meadow	Mixed commercial
Jerusalem Ave.	Hempstead-N. Bellmore	Mixed commercial, shopping centers
Merrick Rd.	Valley Stream-Massapequa	WSI, mixed commercial, shopping centers
Park Ave.	Atlantic Beach-Long Beach	Mixed commercial
Old Country Rd.	Mineola-Plainview	Mixed, offices, shopping centers
OTHER ROADS		
Meacham Ave.	Elmont	Mixed commercial, industrial
Broadway	Massapequa	Mixed commercial

APPENDIX TABLE 7 (cont'd.)

SUFFOLK COUNTY

	Community	Type
STATE ROADS		
Route 25A (E. Main St.)	Huntington-Centerport	Offices, restaurants
(Ft. Salonga Rd.)	Northport to E. Northport	Industrial, commercial, shopping centers, restaurants
	Mt. Sinai-Miller Place	Mixed commercial
(N. Country Rd.)	Rocky Point	Mixed commercial, shopping centers
Route 25 (Jericho Tpke)	Huntington Station	Mixed, shopping centers, WSI
Route 25 (Jericho Tpke.)	Elwood-Commack	Mixed, shopping centers
(Middle Country Rd.)	St. James-Nesconset	WSI
(Middle Country Rd.)	Centereach-Selden-Coram	Mixed, shopping centers
(Middle Country Rd.)	Middle Island-Ridge	Mixed
(W. Main St.)	Riverhead	Industrial and mixed
Route 27 (Sunrise Hwy.)	Amityville-Copiague-Lindenhurst - W. Babylon	Mixed and industrial
	West Islip-Bay Shore	Mixed
	East Islip	Mixed
	Oakdale-Sayville-Bohemia	Mixed and shopping centers
	North Patchogue	Mixed and single commercial uses
(North Rd.)	Shinnecock Hills-S. Hampton	Mixed and tourist accommodations
Route 27A (Montauk Hwy.)	Amityville-Copiague-Lindenhurst	Mixed and marine commercial
	West Islip	Offices and restaurants
	Oakdale-West Sayville	Mixed
	Bayport	Mixed and WSI
	Blue Point	Mixed
	East Patchogue	Mixed
	North Bellport	WSI
	Mastic-Shirley	Mixed and shopping centers
Route 109	E. Farmingdale-W Babylon - N Lindenhurst	Mixed and WSI
Route 110 (NY Ave.-Walt Whitman Rd.)	Huntington Sta-S. Huntington	Mixed, offices, and shopping centers
(Broad Hollow Rd.)	E. Farmingdale	WSI
(Broadway)	N. Amityville	WSI and mixed commercial
Route 111 (Islip Ave.)	Islip-Brentwood-Central Islip	Mixed
Route 347 (Nesconset-Pt. Jefferson Hwy)	Stony Brook-Port Jefferson Sta.	Mixed and shopping centers
Route 112 (Medford Ave.)	N. Patchogue-Medford	Mixed and industrial
(Patchogue-Pt. Jefferson Rd.)	Port Jefferson Station	Mixed and industrial
Route 235 (Deer Park Ave.)	N. Babylon-Deer Park	Mixed, shopping centers, offices
COUNTY ROADS		
Commack	Commack	Mixed
Bay Shore Road	Deer Park-N. Babylon-West Islip	Mixed
Fifth Avenue	Brentwood-N. Bay Shore	Mixed and Industrial
Old Country Rd.	Riverhead	Mixed, shopping centers, industrial
Little Neck Rd.	N. Babylon	Mixed
Carleton Ave.	Islip Terrace-E. Islip	Mixed

APPENDIX TABLE 8

Major Office Buildings - 1981
(Nassau County)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
TOWN OF HEMPSTEAD				
Bellmore	2631 Merrick Road	27,700	3	1975
Cedarhurst	123 Grove Avenue	22,000	2	1965
East Meadow	1640 Hempstead Turnpike	109,000	5	1970
	1900 Hempstead Turnpike	72,400	5	1970
	1975 Hempstead Turnpike	32,200	4	1971
Elmont	1230 Hempstead Turnpike	28,400	3	1971
	570 Elmont Road	18,000	3	1973
Freeport	5 Broadway	18,250	3	1967
	147-151 W. Merrick Rd.	16,500	2	1952
	81 South Bergen Place	20,000	2	1956
	70 Sunrise Highway	22,500	5	1925
	12-18 Sunrise Highway	15,150	3	1912
	30 South Ocean Avenue	15,100	2	1974
Garden City	500 Old Country Rd.	40,000	3	1966
	Ring Road W.	36,000	2	1966
	100 Garden City Plaza	125,000	5	1969
	200 Garden City Plaza	125,000	5	1971
	300 Garden City Plaza	142,000	5	1980
	520-540 Franklin Avenue	50,600	2	1955
	1055 Franklin Avenue	60,000	3	1970
	601 Franklin Avenue	26,000	3	1965
	1501 Franklin Avenue	21,000	3	1958
	1000 Franklin Avenue	27,000	3	1960
	1001 Franklin Avenue	85,000	3	1958
	1100 Franklin Avenue	26,000	4	1970
	1399 Franklin Avenue	42,000	3	1965
	1122 Franklin Avenue	42,100	4	1976
	1050 Franklin Avenue	58,000	5	1978
	1010 Franklin Avenue	52,000	4	1980
	1325 Franklin Avenue	160,000	5	1980
	1225 Franklin Avenue	160,000	5	1980
	1305 Franklin Avenue	40,000	3	1980
	1205 Franklin Avenue	40,000	3	1980
	229 7th Avenue	42,000	3	1963
	233 7th Avenue	31,000	3	1965

APPENDIX TABLE 8 (cont'd.)

TOWN OF HEMPSTEAD (Cont'd.)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
	226 7th Avenue	16,000	3	1963
	224 7th Avenue	16,350	3	1967
	2310-320 Old Country Road	20,150	2	1954
	350 Old Country Road	15,300	2	1955
	370 Old Country Road	18,700	2	1956
	1505 Kellum Place	16,500	2	1961
	1415 Kellum Place	51,200	2	1953
Garden City East	900 Ellison Avenue	145,400	4	1969
	600 Old Country Road	180,000	6	1959
	900 Old Country Road	84,500	3	1962
	666 Old Country Road	119,000	9	1980
	585 Stewart Avenue	140,000	6	1966
	591 Stewart Avenue	28,400	2	1974
	711 Stewart Avenue	300,000	3	1980
	1101 Stewart Avenue	93,500	3	1981
	865 Merrick Avenue	60,000	5	1971
	875 Merrick Avenue	40,000	2	1979
Hempstead	199 Fulton Avenue	37,200	6	1929
	175 Fulton Avenue	180,000	7	1962
	196 Fulton Avenue	42,150	5	1976
	250 Fulton Avenue	48,800	6	1930
	320 Fulton Avenue	60,800	6	1956
	474 Fulton Avenue	18,000	3	1961
	619 Fulton Avenue	17,700	3	1958
	159 N. Franklin Street	49,000	4	1954
	91 N. Franklin Street	35,700	3	1959
	14 Front Street	33,000	3	1969
	33 Front Street	21,600	3	1972
	393 Front Street	32,000	4	1972
	50 Clinton Avenue	130,000	7	1972
	134 Jackson Street	23,000	4	1957
Lawrence	700 Rockaway Turnpike	30,300	4	1973
Levittown	2900 Hempstead Turnpike	18,600	2	1966
	3600 Hempstead Turnpike	78,250	5	1973
	3000 Hempstead Turnpike	51,800	4	1971
Lynbrook	211 Broadway	20,200	2	1969
	8 Freer Street	90,400	4	1971
	Merrick Road	26,550	3	1973

APPENDIX TABLE 8 (cont'd.)

