

Route 110

Corridor Opportunities Analysis

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Acknowledgments

Town of Babylon

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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.

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Introduction and Overview

The purpose of Regional Plan Association's (RPA) work on Route 110 is to develop a set of recommendations which will assist the Town of Babylon and Suffolk County in working with stakeholders to develop a cohesive approach to how planned transportation improvements can improve land use and connections for all users along Route 110, a state owned and maintained roadway. The Route 110 study area looked at the complete corridor from the Village of Amityville to downtown Huntington. In addition to the Town of Babylon, substantial coordination will be required with the Village of Amityville and the Town of Huntington which the corridor passes through. These recommendations stem from an examination of Route 110 at different scales, considering the Route as part of a regional system of land uses, connections, and opportunities.

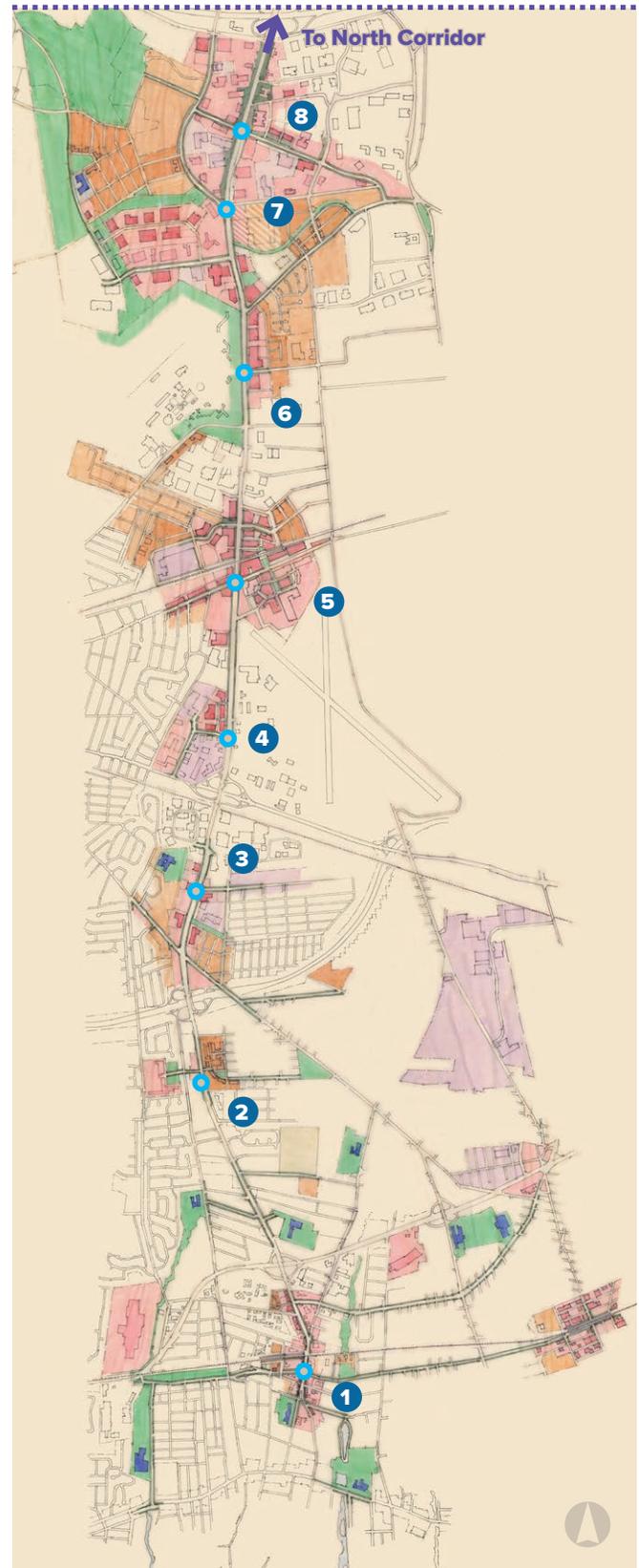
The recommendations will focus on opportunities to connect the corridor and those who use it, to surrounding parks, schools, new development, and to employment centers that may be a ½ mile or more away from Route 110. One way to facilitate this is through the Town of Babylon's Sustainable Complete Streets Policy adopted in 2010, the first on Long Island. At a smaller scale recommendations will focus on land use development, pedestrian improvements, and prototypical bus rapid transit (BRT) station layouts. BRT for Route 110 was identified as a key component in Suffolk County Executive Steve Bellone's Connect Long Island plan, and has been examined as a transportation option in the Town of Babylon's Route 110 Alternative Analysis (AA). At the smallest scale guidelines to encourage changes in land use around, and improvements in access to, those stations will be recommended. In addition to linking planned transportation improvements to land use development and improved access to and from the corridor, this work can also start a discussion about branding the corridor as a whole or at the smallest scale specific BRT stations.

Proposed Route 110 BRT stops - North to South

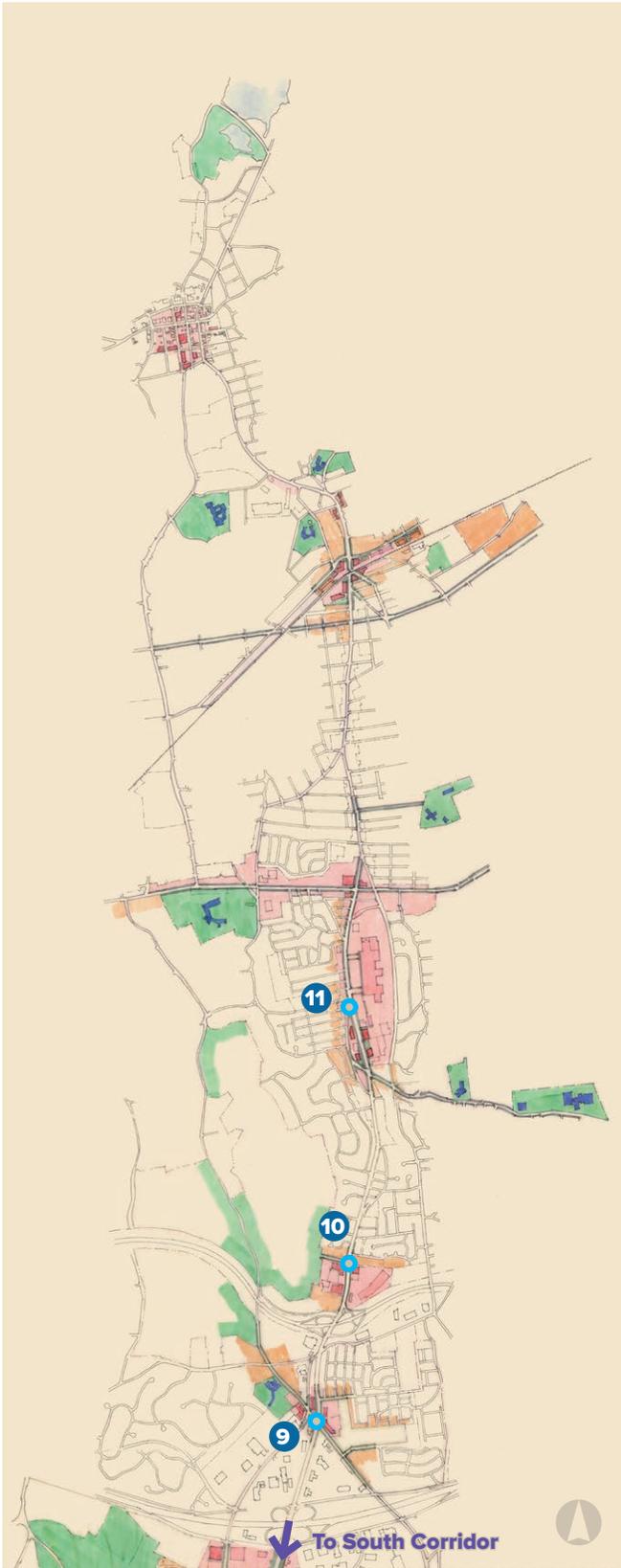
- | | |
|---------------------------------|---------------------------------|
| 11. Walt Whitman Shops | 5. Republic LIRR Station |
| 10. Melville Mall | 4. Grumman Lane |
| 9. Pinelawn Road | 3. Allen Blvd |
| 8. Huntington Quadrangle | 2. Ritter Avenue |
| 7. Walt Whitman Road | 1. Amityville LIRR |
| 6. Smith Street | |

RPA's work is tied to additional planning efforts along Route 110. Parsons Brinckerhoff recently completed the AA for the Town of Babylon which looked at a wide-range of transportation alternatives for Route 110. The Village of Amityville via their downtown redevelopment study is planning for transit oriented development along Route 110 and around its LIRR station. The

Route 110 Framework and Design Plan: South



Route 110 Framework and Design Plan: North

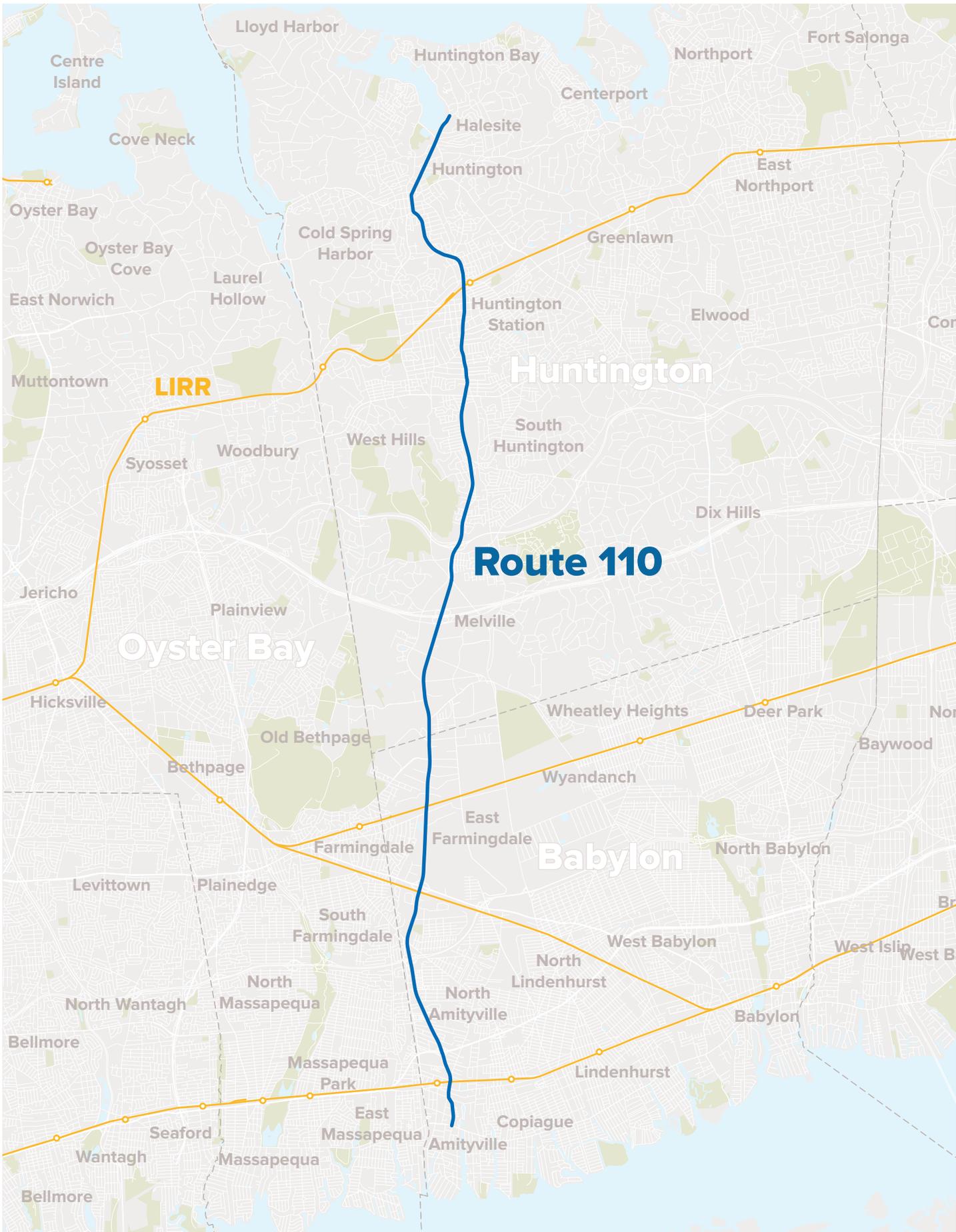


East Farmingdale area, near the intersection of Conklin Street and Route 110 is a key priority for a number of entities. The Town of Babylon released an RFP in 2014 for a master developer for this area. The Town is currently receiving proposals for planning services for site design and the preparation of a form based code. The MTA has budgeted in their next capital plan for planning and engineering services for a new Republic station, and the New York State Department of Transportation (NYS-DOT) released a RFI opening up development opportunities at Republic Airport for a new operator. Further north along Route 110 in the Town of Huntington, BFJ Planning in conjunction with Parsons Brinckerhoff and Urbanomics, is working on the Melville Employment Center (MEC) plan.

RPA's approach to this process involves the ongoing assistance of Suffolk County, Town of Babylon, Parsons Brinckerhoff and BFJ Planning. Their knowledge of past efforts and ongoing planning and development along the corridor has proven invaluable to RPA's effort.

RPA's work for Suffolk County Industrial Development Agency (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 selected 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 the downtown "live, work, and play" experience
- ▶ Identify key actions needed to promote economic development



Executive Summary



The Town of Babylon and the many stakeholders along the Route 110 corridor have a unique opportunity to reimagine, revise and redevelop one of Suffolk County’s engines of retail, industry, and office job growth. Along with the neighborhoods and destinations just off the corridor, Route 110 stands to benefit from improved transportation services in combination with design guidelines that can help shape land use and promote economic development around the corridor. This symbiotic relationship along with several planning efforts underway can transform the current fragmented nature of the corridor’s commercial strips, industrial areas, and office parks.

