Planning for Economic Growth

Investing in community infrastructure, land use & planning, real estate development and more

October 2023
Acknowledgments

Suffolk County Industrial Development Agency

Regional Plan Association and James Lima Planning + Development would like to thank the many stakeholders of Suffolk County. Your passion and valuable insights helped to inform this report.

Suffolk County Department of Economic Development and Planning
Sarah Lansdale, Commissioner
Elisa Picca, Deputy Commissioner
Jonathan Keyes, Director of Downtown and Transit-Oriented Development
Nancy Shahverdi, Community Development and Planning Specialist
Will O’Brien, Research Analyst

Hon. Ed Wehrheim, Town of Smithtown Supervisor
Hon. Dennis Siry, Village of Amityville Mayor
Richard J. Renna, Village of Lindenhurst Deputy Mayor
Michael O’Neill, Village of Amityville Trustee
Allyson Murray, Town of Smithtown
Grant Havasy, Blue & Gold Homes
John Cameron, Cameron Engineering
John Quatrale, Focus East Patchogue
Rick Ammirati, Holbrook Chamber of Commerce
Terri Alessi-Miceli, Hauppauge Industrial Association - Long Island
Tom Dolan, Babylon Industrial Development Agency
Tony Tanzi, Indian Head

This report was commissioned by the Suffolk County Industrial Development Agency (SCIDA). Special thanks to SCIDA Acting Executive Director Kelly Murphy for her guidance and leadership and to SCIDA Associate Director Catherine Fee for her support.

The report was produced, written, and designed by:

Regional Plan Association
Robert Lane, Senior Fellow for Urban Design
Marcel Negret, Senior Planner

James Lima Planning + Development
James F. Lima, President
Yuxiang Luo, Director
Kevin Tang, Associate

Suffolk County Industrial Development Agency

The mission of the Suffolk County Industrial Development Agency (SCIDA) is to promote economic development in the county by helping businesses expand and grow, increase employment opportunities and add to the quality of life for the residents of Suffolk County. The Suffolk IDA is the lead agency attracting new investment in Suffolk County and driving the region’s innovation economy and job expansion. Carrying out the work of the Suffolk County IDA is a team of experienced, highly skilled economic development professionals. They focus on attracting new business, supporting the expansion of existing industry, and mobilizing local and regional assets supporting regional long-term growth and economic development.

Suffolk County IDA Board Members
Sarah Lansdale, Chair
Kevin Harvey, Vice Chair
Sondra Cochran, Treasurer
Cris Damianos, Secretary
Greg Casamento, Member
Josh Slaughter, Member
Brian Beedenbender, Member

H. Lee Dennison Building, 3rd Floor
100 Veterans Memorial Highway
PO Box 6100
Hauppauge, NY 11788
Phone: 631-853-4802
Fax: 631-853-8351
suffolkida.org

For more information please go to suffolkida.org
Contents

Executive Summary / 4
Regional Impact: Supporting a Thriving County / 4
Local Progress: Strengthening Communities / 5

Chapter 2: Strengthening communities / 8
2A: Planning studies at a glance / 9
2B: Summary of outcomes in each community / 10

Chapter 3: Supporting a thriving Suffolk County / 20
3A: Regional impact on infrastructure investments / 21
  Local Highlight: Amityville Downtown Revitalization Initiatives 22
  Local Highlight: Smithtown Sewer Infrastructure 23
  Local Highlight: Route 110 Corridor Bus Rapid Transit System 24
3B: Regional impact on land use and planning actions / 25
  Local Highlight: Amityville Overlay Districts 27
  Local Highlight: East Patchogue Incentive Overlay District 27
3C: Regional impact on new real estate development / 28
  Local Highlight: Village By The Bay, Amityville 29
  Local Highlight: The Wel Apartments, Lindenhurst 29
  Local Highlight: 410 Motor Parkway, Hauppauge 30
  Local Highlight: Venture Park, Hauppauge 30
  Local Highlight: Midway Crossing, Ronkonkoma 31
  Local Highlight: The Lofts at 30 Stewart, Huntington 31
  Local Highlight: The Lofts at Maple & Main, Smithtown 32
3D: Regional impact on broader economic benefits / 33
  Local Highlight: The Center at Brentwood 35

