



Transit-Supported Economic Development in Suffolk County

Outcomes and Lessons Learned from Initial Projects

November 2017



Acknowledgments

Suffolk County Industrial Development Agency

Executive Director Tony Catapano
Deputy Executive Director Kelly Morris
Associate Director John McNally

This effort was funded by the Suffolk County Industrial Development Agency. The work was conducted, written, and designed by Regional Plan Association staff.



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.

Suffolk County IDA Board of Directors

Theresa Ward, Chair
Grant Hendricks, Vice Chair
Pete Zarcone, Treasurer
Anthony Giordano, Secretary
Gregory T. Casamento
Sondra Cochran
Kevin Harvey
H. Lee Dennison Building, 3rd Floor
100 Veterans Memorial Highway
PO Box 6100
Hauppauge, NY 11788

Phone: 631-853-4802
Fax: 631-853-8351
www.suffolkida.org

Contents

Executive Summary / 4

Introduction and Transit-Supported Economic Development in Suffolk County / 4

Economic Development Context for Suffolk County / 5

Summary of Project Outcomes / 6

Summary of Lessons Learned / 8

Summary of Projects / 10

Amityville: Downtown Opportunity Analysis / 12

Lindenhurst: Downtown Opportunity Analysis / 15

Kings Park & Smithtown: Downtown Opportunity Analysis / 18

Route 110: Corridor Opportunities Analysis / 21

West Babylon: Corridor Opportunity Analysis / 25

Hauppauge Industrial Park: Economic Opportunity Analysis / 29

Lessons Learned / 31

Planning and Technical / 31

Process / 36

Possible Funding Sources in the New York Metro Area / 37

Downtown Revitalization / 37

Road Improvements / 38

Funding to Date / 39

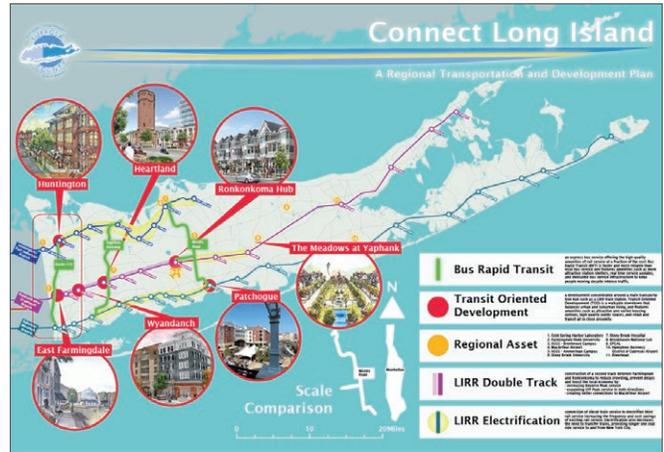
Introduction

The mission of the Suffolk County Industrial Development Agency is to promote the economic welfare, employment opportunities and quality of life of the residents of Suffolk County. The IDA takes a holistic approach to fulfilling this mission, offering not just tax incentives to companies looking to grow in the County, but thought leadership and technical assistance opportunities that can spur economic development on a broader scale.

In line with its mission and approach, in 2014, the IDA engaged the Regional Plan Association to collaborate with self-selecting local municipalities to carefully consider and address economic development opportunities in downtowns and transit corridors with the aim of spurring sustainable economic growth in Suffolk County. Since that time, RPA has worked with six municipalities on discrete projects that aim to foster transit-oriented development, diversify housing opportunities and create safer, more walkable environments and downtowns across the County. This report provides a detailed analysis of both the outcomes and lessons learned from RPA's work with each of these communities.

Suffolk County Connect Long Island framework

Connect Long Island highlights the many opportunities in Suffolk County for transit-oriented development that can take advantage of investments in the LIRR network as well as new north-south express bus corridors.



Source: Suffolk County (2015)

Potential infill development in downtown Lindenhurst (photo-simulation)

New mixed-use buildings on vacant or marginal properties enliven downtowns with new residents and shoppers. Design guidelines ensure that the buildings reinforce the existing character of the community.



Transit-Supported Economic Development in Suffolk County

In October of 2011, Suffolk County Executive Steve Bellone released *Connect Long Island: A Regional Transportation and Development Plan*. This was a direct response to quality-of-life challenges familiar to anyone who lives on Long Island: declining wages, expensive housing, the loss of jobs and young people, environmental degradation, and, as the LIE demonstrates at every rush hour, congestion created by our auto-dependent development patterns.

Connect Long Island offers a straightforward and compelling prescription:

- ▶ Build mixed-use communities around Long Island Rail Road stations to create walkable, transit-friendly development hubs (i.e. transit oriented developments)
- ▶ Make transportation investments to improve Long Island Rail Road connections and services between these development hubs

- ▶ Connect these hubs to regional job centers by creating north-south mass transit connections

If this prescription is implemented, Suffolk County can manage growth in a way that generates the resources needed to create vibrant downtowns, reclaim abandoned and underutilized properties, purchase open space, invest in infrastructure, and otherwise improve quality of life.

While this ambition is regional in scale, the implementation is local: each community has to decide for itself how to engage with this strategy. To that end, in 2014 the Suffolk County Industrial Development Authority (IDA) retained the services of Regional Plan Association (RPA) to provide planning assistance to municipalities which request it.

Working with the IDA and municipalities, RPA's recommendations:

- ▶ Unlock and capture value in and around downtowns
- ▶ Enhance downtown live, work, play experiences
- ▶ Identify key actions needed to promote economic development
- ▶ Connect Suffolk County's assets to the New York region's economy

Individual municipalities have an essential role to play in any smart growth initiative. They control local land use policies and regulations and set local priorities. In recognition of this, the IDA did not impose a plan but instead invited municipalities (or in some cases well-established civic organizations through their municipal governments) to request assistance to participate. Criteria for selection included demonstrated local interest, consistency with the Connect LI vision and commitment to helping build consensus with the larger community. This is an important aspect of the program, because it ensures the active participation of local stakeholders who are the stewards of these community plans over the long term and vastly increases the odds of success and implementation.

To date, six initiatives, summarized in this report, have been completed. Each process began with reconnaissance and analysis consisting of site visits, stakeholder interviews, reviews of existing documents, and mapping. In some cases larger community visioning sessions were convened. Initial design studies and policy recommendations were presented to the community partners. For some projects, James Lima Planning+Development, a development consultant firm, was subcontracted by RPA to do high-level market studies.

The resulting reports are concept plans, not adopted comprehensive plans or rezoning proposals in the New York State land use law sense. But these reports clearly point the way towards the communities' potential futures and make specific recommendations in regard to zoning and implementation. These initiatives are also not meant to be full-scale community-based planning

efforts or to include specific implementation steps. But these efforts have already resulted in concrete actions by developers and municipalities. Although not articulated as a specific criterion, the projects to date demonstrate the importance of selecting communities that are in the right stage of a more comprehensive community planning process where short-term strategic advice can be helpful if not decisive.

Economic Development Context for Suffolk County

Suffolk County has substantial potential to grow its economy around its transportation network, downtowns and research and educational facilities. While its underlying rate of growth is more modest than it was in the 1980s or 1990s, it has recovered and resumed expansion following the 2008-2009 recession. In the future, it will benefit from transportation improvements that will enhance mobility within Suffolk County and strengthen its connections to Nassau County and New York City to the west. The double track on the Main Line of the LIRR from Farmingdale to Ronkonkoma and a third track on the Main Line from Floral Park to Hicksville will make service far more reliable and make it possible for more workers to reach Suffolk employment center by transit.

East Side Access will put more Suffolk residents within commuting distance of east Midtown Manhattan, providing a boost to home values and the residential market.

In the short term, assessments conducted for the initiatives by James Lima Planning+Development and BJH Advisors identified opportunities for different markets:

- ▶ In the residential markets, vacancy rates are decreasing and asking rents are rising, responding to pent up demand. New households and a growing senior population are likely to keep demand strong, especially for well-designed multi-family housing in and near downtowns where there is limited supply.
- ▶ New housing may also drive increased retail opportunities.
- ▶ The office market varies by location, with countervailing trends of declining vacancy rates and lower prices.
- ▶ The industrial market is strong and growing, with low vacancy rates, increasing rents, and relocations of firms from New York City.

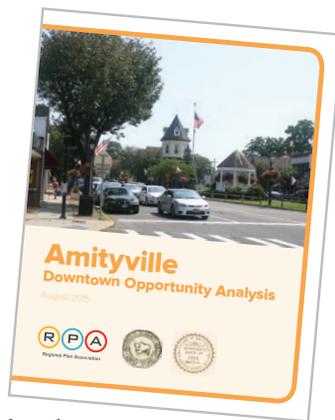
Summary of Project Outcomes

Direct outcomes resulting from RPA studies already include revitalization grants, sewer funding, zoning changes, and approved developments. Many others, including master plan updates, visions for transit-oriented developments, and street and traffic improvements are on their way.

This rapid progress makes clear that compact, mixed-use, well-designed development is something Suffolk County municipalities desire in their downtowns. Safe and walkable streets, more housing and commercial choices, and better transit options are quickly coming to fruition.

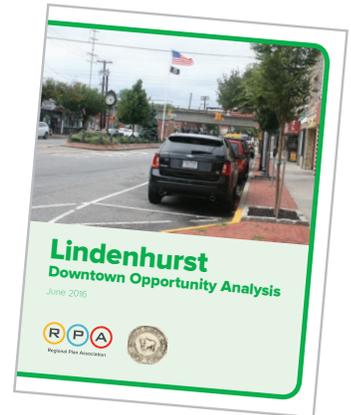
Amityville

The Amityville study, the first project completed as part of the IDA initiative, has increased developer interest in building downtown, highlighted by the development of 24 one-bedroom units now under construction in downtown Amityville. In addition, an \$80,000 downtown revitalization grant was also awarded to the Amityville Chamber of Commerce in 2016 to implement many of the concept plan's recommendations focused on making the downtown more pedestrian-friendly, including road rehabilitation, light poles, and ADA compliant ramps and crosswalks. The Village has also selected a 'master developer' to assist the implementation of the infill development discussed in the concept plan. The zoning changes recommended by RPA are being used in the project review process, even though these have not yet been officially adopted. These commitments from the Village and the County are part of the reason that new businesses are moving into the downtown, a sign of the indirect benefits resulting from the study.



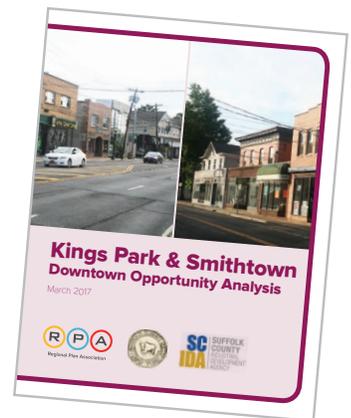
Lindenhurst

As a result of the concept plan developed by RPA, Lindenhurst has adopted a new floating zone for compact mixed-use development. The new zone will support more floor area, more diverse uses, and parking flexibility than the underlying zoning. The Village of Lindenhurst has issued an RFQ for a consultant to assist with implementing the zone. The concept plan was also utilized to help secure a \$200,000 grant from the Suffolk County Department of Economic Development and Planning to conduct an engineering study of the downtown and implement several downtown walkability improvements. These funds will pay for new traffic islands, lighting, sidewalks, guardrails and other improvements, greatly enhancing the walkability and livability of downtown Lindenhurst, and potentially attracting more development and commercial interest.



Kings Park

RPA's study and Vision Long Island's Kings Park Action Plan were catalysts that enabled Kings Park to obtain \$200,000 in Suffolk County Economic Development and Planning funds to advance the downtown action plan. The Town of Smithtown is hiring a consultant to prepare a master plan for downtown Kings Park based on these studies. New York State has allocated \$20 million dollars to build a new wastewater treatment facility to be installed in the 100-acre, 140 lot central business district area adjacent to a railroad station. This designated funding for infrastructure investment will foster downtown revitalization in Kings Park.

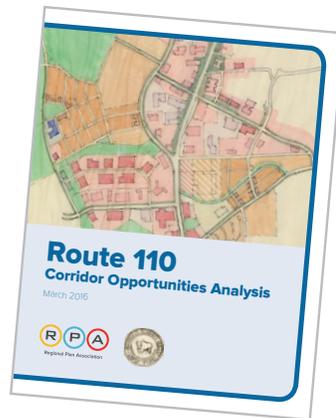


Smithtown

Implementation is moving rapidly on the Smithtown concept plan, with the newly formed Smithtown United Civic Association expressing strong support for the vision of a walkable, mixed-use downtown laid out by RPA. The Town has obtained an appraisal of the New York Avenue School. The 13 acre site has the potential to significantly help improve the vitality of the Commercial Business District (CBD.) Twenty million dollars in New York State sewer funding has also been awarded, which will enable more of the compact, mixed-use development proposed in the report. There are four private developments either recently completed or in the development pipeline downtown, totaling 62 units of housing and 32,612 square feet of retail, restaurant, and office space.

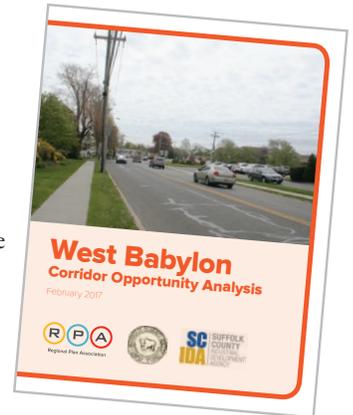
Route 110 Corridor

The Route 110 Corridor report was formally adopted by the Town of Babylon's Town Board, and is being used to evaluate development proposals to make sure that the long-term transformation of key nodes along the corridor follows the strategies laid out in the report. A planning and design firm, Dover Kohl, has already been hired to do a visioning that will build off of the idea of creating a mixed-use node around a reopened Republic Train Station in Farmingdale, as proposed by the RPA study. The report has also been used as the foundation for an initiative to develop a form-based code for the Route 110/Conklin Street area, and the county intends to incorporate the design work from the study in their application to the Federal Transit Administration for funding for a potential Bus Rapid Transit line. The town is also using the report as a foundation for developing a form-based zoning code for the corridor.



