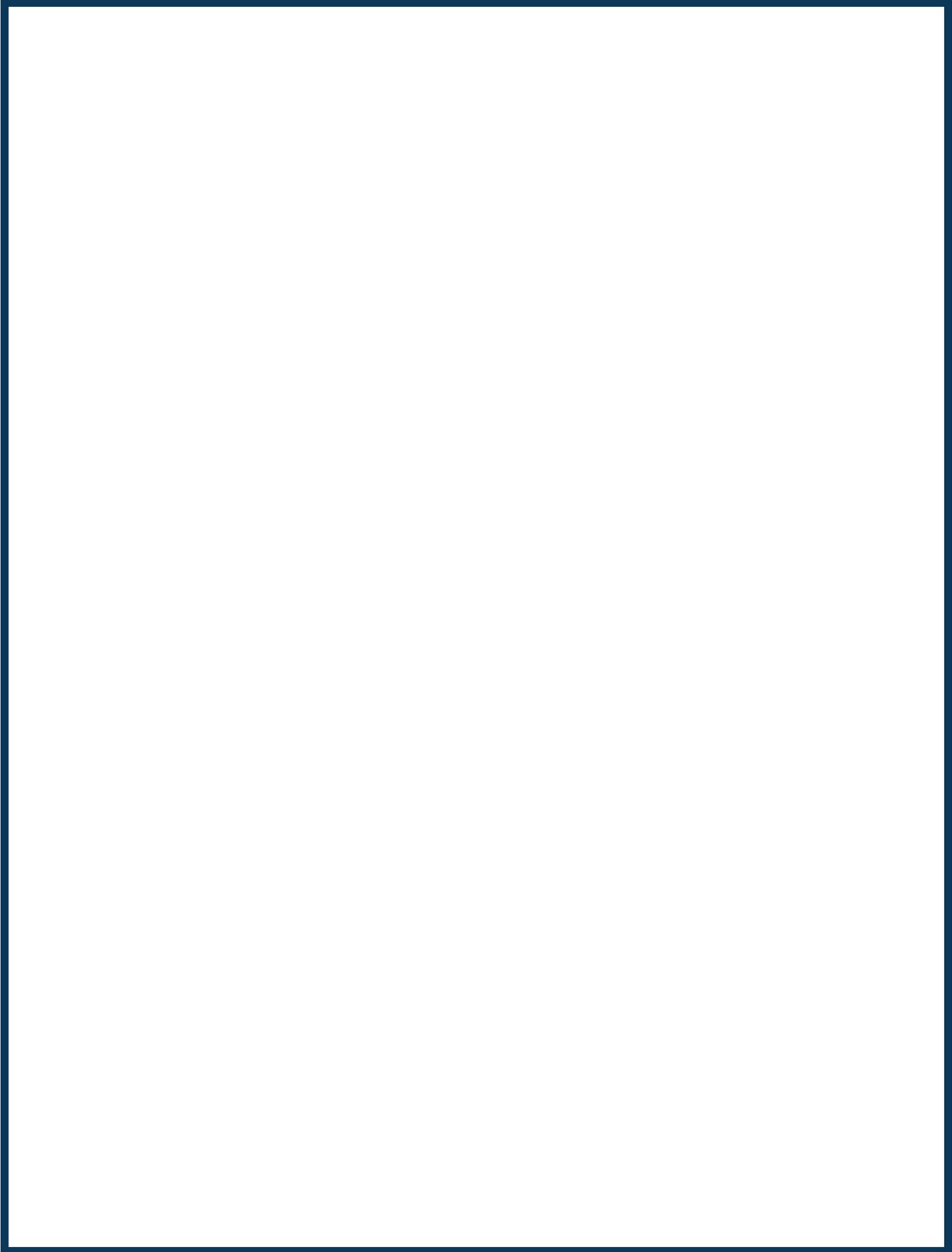


# Lynbrook Downtown Parking Study

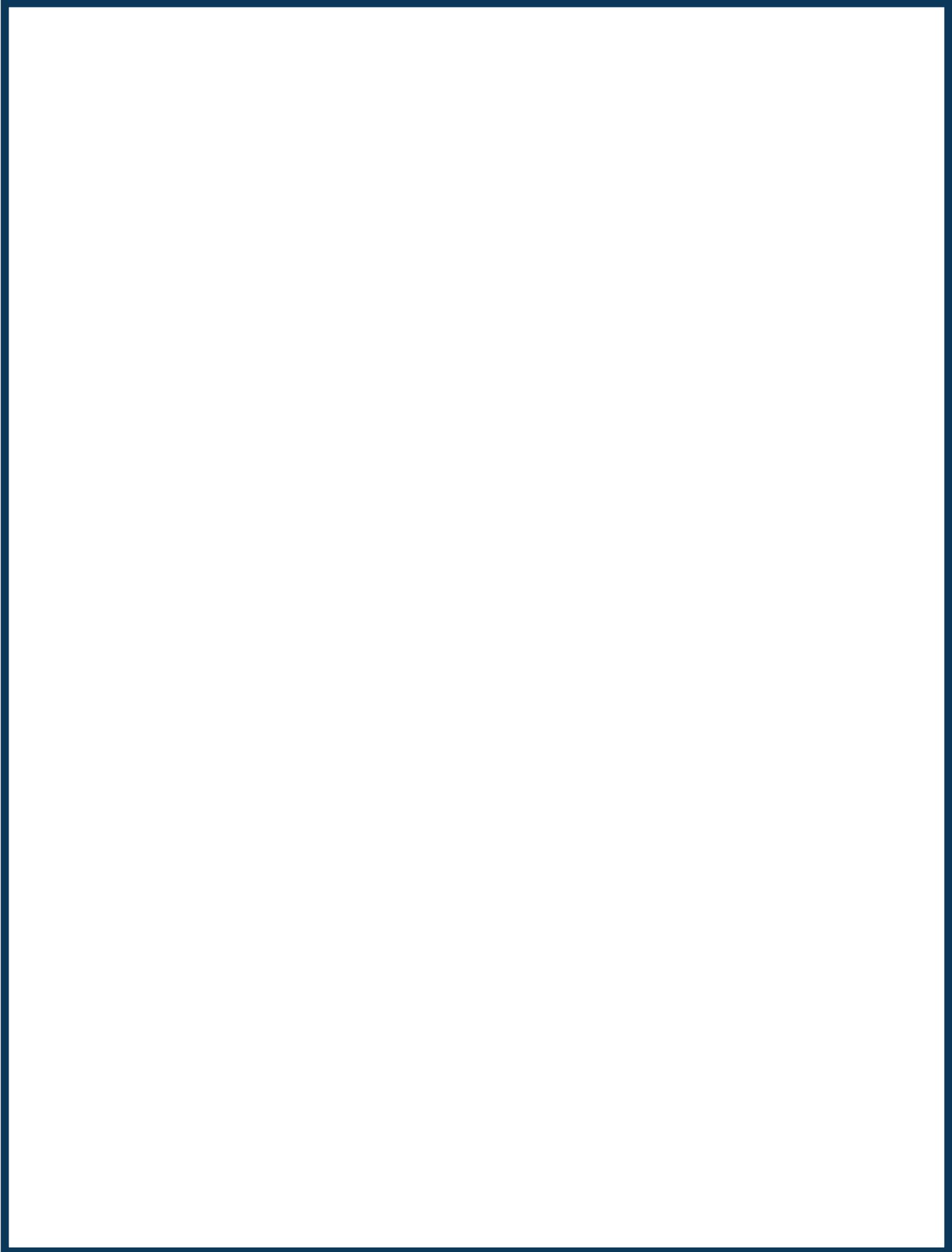


Regional <sup>NJ CT</sup> <sup>NY</sup> **Plan** Association



## **TABLE OF CONTENTS**

<b>INTRODUCTION</b>	<b>2</b>
<b>SURFACE PARKING</b>	<b>3</b>
<b>STRUCTURED PARKING</b>	<b>4</b>
<b>WRAPPED PARKING</b>	<b>5</b>
<b>DOWNTOWN LYBROOK</b>	<b>6</b>
<b>THE PREFERRED LOCATION</b>	<b>14</b>



# INTRODUCTION

## Scope:

This report outlines the content of a Power Point presentation given to the Mayor and Trustees of the Village of Lynbrook on May 16th, 2007. Regional Plan Association was asked to examine the role of parking in a village center; specifically to identify ways in which an additional parking resource can be utilized for the village needs as well as serve as a catalyst for placemaking and revitalization in the downtown. Several possible locations for the new parking resource were identified by the village. These and other locations were examined as to their effectiveness in meeting the village needs for both parking as well as the realization of the village center as a pedestrian- and transit-oriented node of activity.

## Recommendations:

The results of this analysis are both a preferred parking structure typology as well as a preferred location for the new parking resource. In order for the parking structure to contribute to the environment and sense of place in the downtown, it must be wrapped at a minimum by retail or other active uses along the ground floor facades on primary streets. It is preferred that the structure be completely wrapped by a mixed-use structure (consisting of a combination of retail/office, retail/residential, or retail/hotel uses) on facades along primary streets. Most blocks in downtown are deep enough that the parking structure can be completely shielded from the pedestrian realm by active uses.