Appendices
Appendix 1: Grant Funding Data / 36
Appendix 2: Development Data / 38
Appendix 3: Planning Study Recommendations / 40
Appendix 4: Local Affordable Housing Regulations / 47
Chapter 1

Executive Summary

The mission of the Suffolk County Industrial Development Agency (SCIDA) is to promote the economic welfare, employment opportunities and quality of life for the residents of Suffolk County. The SCIDA 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 planning assistance that can spur economic development on a broader scale.

In line with its mission and approach, in 2014, the SCIDA engaged the Regional Plan Association (RPA) and James Lima Planning + Development (JLP+D) to collaborate with self-selecting local municipalities to carefully consider and address economic development opportunities in downtown and transit corridors with the aim of spurring sustainable economic growth in Suffolk County. For the past decade, the SCIDA has led 13 studies, with three more to be completed in 2023, with various municipalities to foster transit-oriented development, diversify housing opportunities, and create safer and more walkable environments and downtowns. This report provides a detailed analysis of the financial and development outcomes from the SCIDA’s work with each of these communities.

The completed studies provided valuable data and insights that helped policymakers and local authorities make informed decisions about infrastructure, land use, real estate, and broader economic development initiatives. This report outlines the local progress and regional impact that came out of the SCIDA findings. The studies served as a foundation for communities to develop strategic plans, undertake economic development, implement sustainability initiatives and conduct community engagement. Over the past 10 years, the participating communities were able to retrieve millions from various grants and saw significant growth within each of their communities. The growth aligns with and helps implement County Executive Steven Bellone’s vision of an innovative economy built around transit-oriented development hubs, educational and job centers, and 21st-century infrastructure.

Regional Impact: Supporting a Thriving County

The SCIDA’s place-based economic development has enabled infrastructure investments, tailored land use and planning actions, spurred real estate developments, and generated broad economic benefits.

Infrastructure
Planning championed by the SCIDA unlocked major infrastructure upgrades, catalyzed further investments, and promoted collaboration among multiple tiers of government.

- $129.5 million in grant funding has been secured to date in communities where the SCIDA led planning initiatives.
- Infrastructure enhancements are indispensable to driving market interest and development feasibility. Every $1 in infrastructure capital projects is estimated to lead to $13 in additional real estate investments.
- Funding comes from diverse federal, state, county, and local sources, exemplifying the collaborative nature in uplifting the region’s critical infrastructure.

Land use
The SCIDA’s initiatives built consensus and shared vision among communities and inspired tailored local land use and zoning actions.

- Successful community development starts with successful community engagement strategies. The SCIDA’s work involved dozens of community meetings that prepared the localities for greater and better-quality developments.
- Since the initial SCIDA-led planning efforts, 31 forward-looking local land use and zoning policies have moved forward, shaping more vibrant and inclusive communities across Suffolk County and driving economic development.
The SCIDA spurred a new wave of development across Suffolk County and created a market advantage and attractive investment environment in local communities.

- Since the initial planning efforts, **5.9 million square feet** (sq.ft.) of real estate projects have been built or entered the pipeline in the involved communities.
- The projects provide more than **1,600** new residential units, including nearly **300** affordable units.
- These new developments improve quality of life, encourage transit-oriented mixed use areas, attract talent, and support key sector growth.
- Overall, the SCIDA’s planning studies accelerated the pace of development by **65%**.

### Broader economic benefits

Throughout Suffolk County, the SCIDA’s work significantly boosted the building sector and is continuing to strengthen the foundation for long-term Countywide prosperity.