	Address	Sq. Ft.	No. of Stories	Year Completed
TOWN OF HEMPSTEAD (Cont'd)				
	300 Merrick Road	34,200	4	1975
	303 Merrick Road	71,900	5	1975
	444 Merrick Road	80,000	4	1961
	381 Sunrise Highway	38,000	5	1930
Merrick	1955 Merrick Road	15,000	2	1967
	2116 Merrick Road	18,700	3	1966
Rockville Centre	100 Merrick Road	72,000	5	1963
	100 Merrick Road	66,000	5	1971
	371 Merrick Road	33,000	3	1970
	265 Sunrise Highway	40,000	6	1969
	77 N. Centre Avenue	31,100	2	1975
	100 N. Centre Avenue	30,000	4	1980
	53 Park Avenue	34,500	5	1954
	119 N. Park Avenue	26,400	3	1975
South Westbury	990 Westbury Road	24,000	3	1975
Valley Stream	31 First Avenue	53,400	6	1968
	Roosevelt Avenue	26,800	2	1957
	11 Sunrise Plaza	15,200	2	1968
	99 West Hawthorne Avenue	36,300	6	1962
	507-535 Rockaway Avenue	22,750	2	1962
West Hempstead	300 Hempstead Turnpike	21,150	2	1966
	60 Hempstead Avenue	65,000	6	1955
CITY OF LONG BEACH				
	249 East Park Avenue	16,400	4	1964
TOWN OF NORTH HEMPSTEAD				
Carle Place	1 Old Country Road	272,300	5	1970
	Glen Cove Road	24,300	1	1965
East Hills	70 Glen Cove Road	23,800	3	1966
Floral Park	199 Jericho Turnpike	24,200	4	1969
Greenvale	9 Northern Boulevard	38,250	3	1968
	55 Northern Boulevard	17,150	3	1963
Great Neck	98 Cutter Mill Road	175,000	4	1970
	10 Cutter Mill Road	22,000	3	1971
	60 Cutter Mill Road	100,000	5	1978
	245 Great Neck Road	34,200	2	1969
	150 Great Neck Road	25,000	4	1961

APPENDIX TABLE 8 (cont'd.)

TOWN OF NORTH HEMPSTEAD (Cont'd)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
	175 Great Neck Road	33,500	3	1969
	185 Great Neck Road	40,000	3	1970
	111 Great Neck Road	160,000	5	1980
	1 Linden Place	62,000	3	1969
	17 Barstow Road	25,000	3	1965
	45 N. Station Plaza	36,000	4	1967
	7-9 Park Place	20,300	4	1967
	11 Grace Avenue	56,250	4	1971
	310 E. Shore Road	50,000	-	1981
	55 Northern Boulevard	62,000	4	1969
	107 Northern Boulevard	36,000	3	1971
	277 Northern Boulevard	27,100	2	1971
	287 Northern Boulevard	26,500	3	1978
	295 Northern Boulevard	18,000	3	1964
	305 Northern Boulevard	18,000	3	1968
	425 Northern Boulevard	18,000	3	1965
	445 Northern Boulevard	27,500	3	1966
	475 Northern Boulevard	27,500	3	1968
	525 Northern Boulevard	22,800	3	1962
	600 Northern Boulevard	85,000	-	1981
	1000 Northern Boulevard	65,000	-	1981
Lake Success	400 Lakeville Road	42,750	2	1965
	410 Lakeville Road	100,750	3	1973
	420 Lakeville Road	47,950	2	1972
	560 Lakeville Road	61,500	2	1969
	1 Dakota Avenue	133,000	3	1970
	3 Dakota Avenue	133,000	3	1970
	5 Dakota Avenue	133,000	3	1970
	2 Ohio Street	65,500	2	1969
	4 Ohio Street	65,500	2	1969
	6 Ohio Street	65,500	2	1969
	2000 Marcus Avenue	100,000	3	1969
	2001 Marcus Avenue	215,000	3	1979
	3000 Marcus Avenue	190,150	3	1969
	2200 Marcus Avenue	42,200	2	1969
	1 Marcus Avenue	102,000	3	1978
	3003 New Hyde Park Road	61,000	3	1976
	L.I.E. Northern Boulevard	115,000	3	1980

APPENDIX TABLE 8 (cont'd.)

TOWN OF NORTH HEMPSTEAD (Cont'd)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
Manhasset	1615 Northern Boulevard	40,000	4	1965
	1615 Northern Boulevard	350,000	4	1980
Mineola	100 East Old Country Road	16,200	3	1957
	114 Old Country Road	116,000	6	1964
	170 Old Country Road	101,000	6	1966
	222 Front Street	101,000	4	1971
	22 Jericho Turnpike	32,800	2	1979
New Cassel	1065 Old Country Road	16,000	1	1971
New Hyde Park	1335 Jericho Turnpike	30,900	2	1976
North Hills	3333 New Hyde Park Rd.	161,450	4	1975
North New Hyde Park	800 Community Drive	16,500	2	1975
	1330 Union Turnpike	34,000	3	1969
	2035 Lakeville Road	20,450	3	1975
	Marcus Avenue	315,000	3	1980
	2001 Marcus Avenue	215,000	3	1979
Port Washington	14 Vanderventer Avenue	28,000	2	1964
Roslyn	1025 Northern Boulevard	26,400	3	1966
	1044 Northern Boulevard	51,000	3	1969
	1800 Northern Boulevard	100,000	3	1980
Roslyn Heights	99 Powerhouse Road	41,150	3	1971
	200 Powerhouse Road	40,850	2	1967
	125 Willis Avenue	30,250	2	1964
Westbury	550 Old Country Road	42,500	3	1965
TOWN OF OYSTER BAY				
Bethpage	184 Central Avenue	53,000	3	1971
Farmingdale	399 Hempstead Turnpike	15,400	2	1971
Hicksville	183 Broadway	15,000	3	1968
	35 North Broadway	27,000	4	1930
	76 North Broadway	23,100	3	1966
	333 North Broadway	25,000	4	1964
	25 W. Barcley Street	70,000	4	1970
	120 Bethpage Road	20,000	2	1969
	20 Newbridge Road	18,850	3	1957
	100 Duffy Avenue	146,050	5	1975
Jericho	50 Jericho Turnpike	32,000	3	1969
	55 Jericho Turnpike	18,500	3	1963
	99 Jericho Turnpike	44,000	3	1971
	125 Jericho Turnpike	62,200	5	1969

APPENDIX TABLE 8 (cont'd.)