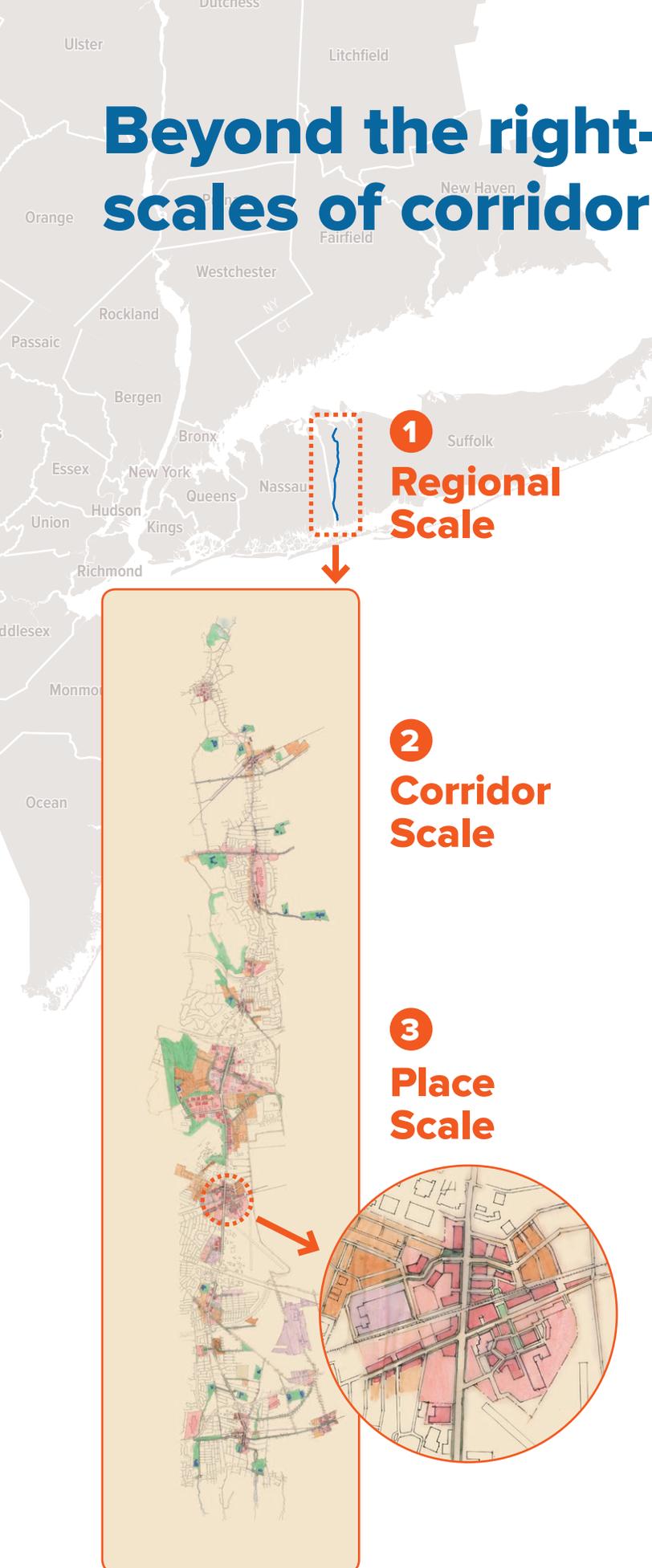
The significance of the Route 110 corridor can be evaluated at three scales – Regional, Corridor and Place. At the **Regional** scale Route 110 is a critical artery which links major east/west routes for the movement of goods and people. It is a hub of employment with access to points well beyond the border of Suffolk County. At the **Corridor** scale, large areas that border Route 110, such as Farmingdale State College, Republic Airport, and the Huntington Quadrangle, are considered for redevelopment or enhancement.

Finally, this report makes recommendations at the scale of individual **Places** along the corridor and suggests design guidelines that can shape future development in ways that support future transit enhancements. The transformation of areas at the place scale is a two phased approach. The first phase repairs the space between Route 110 and the entrances to the buildings by reduc-

ing friction between vehicles and pedestrians, and by developing better connections between buildings along Route 110, as well as locations that are in walking distance to the corridor. The second phase takes advantage of the new efficiencies in movement and space created by the first phase.

While development patterns throughout the history of Long Island have favored expanding outward, especially on a linear trajectory along roadways, our region has reached a point where we have to adapt so that we can continue to improve our quality of life, expand our tax base, and attract well-paying jobs. Greater attention is being directed to our downtowns and existing commercial corridors to accomplish these goals. Planning for improved transportation and land use, followed by the implementation of key policies and infrastructure along Route 110 is an investment in the future of Long Island.

Beyond the right-of-way: Multiple scales of corridor design



1 Regional Scale

The way we typically experience corridors like Route 110 is extremely limited. Most often our perspective is shaped by what we see through the windshield ahead of us, by our glances at what we drive by at 30 or 40 miles per hour, and the occasional glimpses in the rear view mirrors. The way we experience the corridor as a pedestrian, bicyclist, transit user, or handicapped person, and our interactions from the parking lot to our job, or the bus stop to the restaurant, are important because they shape how we think of the corridor. A superficial, first impression of the corridor is that it is simply “more and more of the same” – beating out a steady rhythm of shopping malls, marginal retail uses, and auto-rated activities the very image of the “stripped out strip”. But on closer examination, it is apparent that different sections of the road function differently.

2 Corridor Scale

It is an essential part of the planning framework to avoid conceiving of the corridor study area as a zone of uniform dimension on either side of the right-of-way. The roadway must be thought of as an integral part of a larger suburban fabric that includes natural and man-made systems that may extend for some distance into the larger suburban context. In some places, planning for the corridor may engage a relatively uniform and narrow strip. But in other places, planning needs to consider connections to some destination or resource that is quite remote from the corridor.

3 Place Scale

Corridors that are the scale of Route 110 are significant forms of infrastructure that shape a geography well beyond the right of way that we experience from the car. These roads support large areas of commercial and residential density that extend far beyond the visible right of way. Inevitably, they link points of intersection between other infrastructure systems such as parkways, highways and commuter rail lines, as well as recreational and open spaces. Many bus services may cross the corridor or share the right of way for some length, enabling transfers and overlapping services. And of course they carry huge numbers of automobiles. In this way, corridors like Route 110 act as both the collectors and distributors of trips of every kind creating opportunities for redevelopment, for transit and for alternative forms of mobility such as shuttles, biking and walking.

Therefore several overlapping and nested scales are considered when developing strategies for the Route 110 corridor. Each of these scales interacts with each other.

- Regional Scale
- Corridor Scale
- Place Scale

Regional Scale

Suffolk County Connect Long Island Plan



Source: Suffolk County (2015)

The *Connect Long Island* plan showcases, among other key corridors, the role that Route 110 plays in Suffolk County, and beyond that, the region. Suffolk County contains 53% of the population and approximately 51% of the employment on Long Island. Within a two mile buffer of Route 110 resides approximately 7% of the population of Long Island. Approximately 30% of Suffolk County’s jobs are located in the communities along the corridor.¹ Important employment centers, such as Route 110, play a role in attracting high-wage jobs for Suffolk County residents. The significance of the Route 110 corridor was pointed out in a 2010 BRT study of the corridor that called it Suffolk County’s “High-Tech Main Street”.²

Connect Long Island lists these major objectives, each of which is supported by Route 110:

- ▶ Link major employment, education, and research institutions via investments in east/west rail and north/south BRT transportation.
- ▶ Focus economic development and key infrastructure investments on TOD opportunities.
- ▶ Expand pedestrian/bike infrastructure to create walkable destinations linked to regional transportation network and key infrastructure investments on TOD opportunities.

The Route 110 corridor intersects all three LIRR lines (and the station-less Central Branch, a link between Farmingdale and Babylon), and all major east/west roadways. Currently the Farmingdale, Amityville, and Huntington LIRR stations are the only connections to the LIRR within close proximity to the corridor. Automobile traffic reaches and departs the corridor from a number of arterials (Southern State Parkway, Long Island Expressway, Northern State Parkway, Sunrise Highway, Route 109, and more), as well as a number of collectors (County Route 47, County Route 11, and more) and local streets. The Long

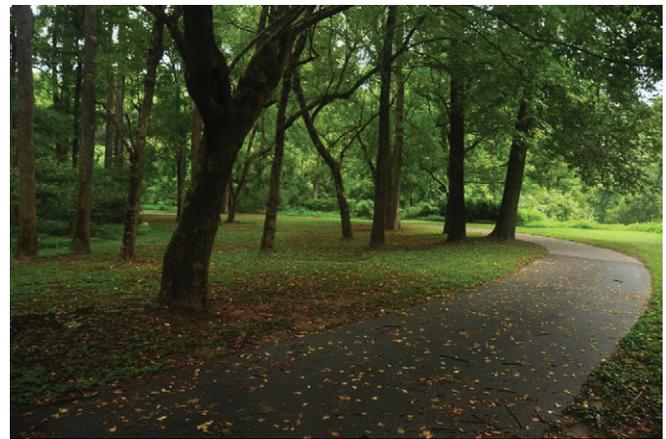
¹ Route 110 Alternatives Analysis: Task 2 Data Collection, Town of Babylon. 2014, Pages 21, 28.

² Route 110 BRT Study: Executive Summary, Town of Babylon. 2010, Page 1.

Island Expressway is a vital car and truck route which connects the corridor to the majority of Suffolk County’s land mass to the east, and west to Nassau County, New York City and the greater tri-state region. Opportunities to improve regional connectivity via rail and bus investments are being considered by numerous municipalities and agencies.

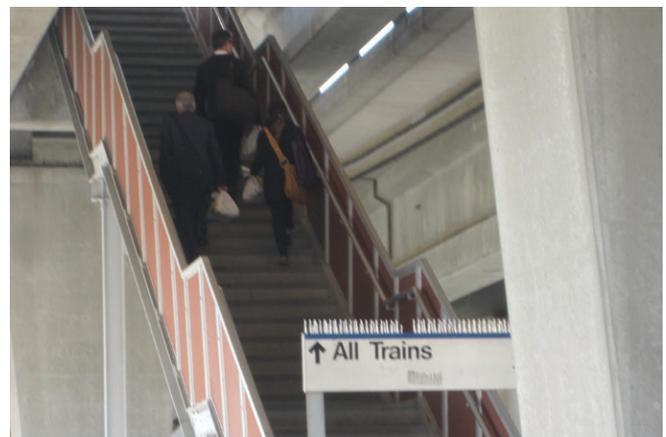
The “Double Track” project currently under construction by the LIRR will add a second track to the existing track just east of Route 110 to the Ronkonkoma LIRR station. According to the LIRR, “The Double Track Project will improve service and reliability on the LIRR’s Ronkonkoma Branch, spur economic activity, provide hundreds of construction jobs and improve LIRR service to Long Island MacArthur Airport.”³ Part of the improvements in service and reliability will benefit reverse commuters who live west of Route 110, but commute to jobs along the corridor or points east.

Greenway Opportunity



Source: Drew Grimes (flickr)

Connections to the LIRR



Source: RPA

³ Long Island Rail Road Double Track Project. <http://web.mta.info/lirr/double-track/> Accessed on June 23, 2015.

Connections to Bus Lines



Source: RPA

Route 110 is the armature for the more developed parts of western Suffolk County and eastern Nassau County. At this scale there are opportunities to develop and connect to the greenway of parks and other open space just west of the corridor. It includes the larger area in reach of the bus services from both counties that cross or run along portions of Route 110. Nassau Inter-County Express (NICE) bus operates the N79, N70, N72 and N54 which all connect to the corridor. Suffolk County Transit operates the S1 along Route 110 with connections to the S20, S33, 1A, S23, S29, S54, 2B as well as connections to the Huntington Area Rapid Transit (HART) system within the Town of Huntington. In addition to the S1 service, BRT along the Route 110 corridor is also being reviewed as an option to improve north/south mass transportation and supplement the east/west transportation connections. This effort to improve regional connectivity is being led by the Town of Babylon and is in conjunction with Suffolk County Executive Steve Bellone's Connect Long Island plan. A future BRT service could provide those who work and live along the corridor and the surrounding neighborhoods a faster ride between key nodes and LIRR stations along Route 110.

Corridor Scale

The 15 plus mile route of constantly changing land use, a varying number of travel lanes, and numerous identifying characteristics ends at the intersection of East Shore Road and Youngs Hill Road in Halesite, a little over a mile north of downtown Huntington. The corridor is anchored on either end by the traditional downtowns of Amityville and Huntington. At the core of the corridor is an airport, a state college, and some of the biggest employers on Long Island.

In some places the corridor is just a strip. In other places, it is a large scale commercial boulevard flanked by large shopping centers. And in other places, it becomes more like an excessively wide office park boulevard bounded by well landscaped lawns. It is important to note that for much of the length of the cor-

ridor, there are compact and walkable residential neighborhoods either abutting or just off of the corridor – well within walking distance of transit along the corridor. In other places there are also new residential developments with significant density, but which are disconnected from the corridor because of the lack of sidewalks, traffic speeds or minor walking obstacles. This represents a large pool of potential transit users. Redevelopment strategies for several of these areas are described in the Nodes of Opportunity section below.

Route 110 spans Suffolk County from the south shore in Amityville to the north shore in Halesite. There is a great degree of variety in land use, scale and identity along the 15 plus miles of this route. From downtown Amityville, to Republic Airport, past the MEC, and on to Walt Whitman Shops, the corridor goes through numerous communities and several transitions. One way to think about this complex landscape is in terms of four characteristic sections (from south to north):

- ▶ Downtown Amityville to the Southern State Parkway
- ▶ Southern State Parkway to Melville Road
- ▶ Melville Road to the Melville Mall
- ▶ Melville Mall to Huntington

Downtown Amityville to the Southern State Parkway

In this length, Route 110 transitions from a suburban downtown setting to a typical commercial strip, bordered by a narrow strip of retail, mostly restaurants. Just behind this commercial strip are compact, walkable neighborhoods, mostly single family residential land use. The Amityville train station is less than a quarter mile west of Route 110. In some locations residential land use abuts the road, for example the mobile home park north of W. Smith Street and the apartment complex north of Marilyn Avenue. In addition, a former mobile home park along the east side of Route 110 is being redeveloped for 500 units of new housing as part of a mixed-use development facing the roadway.

Southern State Parkway to Melville Road

This segment of the corridor has increasingly more intensive land use than the areas already described, and pushes the residential land use on the west side further from the corridor. From the Southern State Parkway to Route 109 large retail uses front the corridor. This consists of big box hardware, gas stations, fast food, storage, and furniture stores. A large industrial area extends east of the corridor along Allen Boulevard and occupies a large area of the corridor. This segment of the corridor is bisected by County Route 47 and Route 109, which provide important links to communities and vital transportation routes east and west of the corridor. There are some office uses off the corridor, but the major land use in this area is Republic Airport which is owned by New York State Department of Transportation. The intersection of NY 24/Conklin Street is a critical area of the corridor because of a Town of Babylon-led initiative which calls for major redevelopment on all four corners and a new LIRR station. NY 24/Conklin Street also provides a direct link to downtown Farmingdale to the west.

