



# Kings Park & Smithtown Downtown Opportunity Analysis

March 2017



# Acknowledgments

**David Flynn**, Planning Director  
Town of Smithtown

**Allyson Murray**, Environmental Planner  
Town of Smithtown

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This effort was funded by the Suffolk County Industrial Development Agency. The work was conducted, written, and designed by Regional Plan Association staff. The work also includes analysis performed by the Suffolk County Department of Economic Development & Planning and Town of Smithtown Planning Department, and is informed by Vision Long Island's report on revitalizing Downtown Kings Park.



**Steven Bellone**  
*Suffolk County  
Executive*

## **Suffolk County Industrial Development Agency**

The Suffolk County Industrial Development Agency (IDA) is a public benefit corporation of the State of New York. The Suffolk IDA was created to actively promote, encourage, attract and develop job and recreational opportunities throughout the County. The Suffolk IDA is empowered to provide financial assistance to private entities through tax incentives in order to promote the economic welfare, prosperity and recreational opportunities for residents of the County.

The Suffolk County IDA works in synergy with Suffolk County Executive Steven Bellone and the Deputy County Executive and Commissioner of Suffolk County Economic Development and Planning, Theresa Ward, to foster positive economic development within the County.

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100 Veterans Memorial Highway  
PO Box 6100  
Hauppauge, NY 11788

Phone: 631-853-4802  
Fax: 631-853-8351  
[www.suffolkida.org](http://www.suffolkida.org)

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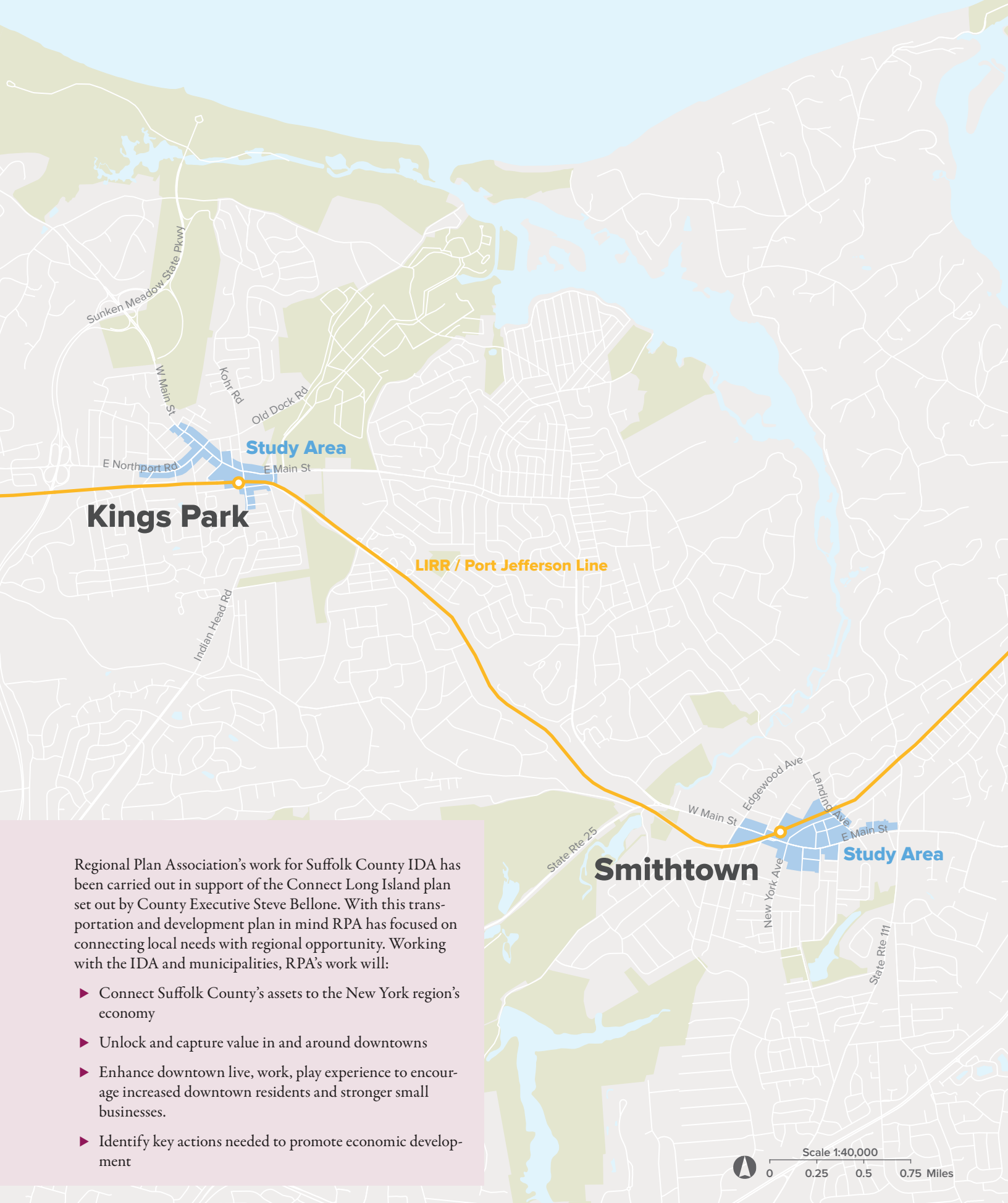
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Regional Plan Association's work for Suffolk County IDA has been carried out in support of the Connect Long Island plan set out by County Executive Steve Bellone. With this transportation and development plan in mind RPA has focused on connecting local needs with regional opportunity. Working with the IDA and municipalities, RPA's work will:

- ▶ Connect Suffolk County's assets to the New York region's economy
- ▶ Unlock and capture value in and around downtowns
- ▶ Enhance downtown live, work, play experience to encourage increased downtown residents and stronger small businesses.
- ▶ Identify key actions needed to promote economic development



# Executive Summary

Downtown Kings Park and Smithtown have a rich history of being centers of civic, economic, and cultural activity in the Town of Smithtown. Despite the development of shopping centers and malls that have redirected most shoppers away from downtown, these two downtown districts have survived and continue to adapt with the support of their community and the assets that distinguish them. Kings Park and Smithtown are both located on the Port Jefferson branch of the Long Island Rail Road (LIRR), which provides service to job centers such as Stony Brook University (21 minutes away), the Route 110 corridor (17 minutes away) and points west to Manhattan (1 hour 7 minutes to Penn Station). Planned north-south transit improvements along the Sagtikos/Sunken Meadow Parkway envisioned in Suffolk County's Connect Long Island initiative could make downtown Kings Park a more strategic place as both a gateway to Suffolk County's north shore recreation opportunities, and as a point of improved mobility to jobs and destinations throughout Suffolk County. What these communities lack in close proximity to major regional job centers is somewhat offset by proximity to large expanses of high quality public open space and natural features. Both downtowns have immediate access to some of Long Island's most unique trails, parks, ocean and bay beaches and other waterfront landscapes.

The Town of Smithtown planning department requested and was selected for assistance from the Suffolk County Industrial Development Agency (IDA) to strengthen the county's economy through mixed-use, transit-oriented development. Under a contract to the IDA, Regional Plan Association (RPA) has worked with the Smithtown planning department and the Suffolk IDA to analyze existing conditions and identify opportunities for revitalization in the downtown. The Town of Smithtown planning department recently completed an update to its comprehensive plan. The Town's comprehensive work and RPA's focus on Kings Park and Smithtown was commenced separately, but many elements of the Town's draft plan are captured in our work, and vice versa. In addition, Vision Long Island (VLI), in conjunction with the Kings Park Chamber of Commerce and the Kings Park Civic Association, recently completed an action plan for revitalizing downtown Kings Park. Again, many elements and analysis from RPA are captured in the VLI action plan, and elements of VLI's plan are incorporated into this report as well. RPA believes this work identifies opportunities to enhance both downtowns and is consistent with local community character in terms of building typologies, quality placemaking, and densities. This work reinforces the notion that downtowns will become healthier when more people live nearby in transit-oriented residential

and other mixed-use infill development. Over the last two years, RPA has worked closely with the Town of Smithtown planning department to identify opportunities for economic development in downtown Kings Park and Smithtown. The key recommendations of this report are that Kings Park and Smithtown:

- ▶ Promote infill development on underutilized parcels around their train stations and the larger downtown area, particularly by revising provisions of the Town's zoning code.
- ▶ Improve the public realm throughout downtown Kings Park and Smithtown by improving pedestrian conditions, by creating new connections within the downtown and to and from surrounding parks and shorelines.
- ▶ Take advantage of the market – with mixed-use development that meets the projected sustained market demand for quality rental apartments in close proximity to transportation – and grow additional market demand through proximity to unique recreational opportunities.

Specific actions were identified to address these priorities, both to prime Kings Park and Smithtown to take advantage of appropriate development opportunities, and to ensure that development that does take place is in keeping with what makes the two different downtown environments unique. The recommendations summarized below and detailed in the report are made solely by RPA to the Town of Smithtown and Suffolk IDA for consideration in the appropriate programs, public meetings and processes.

- ▶ Revise the Town zoning code to remove incompatible uses, such as motor vehicle sales or rental showroom, boat sales or rental showroom, lumberyard, mini warehouses, and filling station from the permitted uses in the downtown. Define and permit mixed-use and multifamily development. Include language which explicitly permits only pedestrian-friendly ground floor uses on Main Street.
- ▶ Create a pedestrian-friendly downtown with safe crossings on Main Street by reducing crossing distances through the implementation of bulb-outs. Expand upon connections to trails and recreation that are present in both downtowns.
- ▶ Engage developers with a good track record of building mixed-use developments in downtowns across Long Island. Brand and market downtown Kings Park and Smithtown to attract business types that serve the community and promote new opportunities for economic development.

West Main Street in Smithtown





# Kings Park & Smithtown Today

Kings Park and Smithtown are hamlets within the Town of Smithtown located on the Port Jefferson branch of the LIRR. Their rich history reflects the Town's relationship with the shoreline of the Long Island Sound and the Nissequogue River. Kings Park history also reflects the operation of Kings Park Psychiatric Center, a major local employer for over a hundred years and now closed, and through its ongoing transition to open space.

## Kings Park Downtown Character and Land Use

Both downtown Smithtown and downtown Kings Park are comparable to other small downtown areas near Long Island Railroad stops, with a several block-long "Main Street" with retail and community uses, along with neighboring shopping, commuter parking, and small amounts of multifamily housing.

The Kings Park LIRR station is located south of Main Street/ NY25A between Renwick Ave and Indian Head Road. Commuter parking, residential, and retail and offices uses along Main Street are to the north of the station. A smaller commuter parking lot, multifamily residential, and two shopping centers are south of the station area. While an elevated walkway spans the LIRR tracks and there are at grade crossings at Indian Head Road and 1<sup>st</sup> Ave, the tracks are a significant barrier between Main Street and uses to the south.

Kings Park's downtown is zoned as a Central Business District and covers slightly over half a mile of Main Street with an extension of approximately one-third of a mile south along Pulaski Road. Altogether, the zone covers approximately 65 acres. The core of the Kings Park downtown is located along the quarter-mile stretch of Main Street from Pulaski Road to just east of Indian Head Road. The extension of downtown off of Main Street and along Pulaski Road is not a part of what one would identify as downtown Kings Park. The land use, building types, and density along Pulaski Road are much different from what is found on Main Street. Through downtown Kings Park, Main Street is one lane in each direction with on-street parking permitted in various locations. The bulk of on-street parking on both sides of Main Street is located between Renwick Ave and Indian Head Road. Commercial space along Main Street is predominantly food and beverage, personal service, and office

Start of Kings Park Hike & Bike Trail.  
Looking west along Main Street .



Start of Kings Park Hike & Bike Trail.  
Looking north from Main Street.



uses. There are very few clothing and accessories and general merchandise businesses present. These uses were found predominantly outside of the downtown in the shopping center south of the LIRR tracks along Indian Head Road.

The existing land use in the immediate vicinity of the downtown is predominantly single family residential. The Kings Park post office is approximately a half a mile to the east of the downtown

Shoreline where Nissequogue River meets the Long Island Sound. Looking northwest from Kings Park Bluff located at the end of Old Dock Road.



along Main Street. At the intersection of Indian Head Road and Main Street is the Kings Park branch of the Smithtown Library. Just east of the library is a connection to the Kings Park Hike and Bike trail which leads through the former site of the Kings Park Psychiatric Center.

After the Kings Park Psychiatric Center officially closed in 1996, proposals to develop the former Kings Park Psychiatric Center in the early 2000s never came to fruition. Instead, in 2006, 365 acres were transferred to the New York State Office of Park, Recreation, and Historic Preservation. Today, according to the Nissequogue River State Park Foundation, numerous remaining buildings are undergoing demolition, remediation and site preservation, and “approximately ninety percent of the former campus is now state parkland.”<sup>1</sup>

Approximately one and half miles south of the downtown located on Old Northport Road west of Indian Head Road is a former industrial site which has been proposed site for an indoor/outdoor sports complex and health facility called Prospect Sports Park. This project calls for a phased development of several multi-purpose turf fields, a training facility, professional space, and an indoor multi-purpose field. The complex is designed to provide sports facilities and training for youth athletes as well as related medical care for Long Island’s rapidly growing population of people 55 years old and over.

It is important to note that Governor Alfred E. Smith Sunken Meadow State Park is just to the west and north of the Kings Park downtown. Beautiful scenic landscapes can be found throughout Sunken Meadow, Nissequogue, and at Kings Park Bluff at the end of Old Dock Road. Additionally, the Long Island Greenbelt Trail passes through this area – reaching from Heckscher State Park along the Great South Bay to Sunken Meadow State Park on the Long Island Sound.

## Smithtown Downtown Character and Land Use

The Smithtown LIRR station is located north of Main Street/ NY25/NY25A along Redwood Lane. Immediately around the station there are numerous large surface parking lots, mature landscaped streets, a municipal center and a nearby walkable retail, restaurant corridor. Single family residential homes are the predominate use north of the station, but a large commuter parking lot, a bowling alley and an adjacent commercial use are present along the north side of the LIRR tracks. Similar to Kings Park, a walkway over the LIRR tracks is located at the station, but in large the tracks act as a barrier between uses north of the tracks and downtown Smithtown located south of the tracks.

Smithtown’s downtown is zoned as a Central Business District along Main Street from Brookside Drive (west of LIRR overpass) to NY State Route 111, a distance of about one mile and a total area of approximately 90 acres. The core of Smithtown’s downtown is located along Main Street east of LIRR overpass to Lawrence Avenue, a distance of about a half-mile. Although the downtown continues for approximately three blocks further east along the north side of Main Street, the municipal boundary with the Village of The Branch begins east of Lawrence Ave on the south side of Main Street. Main Street through downtown Smithtown is two lanes eastbound, and one lane westbound with on-street parking on the north side only. The commercial space throughout downtown Smithtown is a mix of food and beverage, personal service, office, general merchandise and public institutions – Town Hall and Town department buildings are located here.