The preferred location for this parking structure is on the block bounded by Merrick Road to the north, Broadway to the east, Columbus Drive to the west, and Langdon Place to the south. This structured parking resource could be located along Broadway or Merrick Road with ground floor retail to activate the pedestrian realm of those streets or, as is preferred, the structure may be located in the interior of that block and be lined by mixed-use buildings along Broadway and Merrick Road. As this block is the prime development location in the downtown, the new parking structure should provide enough spaces to eliminate much of the surface parking on this block, freeing up that land for higher and better uses. This would provide the village with an unmatched transit-oriented economic development opportunity.



**Merrick Road site with retail lining the street (entrance should be through surface parking)**



**Broadway site with retail lining the street (entrance should be off Langdon Place)**



**The preferred alternative masks the parking on all sides and offers several redevelopment opportunities.**

## SURFACE PARKING

All of the public and private parking resource presently located in downtown Lynbrook is comprised of various surface parking lots. Only with the most robust landscaping and appropriate siting can surface parking be accommodated without sacrificing the pedestrian quality of the walkable village core. In a small municipality such as Lynbrook, any additional surface parking removes land from the tax base essential to support municipal services. While the parking located behind the east side of Atlantic Avenue works well, additional surface parking should be avoided in the downtown.



Surface parking provides a harsh pedestrian environment, discouraging walking in the village center.