TOWN OF OYSTER BAY (Cont'd)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
	131 Jericho Turnpike	27,400	5	1967
	179 Jericho Turnpike	50,200	1	1965
	333 Jericho Turnpike	30,000	3	1966
	350 Jericho Turnpike	40,500	3	1969
	400 Jericho Turnpike	27,000	3	1969
	410 Jericho Turnpike	27,000	3	1970
	420 Jericho Turnpike	27,000	3	1970
	80 Jericho Turnpike	285,000	3	1980
	100 Jericho Turnpike	260,000	3	1981
	1 Jericho Plaza	202,800	3	1978
	2 Jericho Plaza	300,000	3	1980
	113 S. Service Road	37,500	1	1967
	366 N. Broadway	65,000	5	1968
	375 N. Broadway	39,800	3	1972
	380 N. Broadway	40,000	5	1966
	390 N. Broadway	45,350	3	1974
Massapequa	120 Hicksville Road	80,300	2	1969
Plainview	777 Old Country Road	16,800	2	1963
	88 Sunnyside Blvd.	19,000	3	1970
	100 Manetto Hill Road	43,300	3	1973
Syosset	33 Queen Street	16,800	3	1965
	50 Jackson Avenue	35,000	3	1976
	575 Underhill Boulevard	228,000	2	1979
	175 Jericho Turnpike	53,250	3	1964
	6800 Jericho Turnpike	205,000	2	1979
	6901 Jericho Turnpike	80,000	2	1971
	Jericho Turnpike	100,000	2	1981
Woodbury	8243 Jericho Turnpike	20,000	3	1966
	40 Crossways Park Drive	50,000	4	1970
	100 Crossways Park West	144,000	4	1972
	20 Crossways Park North	50,100	4	1973
	270 Woodbury Road	166,200	4	1972
	North Service Road	41,700	2	1978
	105 Frochlich Farm Blvd.	30,000	1	1979
	125 Frochlich Farm Blvd.	40,000	1	1980
	170 Frochlich Farm Blvd.	20,000	1	1979
	175 Frochlich Farm Blvd.	29,500	1	1977
	180 Frochlich Farm Blvd.	16,000	1	1978
	195 Frochlich Farm Blvd.	29,500	1	1975
	800 Frochlich Farm Blvd.	30,900	1	1978

APPENDIX TABLE 8 (cont'd.)

Major Office Buildings - 1981
(Suffolk County)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
TOWN OF HUNTINGTON				
COMMACK				
Sixty Six Plaza Building	66 Commack Road	25,000	3	1973
County Federal Building	6080 Jericho Turnpike	40,000	3	1973
	6500 Jericho Turnpike	20,000	2	1960's
EAST NORTHPORT				
Larkfield Professional Center	554 Larkfield Road	15,000	2	1968
	514 Larkfield Road	11,000	2	1960's
HUNTINGTON				
Bay Hills Plaza	140 East Main Street	10,000	2	1970
North Harbor Medical Offices	154 East Main Street	15,000	2	1980
	158 East Main Street	10,000	2	1966
	202 East Main Street	16,000	2	1980
Village East Professional Center	205 East Main Street	28,000	2	1978
	48-52 Elm Street	24,000	2	1959
Huntington Medical & Professional Bldg.	23 Green Street	29,000	3	1961
7 High Street Association	7 High Street	24,000	3	1965
The Village Green Professional Bldg.	124 Main Street	18,000	2	1965
177 Main Street Corp.	177 Main Street	11,000	2	1963
New Yorker	755 New York Avenue	32,000	4	1972
John Teed Building	425 New York Avenue	10,000	2	1950's
63 New York Avenue		45,000	1	1960's
North Shore Medical Group	325 Park Avenue	20,000	2	1954 & 58
HUNTINGTON TOTAL	14 Complexes	292,000		
HUNTINGTON STATION				
Huntington Medical Group	Pulaski Road	22,000	1	1959
Walt Whitman Office Building	315 Walt Whitman Road	28,000	3	1965
Melville Professional Buildings	566-574 Walt Whitman Road	14,000	2	1950's
Dime Savings Bank	Walt Whitman Road	16,000	2	1978

APPENDIX TABLE 8 (cont'd.)

TOWN OF HUNTINGTON (Cont'd)

	Address		*Sq. Ft.*	*No. of Stories*	*Year Completed*
MELVILLE					
Paragon Enterprises	125 Baylis Road		95,000	3	1980
	20 Broad Hollow Road		34,000	3	1966
	60 Broad Hollow Road		16,000	3	1965
Chemical Bank Building	115 Broad Hollow Road		101,000	3	1972
110 Colonial Center	150 Broad Hollow Road		80,000	3	1966
275 Huntington Office Plaza	275 Broad Hollow Road		125,000	4	1971
Expressway Plaza	401 Broad Hollow Road		103,000	4	1970
	425 Broad Hollow Road		100,000	4	1972
Melville Office Plaza	445 Broad Hollow Road		250,000	5	1980
Paragon Office Building	534 Broad Hollow Road		111,000	5	1969
535 Building	535 Broad Hollow Road		100,000	2	1963
555 Plaza	555 Broad Hollow Road		60,000	4	1971
Pitney Bowes	560 Broad Hollow Road		51,000	3	1971
Huntington Quadrangle	Broad Hollow Road		1,200,000	4	1972
Huntington Business Campus	520 Broad Hollow Road		80,000	1	1980
520 Broad Hollow Road	70,000 1981				
Corporate Quarters I,II,III	Duryea & Maxess Roads		340,000	3	1977
Ten Melville Park Road	10 Melville Park Road		50,000		1981
Citicorp	245 Old Country Road		75,000	2	1979
Merganthaler	201 Old Country Road		167,000	2	1960
The Corporate Center	Pinelawn Road		100,000	2	1980
	Pinelawn Road		170,000	2	1981
	Pinelawn Road		70,000	2	1981
Parkway Plaza	734 Walt Whitman Road		32,000	4	1982
Huntington Office Center	900 Walt Whitman Road		45,000	4	1970
Colonial Building	1175 Walt Whitman Road		63,000	2	1968
MELVILLE TOTAL	COMPLEXES				
	existing	20	3,328,000		
	under construction	2	120,000		
	planned	2	543,000		
	TOTAL	24	3,991,000		
HUNTINGTON TOWN TOTAL	OFFICE COMPLEXES				
	existing	45	3,811,000		
	under construction	2	120,000		
	planned	2	543,000		
	TOTAL	47	4,474,000		

APPENDIX TABLE 8 (cont'd.)

	Address	*Sq. Ft.*	*No. of Stories*	*Year Completed*
TOWN OF BABYLON				
AMITYVILLE				
	365 Broadway	10,000	1	1954
Amityville Professional Center	630 Broadway	10,000	2	1960's
BABYLON				
Argyle Square	181 Montauk Highway	18,000	2	1950's
The "400" Building	400 West Main Street	50,000	3	1969
EAST FARMINGDALE				
Posillico Building	100 Broad Hollow Road	18,000	3	1973
	707 Broad Hollow Road	10,000	2	1962
	1919 Broad Hollow Road	10,000	3	1960's
NORTH AMITYVILLE				
Medical & Dental Center	1200 Farmingdale Road	22,000	2	1973
NORTH LINDENHURST				
	150 East Sunrise Highway	30,000	2	1975
WEST BABYLON				
	500 Montauk Highway	40,000	2	1972
	300 Sunrise Highway	18,000	3	1972
Federal Square Professional Center	393 Sunrise Highway	15,000	2	1970-1975
BABYLON				
Babylon Town Total	existing 12	251,000		
TOWN OF SMITHTOWN				
COMMACK				
The Belaire Building	67 Harned Road	11,000	3	1960's
	1 Old Indian Head Road	39,000	3	1963
HAUPPAUGE				
Hauppauge Office Building	496 Nesconset Highway	28,000	3	1969
Hauppauge Center	550 Nesconset Highway	10,000	2	1960's
Heartland Industrial Park	180 Oser Avenue	100,000	1	1978

APPENDIX TABLE 8 (cont'd.)