The north side of Main Street is made up of smaller mixed-use buildings, which create a solid street wall throughout much of the downtown core. The south side of Main Street does not

Smithtown Town Hall located on the north side of Main Street at Redwood Lane



<sup>1</sup> Nissequogue River State Park Foundation, <http://www.ourstatepark.com/about.php> Accessed on March 27, 2015



**Street wall on north side of Main Street  
east of Landing Ave**



have the same street wall present, although a recent proposal for mixed-use multifamily development, called “Downtown on Main,” would help establish the street wall on the south side of Main Street between New York Avenue and Maple Avenue.

In a supplemental report to the Town’s comprehensive plan update, the Town of Smithtown Planning Department found that downtown Smithtown had the highest vacancy rate of commercial property along the NY Route 25 corridor.<sup>2</sup> This report suggests numerous elements, including “infrastructure issues such as the need for sewers and municipal parking,”<sup>3</sup> have been obstacles to redevelopment in downtown Smithtown.

Within the downtown is the Smithtown Center for Performing Arts is located on the south side of Main Street near the corner of Lawrence Ave. The Smithtown Library – Main building, located at the intersection of Main Street and County Route 111 is just east of the downtown.

## Transportation Assessment

Both Kings Park and Smithtown are served by a variety of transit – Suffolk County buses, the Long Island Rail Road, and New York State Parkways and Highways. Both also have an abundance of recreational paths suited for walking and biking, although state bicycle routes bypass both downtowns. Downtown pedestrian infrastructure is generally good, although improvements could be made, especially for Smithtown.

### Kings Park

Kings Park is served by the LIRR Port Jefferson Branch and by Suffolk County Transit’s S56 bus which runs between Commack and Smith Haven Mall on weekdays and Saturdays during the day. The S56 provides connections to twelve other Suffolk County buses along the route.

As part of Suffolk County Executive Steve Bellone’s Connect Long Island initiative, the Kings Park LIRR station has been

proposed as one endpoint of a Bus Rapid Transit (BRT) corridor. This BRT corridor is proposed to run from the Babylon LIRR station to the Kings Park LIRR station largely utilizing the Sagtikos/Sunken Meadow Parkway. The development of this BRT corridor is dependent upon numerous factors, including the widening of the parkway, and the proposed development of Heartland Town Square (site of Pilgrim Psychiatric Center in Brentwood).

From the Kings Park LIRR station there are seven morning weekday peak trains to points west, with travel times to New York’s Penn Station ranging from 67 to 92 minutes. There are eleven off peak weekday trains to points west departing from Kings Park.

Station	Fastest Commute Time to Penn Station during AM Peak	Westbound AM Peak Ridership (2006)
<b>Kings Park (Port Jefferson Branch)</b>	1 hour 7 minutes	625
<b>Ronkonkoma (Ronkonkoma Branch)</b>	1 hour 6 minutes	5,746
<b>Brentwood (Ronkonkoma Branch)</b>	58 minutes	1,041
<b>Bay Shore (Montauk Branch)</b>	59 minutes	603

On weekday evenings there are seven peak trains that arrive at the Kings Park from destinations west, with travel times from New York’s Penn Station ranging from 76 to 98 minutes. There are thirteen off peak weekday eastbound trains arriving in Kings Park. Peak ridership figures from the 2006 LIRR Origin and Destination survey westbound and eastbound were 625 and 665, respectively. On weekends and holidays, the Kings Park station is served by 14 departing and 14 arriving trains.

According to the Town of Smithtown Draft Comprehensive Plan Update there are 725 parking spaces serving the Kings Park LIRR train station.<sup>4</sup> Parking is free and unrestricted at the lots, which are operated by the town of Smithtown. Other on- and off-street parking is available throughout the town.

The main arterial roads servicing Kings Park are NY State Route 25A, which runs from through Kings Park from the northwest to the east and becomes Main Street within its borders, and the Sunken Meadow Parkway which has an exit on the west side of Kings Park at Pulaski Road and terminates at the intersection with route 25A on the northwest side.

NY State Bike Route 25A passes through Kings Park but bypasses the downtown, most likely due to limited space for biking and vehicle uses along NY Route 25A / Main Street at this location. This state bike route begins at the Cold Spring Harbor LIRR station and the eastern terminus of NY 25A State Bike Route is at the intersection of NY Route 25 and NY Route 25A, approximately one mile west of downtown Smithtown.<sup>5</sup>

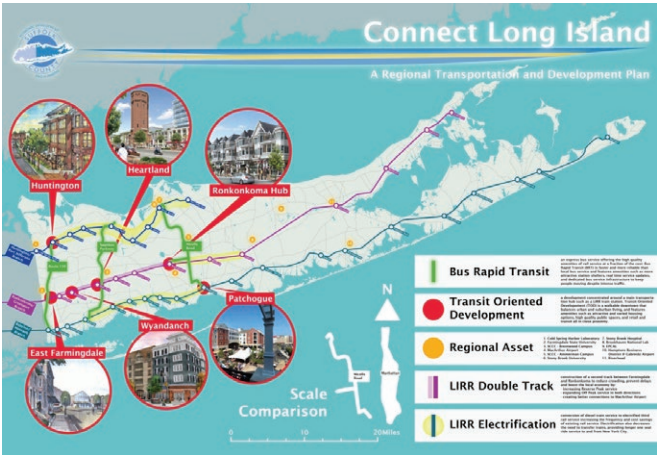
<sup>2</sup> Town of Smithtown, Comprehensive Plan Update. Supplemental Report: State Route 25 Corridor Study, page 5

<sup>3</sup> Town of Smithtown, Comprehensive Plan Update. Supplemental Report: State Route 25 Corridor Study, page 8

<sup>4</sup> Town of Smithtown Comprehensive Plan Update. Volume VI: Draft Transportation Study, page 36.

<sup>5</sup> Bicycling in New York, State Bicycle Route 25A. [https://www.dot.ny.gov/portal/pls/portal/MEXIS\\_APP.DYN\\_BIKE\\_TRAIL\\_DETAIL\\_MAIN.show?p\\_arg\\_names=p\\_trail\\_id&p\\_arg\\_values=234](https://www.dot.ny.gov/portal/pls/portal/MEXIS_APP.DYN_BIKE_TRAIL_DETAIL_MAIN.show?p_arg_names=p_trail_id&p_arg_values=234) Accessed on April 30, 2015

Connect Long Island features three BRT routes. One of the routes could run from the LIRR Babylon train station to the LIRR Kings Park train station.



Source: Suffolk County Department of Economic Development and Planning

Kings Park also has access to a number of recreational paths suited for walking or bicycling. Within the downtown the Kings Park Hike and Bike Trail links NY Route 25A to the Nissequogue River State Park. Southeast of the downtown the Kings Park Unique Area<sup>6</sup> is 69-acres of NYS-DEC protected land with access for hiking, and one of only two hiking trails accessible to the handicapped. North of the downtown Governor Alfred E. Smith / Sunken Meadow State Park features six miles of hiking trails among many other recreational opportunities. Connections to the Long Island Greenbelt Trail can be made from either State park.

The quality and presence of pedestrian infrastructure around the Kings Park downtown is good. Sidewalks and accessibility are provided along Main Street, but restrictive sidewalk widths and a lack of connection still exist in some areas immediately around the downtown. The deficiency in pedestrian infrastructure was pointed out in the Kings Park CBD Plan in 1983 and significant improvements have since been made.

Smithtown

Smithtown is served by the LIRR Port Jefferson Branch and by Suffolk County Transit’s S45 S56, and S58 buses.

The Suffolk County Transit bus S45 runs from Bay Shore to the Smithtown LIRR station on weekdays and weekends, and provides connections 15 other buses along the route. Connection to the LIRR Montauk Branch and Ronkonkoma Branch are also provided along this route. In April of 2015 bus fares increased in Suffolk County, in part to cover expanded service. The expansion of service included Sunday service on the S45.<sup>7</sup>

The Suffolk County Transit bus S56 runs from Commack to Smith Haven Mall in Lake Grove on weekdays and Saturdays, and provides connections to 10 other buses along the route.

Two additional stops also serve Smithtown but are significantly further from the LIRR station.

The Suffolk County Transit bus S58 runs from East Northport to Riverhead County Center on weekdays and weekends, and provides connections to 21 other buses along the route. Connections to the LIRR Ronkonkoma Branch are also provided along this route. As part of the 2015 expanded service, the S58 was given extended hours of service.<sup>8</sup>

From the Smithtown LIRR station there are seven morning weekday peak trains to points west, with travel times to New York’s Penn Station ranging from 75 to 92 minutes. There are eleven off peak weekday trains to points west departing from Smithtown.

On a weekday evening there are eight peak trains that arrive at the Smithtown from destinations west, with travel times from New York’s Penn Station ranging from 84 to 106 minutes. There are thirteen off peak weekday eastbound trains arriving in Smithtown. Peak ridership figures westbound and eastbound are 700 and 315, respectively. On weekends and holidays there are fourteen westbound trains departing Smithtown, and fourteen eastbound trains arriving in Smithtown.

Station	Fastest Commute Time to Penn Station during AM Peak	Westbound AM Peak Ridership (2006)
Smithtown (Port Jefferson Branch)	1 hour 15 minutes	700
Ronkonkoma (Ronkonkoma Branch)	1 hour 6 minutes	5,746
Central Islip (Ronkonkoma Branch)	1 hour 2 minutes	1,210
Oakdale (Montauk Branch)	1 hour 12 minutes	256

According to the Town of Smithtown Draft Comprehensive Plan Update there are six-hundred and seventy-six parking spaces serving the Smithtown LIRR train station.<sup>9</sup> The largest lot of 480 units is free and unrestricted, while three smaller lots require a Town of Smithtown Resident Permit, and one additional small lot is reserved for off-peak parking only. There is additional on- and off-street parking throughout the town.

The main arterial roads servicing Smithtown are NY State Routes 25 and 25A, which run from the west and north respectively until merging at the Nissequogue River and continuing east as Smithtown’s Main Street, and the Veterans Memorial Highway which runs along the southern border. The Northern State Parkway also runs to the southern edge of the town, where it terminates at Veterans Memorial Parkway.

Both NY State Bike Route 25 and 25A end/begin near downtown Smithtown, but neither goes through the downtown or links to the train station, most likely due to this area having the largest volume of traffic of the entire NY Route 25 corridor in the Town of Smithtown.<sup>10</sup> NY State Bike Route 25A begins at

6 New York State Department of Environmental Conservation. Kings Park Unique Area, <http://www.dec.ny.gov/outdoor/81099.html> (February 24, 2015)  
7 Alfonso Castillo, “Bus fares go up to \$2.25 today” *Newsday*. April 1, 2015.  
8 Alfonso Castillo, “Bus fares go up to \$2.25 today” *Newsday*. April 1, 2015.  
9 Town of Smithtown Comprehensive Plan Update Volume VI: Draft Transportation Study, July 2012. page 36  
10 Town of Smithtown, Comprehensive Plan Update. Supplemental Report: State Route

the Cold Spring Harbor LIRR station and ends approximately one mile west of downtown Smithtown at the Smithtown Bull landmark. NY State Bike Route 25 begins just east of downtown Smithtown at the intersection of NY25A and Nissequogue River Road, north of New York State Road 111. The bike route runs for a total of over sixty-seven miles through Stony Brook, St. James, Port Jefferson, Riverhead, Greenport and ends at the Orient Point Ferry Terminal. Access to the Long Island Greenbelt Trail, which runs 32 miles from the Long Island Sound to the Great South Bay, can be found just west of the downtown in Caleb Smith State Park, or just south of the downtown near Millers Pond County Park.

The provision and quality of pedestrian infrastructure around downtown Smithtown is good. Sidewalks and accessibility are provided along Main Street, but pedestrian crossings can be difficult given the number of lanes and traffic volume through the downtown. Problems with pedestrian infrastructure were pointed out in the Smithtown CBD Plan in 1983 and significant improvements have since been made,<sup>11</sup> although sidewalks on the side streets are incomplete and some are in poor condition.

## Wastewater Assessment

### Kings Park

Although the Kings Park downtown is not connected to a sewage treatment plant (STP), there is a sewer main that runs through the downtown which connects to three residential developments further to the south.<sup>12</sup> Plans to expand the sewer system capacity in Kings Park's downtown have been proposed<sup>13</sup> and a review of wastewater capacity and projected wastewater generation rates was conducted by Cameron Engineering & Associates in 2009.<sup>14</sup> Currently most properties rely on septic tanks. In this area of the county property owners are allowed to generate up to 300 gallons of wastewater per day (gpd) per ½ acre.

The Town of Smithtown Transfer of Density Flow Rights Program was established to allow property owners who generate more than the permitted amount to purchase additional rights from those generating less. 1 density flow right equals 300gpd. Kings Park's downtown is a receiving district where rights can only be transferred in. Until December of 2016, Suffolk County permitted density flow rights transfers up to only double the density of the property.<sup>15</sup> For example, a 1/2 acre piece of property could have received at most 1 additional density flow right or an additional 300gpd.

In December 2016, the Suffolk County Board of Health indicated that they may, in the future, permit more than double density wastewater flow under certain limited circumstances. In this scenario, the analysis above may need to be revised accordingly.

Wastewater flow data for Kings Park in 2010 shows that 39 of 216 tax lots in Kings Park's downtown could potentially receive additional density flow rights. This includes about 10 tax lots currently used for municipal/commuter parking. About 94.5 density flow rights could be transferred into downtown. The green and blue on the map below indicates parcels that could receive rights.

Also included in the data were estimates on the amount of GPD particular types of use would be expected to generate. For perspective, below is a breakdown of how much more a particular use could be permitted if all 94.5 potential wastewater flow rights or 28,350 gpd of flow were transferred into the downtown. This also assumes no other intensification of uses occurs downtown.

- ▶ An apartment between 600 and 1200 square feet is estimated at 225gpd of wastewater. Therefore the Kings Park downtown could theoretically permit wastewater flow for another 126 units of apartments at that size.
- ▶ For office space the estimated GPD is 0.06 (non medical) to 0.1 (medical per square foot). The Kings Park downtown could theoretically permit wastewater flow for another 283,500 to 472,500 square feet of office space.
- ▶ For retail the estimated GPD is 0.03 (dry store) to 0.15 (wet store) per square foot. The Kings Park downtown could theoretically permit wastewater flow for another 189,000 to 945,000 square feet of retail.

Having this information to compare to what the community would like to see, and what the market calls for in the downtown, is a valuable tool in determining how to grow within the current wastewater flow limits. Without additional wastewater capacity much of the apartment, office or retail space development would not be possible.

### Smithtown

Smithtown's downtown is not connected to a STP, and there are currently no sewer mains near downtown.<sup>16</sup> Smithtown's downtown has been identified as a potential sewer area in the Town of Smithtown Sewer Plan.<sup>17</sup> Currently most properties rely on cesspools and septic tanks. The same wastewater regulations and provisions for transfer rights in Kings Park's downtown exist in Smithtown's downtown.