Even if lined with attractive pavers and pedestrian amenities, cars still dominate the surface parking landscape.



Surface parking can be managed properly. By siting the resource behind active storefronts which line the primary street and by providing attractive pedestrian linkages, the negative externalities are minimized.



## STRUCTURED PARKING

Structured parking design has evolved quite significantly over the past decades. While many traditional, open air decks are still constructed across the nation, competing designs that are more compatible with community character are on the rise. If designed properly, structured parking can be a significant component of a community's revitalization. Structured parking may even act as a catalyst for placemaking in a village downtown.



Traditional open-air parking decks detract significantly from the pedestrian realm, even if landscaped.



Retail on the first floor is essential to activate the public realm. Upper floors can be masked with landscaping.



Downtowns with greater historic character may opt for contextual materials and styles to mask the parking, maintaining the character of the street while providing a valuable resource. Retail appropriately activates the ground floor.



## WRAPPED PARKING

While it is essential to line the ground floor of the parking structure with active uses such as retail and restaurants, the upper floors can also be “wrapped” with uses such as offices or residential. The parking resource is located in the interior of a block, or towards the rear yard of a development site. The structure is then “wrapped” with other buildings, effectively masking the parking resource entirely from the street.



From the access point to the garage, only a small width of the garage is visible between the wrapped buildings.



The facades along the primary building frontages completely mask the parking resource located behind. The pedestrian realm is enhanced by the ground-oriented residential units. Parking is managed in balance with the pedestrian.



To the rear, where little or no pedestrian activity occurs, the deck is almost completely exposed.



# DOWNTOWN LYNBROOK





Downtown Lynbrook is compact and walkable with very strong historic bones: a well integrated road network, several coherent open spaces, and a vibrant and pedestrian friendly Main Street. The village's parking strategy should make the most use of the existing resources and serve as a catalyst for downtown revitalization.



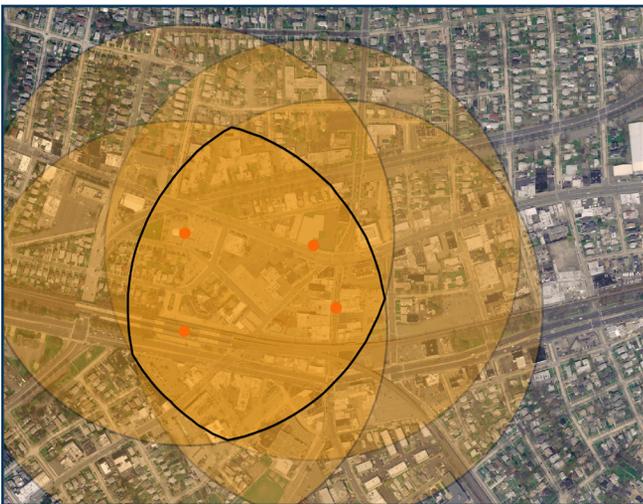
Without a large residential community within walking distance of the downtown, most trips to the shopping and office district are made by automobile. As the parking resource has been created over the decades to serve the surrounding population, the pedestrian realm has often been compromised. While the parking behind Atlantic Avenue works well shielded behind the shops, most other surface lots are located along primary streets and adversely impact the public and pedestrian realm in the village center.



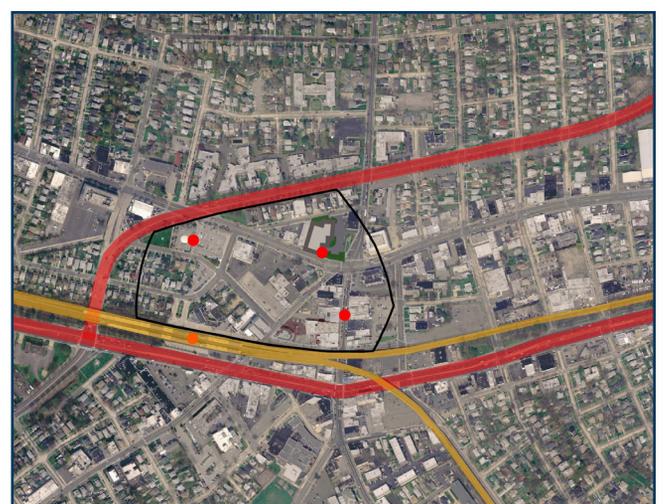
While the new movie theatre has been the impetus for thinking about expanding the downtown's parking resources, any new parking development should serve the other major attractions including Atlantic Avenue, the Village Hall, and the LIRR station.