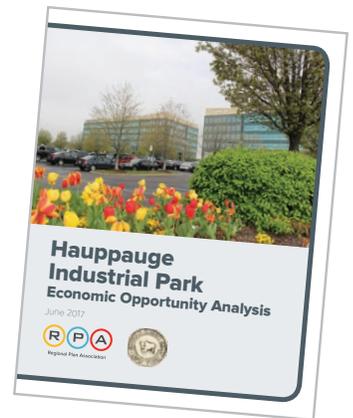
West Babylon

Although the concept plan was only completed in March 2017, major improvements recommended in the plan, including sidewalk and lighting projects, are already in the pipeline. A rezoning plan is ultimately contemplated for the area to eliminate unwanted uses and bring buildings to the lot line. The West Babylon study has served as the basis for a series of meetings with the New York State DOT and Suffolk County Departments of Public Works focused on redesigning the bowtie intersection to be safer and more navigable.



Hauppauge

In May 2017 the Town of Smithtown adopted changes to the zoning code allowing for restaurants to be co-located with office and non-nuisance industrial uses in light industrial districts, which makes up almost all of the Hauppauge Industrial Park. This will allow for the implementation of one of the study's recommendations: cafes and restaurants where manufacturers can sell goods on a retail basis on-site, leading to more vitality and business development inside the park.



Summary of Lessons Learned

This initiative has been successful for several reasons, but first among these is the fact that municipalities approached the IDA to participate. This means that the local civic champions are engaged from the start. Going forward, there is the potential to continue to foster the emerging coalition of communities with shared interests in smart growth. This can be leveraged to promote shared learning and advocacy at the regional and state level.

Taken together, these six initiatives are representative of conditions found across Suffolk County. Even in the relatively short time that this initiative has been in full swing, there are a variety of lessons that have been learned which can inform the future work under this program as well as other planning efforts by the County.

There is substantial capacity for growth in compact village centers and commercial corridors.

The design studies for these places show that there is a lot of capacity for compact, walkable, contextual development that can enliven downtowns, reclaim underutilized commercial areas, and support transit - growth that would otherwise either sprawl out into greenfield sites or impact established neighborhoods. The implications for Suffolk County are significant: if the scale of development demonstrated in these case studies were multiplied across other similar locations, most of the projected population and job growth could be accommodated in walkable, transit-supporting centers.

There is local interest in well-designed new development.

Many communities are willing to think about increased density through compact mixed-use development. But design matters: project partners are not just concerned with the amount of development in absolute terms, but in its appearance and character. Control over design is constrained by the capacity of the local municipality to administer and enforce guidelines. But a great deal can be accomplished through conventional zoning standards related to building massing and placement.

Many codes need to be updated and modernized.

Many zoning ordinances are out of date and no longer reflect either best practices or the changing goals and objectives of the community: Parking requirements are often excessive and inflexible; some permitted uses do not belong downtown, such as drive-thru businesses and storage facilities; use, bulk and coverage regulations inhibit compact and contextual infill development.

Roadway re-design is an essential part of the vision plans.

Transit-oriented development (TOD) includes not just the orientation to commuter rail, but other transit modes such as bus—both traditional bus service and Bus Rapid Transit (BRT)—and other non-auto modes such as biking and walking. For this reason, with the possible exception of the Hauppauge Industrial Park study, roadway redesign emerged as an essential element of all of the projects. This points to a need for a more robust partnership with the state and county departments of transportation. When the scopes for these projects are being developed, the DOTs should be engaged and their role and needed actions defined.

There is potential to grow a new industrial economy.

Suffolk County has many of the essential ingredients of an innovation-based economy: large amounts of existing production activities, world-class research institutions and improving transportation. Suffolk County should continue to work to build public-private partnerships between legacy manufacturing areas and a host of resources including LIU Suffolk campus, Cold Spring Harbor Laboratory, SUNY Stony Brook, the North Shore-LIJ Health System, the Brookhaven National Lab, and also various private, non-profit institutions with research programs focusing on cancer, neuroscience, pharmaceutical, plant genetics, genomics, and quantitative biology.

Downtown revitalization (Amityville photo-simulation)

Lively "main streets" are created through a combination of pedestrian improvements, street landscaping, new sidewalk-oriented businesses and people living above the shop.

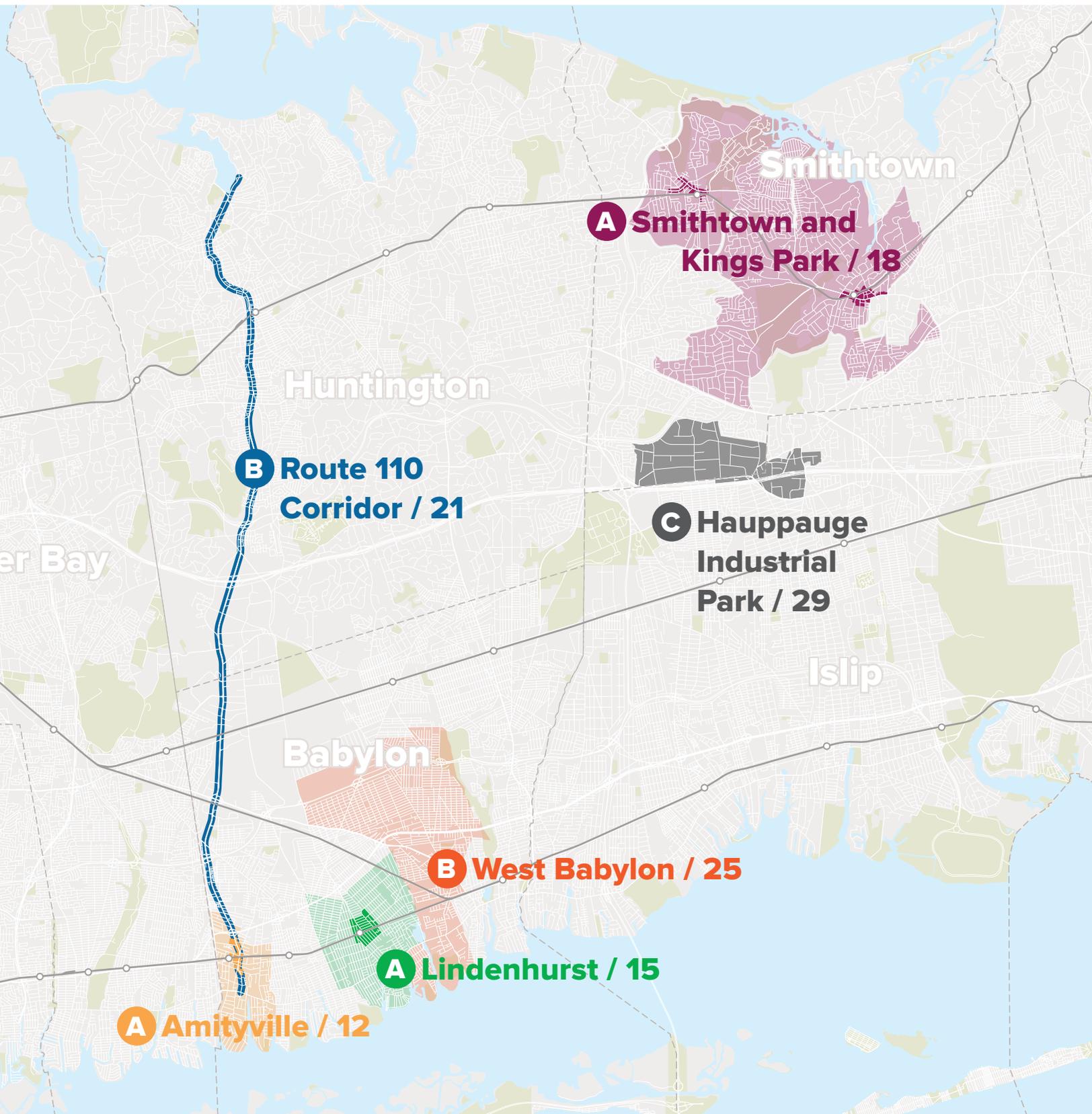


After



Before

Summary of Projects



Village Center TOD Plans (Smithtown shown)

While sites immediately adjacent to the train station are important, these plans look comprehensively at the downtown experience and especially at the walking and open space networks that link destinations in the village center to the station itself.



Corridor Redevelopment Planning (Route 110 shown)

These plans identify strategic ways of reintegrating highway corridors with their surroundings, enabling mixed-use development at future transit nodes and transforming the dangerous and unattractive “Anywhere Strip” to pleasing walkable places.



A Village Center TOD Plans

Three of the initiatives are concept plans for traditional downtowns that are organized around train stations. These are Amityville, Lindenhurst and two downtowns in the Town of Smithtown—Smithtown Village and Kings Park. Each of these places has its own distinct character. But they all share a familiar set of problems: poor walking conditions, especially to and around the station areas; poorly defined and often poorly utilized parking areas; vacant storefronts and marginal or vacant properties on or near their main streets. Land use regulations in these places do not reflect current best practices such as mixed-use and reduced and/or flexible parking policies that would support lively, compact downtowns. To one degree or another, the plans suggested revised zoning to enable compact mixed-use infill development, lower and more flexible parking requirements, and illustrated complete pedestrian networks. To help build understanding of these ideas, illustrative plans were done as well as “before and after” photo-simulations that explained what the suggested policies would create.

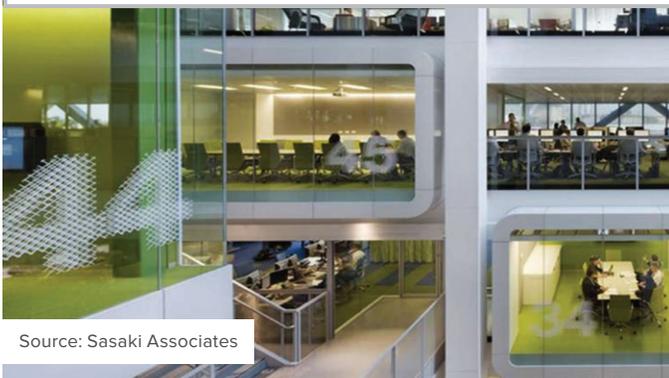
B Corridor Redevelopment Planning

Two of the initiatives are in large measure studies in corridor redesign and redevelopment. One is the Route 110 corridor, where the County is studying a bus rapid transit (BRT) corridor. The other is the “center of gravity” of the hamlet of West Babylon at the intersection of two large, heavily trafficked roads: Babylon Farmingdale Road (State Route 109) and Little East Neck Road (County Road 95).

Even though these places are completely different in scale, they share a familiar set of roadway corridor issues: poorly designed “strip commercial” developments; underutilized property; hostile environments for pedestrians; and inefficient and dangerous car movements. The reports of these places show how to rationalize traffic movements; accommodate walking, transit and other non-auto modes; connect to destinations and neighborhoods that are not directly on the corridor; and use design guidelines to shape future development in ways that define spaces along these corridors.

Strategic Economic Development Plans

With its strong manufacturing base and many world-class research institutions Suffolk County is well-positioned to take advantage of the next generation of value-added manufacturing. New kinds of spaces that promote flexibility, interaction and mixed-use can be created in many of the existing industrial parks.



Source: Sasaki Associates

C Strategic Economic Development Plans

One of the initiatives was focused almost entirely on commercial redevelopment and, in particular, on the role of industry in Suffolk County. The focus was the Hauppauge Industrial Park, the largest industrial park in the Northeast, with 1,350 businesses employing over 55,000 employees. The Town of Smithtown has recently rezoned parts of the industrial park to take advantage of new sewer capacity and to introduce a more dynamic mix of activities. RPA worked with the Hauppauge Industrial Association of Long Island (HIA-LI) to identify ways to take advantage of the new investments and to position the industrial park for the 21st century. The report explains how the Hauppauge Industrial Park can become a more diverse employment center with better physical connections to the surrounding community; robust programmatic connections to LI research institutions; dynamic public spaces; and innovative, flexible 21st century production facilities.

Amityville: Downtown Opportunity Analysis



Broadway in Amityville

Project highlights

- ▶ **Worked with Village of Amityville** board and Downtown Revitalization Committee.
- ▶ **Revise the village zoning code** to facilitate pedestrian activity with a healthy business district.
- ▶ **Adopt design guidelines** that dictate specific requirements to supplement the Bay Village Architectural Theme.
- ▶ **Create a pedestrian-friendly downtown** with safe crossings on Broadway and inviting, safe access to rear parking lots, the train station and surrounding neighborhoods.
- ▶ **Brand and market downtown** to attract new business types.

Amityville's assets are well aligned with the demands of Long Island's changing economy and demographics, from its compact, walkable downtown to its rich history and multicultural community. And its location on the Long Island Rail Road (LIRR)'s heavily-used Babylon line and on the southern end of Route 110, one of Long Island's major employment corridors, gives Amityville a unique advantage that is likely to grow even stronger.

Amityville residents and business owners have identified the revitalization of their downtown as a top priority. Strategies are:

- ▶ Promote compact mixed-use development on underutilized parcels around the train station and the larger downtown area, particularly by revising outmoded provisions of the village's zoning code.
- ▶ Create context-sensitive development by using design guidelines that would give developers a clear set of rules that would advance a coherent vision for the downtown.
- ▶ Improve the public realm throughout downtown Amityville by improving pedestrian conditions through creating new connections within the downtown and from surrounding neighborhoods and improved way-finding.
- ▶ Take advantage of the market with mixed-use development that meets the high demand for rental apartments in close proximity to transportation and employment.

Specific actions were identified to address these priorities, both to prepare Amityville to take advantage of appropriate development opportunities, and to ensure that development that does take place makes the village downtown an exemplary place where people want to come to socialize, shop, work and enjoy themselves.

Revise the village zoning code to remove incompatible uses and promote contextual infill development

Currently, the same zoning district is mapped over both the downtown area and the Sunrise Highway which is an auto-oriented commercial corridor. As a result, the zoning is not well suited to promoting a compact, pedestrian-oriented downtown. In terms of uses, the zoning allows a variety of auto-oriented uses such as gas stations, single- and two-family residences, and drive-thru fast food establishments. The zoning does not enable mixed-use buildings that do belong—buildings that would replicate the historic pattern of living above the storefronts.

In terms of dimensional standards, the existing zoning allows buildings to be set back from the road to allow for surface parking and excessive yard requirements and low floor area ratios limit compact infill development. In terms of parking, the zoning does not enable reduced ratios or flexibility such as shared and remote parking that should be enabled in a downtown within easy walking distance of a train station.