TOWN OF SMITHTOWN (Cont'd)

	Address		*Sq. Ft.*	*No. of Stories*	*Year Completed*
Smithtown Rehabilitation Center	515 & 517 Route 111		27,000	3	1975 1977
Hauppauge Professional Center	111 Smithtown Bypass		24,000	2	1964
Hauppauge Atrium Building	300 Vanderbilt Motor Parkway		55,000	1	1979
Marcus Office Building	330 & 350 Vanderbilt Motor Parkway		130,000	4	1971
Law & Professional Building	350 & 354 Veterans Memorial Highway		24,000	3	1979
National Bank of North America	740 Veterans Memorial Highway		18,000	3	1970-1975
HAUPPAUGE TOTALS	EXISTING		416,000		
SMITHTOWN					
	153-155 East Main Street		12,000	2	1960's
Colonial Square	180 East Main Street		30,000	3	1966
Block Professional Bldg.	202 East Main Street		10,000*	2	1980
Smithtown Executive Plaza	222 East Main Street		79,000*	3	1972
Liberty Mutual	270 East Main Street		48,000*	2	1980
Colonial Branch Building	285 East Main Street		25,000	3	1973
Town & Country Professional Building	22 Lawrence Avenue		14,000	3	1940's
Lawrence Avenue Arts Center	100 Lawrence Avenue		10,000	2	1965
Maple Avenue Professional Building	80 Maple Avenue		17,000	2	1972
Liberty Mutual Building	11 Route 111		20,000	2	1969
Route 111 Professional Bldg.	363 Route 111		12,000	1	1972
Johansen Realty Building	308 West Main Street		12,000	2	1967
SMITHTOWN TOTAL	Existing		231,000		
	Under Construction		58,000		
	Total		289,000		
	Office Complexes				
SMITHTOWN TOWN TOTAL	Existing	21	697,000		
	Under Construction	2	58,000		
	Planned	1	57,000		
	Total	24	812,000		

*Under Construction

APPENDIX TABLE 8 (cont'd.)

	Address	Sq. Ft.	No. of Stories	Year Completed
TOWN OF ISLIP				
BAY SHORE				
Bay Shore Professional Center	1 East Main Street	20,000	2	1970-1974
Medical Arts Building	375 East Main Street	30,000	2	1960's
South Shore Professional Center	387 East Main Street	10,000	1	1960's
Court House Building	88-92 East Main Street	20,000	3	before 1960
BOHEMIA				
Airport International Plaza	25 Orville Drive	32,000	1	1973
Atrium Office Building	30 & 40 Orville Drive	60,000	1	1972
Vantage Petroleum Corp.	515 Johnson Avenue	10,000	2	1975
Airport Center	4250 Veterans Memorial Highway	54,000	4	1972
The Long Island Building The MacArthur Building	4250 Veterans Memorial Highway	200,000**	4	1982 1983
BRENTWOOD				
	601 Suffolk Avenue	10,000	2	1965
Suffolk Avenue Professional Building	652 Suffolk Avenue	15,000	2	1978
CENTRAL ISLIP				
Crossroads Executive Center	1727 Veterans Memorial Highway	30,000	4	1970
Crossroads Executive Center Phase II	1787 Veterans Memorial Highway	23,000	1	1980
HAUPPAUGE				
Metropolitan Life	2929 Expressway Drive North	150,000	3	1980
Community Health Plan of Suffolk	3001 Expressway Drive North	40,000	1	1980
1324 Office Building	1324 Motor Parkway	66,000	1	1960's
Expressway Office Plaza	Route 111 & Wheeler Rd.	40,000	4	1981
Emtrol Building	1440 Veterans Memorial Highway	12,000	1	-
Staller Office Park	1455 Veterans Memorial Highway	30,000	3	1977
Hanover Square	Veterans Memorial Highway	50,000	1	1981
HAUPPAUGE TOTAL	Existing	388,000		
RONKONKOMA				
European American	4175 Veterans Memorial Highway	40,000	4	1968

**Planned

APPENDIX TABLE 8 (cont'd.)

TOWN OF ISLIP (Cont'd) *Name*	*Address*		*Sq. Ft.*	*No. of Stories*	*Year Completed*
WEST ISLIP					
111 Medical Center	111 Montauk Highway		10,000	3	1960's
	400 Montauk Highway		13,000	1	1970-1975
	Office Complexes				
ISLIP TOWN TOTAL	Existing	19	575,000		
	Under Construction	2	100,000		
	Planned	3	360,000		
	Total	24	1,035,000		
TOWN OF BROOKHAVEN					
CENTEREACH					
Bank of Smithtown	1919 Middle Country Road		21,000	3	1966
Suffolk County Federal Savings	2100 Middle Country Road		30,000	3	1970-1975
CORAM					
Coram Office Building	356 Middle Country Road		20,000	3	1973
TBS Building	625 Middle Country Road		15,000	3	1971
EAST PATCHOGUE					
The Island Colonial Building	475 East Main Street		40,000	2	1965
Patchogue Sills Medical Center	240 Patchogue-Yaphank Road		17,000	1	1970
Hospital Road Professional Center	250 Patchogue-Yaphank Road		20,000	2	1976
Brookhaven Medical Arts	4 Phyllis Drive		17,000	1	1960's
EAST SETAUKET					
Hillside Professional Center	45 Route 25A		10,000	2	1960's
FARMINGVILLE					
Allstate Building	1 Allstate Drive		225,000	3	1977
Teachers Credit Union	North Ocean Avenue		60,000*	5	1981
HOLBROOK					
Holbrook Medical Center	233 Union Avenue		20,000	2	1978

*Under Construction

APPENDIX TABLE 8 (cont'd.)

TOWN OF BROOKHAVEN (Cont'd)

Community/Name	*Address*	*Sq. Ft.*	*No. of Stories*	*Year Completed*
HOLTSVILLE				
IRS Gateway Building	755 Waverly Avenue	48,000	4	1974
LAKE GROVE				
Stony Brook Professional Building	Nesconset Highway	10,000	2	1960
LAKE RONKONKOMA				
Hawkins Office Park	622-626 Hawkins Avenue 650 Hawkins Avenue	20,000	1	1972
MEDFORD				
Boy Scouts	7 Scouting Boulevard	14,000	1	1975
MILLER PLACE				
	500 Route 25A	10,000	2	1972
PATCHOGUE				
	180 East Main Street	14,000	2	1970-1975
Patchogue Office Building	31 Oak Street	17,000	2	1952
Long Island Advance Building	20 Medford Avenue	15,000	1	before 1970
Wedgewood Building	West Main Street	15,000	3	before 1960
PORT JEFFERSON				
Jefferson Medical Park	635 Belle Terre Road	16,000	1	1960's
The Port Jefferson Professional Complex	640 Belle Terre Road	21,000	2	1972
North Country Professional Center	120 North Country Road	11,000	2	1979
Station Medical Center	251 Oakland Avenue	21,000	2	1970
PORT JEFFERSON STATION				
Medical Center	Route 347	28,000	1	1976
SELDEN				
Coram Selden Professional Center	660 Middle Country Road	18,000	1	1973
SHIRLEY				
	640 Montauk Highway	12,000	1	1975

APPENDIX TABLE 8 (cont'd.)