Wastewater flow data for Smithtown in 2010 shows that 127 of 203 tax lots in the Smithtown central business district could potentially receive additional density flow rights. This includes about 15 tax lots currently used for municipal/commuter parking. About 142 density flow rights could be transferred into

25 Corridor Study, page 14

11 Town of Smithtown, Comprehensive Plan Update. Supplemental Report: State Route 25 Corridor Study, page 16

12 Town of Smithtown Sewer Plan, June 2013. Sheet 1

13 Town of Smithtown Sewer Plan, June 2013. Sheet 2

14 Suffolk County Department of Public Works. Smithtown & Kings Park Sewer Feasibility Study, January 2009.

15 Suffolk County Transfer of Development Rights (TDR) Study: Task N1-Inventory of Existing TDR Programs, March 2014. Page 5

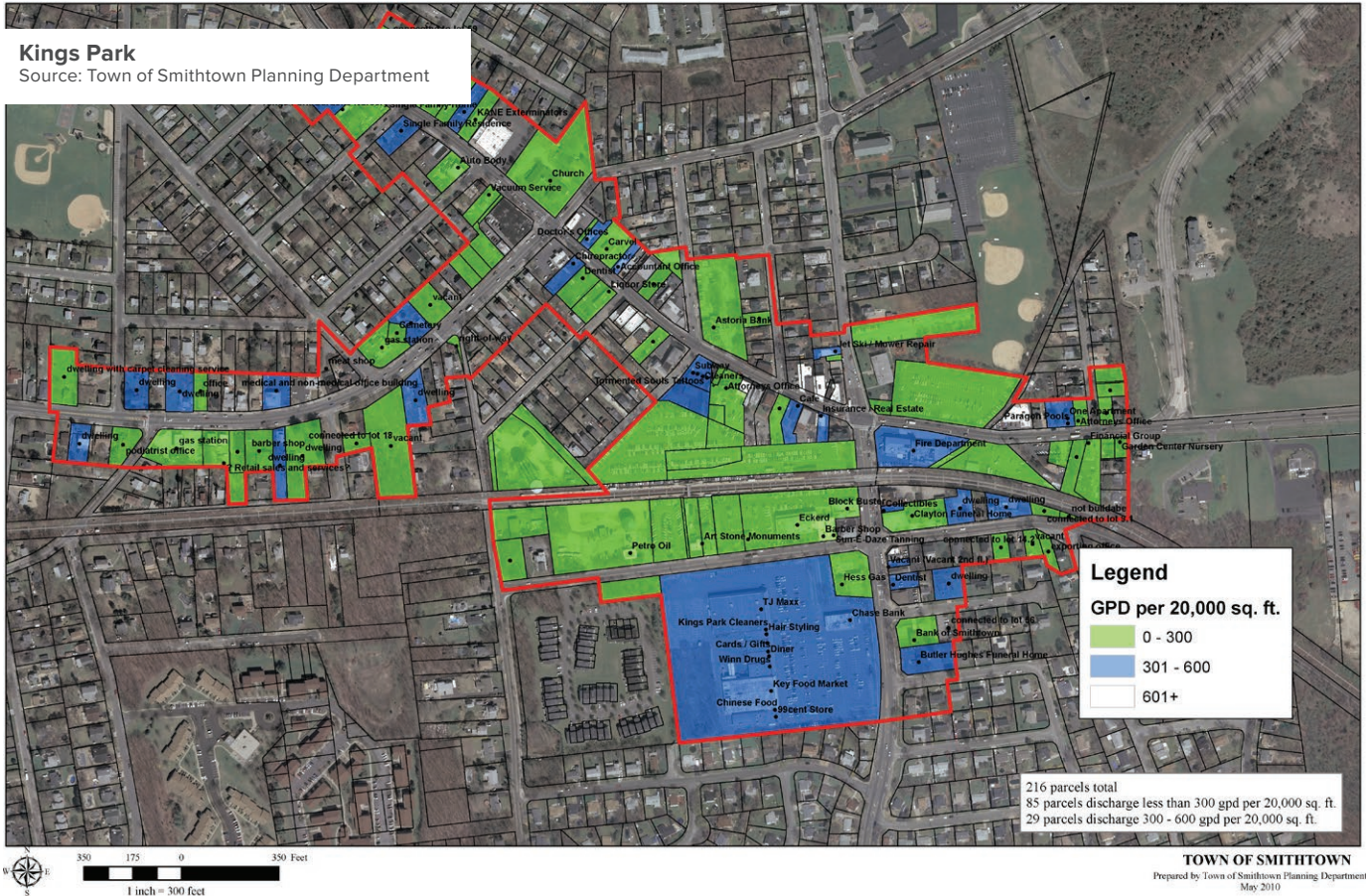
16 Town of Smithtown Sewer Plan, June 2013. Sheet 1

17 Town of Smithtown Sewer Plan, June 2013. Sheet 2



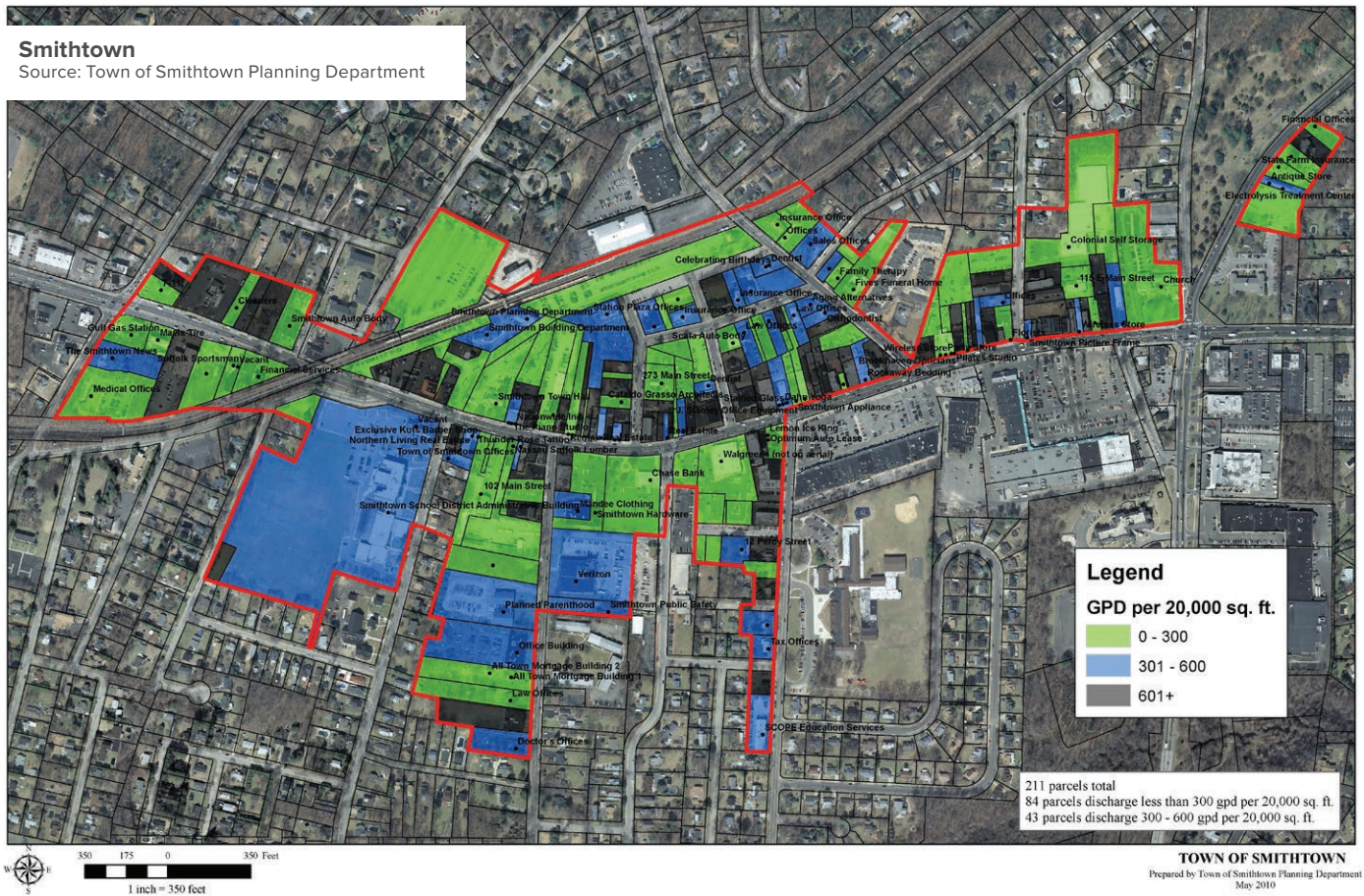
## Kings Park

Source: Town of Smithtown Planning Department



## Smithtown

Source: Town of Smithtown Planning Department





the downtown. The green and blue on the map below indicates parcels that are eligible to receive rights.

Also included in the data were estimates on the amount of GPD particular types of use would be expected to generate. For perspective, below is a breakdown of how much more a particular use could be permitted if all 110 potential wastewater flow rights or 33,000 gpd of flow were transferred into the downtown. This also assumes no other intensification of uses occurs downtown.

- ▶ An apartment between 600 and 1200 square feet is estimated at 225gpd of wastewater. Therefore the Smithtown downtown could theoretically permit wastewater flow for another 189 units of apartments at that size.
- ▶ For office space the estimated GPD is 0.06 (non medical) to 0.1 (medical per square foot. The Smithtown downtown could theoretically permit wastewater flow for another 426,000 to 710,000 square feet of office space.
- ▶ For retail the estimated GPD is 0.03 (dry store) to 0.15 (wet store) per square foot. The Smithtown downtown could theoretically permit wastewater flow for another 284,000 to 1,420,000 square feet of retail.

Having this information to compare to what the community would like to see, and what the market calls for in the downtown, is a valuable tool in determining how to grow within the current wastewater flow limits. Without additional wastewater capacity much of the apartment, office or retail space development would not be possible.

## Commercial and Residential Markets

To put Kings Park/Smithtown in the context of Long Island's changing economy and demographics, the project team looked at broader projections and community-specific information such as population, median household income, percentage of people who commute to work by public transportation, and percentage of people with a bachelor's degree or higher. The number of senior citizens aged 65 and over is expected to increase dramatically through 2040 across Long Island. The Kings Park/Smithtown area has a significantly higher median household income than comparison communities.

The market assessment for Kings Park/Smithtown included an evaluation of supply and demand in the residential and commercial markets, and found rental housing demand is high while commercial and retail demand is lower

The residential assessment revealed that Kings Park/Smithtown rental vacancy rate is significantly lower than Suffolk County, and average rental prices are higher. A low vacancy rate is one indicator of a high demand for rentals. The historically constrained supply of quality rental housing choices in Suffolk County is a condition that is expected to continue over the next decade and is increasingly viewed by national and regional real estate investment trusts (REITs) as an attractive development and investment opportunity for these companies.

The retail assessment indicated higher vacancy rates than comparison locations across Long Island, but asking rents were 18% lower compared to Suffolk County overall. Kings Park/Smithtown net absorption of retail square footage was flat from 2010 through the first quarter of 2014. Significant retail growth within Kings Park/Smithtown has not occurred since 2010 despite lower asking rents per square foot. This is in line with the findings of the Town of Smithtown Planning department in the comprehensive plan update.<sup>18</sup>

The commercial office assessment showed that Kings Park/Smithtown office market is small, and the vacancy rate and asking rent per square foot is lower than Suffolk County overall. Kings Park/Smithtown net absorption of office space has declined from 2010 through the first quarter of 2014 despite having lower asking rents per square foot. More research about the Kings Park/Smithtown office market may explain nuances in office product.

<sup>18</sup> Town of Smithtown, Comprehensive Plan Update, Volume VIII: Draft Plan, page 18

# Kings Park & Smithtown Tomorrow

## Improving Downtown Kings Park & Smithtown

Encouraging transit-oriented-mixed-use development in downtown Kings Park and Smithtown, meaning more multifamily residences in these two downtown area close to shopping, facilities, and transit, is one strategy to increase demand for goods and services, increase downtown residential populations and visitation, and promote downtown economic growth. This would also serve to reduce traffic, energy consumption, and air pollution. In order to do that the zoning code should be revised, and wastewater treatment must be addressed. Additional strategies to improve downtown Kings Park and Smithtown are building new market demand which will provide more goods and services in walkable, central locations, improving traffic safety and the pedestrian environment, and implementing better parking management. A robust shopping environment and a variety of office and personal service businesses can provide a high-level of daytime activity that blend into restaurants, bars, and entertainment in the evening. Apartments should be permitted over stores within the downtown, and the construction of appropriately scaled, high-quality multi-family developments around the train station and proximate to the walkable retail goods and services of these downtowns should be encouraged. These downtown residential units should have lower accessory parking requirements than currently required by local zoning code.

## Transportation & Connections

### Kings Park & Smithtown

Improvements in Suffolk County Transit bus service largely depend on an increase in State aid, but Suffolk County recently provided expanded service through an increase in fares.<sup>1</sup> The County and several organizations have advocated for an increase in State aid, but as of now no increase has been guaranteed. In the event that more funding from the State occurs, improvements to the S56 service should be considered. Extending the S56 bus route or creating a separate seasonal shuttle from Kings Park LIRR Station to reach Sunken Meadow State Park and Nissequogue River State Park would be a significant improvement in establishing service to these recreational areas and

meeting some of the priorities outlined by the State in the Draft Master Plan for Sunken Meadow State Park. Another opportunity to improve bus service could be a 2008 proposal for a new Suffolk County Transit bus route running from Northport to the LIRR Ronkonkoma station through downtown Kings Park and Smithtown. This would provide additional connections to a number of communities and transportation options throughout the County.<sup>2</sup>

The Connect Long Island BRT initiative is a major proposed improvement in mass transit which would have a direct impact on Kings Park. The Town of Smithtown and the Kings Park community should be active stakeholders in the future planning processes for this BRT corridor. The development of this BRT corridor appears to depend largely upon the future development of Heartland Town Square in the Town of Islip and the expansion of the Sagtikos Parkway. Consideration should be given for how to best link the Kings Park downtown and LIRR station with the main route of the BRT line along the Sagtikos/Sunken Meadow Parkway. None of the three proposed BRT corridors run through downtown Smithtown. Economic development impacts and an increase in mass transit ridership could be seen from the BRT initiative because Smithtown is directly between, and shares the same LIRR branch, with the endpoints of two proposed BRT corridors – Kings Park and Stony Brook. Consideration should be given for how the development of the BRT corridors impact downtown Smithtown and mass transit ridership through Smithtown on the LIRR and local bus routes.

Improvements to LIRR service on the Port Jefferson branch depend upon a number of factors, one of which is a past plan to electrify the Port Jefferson LIRR branch east of Huntington. Plans for extending electrification on LIRR branches are not currently funded. Part of the plan to further electrify the line involves the siting of a new rail yard to store trains. In 2003<sup>3</sup> this was met with strong community opposition, and a site for a storage yard was never developed. The geography of the terrain and the resulting winding nature of this particular LIRR branch may also play a role in limiting the improvement of service. Additional access to Manhattan from the Port Jefferson branch will

<sup>1</sup> Alfonso Castillo, "Bus fares go up to \$2.25 today" *Newsday*, April 1, 2015.