Revisions are offered to address each of these issues and several alternative implementation strategies are offered from revising the underlying zoning, to creating a new downtown district altogether, to mapping and creating an overlay district. The zoning recommendations would enable the mixed-use redevelopment of the surface parking lots at the train station.

Adopt building design guidelines that dictate specific requirements to supplement the Bay Village architectural theme.

New infill development needs to be contextual and reinforce the distinctive character of many of the best buildings downtown. The village should adopt design guidelines that address issues such as (but not limited to) building surface materials, architectural treatments on corners, and percentage of window coverage on the ground floor.

Create a pedestrian-friendly network downtown.

Amityville’s “main street” is Broadway, which is excessively wide in some places. Bulb-outs are proposed in several locations to reduce crossing distances and calm traffic. Another key strategy is to complete and improve the full network of pedestrian connections. Specifically, this would be to make inviting and safe access to rear parking lots and between parking lots, and to connect the train station and surrounding neighborhoods. A key component of the pedestrian network is the linkage from the train station to Broadway. There is an opportunity to transform the poorly utilized area underneath the railroad viaduct into a well-appointed and attractive pedestrian way.

Engage developers with a good track record of building mixed-use developments in downtowns across Long Island.

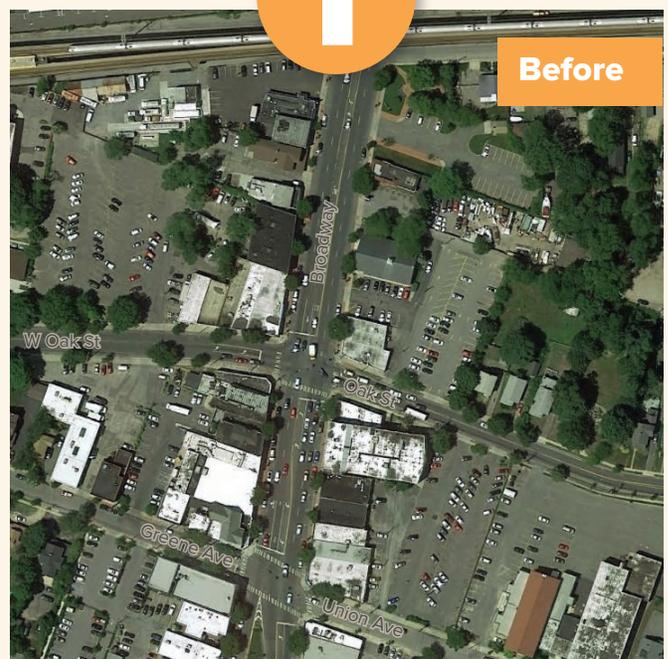
Brand and market downtown Amityville to attract the types of businesses that are lacking for a vibrant and attractive downtown Amityville.

Project Outcomes

This project has resulted in several direct outcomes. While revised zoning has not been officially adopted yet, the recommended zoning changes are being used in the project review process and to enable new projects. For example, a recently completed 24-unit residential infill project was made possible by many of the strategies in the report including reduced setback requirements, reduced parking ratios and shared parking with the adjacent commuter parking lot. The developer repaved the parking lot in return for having access to some of the spaces for overnight parking. There was some apprehension about the reduced parking because there is a perception that parking is a problem in the downtown. But there have been no issues since

Broadway Reinvigorated

Vacant and underutilized properties are infilled with new mixed-use buildings oriented toward the sidewalk. Parking lots behind the stores are connected and made more walk-able.



Existing	Potential	Land Use
■	■	Parks
■	■	Mixed Use / Commercial
■	■	Residential
■	■	Institutions



the completion of the project and some feel that the parking requirements could have been even lower.

The concept plan report was also the basis for a Request for Qualifications (RFQ), later exchanged for a Request for Proposals (RFP), for a master developer that the village issued in mid-2016, which resulted in Tritec being selected as master developer.

Beyond the direct outcomes, the report has served as a kind of manifesto that has been leveraged in on-going efforts related to a wide variety of improvements. For example, when the New York State Department of Transportation was preparing to improve a section of the Route 110 approach to the downtown, the village used the project report to advocate for a traffic calming measure and new bulb-outs to reduce crossing distances, both of which were implemented. Also, since the report was issued, developer interest in general has increased. A variety of new businesses have moved into the downtown and this is attributed in part to the report, which clearly communicated a commitment to the downtown and a willingness to make ongoing investments.

The Amityville visioning has many of the preconditions for success that may inform future project selection: a strong civic client and good timing in the sense that the village had done a

great deal of the work needed to launch the project. There was a strong, well-organized citizen-based client in the form of the Downtown Improvement Committee. This group was able to give the project team constructive feedback and clear direction.

Having said that, the stakeholder clients feel that the project could have benefitted from an even more robust outreach effort in order to build even broader citizen support. There were one or two public meetings where the report was presented, but these tended to be small and beyond the scope of the projects.

In terms of a more specific assessment of the report, the downtown committee found the “before-and-after” photo-simulations to be the most valuable graphic product because they were easily understood by the citizens and prospective developers. It was also very useful to have the high level market research and the list of potential partners and resources for implementation that was provided. In fact, this is one aspect of the initiative that the client would like to have seen expanded: help with marketing. Amityville has not yet been able to effectively market its assets, which include a 50-minute commute to the city, access to beaches and waterfront, a historic downtown center, and attractive walkable neighborhoods.

Lindenhurst: Downtown Opportunity Analysis



Wellwood Avenue in Lindenhurst

Project Highlights

- ▶ **Worked with Village of Lindenhurst** village board and clerk/treasurer and staff.
- ▶ **Revise the village zoning code and suggest design guidelines** to enable more compact, mixed-use infill development.
- ▶ **Greenway Plan** along the Heling and Neguntatoque creeks linking north and south sides of town.
- ▶ **Alternatives and site plan review** for the Tritec site east of downtown.
- ▶ **Hoffman Avenue redesign** including pedestrian improvements and visualizations for new infill development.

Similar to Amityville and many other downtowns across the Town of Babylon, Lindenhurst has tremendous opportunities to improve the downtown area. The predominantly residential area around downtown Lindenhurst is compact, walkable, and well connected to the downtown. The LIRR's East Side Access project, which will provide service on the LIRR directly to Grand Central Terminal, will put western Suffolk communities like Lindenhurst within easier commuting distance of over a million jobs in East Midtown Manhattan.

In collaboration with village representatives, this initiative identified several priorities:

- ▶ Redesign East Hoffman Avenue as a more pedestrian-friendly corridor for mixed-use development.
- ▶ Consolidate “main street” activity in the northern portion of South Wellwood Avenue and the southern portion of North Wellwood Avenue
- ▶ Promote mixed-use redevelopment of the Waldbaum's site.
- ▶ Enable contextual infill development throughout the downtown.
- ▶ Create a new greenway corridor along the Heling and Neguntatoque Creeks between Irmisch Park and the open spaces at the Allegheny Avenue Elementary School.

Specific actions were identified to address these priorities, both to prime Lindenhurst in order to take advantage of appropriate development opportunities, and to ensure that future development is in keeping with making the village downtown an exemplary place where people want to come to socialize, shop, work and enjoy themselves.

Adopt a new Downtown District into the village zoning code.

This would remove incompatible uses, and clearly define and allow multifamily residential and mixed-use development. The dimensional standards—front and rear setbacks, height, and lot coverage—should be revised to allow for development that encourages infill and greater density in the downtown. In terms of parking, the parking utilization study showed that there is excess capacity despite perceptions to the contrary which suggests that reduced ratios and flexible standards should be adopted.

Adopt downtown design guidelines that dictate specific requirements to provide property owners and the future Architectural Review Board standards from which to design, review, and enforce building aesthetics.

Create a pedestrian-friendly downtown.

This has many dimensions. There are several important street crossings on Wellwood Avenue and Hoffman Avenue that should be traffic calmed and made more pedestrian friendly by reducing crossing distances with bulb-outs. Inviting and safe access to rear parking lots, the train station and surrounding neighborhoods should also be created, additional pedestrian amenities should be introduced. Because the railroad viaduct divides the town, the area underneath should be improved and activated.

Create a new greenway corridor.

There are several open space resources that are close to one another yet disconnected. The Heling and Neguntatoque creeks create the armature for this greenway, which could extend between Irmisch Park and the open spaces at the Allegheny Avenue Elementary School, linking the two sides of town on either side of the tracks.

Engage developers with a good track record.

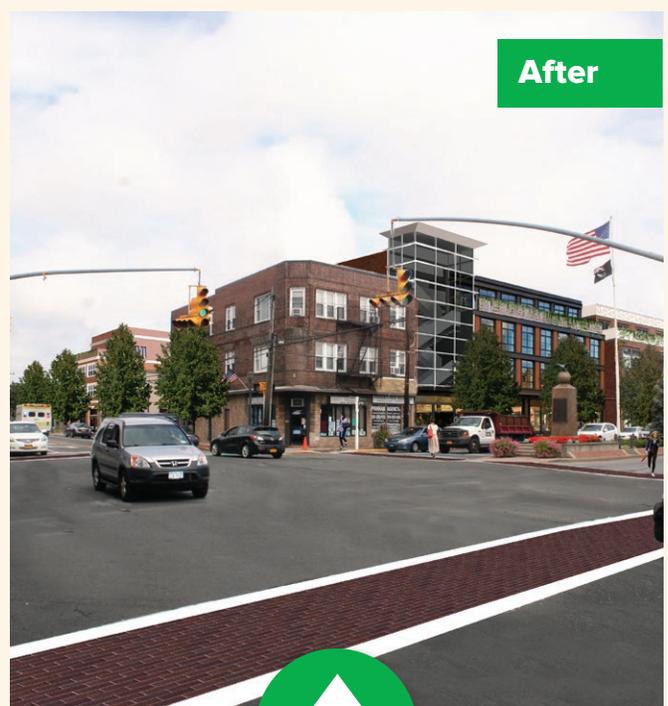
The market study showed that while there is not much of a market for new office uses, there is the potential to build retail in the downtown and the village should actively work to identify one or two new anchors. The market for multifamily housing is strong. The village should proactively court developers who are currently building the better mixed-use developments in downtowns across Long Island. The village should also brand and market downtown Lindenhurst utilizing the Business Improvement District to attract the types of proper businesses that are lacking in the downtown.

Project Outcomes

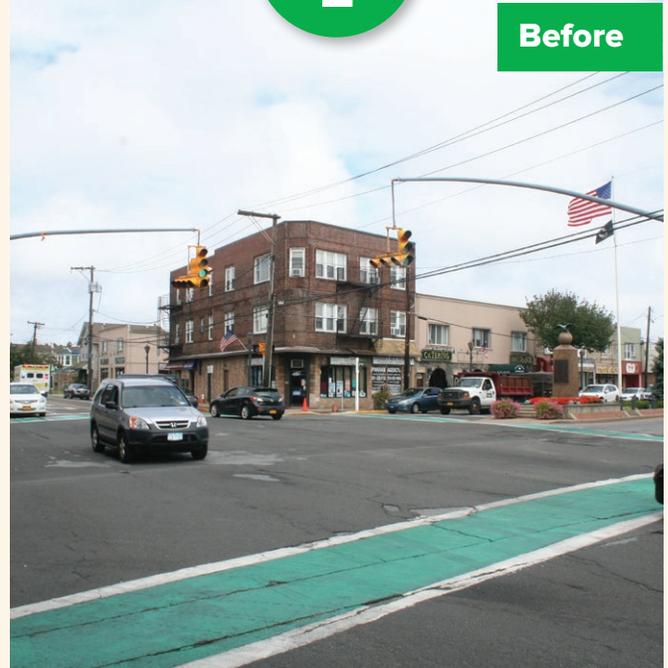
Based on the recommendations in the report, Lindenhurst has adopted a new floating zone for compact mixed-use developments. The village feels that the overlay zone outline was the single most valuable part of the project, and will be a major factor in realizing their preferred vision for the village. The motivating factor for this is the pending redevelopment proposal for the sites facing East Hoffman Avenue between South Smith Street and South Pennsylvania Avenue by Tritec which has done a variety of other transit-oriented developments on Long Island. The floating zone will support not just the Tritec proposal, but can be used for other compact mixed-use sites providing, as recommended, more floor area and more flexibility around uses and parking than the underlying zoning. The design studies for the site in the report are being used in the village's on-going negotiations with Tritec.

A new gateway to Downtown Lindenhurst (photo-simulation)

New mixed-use buildings, combined with pedestrian and streetscape improvements, mark this important intersection in downtown Lindenhurst.