TOWN OF BROOKHAVEN (Cont'd)

Community/Name	*Address*		*Sq. Ft.*	*No. of Stories*	*Year Completed*
STONY BROOK					
207 Hallock Road Building	207 Hallock Avenue		24,000	2	1974
Stony Brook Professional Arts Building	1212 Route 25A		10,000	3	1972
Stony Brook Medical Center	1239 Route 25A		14,000	3	1960's
YAPHANK					
Prudential Building	1500 William Floyd Parkway		11,000	3	1974
BROOKHAVEN TOWN TOTAL	Office Complexes				
	Existing	31	784,000		
	Under Construction	1	60,000		
	Total	32	844,000		
TOWN OF RIVERHEAD					
RIVERHEAD					
Metropolitan Life	244 Old Country Road		10,000	1	1979
Roanoke Lodge	220 Roanoke Avenue		15,000	3	1930's
Medical Arts Building	1333 Roanoke Avenue		14,000	3	1960's
	16 West Main Street		15,000	3	1930's
	400 West Main Street		40,000	3	1969
RIVERHEAD TOWN TOTAL	Office Complexes				
	Existing	5	94,000		
MONTAUK					
Fisher Office Building	Montauk Highway		17,000	7	1926
EAST HAMPTON TOWN TOTAL	Office Complexes				
	Existing	1	17,000		

APPENDIX TABLE 9

1981 Hotel/Motel Inventory

Nassau County

Place	*Establishments[1] (100%)*	*No. of Units[2]*	*Capacity*
NASSAU COUNTY	46	3370	9905
GLEN COVE CITY	2	158	300
HEMPSTEAD TOWN	19	1495	4485
East Meadow	1	110	330
Elmont	1	18	54
Freeport	2	84	252
Hempstead	1	182	546
Island Park	2	89	267
Lido Beach	1	185	555
Lynbrook	2	126	378
Merrick	1	60	180
Oceanside	1	33	99
Rockville Centre	2	189	567
Wantagh	1	38	114
West Hempstead	2	120	360
Westbury	2	261	783

Place	*Establishments[1] (100%)*	*No. of Units[2]*	*Capacity*
NORTH HEMPSTEAD TOWN	8	450	1319
Carle Place	1	150	450
Floral Park	1	55	160
Great Neck Plaza	1	55	160
Manhasset	1	83	249
Port Washington	1	26	78
Roslyn	2	62	165
Westbury	1	19	57
OYSTER BAY TOWN	17	1267	3801
Bayville	1	63	189
Bethpage	1	59	177
East Norwich	1	68	204
Hicksville	2	142	426
Jericho	4	290	870
Massapequa	1	27	81
Massapequa Park	1	51	153
Old Westbury	1	13	39
Plainview	3	366	1098
Woodbury	2	188	564

(1)All Nassau Co. Establishments are year-round; there is only one conversion to condominium (residential use), in Lido Beach.
(2)Units can be any size room, cottage or apartment.

APPENDIX TABLE 9 (cont'd.)

1981 Hotels/Motels Inventory (Suffolk County)

		ESTABLISHMENTS					UNITS (1)					CAPACITY				CONVERSIONS (2)	
	Total	Year-round		Seasonal		Total	Year-round		Seasonal		Total	Year-round		Seasonal			
Place	100%	#	%	#	%	100%	#	%	#	%	100%	#	%	#	%	#	%
SUFFOLK COUNTY	360	142	39.4	218	60.6	8,734	4,488	51.4	4,246	48.6	25,712	12,693	49.4	13,019	50.6	23	6.4
BABYLON	16	15	93.8	1	6.2	399	388	97.2	11	2.8	1,123	1,068	95.1	55	4.8	0	0.0
Amityville	2	2	100.0	0	0.0	55	55	100.0	0	0.0	128	128	100.0	0	0.0	0	0.0
Babylon	1	1	100.0	0	0.0	13	13	100.0	0	0.0	33	33	100.0	0	0.0	0	0.0
Copaigue	3	2	66.6	1	33.3	81	70	86.4	11	13.6	321	266	82.9	55	17.1	0	0.0
Deer Park	1	1	100.0	0	0.0	42	42	100.0	0	0.0	120	120	100.0	0	0.0	0	0.0
E. Farmingdale	2	2	100.0	0	0.0	92	92	100.0	0	0.0	238	238	100.0	0	0.0	0	0.0
Lindenhurst	4	4	100.0	0	0.0	85	85	100.0	0	0.0	215	215	100.0	0	0.0	0	0.0
W. Babylon	3	3	100.0	0	0.0	31	31	100.0	0	0.0	68	68	100.0	0	0.0	0	0.0
BROOKHAVEN	28	15	53.6	13	46.4	705	448	63.5	257	36.5	1,920	1,229	64.0	691	36.0	0	0.0
Blue Point	1	1	100.0	0	0.0	9	9	100.0	0	0.0	27	27	100.0	0	0.0	0	0.0
Fire Island	13	0	0.0	13	100.0	257	0	0.0	257	100.0	691	0	0.0	691	100.0	0	0.0
Medford	3	3	100.0	0	0.0	152	152	100.0	0	0.0	456	456	100.0	0	0.0	0	0.0
Patchogue	3	3	100.0	0	0.0	76	76	100.0	0	0.0	159	159	100.0	0	0.0	0	0.0
Pt. Jefferson Sta.	1	1	100.0	0	0.0	48	48	100.0	0	0.0	150	150	100.0	0	0.0	0	0.0
Pt. Jefferson	1	1	100.0	0	0.0	46	46	100.0	0	0.0	135	135	100.0	0	0.0	0	0.0
Ridge	1	1	100.0	0	0.0	18	18	100.0	0	0.0	48	48	100.0	0	0.0	0	0.0
Rocky Point	1	1	100.0	0	0.0	13	13	100.0	0	0.0	52	52	100.0	0	0.0	0	0.0
Shirley	2	2	100.0	0	0.0	48	48	100.0	0	0.0	141	141	100.0	0	0.0	0	0.0
Stony Brook	2	2	100.0	0	0.0	38	38	100.0	0	0.0	61	61	100.0	0	0.0	0	0.0
EAST HAMPTON	111	31	27.9	80	72.1	2,414	747	30.9	1,667	69.1	6,870	2,064	30.0	4,806	70.0	5	4.5
Amagansett	9	3	33.3	6	66.6	216	66	30.6	150	69.4	660	191	28.9	469	71.1	1	11.1
East Hampton	14	5	35.7	9	64.3	222	105	47.3	117	52.7	637	268	42.1	369	57.9	1	7.1
Montauk	86	23	26.7	63	73.3	1,946	576	29.6	1,370	70.4	5,499	1,605	29.2	3,894	70.8	3	3.4
Sag Harbor (pt)	1	0	0.0	1	100.0	6	0	0.0	6	100.0	26	0	0.0	26	100.0	0	0.0
Wainscott	1	0	0.0	1	100.0	24	0	0.0	24	100.0	48	0	0.0	48	100.0	0	0.0
HUNTINGTON	8	8	100.0	0	0.0	292	292	100.0	0	0.0	712	712	100.0	0	0.0	0	0.0
Centerport	1	1	100.0	0	0.0	30	30	100.0	0	0.0	120	120	100.0	0	0.0	0	0.0
Cold Spr. Hbr.	1	1	100.0	0	0.0	28	28	100.0	0	0.0	44	44	100.0	0	0.0	0	0.0
Commack (pt)	1	1	100.0	0	0.0	55	55	100.0	0	0.0	78	78	100.0	0	0.0	0	0.0
Huntington	3	3	100.0	0	0.0	72	72	100.0	0	0.0	164	164	100.0	0	0.0	0	0.0
Huntington Sta.	2	2	100.0	0	0.0	107	107	100.0	0	0.0	306	306	100.0	0	0.0	0	0.0
ISLIP	27	14	51.9	13	48.1	1,027	856	83.3	171	16.7	3,062	2,653	86.5	409	13.4	0	0.0
Bay Shore	3	3	100.0	0	0.0	135	135	100.0	0	0.0	329	329	100.0	0	0.0	0	0.0
Bohemia	1	1	100.0	0	0.0	54	54	100.0	0	0.0	121	121	100.0	0	0.0	0	0.0
Fire Island	13	0	0.0	13	100.0	171	0	0.0	171	100.0	409	0	0.0	409	100.0	0	0.0
Hauppuage (pt)	4	4	100.0	0	0.0	328	328	100.0	0	0.0	1,052	1,052	100.0	0	0.0	0	0.0
Holbrook	1	1	100.0	0	0.0	52	52	100.0	0	0.0	78	78	100.0	0	0.0	0	0.0
Islip Terrace	1	1	100.0	0	0.0	8	8	100.0	0	0.0	16	16	100.0	0	0.0	0	0.0
Ronkonkoma	2	2	100.0	0	0.0	234	234	100.0	0	0.0	910	910	100.0	0	0.0	0	0.0
Sayville	2	2	100.0	0	0.0	45	45	100.0	0	0.0	147	147	100.0	0	0.0	0	0.0