<sup>2</sup> Comprehensive Bus Route Analysis and Service Development for the Suffolk County Transit Public Bus System. Interim Report by Abrams-Cherwony & Associates, Urban Associates, Inc., Howard/Stein-Hudson Associates, Inc. October 2008, page 65

<sup>3</sup> John Rather, "Proposed L.I.R.R. Yard Draws Fire," *New York Times*, November 30, 2003. (<http://www.nytimes.com/2003/11/30/nyregion/proposed-lirr-yard-draws-fire.html>)

occur as a result of the future completion of East Side Access, which will provide LIRR service into Grand Central Station.<sup>4</sup>

Additional opportunities to improve bicycle and pedestrian access between the Kings Park & Smithtown LIRR stations and surrounding recreational opportunities should be explored. New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) recently released their draft master plan for Sunken Meadow Park. Within the plan the State has identified improving pedestrian connectivity and multimodal connections as priorities. As part of the public comment process for this draft master plan RPA wrote to OPRHP and recommended further emphasis be placed on the development of pedestrian and bicycle connectivity from the park to Kings Park train station.<sup>5</sup>

In Kings Park, several opportunities to connect to recreational trails are present. As part of a planned update to the Local Waterfront Revitalization Program in 2015, “access from the railroad stations to the waterfront should be improved.”<sup>6</sup> The Town of Smithtown and the Kings Park community should further develop a connection between the train station and the already existing Kings Park Hike and Bike Trail. This trail provides access to Nissequogue River State Park, and to the greater Long Island Greenbelt Trail.

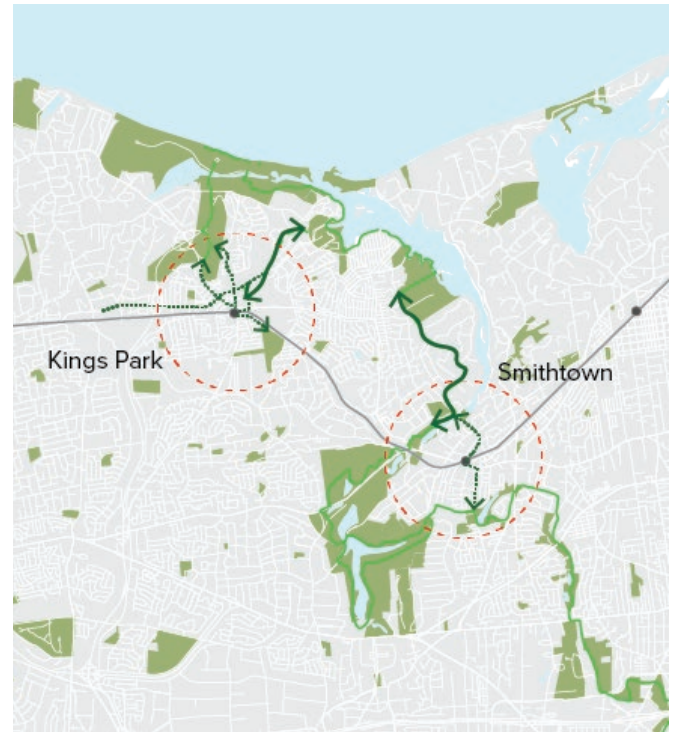
The second opportunity exists north and west of the downtown with access to trails in Sunken Meadow State Park. Potential to link these trails to the downtown and train station exist along Church Street north of the downtown, and along Main Street west of the downtown. Linking the Kings Parks Hike and Bike Trail to the trails in the Kings Park Unique Area via the downtown area and along Meadow Road should also be explored.

The Vision Long Island report also identified a need for new parks and public places in downtown itself, both for active and passive recreation. The report made recommendations to further explore the possible conversion of the parcels at the entrance to Kings Park Boulevard to recreation use, which would need agreements to be secured from the State; to explore transforming the Town property adjacent to its Park Department site on East Main Street into recreational use; explore moving the current functions at the Parks Department site on East Main Street itself to a different location and transforming the site into recreational use. The report also suggested that Veterans Plaza on the northeast corner of Main Street and Church Street could be made into a more actively used park by reconfiguring some of the adjacent municipal spaces around it, enhancing connections across Main Street to provide a more prominent connection to the Hike and Bike trail, and addressing connections to Veterans Plaza if and when development occurs at the adjacent municipal parking lot, although this would impact LIRR commuters.

Similar opportunities to connect to recreational trails exist around downtown Smithtown. Links to the Long Island Greenbelt Trail are possible, albeit not immediately in the downtown,

via Wildwood Lane, West Main Street, and/or Landing Avenue. North of downtown Smithtown the trail largely runs on local roads before reaching Nissequogue River State Park in Kings Park.

#### Potential opportunities to connect to the Long Island Greenbelt Trail from downtown Kings Park and Smithtown



Source: Regional Plan Association

Grassroots efforts to improve and provide better access to these incredible community assets have already achieved huge success. One of the goals of the Nissequogue River State Park Foundation is to work with the New York State Office of Parks, Recreation & Historical Preservation towards the “creation of a comprehensive master plan to determine the most appropriate and sustainable reuses of the park’s buildings and grounds for cultural, recreational and educational purposes.”<sup>7</sup> Suggestions have been made for the park to be “developed as a mixed-use park similar to Saratoga Springs State Park with museums, hotel, sports, natural areas, farmland, etc.”<sup>8</sup>

<sup>4</sup> How the Long Island Railroad Could Shape the Next Economy. Report by Regional Plan Association, 2013. Page 16

<sup>5</sup> See Appendix A.

<sup>6</sup> Town of Smithtown, Comprehensive Plan Update, Volume VIII: Draft Plan, page 10

<sup>7</sup> Nissequogue River State Park Foundation, <http://www.ourstatepark.com/index.php> Accessed on March 27, 2015

<sup>8</sup> Town of Smithtown, Comprehensive Plan Update, Volume VIII: Draft Plan, page 40



## Rendering of the Conceptual Master Plan for Nissequogue River State Park and the former Kings Park Psychiatric Center site



Source: Town of Smithtown, Comprehensive Plan Update. Volume VIII: Draft Plan, page 41

Another community based effort, A Voice for the Bluff, has organized a growing coalition of stakeholders who are focused on the preservation of the Kings Park Bluff. The group's mission is to "advocate for federal and state assistance to develop a comprehensive plan to restore the bluff and prevent further erosion."<sup>9</sup>

In downtown Kings Park, pedestrian improvements should focus on improving crossing conditions on Main Street and linking the downtown to the south side of the LIRR tracks. Sidewalks should be widened whenever possible, crosswalk should likewise be widened and made more identifiable, and curb extensions at the intersection of Indian Head Road/ Church Street and Main Street should be considered to reduce crossing distances. Specifically the northeast and southeast corners should be extended to reduce the turning radius for automobiles turning north onto Church Street from westbound on Main Street, and vehicles turning east onto Main Street from northbound on Indian Head Road. The smaller turning radius reduces the speed at which a motorist can navigate the turn. Pedestrians will also have a shorter crossing distance from these corners. Traffic calming solutions which help improve the pedestrian environment and make Main Street more accessible and efficient for all users should be pursued.

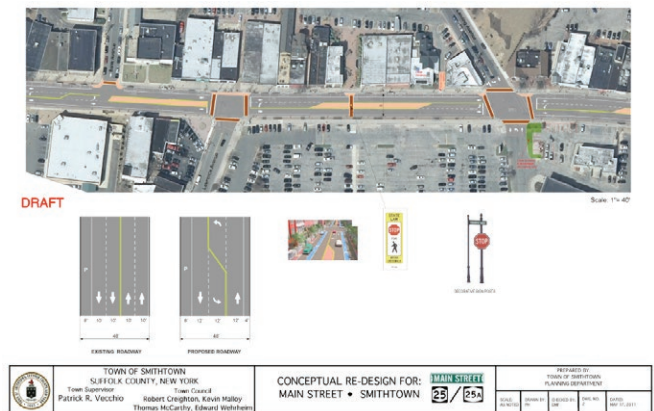
The Vision Long Island report also recommends exploring the possibility of further changes beyond bulb-outs at this intersection, including shifting southbound lanes slightly to accommodate some on-street parking on the west side of Church Street, and the addition of a pedestrian island at the southeast corner, creating a protected right-turn lane while shortening the distance across both Main Street and Indian Head Road.

The Vision Long Island report also identifies the intersection of Main St and Pulaski Road as another place where bulb outs

would be immediately useful, and also indicate that adding them at the intersections of Main Street and smaller streets could also enhance intersections by adding sidewalk space at the corners. It further recommends that new sidewalks should be considered from the commercial district to the High School in order to increase safety and bring customers to downtown.

In downtown Smithtown, pedestrian improvements have and should continue to focus on improving crossing conditions on Main Street. Again, crosswalks should be widened and made more identifiable, and bulb-outs of corners at key intersections should be considered to reduce crossing distances. An example for where this treatment could be useful is the northwest and northeast corners of the intersection of Redwood Lane and Main Street which could reduce crossing distance without the loss of parking spaces. Traffic calming solutions which reduce vehicle speed, increase pedestrian safety, and make Main Street more accessible and efficient for all users have been pursued<sup>10</sup> and should remain a priority, with other ideas such as roundabouts also considered.

## Elements of proposals for pedestrian improvements from the Town of Smithtown Planning Department, implemented and proposed.



Source: Town of Smithtown, Comprehensive Plan Update. Supplemental Report: State Route 25 Corridor Study, page 26

<sup>9</sup> A Voice for the Bluff, [http://www.thevoiceofpotential.com/A\\_Voice\\_for\\_the\\_Bluff.php](http://www.thevoiceofpotential.com/A_Voice_for_the_Bluff.php) Accessed on March 27, 2015

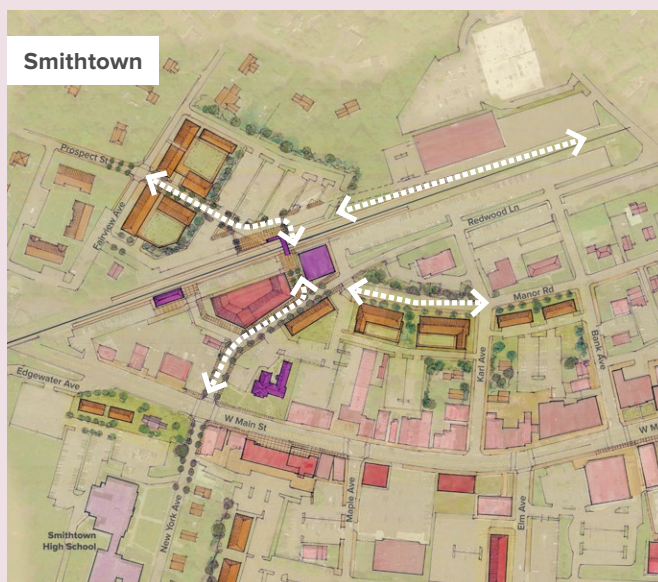
<sup>10</sup> Carl MacGowan, "Whittle Down A Lane: DOT to slow traffic on westbound Main Street. after deaths," *Newsday*, December 16, 2011.



**Pedestrian connections to improve or create better access to and from the downtown and train station**



**Kings Park**



**Smithtown**

It is vital to health of the Kings Park and Smithtown to develop better pedestrian connections. The east-west orientation of LIRR tracks act as barrier to north-south movement from Main Street in both downtowns to the surrounding community. Each station has a pedestrian overpass, but neither are handicap accessible. The Town of Smithtown planning department indicated interest in the prospect of a pedestrian underpass, particularly in Smithtown where the distance between crossings at grade is almost a half-mile, and the grade of the tracks is higher than some surrounding areas. While the costs associated with an underpass are significant, if future transit-oriented development is directed to large parcels to the north of the station there could be numerous benefits to an underpass. Throughout the LIRR system there are examples of pedestrian underpasses at several stations - County Life Press, Nassau Blvd, Stewart Manor. Examples from around

**Pedestrian underpass in Poughkeepsie, NY completed in 2011. This underpass links two sides of the Marist College campus underneath NY State Route 9. The underpass is 26 feet wide and 11 feet tall.**



Source: NYSDOT and IQ Landscape Architects, P.C.

**Pedestrian underpass in Greensboro, NC. This underpass links the main campus of the University of North Carolina – Greensboro to dorms and transportation on the other side of a three-track rail line.**



Source: Photo by Julie Knight / J Knight Photography.

the country of well-designed pedestrian underpasses depict wide and well-lit connections that provide user safety. The two featured examples from college campuses in NY and North Carolina indicate that underpasses may also be implemented when other options do not exist, are more expensive, or are less efficient connections to develop.

# Parking

Parking requirements, often intended to meet needs that are no longer relevant, can be the single biggest obstacle to downtown revitalization. Understanding current parking demand and planning for future needs can be achieved through a parking study and the development of parking flexibility strategies. Some of the current parking requirements for the Town of Smithtown are calibrated to meet the demand of commercial corridors, not the compact mixed-use downtown environment of Kings Park and Smithtown. Parking requirements within the Kings Park and Smithtown downtowns should be revised. For example parking provisions see the Village of Dobbs Ferry Parking Table<sup>11</sup>.

- ▶ The apartment parking ratio of 1.5 spaces per dwelling unit is a good starting point, but consider providing a breakdown of the parking by number of bedrooms within the TOD overlay. Suggested : 1 space for a one bedroom, and .5 spaces for each additional bedroom.
- ▶ Consider reducing the townhouse parking ratio within the TOD overlay. Suggested: 1.5 spaces for a 2 bedroom unit within the TOD Overlay District. Each additional bedroom requires an additional .5 parking spaces
- ▶ Consider reducing the parking ratio for office and retail within the TOD overlay. Suggested: 1 per 300sf within the CB district
- ▶ The Vision Long Island report also suggests exploring Parking Variances for smaller parcels, allowing them to pay a fee into a fund dedicated to improving or expanding parking within the downtown area instead of providing on site parking.

Parking needs should *not* be considered on a site by site basis. Instead there is a need for district-wide approach that accounts for an exchange of parking for downtown residents, commuters and shoppers. Consider parking flexibility strategies such as shared parking to reduce the amount of space dedicated to parking around the downtown. For more information on shared parking see the livable communities toolkit developed by the Capital Region Council of Governments (CROG)<sup>12</sup>. Also developed by CROG is a model shared parking ordinance.<sup>13</sup>

- ▶ Count on-street overnight parking spaces within 300' of proposed development as permitted parking
- ▶ Count parking spaces in public lots within 300' of proposed development
- ▶ Permit shared parking agreements with private lots within 300' of proposed development

- ▶ Provide an option for payment in lieu of on-site parking (PILOP) that will go towards a fund to improve and maintain parking facilities throughout downtown. This would require a plan that calibrates fees to demand.

Parking management is key. Having a sufficient number of spaces is of prime importance, but providing well planned time management of parking, keeping downtown employees out of key parking for shoppers and downtown residents, and clearly and efficiently directing people to available parking are all very important components of parking management. The Vision Long Island Report's overall parking management strategy for downtown Kings Park follows this approach, and includes utilizing time limits in prime parking areas, establishing paid parking on street, and then off street, encouraging shared parking arrangements, reducing overall demand by encouraging employees to use alternate modes of transit, and spreading peak parking demand over a larger area.