- After project build out and on a permanent basis, businesses and tenants are estimated to generate more than **11,000** jobs per year, **$882 million** labor income per year, **$1.4 billion** in GDP per year, and **$2.5 billion** in economic output per year.
- Most significantly, the developments support the growth and expansion of Suffolk County’s key sectors, including life sciences, hospitality and entertainment, logistics & distribution, professional & business services, and more.
- During the construction phase, infrastructure and real estate investments enabled by the SCIDA’s planning initiatives are estimated to create more than **15,000** total jobs, **$1.4 billion** labor income, **$1.7 billion** in GDP, and **$2.7 billion** in economic output (these include more than **10,000** construction jobs).

### Local Progress: Strengthening Communities

Across municipalities, the initial seeds sown by the SCIDA have flourished, yielding significant progress in diverse communities.

<table>
<thead>
<tr>
<th>Community</th>
<th>Study published</th>
<th>Infrastructure grants secured</th>
<th>Land use and policy actions moving forward</th>
<th>New real estate development completed or in pipeline (sq. ft)</th>
<th>New dwelling units created or planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amityville</td>
<td>2015</td>
<td>$10.6M</td>
<td>2</td>
<td>1,093k</td>
<td>1,017 (203 affordable)</td>
</tr>
<tr>
<td>Route 110</td>
<td>2016</td>
<td>$45.0M</td>
<td>5</td>
<td>562k</td>
<td>32</td>
</tr>
<tr>
<td>Lindenhurst</td>
<td>2016</td>
<td>$5.2M</td>
<td>1</td>
<td>208k</td>
<td>260 (26 affordable)</td>
</tr>
<tr>
<td>West Babylon</td>
<td>2017</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Kings Park &amp; Smithtown</td>
<td>2017</td>
<td>$55.8M</td>
<td>10</td>
<td>141k</td>
<td>157</td>
</tr>
<tr>
<td>Ronkonkoma</td>
<td>2018</td>
<td>$6.0M</td>
<td>5</td>
<td>2,812k</td>
<td>-</td>
</tr>
<tr>
<td>East Patchogue</td>
<td>2019</td>
<td>$1.3M</td>
<td>1</td>
<td>273k</td>
<td>186 (64 affordable)</td>
</tr>
<tr>
<td>Holbrook</td>
<td>2019</td>
<td>$3.0M</td>
<td>2</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Hauppauge</td>
<td>2017 2019 2023</td>
<td>$2.8M</td>
<td>5</td>
<td>800k</td>
<td>-</td>
</tr>
<tr>
<td>Greenport</td>
<td>2019</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Regional and Brentwood</td>
<td>2020 2023</td>
<td>The SCIDA’s work laid the foundation for the planning and development of The Center at Brentwood, a new state-of-the-art facility for workforce training and community programs, co-located with the National Offshore Wind Training Center.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Selden / Centereach</td>
<td>2023</td>
<td>Pending Completion in 2023</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>North Bellport</td>
<td>2023</td>
<td>Pending Completion in 2023</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Taken together, the work led by the SCIDA promotes smart growth and boosts Suffolk County’s economic competitiveness. The initiatives are impactful both in nurturing existing communities and attracting new talent and investments.

Investing in Suffolk County communities not only uplifts the standard of living for its residents, but also lays the groundwork for sustained economic growth and prosperity for generations to come. From livable neighborhoods to business-friendly spaces, a talent-rich workforce, and collaborative partnerships, the SCIDA’s holistic approach and multifaceted impact demonstrates its significance as a driving force behind Suffolk County’s prosperity.
Working with Communities Across Suffolk County

Locations of SCIDA Planning Studies since 2014

Map by RPA based on the 2020 Decennial Census, American Community Survey (ACS) 5-year estimates (block group level), Environmental Protection Agency Smart Location Database, and the National Cover Database (NLCD). Urban Footprint block-level canvas.
General Land Use
- Residential
- Mixed Use
- Commercial
- Civic Institutional
- Industrial
- Transportation Utilities
- Open Space & Parks