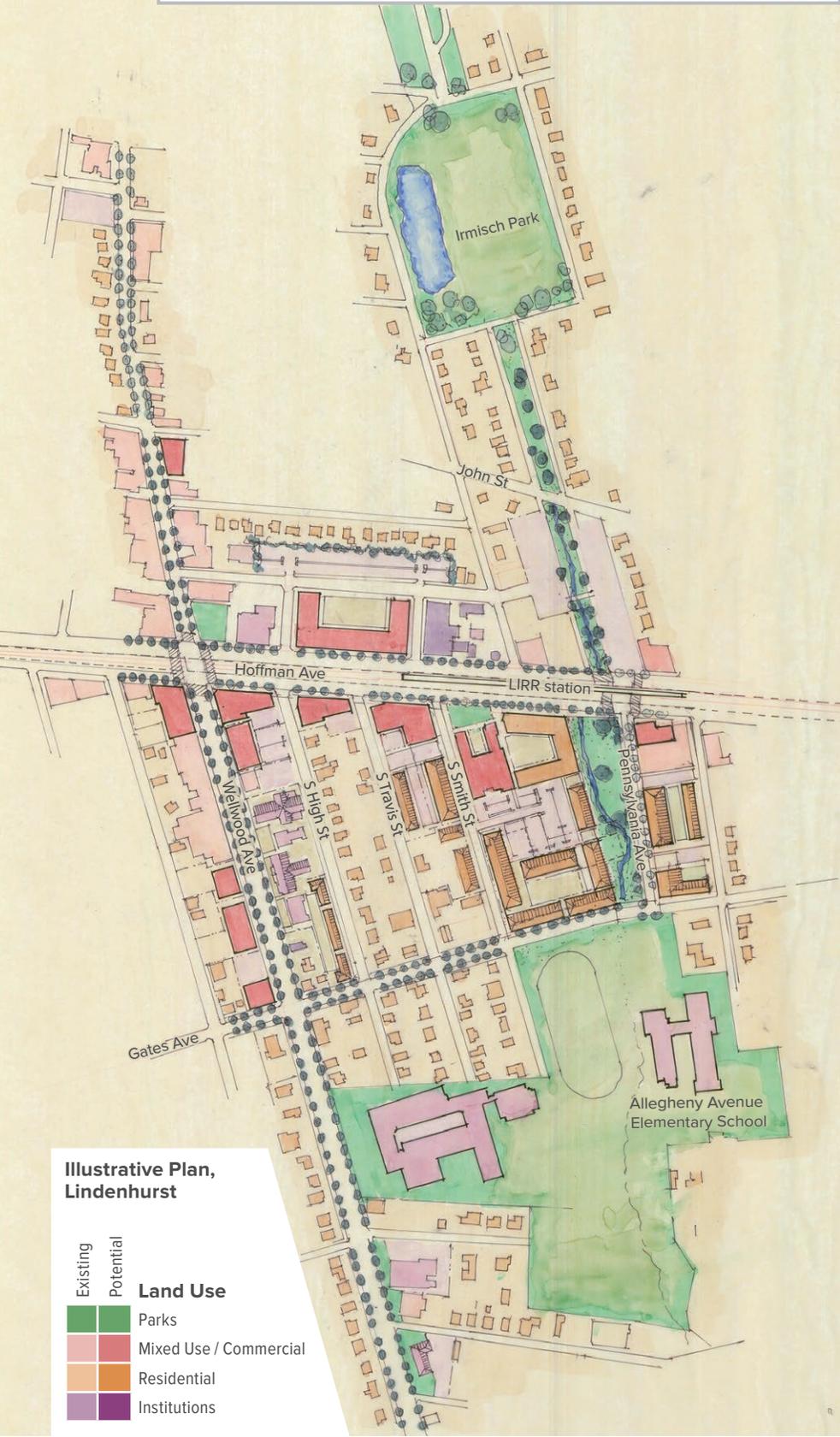
After



Before

Connecting the assets at Pennsylvania Avenue, Lindenhurst

New pedestrian connections, including a new greenway along the Heling and Neguntatoque Creeks, can link the many assets within walking distance of the train station including Irmisch Park, the Allegheny Avenue Elementary School, and the downtown.



The report helped the village secure a \$200,000 grant for an engineering study of the downtown. The report made a variety of recommendations around walking and biking and identified potential connections between assets. The signature recommendation is for a new greenway corridor along the Heling and Neguntatoque Creeks between Irmisch Park and the open spaces at the Allegheny Avenue Elementary School. The walkability recommendations include expansion of green cross-walk markings, new pedestrian connections throughout the downtown to provide access to Wellwood Avenue from future parking areas and from developments between Hoffman Avenue and Gates Avenue, introduction of a bike lane and/or shared roadway on Wellwood Avenue, introducing bike infrastructure and traffic calming along Hoffman Avenue. These recommendations will be the starting point for the new study.

The plan has not been formally adopted by the Village Board. However, the Mayor continues to use the report as a touchstone in discussions with the board and other stakeholders. And while there have been no development proposals, besides Tritex, that can be linked directly to the plan, the plan is used as a way of telegraphing to developers and others that the village is a dynamic place that is moving forward.

While the illustrative plan and the photo simulations have been valuable, the overlay zone has been the single most important product. In terms of process, the most valued part of this initiative has been the fresh outside perspective that it brought. Of particular value has been the revealing of potential connections between existing assets, something that is easily missed by the local stakeholders engaged in shorter-term, day-to-day objectives. The potential Heling and Neguntatoque Creek Greenway is a signature example of this.

The RPA study, having helped define a vision for what they would like to see in the downtown, has inspired the Village Board to work toward the development of the master plan for the area.

Kings Park & Smithtown: Downtown Opportunity Analysis



Main Street in Smithtown

Project Highlights

- ▶ **Worked with Town of Smithtown** Department of Planning and Community Development.
- ▶ **Mixed-use infill development** along the downtown corridors.
- ▶ **New open space network** linking the villages to Sunken Meadow State Park and the Nissequogue River.
- ▶ **Redevelopment studies** for several potential TOD sites

Downtown revitalization has been an ongoing priority for the Town of Smithtown. Over the last two years, both RPA and Vision Long Island have worked closely with the Town of Smithtown planning department to identify opportunities for economic development in downtown Kings Park and Smithtown and have come up with a set of complementary recommendations.

- ▶ Promote infill development on underutilized parcels around the 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, specifically 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 promote compact mixed-use infill development.

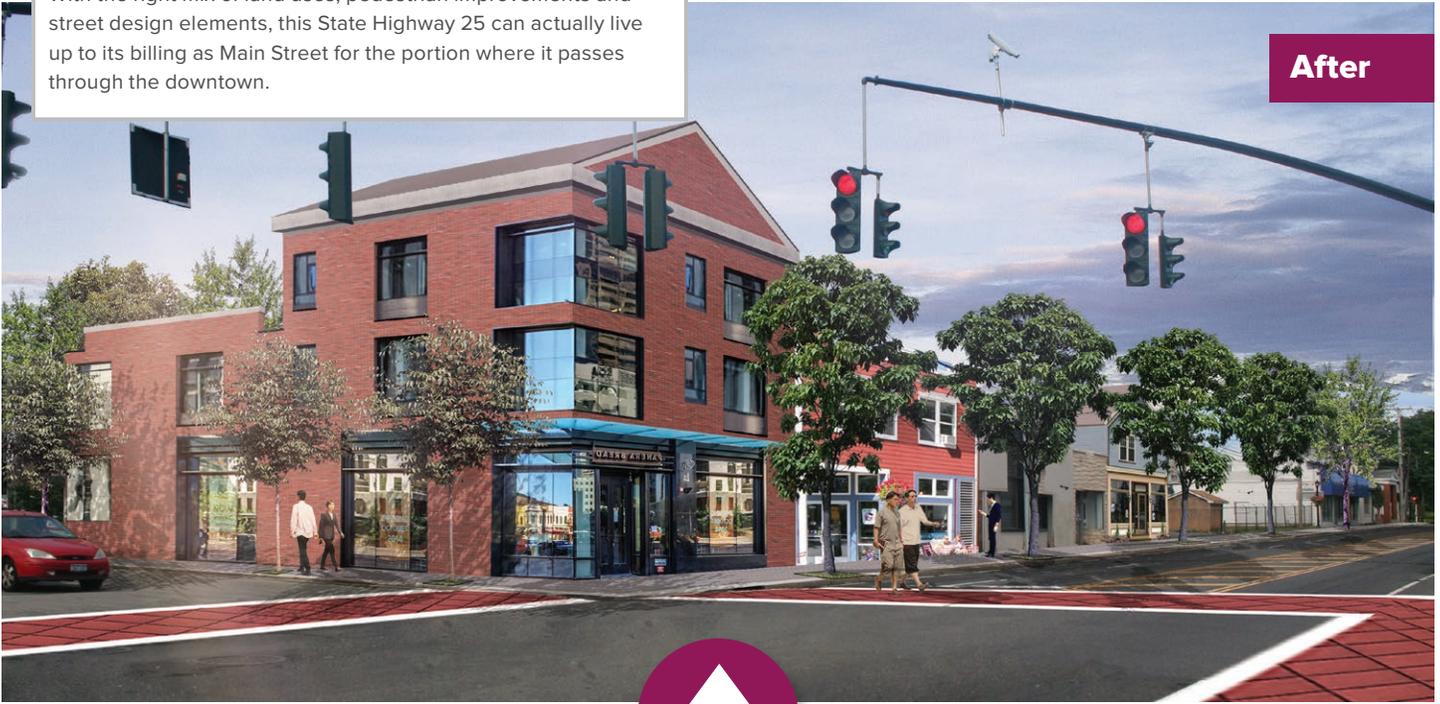
Remove incompatible uses, such as motor vehicle sales or rental showrooms, boat sales or rental showrooms, lumberyards, mini-warehouses, and filling stations from the permitted uses in the downtowns. Define and permit mixed-use and multifamily development. Include language that explicitly permits only pedestrian-friendly ground floor uses on Main Street.

Redevelop larger underutilized parcels.

In Smithtown, there is the capacity to redevelop portions of the commuter surface parking lots for attached housing. In Kings Park there are underutilized industrial sites along the railroad

From highway to Main Street (photo-simulation)

With the right mix of land uses, pedestrian improvements and street design elements, this State Highway 25 can actually live up to its billing as Main Street for the portion where it passes through the downtown.



After



Before

tracks that could also support new transit-oriented residential development.

Create pedestrian-friendly downtowns.

Provide safe crossings on Main Street by reducing crossing distances through the implementation of bulb-outs. Main Street in Kings Park is more space-constrained, but even here there are opportunities for better crossings and pedestrian amenities.

Create connections to the nearby open space networks.

Sunken Meadow State Park and the Nissequogue River are within a short distance of the downtowns but their relationship to these resources is not clear. There is an opportunity to create more robust connections and to make this part of the identity of these towns. Together, they can brand themselves as the gateway to these recreational resources to appeal both to eco-tourists and as an attraction to younger families that value this as a lifestyle choice.

Reconnecting to the station (photo-simulation)

Infill developments include new pedestrian connections from Main Street to redesigned parking lots behind.



Brand and market downtown Kings Park and Smithtown

to attract business types that serve the community and promote new opportunities for economic development. Per above, ecotourism can be part of this branding and can be used to engage developers with a good track record of building mixed-use developments in downtowns across Long Island.

Project Outcomes

In January 2017, 40 million dollars for sewerage and wastewater infrastructure were awarded from New York State, and \$200,000 from Suffolk County has been secured to advance the Kings Park Downtown Action Plan. However, several outcomes directly linked to the study are on the horizon. Following the plan's recommendations, a project that will improve pedestrian infrastructure in Kings Park downtown was put forth as a priority project in the region's Economic Development Council proposal.

The Town of Smithtown is currently exploring zoning changes in line with the plan's recommendation, including a form-based code change. There are also development projects moving forward, mostly in Smithtown, specifically downtown on Main Street. A thirteen acre site across from the town hall owned by the school district has also been discussed as another potential development project.

The report has also helped build support for the overall goals of creating the two mixed-use, walkable downtowns. In Kings Park, in particular, the community engagement and in-depth planning process has helped build support for improvements and development in the downtown area.

Like Amityville, the high-level market research was cited by the Town's planning department as the most valuable component of the plan, and something that was a major factor in assisting the town develop a comprehensive and implementable vision of the two downtowns. This was also mentioned as something that should be expanded upon even further in other studies from other towns as to what could be done to improve the downtown area. The Town's planning department also emphasized how helpful these were in addressing local sensitivity and that they were utilized in both in the planning process and the final product.

Although coordination with ongoing studies can be challenging, the final version of the report has proven useful for both informational and advocacy purposes.

Route 110: Corridor Opportunities Analysis



Despite a first impression that Route 110 is just one long commercial strip, it is in fact the armature for an extremely diverse landscape that includes Class A office parks, industrial parks, shopping centers, a community college, and even an airport. It is home to twenty percent of the county's employment and thousands of residents live tantalizingly close in compact, walkable neighborhoods. Anchored at its north and south ends by traditional downtowns, it literally traverses the entire island from sea to sound and as it does so, it crosses rail lines, highways, parkways and major arterials, creating exceptional opportunities for intermodal connectivity.

For all of these reasons, the Route 110 corridor is one of the centerpieces of the larger *Connect Long Island* initiative. Coincident with the work of this initiative, the Town of Babylon commissioned WSP Parsons Brinkerhoff to do a BRT Major Investment Study (MIS) to secure FTA funding. Because future land use changes cannot be considered in evaluating alternatives for an MIS, this study provides valuable intelligence about future land use changes beyond the right-of-way, land use changes that support the BRT initiative. In addition, even as the BRT is evaluated, design guidelines can begin to incrementally shape land use along the corridor in ways that are more pedestrian- and transit-friendly and create distinctive spaces.

Project Highlights

- ▶ **Worked with Town of Babylon** Department of Planning and Development and Office of Downtown Revitalization
- ▶ **Redevelopment strategies** for several TOD nodes along the corridor
- ▶ **Design guidelines** for different portions of the corridor
- ▶ **BRT station designs** that show lane configurations, pedestrian networks and relationship of buildings to the station area
- ▶ **Identify connecting corridors** for cars, transit, and especially pedestrians from future BRT stops to surrounding context.

Priorities

- ▶ Develop design guidelines for future development along the corridor
- ▶ Develop design guidelines for prototypical BRT stations
- ▶ Demonstrate how land use would be impacted by a Route 110 BRT corridor
- ▶ Create a comprehensive vision for the corridor that extends beyond the Town of Babylon

Specific actions

Create design guidelines for corridor redevelopment.

Despite the fact that there are literally hundreds of landowners along these kinds of corridors, there is also enough redevelopment so that if the right design guidelines are in place, the corridor can be incrementally transformed into less of a strip.

Corridor design guidelines

With the right zoning and design guidelines in place, commercial strips can become more pleasing and walkable places that attract higher-value developments: pedestrian connections to building entrances, landscaping, and “build-to” lines that place structures in a consistent relationship with the roadway.



Source RPA

Phase I guidelines would include improved pedestrian and bike conditions along the connecting corridors, uniform streetscape design standards including sidewalk widths and materials, uniform landscaping, and create clear and safe pathways from the corridor to building entrances. They would also include making clearly marked pathways across parking lots and internal roads, making intersections with cross streets more pedestrian friendly, reducing turning radii, providing clearly marked crosswalks for each point of crossing, installing lighting, and creating well-landscaped buffers where commercial developments back up to residential areas or open space. Phase II guidelines focus more on redevelopment to rationalize building design and placement creating a more coherent and pleasing environment: establishing a build-to set back line for development projects, creating a well-landscaped set-back zone with uniform landscape and streetscape treatments, locating parking to the sides and behind buildings, and introducing green infrastructure strategies for stormwater management.

Create design guidelines for several prototypical BRT station areas.