The Vision Long Island report also illustrates specific places where a change in parking planning or regulations should be undertaken. These are:

- ▶ Reconfigure the municipal parking lot by the Library by utilizing a portion for new development along East Main Street and then expanding the remaining lot north.
- ▶ Work with the owner of the underutilized parking lot surrounding the TJ Maxx on the south side of Meadow Road West to utilize as additional commuter parking.
- ▶ Reconfigure the on street parking on Main Street, either by eliminating the marking of individual parking spaces, or by reducing the length of these spaces to 22-23 feet per car, instead of the current 24-26 feet per car.
- ▶ Consider narrowing traffic lanes and adding on street parking in places along the western end of Main Street, in order to encourage walkability, reduce traffic speeds, and add parking capacity.
- ▶ Consider a parking structure over some portion of the lot of the LIRR station lot if additional parking is needed in the future or if substantial new development comes to Kings Park.
- ▶ Landscape screening of parking lots adjacent to sidewalks in the downtown area, specifically along Main Street.
- ▶ Restriping the LIRR parking lot to create a stronger connection between the station and Main Street.

The Town of Smithtown should also work to identify and promote opportunities for cross-access between parking lots behind downtown businesses in Kings Park and Smithtown. Locating access to rear parking on the side streets will reduce the need for curb cuts along Main Street, resulting in improved traffic and pedestrian conditions. In Kings Park, opportunities for cross access are present on the south side of Main Street from Pulaski Road to Carlson Avenue, and on the north side of Main Street from Old Dock Road to Thompson Street. In Smithtown, a great

<sup>11</sup> Village of Dobbs Ferry Parking Table. <http://ecode360.com/documents/DO0599/DO0599-300c%20App%20C%20Parking%20Table.pdf> Accessed on February 23, 2015.

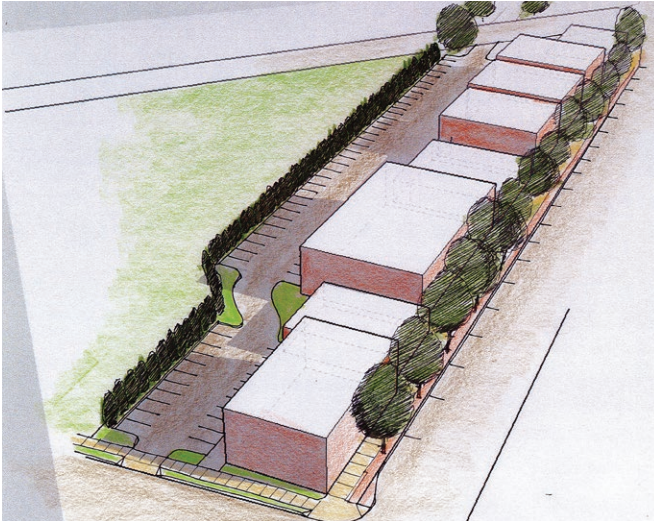
<sup>12</sup> Capital Region Council of Governments. Shared Parking Fact Sheet. [http://www.crcog.org/publications/CommDevDocs/TCSP/Ch08\\_FactSheet\\_Parking.pdf](http://www.crcog.org/publications/CommDevDocs/TCSP/Ch08_FactSheet_Parking.pdf) Accessed on May 29, 2015.

<sup>13</sup> Capital Region Council of Governments. Model Shared Parking Ordinance. [http://www.crcog.org/publications/CommDevDocs/TCSP/Ch08\\_Technical\\_Part2\\_Parking.pdf](http://www.crcog.org/publications/CommDevDocs/TCSP/Ch08_Technical_Part2_Parking.pdf) Accessed on May 29, 2015.



example of cross-access between two side streets is along the north side of Main Street between Landing Avenue and Bank Avenue in downtown Smithtown. Providing this cross access allowed for a pedestrian plaza to be developed in between these two blocks. Two additional pedestrian alleys are present to facilitate convenient access to and from Main Street. Where possible cross-access from side streets should be encouraged and access from Main Street in both downtowns should be reduced.

#### Example of rear parking lot layout with cross access



Source: Figure 19, Town of Smithtown, Comprehensive Plan Update Volume VIII, page 37

## Wastewater

Encouraging transit-oriented development in the Kings Park and Smithtown downtowns would introduce greater housing and commercial density, which would generate more wastewater. Even with the opportunity for double density rights, new developments are likely to exceed wastewater limits. Amassing the number of acres needed to operate within the permitted amount isn't in line with the principles of smart growth transit oriented development, or practical given current land use in this area of the County. While the County has approved on-site denitrification systems, these systems are limited to capacities of up to 15,000 gpd<sup>14</sup> until further research and review of new technologies can be completed. As noted by the Town of Smithtown planning department, without the provision of sewers there is very little opportunity within the current regulations to encourage mixed-use development and growth in the downtown Kings Park and Smithtown.<sup>15</sup>

## Opportunities for Building Additional Market Demand

Throughout the United States, older compact downtowns in older suburban areas such as Kings Park and Smithtown were once the center of commerce, culture and civic life in communities. These downtowns have almost without exception seen their customer base eroded by the proliferation of highway-adjacent, car-friendly strip shopping centers with off-street parking in front of stores, as well as large to massive-sized, air-conditioned shopping malls.

Healthy downtowns are those that have adopted a multi-prong strategy that builds from the strengths that they already have, including what is unique and authentic to those downtowns. Those downtowns that have adjacent commuter rail service linked to regional job centers have significant economic revitalization opportunities tied to promoting investment in increased residential, office, and service retail and services adjacent to these transit nodes.

RPA has identified a number of potential mixed-use development sites in close proximity to the LIRR station and the retail corridor in Kings Park. The existing businesses would be well-served by increased demand for residential amenities, goods and services that would be generated from such new development near the transit hub. To capture developer and investor interest in building new residential units and other accessory uses including retail, it is important to have "shovel-ready" development sites; that is, sites where the vision for growth has local community support, where local zoning is in place to permit the type of quality, mixed-use development that other Long Island communities are attracting, and parking and other code requirements meet both market needs (lesser parking, for example) and allow for the most attractive new buildings that can contribute to a stronger vibrant civic character in these downtowns.

In addition, Vision Long Island identified some sites on lesser-used roads that may be suitable for townhouse or multifamily residential development without a commercial component. These sites are within a 10 minute walk of both Main Street and the Kings Park LIRR station, and within RPA's proposed TOD overlay district. If designed in a way which encourages pedestrian connections to both the Kings Park LIRR station and the Main Street area, foot traffic from this added development would also contribute to the vitality and economy of the mixed-use downtown section, even without a commercial component in the developments themselves. The existing retail corridors should focus on identifying their core areas of strength and building off of that with new streetscape, better wayfinding, lighting and encouraging façade improvements particularly for properties at strategic, high-profile locations. Resources should be identified to support greater efforts by merchants or local business / property owner associations to encourage recalcitrant property owners to upgrade their buildings and invest in tenant fit-out improvements. As a strategy to build retail district demand and

<sup>14</sup> Suffolk County Sanitary Code, Article 6: Realty Subdivisions, Developments & Other Construction Projects, page 9

<sup>15</sup> Town of Smithtown, Comprehensive Plan Update. Supplemental Report: State Route 25 Corridor Study, page 18, 29



appeal to a broader array of customers (and ultimately to increase property values), property owners should re-tenant vacant spaces at affordable rental rates with short- to medium-term uses that most appeal to target customers who seek out attractive walkable downtowns for food, entertainment and shopping (families, young professionals, empty-nesters). Such uses include coffee bars, yoga studios, home goods and apparel stores, independently operated sit-down restaurants and high quality food shops that feature regional produce and other local products. Vision Long Island also identified very short term “popup” stores, with lease lengths ranging from a few weeks to a few months, as well as vacant storefront enhancements such as art displays and historical photos, as ways to add interest to vacant storefronts and build up potential market demand. Resources should also be dedicated to increasing the quality and frequency of programming, special events and marketing campaigns that attract new and repeat visitors to downtowns. The public realm improvements recommended in this report are also important elements in an effective downtown revitalization strategy.

Vision Long Island also suggested some other possible market-based incentives to spur downtown development and overcome potential market imitations, specifically reduced onsite parking requirements or permit fees; increasing lot coverage, floor area ratios, or height, and/or reduced sewer connection fees to existing or potential sewers. These incentives could be coupled with design criteria, public amenities, or purchase of Transfer of Density credits, leading to more likely community acceptance.

Vision Long Island also suggested that the local business community could play an active role in attracting new retailers to Kings Park, through either a local new business committee or the existing Kings Park Chamber of Commerce, by coordinating with commercial real estate brokers to showcase downtown Kings Park through tours of downtown, producing brochures and flyers summarizing permitting and other requirements, and providing a business ‘concierge service’ which could help walk potential tenants through the relocation process.

Another thing that the Vision Long Island report suggests for the Kings Park Chamber of Commerce or another civic or business organization is to host additional events during the year, such as farmers markets, holiday markets, craft markets, and music and dance events, in addition to the annual Kings Park Day.

Another potential opportunity to drive additional market demand stems from Kings Park’s proximity to the Long Island Sound and the beautiful parks and scenic landscapes that are located there. Downtown Kings Park should leverage the LIRR station to capture recreational and eco-tourism wanting to visit the pristine parks (Governor Alfred E Smith / Sunken Meadow State Park and Nissequogue River State Park) and beautiful scenic landscapes (Kings Park Bluff). In fact, Kings Park LIRR station is already being utilized for this type of tourism as found online. Listed in a Huffington Post online blog post titled “The 10 Best Hiking Trails on Long Island”<sup>16</sup> readers are directed to

get off at the Kings Park LIRR station as the first step in their hike. Unfortunately, the trail the author refers to is one further away from Kings Park, and is in fact in St. James. This online tourism post could have easily directed people to restaurants and businesses of downtown Kings Park before or after visiting the trails and beautiful parks immediately surrounding the downtown. The Vision Long Island report suggest that a stronger and more attractive connection from the Kings Park Veterans Plaza at the northeast corner of Main Street and Indian Head Road to Nissequogue River State Park could be developed.

Currently the Long Island Rail Road offers a “getaway package” called Bike Long Island, which provides a reduced fare to the Massapequa train station, and reduced bike rental upon arrival. The station is in close proximity to the Bethpage Bikeway, a 13 mile scenic trail. Something similar could be created for Kings Park through a coordinated planning effort to improve access from Kings Park train station to both State Parks and the Long Island Greenbelt Trail<sup>17</sup>. A partnership, similar to what was formed for the extension of the Kings Park Hike and Bike Trail, should be formed to work with State to see well-planned connections developed between the numerous parks and beautiful scenic landscapes with downtown Kings Park.

This eco-tourism opportunity combined with a marketing strategy could increase market demand for commercial space for businesses looking to provide services and products to those visiting Kings Park. Developing a synergy between the beautiful environment surrounding Kings Park and the downtown could also encourage non-profit environmental organizations, and research institutions to consider Kings Park as a location.

## Design Guidelines

Downtown Kings Park and Smithtown have different building design characteristics. Kings Park has more historic building characteristics, while downtown Smithtown has a mix of modern and historic elements in building design. To help foster the character, scale, mix of uses and pedestrian friendly environment in a vibrant downtown Kings Park and Smithtown; the Town of Smithtown should adopt design guidelines for each downtown. The guidelines should focus on the form of buildings and address the type of materials, color and texture of future development. Maintenance of buildings in the short term and long term should also be covered in the guidelines. An example which should be reviewed is the Village of Dobbs Ferry Downtown District Building Design Guidelines.<sup>18</sup> “The focus of the Design Guidelines is on the relationship of the building to the street and its surroundings including the sidewalks, open space, build-

post.com/offmetrocom/the-10-best-hiking-trails\_b\_3683620.html Accessed on March 27, 2015

<sup>17</sup> Long Island Greenbelt Trail Conference, [http://www.ligreenbelt.org/index.php?option=com\\_content&view=article&id=48&Itemid=57](http://www.ligreenbelt.org/index.php?option=com_content&view=article&id=48&Itemid=57) Accessed on March 27, 2015

<sup>18</sup> Village of Dobbs Ferry, Downtown District Building Design Guidelines. Introduction; <http://ecode360.com/documents/DO0599/DO0599-300f%20App%20F%20Downtown%20Design%20Guide.pdf> (February 23, 2015)

<sup>16</sup> Susan Finch. “The 10 Best Hiking Trails on Long Island” <http://www.huffington->

ing massing and design, and location of parking.”<sup>19</sup> The Dobbs Ferry guidelines contain regulations calling for building height minimums, a certain percentage of window frontage on specific streets, lighting requirements, and more.

## Zoning

To encourage the improvement of the business and pedestrian environment for downtown Kings Park and Smithtown the project team proposes two options – 1) the adoption of a Transit Oriented Development (TOD) Overlay District or 2) the adoption of new form-based districts.

### Transit Oriented Development (TOD) Overlay District

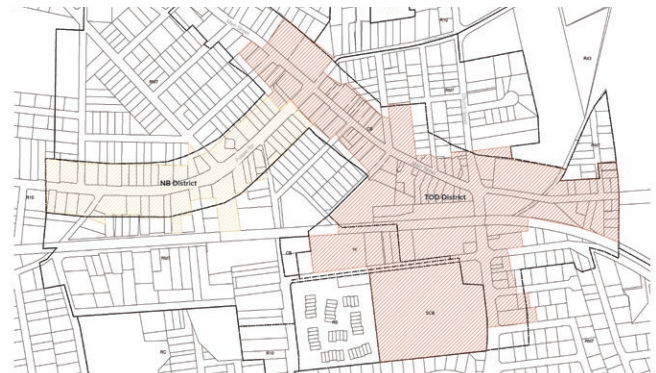
The adoption of a TOD Overlay District can help achieve the character, scale and mix of uses which will support the development of an enhanced downtown by explicitly defining and providing explanation of those items in the code. This overlay could allow for greater density that would otherwise not be possible under the CB District. Specific development requirements and bonuses for greater density can be applied in order to promote the type and size of development the Town desires. This district-wide strategy should also tie in design guidelines and parking strategies discussed above. This code should specifically and clearly define the types of use, updated dimensional standards, and parking requirements which would encourage a mix of pedestrian-friendly development in Kings Park and Smithtown.

The Town of North Hempstead adopted the Port Washington Business Overlay District<sup>20</sup> which permits development proposals that conform to minimum guidelines of the underlying district to exceed certain other restrictions of that district if applicants meet guidelines of the overlay. For instance to qualify for mixed-use occupancy in this district, development plans must contain at least 65% of the required design elements ranging from storefront, façade, rear of building, lighting and more. The Village of Farmingdale did not adopt an overlay. Instead the village adopted a new Downtown Mixed-Use District<sup>21</sup>, but their intent, definitions and general outline of the code could prove useful for actions taken in regard to Kings Park and Smithtown. Another example of the use of a TOD overlay is in the Village of Mamaroneck. The Village adopted and later revised a Transit Oriented Development Overlay District<sup>22</sup> “to capitalize on development and redevelopment potential resulting from proximity to the Mamaroneck train station and Central Business District, while creating tangible benefits for existing residents and property owners within and adjacent to the TOD Overlay District.” Unlike the Town of North Hempstead and the Village of

Farmingdale this code does not have any minimum or maximum site size requirement. Additionally the permitted FAR of the development can increase if certain desired criteria are met.