Melville Road to the Melville Mall

This segment of the corridor contains the border between the Town of Babylon and the Town of Huntington and begins the transition from industrial land use to a mix of large office parks and residential developments. This area is known as the Huntington Quadrangle and is home to large companies such as Newsday, Estee Lauder, and Canon. On the west side of the corridor large office and industrial uses extend off Route 110 along Spagnoli Road and the Long Island Expressway South Service Road. There is also a large sand mining operation just north of Spagnoli Road which borders one of many conservation areas just off the corridor. The transition from the office parks to areas north consists of a mix of commercial uses leading up to the area of the Melville Mall.

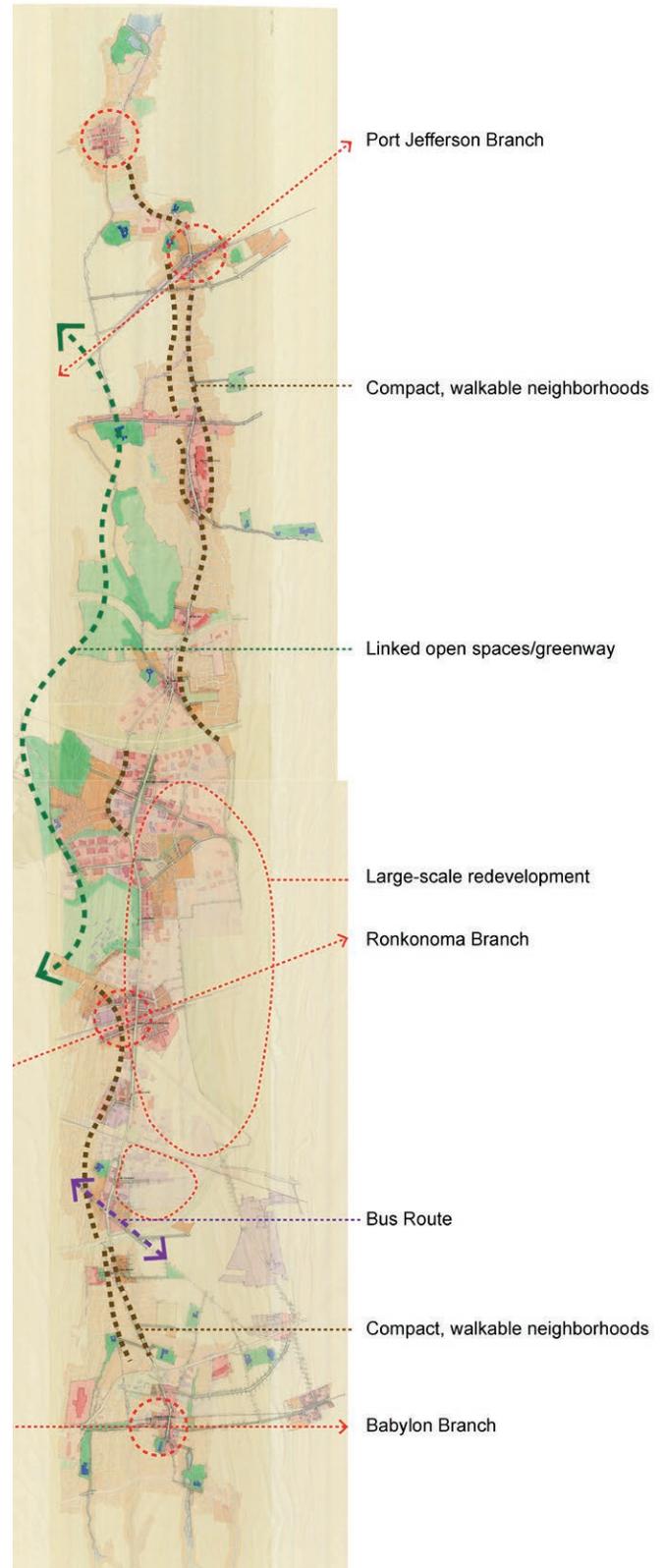
Melville Mall to Downtown Huntington

The corridor returns to a typical commercial district bordered on either side by dense single-family residential neighborhoods. The exceptions in this area of the corridor are the Walt Whitman Shops and the area of Huntington Station which contains some multifamily residential and the Huntington LIRR station. Around the station area the corridor has a mix of land uses including strip retail, residential and big box retail. This area is also the focus of a development plan which proposes a hotel, office, retail and multifamily housing. North of Jericho Turnpike the corridor narrows to a one lane road in both directions and is a type of “Main Street” for the surrounding residential neighborhoods. In this segment of the corridor land use is mixed between small retail, grocery stores, food establishments, offices and community institutions.

In the same way that Route 110 passes through downtown Amityville at the beginning of its course from the south shore, Route 110 passes through downtown Huntington near the end of its course on the north shore. In Huntington, Route 110 is an extension of the downtown. Land use in this area is mostly single story commercial, but there are numerous mixed-use buildings with ground level commercial and offices or apartments on two to three stories above.

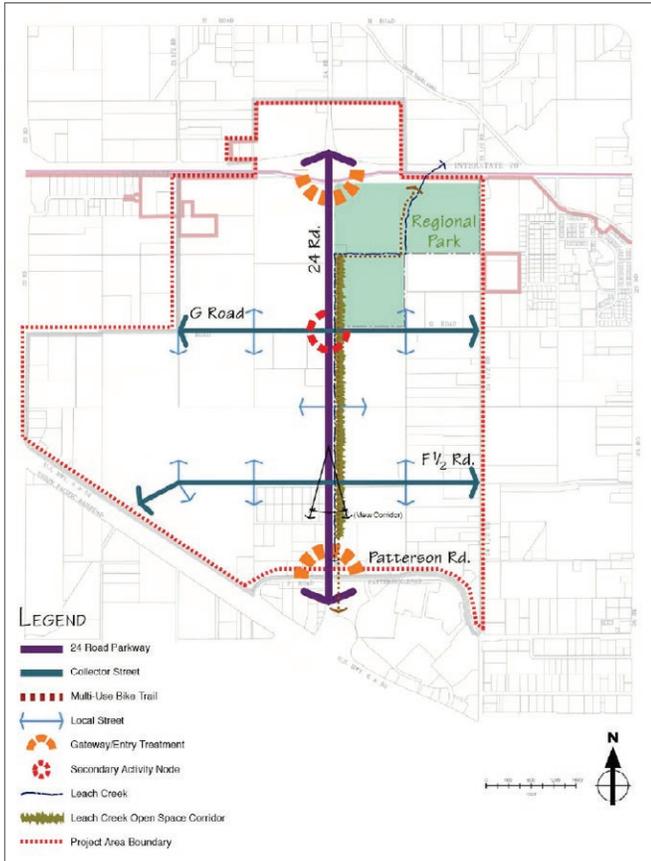
Place Scale

Finally, there is the smallest scale – that of individual places along the corridor. At this scale, a new set of considerations comes into play: paving materials for walking surfaces, landscape treatments along the road and within parcel frontages, street furniture, traffic calming treatments, lighting, development design guidelines for new buildings, and where there are transit stops, appropriate street furniture including shelters, benches, and signage. In the sections below, design guidelines are suggested for both prototypical corridor sections and representative locations for improved transit stops. The design guidelines described below address these considerations.



Precedents

City of Grand Junction, Colorado. 24 Road Corridor Design Standards and Guideline framing exercisew.



Source: City of Grand Junction, Colorado (2015)

Cleveland HealthLine BRT station



Source: wyliepoon (flickr)

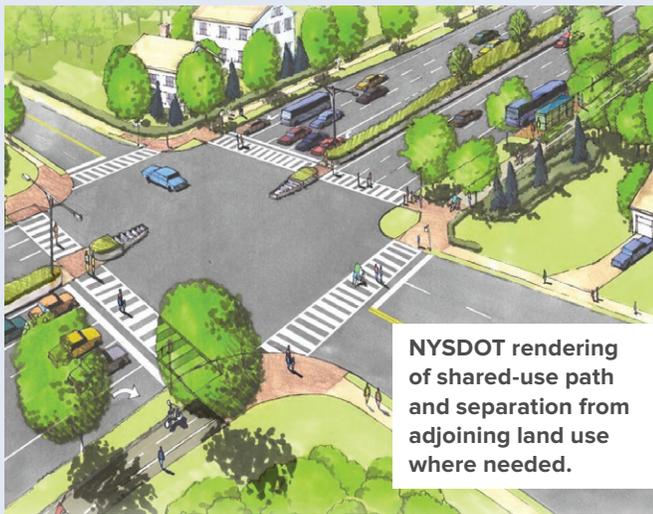
The precedents RPA compiled for this report look at varying types and scales of corridor design. From the City of Grand Junction, Colorado, which put together a corridor design plan to help direct future growth on mostly vacant land, to the redevelopment of a dense corridor in Cleveland, and to a local example of developing a green corridor, RPA captured many components of corridor design which should be considered for the future of Route 110.

Adopted by the city council of Grand Junction, Colorado in 2000, the *24 Road Corridor Design Standards and Guidelines* (see Appendix) “intended to provide guidance and criteria for the planning, design and implementation of public and private improvements”¹ around a two plus mile portion of a three lane road. This road is a north/south route connecting U.S. Route 50 to Interstate 70, anchored by a shopping mall and big box retail development in the south and a city park in the north. Most of the land between the northern and southern anchors was vacant. The report clearly established standards and guidelines for each component of the corridor beginning with the larger community framework of streets, down through to specifics on site development, design and key elements such as lighting and signage.

The Cleveland HealthLine is a BRT system which started operating in 2008 along the Euclid Avenue corridor in Cleveland, Ohio. The line links two hubs (Downtown and University Circle) of health, education, and business, as well as seven unique city districts in between. According to a 2012 case study of North American transit corridors (see Appendix), “the Cleveland HealthLine is the only BRT corridor in the US that is ranked silver under The BRT Standard. It is one of only two BRTs in the US with platform-level boarding and central median stations. It also has off-board fare collection and 4.5 miles of dedicated center lanes.”² The line has been a catalyst for transit oriented growth along the Euclid Avenue corridor.

“With only \$50 million invested in vehicles, stations, and platforms, and another \$150 million invested in street improvements and infrastructure in the corridor, the project leveraged \$29 of new investment per dollar invested in public infrastructure, and \$118 of new investment per dollar invested in transit — by far the highest in the US.”³

1 City of Grand Junction, Colorado. *24 Road Corridor Design Standards and Guidelines*. 2000. Page 1.
 2 W. Hook, S. Lotshaw, A. Weinstock, *More Development for Your Transit Dollar: An Analysis of 21 North American Transit Corridors*. Institute for Transportation and Development Policy. 2012. Page 123.
 3 Hook et al., *More Development for Your Transit Dollar: An Analysis of 21 North American Transit Corridors*. Page 119.



Source: NYSDOT, NY Route 347 Safety, Mobility and Environmental Improvements Project,

Key to the success of the line as well as redevelopment along the corridor was the Greater Cleveland Regional Transportation Authority’s (GCRTA) vision for more than just a BRT system, “the authority also proposed burying power lines, installing fiber-optic telecommunications cables, rebuilding ancient sewer and water lines, and adding street level amenities such as improved sidewalks, bicycle lanes, and public art.”⁷⁴ The success of the BRT and the growth within the corridor are also linked to comprehensive and subarea planning efforts during and after the construction of the BRT which focused on the line as a key component of economic development.

On Long Island, one of NYSDOT’s largest corridor design efforts has taken place along Route 347. Route 347 is approximately 15 miles long and starts near the end of the Northern State Parkway in the Town of Smithtown, runs along the northern border of the Town of Islip, and ends at the intersection with Route 25A in the Town of Brookhaven. This ongoing project, called NY Route 347 Safety, Mobility and Environmen-

⁴ Hook et al., *More Development for Your Transit Dollar: An Analysis of 21 North American Transit Corridors*. Page 122.

tal Improvements Project, is actually a series of projects which address roadway, pedestrian, bicycle, and transit improvements around a vision of a green corridor. The Vision Plan for a Green Route 347 calls for the development of shared-use path that is designed to have a varying relationship with the changing land use along the corridor. Green gateways along the corridor will signal all users as they enter new areas, and green stops along the shared-use path will link pedestrians and bicyclists with businesses and communities off of the corridor. Additional project elements consider the protection and improvement of wildlife habitat and water quality along the corridor.

Lessons for Route 110

These precedents can have important lessons or encourage equally important questions to be asked.

- ▶ How can the future design of this gateway from/ to Nassau County tie into plans for this area?

As a response to the sprawl of commercial strip stores which can have the power to create and simultaneously take away a distinguishable identity to segments of the corridor, consider how key gateways and intersections can be used to create presence and definition along the corridor. This was a component reviewed in the design standards and guidelines for Grand Junction, CO. The future intersection of Conklin Ave and Route 110 stands to be much different if plans for a LIRR station and an East Farmingdale downtown move forward.

- ▶ What feature can define the next wave of office and industrial development along Route 110?

In addition to the transportation improvements that took place with the development of Cleveland’s HealthLine, improvements to utilities were high priorities. In order to maintain the designation as Long Island’s “High-Tech Main Street” investments in in the improvement of broadband service, and identifying potential future technology needs should be explored. This can be driven by considering how Route 110 can distinguish itself from other employment corridors throughout the region.

- ▶ How can this create a system of paths and connections which tie into a transportation network which supports the corridor?

NYSDOT’s experience and knowledge in the redesign and greening of Route 347 can be applied on Route 110. Although the introduction of multi-use paths along the entirety of the Route 110 corridor is not possible due to constraints in the right-of-way, the difficulty acquiring the necessary space and navigating certain intersections, key areas can be identified where the greening of the corridor can have the most value in developing better connections and better places. The Huntington Quadrangle and roads which extend east and west in this area can be prime locations for this.