In the long term, it is possible to imagine a true BRT service with a dedicated right-of-way. But in the immediate term, it is more feasible to imagine a kind of enhanced bus service that would travel in an exclusive curbside bus lane. So the station area design guidelines do not assume a radical reconfiguration of the roadway, but instead suggest reallocation of space within the right-of-way to make a more generous curb-side bus lane, at the station areas 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. 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: build-

ings 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.

Model redevelopment at several future nodes.

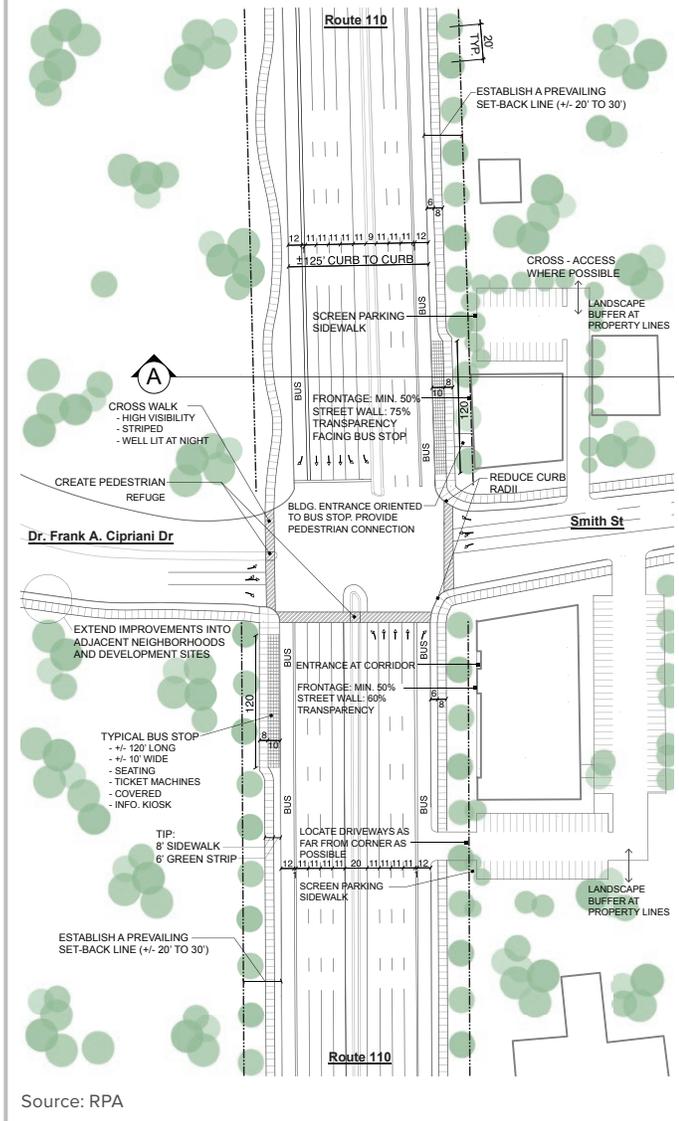
In addition to redevelopment of underutilized properties along the corridor, there are several places where more comprehensive redevelopment strategies are called for that encompass larger areas and multiple properties and probably involve infrastructure investments off the corridor that would be financed by some combination of public and private sources. These include downtown Huntington/Huntington station, the Melville Mall area, the Huntington Quadrangle and the nearby industrial areas west of Route 110, Republic Airport and the proposed airport LIRR Station, and downtown Amityville. Preliminary estimates suggest that there is the capacity for 4.8 million square feet of commercial space, 1.3 million square feet of retail space, and 800,000 square feet of new industrial space. Each of these nodes would be compact, walkable, mixed-use places.

Create connections to off-corridor destinations.

The potential for Route 110 to act as an armature for this part of Suffolk County relies 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. At each of the proposed BRT station locations, important connecting corridors or greenways were identified. To be effective, connection improvements include completing and improving sidewalks, creating well designed walking and biking paths from the corridor to larger destinations such as shopping centers,

Design guidelines for transit

Transit nodes can be created at stations with high-frequency bus service. These design guidelines enable space for a dedicated shoulder-running bus lane, comfortable stations, buildings oriented, and pedestrian-friendly sidewalks and crossings.



report was given to the prospective developers to consider as they develop their proposals, including a site northeast of the railroad overpass (this was advanced further through a charrette). Similarly, the report was used in discussions with a prospective developer for the driving range site near the entrance to Republic Airport. In particular, the report was used to persuade the developer to consider the relationship of buildings to each other and to Route 110 to make sure that, over time, a green pedestrian zone can be created along Route 110 in lieu of parking lots.

This initiative was coincident with an Alternatives Analysis study by WSP Parsons Brinkerhoff. FTA protocols do not allow future land use to be a consideration in this kind of study. But the county intends to incorporate the design work from the Route 110 study in their application to the FTA for Preliminary Engineering or New Starts/Small Starts funding. Currently the County is planning to issue a Request for Proposals for a consultant to do Preliminary Engineering and Design for the BRT corridor. The *Corridor of Opportunities* report will be given to that consultant as a starting point.

Most recently, the report was used as the foundation for an initiative to develop a form-based code for the Route 110/Conklin Street area. Starting with the Route 110 report, Dover Kohl was hired to do a visioning that would build on the idea of creating a mixed-use node around a reopened Republic train station.

The design work in the report has been extremely effective as a communication tool with various stakeholders and agency representatives. As with some of the other initiatives, one of the really valuable aspects of this program was to have a fresh, outside perspective that identified important relationships beyond the primary study area. In this case, it meant identifying the key connecting corridors linking the surrounding neighborhoods to Route 110 as well as identifying destinations just off of the corridor such as the West Hills County Park.

In terms of additional services, the Town would have liked more support on the actual zoning language. Writing actual zoning text language is not practical because codes are not standardized in terms of definitions. Even more significant, the way the code is administered is very much a function of the civic infrastructure and the culture of the project review process. Having said that, there is model code language that would provide a starting point for revised zoning.

and where appropriate identifying easements for pedestrian and bike connections from the corridor to destinations that do not abut the corridor.

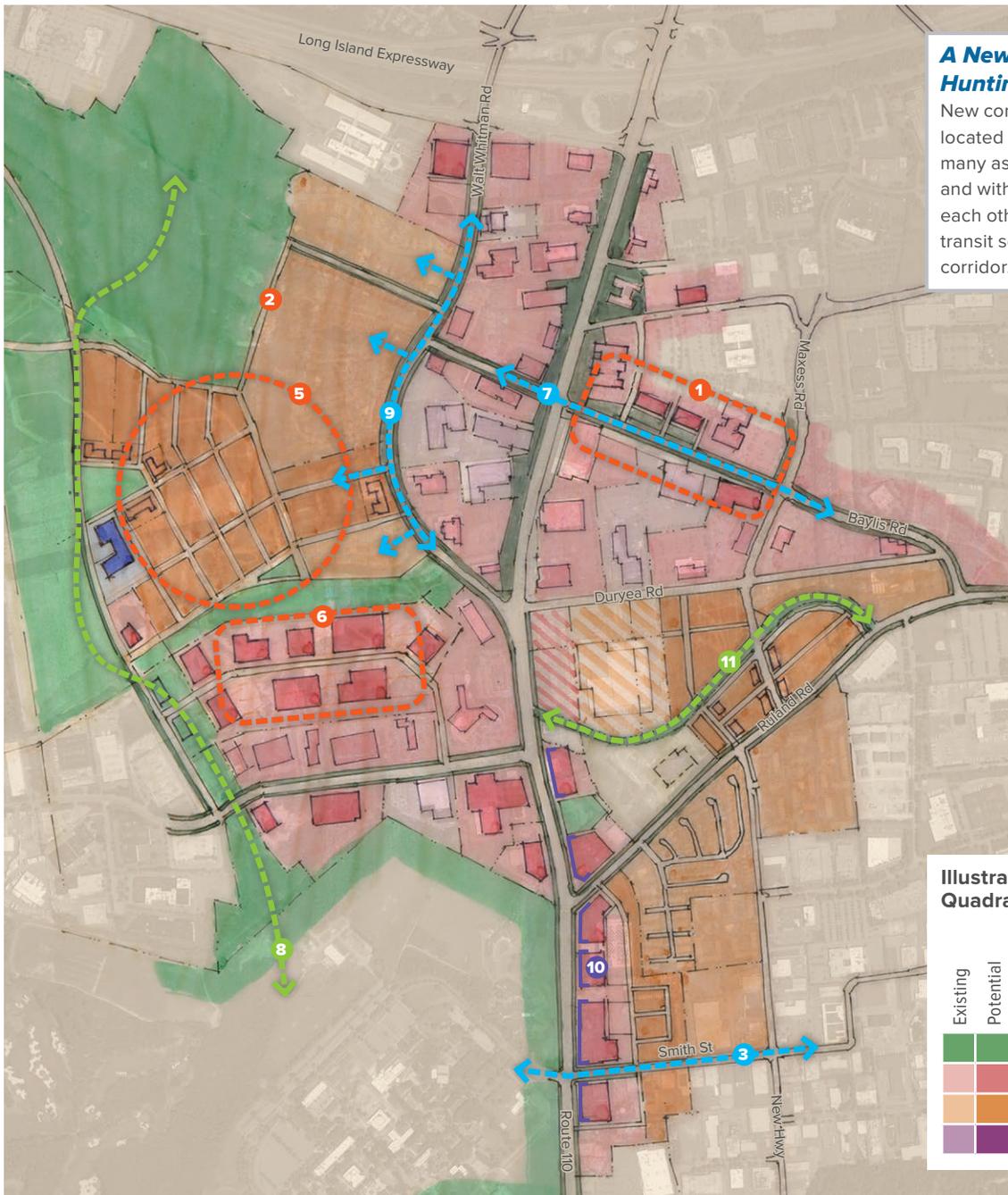
Project Outcomes

One major outcome is that the *Corridor of Opportunities* report has been officially adopted by the Babylon Town Board as a guiding policy document for the Route 110 Corridor and as such it has been effective across a range of projects and initiatives.

First, it is being used to evaluate development proposals to make sure that the long-term transformation of key nodes along the corridor follows the place-making/value-creating strategies laid out in the report. There have been several projects where the

A New Place around the Huntington Quadrangle

New connections and strategically located developments can link the many assets that are already here and within walking distance of each other with a future bus rapid transit service along the Route 100 corridor.



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 addition 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.

West Babylon: Corridor Opportunity Analysis



Little East Neck Road

Project highlights

- ▶ **Community Design Workshops** with the West Babylon Civic Association and Babylon Office of Downtown Revitalization
- ▶ **Intersection redesign alternatives** for Babylon Farmingdale Road (State Route 109) and Little East Neck Road (County Road 95)
- ▶ **Conceptual development design guidelines** to be considered
- ▶ **Pedestrian improvement designs** that can be implemented in the short and medium term
- ▶ **Identify precedents for remaking commercial corridors**

The center of gravity of the hamlet of West Babylon is the intersection of two large, heavily trafficked roads: Babylon Farmingdale Road (State Route 109) and Little East Neck Road (County Road 95). From a land use perspective, this makes sense because most of the shopping as well as the local high school and other community services are located there. But as a place, it falls far short of anything resembling a hamlet center. The transformation of this area may never create a “Main Street” in the conventional sense, but it is still possible to create a *place* here that has many of the features associated with a real downtown and still serves existing travel with fewer lanes for cars.¹

Working in collaboration with the West Babylon Neighborhood Association, these priorities were identified:

- ▶ Make this location safe for pedestrians and bicycles
- ▶ Make this area attractive
- ▶ Make improvements that support existing businesses
- ▶ Create a place that is enlivened by the concentration of diverse activities
- ▶ Connect this area to surrounding neighborhoods

Specific Actions

Reconfigure the intersection.

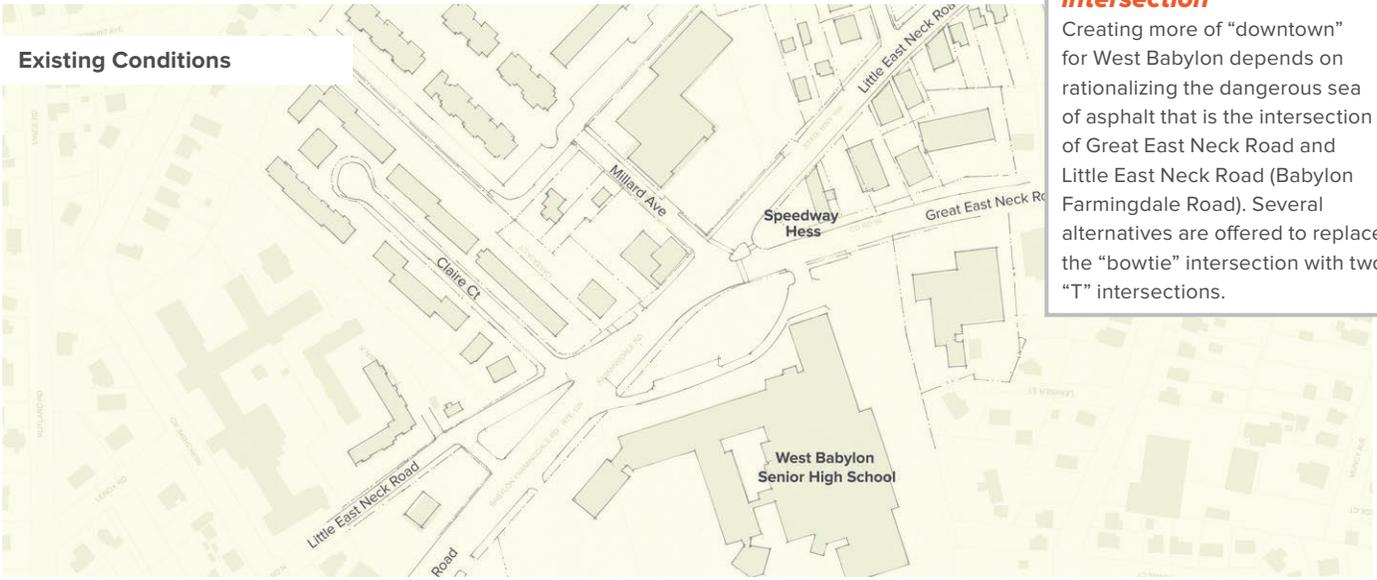
As long as the current “bow tie” highway configuration remains—the disorienting and unattractive sea of asphalt in which the movements of people, bikes and cars are in constant conflict—a center of any kind cannot be achieved. This initiative suggests alternative configurations which are variations on the same basic strategy: in paces of the “bow tie,” create two new conventional “T intersections” where Babylon Farmingdale Road meets Little East Neck Road to the north and Great East Neck Road to the south.