In downtown Kings Park, the overlay should be focused on the core of the CB district. The overlay could be mapped along Main Street, Indian Head Road, and include the HI and SCB district along Meadow Road West. The parcels zoned HI and SCB district are included in the overlay because of their potential for redevelopment. Although the CB district extends further West along Pulaski Road the same intensity of development should not occur there. The project team proposes rezoning the CB District along Pulaski Road to Neighborhood Business (NB) District. The NB District regulations better reflect a district in transition from the surrounding residential districts to the CB District. Development along Pulaski Road should not be at the same intensity as on Main Street.

**Kings Park proposed TOD overlay along Main Street and south of the Kings Park LIRR station. Proposed change of zoning from CBD to NB district along Pulaski Road west of Main Street.**



Source: Regional Plan Association

In downtown Smithtown, the overlay should include most of the CB district, a portion of the R-21 district along Fairview Ave, which is currently commuter parking and a brownfield site. The LI district north of the LIRR tracks along Landing Ave should also be part of the overlay and currently contains a bowling alley, a gym, physical therapy office, and childcare center. Given these sites' proximity to the train station and downtown Smithtown, as well as the surrounding residential use, there is an opportunity for potential redevelopment of these sites as locations for transit oriented development.

<sup>19</sup> <http://ecode360.com/documents/DO0599/DO0599-300f%20App%20F%20Downtown%20Design%20Guide.pdf>

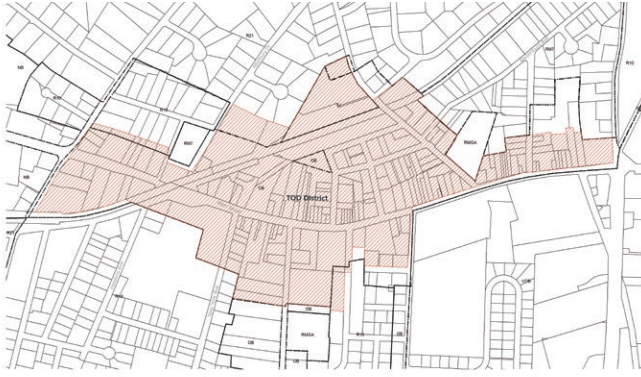
<sup>20</sup> Town of North Hempstead, Chapter 70: Zoning, Article XXC: Port Washington Business Overlay District. <http://ecode360.com/27086915> Accessed on March 23, 2015

<sup>21</sup> Village of Farmingdale, Local Law 5 of 2014. <http://www.farmingdalevillage.com/LL5-2014%20Amend%20Downtown%20Mixed%20Use%20Adding%20Article%20XIV.pdf> Accessed on March 23, 2015

<sup>22</sup> Village of Mamaroneck, Proposed Local Law A-2015. [http://www.village.mamaroneck.ny.us/Pages/MamaroneckNY\\_Attorney/Proposed%20Local%20Law%20A-2015.pdf](http://www.village.mamaroneck.ny.us/Pages/MamaroneckNY_Attorney/Proposed%20Local%20Law%20A-2015.pdf) Accessed on March 23, 2015



### Smithtown proposed TOD overlay along Main Street from Brookside Drive to County Route 111.



Source: Regional Plan Association

The overlay for each community would encompass the following changes to use and dimensional regulations.

- ▶ Motor vehicle sales or rental showroom, boat sales or rental showroom, lumberyard, mini warehouses, and filling station should not be permitted uses in the downtown. Although fast-food establishments and drive-thru windows were not found on the table of use regulations, these should be delineated as not permitted in the downtown
- ▶ Currently the only way to approve multifamily residential use in the downtown is through the designation of an accessory apartment(s) by special exception from the Board of Appeals. The overlay should define and permit mixed-use and multifamily development. Include language which explicitly permits only pedestrian friendly ground floor uses on Main Street.

Zoning is good at describing what can't be done, but not good at describing what you would like to see happen. With well-defined and even depicted height, bulk and siting requirements the Town has an opportunity to describe what it wants - the scale of development and its relationship with the street.

For the underlying CB District:

- ▶ Consider eliminating the FAR requirement and regulate development through form
- ▶ Keep permitted height at 35', but permit 3 stories along Main Street
- ▶ Consider establishing a front yard maximum (10' suggested) along Main Street and add language about how the setback space should be designed and how the transition is made to existing building frontages that are closer to the street. Consider establishing a rear yard depth (0' suggested) along Main Street with buffer yards and screening requirements still in place for properties bordering residential zones
- ▶ Consider creating a new set of dimensional regulations for multifamily development exclusively for properties within the TOD Overlay District. The current dimensional

standards for the R6-Townhouse and RM-GA Garden Apartment districts would not permit the compact multi-family development that is ideal for the downtown. New dimensional regulations would allow greater maximum lot coverage, height and reduce requirements for frontage, front and rear yard depth and side yard width.

- ▶ Standard that links minimum setback to maximum height:
  - Suggested front yard setback 20' at height of 3 stories/35'
  - Suggested front yard setback 30' at height of 4 stories/45'
  - Suggested rear Yard Depth: 20' minimum
  - Suggested side Yard Width: 10' minimum each side, 20' minimum total

For other districts within the TOD Overlay District:

- ▶ Consider establish FAR maximum of 0.6 (what the CB district FAR maximum was)

As part of these rezoning changes to encourage density, inclusionary zoning with affordable housing requirements in exchange for the added density could also be explored.

### Form-Based Districts

According to the Form-Based Codes Institute (FBCI), "A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation."<sup>23</sup> The project team presents the option of adopting form-based districts for downtown Kings Park and Smithtown because form-based codes place greater emphasis on how the development of a site relates to the rest of the sites and the greater area around it. This approach could be valuable process to plan for growth while working with the community to develop a vision for downtown Kings Park and Smithtown. The current form of zoning (Euclidean) focuses predominately on separating uses and controlling the scale of development. There is little focus and regulation on how the built form should develop in conjunction with, and interact with the public realm.

Creating a form-based district for downtown Kings Park and Smithtown would encourage mixed-use development and a variety of housing options, but with a greater emphasis on streetscape design and how individual and groups of buildings play a role in developing the public realm. Through a design-focused public participation process, the form-based code would develop standards for building form and public realm, based on the existing conditions the community wishes to keep, and the changes they desire to make. Based on the community's vision for downtown Kings Park and Smithtown, standards which regulate signage, architecture, landscaping, and environmental resources can also be built into the code of each form-based district.

<sup>23</sup> Form-Based Codes Institute. <http://formbasedcodes.org/definition> Accessed on April 11, 2015

Vision Long Island, in their visioning process, produced some community-driven recommendations for character and aesthetics for the Kings Park downtown area which could be incorporated into any form-based district in the future. These include:

- ▶ Preserving and restoring the earlier 20<sup>th</sup> century buildings downtown in order to maintain the historic character of downtown. In order to encourage historically or architecturally sensitive improvements, the Vision Long Island report suggests waiving permit fees for these types of improvements.
- ▶ Redeveloping underutilized lots in a way which would match the character of a traditional walkable downtown, with new buildings set 5-10 feet back from the sidewalk and parking in the rear of the building.
- ▶ Encouraging traditional styles for new building, which would be inspired from the existing historical fabric, and instituting design standards for new construction or substantial reconstruction and additions.
- ▶ Well placed and designed lighting directed downward and at appropriate color and intensity.
- ▶ Encouraging street-facing seating and open facades in storefronts, and allowing sidewalk dining provided that a 48-inch wide clear path is maintained along the sidewalk at all times.

In the Town of Smithtown Comprehensive Plan Update Draft Plan, the planning department proposes that residential land use should be most dense around established downtowns, such as Kings Park and Smithtown, and gradually become less dense the further from the core of the downtown.<sup>24</sup> In order to encourage this transition, the form-based code should include a transect diagram which would establish zones along and stemming from Main Street on a continuum and distinguish between the density and intensity of uses. An example of a form-based code, and more specifically how the transect diagram is used, is the Downtown Wyandanch and Straight Path Corridor Form-Based Code which was adopted by the Town of Babylon in 2011.<sup>25</sup>

- ▶ Another example of form-based regulations being adopted on Long Island is the Village of Hempstead Downtown Overlay Zones zoning amendment which was adopted in 2012. This approach was different from the Town of Babylon in that it placed form-based regulations within the adoption of overlay zones, instead of adopting a new form-based code district or districts.<sup>26</sup>

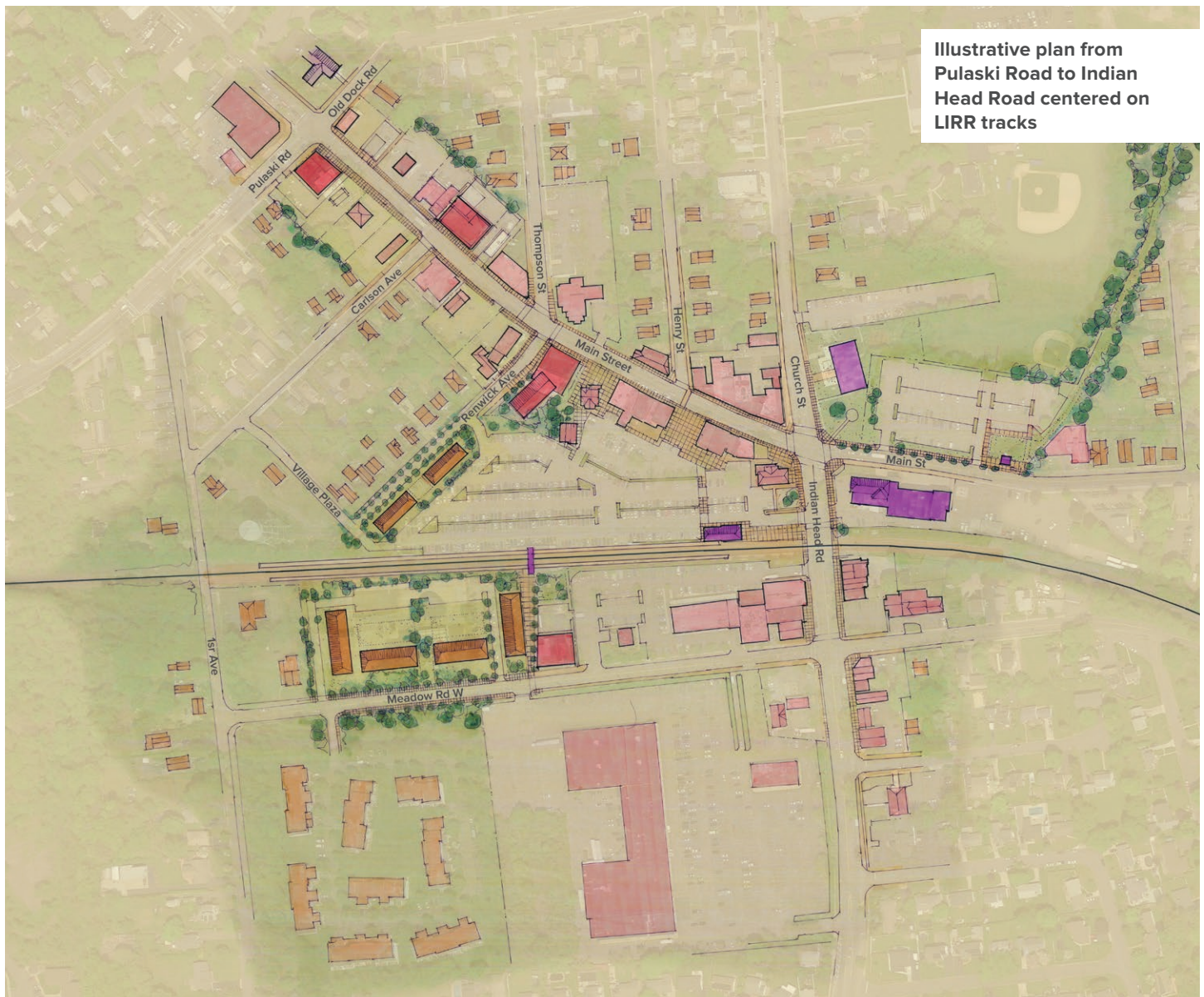
<sup>24</sup> Town of Smithtown, Comprehensive Plan Update, Volume VIII: Draft Plan, page 14-16

<sup>25</sup> Town of Babylon, Downtown Wyandanch and Straight Path Corridor Form-Based Code. <http://formbasedcodes.org/content/uploads/2014/01/wyandanch-straight-path-corridor-fbc.pdf> Accessed on April 11, 2015.

<sup>26</sup> Village of Hempstead, Downtown Overlay Zones. <http://www.villageofhempstead.org/pdf/doz.pdf> Accessed on April 11, 2015.



# Downtown Illustrative Plan

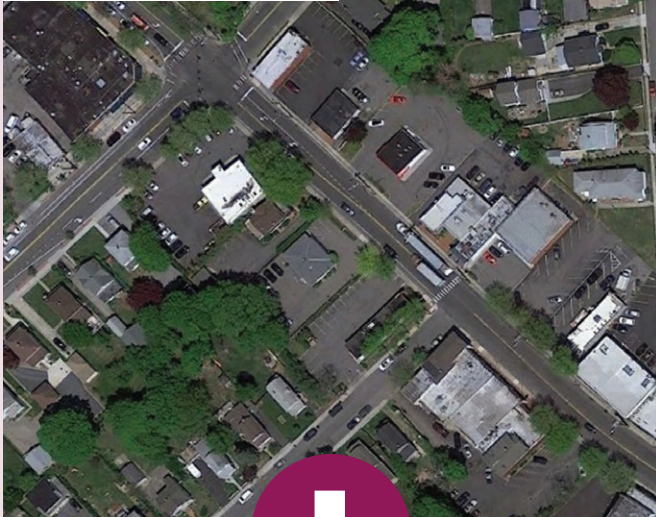


As part of RPA's work an illustrative plan of the downtown was created. The illustrative plans serves as of way of showing a concept for downtown Kings Park and Smithtown if the right conditions – zoning, parking, design, parcel assembly, etc. – were met. After site visits, and input from the Town of Smithtown planning department, several sites in downtown Kings Park and Smithtown were chosen to show redevelopment potential. The Illustrative Plan does not suggest these specific sites should change, but instead portrays what could happen throughout the downtown. Specific sites were also depicted in photo simulations to give a street level perspective of the change.