Map by RPA based on the 2020 Decennial Census, American Community Survey (ACS) 5-year estimates (block group level), Environmental Protection Agency Smart Location Database, and the National Cover Database (NLCD). Urban Footprint block-level canvas.
Chapter 2

Strengthening communities:
An overview of local progress in municipalities

Since 2014, the Suffolk County Industrial Development Agency (SCIDA), with the assistance of the Regional Plan Association (RPA) and James Lima Planning + Development (JLP+D), have led place-based economic development in several Suffolk County municipalities, providing planning assistance in locations where there is receptivity and suitability for pedestrian and transit-oriented mixed-use development or redevelopment.

Since the initial planning efforts, the seeds sown by the SCIDA have flourished, yielding significant progress in diverse communities. Across municipalities, public and private stakeholders have attracted major funding grants, adopted key policy initiatives, welcomed new developments, and opened new businesses. This chapter summarizes the key recommendations developed throughout the years and the results to date in each location.

These initiatives contribute to fulfill the SCIDA’s mission for business growth, job creation, and quality of life improvements. They provide guiding principles aligned with Suffolk County’s vision of an innovative economy built around transit-oriented development hubs, educational and job centers, and 21st-century infrastructure.

The progress summarized in this report aligns with and helps implement Connect Long Island, County Executive Steven Bellone’s vision of an innovative economy built around transit-oriented development hubs, educational and job centers, and 21st-century infrastructure.
## 2A: Planning studies at a glance

<table>
<thead>
<tr>
<th>Geography</th>
<th>Affiliated Report</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amityville</td>
<td>Downtown Opportunity Analysis</td>
<td>August 2015</td>
</tr>
<tr>
<td>Route 110</td>
<td>Corridor Opportunity Analysis</td>
<td>March 2016</td>
</tr>
<tr>
<td>Lindenhurst</td>
<td>Downtown Opportunity Analysis</td>
<td>June 2016</td>
</tr>
<tr>
<td>West Babylon</td>
<td>Corridor Opportunity Analysis</td>
<td>February 2017</td>
</tr>
<tr>
<td>Kings Park &amp; Smithtown</td>
<td>Downtown Opportunity Analysis</td>
<td>March 2017</td>
</tr>
<tr>
<td>Ronkonkoma</td>
<td>Opportunity Analysis</td>
<td>August 2018</td>
</tr>
<tr>
<td>East Patchogue</td>
<td>Making a Place on Montauk Highway: Corridor Opportunity Analysis</td>
<td>March 2019</td>
</tr>
<tr>
<td>Holbrook</td>
<td>Making Main Street: A Downtown for Holbrook</td>
<td>April 2019</td>
</tr>
<tr>
<td>Long Island Innovation Park at Hauppauge</td>
<td>Hauppauge Industrial Park: Economic Opportunity Analysis</td>
<td>June 2017</td>
</tr>
<tr>
<td></td>
<td>Hauppauge Industrial Park Regional Competitiveness and Growth Strategies</td>
<td>April 2019</td>
</tr>
<tr>
<td></td>
<td>Innovating the Talent Pipeline</td>
<td>October 2023</td>
</tr>
<tr>
<td>Greenport</td>
<td>Greenport Connections</td>
<td>September 2019</td>
</tr>
<tr>
<td>Regional and Brentwood</td>
<td>Upskilled: Preparing Long Island’s Workforce for the Future</td>
<td>February 2020</td>
</tr>
<tr>
<td></td>
<td>The Center at Brentwood Business Plan</td>
<td>August 2023</td>
</tr>
<tr>
<td>Selden/Centereach</td>
<td>Making Places in Selden and Centereach: Middle Country Road Corridor Analysis*</td>
<td>2023</td>
</tr>
<tr>
<td>North Bellport</td>
<td>North Bellport Opportunity Analysis*</td>
<td>2023</td>
</tr>
</tbody>
</table>