APPENDIX TABLE 9 (cont'd.)

Place	ESTABLISHMENTS Total 100%	Year-round #	Year-round %	Seasonal #	Seasonal %	UNITS (1) Total 100%	Year-round #	Year-round %	Seasonal #	Seasonal %	CAPACITY Total 100%	Year-round #	Year-round %	Seasonal #	Seasonal %	CONVERSIONS (2) #	CONVERSIONS (2) %
RIVERHEAD	10	9	90.0	1	10.0	327	287	87.8	40	12.2	1,109	859	77.5	250	22.5	0	0.0
Aquebogue	1	1	100.0	0	0.0	16	16	100.0	0	0.0	48	48	100.0	0	0.0	0	0.0
Baiting Hollow	1	0	0.0	1	100.0	40	0	0.0	40	100.0	250	0	0.0	250	100.0	0	0.0
Jamesport	2	2	100.0	0	0.0	36	36	100.0	0	0.0	114	114	100.0	0	0.0	0	0.0
Riverhead	4	4	100.0	0	0.0	197	197	100.0	0	0.0	623	623	100.0	0	0.0	0	0.0
Wading River	2	2	100.0	0	0.0	38	38	100.0	0	0.0	74	74	100.0	0	0.0	0	0.0
SHELTER ISLAND	11	0	0.0	11	100.0	208	0	0.0	208	100.0	583	0	0.0	583	100.0	0	0.0
Shelter Island	5	0	0.0	5	100.0	69	0	0.0	69	10.0	185	0	0.0	185	100.0	0	0.0
Shltr. Is. Hgts.	6	0	0.0	6	100.0	139	0	0.0	139	100.0	398	0	0.0	398	100.0	0	0.0
SMITHTOWN	6	6	100.0	0	0.0	434	434	100.0	0	0.0	1,406	1,406	100.0	0	0.0	0	0.0
Commack (pt)	2	2	100.0	0	0.0	125	125	100.0	0	0.0	286	286	100.0	0	0.0	0	0.0
Hauppauge (pt)	1	1	100.0	0	0.0	212	212	100.0	0	0.0	848	848	100.0	0	0.0	0	0.0
Nesconset	1	1	100.0	0	0.0	20	20	100.0	0	0.0	50	50	100.0	0	0.0	0	0.0
Smithtown	2	2	100.0	0	0.0	77	77	100.0	0	0.0	192	192	100.0	0	0.0	0	0.0
SOUTHAMPTON	118	38	32.2	80	67.8	2,375	925	38.9	1,450	61.1	7,361	2,425	32.9	4,936	67.1	17	14.3
Bridgehampton	1	0	0.0	1	100.0	21	0	0.0	21	100.0	70	0	0.0	70	100.0	0	0.0
East Quogue	5	1	20.0	4	80.0	65	16	24.6	49	75.4	289	64	22.1	225	77.9	1	20.0
Hampton Bays	67	20	29.9	47	70.1	1,035	381	36.8	654	63.2	3,356	1,024	30.5	2,332	69.5	14	20.9
Quogue	3	0	0.0	3	100.0	69	0	0.0	69	100.0	178	0	0.0	178	100.0	0	0.0
Riverside	1	0	0.0	1	100.0	68	68	100.0	0	0.0	200	200	100.0	0	0.0	0	0.0
Sag Harbor (pt)	5	3	60.0	2	40.0	80	65	81.2	15	18.8	198	135	68.2	63	31.8	0	0.0
Southampton	24	11	45.8	13	54.2	563	350	62.2	213	37.8	1,537	895	58.2	642	41.8	1	4.2
Watermill	1	0	0.0	1	100.0	16	0	0.0	16	100.0	32	0	0.0	32	100.0	0	0.0
Westhampton	1	1	100.0	0	0.0	12	12	100.0	0	0.0	30	30	100.0	0	0.0	0	0.0
W. Hampton Beach	10	2	20.0	8	80.0	446	33	7.4	413	92.6	1,471	77	5.2	1,394	94.8	1	10.0
SOUTHOLD	25	6	24.0	19	76.0	553	111	20.1	442	79.9	1,566	277	17.7	1,289	82.3	1	4.0
Cuthogue	1	0	0.0	1	100.0	60	0	0.0	60	100.0	150	0	0.0	150	100.0	0	0.0
East Marion	6	0	0.0	6	100.0	63	0	0.0	63	100.0	277	0	0.0	277	100.0	0	0.0
Fisher's Is.	1	1	100.0	0	0.0	12	12	100.0	0	0.0	24	24	100.0	0	0.0	0	0.0
Greenport	10	4	40.0	6	60.0	220	86	39.1	134	60.9	663	209	31.5	454	68.5	0	0.0
Mattituck	2	0	0.0	2	100.0	33	0	0.0	33	100.0	68	0	0.0	68	100.0	0	0.0
Orient Point	1	0	0.0	1	100.0	8	0	0.0	8	100.0	40	0	0.0	40	100.0	0	0.0
Southold	4	1	25.0	3	75.0	157	13	8.3	144	91.7	344	44	12.8	300	87.2	1	25.0

(1) Units can be any size room, cottage or apartment.

(2) Includes establishments which have converted to condominium, cooperative, or time sharing ownership and establishments which have filed applications for conversion with the New York State Attorney General's Office.

APPENDIX TABLE 10

Telephone Interview with Michael Sanchirico, Esq., 8/31/81

Re: Motel/Condominium Conversions

The following information is based on Mr. Sanchirico's legal experience gained while serving as counsel for owners in the conversion of approximately forty East End motel establishments into condominium ownership. Mr. Sanchirico contends that motel condominium conversion represents a change in ownership rather than a change in zoning use and accordingly, prepares the contracts to conform with local zoning restrictions.