In both alternatives, the north side of the “bow tie” is reconfigured by turning Little East Neck Road towards Babylon Farmingdale Road at the north end of the gateway park (the alternatives differ only in the way they connect to Claire Court).

¹ A four lane arterial roadway with signals is capable of serving between 3,200 – 4,000 vehicles an hour or between 800 – 1,000 vehicles per lane per hour.

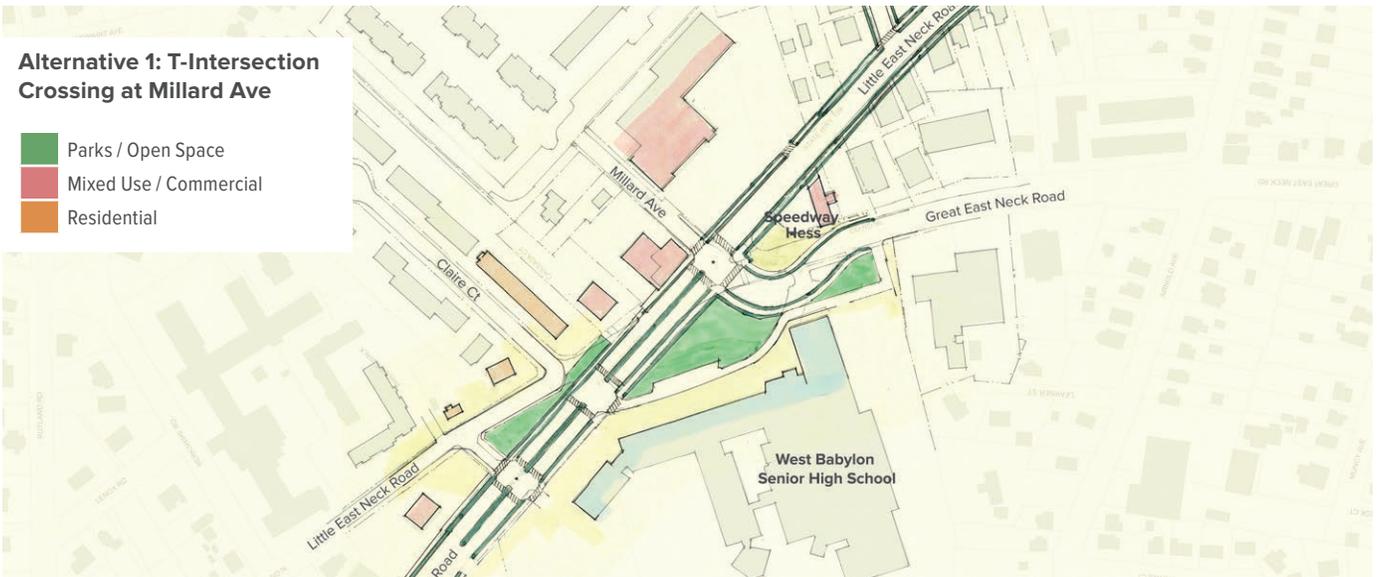
Sorting out the intersection
 Creating more of “downtown” for West Babylon depends on rationalizing the dangerous sea of asphalt that is the intersection of Great East Neck Road and Little East Neck Road (Babylon Farmingdale Road). Several alternatives are offered to replace the “bowtie” intersection with two “T” intersections.

Existing Conditions



Alternative 1: T-Intersection Crossing at Millard Ave

- Parks / Open Space
- Mixed Use / Commercial
- Residential



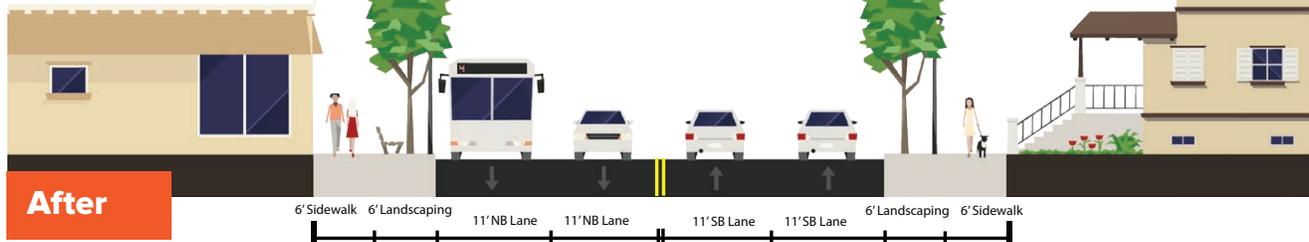
Alternative 2: T-Intersection with Expanded School Property



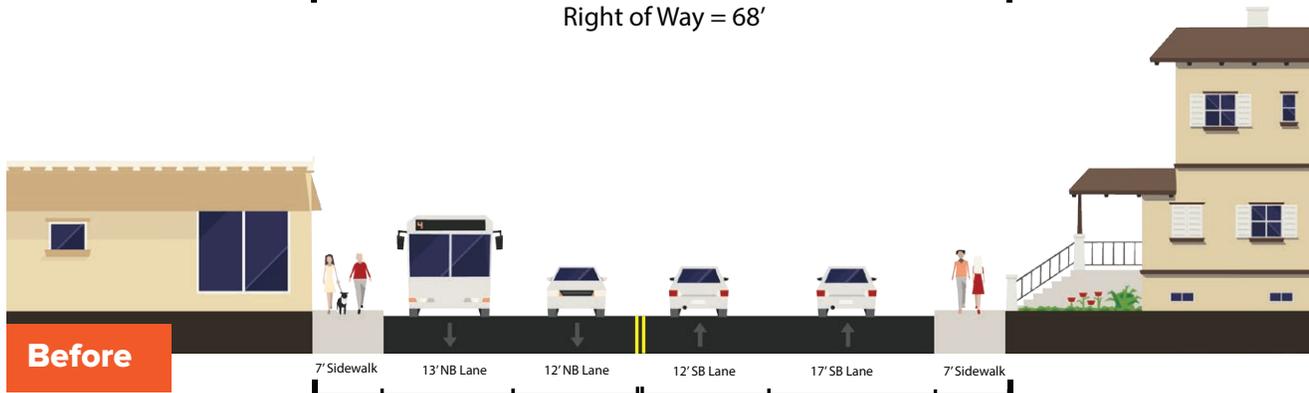
Design within the lines

Just by reducing excessive lane widths, the same amount of roadway space can be reallocated to create wider tree-lined sidewalks and safer crossing distances.

Little East Neck Road



Right of Way = 68'



Right of Way = 68'

The alternatives differ primarily in the way they resolve the intersection between Babylon Farmingdale Road and Great East Neck Road to the south. In the first alternative, the intersection is made to work by using part of the school property and moving the school access road farther south on Great East Neck Road. This alternative has the advantage of requiring interventions that are only on public property. In the second alternative, the intersection is moved farther south on Little East Neck Road, creating a better approach to the intersection and making a more generous space in front of the school. However, this alternative requires the use of the privately-owned Speedway Hess site and this would have to be negotiated.



Anticipate land-use change.

The transformation of this area into a complete “Main Street” is unlikely. But the goal of creating a more attractive, walkable area that has a real sense of place is possible. Because the roadway improvements will induce new development, the zoning regulations should be reviewed to see if they enable the kind of flexible, mixed-use buildings that can enliven this area, including the traditional main street model of apartments over stores. As with other downtown infill initiatives, the parking regulations should also be audited to see if they provide the flexibility, such as shared parking, which is needed to create a more compact place.

Reallocate roadway space.

Independent of the reconfiguration of the intersection, there is enough space within the existing rights-of-way to make a different kind of safer and more attractive road. Reducing some of the lane widths will not only make this area safer for pedestrians, it will make it possible to widen sidewalks and landscape the edge of the road.

Corridor design guidelines.

As with the Route 110 study, design guidelines can shape the incremental transformation of the road by making sure that buildings are sited in a way that enlivens the sidewalk. These include creating minimum requirements for building frontage and transparency and mandating that parking be located to the side or behind buildings. Cross-access between parking lots is very important on these kinds of corridors because it reduces the friction and hazard created by cars pulling out into the road just to get to a destination that is nearby. It is important to note that these kinds of design guidelines can be deployed even as the roadway reconfiguration is being negotiated.

Project Outcomes

This project was one of the last ones completed, so outcomes are still in the early stages of progress. However, major improvements are already in the pipeline, including sidewalk and lighting work in the study area that is likely to be done this year, and a significant sidewalk project on the west side of Little East Neck road, running half a mile from the middle school down to the top of the bowtie intersection is also moving forward. This will provide a vital pedestrian connection between the school and the retail area. A rezoning proposal is also ultimately contemplated for the area, which would allow for bringing buildings up to the lot line and eliminating unwanted uses from the area.

The Town of Babylon Planning Department indicated that the report will be used to obtain public funding for improvements in the area, such as the aforementioned sidewalk project. While the project has not yet led, and is not intended to lead, to any direct development in the area, these improvements may raise interest in further development in the area in the future.

One thing that was mentioned was that redesigning the intersection of Little East Neck Road and Babylon Farmingdale Road was the “heaviest lift” in the area and, while greatly needed from a geography and land use perspective, redesign of the intersection was a difficult project to accomplish. An area to the north of the study area was also mentioned as an easier and less expensive possibility for redesign.

In addition to expanding the general geography and scope of work, parts of the community engagement process could also have been expanded, and the timeline of the process sped up. One interesting idea from the Town of Babylon Planning Department was that walking tours could be done as part of the community engagement process. And getting local officials to present at community meetings in addition to RPA staff would also help to better set the local context and rationale for the process.

Hauppauge Industrial Park: Economic Opportunity Analysis



Office buildings on Motor Parkway
A gateway to the Hauppauge Industrial park

Project Highlights

- ▶ **Working session** with Hauppauge Industrial Association of Long Island and Town of Smithtown Planning Department
- ▶ **Capitalize on new overlay district and sewer access** to reposition the park for the future
- ▶ **Precedents research** into best practices from around the region and the country

One of the Phase 1 initiatives was focused almost entirely on commercial redevelopment and, in particular, on the role of industry in Suffolk County. The focus was the Hauppauge Industrial Park (HIP), the second largest industrial park in the nation, with 1,300 businesses employing over 55,000 employees.

The Town of Smithtown has recently rezoned parts of the industrial park to take advantage of new sewer capacity and to introduce a more dynamic mix of activities.

RPA worked with the Hauppauge Industrial Association of Long Island (HIA-LI) to identify ways to take advantage of the new investments and to position the industrial park for the 21st century. RPA researched best practices from around the country, both in terms of design and policy, and explained how these would be applied at the Hauppauge Industrial Park. The major components of this initiative are the following.

Designing a 21st century production employment center.

The HIP needs to support a diverse ecology of innovation. To attract the next generation of entrepreneurs, the industrial park needs to create the kind of attractive environment that enables good lifestyle choices around food and exercise and that promotes interaction in shared spaces. To that end, the study recommends identifying public spaces for gathering, interaction, and creative programming and redesigning key corridors for pedestrian and bike accessibility and friendliness. Even as HIA-LI identifies buildings for adaptive reuse for better and more open design, design guidelines for new construction under the new zoning should require buildings to be sited in ways that support public spaces and corridors.

Making what you do visible.

To attract investment in the park and to help build support in the surrounding communities, it is important to project the diversity of the valuable and interesting activities that take place here. Making the value of the park visible has both a physical design and a programming dimension. Connections between the park and its surrounds can help bring people into the park. New gateways should be designed and the corridors that link to them improved with streetscape and signage improvements. Open houses and industry days can introduce the community to Hauppauge Industrial Park businesses as can public events staged in redesigned open spaces.

Adopting best practices for eco-industrial development.

An eco-industrial park is a “community of manufacturing and service businesses that seek enhanced environmental, economic, and social performance through collaboration in managing environmental and resource issues.” HIA-LI can move in this direction by reclaiming impervious surfaces as green space, utilizing large flat roof spaces for solar paneling, and facilitating cross-collaboration of production activities among HIP businesses: synergies where the outputs from one business, including waste, can be inputs for another business.

Anticipating the next economy.

Production in the region is changing so rapidly that policies and regulations can barely keep pace. They do not reflect contemporary modes of production such as small and medium sized 3-D printing operations, laser cutting, “maker-spaces” where small firms do small-batch prototyping, specialized urban food production, and media and film. HIA-LI can take a number of steps to position the HIP for the next generation of production-related activities. Some of this involves physical planning, identifying an existing building for adaptive reuse as a “maker space” and facilitating high-speed broadband access throughout the park. But this also involves policy changes such as expanding new forms

of mixed-use development through zoning changes, building partnerships with local businesses and research institutions, and re-branding the “Hauppauge Industrial Park” as the “Hauppauge Employment Center” or other name.

Project Outcomes

Hauppauge Industrial Association of Long Island is currently working with Stony Brook University on an Economic Impact Analysis, with preliminary findings discussed at the April meeting of the HIA-LI. There is also an amendment being considered to the Hauppauge Industrial Park overlay district which could allow for a mixed-use component. In addition, eight million dollars in improvements to the Suffolk County sewer district #18 targeting Hauppauge Industrial Park have been included in the Capital Budget over the last two years.

A new edge

Motor Parkway can handle more industry-supporting office uses.



Source: Google Earth

Next-gen manufacturing

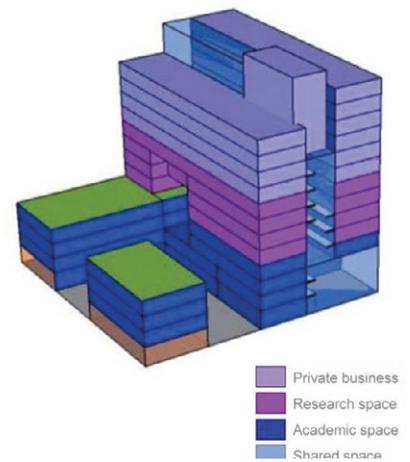
3D-printing and other forms of digital production will create new value in many industrial areas.