*Pending completion in 2023
2B: Summary of outcomes in each community

Amityville

Planning study recommendations

- The Suffolk County Industrial Development Agency (SCIDA) published the report “Amityville: Downtown Opportunity Analysis” in 2015. The planning study focused on the revitalization of downtown Amityville, a priority identified by Village residents and business owners. Through extensive consultation with local stakeholders - in particular, the Village of Amityville Downtown Revitalization Committee, this planning study resulted in the following key recommendations:

- Revise the village zoning code to remove incompatible uses and promote mixed-use infill development.
- Adopt building design guidelines that ensure that buildings are contextual in terms of their bulk and pedestrian friendly in terms of their orientation and sidewalk presence.
- Create a pedestrian-friendly network in downtown, including continuous pathways to the train station and connections between parking lots at the backs of buildings along Main Street.
- Brand and market downtown Amityville as a way to recruit vibrant businesses and to attract developers with a good track record of building contextual mixed-use infill buildings.

Impact and outcomes

The planning study has helped the Village of Amityville attract major grant funding, propelled local land use actions, and stimulated developer interest in building a vibrant downtown. The multi-pronged approach to revitalization, from infrastructure and beautification to new developments and business attraction, is leading Amityville towards a new era of prosperity.

- Securing additional infrastructure investments: $10.6 million in total direct and indirect funding (four grants) has flowed to the Village since the planning study. Specifically, the Village received a $10 million New York State Downtown Revitalization Initiative (DRI) award in 2022 to improve economic vitality, walkability, and attractiveness to residents, businesses, and visitors, with $9.7 million of that fund dedicated to downtown capital investments. Aside from the New York State DRI grant, the Village has secured $80,000 in Suffolk County Downtown Revitalization grants, and $288,000 from a New York State Department of Transportation (NYSDOT) grant to create a pedestrian/bike path to connect the station with the downtown. In addition, Suffolk County received $200,000 from New York Metropolitan Transportation Council (NYMTC) for an Amityville Active Transportation study.

- Taking land use and policy actions:
  Two land use actions have been approved since the SCIDA planning study. Following the study’s recommendations, the Village adopted two new districts in 2016: a Transit Oriented Development (TOD) overlay and a Planned Residential (PR) District, unlocking the potential for high-quality, contextual, and pedestrian-friendly mixed-use development.

- Spurring real estate developments:
  Since the planning study’s publication, eight new projects totaling 1.1 million sq. ft. have occurred or entered the pipeline in Amityville, all reflecting the recommendations of the report. Taken together, these developments provide 1,017 dwelling units (1 million sq. ft., and 203 units are affordable), 23 thousand sq. ft. of office space, and 51 thousand sq. ft. of retail space, shaping a vibrant and mixed-use downtown and attracting new businesses and residents. These projects revitalized formerly empty and dilapidated sites. Reflecting on recent development of AvalonBay in the Village, Mayor Dennis Siry said: “It’s great for the village, just what we needed...We’re getting a lot of people interested in the village now...It will definitely help our downtown because now we’ll start having people want to bring their businesses [here]...This is definitely the biggest thing that’s happened in Amityville in my lifetime.”

- Other initiatives:
  The Village of Amityville Downtown Redevelopment Committee was formed to attract new business and development to the downtown area, promote walkability and pedestrian improvements, and establish a community-based vision for the future of downtown Amityville. The Committee has identified a strong community concern that Broadway (NY State Route 110) – Amityville’s Main Street, is too wide and auto-oriented, and has expressed interest in pursuing a road diet. In 2020, the Village completed a Walkability Audit in partnership with the AARP and Vision Long Island. This audit recommended reducing vehicle speeds along Broadway, which runs through the downtown. An ongoing Active Transportation study, conducted by Suffolk County in partnership with the Village, will build off the AARP study, with an expanded boundary from downtown to Edmund Miles Middle School on Route 110. Slowing down traffic and making downtowns more walkable have directly been shown to boost sales in downtown businesses.