The recent trend of motel-hotel conversion into condominium ownership has caused concern among local officials of the eastern towns. Although the converting owners claim the process is merely a change in ownership, town officials feel there are zoning implications and fear there will be increased year-round usage which would strain water supplies and sewage systems and reduce the number of motel units available to accommodate transients. Mr. Sanchirico was able to shed light on a number of questions arising from the increased number of these conversions, such as why owners are converting, and what benefits arise from the change in ownership; who is buying; whether fewer units are available for overnight visitors; and the potential effect on local economies.

Volume of Activity

To date, the number of establishments actually converted is relatively small. Out of 206 establishments in Suffolk County*, Mr. Sanchirico estimates that only about forty are converted or in the process of conversion. Conversion is a relatively slow process involving the preparation of an offering, submission to the New York State Attorney General's office, review by the Attorney General, and the sale of the units themselves. New applications could take up to 1½ years to process, and applicants usually continue operating their businesses as conventional motels until the units are sold.

Suffolk County motels which have converted or applied to convert now include approximately 6 in East Hampton Town, about 27 in Southampton Town and 4 or 5 in Southold Town. It's estimated that only about 6 converted condominiums are operational now. The majority of these are in waterfront locations, or on sites which appeal to potential buyers as excellent vacation values.

The Why's and How's of Conversion

The acceleration in motel-to-condominium conversion apparently stems from the difficulty of owners in meeting increasing operating costs. Most of the establishments seeking conversion started out as **Mom and Pop** operations catering to families. The owners feared that if they raised their rates to meet their costs, families would be priced out of the market, and that a different type of clientele, such as **groupers**, would be attracted. Most preferred to continue as family-oriented businesses. Other potential owners have not wanted to buy and operate the establishments for the same reason. The best answer has been the sale of individual units as condominium properties.

*U.S. Census Retail Survey, 1977

Most owners have handled the application for conversion and sale of units personally, usually after minimal cosmetic improvements to the units. Occasionally, however, speculative developers have purchased the establishment outright. These professional developers generally are able to afford extensive renovations and, as a consequence, can offer higher quality units for sale. Their experience allows them to negotiate the conversion and sale of units more proficiently. The owner still realizes a profit from the sale of his business without the hassle of legal negotiations and renovation costs, areas in which, for the most part, he has little or no expertise. Mr. Sanchirico feels more owners should take this route rather than manage the conversion themselves.

There has been no problem in attracting potential buyers. In many cases sales have been made by word of mouth to friends and families of former customers. Advertising has not been extensive. *The New York Times* and *Newsday*, when used for advertising the units, attract most buyers from New York City and Long Island or occasionally from New Jersey or Connecticut.

Most buyers are seeking an economic way to purchase a vacation for themselves, but some are looking for investment property. More and more are looking for a tax shelter. They invest $10,000-$12,000 in a unit, rent it out, break even in expenses, and can deduct the interest payments they pay on their mortgage loan. The investment nature of these sales is in contrast to the intent of large motels such as Gurney's Inn who are now testing the market for a **timesharing** concept for potential buyers. Gurney's stresses the **sale of vacations, not investments**, according to their house attorney, George Stankevich. The motel/condo conversions do appear to offer the potential for investment opportunity, but they are primarily geared to provide a lower cost vacation for the buyer.

Management Problems

Most of the conversions offer on-site recreational opportunities, such as tennis courts and/or swimming pools. These amenities are owned by the condominium community or association and are usually managed under the direction of a three to seven member board of directors elected by the condominium owners. A managing agent is hired to conduct the day to day business of the condominium. In many cases, the former owner has stayed on in this role, collecting broker's fees for the units he rents. His lack of experience in managing commonly owned property has contributed to an impromptu type of operation that does not always run smoothly. In addition, the new owners tend to blame everything that goes wrong with the property on the former owner. An independent, specialized management group who could comprehensively manage all daily business for the condominium would be preferable, according to Mr. Sanchirico.

Each condominium is different enough from other operations to provide an independent study of buyer profiles, pricing and operation. The general rule for all, however, is that the condominium board sets policy concerning community maintenance, fees, useage, rentals and day-to-day problems.

A clause in all purchase contracts prohibits the use of the unit as a principal residence and to date, owners have abided by this restriction. Not all restrictions have been met as successfully. For instance, owners, by common agreement, are permitted to sublet for periods of one week or more with the approval of the Board of Directors, but it is more the rule than the exception to ignore this limitation. Former owners turned managing agents have been renting units, with the owner's approval, for overnight and weekend stays rather than let them sit unprofitably empty. So far, this issue hasn't come to a head, but Sanchirico expects this and other wrinkles to be ironed out in the next few years of operation.

Basically, it's been a conflict between those owners who want to rent all or most of the time and owners who bought their unit primarily for their own enjoyment. In order to assure a smooth future operation in condominiums where there is a conflict of interest, owners will have to work out ways of reaching a compromise agreement. So far, the most successfully managed condominiums have been those with a homogeneous group of owners as in an example located in Southold Town. The Southold operation is comprised mostly of family-type owners who bought their units as vacation retreats. All decisions and management functions are accomplished through the condominium's own elected council, and outside renting has been mostly to relatives of owners, an unusually compatible arrangement.

One possible solution to the rental-leasing problem is the creation of a rental pool, an arrangement now being used successfully in many parts of the country. Owners agree to share expenses and profits regardless of whether their own unit is rented. This type of agreement has not been pursued on Long Island to date because of the very high expense of filing the required prospectus with the Securities and Exchange Commission. It may become a worthwhile pursuit in the future, not only to solve management problems, but also to expedite the marketing of rental units.

Implication for the Local Economy

At present, renting empty units has not been a problem. Managing agents report that units are mostly occupied, either by owners or renters. Since there are so few converted establishments now operating, it's difficult to tell whether additional condominium conversions will reduce the number of rental units available for transients to the point of stress for the tourism industry.

So far, the term of occupancy of the converted establishments has been extended by one month to six weeks on either end of the season for unheated units. Heated units are used virtually all year long with a slow period in January-February. Owners who come out early in April or visit through October require services and need to purchase retail goods. They may cook simple meals in a small efficiency unit but, by and large, they frequent local restaurants for bigger meals.

Sponsors of conversion projects have been using local labor and supplies for renovations as well. It has been the practice of some owners to renovate one unit to be used as a model in condominium offerings. In those cases, the owner has suggested that participating local contractors leave cards in the model rooms to promote additional business. Mr. Sanchirico stated that many builders have found that traditionally slow months—February, March, November and December—are significantly busier with the increasing conversion activity.

Related Problems

Mr. Sanchirico stated that a future shortage of motel rooms in Southampton Town could be directly related to the strict zoning control within the *Resort Waterfront Business (RWB) District* which now allows only four units to an acre. Such a policy definitely discourages growth in the motel industry by making construction of new units economically unfeasible.