Source: Makerbot Industries

Buildings for an innovation-driven economy

Zoning can enable innovative mixed-use building types that create new levels of interaction and creativity.



Source: Sasaki Associates

Lessons Learned

Even in the relatively short time that this initiative has been in full swing, there are a variety of lessons that have been learned which can inform the future work under this program as well as other planning efforts by Suffolk County or the Suffolk County IDA. These lessons can be thought of in two categories: *technical lessons* that relate to specific findings and the details of implementation such as zoning, and *process lessons* that relate more to the way this program itself is orchestrated.

Planning and Technical

There is substantial capacity for growth in compact village centers and commercial corridors.

The train-station villages are already compact mixed-use places. But even in these traditional downtowns, there are many potential infill sites that are occupied by single story structures with empty storefronts or marginal businesses, or sites with excessive parking or very low intensity uses such as drive-through banks. Taken together, the three traditional downtowns can easily accommodate three or four hundred units of new housing and several thousand square feet of commercial space. Also, some of the commuter parking lots are not fully utilized. As demonstrated in Amityville and Kings Park/Smithtown, if reduced ratios and shared parking strategies are deployed, these lots can support new mixed-use development without reducing the amount of existing commuter parking, although the impact of increased service and on-going development in the surrounding areas would necessitate continued evaluation.

Besides the out-of-date zoning regulations, which in many cases make contextual infill development impossible, *perceptions* about parking shortage are an obstacle. Many communities are afraid that there will not be enough parking if they allow more development. But informal surveys of parking lot utilization in the villages suggest that there is excess parking. The challenge is often way finding and poor pedestrian connections between the lots and the main street stores.

Less surprising is the amount of capacity along the commercial corridors. There is an abundance of low-intensity, auto-oriented uses with excessive parking lots and driveways. And unlike the traditional downtowns, there is a significant amount of alto-

gether vacant or abandoned property. In the case of the Route 110 corridor, there was no difficulty accommodating 4.8 million square feet of office space, 1.3 million square feet of retail space, and 800,000 square feet of new industrial space. In fact, the complete transformation of the entire length of these corridors would exceed the total amount of projected growth for the county, so transit-supporting nodes were suggested and designed.

The implications for Suffolk County are significant. If the scale of development demonstrated in these case studies were multiplied across other similar locations, most of the projected population and job growth could be accommodated in walkable, transit-supporting centers. RPA's research¹ for the Rauch Foundation found that 90,000 units of attached housing could be built on about half of the 8,300 acres of unbuilt land in Long Island's downtowns.

There is local interest in well-designed new development.

Because the case study communities petitioned the IDA to participate, they necessarily represent a subset of stakeholders who are willing to think about increased density through compact mixed-use development. Regardless of whether this group of places is completely representative, it demonstrates that the language of "smart growth" is gaining ground. Terms that were once mysterious terms of art such as "TOD" or "mixed-use" are becoming part of the common vocabulary. This is important because it reduces the burden of educating stakeholders in the most fundamental tenants of smart growth.

But design matters. Project partners are not just concerned with the amount of development in absolute terms, but in its appearance and character. Certain building types, such as small apartment buildings and other attached forms of housing, have negative associations derived largely from earlier housing practices. Showing attractive examples of these building types is essential.

Controlling design is constrained by the capacity of the local municipality to administer and enforce guidelines. But as explained below, a lot can be accomplished through conventional zoning standards related to building massing and placement.

¹ Places to Grow. 2010. http://www.longislandindex.org/wp-content/uploads/2015/10/2010_Index.pdf

Making Main Street (Kings Park photo-simulation shown)

Old and new developments are comfortable side-by-side along redesigned sidewalks.

After



Before



Map of parking lot ownership and parking occupancy for parking lots and on-street parking spaces throughout downtown Amityville.

Source: RBA Group



LEGEND

LOT OWNERSHIP	LOT OR ON-STREET OCCUPANCY
Public Lot	Less than 60% Occupied
Private Lot	60% - 85% Occupied
School Lot	Greater than 85% Occupied

Many codes need to be updated and modernized.

Many zoning ordinances are out of date and no longer reflect either best practices or the changing goals and objectives of the community. The zoning is supposed to be supported by a current comprehensive plan but in many cases these plans have not been updated despite a state requirement to do so.

The case studies highlight several common problems.

- ▶ **Parking requirements are often excessive and inflexible.** Regulations do not enable a set of well-tried techniques for creating flexibility such as shared parking and remote parking. The design studies also showed the value of regulating the location of the parking and enabling cross-access between lots to reduce redundant and inefficient access.
- ▶ **Some permitted uses do not belong downtown.** Only those uses that support a lively downtown pedes-

Zoning for downtowns (Amityville shown)

Land use and parking regulations need to be suitable for downtowns. Parking requirements need to reflect real utilization rates (at left) and zoning needs to enable side-walk oriented mixed-use buildings.



Amityville: Transit Oriented Development (TOD) Station Overlay

Illustrative Plan from Avon Place to Loudon Avenue centered on Broadway.

- B-1 District
- Proposed TOD Overlay

trian experience should be permitted. Many of the zoning regulations allow uses that do not belong downtown such as drive-through businesses, auto repair shops and storage facilities. It is important to acknowledge that subject to a robust design review process, some of these uses can be managed in a downtown setting. But they should only be allowed through a special permitting process and never be allowed “as of right.”

- ▶ **Appropriate zoning districts are not mapped over the downtown areas.** Often the zoning is essentially the same both within the downtown areas and the other commercial corridors nearby even though these are fundamentally different environments. This is the source of many of the issues described here: excessive accommodations for the automobile, lack of accommodation for bicycles and pedestrians, limitations on density, no provision for mixed-use, and floor area ratios which are too low and setback requirements which are too large to make “main street” infill development possible.
- ▶ **The zoning regulations inhibit contextual infill development.** For those communities that have the capacity to manage a full architectural design review process, design guidelines that address building character and appearance can be valuable. But even the most basic zoning regulations can control the issues that are most important for contextual development: the placement of the building relative to its neighbors; the extent and character of the

sidewalk frontage, height and setbacks; and the location of parking.

Many municipalities have neither the capacity nor the funding to update their comprehensive plans and zoning. For this reason, funding and expertise should be provided to these communities to update their regulations, at least for the several most strategic elements. While every place is unique in some ways, both in terms of physical form and local capacity, there are certain model code provisions that are available from institutions such as the PACE University Land Use Law Center and the New York State Planning Foundation and so there may be economies of scale facilitating the adoption of model provisions into multiple communities at one time.

Roadway redesign is an essential part of the concept plans.

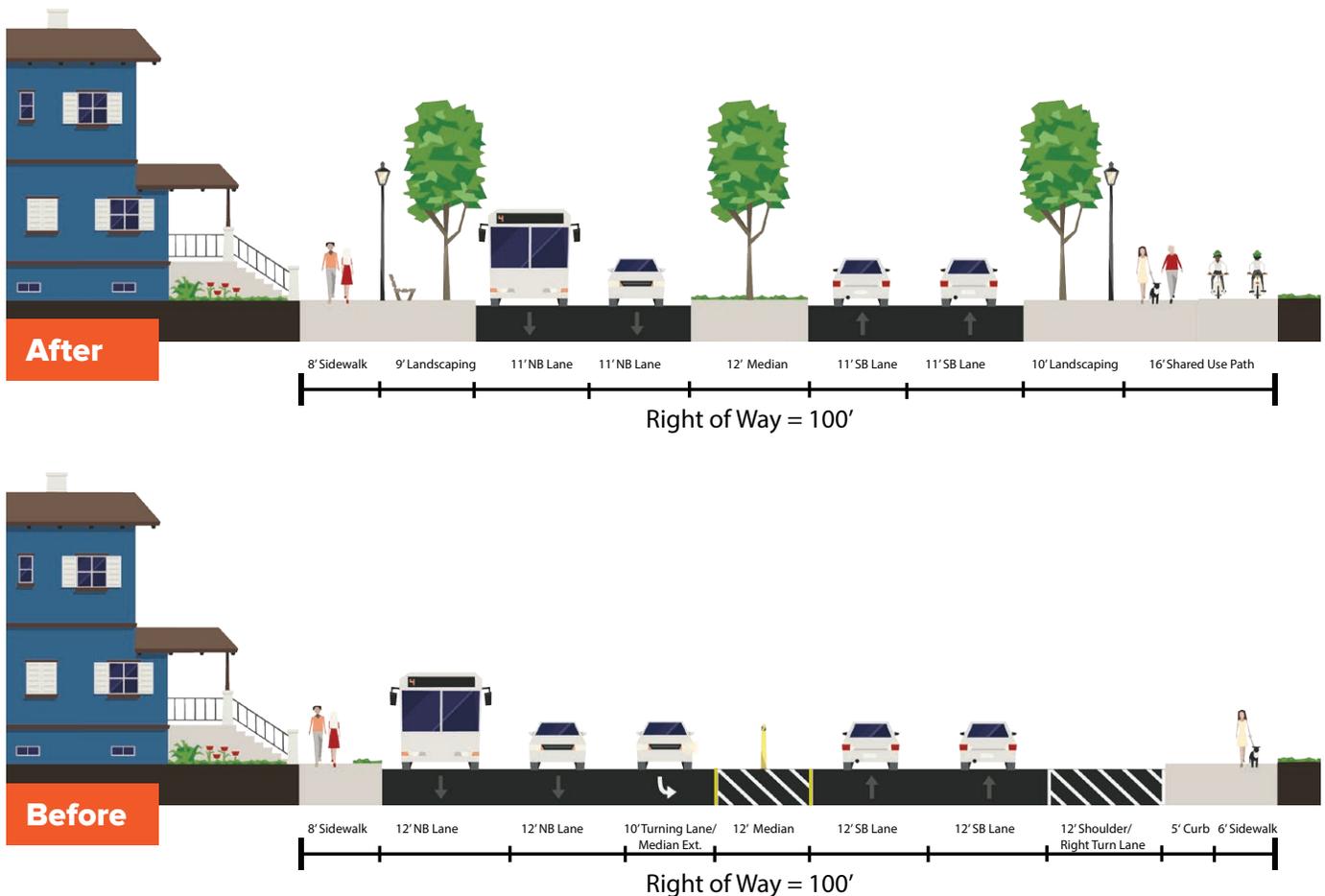
Transit-oriented development (TOD) is the primary framework for all the projects in this program, but for our purposes TOD is broadly conceived to include not just the orientation to com-

muter rail, but other transit modes such as Bus Rapid Transit (BRT) and other non-auto modes such as biking and walking. For this reason, with the possible exception of the Hauppauge Industrial Park study, roadway redesign emerged as an essential element of all of the projects.

Of course, this is most obvious in the case of the two corridor redesign projects. Implementation of the Route 110 BRT corridor depends on the reallocation of space within the right-of-way, the creation of a curbside BRT lane and station area, reconfiguration of several intersection turning movements/geometries, pedestrian crossing improvements, and signal preemption. The reorganization of the West Babylon “bow tie” depends almost entirely on coordinated planning and investments by both the county and state departments of transportation.

But even for the more traditional commuter station-oriented TOD projects, roadway redesigns emerged as essential elements of the concept plans. For both Amityville and Lindenhurst, the design of County Road 12, (West Oak Street in Amityville and East Hoffman Avenue in Lindenhurst) is essential to tie the larger downtown areas together and mitigate the divide between

Roads for people and transit (Farmingdale Road shown)
 Roads designed with only car traffic in mind are often over-sized. Space for cars can be reclaimed for pedestrians and transit and support higher-value land uses.



Technology-based manufacturing

Suffolk County still has a lot of manufacturing employment. Partnerships with nearby research institutions combined with job training for workers with different educational attainment, has the potential to grow well-paying jobs for younger workers.

Photos: NASA / Chris Gunn



the north and south sides of the downtowns, which is already imposed by the LIRR viaduct. In Smithtown, West Main Street is also New York State Route 25, heavily trafficked by vehicles of all kinds. The redesign of this road as a slower, more pedestrian-oriented place is essential for the larger vision of a vibrant downtown.

This points to a need for a more robust partnership with the state and county departments of transportation and public works, which were largely absent from the discussions in this first series of projects. When the scopes for these projects are being developed, the potential role of these departments should be considered and it may make sense to engage them sooner rather than later.

There is potential to grow a new industrial economy.

Suffolk County has many of the essential ingredients of an innovation-based economy: large amounts of existing production activities, world-class research institutions, and improving transportation. Suffolk is adjacent to capital-rich NYC and has the ability to pull from the highly educated population of the North Shore. The Hauppauge Industrial Park study foregrounded the potential to link legacy manufacturing areas to a host of resources including the LIU Suffolk campus, Cold Spring Harbor Laboratory, SUNY Stony Brook, the North Shore-LIJ Health System, the Brookhaven National Lab, and also various private, non-profit institutions with research programs focusing on cancer, neuroscience, plant genetics, genomics, and quantitative biology. There is already a small biological-medical cluster in Suffolk County, although there is heavy competition at the national level from places like San Diego, Boston, North Carolina, and the Bay Area, which have significant research university clusters.

It is worth noting that these ideas align with the current Federal EDA initiatives and policies. Through flexible grant programs, the Federal EDA provides construction, technical assistance, financing, strategic planning and network building tools that local and regional entities can use to support their communities' unique economic development strategies and objectives. They prioritize collaborative regional innovation and public/private partnerships, which aligns with the current Suffolk IDA approach.

Process

In addition to the technical lessons above, there are a number of important process-related lessons that can inform not just this initiative, but other planning initiatives in Suffolk County:

Find the champion

One of the most valuable and successful dimensions of this initiative is the fact that municipalities approached the IDA to participate. This means that the local civic champions are engaged from the start. This “civic infrastructure” is essential and is not necessarily the local government. Having said that, there is no question that the hamlets, absent their own governance and without control over land use, are at a disadvantage and so the active and positive participation of the towns will continue to be a very important consideration.

As suggested below, it is important that whichever entity represented itself as the lead partner really does speak for the community and has a strong relationship with the local government agencies that will be responsible for implementation.

Pick the right moment

The objective of this program, which is to provide valuable short-term strategic support to multiple communities, necessarily means that the scope does not allow for a full public process for each project. Success relies on having identified the local civic champions who have done a lot of the consensus-building groundwork. It is important to ensure that the stakeholder clients do, in fact, speak for the whole community.