Corridor of Opportunities

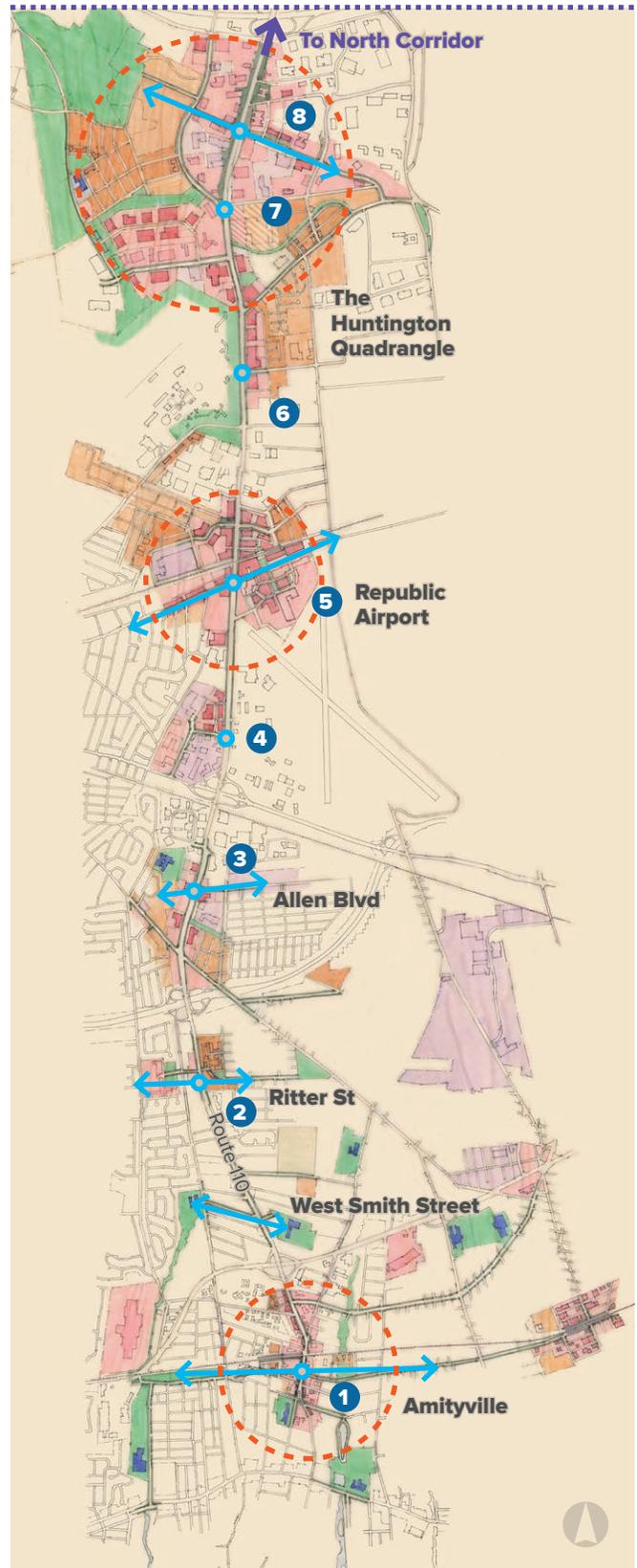
The opportunities for redevelopment along corridors like Route 110 are enormous. In 2000, RPA undertook a study of Route 22 in Somerset County, New Jersey. This road is not unlike Route 110: it supports both “strip retail” and high-end office parks, with compact and walkable neighborhoods just beyond the edge of the corridor. The study considered redevelopment under three scenarios: 1) “business as usual” low density commercial corridor development; 2) build-out to as-of-right capacity under existing zoning; and 3) redevelopment through redesign. In this last scenario, a two-mile stretch of corridor could accommodate 2.2 million-square feet (msf) of commercial development and 640 dwelling units (du). This represented 85 % of the projected office growth in Bridgewater Township. This scenario had two and a half times the net positive fiscal impact as the as-of-right scenario and would have saved 200 acres of open space.

Connections

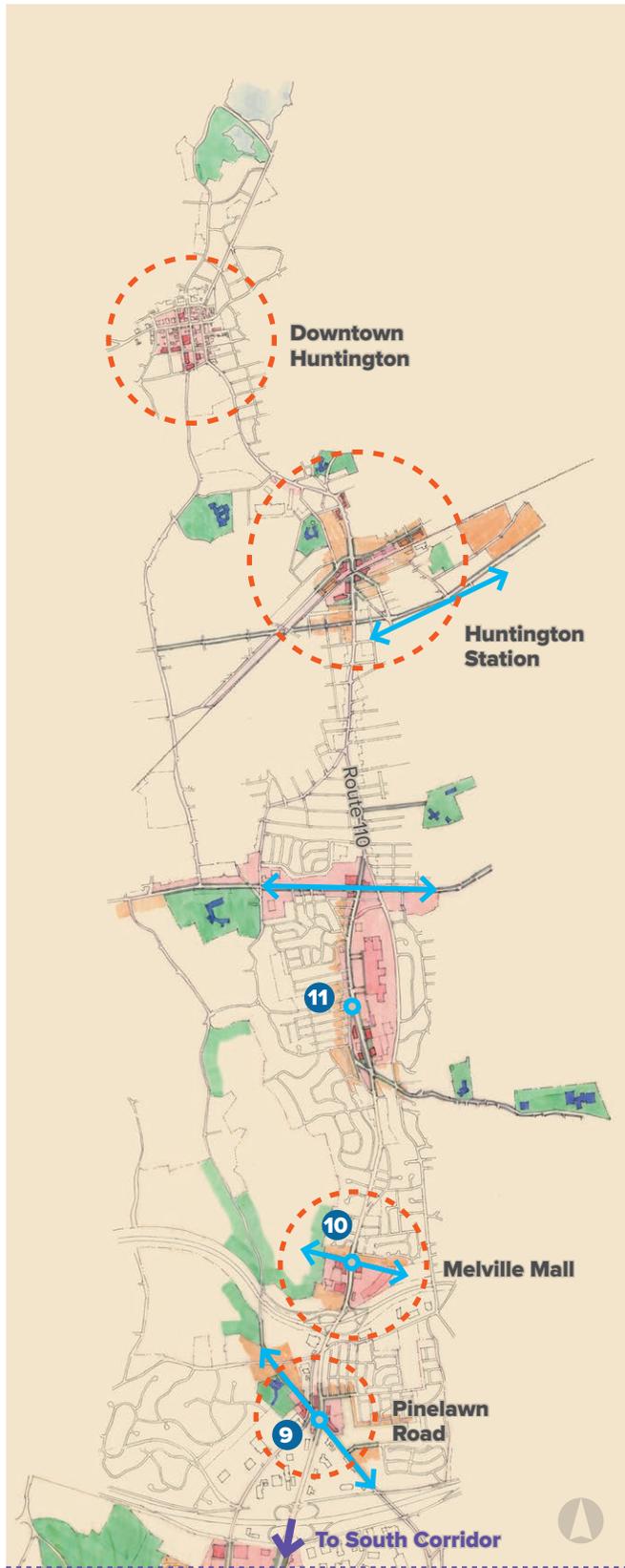
The potential for Route 110 to act as an armature for this part of Suffolk County depends on making connections beyond the corridor. These connections also support the transformation of Route 110 into a transportation corridor by linking to the employment centers and concentrations of population that may not be right on the corridor, but nevertheless within a distance where other connecting modes are viable including shuttles, biking and walking. Some of these concentrations, such as several dense neighborhoods just off of the corridor, are sources of potential riders for the improved services along Route 110. Some of these are tantalizingly close to Route 110 – well within the ¼ mile walking benchmark distance – but are inaccessible because of the lack of sidewalks, traffic speeds or minor walking obstacles.

At each of the proposed BRT stations, there are connecting corridors which can help “irrigate” the mobility improvements along Route 110 into a larger geography. In each of the diagrams that follow, strategic interventions are identified along these connecting corridors. While some are particular to the individual locations, there are certain strategies that are repeated:

Route 110 Connecting Corridors: South



Route 110 Connecting Corridors: North



Improved pedestrian and bike conditions along the connecting corridors:

- ▶ Complete gaps in sidewalks
- ▶ Widen sidewalks where necessary
- ▶ Provide well-marked bike lanes
- ▶ Promote cross access to minimize driveways
- ▶ Reduce driveway widths
- ▶ Apply traffic calming
- ▶ Make intersections with Route 110 more pedestrian friendly: reduce turning radii, provide clearly marked crosswalks for each point of crossing, lighting

New developments along connecting corridors:

- ▶ Apply corridor design guidelines (detailed below): locate parking to the sides and behind buildings
- ▶ Establish a build-to set back line

Additional connections where there are special off-corridor destinations:

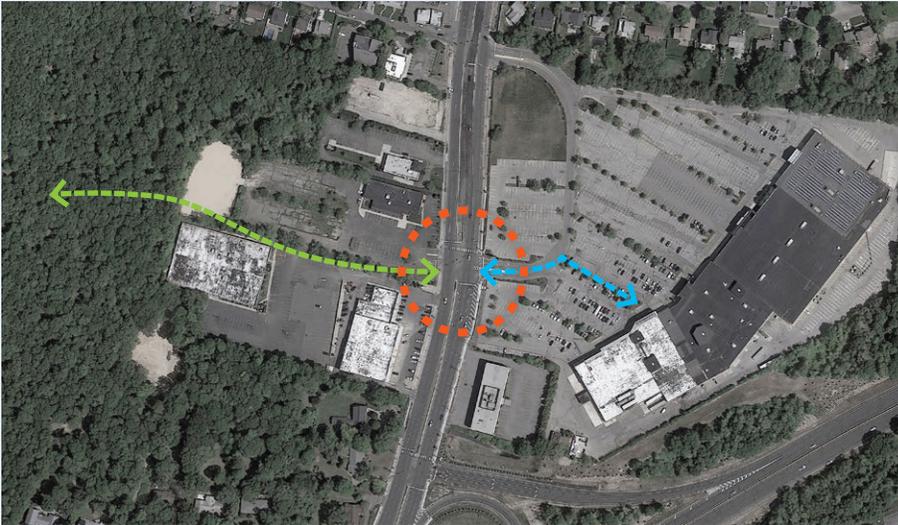
- ▶ Create well designed walking and biking paths from the corridor to larger destinations such as shopping centers. In these locations, create clear and safe pathways through parking lots and access roads as well as clear way-finding signage.
- ▶ Where appropriate, identify easements for pedestrian and bike connections from the corridor to destinations that do not abut the corridor.

Nodes of Opportunity



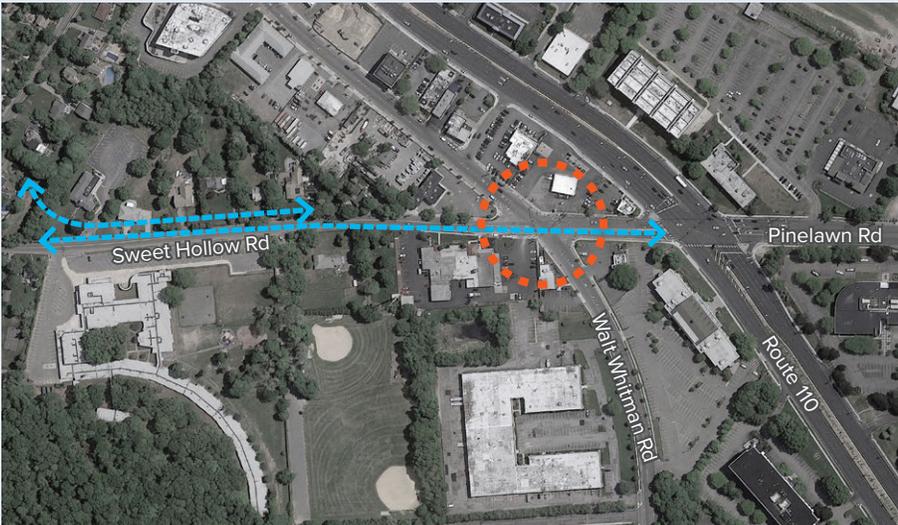
There are several places where more comprehensive redevelopment strategies are called for that encompass larger areas and multiple properties and probably involve infrastructure investments off of the corridor that would be financed by some combination of public and private sources.

BRT Station #10 / Melville Mall



- ▶ Link to West Hills County Park:
 - Redevelopment to include easement or other connection
- ▶ Pedestrian connections to shopping center
- ▶ Infill opportunities to turn an old mall model into a new suburban place

BRT Station #9 / Pinelawn Road



- ▶ Link to residential neighborhoods to the west
- ▶ Link to West Hills Nature Preserve and County Park
 - Pedestrianize Pinelawn Road/ Sweet Hollow Road
- ▶ Potential northern terminal location for BRT feeder service

BRT Station #5 / Republic LIRR



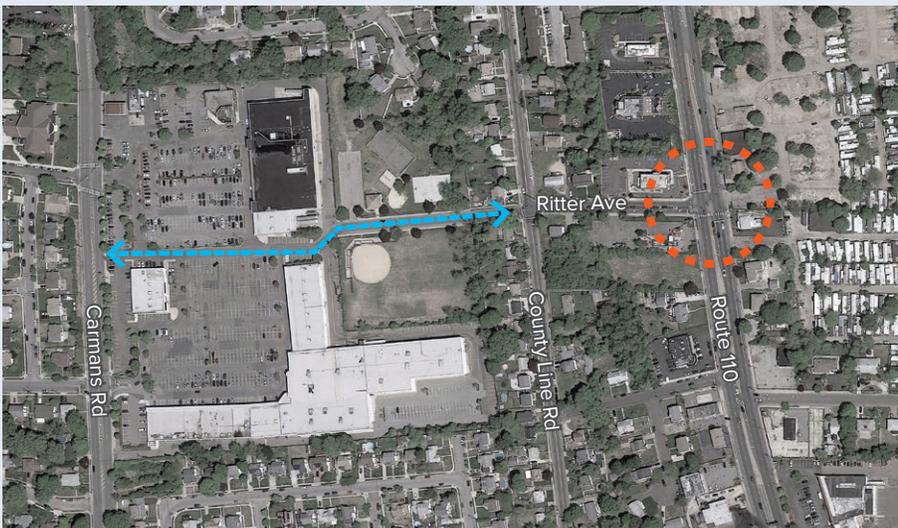
- ▶ Mixed-use redevelopment on both sides of Conklin Street to create downtown center.
- ▶ Set-backs to enable robust pedestrian and bike travel along Conklin Street
- ▶ Scale/character of development to reflect shopping center redevelopment
- ▶ Connect but protect residential neighborhood to the west. Residents of the neighborhood should have easier and safer pedestrian and bicycle connections to the future LIRR station and East Farmingdale downtown area.

BRT Station #3 / Allen Blvd.