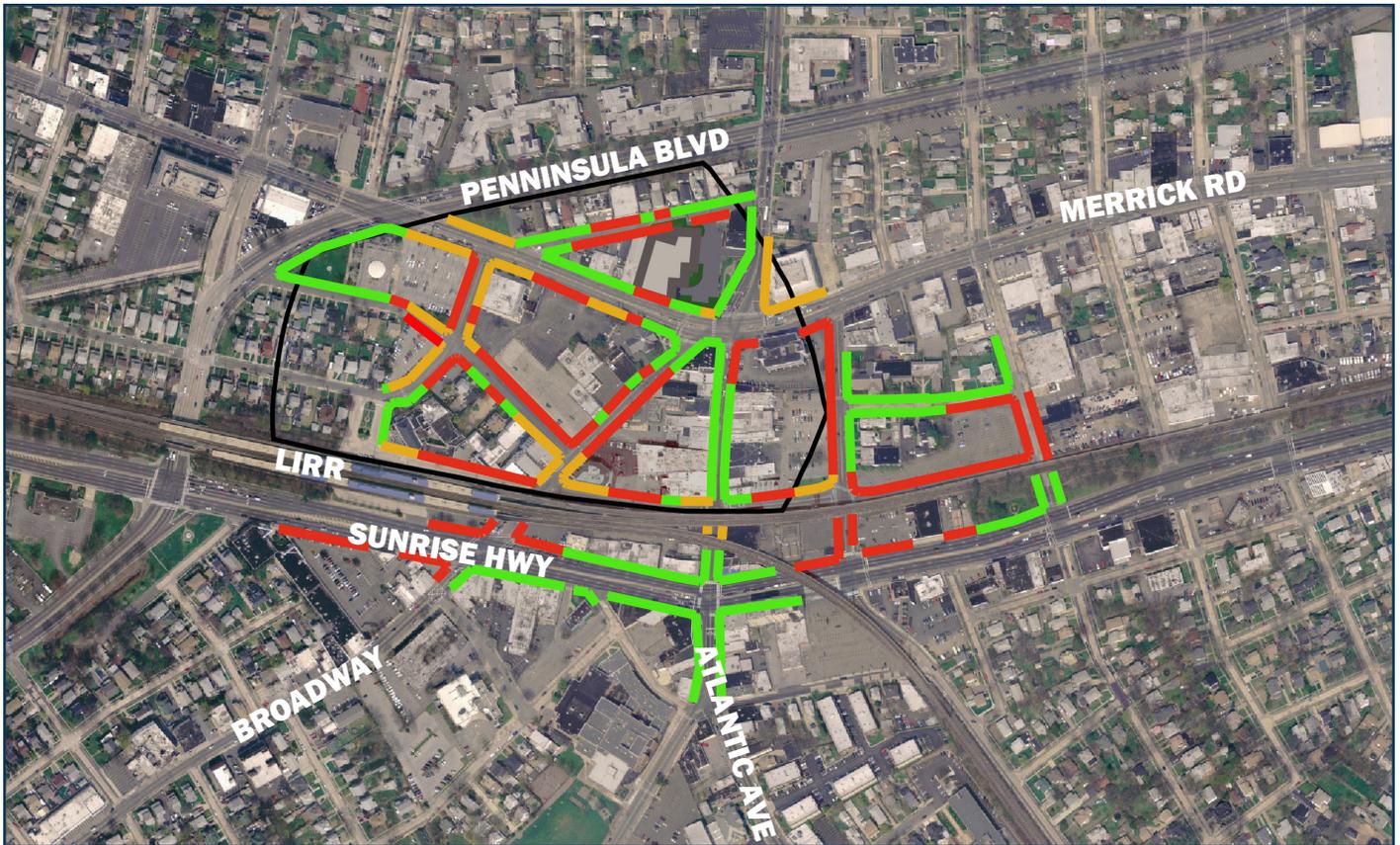
One quarter-mile is considered a very comfortable walking distance in a village center atmosphere. The vast majority of the downtown is located within a quarter-mile of the movie theatre site.



We look at the quarter-mile radii around each of the four major attractions (movie theatre, Village Hall, LIRR, and Atlantic Ave.) to locate the most appropriate site for a parking resource that would serve each of these amenities.



Many factors limit the distance people are willing to walk between parking and their destination. Busy streets and viaduct crossings are often not hospitable to the pedestrian.



Many other factors combine to influence how far people are willing to walk in a village center. These factors combine to total the pedestrian atmosphere, or sidewalk conditions.



Atlantic Avenue is an example of a quality pedestrian environment. Active storefronts are interesting to look at and on-street parking shields the pedestrian from passing traffic.



Several areas of the downtown that are currently not pedestrian friendly have the ability to become so by activating vacant buildings or through minor design interventions.



Areas with little or no pedestrian amenities, dominated by surface parking lots and void of active building frontages require architectural interventions.



Due to the potential limiting factors of comfortable pedestrian travel distance between parking resource and final destination, we also look at the one-eighth-mile radius around the movie theatre.



We also look at this radius around the other three major attractions in the village center: Village Hall, Atlantic Avenue, and the LIRR station.



The result shows two concentric zones that identify the primary and secondary locations for a new parking resource based on proximity to the majority of amenities in the village center.



We can begin to use these zones to compare the pros and cons of each of the potential parking structure locations.



**PROS:**

- City owned properties
- Appropriate buffer between residential/commercial uses and the railroad
- If designed properly, could further bolster the strength of this section of the downtown

**CONS:**

- On the periphery of downtown, farthest from most amenities
- If designed improperly, would greatly reduce streetscape of presently walkable section of the downtown
- May require purchase of several solid properties



**PROS:**

- Proximity to Movie Theatre
- Potential access off of Blake Ave avoiding need for curb cuts off Merrick Rd or Peninsula Blvd
- If designed properly, could enhance streetscape of Peninsula Blvd and Merrick Rd

**CONS:**

- Necessitates purchase of several solid properties
- If designed improperly, could reduce walkability of Peninsula Blvd and Merrick Road even further
- Across Merrick Road from other village amenities

## THE PREFERRED LOCATION



### PROS:

- Partially city owned properties
- Located in the heart of the downtown
- If designed properly, could significantly enhance attractiveness of the village center

### CONS:

- If designed improperly, would greatly reduce streetscape and walkability in the core of the village
- May require purchase of some solid properties



Looking first to the North side of the preferred block, the scale of existing buildings along Merrick Road fit nicely with the potential scale of a new structured parking resource. Though, if the structured parking is designed as a typical open-air garage, even the most robust landscaping will not prevent it from further decimating the pedestrian realm along this primary street in the heart of the village.