## Main Street

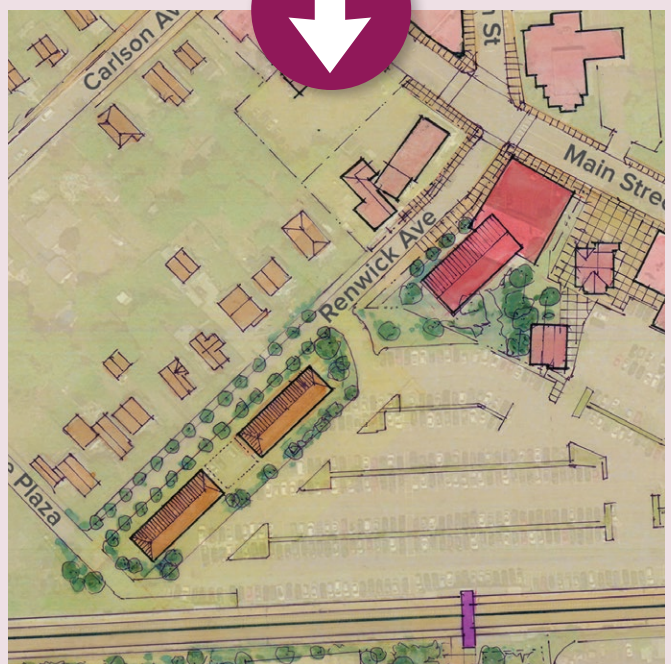
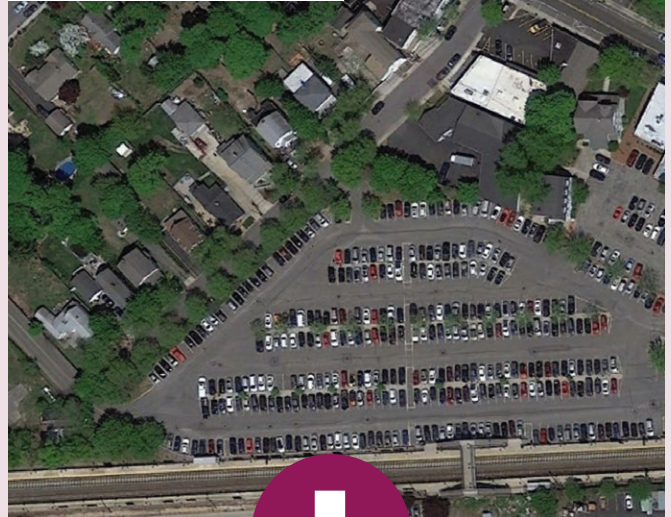
Potential redevelopment along Main Street with between parking lots.



Along Main Street potential redevelopment could consist of reducing the front yard setback and establishing the buildings closer to the street. This would assist in the development of rear parking lots with cross access and entrances/exits from the side streets instead of Main Street. For example, cross access could be achieved between Old Dock Road and Thompson Street on the north side of Main Street and between Pulaski Road and Carlson Ave on the south side of Main Street. Redeveloped buildings on Main Street should also be mixed-use with ground floor retail and upper floors residential or office uses.

## Renwick Avenue

Potential development of Kings Park LIRR parking lot along Renwick Ave.

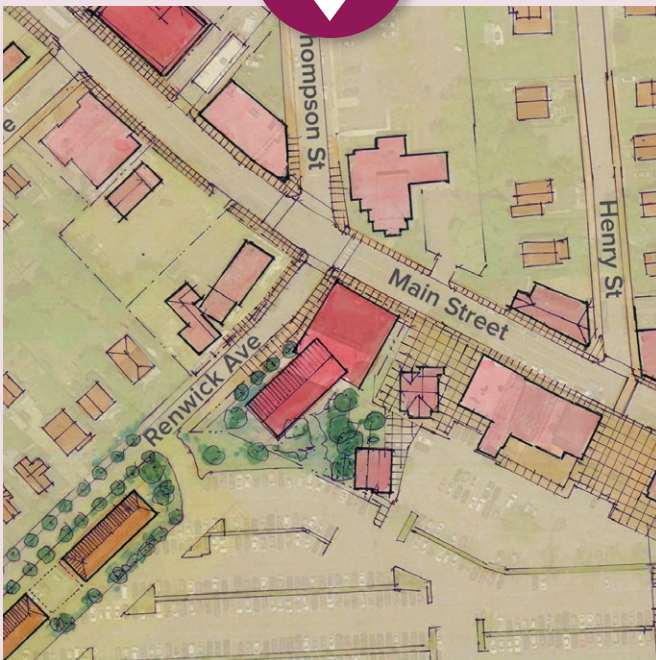
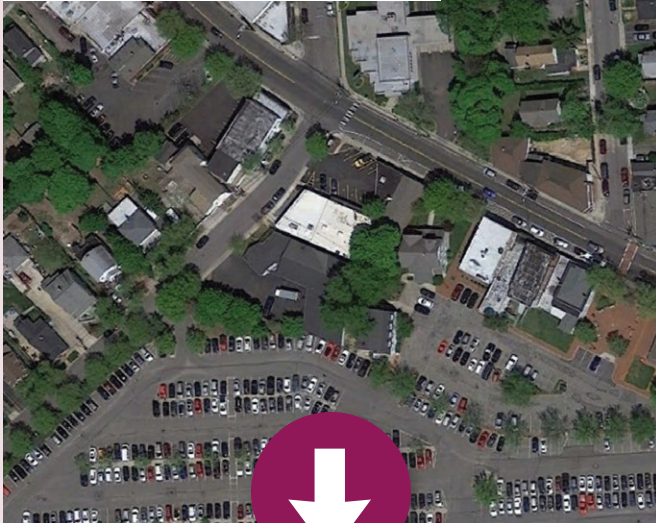


The opportunity to complete Renwick Ave as a residential block is depicted in the Illustrative Plan. Currently Renwick Ave is a dead end street with single family homes facing a parking lot which is predominantly used for commuter parking. Completing Renwick Ave could consist of using a portion of the parking lot for the development of two townhouse structures which would act as a buffer between the single family homes and the parking lot. Parking spaces in this lot would be reduced, but additional parking is provided in a lot on the north side of Main Street just east of the library. Renwick Ave could be connected to Village Plaza or remain a dead end with a cul-de-sac feature to allow for vehicles to turn around.



## Corner of Renwick Avenue and Main Street

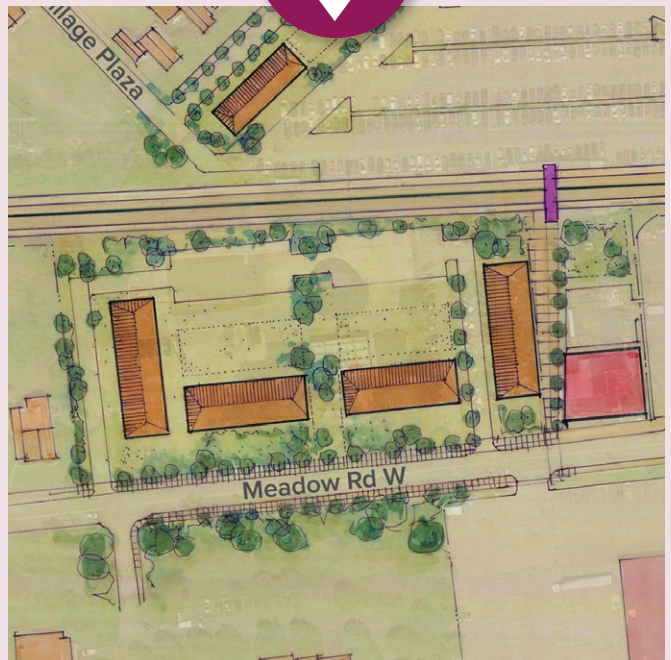
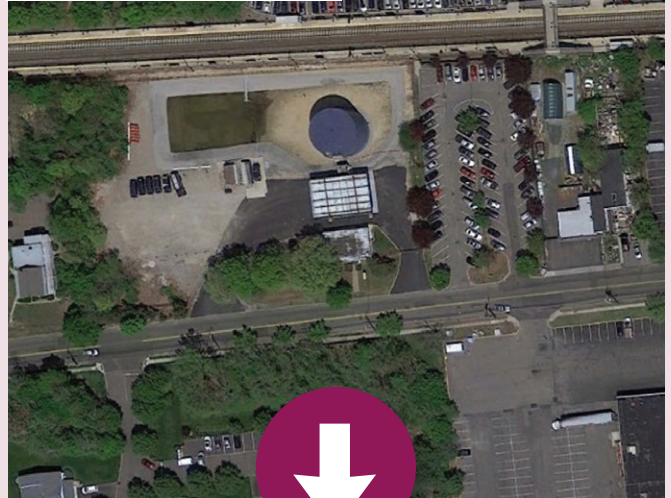
Potential redevelopment on the south corner of Renwick Avenue and Main Street



Currently on the corner of Renwick Avenue and Main Street is a one-story retail building set back from Main Street with surface parking in front. Behind the building is a small office and tire shop. Indicated on the Illustrative Plan is the redevelopment of this property into a mixed-use building which features ground floor retail/office use and apartments above. Parking requirements for this development would rely on spaces in the municipal lot behind the building, on-street parking allocation, and a parking management plan which could organize permitted parking for different uses over the course of the day.

## Meadow Road West

Potential redevelopment of oil storage facility along Meadow Road West south of Kings Park LIRR station.



Between Meadow Road West and the LIRR tracks there is an oil storage facility, municipal parking lot, and a stone monuments business. The oil storage facility is inconsistent with surrounding single family uses transit-oriented development.. Redevelopment potential across these sites could involve the construction of garden-style apartments. Parking for tenants can be contained on site and the lost commuter parking could be transferred to excess parking spaces along the side and in the rear of the shopping center on the south side of the Meadow Road West.



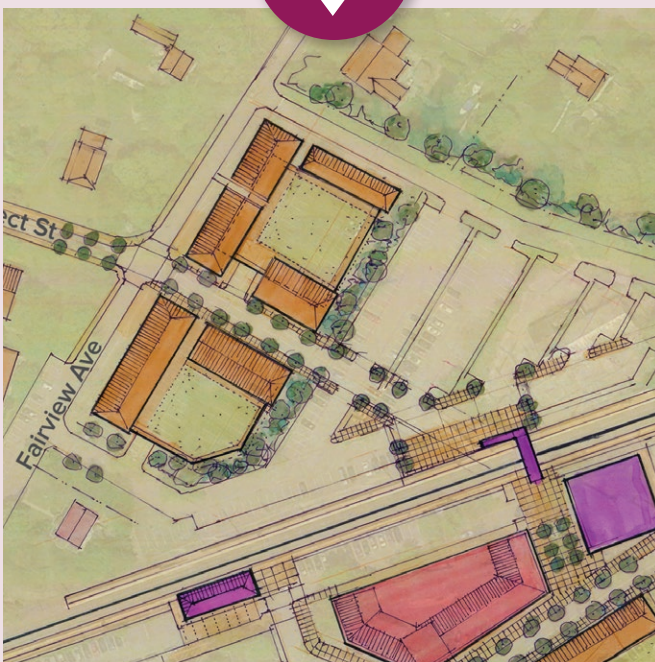
Illustrative plan of downtown  
Smithtown from LIRR overpass  
to Landing Avenue centered on  
Main Street.





## Commuter parking lot north of tracks

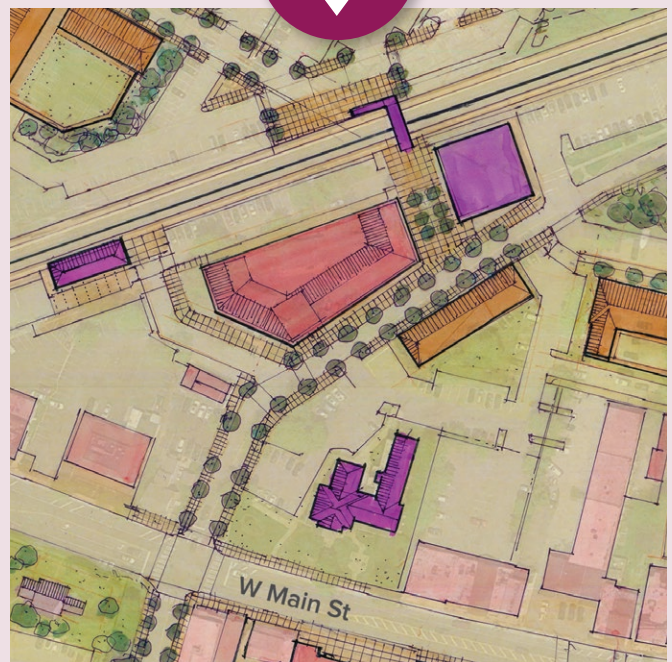
Potential redevelopment of Town of Smithtown property south of Smithtown LIRR station along Redwood Lane.



North of the Smithtown LIRR station is a commuter parking lot which is underutilized. The lot is surrounded by a single family residential neighborhood to the north, a multifamily garden style apartment development to the west, and a brownfield site to the east. Redevelopment of a portion of the parking lot could consist of a mixture of townhouses and apartments built over parking. This development scenario also includes the extension of Prospect Street to the LIRR station and creates a station plaza on the north side of the tracks. The brownfield site to the east of the parking lot would be transformed into parking and cross access through the bowling alley property would provide access from Landing Avenue, and reduce travel through the residential neighborhood.

## Redwood lane south of tracks

Potential redevelopment of Town of Smithtown property south of Smithtown LIRR station along Redwood Lane.

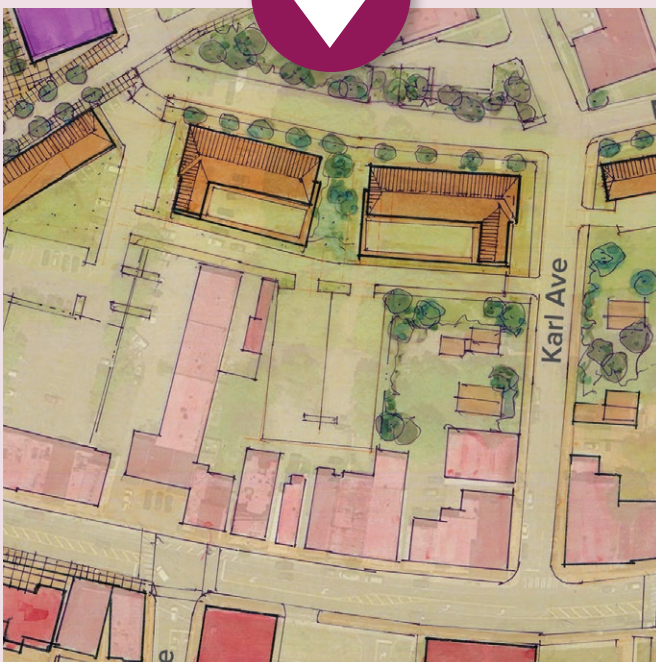
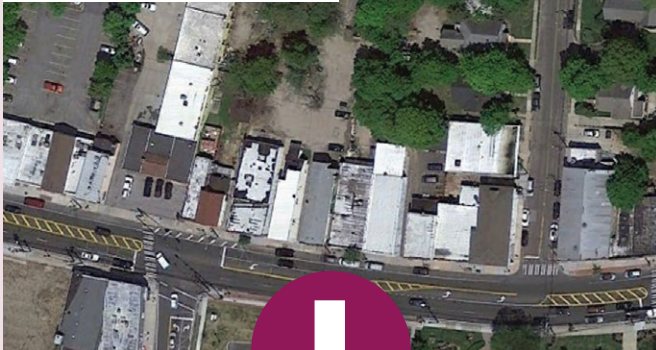


To the south of the LIRR tracks along Redwood Lane there are two Town of Smithtown buildings and a third building furthest to the west that is a private office use. Redevelopment of this site could contain a new office building to house the Town of Smithtown offices currently on the site. This scenario also entails a new mixed-use building and new station plaza which could also provide space to relocate the LIRR ticket office. The current LIRR ticket office further to the west could become additional parking.