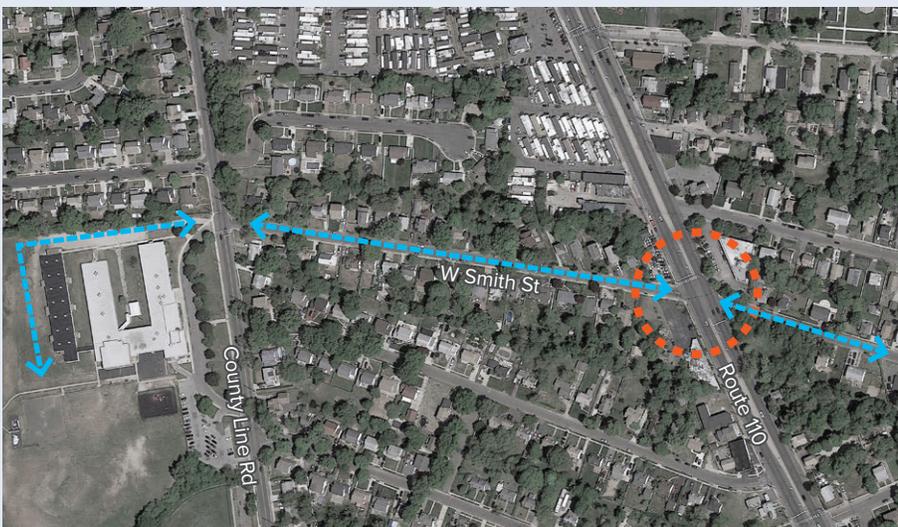
- ▶ Link to industrial district to the east:
 - Pedestrianize Allen Boulevard
- ▶ Mixed-use redevelopment at Rt. 110 intersection
 - Accommodate other modes: bike, shuttle
- ▶ Consider connection to residential neighborhoods southeast and west

BRT Station #2 / Ritter Ave.



- ▶ Link to compact neighborhood to west:
 - Pedestrianize shopping center crossing
 - Integrate parks
 - Traffic calm connecting street (Ritter Avenue)
- ▶ Link to new mixed compact development on east side to replace former trailer park

West Smith Street

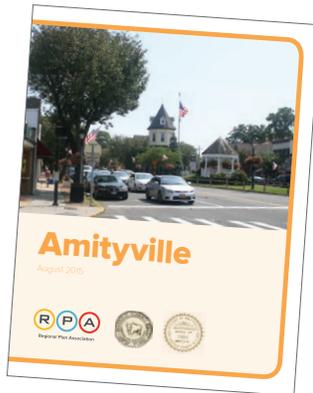


- ▶ Although this is not one of the proposed BRT stations it is important to use this exercise to also identify ways to improve connections to the Route 110 corridor.
 - Encourage people to walk or ride to the corridor.
 - Encourage the development of new land use.
 - Have people use the corridor to connect to the places they want to go off the corridor.
- ▶ Link compact neighborhoods to the east and west:
 - Traffic calm connecting streets (Locust Drive/North Drive)
 - Schools as anchors

Downtown Amityville



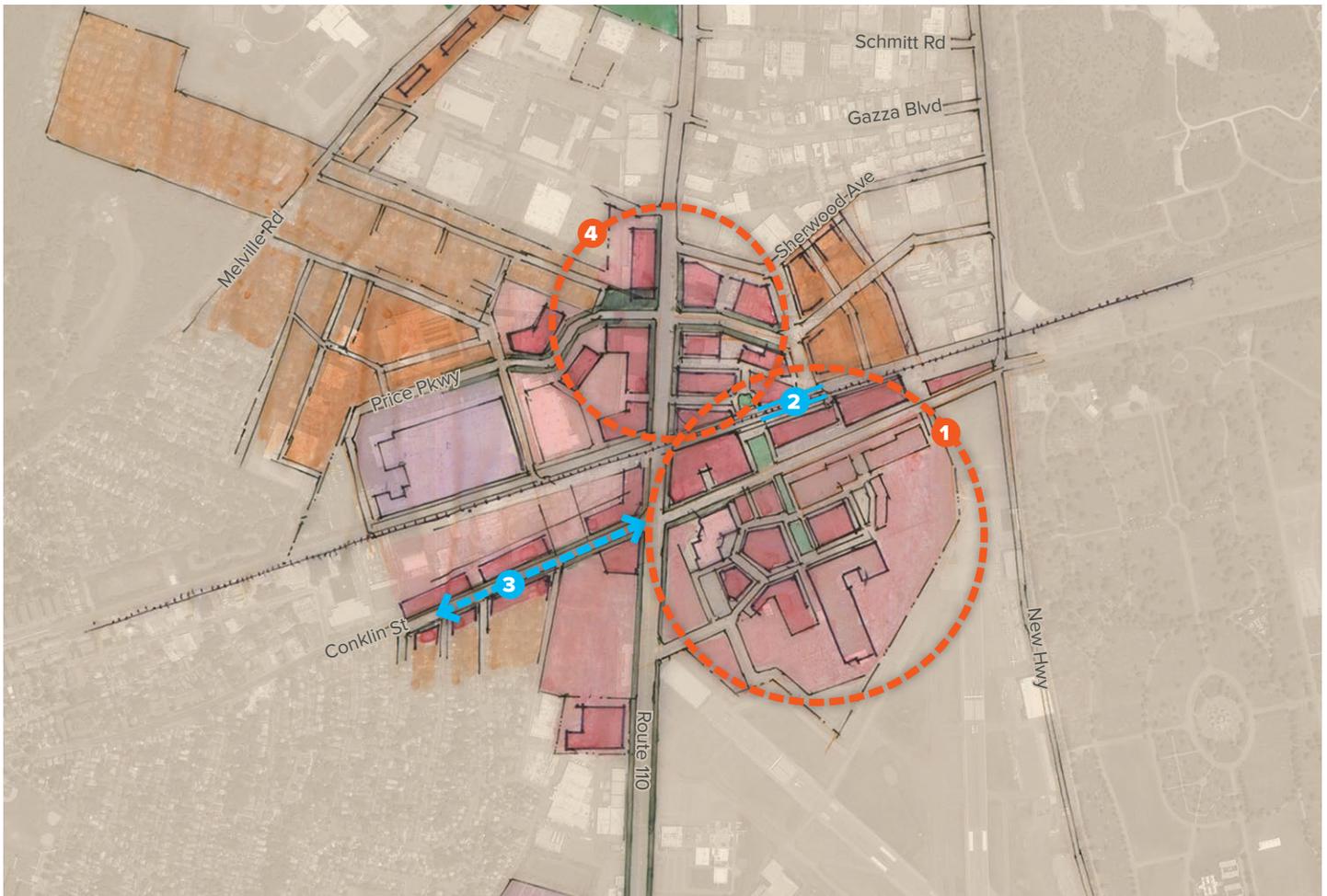
Downtown Amityville is the southern anchor for the corridor. It is already the subject of a downtown revitalization plan that seeks to take advantage of the fact that this is another location where there will be improved bus service combined with the regional connectivity enabled by the LIRR. In addition to new compact mixed-use development around the station, the commercial strip north of the railroad can also be redeveloped along the lines of the corridor design guidelines presented below. In this study, Oak Street is identified as a strategic east-west corridor that can help leverage redevelopment farther away from the Route 110 corridor, like redevelopment underway in downtown Copiague.



Opportunities

- 1 Link to LIRR Babylon branch – one of the busiest branches on LIRR
- 2 Amityville downtown revitalization already underway
- 3 Opportunity to tie together redevelopment efforts in Copiague
- 4 Network of schools, employment, parks, and housing with better connection to Route 110 corridor
- 5 Mixed-use infill development
- 6 Pursuing downtown TOD
- 7 Greybarn development approximately 2 miles north and linked via BRT station #2 – plan to capture riders and downtown shoppers
- 8 East-west connecting corridor along Oak Street

Republic Airport and Proposed LIRR Station



With the opportunity for improved bus service along Route 110, enhanced LIRR Main Line service, as well as improvements to Republic Airport, the intersection of Route 110 and Conklin Street is one of the most strategic places on the corridor. The redevelopment of the shopping center as suggested by the East Farmingdale visioning initiative is replicated here. This design study builds on that same approach: neighborhoods and districts organized around a fine-grained street and block pattern. To the north of the proposed future LIRR station, new streets and blocks extend the existing neighborhood toward the future station area. New commercial and mixed-use buildings front onto Route 110. To the northwest, new residential development is proposed at the edge of the existing neighborhood. An improved Price Parkway links this residential area to the corridor. New commercial development lines Price Parkway and fronts onto Route 110.

The southwest quadrant has been the subject of several redevelopment proposals. Development here is constrained by guidelines set out within the FAA's Runway Protection Zone (RPZ) among other restrictions. While large scale development is not appropriate for the interior of the site because of the RPZ and lack of transi-supportive land uses and configuration, there are

still opportunities to define this area with new development on the corners and along Conklin Street corridor. Connections to the Village of Farmingdale and east to Wyandanch can also be facilitated through this corridor. An improved Conklin Street can support mixed use redevelopment of the properties abutting the railroad. This is also another important pedestrian corridor that can enable significant numbers of residents in the adjacent neighborhoods to access transit on Route 110 and the new neighborhoods around the proposed LIRR station.

Opportunities

- 1 Critical link to future Republic LIRR station and planned redevelopment of East Farmingdale area – Airport Plaza and area surrounding intersection with Conklin St
- 2 New LIRR station with multimodal connections to bus
- 3 New corridor development along Conklin Street
- 4 Extend pattern of mixed-use development established at the airport site into the other quadrants at Route 110 and Conklin Street

This area, which may have as many as three future BRT stations as well as feeder service which will circulate to key areas on either side of the corridor, has the greatest potential for redevelopment. The Huntington Quadrangle, where more than 45,000 people are employed, is a model office park with handsome buildings and well-manicured lawns. It is already an asset to Route 110 and offers the opportunity to create a greenway along the corridor that is part of a larger network of open spaces and greenways extending well beyond the corridor. Although it is already successful, there are opportunities to explore infill development in the office parks without changing the overall park-like setting. Some space could be regained by rationalizing the design of the parking lots and using them more efficiently. New buildings can be used to better frame open spaces and define corridors that can extend east and west from Route 110. One of these strategic corridors is Baylis Road which should be designed as a connector from the Quadrangle on the east side of Route 110 to the suggested redevelopment opportunity explained further below at the sand extraction site to the west of the corridor.

Another opportunity is to rationalize the disjointed development pattern south of Duryea Road. This is a patchwork of utilities, residential developments, commercial uses and a handful of stranded single-family houses. In this design study, new residential development is used to knit all of the residential uses together to create a more consolidated neighborhood. It is organized around a greenway which uses the existing utility right-of-way and around Ruland Road which is treated as a connecting corridor between this neighborhood and Route 110. This intersection also provides an opportunity to connect to the open spaces of the Farmingdale State College.

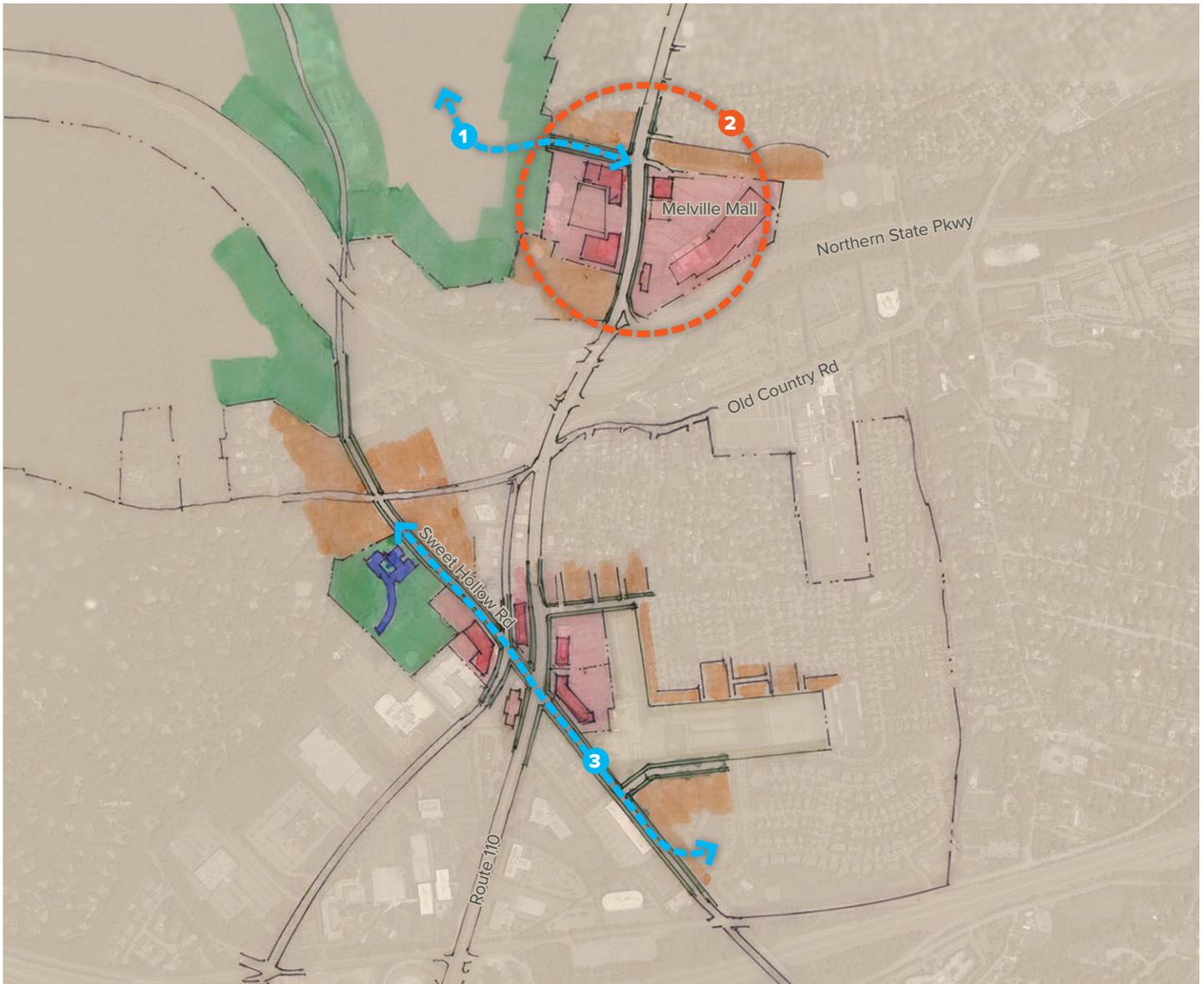
On the west side of Route 110, there is a substantial opportunity in the form of the sand extraction operation. In this design study, new streets and blocks are introduced into the center portion of the site to create a new neighborhood including new parks and a school. This neighborhood integrates the isolated residential developments that already exist on Walt Whitman Road and Pineridge Street. On the south side, a new road parallel to Spagnoli Road supports new industrial and commercial uses. A redesigned Spagnoli Road with better connections to Route 110 will leverage more commercial development along the south side of Spagnoli Road as well.