**STRUCTURE WITH GROUND FLOOR RETAIL**

Several scenarios would contribute to the pedestrian-oriented character of the village and help the parking structure act as a catalyst for downtown revitalization. The above scenario represents an open-air garage with retail along the ground floor to activate the Merrick Road sidewalk. The scenario below represents a more complete wrapping of the deck by a mixed-use building, providing an active pedestrian realm as well as economic development in the village.



**STRUCTURE WRAPPED WITH MIXED-USE STRUCTURE**

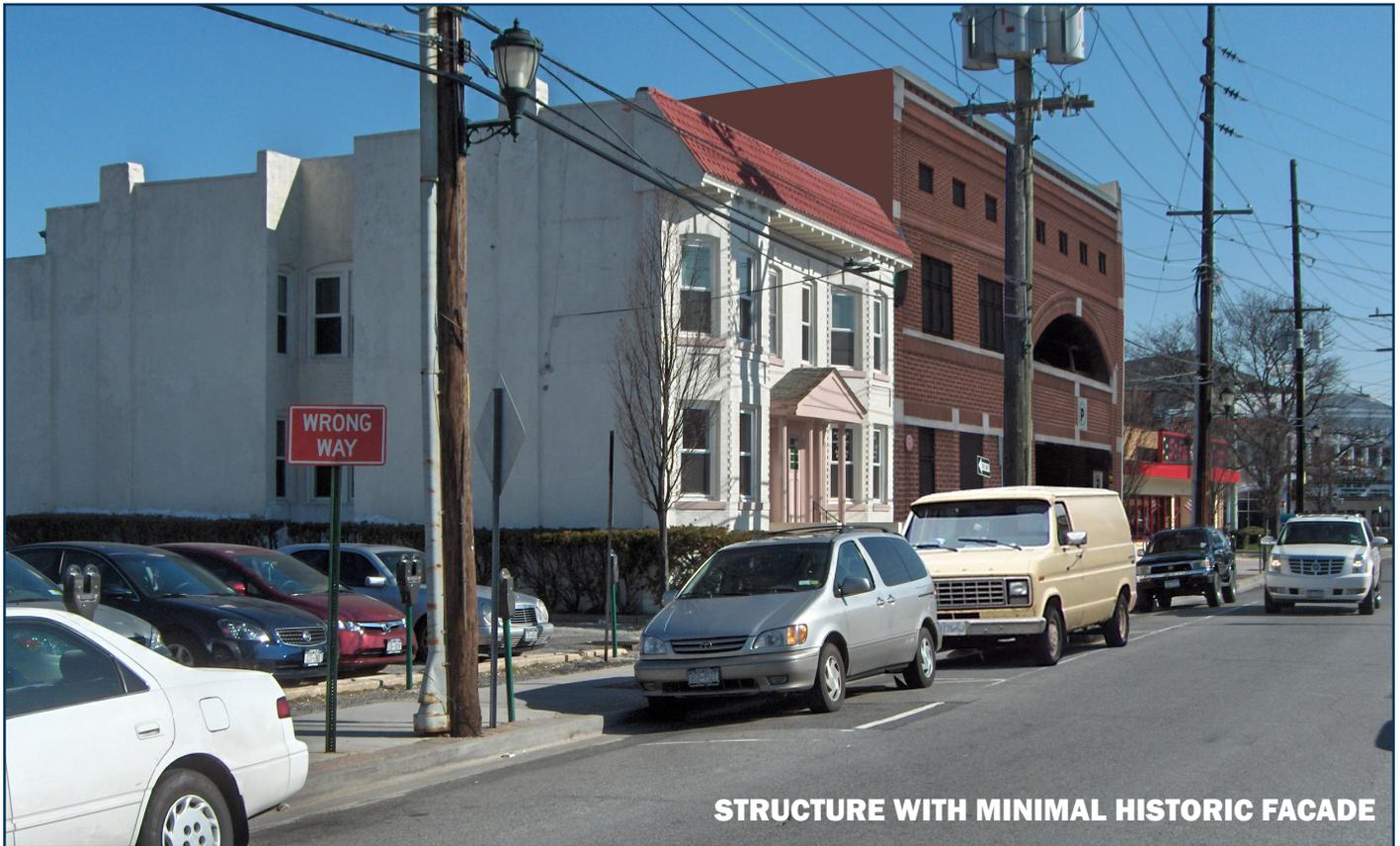


**EXISTING CONDITIONS**

Looking to the South side of the preferred block, the construction of a typical open-air parking structure along the Broadway frontage would necessitate eliminating several interesting building that have active uses currently contributing to the vibrancy of downtown. Earlier recommendations from the Long Island Mayors' Institute on Community Design encouraged reimagining Broadway as a second main street for the village center.