## Extension of Manor Road

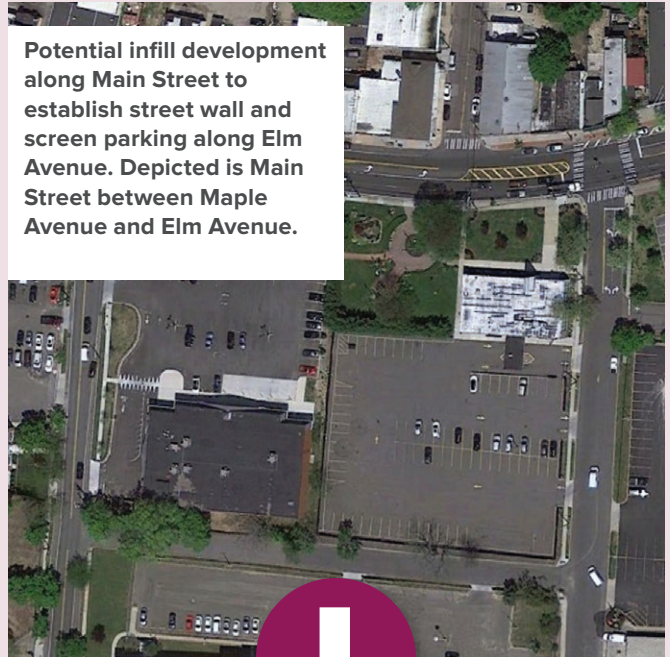
Extension of Manor Road to the west and redevelopment of property along the south side of Manor Road. Depicted is Manor Road from Bank Avenue to Karl Avenue with proposed extension to Redwood Lane.



The Illustrative Plan suggests Manor Road be extended further west to link with Redwood Lane near the Smithtown LIRR station. Development opportunities along this extension could entail the development of multifamily housing between Redwood Lane and Karl Avenue and between Karl Avenue and Bank Avenue. Parking for these developments and replacement of parking spaces lost from existing properties, would be met with a mixture of shared parking strategies using surrounding municipal lots, and new on-site parking below the buildings.

## Infill development along Main Street

Potential infill development along Main Street to establish street wall and screen parking along Elm Avenue. Depicted is Main Street between Maple Avenue and Elm Avenue.



The south side of Main Street has large gaps in the street wall due to access driveways and provision for parking associated with several commercial properties, including CVS and Walgreens. In order to reestablish the street wall and screen the large parking lots, the illustrative plan proposes the development of new mixed-use buildings along Main Street and Elm Street. The layout of Smithtown Veterans Plaza can also be reimaged to improve how it functions as a public space within the downtown and in relation to potential new development.



**Before:** At Carlson Avenue  
looking west along Main Street  
in Kings Park.



**After:** Rendering of potential  
improvements to streetscape  
and infill development over  
single story buildings.



The photo simulation depicts additional tree pits, a paved crossing, and moving overhead utilities underground. As part of an overlay or form-based downtown district, the recommended zoning changes could be expected to encourage infill development above the ground floor commercial space. If desired, requirements in the code could require a setback for floors above the second floor.



**Before: Looking west along Meadow Road West between Indian Head Road and 1<sup>st</sup> Avenue in Kings Park.**



**After: Rendering of potential redevelopment of oil storage facility, Town of Smithtown parking lot, and Art Stone & Memorial business on north side of Meadow Road West.**



Under utilized property on the south side of the LIRR tracks presents opportunities to encourage transit oriented development and to develop synergy between the Kings Park Shopping Center, the Meadows residential development south of Meadow Road West and east of 1<sup>st</sup> Avenue, and the surrounding neighborhood south of the LIRR tracks. This photo-simulation shows apartment and commercial development as depicted on the illustrative plan. The connection to the LIRR overpass is also included to the north of the mid-block crossing.



**Before:** Looking west along Main Street at Maple Avenue in Smithtown.



**After:** Rendering of potential streetscape improvements and infill development over ground floor commercial uses.



Along with burying overhead utilities and improving the streetscape, this photo simulation depicts what the recommended zoning changes could encourage. As part of an overlay or form-based downtown district, infill development above the ground floor commercial space, better utility of rear parking lots with cross access between side streets, and emphasis on architectural building elements on corners could be encouraged. If desired, requirements in the code could require a front or rear setback for floors above the second floor. Also within this block is the development proposal called “Downtown on Main” which

calls for a three-story mixed-use building further west along Main Street.



**Before: North side of  
Smithtown LIRR station looking  
west towards Fairview Avenue.**



**After: Rendering of potential  
station plaza, extension  
of Prospect Street, and  
redevelopment of commuter  
parking lot.**



The commuter parking on the north side of the Smithtown LIRR station is underutilized and presents an opportunity for transit oriented development. This potential development could also buffer the residential neighborhood and multifamily housing development immediately on the west side of Fairview Avenue and along Atterbury Drive from the commuter parking and train station. Additional parking could be created on the brownfield site immediately to the east of the parking lot. Provision for through access from the parking lot, across the bowling alley property, and to Landing Avenue would create easier access

to the parking lot and eliminate the need for commuters to travel along Atterbury Lane to enter the parking lot. Stacked townhouse and apartment development, as depicted in this photo simulation, can be a part of the provisions of an overlay or form-based downtown district.



# Implementation

## Potential Sources of Funding

Attracting private development dollars to Kings Park and Smithtown through zoning code revisions is only one component of a revitalized downtown. The Town should be prepared to find additional funding that the Town controls to ensure that the place you want is the place you get. Developers should help offset the additional burdens their projects create on infrastructure and services, but should not be in complete control over creating public spaces in downtown Kings Park and Smithtown.

For some sources of funding it may be beneficial for the Town of Smithtown to work with a non-profit organization, their Suffolk County Legislator, State Senator, and or Assembly member.

### Federal

The procedure for applying for federal funding for transportation projects varies. NYSDOT or this region's municipal planning organization (MPO) may provide training and technical assistance. Those agencies may also be a part of evaluating applications for funding. The MPO for Long Island is the New York Metropolitan Council (NYMTC).

Surface Transportation Program (STP) – potential to work with NYMTC and NYSDOT to secure funds for bicycle, pedestrian and recreational trails.<sup>1</sup>

Bus and Bus Facilities Program – potential to work with Suffolk County Transit to secure funding for new or improved passenger shelters and, bus signage.<sup>2</sup>

Transportation Alternatives Program (TAP) – this is funding for programs and projects for which advance alternatives to automobile transportation.<sup>3</sup>

### State

New York State Consolidated Funding Application (CFA) – access to state grants for economic development across multiple state agencies.<sup>4</sup>

<sup>1</sup> Federal Highway Administration, Revised Surface Transportation Program (STP) Implementation Guidance. <http://www.fhwa.dot.gov/map21/guidance/guideprev.cfm> Accessed on May 8, 2015.

<sup>2</sup> Federal Transit Administration, Bus and Bus Facilities. [http://www.fta.dot.gov/grants/13094\\_3557.html](http://www.fta.dot.gov/grants/13094_3557.html) Accessed on May 8, 2015.

<sup>3</sup> NYSDOT, Transportation Alternatives Program. <https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap/guidance> Accessed on May 8, 2015.

<sup>4</sup> State of New York, 2015 Available CFA Resources. <https://www.ny.gov/sites/ny.gov/>

Long Island Regional Economic Development Council (LIREDC) – In 2011 Governor Cuomo created ten regional economic development councils to craft an economic strategy for their respective regions and compete for state funding. The LIREDC created a five-year strategic plan for economic development on Long Island. The council was awarded funding to go towards specific projects and proposals. The Town should consider how future plans for downtown Kings Park and Smithtown can align with the efforts of the LIREDC.<sup>5</sup>

Each state has a Bicycle and Pedestrian Coordinator within their respective department of transportation. The New York State Department of Transportation (NYSDOT) coordinator is Eric Ophardt and inquiries on available funding should be directed to him. His contact info is (518) 457-0922 or [Eric.Ophardt@dot.ny.gov](mailto:Eric.Ophardt@dot.ny.gov)<sup>6</sup>

New York State Environmental Facilities Corporation routinely provides access to grants for drinking water and wastewater infrastructure projects. As recently as July 2015 new funds were allocated to support “wastewater projects that mitigate combined sewer and storm sewer overflows, as well as for projects that increase system resiliency to protect wastewater collection and treatment systems from sea level rise and damage from extreme weather”.<sup>7</sup> Funds were also allocated for drinking water infrastructure.

### County

**Suffolk County Downtown Revitalization Grant:** Each year Suffolk County's Downtown Revitalization Citizens Advisory Panel awards grants “that will have an important and sustainable impact on downtowns and business districts.”<sup>8</sup> The Town of Smithtown could take this opportunity to partner with a business or community organization to apply for revitalization grants.

<sup>5</sup> [files/atoms/files/2015\\_REDCCGuidebook\\_FINAL1.pdf](https://www.ny.gov/sites/ny.gov/files/atoms/files/2015_REDCCGuidebook_FINAL1.pdf) Accessed on May 8, 2015.

<sup>6</sup> State of New York, Identifying our Opportunities 2015. [https://www.ny.gov/sites/ny.gov/files/atoms/files/2015\\_REDCCGuidebook\\_FINAL1.pdf](https://www.ny.gov/sites/ny.gov/files/atoms/files/2015_REDCCGuidebook_FINAL1.pdf) Accessed on May 8, 2015.

<sup>7</sup> NYSDOT, Bicycling in New York. <https://www.dot.ny.gov/display/programs/bicycle/contact> Accessed on May 8, 2015.

<sup>8</sup> New York State Environmental Facilities Corporation. Press Release, July 1, 2015. [http://www.efc.ny.gov/DesktopModules/DNNCorp/DocumentLibrary/Components/FileDownloader/FileDownloaderPage.aspx?tabid=76&cid=5888&pid=0&clrf=/DesktopModules/DNNCorp/DocumentLibrary/App\\_LocalResources/DocumentLibrary&cl=en-US&mcs=%2fDesktopModules%2fDNNCorp%2fDocumentLibrary%2f&uarn=Administrators&cd=false&ctmid=258&ift=1](http://www.efc.ny.gov/DesktopModules/DNNCorp/DocumentLibrary/Components/FileDownloader/FileDownloaderPage.aspx?tabid=76&cid=5888&pid=0&clrf=/DesktopModules/DNNCorp/DocumentLibrary/App_LocalResources/DocumentLibrary&cl=en-US&mcs=%2fDesktopModules%2fDNNCorp%2fDocumentLibrary%2f&uarn=Administrators&cd=false&ctmid=258&ift=1) Accessed on July 24, 2015.

<sup>9</sup> Suffolk County Downtown Revitalization Citizens Advisory Panel. <http://www.suffolkcountyny.gov/Departments/EconomicDevelopmentandPlanning/DowntownRevitalizationCitizensAdvisoryPanel.aspx> Accessed on February 23, 2015.

**Jumpstart Suffolk:** Upon identifying specific projects which will promote economic development in downtown Kings Park and Smithtown, the Town of Smithtown should work with their Legislator and Suffolk County Economic Development in securing Jumpstart Suffolk funds which are allocated “to encourage, foster and enhance the planning, development and/or new construction of regionally significant, vibrant mixed-use transit-oriented development in and around downtowns, light industrial and commercial areas adjacent to downtowns or transit.”<sup>9</sup>

## Future Planning and Environmental Review

In addition to locating sources of funding for potential improvements, the Town should consider the following planning needs or requirements as part of this process to improve downtown Kings Park and Smithtown.

### 1. Parking Study and Parking Management Plan

The Town of Smithtown planning department should conduct a parking study which accounts for available parking at multiple times and over an established district-wide area, or within a given distance from specific strategic development sites in downtown Kings Park and Smithtown. The goal of the parking study should be a complete understanding of how the parking is being used at peak and off-peak times, where there is availability and where there is not, and how to better manage the current parking spaces and lots. From this study, a parking management plan should be completed which creates a parking district, where parking flexibility strategies (as recommended by RPA) can be enacted.

### 2. Zoning Amendments

If the Town of Smithtown wishes to pursue specific zoning changes, the planning department should draft zoning amendments. If the planning department does not have the capacity to handle this internally, the Town of Smithtown should consider consulting with a lawyer familiar with zoning code. Outreach to the Form-Based Codes Institute for assistance in developing a form-based code should be considered. The creation of a form-based code involves active public participation for which a consultant may be needed to facilitate.

### 3. Market Studies and Research

Additional studies regarding the discrepancy in demand for residential and retail development

### 5. Develop Downtown Plans for Kings Park and Smithtown

Using the recommendations contained in this report and the work conducted in the previous steps, begin to form downtown plans for Kings Park and Smithtown. Integral to the formation of this plan is extensive public outreach which should include

charrettes, walking tours, and other methods (surveys, forums, and social media) to collect public input.

### 6. State Environmental Quality Review (SEQR)

As part of New York State’s Environmental Conservation Law under the State Environmental Quality Review (SEQR), “most projects or activities proposed by a state agency or unit of local government, and all discretionary approvals (permits) from a NYS agency or unit of local government, require an environmental impact assessment.”<sup>10</sup> The Town of Smithtown must follow the steps of the SEQR process and determine the type of action, determine if the proposed action has significance or non-significance, and determine if an Environmental Impact Statement (EIS) is necessary. If necessary the Town should consider creating a Generic Environmental Impact Statement (GEIS). A GEIS is prepared when a proposed action could have wide-ranging effects in a defined area.

<sup>9</sup> Resolution No.801-2013. <http://legis.suffolkcountyny.gov/Resos2013/i1805-13.pdf> Accessed on March 26, 2015

<sup>10</sup> New York State Department of Environmental Conservation. <http://www.dec.ny.gov/permits/357.html> Accessed on April 10, 2015.





# Regional Plan Association

Regional Plan Association is an independent, not-for-profit civic organization that develops and promotes ideas to improve the economic health, environmental resiliency and quality of life of the New York metropolitan area. We conduct research on transportation, land use, housing, good governance and the environment. We advise cities, communities and public agencies. And we advocate for change that will contribute to the prosperity of all residents of the region. Since the 1920s, RPA has produced three landmark plans for the region and is working on a fourth plan due out in 2017. For more information, please visit, [www.rpa.org](http://www.rpa.org).

## New York

One Whitehall St, 16th Floor  
New York, NY 10004  
212.253.2727

## New Jersey

179 Nassau St, 3rd Floor  
Princeton, NJ 08542  
609.228.7080

## Connecticut

Two Landmark Sq, Suite 108  
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