A network of greenways and landscape buffers ties this area together and links it to the larger greenway network anchored by Farmingdale State College, with access from the proposed BRT station at Smith Street to the south and Pine Ridge Conservation Area to the north.

Opportunities

- 1 Explore infill development in office parks and better connections east and west off the corridor
- 2 Redevelopment potential of sand mining operation west of the corridor
- 3 Improve link to Farmingdale State College and industrial area east along Smith St
- 4 Potential for BRT feeder service to provide last-mile connections off of Route 110
- 5 Redevelop sand mining site as a new neighborhood. Tie in existing residential uses along Walt Whitman Road.
- 6 Redevelop southern edge of sand mining site for additional commercial and industrial uses.
- 7 Redesign Baylis Road as a connecting corridor across Route 110
- 8 Create a green corridor from the Farmingdale State Campus to the open spaces to the north as part of a larger greenway effort.
- 9 Link the several isolated residential developments with additional development, a completed street network and some open space connections.
- 10 New commercial and mixed-use development along Route 110 at the edges of these new neighborhoods.
- 11 Use utility easement to create connecting green way.

Melville Mall and Pinelawn Road



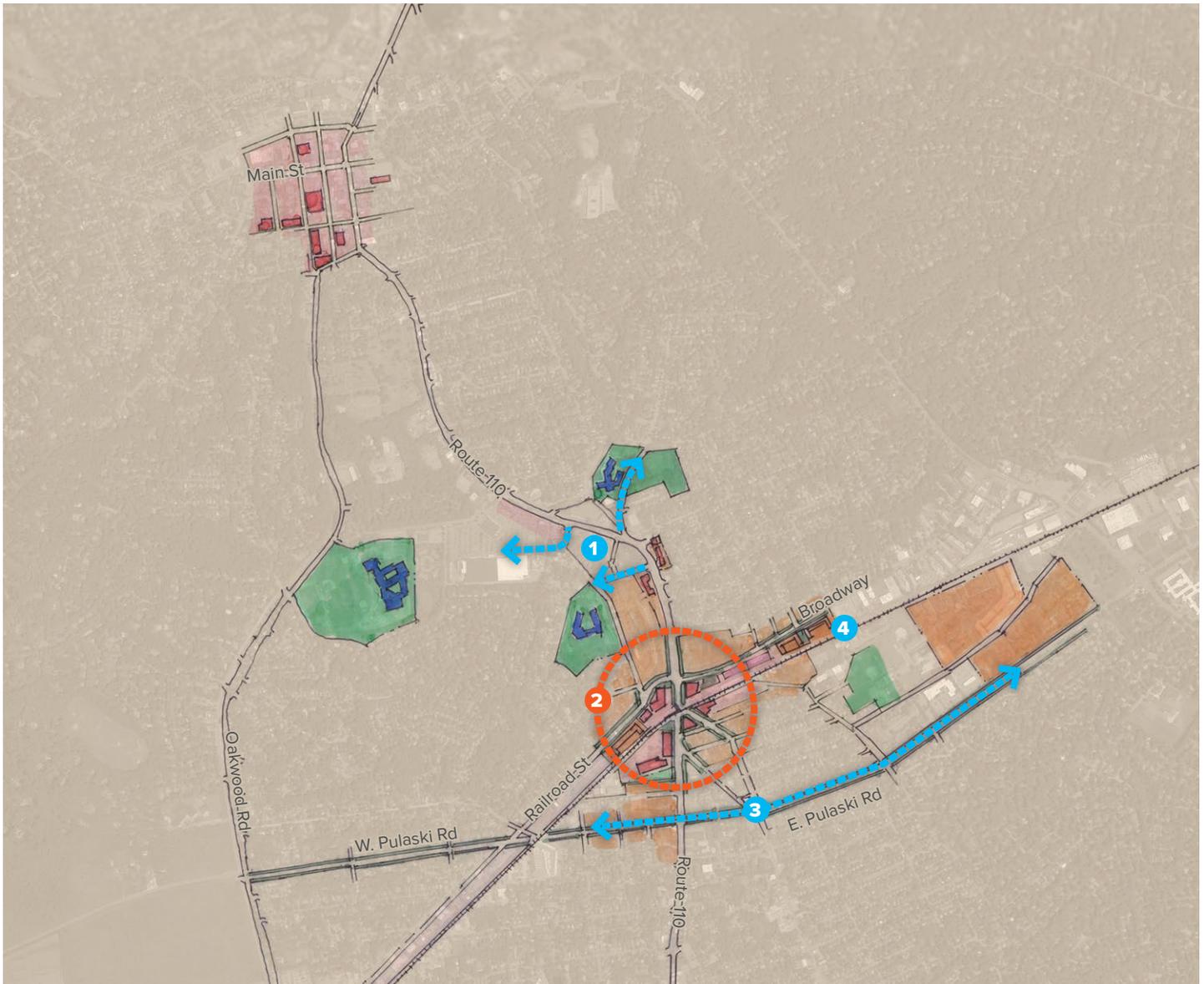
Route 110 can take on a new identity for this area that has several significant but disconnected assets. Just north of Pinelawn Road there is significant residential density in the form of both a traditional compact and walkable single family neighborhood and a new neighborhood with well scaled blocks and open spaces. However, the many potential riders here have poor pedestrian connections to the corridor. As described above, improved pedestrian connectivity along Pinelawn Road combined with improved crossing design at the intersection with Route 110 will mitigate this problem. To the north, the potential future BRT station at the Melville Mall can leverage infill development at the mall and on several disconnected commercial properties along the corridor. There is also an opportunity to brand this station as the gateway to the connected network of parks and open spaces that start with West Hills County Park and could potentially extend all the way to Pine Ridge Conservation Area. As described above, future connections from the corridor station

area to West Hills County Park should be considered as this part of the corridor redevelops.

Opportunities

- 1 Opportunity to brand Melville Mall BRT station as a connection to network of parks to the west
- 2 Ability to infill Melville Mall as a pedestrian-oriented mixed-use development (i.e., convert old model to new, walkable suburban model).
- 3 Improved pedestrian experience along Sweet Hollow Road to connect to housing developments

Downtown Huntington and Huntington Station



Huntington anchors the north end of the corridor, symmetrical with downtown Amityville to the south. As described above, this stretch of Route 110 is a fundamentally different kind of road – less of a high-volume, high speed highway and more of a community oriented arterial. The proposed BRT bus services are planned to terminate south of downtown Huntington and the LIRR station at the Walt Whitman Shops where there are connections to other bus services. If schedules are coordinated and the services to the north are also improved, new riders will be attracted and the corridor will support the plans that are already underway for TOD development at the train station. A well-designed Route 110 here will help tie together the network of schools, employment, parks, and compact, walkable neighborhoods here. Developing link between planned development at Huntington Station to downtown Huntington

Opportunities

- 1 Network of schools, employment, parks, and housing with better connection to Route 110 corridor
- 2 Mixed use TOD development (some plans already approved).
- 3 Connection east/west along Pulaski Road links existing neighborhoods to the station area.
- 4 Multifamily housing around station

Places on the Corridor: Design Guidelines

The corridor will continue to change, especially when new and enhanced transit services are put in place. One of the challenges to comprehensive and coordinated redevelopment is that these kinds of corridors pass through multiple jurisdictions and involve literally hundreds of individual landowners.

However it is also the case that there is often a significant amount of turnover along these kinds of roads, especially among the types of retail uses that contribute the least to the character of the road. Therefore, if the proper guidelines are in place, it is possible to shape the incremental transformation of the corridor into a more pedestrian and transit-oriented place.

Corridor Guidelines: Transforming the Strip

As described above, some portions of the corridor are lined with strip commercial uses. Except for certain portions of the corridor in Amityville and Huntington, it is unlikely that the corridor will ever be transformed into a true “main street”. Having said that, design guidelines can push the corridor in that direction and in the process address some of the most problematic conditions:

- ▶ redundant and excessively wide driveways that create unsafe conditions for pedestrians and bicyclists and create friction on the route as cars enter and leave the businesses. This is especially problematic if there is a BRT lane running in the shoulder
- ▶ lack of pedestrian connections from the corridor to the front doors of the businesses.
- ▶ lack of pedestrian connections between adjacent businesses on the corridor, creating additional friction as cars enter and leave Route 110
- ▶ inconsistent and suboptimal placement of buildings relative to the road and to each other
- ▶ inadequate buffering between the corridor and residential neighborhoods beyond
- ▶ lack of connectivity to neighborhoods and destinations off of the corridor

These improvements are presented in two phases, distinguished by the degree to which they rely on redevelopment.

Phase I

In this phase, relatively inexpensive improvements are made to create a more pedestrian-oriented environment, including:

- ▶ Make sidewalks continuous
- ▶ Provide uniform streetscape design standards: sidewalk widths and materials, uniform landscaping
- ▶ Promote cross access to minimize driveways
- ▶ Reduce driveway widths
- ▶ Create clear and safe pathways from the corridor to building entrances. Make clearly marked pathways across parking lots and internal roads
- ▶ Clearly mark driveway crossings
- ▶ Make intersections with cross streets more pedestrian friendly: reduce turning radii, provide clearly marked crosswalks for each point of crossing, lighting.
- ▶ Create well-landscaped buffers where commercial developments back up to residential areas or opens improved pedestrian and bike conditions along the connecting corridor

Phase II

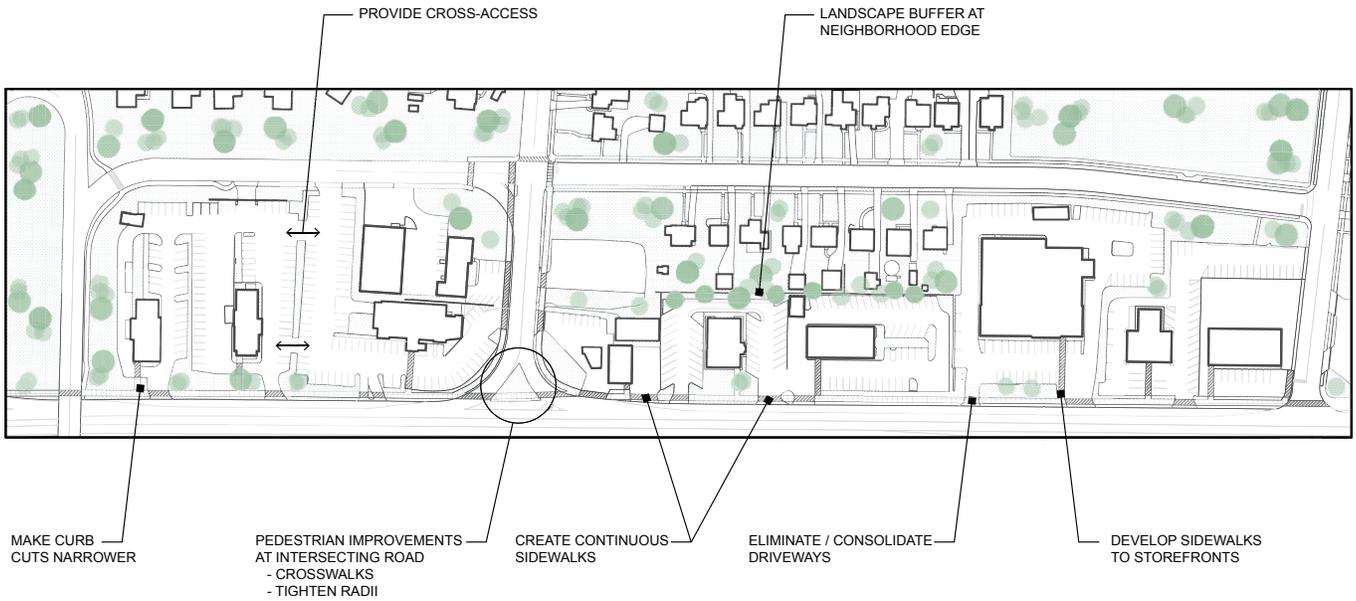
In this phase, with more cross-access and shared parking, some increased density is enabled and this can be used to capture value for other public space improvements. The incremental redevelopment can be used to rationalize building design and placement creating a more coherent and pleasing environment.

- ▶ Establish a build-to setback line for development projects
- ▶ Create a well-landscaped setback zone with uniform landscape and streetscape treatments
- ▶ Locate parking to the sides and behind buildings
- ▶ Introduce green infrastructure strategies for storm water management

Transforming the Strip

Phase I

Source: RPA



Phase II

Source: RPA



Corridor Guidelines: Creating a Boulevard

In several places, particularly at the Huntington Quadrangle, the corridor is not so much a commercial strip as a corporate boulevard with handsome office buildings set back on well-maintained lawns. These places offer a different set of opportunities, first among those being the opportunity to reinforce the park-like setting by connecting open spaces and creating unified landscape treatments. The depth of the setback enables the typical sidewalk to be treated more as multi-use greenway which is described in Phase I improvements below.

As with the strip commercial areas described above, these are distinguished by the degree to which they rely on redevelopment.