This highlights the importance of making sure that the potential projects are in the right stage of the longer comprehensive community planning process which starts with consensus-building around goals and then ends with implementation of new zoning and infrastructure investments. Part of the success of this first round of work was that the identified projects were at that right stage of the process where short-term strategic advice can be helpful if not decisive.

Build a coalition of the willing

As this initiative proceeds, the class of alumni keeps growing. Having asked to participate, these community representatives are necessarily people with shared interests. Supporting this community through ongoing communication and meetings would have several benefits:

- ▶ **Peer-to-peer learning.** The stakeholders in each community can share their experiences about what worked or did not work. They can support each other with resources and suggestions for how to tackle particular problems.

- ▶ **Advocacy.** As this network of alumni grows, they can help advocate for policies and investments that support their shared interests. This is important because some of the needed investments are outside of municipal boundaries. For example, the village centers with train stations need the cooperation of LIRR around commuter parking and facility design.

- ▶ **Dissemination.** Create a platform for these participants to share their experiences and create interest in other communities that might want to participate. Apparently this is already happening informally to some extent as word travels.

One possibility would be for Suffolk County to host a session for a few hours one morning, or create online platforms that can engage the general public to stay updated. This could involve just the project partners or could also involve invited experts to answer questions or give short presentations about land use law, parking, or other issues that the group would like to explore. These kinds of events can help raise the profile of, and increase interest in, the program.

Show me where it's been done

Nothing is more convincing than showing success stories in the region, on Long Island, and especially in Suffolk County. This information exists in many pieces and in many locations. It would be valuable to link this effort to other efforts and resources on Long Island, resources that should include this work. The IDA, in partnership with Suffolk County, can become the “go-to” gateway for completed best practice projects.

Possible Funding Sources in the New York Metro Area

Downtown Revitalization

New York State Programs

Consolidated Funding Application (CFA)

The CFA has been designed to give economic development project applicants expedited and streamlined access to a combined pool of grant funds and tax credits from dozens of existing programs. The CFA is a modern and easy-to-use online application that allows businesses and other entities to apply for multiple agency funding sources through a single, web-based application. It is the primary portal for businesses to access state agency resources, including resources for community development, direct assistance to business, waterfront revitalization, energy and environmental improvements, government efficiency, sustainability, workforce development, and low-cost financing. Funding is currently available for Community Development through several programs.

- ▶ **New York Main Street Program.** NYMS provides resources to invest in projects that provide economic development and housing opportunities in downtown, mixed-use commercial districts. A primary goal of the program is to stimulate reinvestment and leverage additional funds to establish and sustain downtown and neighborhood revitalization efforts.
- ▶ **Community Development Block Grant Program.** NYS CDBG funds provide small communities and counties in New York State with a great opportunity to undertake activities that focus on community development needs such as creating or expanding job opportunities, providing safe affordable housing, and/or addressing local public infrastructure and public facilities issues.

NYS CDBG applicants must address and resolve a specific community or economic development need within one of the following areas:

- Public Infrastructure
- Public Facilities
- Microenterprise
- Community Planning.

Funding is also available for Arts & Culture Initiatives, Environmental Improvements, Energy, Education/Workforce Development, Sustainability Planning & Implementation, Waterfront Revitalization, Environmental Protection, Recreational Trails, and other community improvement projects.

Empire State Development Grants

Capital grant funding from the Regional Council Capital Fund is available through the State's Regional Economic Development Council Initiative, which helps drive regional and local economic development across New York State in cooperation with 10 Regional Economic Development Councils ("Regional Councils").

Capital grant funding is available for capital-based economic development projects intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business or economic activity in a community or Region.

Suffolk County Programs

Jumpstart Suffolk

Jumpstart Suffolk program is a comprehensive economic development plan to encourage, foster and enhance the planning and development of regionally significant developments in and around Suffolk's downtowns. It is sponsored by Suffolk County's Department of Economic Development and Planning and is intended to promote mixed-used residential and commercial developments located around transit nodes.

Suffolk County Downtown Revitalization Grants

Suffolk County Downtown Revitalization Grants help towns, villages and community organizations expand on their efforts to enhance their downtowns, attract visitors and shoppers into the area, and thereby stimulate economic activity in these important centers. Since its inception the Downtown Revitalization Grant Program has funded projects such as street lights, sidewalks, public restrooms, off street parking lots and renovating alleyways which lead from parking areas to the main street. Eligible applicants must be local business or community groups partnering with a local municipality (town or village).

Road Improvements

New York State Programs

Consolidated Local Street and Highway Improvement Program (CHIPS)

CHIPS provides State funds to municipalities to support the construction and repair of highways, bridges, highway-railroad crossings, and other facilities that are not on the State highway system.

The authorization for the CHIPS Program is contained in Section 10-c of the State Highway Law. Funds are apportioned to municipalities annually by the New York State Department of Transportation (NYSDOT) pursuant to a formula specified in this section of the Law.

Upon approval of the State Budget, NYSDOT determines each municipality's final CHIPS Capital apportionment for the new State fiscal year and notifies them of the available amount via the letter for the scheduled June payment and a posting to the Capital Apportionment Balances link on the CHIPS website.

PAVE-NY

The recently adopted five-year State Transportation Plan (2015/16 – 2019/20) provides \$100 million per year through the PAVE NY program to assist municipalities with rehabilitation and reconstruction of local highways and roads. Funds are apportioned by NYSDOT according to the percentage of funds each municipality received under the SFY 2016-17 CHIPS Program.

PAVE-NY follows all the programmatic and reimbursement requirements of CHIPS, with one notable exception — eligible project activities are limited to Highway Resurfacing and Highway Reconstruction. PAVE-NY eligible activities are eligible for reimbursement as of April 1, 2016. A CP75 form has been created to submit reimbursements under the PAVE-NY Program

New York Metropolitan Area (NYMTC) Programs

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) encompasses most of the activities previously funded under the Transportation Enhancement Program (TEP), Recreational Trails Program (RTP), and Safe Routes to School (SRTS) Program.

TAP funding is available to projects which improve the quality of life of the community, as a whole as well as providing economic and social benefits. TAP funds can be used for a variety of alternative transportation projects, including the construction of pedestrian and bicycle facilities; conversion of abandoned railroad corridors for trail use; and infrastructure-related projects

to provide access for and improve the safety of children, older adults and individuals with disabilities.

CMAQ

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds surface transportation improvements or transportation programs that improve air quality and mitigate traffic congestion.

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

The Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities.

It provides funds for transportation projects and/or programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and complementary paratransit services under the Americans with Disabilities Act (ADA).

Funding sources for road improvements in New York Metro Area: United States Federal Programs for Transportation & Community Development

The United States Department of Transportation (USDOT), United States Department of Housing and Urban Development (HUD), the United States Environmental Protection Agency (EPA), the United States Department of Commerce's Economic Development Administration (EDA), as well as other agencies and several interagency initiatives all provide implementation funding for downtown revitalization, transportation and infrastructure upgrades, and other community improvements. While some programs are conducted through the States, other provide direct funding to municipalities or local non-profits. Some of these are:

EDA's Strong Cities Strong Communities Program

- ▶ **Funding support for the development and implementation of comprehensive economic development strategic plans.** Grant recipients run a local Challenge Competition, inviting multidisciplinary teams to submit proposals for comprehensive economic development strategic plans establishing and promoting a vision and approach to stimulate local economic development.
- ▶ **Partnership for Sustainable Communities.** An interagency partnership of HUD, DOT, and EPA, the Partnership for Sustainable Communities (PSC) works to coordinate federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution.

EPA's Smart Growth Program.

Consisting of both technical assistance grants and an implementation assistance program, EPA's Smart Growth program encourages incorporating smart growth techniques into future development, and provides assistance to implement solutions on complex or cutting-edge issues, such as stormwater management, code revision, transit-oriented development, affordable housing, infill development, corridor planning, green building, and climate change. Applicants can submit proposals under four categories: community resilience to disasters, job creation, the role of manufactured homes in sustainable neighborhoods, or medical and social service facilities siting.

DOT Transportation Investments Generating Economic Recovery (TIGER) Funding.

The TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. Last year's awards focused on capital projects that generated economic development and improved access to reliable, safe and affordable transportation for communities, both urban and rural.

More information on Federal Funding Opportunities for transportation, infrastructure improvements & community development can be found at Reconnecting America's Federal Grant Opportunities site (www.reconnectingamerica.org).

Funding to Date

According to the Suffolk County Department of Economic Development and Planning, almost 120 million dollars in direct funding has been awarded as a result of the Suffolk County IDA planning initiatives and the resulting work done by RPA. This includes \$560,000 in Suffolk County revitalization and economic development grants, 26 million dollars in Suffolk County sewer funding, 40 million dollars in New York State sewer funding, and 53 million dollars in New York State infrastructure funding.

The bulk of the funding is being allocated for sewerage in Ronkonkoma and the Smithtown Business District, a new wastewater treatment plant in Kings Park, and parking and infrastructure improvements to the Ronkonkoma Hub, with smaller grants allocated for downtown pedestrian and other improvements in Amityville, Lindenhurst, and Kings Park, as well as funding for sewerage and building renovations at MacArthur Airport.

Amityville

Downtown Revitalization Grant Round 14 (2016)

Amount: \$80,000

Awardee: Amityville Chamber of Commerce (Village of Amityville)

Description: Improve infrastructure on Park Ave. including road rehab, drainage, light poles, ADA ramps and crosswalks

Lindenhurst

Suffolk County Economic Development and Planning (2016)

Amount: \$200,000

Awardee: Village of Lindenhurst

Description: Downtown Walkability Improvements

Downtown Revitalization Grant Round 14 (2016)

Amount: \$55,000

Awardee: Lindenhurst Chamber of Commerce (Village of Lindenhurst)

Description: Refurbish Village owned parking lots on North Wellwood Ave and South First St. including lighting, guardrails and concrete sidewalks

Downtown Revitalization Grant Round 13 (2015)

Amount: \$25,000 Lindenhurst

Awardee: Chamber of Commerce (Village of Lindenhurst)

Description: Construct traffic islands on S. Wellwood Ave between Liberty & Rose Ct.

Smithtown (Kings Park)

NYS- Governor Cuomo's State of the State Address (2017)

Amount: \$40 M

Awardee: Town of Smithtown

Description: \$20 million Smithtown Business District Sewer Improvement Area project will install sanitary infrastructure in the business district. Additionally, a \$20 million Kings Park Wastewater Treatment Facility will be installed in the 100-acre, 140 lot central business district area adjacent to a railroad station.

Suffolk County Economic Development & Planning Funds (2016)

Amount: \$200,000

Awardee: Town of Smithtown

Description: To advance the community's proposed Revitalizing Kings Park Downtown Action Plan



Regional Plan Association

Regional Plan Association is America’s oldest and most distinguished independent urban research and advocacy group. RPA works to improve the economic competitiveness, infrastructure, sustainability and quality of life of the New York-New Jersey-Connecticut metropolitan region. A cornerstone of our work is the development of long-range plans and policies to guide the growth of the region. Through our America 2050 program, RPA also provides leadership in the Northeast and across the U.S. on a broad range of transportation and economic-development issues. For more information visit, www.rpa.org.

New York

4 Irving Place, 7th floor
New York, NY 10003
212.253.2727

New Jersey

179 Nassau Street, 3rd floor
Princeton, NJ 08542
609.228.7080

Connecticut

Two Landmark Square, Suite 108
Stamford, CT 06901
203.356.0390

Board of Directors

Chairman

Elliot G. Sander*

President

Thomas K. Wright*

Vice Chair and Co-Chair, New York Committee

Robert L. Billingsley*

Vice Chair and Co-Chair, Connecticut Committee

Michael J. Critelli

Vice Chair and Co-Chair, New Jersey Committee

Christopher J. Daggett*

Vice Chair

Douglas Durst

Vice Chair and Co-Chair, New Jersey Committee

The Honorable James J. Florio

Vice Chair and Co-Chair, New York Committee

Lynne Sagalyn

Vice Chair and Chair of the Nominating Committee

Denise M. Richardson*

Treasurer and Co-Chair, Long Island Committee

Matthew S. Kissner*

Chairman Emeritus and Counsel

Peter W. Herman*

Secretary of the Corporation

Rossana Ivanova

Rohit T. Aggarwala*

David Armour*

Hilary M. Ballon

Joseph G. Barile

Marcia Bateson*

Stephen R. Beckwith

Edward J. Blakely

James J. Brinkerhoff

Tonio Burgos

Michael J. Cacace

Vishaan Chakrabarti

Manju Chandrasekhar

Frank S. Cicero*

Louis Coletti

Kevin S. Corbett*

Anthony R. Coscia

Lee Davis

Eva Lauren Durst

Thomas P. Fehn

Fernando Ferrer

Luke Eberly Fichthorn IV

Barbara Joelson Fife*

James E. Fitzgerald

Paul E. Francis*

Emil H. Frankel

Doreen M. Frasca

Timur F. Galen*

Jonathan L. Goldstick

Jerome W. Gottesman*

Toni L. Griffin

Maxine Griffith

John S. Griswold Jr.

Richard J. Haray

Suzanne Heidelberger

Dylan Hixon*

David Huntington

Adam Isles

Kenneth T. Jackson

Marc Joseph

Anaita Kasad

Marcia V. Keizs

Gregory A. Kelly

Robert Knapp

Mitchell A. Korbey

John Z. Kukral

Trent Lethco

Christopher D. Levendos

Charles J. Maikish*

Mark Marcucci

Debra A. McDowell

Peter J. Miscovich

J. Andrew Murphy

Jan Nicholson

Joseph P. Oates

Richard L. Oram

Patricia Ornst

Sotiris A. Pagdadis

Kevin J. Pearson*

Milton Puryear

Richard Ravitch

Gregg Rechler

Michael J. Regan

Marc Ricks

Gary D. Rose

Janette Sadik-Khan

Thomas Santiago

Samuel I. Schwartz

Peggy Shepard

H. Claude Shostal

James Simpson

Susan L. Solomon

Monica Slater Stokes

Robert Stromsted

Michael J. Sweeney

Luther Tai

Marilyn J. Taylor*

Sharon C. Taylor

Richard T. Thigpen

Karen E. Wagner

Robert D. Yaro

John Zuccotti*

*Member of Executive Committee