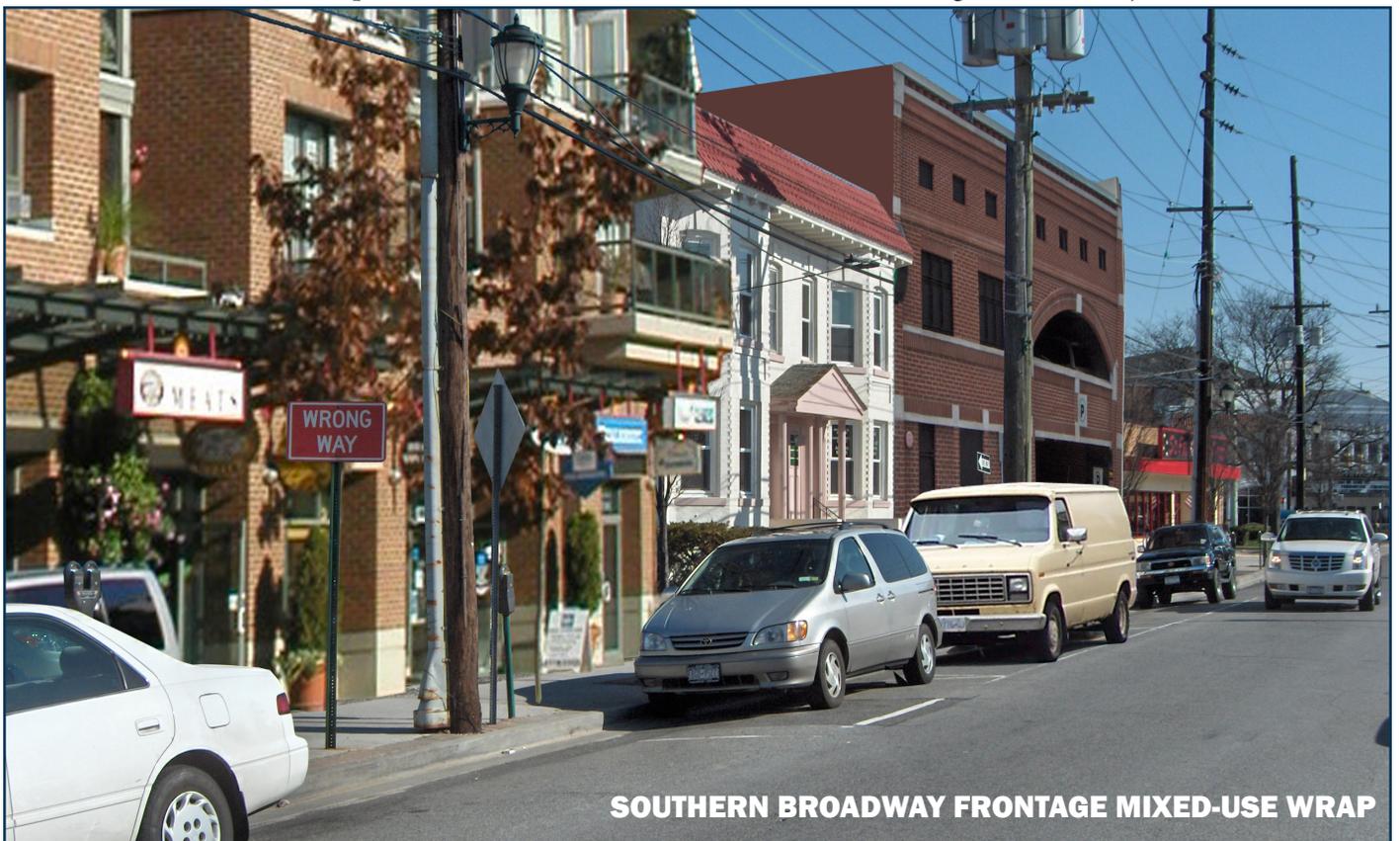


**TYPICAL PARKING STRUCTURE**

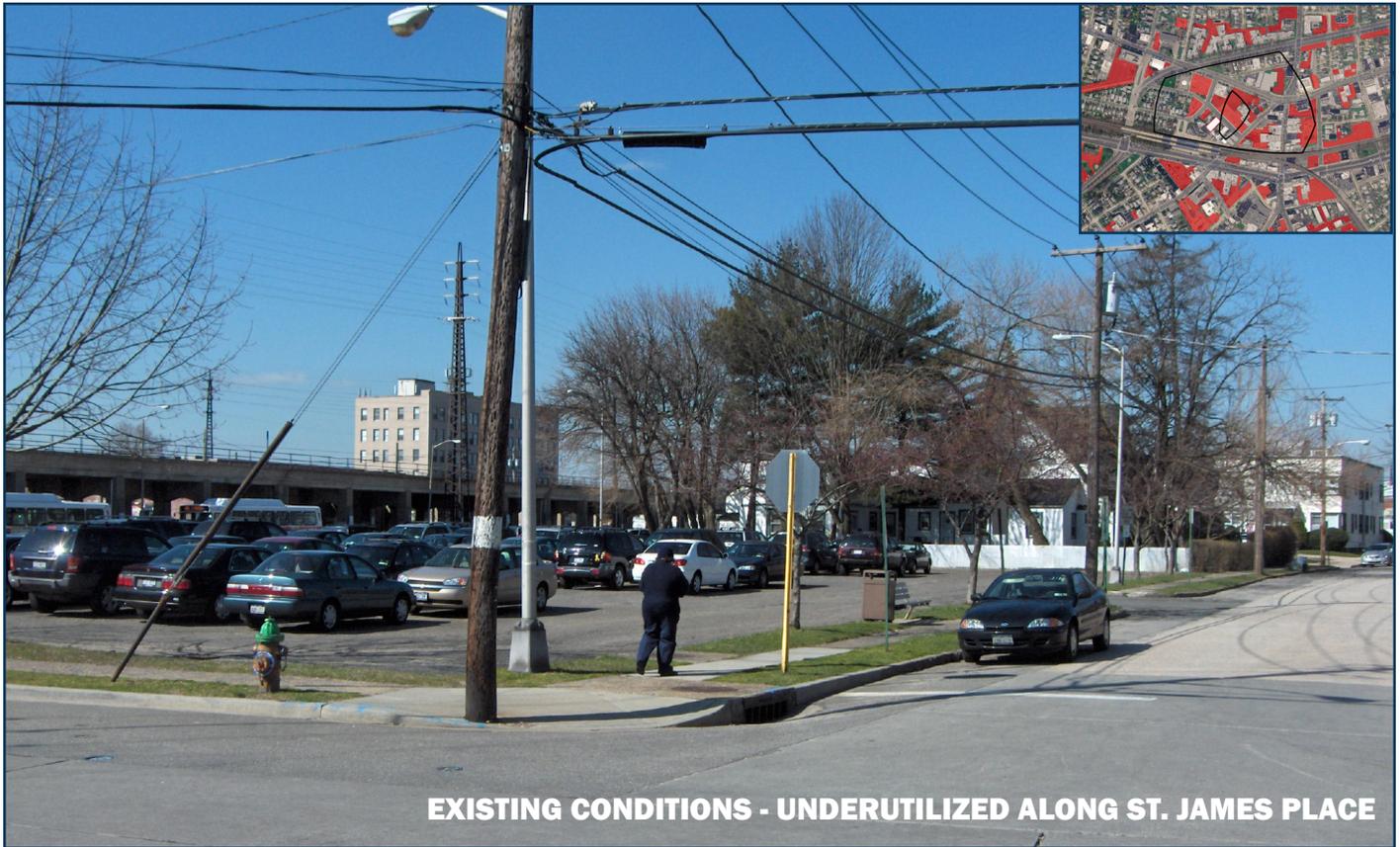


**STRUCTURE WITH MINIMAL HISTORIC FACADE**

A parking structure located in the center of the block could have a limited frontage on Broadway that maintained the scale and character of the village center. This could even serve as the primary entrance for the same garage demonstrated in the previous example, wrapped by a mixed-use building along Merrick Road. The parcel on the southeast corner of this block would be freed up for an additional mixed-use structure contributing residents and jobs to downtown.