Phase I: In this phase, relatively inexpensive improvements are made to create a more pedestrian-oriented environment:

- ▶ Treat the setback zone as a greenway
- ▶ Provide a multiuse path in lieu of a straight sidewalk
- ▶ Create clear paths to building entrances
- ▶ Extend sidewalks to off-corridor developments

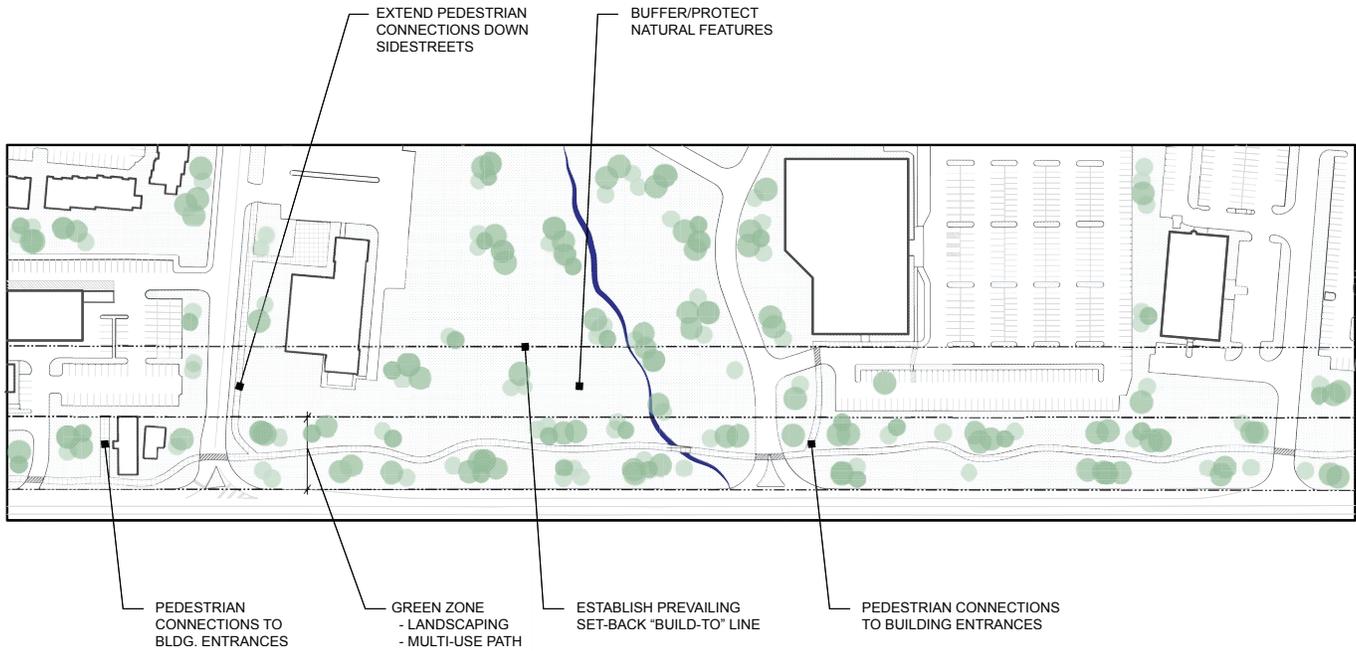
Phase II: In this phase, additional redevelopment is leveraged to create a boulevard-like condition.

- ▶ Align new development with an established front setback line
- ▶ Locate parking to the sides and behind buildings
- ▶ Landscape treatments for new and improved buildings should blend into the overall landscape design of the greenway frontage
- ▶ Create easements to protect natural features such as mature stands of trees or watercourses.
- ▶ Introduce green infrastructure strategies for stormwater management

Creating a Boulevard

Phase I

Source: RPA



Phase II

Source: RPA



Corridor Guidelines: Places for Transit

Slide 28 – IMG: Place Scale Areas in Further Detail

Source: RPA

Images\Final Report From Presentation\
Slide 28\Place Scale Areas.png

In the long term, it is possible to imagine a Silver or Gold BRT service with a dedicated right-of-way (i.e., center median running). But in the immediate term, it is more feasible to imagine a BRT that would travel in an exclusive curb-side bus lane. This service would have a number of features that would greatly enhance the impact of rapid transit on land use along the corridor including special near-level or level-boarding buses with a distinct identity and the best station area amenities and furniture.

The station area design guidelines that follow are based on a few basic assumptions. Some of the assumptions align with the AA that is currently underway, and other assumptions that envision an even more advanced transit system. The station area design guidelines that follow are based on a few basic assumptions. Some of the assumptions align with the AA that is currently underway, and other assumptions that envision an even more advanced transit system. All station area design guidelines must meet and preferably exceed Americans with Disabilities Act (ADA) standards. The design concepts for Station #2, for example, show a 6 foot median, which is the minimum width of a median under ADA guidelines. The eventual design drawings should make these medians as wide as possible, with ramps of sufficient width and slope to encourage people of all ages and abilities to use the new BRT.

Roadway:

- ▶ **Right-of-Way encroachments:** The existing curb lines are maintained as much as possible. The BRT lanes can be inserted into the curb-to-curb widths because the current shoulders are relatively wide, and the traffic lanes can be reduced to 11 feet if needed.
- ▶ **BRT lane** will use shoulder lane, or right-turn lane. BRT lane should be 12' wide if possible; other lanes can be reduced to 11' width.
- ▶ **Route 110 median** will remain as is.

Station areas:

- ▶ **Stations** would be 120' long and 10' wide, long enough for 1 articulated and 1 regular bus stopping at the same time, includes seating, ticket machines, information kiosk, maybe not all be covered, may include landscaping. No passing lanes necessary, except at stops that are only local stops, where the BRT would pass the local bus.
- ▶ **BRT stops** will generally be far-side stops so that the BRT can optimize the use of signal pre-emption, and we minimize conflicts with right-turning traffic.
- ▶ **BRT routing through cloverleaf:** BRT lane will be discontinued through cloverleaf interchanges allowing smooth weaving of the non-BRT traffic and allowing the bus driver to select a lane on the left away from the weaving conflicts.
- ▶ **Sidewalk design:** sidewalks should be improved within a quarter mile from the BRT stops. Ideally there should be a 6' wide landscaping strip (designed for snow storage in the winter, so that the BRT lane can be plowed) plus an 8' wide sidewalk.

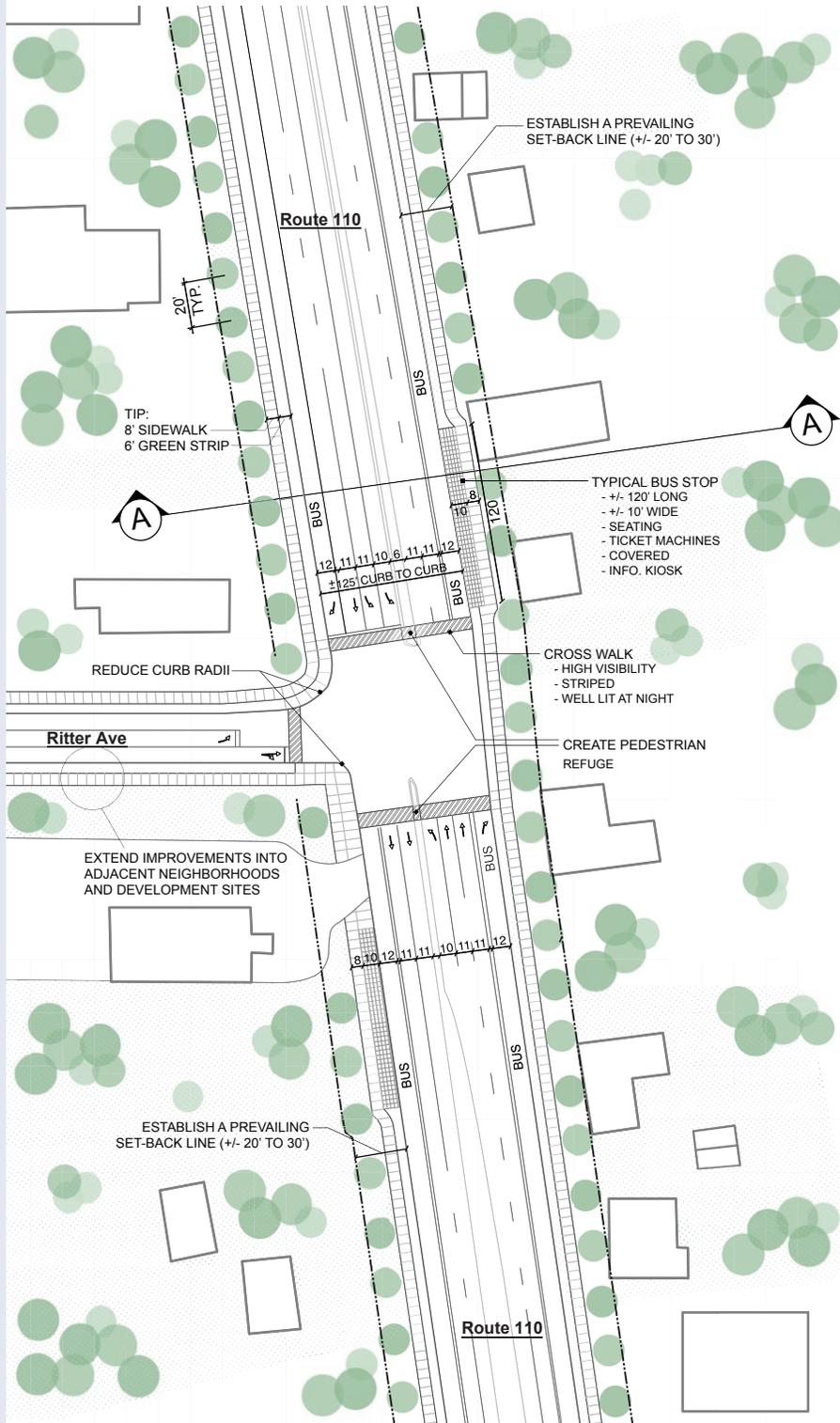
Station Area Redevelopment

Redevelopment in the station locations should follow the same principles described in the (Phase II) Corridor Guidelines above, but with some additional considerations related to the proposed transit stop: buildings should provide active entrances and storefronts that relate to the stations. Direct pedestrian linkages from the station areas to the building entrances should be provided. Parking should be to the side or behind the buildings to support the pedestrian environment at the stations.

Station #2

BRT Station #2/Ritter Avenue

Source: RPA



Aerial of BRT Station #2/ Ritter Avenue

Source: RPA



- ▶ Uniform setbacks reflect prevailing setbacks. Articulate corners at Ritter Ave.
- ▶ Landscaped set-back zone
- ▶ Continuous sidewalks
- ▶ Link from stations to front doors
- ▶ Orient building entrances to corridor/station
- ▶ Minimum transparency for facades

Station #3

BRT Station #3/Allen Blvd

Source: RPA



Aerial of BRT Station #3/Allen Blvd

Source: RPA

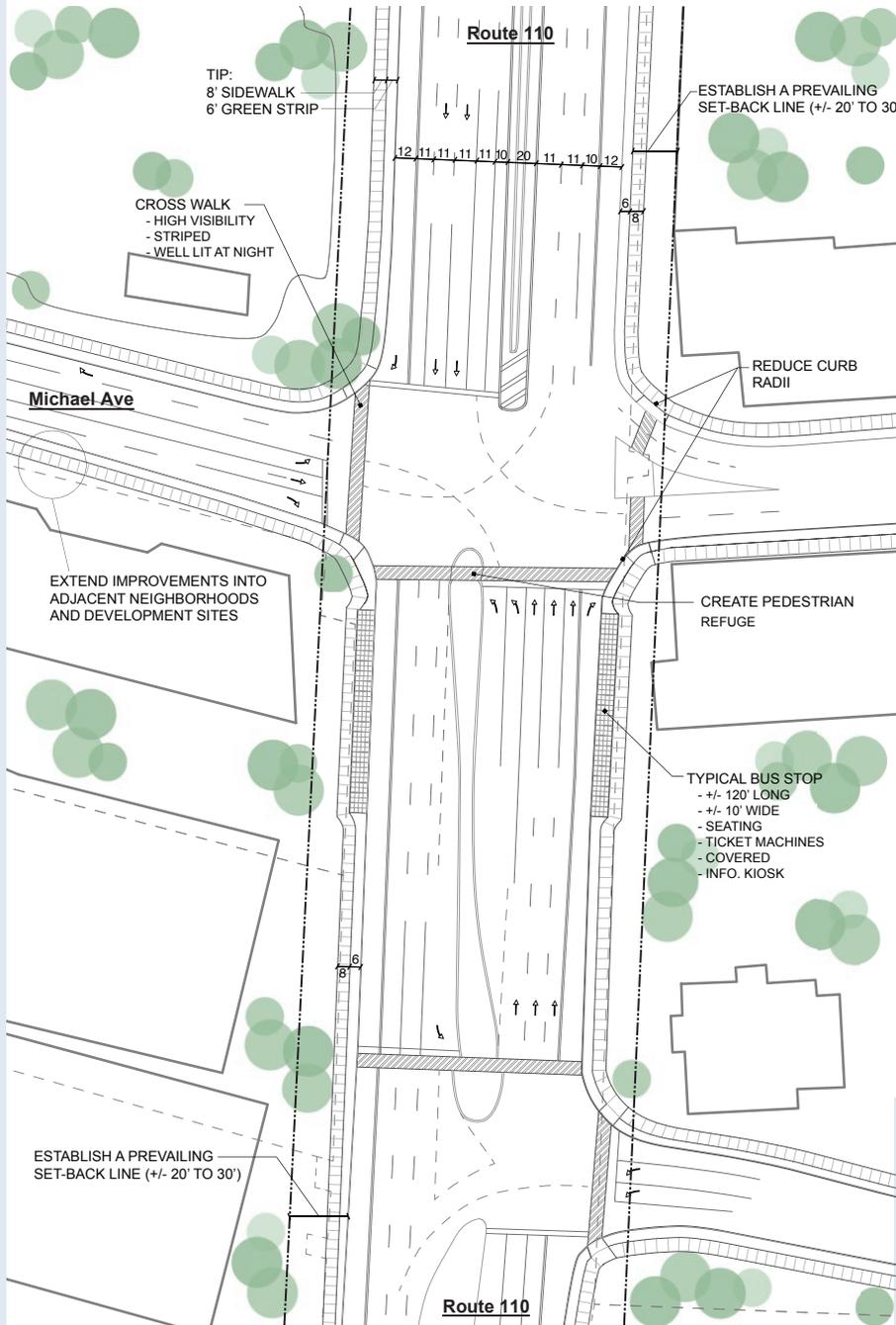


- ▶ Eliminate island and narrow crossing distance
- ▶ Make crossings more visible
- ▶ Plan for connection to neighborhoods west of the corridor.
- ▶ Extend sidewalks west into industrial area

Station #4

Alternative to BRT Station #4/Grumman Lane. Michael Ave / Entrance to Republic Plaza