APPENDIX TABLE 11

Municipalities with Zoning Ordinances that Permit Commercial Development

Nassau County

Municipality		*Zoning District*
Atlantic Beach Village	-	(Uses Town of Hempstead Zoning Ordinance)
Bayville Village	-	Business, Shopping Center
Baxter Estates Village	-	Business A
Bellerose Village	-	Apartment and Business
Cedarhurst Village	-	General Business, Retail Business, Limited Business (Offices)
East Hills Village	-	Bus A—Planned Community Business Center Bus B—General
East Rockaway Village	-	Commercial A
East Williston Village	-	Business
Farmingdale Village	-	Business D (General Retail), Business DD (Office, Hotel, Nursing Home), Business F (Offices, tourist homes), Business G (Offices, Nursing Home)
Floral Park Village	-	C-1—Neighborhood Business
Flower Hill Village	-	Business
Freeport Village	-	Business AA (Offices), Business A (Retail and Services); Business B—(General), Marine Business (Offices, Hotels, Services), Planned Unit Development (Primary and Secondary Area)—Offices, Hotels, Neighborhood Business, Apartments
Garden City Village	-	H—Hotel, CO-1—Commercial Offices - Limited, CO-2—Commercial Offices-General CO-3—Commercial Offices - Business, C-1—Commercial-Neighborhood Business, C-2—Commercial - Restricted, C-2—Commercial-Retail, CB-Commercial - Central
Glen Cove City	-	B1—Central Commercial, B2—Peripheral Commercial, B3—Shopping Center, B4—Limited Commercial, I-4 Marina
Great Neck Village	-	Business
Great Neck Estates Village	-	Business D
Great Neck Plaza Village	-	Business, C-2 (Office)
Hempstead Town	-	Business (X), Mitchell Field Hotel (MFH), Marine Commercial (MC), Marine Recreation (MR) Beach Clubs, Marinas, Marine Resort (MD) Hotels, Motels, Gasoline Service Station (GSS), Urban Recreational Highway Commercial District (URD-H.C.)
Hempstead Village	-	CG—General Commercial, CH—Hub Commercial, CS—Service Commercial
Island Park Village	-	Business, Commercial A (Marine Business)
Lake Success Village	-	Bus A—General Business, Bus B, Bus C—Office, RO—Research & General Office, ROH—Hospital
Lawrence Village	-	Business K
Long Beach City	-	Bus A—General, Business AA—General, Business B—General, Business C—General & Gas Stations

APPENDIX TABLE 11 (cont'd.)

Municipality	*Zoning District*
Lynbrook Village	- Commercial
Malverne Village	- Business - General
Manorhaven Village	- Business - General
Massapequa Park Village	- Bus G—General, Bus GG—Shopping Center
Matinecock Village	- Business
Mineola Village	- Office Use, B-1—Usual Business, B-2—(2 Acre Business Plots); B-3—Stores/Offices/Apartments, B-4—Special Office Use
Munsey Park Village	- Business
New Hyde Park Village	- Business D-General Bus, Business & Residence E-General Business
North Hempstead Town	- Parking - Accessory Business & Industrial Parking; Bus AA - Planned Community Business Center, Bus A - General Retail, Bus B - General
North Hills Village	- C-1 Commercial - Offices
Old Brookville Village	- Business District 1 - Offices & Retail, Business District 2 - Offices & Retail
Old Westbury Village	- Business C
Oyster Bay Town	- F (Neighborhood Business), G (General Business), G-1 (Central Business), O-1 (Office Building District, R-0 (Residential Office District)
Port Washington North Village	- Business
Rockville Centre Village	- Business A (General Business); Business AA (General Business); Business AAA (Limited Business), Urban Renewed Recreational and Limited Commercial District
Roslyn Village	- Business
Roslyn Estates Village	- C-1—Business
Roslyn Harbor Village	- Business AA (Planned Community Business Center), Business B (Office)
Russell Gardens Village	- Business
Sea Cliff Village	- Business
South Floral Park Village	- Business (A-L)
Stewart Manor Village	- Business
Thomaston Village	- Business (General), OB-Office Building
Valley Stream Village	- C-1 (Retail Business), C-1-X (Retail Business Expansion), C-2 (General Commercial), C-2-X (General Commercial Expansion)
Westbury Village	- Business A (Dry Cleaning/Showroom/Gas Station), Business AA (Hotel/Restaurant/Office); Business B (General Business), Business BX (Professional Office)
Williston Park Village	- Business

APPENDIX TABLE 11 (cont'd.)

Municipalities with Zoning Ordinances that Permit Commercial Development

Suffolk County

Municipality		*Zoning District*
Amityville Village	-	B1 (Retail), B2 (General), B3 (Marine), H-Historic (Office)
Babylon Town	-	MH-(Motel, Hotel), E Bus (Neighborhood), Ea Bus (Neighborhood), Eb Bus (Neighborhood)
Babylon Village	-	Retail Bus, Marine Commercial
Bellport Village	-	E Business
Brightwaters Village	-	Business
Brookhaven Town	-	G Bus (Bath Houses), H Bus (Gen), J Bus 1 (Neighborhood), J Bus 2 (Gen), J Bus 3 (Commercial Center), J Bus 4 (Office), J Bus 5 (Gas Sta), K Bus (Duck Ranches)
East Hampton Town	-	MR-Multiple Residential (Hotels, Motels, WM-Waterfront Marina, WB-Waterfront
East Hampton Village	-	Commercial
Greenport Village	-	CR-(Retail Commercial) WC-(Waterfront Commercial)
Head of the Harbor Village	-	C Res/Bus
Huntington Town	-	C1 (Office-res), C2 (Single purpose Office Bldg), C3 (Special Bus), C4 (Neighborhood Bus), C5 (Planned Shopping Ctr), C6 (Gen Bus), C7 (Hwy Bus), C8 (Gen Bus A), C9 (Harbor use), C10 (Planned Motel), C11 (Automotive Service Sta), C12 (Professional)
Islip Town	-	Bus BD - (Downtown), Bus, 1, 2, 3 (General Bus), Gen Service C (Nursing Home, Hospital) Gen Serv D (Medical Centers), General Serv E (Hotels, Motels)
Lake Grove Village	-	J Bus 2 - (General), J Bus 3 - (Shopping Ctr.), J Bus 4 - (Office)
Lindenhurst Village	-	Business
Northport Village	-	Central Bus A, Central Bus B, Central Bus C, Hwy Bus, Neighborhood Bus, Marine Bus
Ocean Beach Village	-	C Business
Patchogue Village	-	C1, D2, D3, D4 (General), D5 (Auto related), H Bus (Nursing Homes)
Port Jefferson Village	-	RO (Office), PA (Office), C1 - (General Commercial), C2 (General Commercial)
Quogue Village	-	Bus B1 (General), Bus B-2 (Auto Related)
Riverhead Town	-	Bus A (Resort), Bus B (Shopping Center), Bus D (General), Bus PB (Professional Building)
Sag Harbor Village	-	Bus (General Business), B2 (Commercial)
Saltaire Village	-	Business
Shelter Island Town	-	B Bus (General), B1 Bus (Office)
Shoreham Village	-	Business
Smithtown Town	-	SCB - (Shopping Center Business), NB (Neighborhood Bus), OB (Office Business), CB (Central Business), WSI (Wholesale, Service & Industry)
Southampton Town	-	VB (Village Business), HB (Hwy Bus), SCB (Shopping Center Business), OB (Office Business), MTL (Motel Business), RWB (Resort & Waterfront Business)
Southampton Village	-	VB (Village Business), HB (Hwy Bus), OD (Office), MTL (Motel), MD (Medical)
Southold Town	-	Bus B (Light), Bus B1 (General)
Village of the Branch	-	Bus (General), Historic (Office), Restricted Bus (Office)
Westhampton Beach Village	-	B1 (General), B2 (Auto Related), F1 (Facility) - (Office), F3 Facility (Marina Bus)

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