**SOUTHERN BROADWAY FRONTAGE MIXED-USE WRAP**

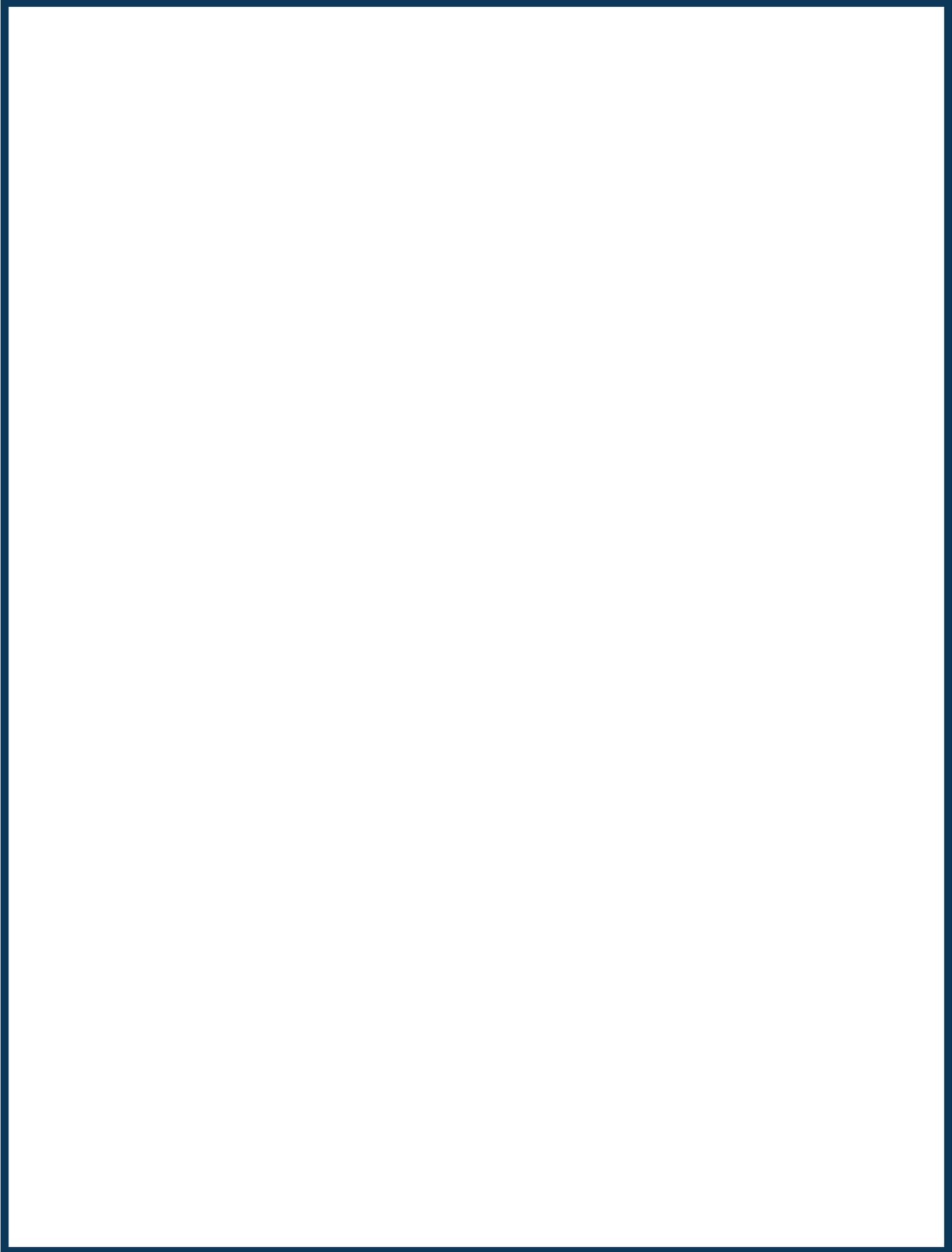


**EXISTING CONDITIONS - UNDERUTILIZED ALONG ST. JAMES PLACE**

In addition to supplying a resource necessary for new and existing uses in the downtown, the provision of structured parking should be viewed as an opportunity to consolidate the village's parking resources and free up additional land in the downtown for economic development. There is a large amount of underutilized land and surface parking lots that could provide for more jobs and housing in this prime location with direct rail access to the region's core.



**NEW RESIDENTIAL DEVELOPMENT TRANSITIONS FROM DOWNTOWN TO SURROUNDING NEIGHBORHOODS**



# Regional Plan Association

4 Irving Place, 7th floor  
New York, NY 10003  
212.253.2727  
fax 212. 253.5666

Two Landmark Square, Suite 108  
Stamford, CT 06901  
203.356.0390  
fax 203.356.0392

179 Nassau Street, 2nd Floor  
Princeton, NJ 08542  
609.228.7080  
fax 609.228.7079

**Regional Plan Association (RPA)** is an independent regional planning organization that improves the quality of life and the economic competitiveness of the 31-county, New York-New Jersey-Connecticut region through research, planning, and advocacy. Since 1922, RPA has been shaping transportation systems, protecting open spaces, and promoting better community design for the region's continued growth. We anticipate the challenges the region will face in the years to come, and we mobilize the region's civic, business, and government sectors to take action.

**RPA's current work** is aimed largely at implementing the ideas put forth in the Third Regional Plan, with efforts focused in five project areas: community design, open space, transportation, workforce and the economy, and housing. For more information about Regional Plan Association, please visit our website, [www.rpa.org](http://www.rpa.org).

## BOARD OF DIRECTORS

### Chairman

Peter W. Herman

### Vice Chairman and Co-Chairman, New Jersey

Christopher J. Daggett

### Vice Chairman and Co-Chairman, New Jersey

Hon. James J. Florio

### Vice Chairman and Co-Chairman, Connecticut

John S. Griswold, Jr.

### Vice Chairman and Co-Chairman, Connecticut

Michael P. Meotti

### Vice Chairman and Chairman, Long Island

Robert A. Scott

### President

Robert D. Yaro

### Treasurer

Brendan J. Dugan

### Executive Director

Thomas K. Wright

Hilary M. Ballon  
Laurie Beckelman  
Stephen R. Beckwith  
J. Max Bond, Jr.  
George Campbell  
Frank S. Cicero  
Jill M. Considine  
Kevin S. Corbett  
Alfred A. DelliBovi  
Brendan P. Dougher  
Nancy R. Douzinas  
Douglas Durst  
Barbara J. Fife  
Michael C. Finnegan  
Timur F. Galen  
Michael Golden  
Mark B. Goldfus  
Maxine Griffith  
Kenneth T. Jackson  
Ira H. Jolles  
Richard A. Kahan  
Richard D. Kaplan  
Shirley Strum Kenny  
Matthew S. Kissner  
Robert Knapp  
John Z. Kukral  
Susan S. Lederman  
Richard C. Leone  
Charles J. Maikish  
Joseph J. Maraziti, Jr.  
Nicholas Marshall

John L. McGoldrick  
Very Rev. James Parks Morton  
Peter H. Nachtwey  
Jan Nicholson  
Bruce P. Nolop  
Kevin J. Pearson  
James S. Polshek  
Thomas F. Prendergast  
Richard Ravitch  
Gregg Rechler  
Michael J. Regan  
Thomas L. Rich  
Rebecca R. Riley  
Claire M. Robinson  
Elizabeth Barlow Rogers  
Stevan A. Sandberg  
H. Claude Shostal  
Susan L. Solomon  
Luther Tai  
Marilyn J. Taylor  
Sharon C. Taylor  
Karen E. Wagner  
William M. Yaro

### Directors Emeriti

Roscoe C. Brown  
Robert N. Rich  
Mary Ann Werner