Source: RPA



Aerial of Michael Ave / Entrance to Republic Place

Source: RPA

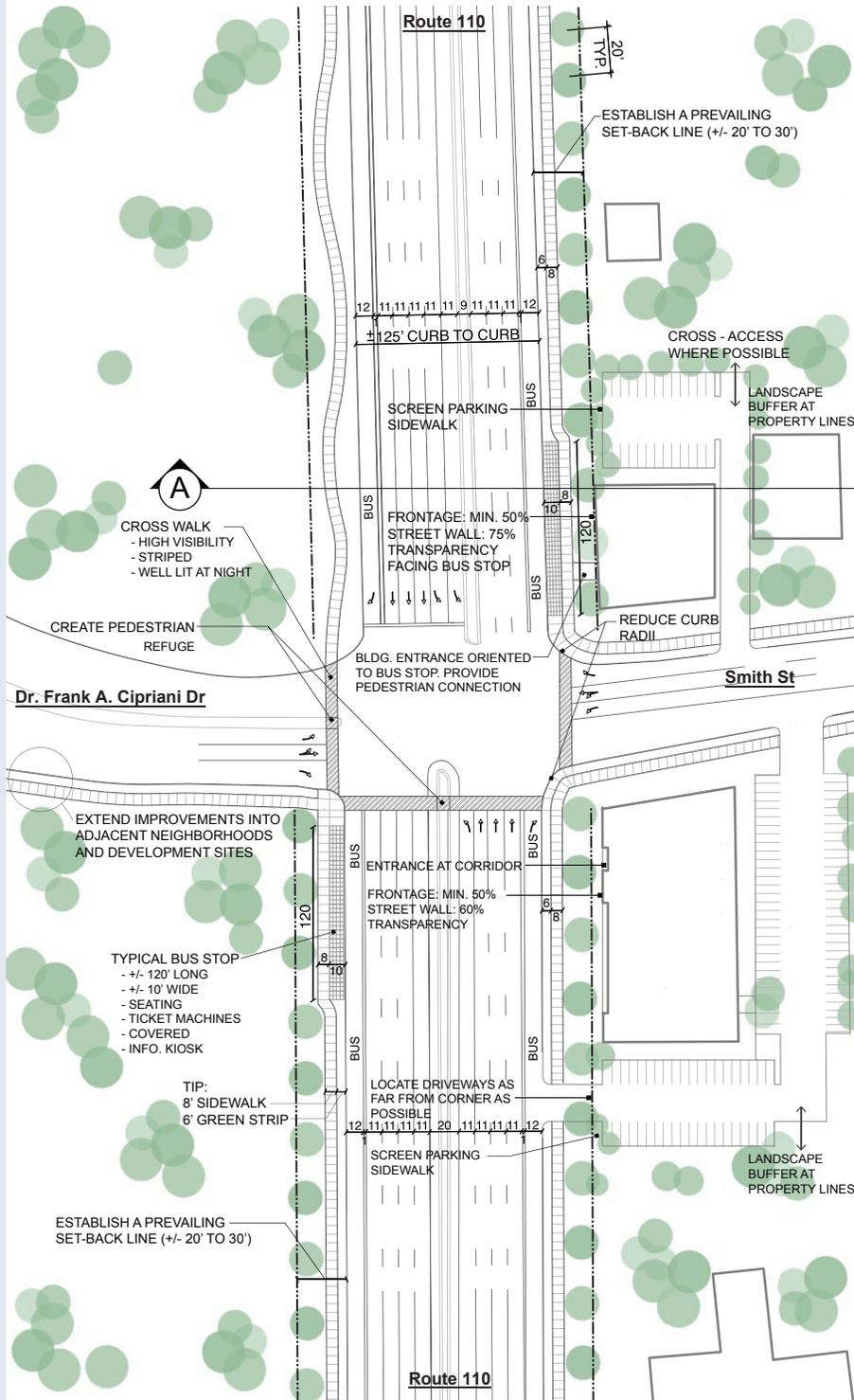


- ▶ Tighten turning radii at intersection crossings
- ▶ Widen medians to make refuge islands
- ▶ Station in between the two intersecting streets

Station #6

BRT Station #6/Smith Street

Source: RPA



Aerial of BRT Station #6/Smith St

Source: RPA



- ▶ Extend sidewalks into the Farmingdale campus
- ▶ Tighten turning radii at intersections
- ▶ Median widened to create refuge islands

Implementation

To improve the Route 110 corridor at the different scales discussed in this report would require the input, approval, and assistance of numerous stakeholders at multiple levels. Identifying where each stakeholder can play a role in this process can help facilitate a more efficient and useful engagement and implementation process.

Federal and State

Part of the purpose of the AA conducted by Parsons Brinckerhoff for Route 110 is to be able to apply to the FTA's Small Starts program. This would help fund the purchasing of new buses and station equipment for the BRT service on Route 110, among other things. Federal funding is essential to creating this service for Route 110. Additional federal funding via NYSDOT's State Transportation Improvement Program is also integral to maintaining and improving Route 110 for automobiles, pedestrians and mass transit. A key project for the entire length of Route 110 is pedestrian safety and operational improvements slated to begin construction in 2016.¹ Several other federal programs including Transportation Alternatives Program (TAP) could be sources of funding for Route 110. The New York Metropolitan Transportation Council (NYMTC) is a key stakeholder to work with in order to secure federal funding for projects related to Route 110.

NYSDOT is responsible for and has jurisdiction over the infrastructure that falls within the Route 110 right-of-way, and is an important stakeholder at all scales of this corridor design process. At the largest scale, NYSDOT maintains and improves access to other state roadways, providing regional connectivity to and from the corridor. At the scale of specific nodes along the corridor, NYSDOT has input and control over how the movement of traffic can be affected, the location of access from the roadway, and the provision of curb cuts and traffic lights. At the smallest scale, NYSDOT could be helpful in obtaining easements for improvements to pedestrian infrastructure which extend off the corridor and onto private property.

The New York State Consolidated Funding Application (CFA) will be a key tool in securing funding for projects and improvements along the Route 110 corridor. The Long Island Regional Economic Development Council (LIREDC) also puts out a call for priority projects across Long Island each year, a process which has in recent years been integrated into the CFA. The LIREDC

reviews the projects and decides which to include in their strategic plans for the Long Island region and recommend for top funding during the CFA. Included as part of the LIREDC's 2011 strategic plan was the construction of a new Republic LIRR station. This recommendation also cited the relationship of a new train station to establishing BRT service and providing additional access to jobs along the corridor.

County and Local Municipalities

Suffolk County Executive Steve Bellone has proven that regional alliances, despite political differences, can be forged across different municipalities which share in the value of developing a certain site, for example the Ronkonkoma Hub, or municipalities seeking to transform an entire corridor, such as the I-zone proposal for the Nicolls Road corridor. There may be a similar opportunity here to work with Suffolk County to develop a partnership between the Town of Babylon, the Town of Huntington, Village of Amityville, and agencies such as the Metropolitan Transportation Authority (MTA)/LIRR.

At the bi-county level the Long Island Regional Planning Council (LIRPC) could also be an ally. The LIRPC in 2010 produced a report entitled *Long Island 2035*. This report detailed sustainable strategies across four key areas – Tax & Governance, Economy, Environment & Infrastructure, Equity – in order to “create a positive environment for living and working on Long Island while also helping Long Island prepare for the changing economic, social and environmental context of 21st century living.”² Route 110 is mentioned within the reports T-3 and T-4 strategies.³

T-3 Establish transit-served job centers

Locate new jobs in job centers that use land and infrastructure efficiently, and offer easier commutes for the workforce while offering the potential for place-making and branding.

T-4 Implement a meaningful suburban transit system

Offer a meaningful alternative to the automobile by creating a transit system that effectively serves existing and new centers and expands the availability of sustainable transportation modes.

The role of LIRPC in conjunction with each strategy is also included in the report. As the planning process continues for

¹ NYSDOT Statewide Transportation Improvement Program for Region 10. <https://www.dot.ny.gov/programs/stip/files/R10.pdf> Accessed on June 25. Page 49.

² Long Island Regional Planning Council, *Long Island 2035*. 2010, Page 7.

³ Long Island Regional Planning Council, *Long Island 2035*. 2010, Page 70-73.

infrastructure improvements, policy changes, and both public and private development opportunities, the Town of Babylon should consider seeking further support from the LIRPC. In addition to supporting the planning process the LIRPC could assist in advocating for funds for implementation.

At the local level of government, the Town of Babylon, Town of Huntington, and Village of Amityville should adhere to the development standards described in this report and examine how their zoning code can be updated to facilitate land use along the corridor that will help support the BRT system and develop key nodes of activity and connection. Currently north of Great Neck Road to the border with the Town of Huntington, most of the parcels along Route 110 are zoned industrial (zoning districts G or Ga). Residential uses are prohibited in both zones. Commercial and industrial land uses are the majority in this area.

Town of Babylon G and Ga Zoning District Requirements

Zone	G	Ga
Type	Industrial	Industrial
Minimum Lot Size	15,000 sq. ft.	40,000 sq. ft.
Maximum Lot Coverage	40%	45%
Maximum Height	35 feet	35 feet

South of Great Neck Road to the border with the Village of Amityville, most of the parcels along Route 110 are zoned E Business. Residential uses are prohibited in the E zone. This stretch of Route 110 also has residential zoning in close proximity to the corridor. There are also three areas zoned Senior Citizen Multiple Residence and one area zoned Multiple Residence. Route 110 through this area is a mix of commercial and residential land uses with single family residential just off the corridor on either side.

Town of Babylon E, SC, and MR Zoning District Requirements

Zone	E	SC	MR
Type	Commercial	Residential	Residential
Minimum Lot Size	10,000 sq. ft.	2 acres	2 acres
Maximum Lot Coverage	60%	NA	NA
Maximum Height	3 stories/35 feet	2 ½ stories	2 ½ stories
Maximum Dwelling Units per Acre	NA	25 – 1 BR	10 – 1 BR* 8 – 2 BR 6 – 3 BR

Notes: *Minimum square footage of land area for each size dwelling unit also required.
NA = Not Applicable

According to the American Public Transportation Association (APTA), when considering the development of key nodes around BRT stations, zoning which permits “high-density residential or a mixture of residential, commercial and office uses would be compatible with a new transit station.”⁴ The current zoning does

not permit the mixture of land uses which would create a healthy mixed-use environment, spur economic development along the corridor, and encourage connections to destinations and housing off the corridor.

The Village of Amityville, with assistance from RPA, recently reviewed their zoning code in their downtown along Route 110, and around the LIRR station area. This review concluded that the current B-1 and B-2 Business Districts zoning encourage a low and sprawling type of development that does not produce the environment for a healthy, pedestrian-oriented, and active downtown. Additionally, the train station is surrounded by multiple zones which discourage the types of use that would encourage pedestrian activity and a better connection with the downtown. This fails to create the type of business and pedestrian environment that the Village is seeking for downtown. RPA recommended changes in permitted uses, lot coverage, setbacks, height restrictions and parking requirements, as well as the introduction of design guidelines. These recommendations along with other key improvements can help improve conditions around the downtown and train station area.

The zoning districts within the Town of Huntington up to the area of the Northern State Parkway are predominantly industrial along the corridor. The industrial zoned areas fall under the I-1 and I-2 districts and require significant minimum lot areas, ranging from three acres to six acres, and minimum lot widths, ranging from 250 to 400 feet. The land use in this area of the corridor is mostly office space which make up the Huntington Quadrangle. The commercially zoned areas are a mixture of C-4 Neighborhood Business, C-6 General Business, and C-8 General Business A, and are concentrated from the boundary with the Town of Babylon to Spagnoli Road and in the area of the intersection with Pinelawn Road / Sweet Hollow Road. Except for the C-5 zoning for the Melville Mall and Walt Whitman Shops, the commercial zoning north of the Northern State Parkway is a narrow buffer to the predominantly single-family residential zoning which is closer to, and at times directly abuts, the corridor. Surrounding the Huntington LIRR Station is a R3M Garden Apartment Special District which permits multifamily dwellings This area also has C-6 Hunting Station Overlay District zoning which encourages the development of a walkable neighborhood business district. This area has an approved development strategy and site plan review currently underway for new office space, a hotel, and new mixed-use buildings.

Future changes to the zoning codes should reflect the differences of each section of the corridor. The municipalities along the corridor should consider station area planning as a next step to the creation of new TOD zoning district for specific stations or as an overlay district which can be applied to larger areas around BRT stations. Emphasis should be placed on ensuring the code establishes distinguishable factors in relation to each section of the corridor. This could be done through design guidelines which pertain to specific areas of the corridor or specific BRT stations. This could also be facilitated by provisions in the code

⁴ American Public Transportation Association, Bus Rapid Transit Stations and Stops. <http://www.apta.com/resources/standards/Documents/APTA-BTS-BRT-RP-002-10>.

pdf. Page 30. Accessed on August 20, 2015.

which would control scale and incentivize particular types of development in each area.

Transit Providers

Working closely with the LIRR, Suffolk County Transit, NICE, and the Huntington Area Rapid Transit (HART) system, is important to the future development of a multimodal hub at Route 110 and Conklin Street as well as at the Amityville LIRR station. Investing in transportation infrastructure, coordinating scheduling, and overcoming obstacles to a smooth transition between different modes of transportation will be crucial for transit providers in order to create successful multimodal hubs and ensure increased ridership on a Route 110 BRT system.

Business Interests / Land Owners

The Town of Babylon should consider how regional business groups, like the Long Island Association, and local business organizations, such as chambers of commerce, can be actively involved in outreach to land owners. Economic development around BRT stations will require land owners to understand the opportunities provided with increased transit service and under new zoning. Aligning the interests of the Town with businesses and land owners sooner rather than later is encouraged.

Community

No one knows Route 110 and the off-corridor destinations and connections better than the people who live and work there. The knowledge and desires of the community can inform and enrich the planning process which can lead to better public infrastructure, improved connections, and economic development that supports the different needs of communities along the corridor. The Town of Babylon should consider a multi-pronged approach to working with communities in designing a future Route 110 corridor. This can involve digital outreach and idea sharing, walking tours, charrettes, surveying and presentations at community organizations and institutions.

Reports for Appendix

- ▶ ..\Precedents\Grand Junction, CO\City of Grand Junction - 24 Road Corridor.pdf
- ▶ ..\Precedents\More-Development-For-Your-Transit-Dollar_ITDP.pdf



Regional Plan Association

Regional Plan Association is America's most distinguished independent urban research and advocacy organization. RPA improves the New York metropolitan region's economic health, environmental sustainability and quality of life through research, planning and advocacy. Since the 1920s, RPA has produced three landmark plans for the region and is working on a fourth plan that will tackle challenges related to sustained economic growth and opportunity, climate change, infrastructure and the fiscal health of our state and local governments. For more information please visit, www.rpa.org.

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