1 The Village of Amityville created a Downtown Revitalization Committee (DRC) in October of 2013, composed of residents and business owners, with the goal of creating a plan to help make the downtown a destination that would strengthen existing businesses, expand the tax base and improve quality of life.

Route 110
Planning study recommendations

The SCIDA published the report “Route 110: Corridor Opportunity Analysis” in 2016. The planning study offered a range of recommendations for Route 110, an armature that is one of the centerpieces of the larger Connect Long Island initiative, connecting extremely diverse assets including Class A office parks, industrial parks, shopping centers, a community college, and an airport. The planning study’s comprehensive recommendations include the following:

- Create design guidelines for corridor redevelopment that encourage mixed-use, sidewalk-oriented buildings and ensure site plans that balance the needs of pedestrians with those of automobiles. Create design guidelines for several prototypical Bus Rapid Transit (BRT) station areas including model bus shelters, generous sidewalks, and state of the art technology.

- Partner with developers to complete attractive, compact mixed-use developments that can serve as a model for other developments at transit nodes along the corridor.

- Create connections to off-corridor destinations by identifying important connecting roads or passageways and improving them for pedestrians and bicycles.

Impact and outcomes

The planning study has helped secure major grant funding for a variety of transit systems that will make the communities more accessible, attractive, and interconnected. The study has also helped inform local policies and actions to revitalize key nodes along the corridor, and stimulated a variety of developer interests in building mixed-use projects. Route 110, already a major corridor connecting diverse landscapes and communities, will achieve further and sustainable growth with this intersectional approach to holistic planning.

- Securing additional infrastructure investments:
The SCIDA study helped secure almost $45.0 million from Federal, State, and local sources (from four separate grants). Suffolk County secured three Federal Transportation Administration (FTA) grants, adding almost $35 million towards the implementation of the BRT system. The funding has enabled the County to move ahead with procurement for design and project development of the new transit system, expected to be operational by 2025. More recently, Huntington Station was awarded a New York State Downtown Revitalization Initiative (DRI) award for $10 million. Huntington Station’s DRI area is beginning to undergo commercial revitalization that will ultimately serve as a major commercial and social attraction to the community.

- Taking land use and policy actions:
The Route 110 Corridor Opportunity Analysis report provided foundations for five ongoing planning studies focusing on land use. The report was formally adopted by the Town of Babylon’s Town Board and is being used to evaluate development proposals to ensure that the long-term transformation of key nodes along the corridor follows the strategies laid out by the planning study. The report has also provided a foundation for additional planning efforts, including the Town of Huntington’s Melville Employment Center Plan (MEC), a pilot program to develop prototypical design guidelines for Transit Oriented Development (TOD), and an initiative to develop a form-based code for the Route 110/Conklin Street area. Recently, the Town of Huntington has held a series of public information meetings about a potential redistricting of Maxess Road (parallel to Route 110) to allow for mixed-use development.

- Spurring real estate developments:
Since the planning study’s publication, 26 new projects have occurred along the corridor in the study areas, among which ten (totaling 562 thousand sq. ft.) reflected recommendations of the report or benefited from the actions stemming from the study. Taken together, the developments as a result of the planning study provide 32 dwelling units (48 thousand sq. ft.), 5 thousand sq. ft. of office space, 389 thousand sq. ft. of retail space, 16 thousand sq. ft. of industrial space, and 104 thousand sq. ft. of hospitality space. The major outcome in adding new amenities along the corridor helps shape more appealing places and attract talent.

3 The initial two FTA grants totaling $4 million have been allocated towards design, with the remaining $31 million of the last grant going towards the construction of the BRT roadway and stations.
Lindenhurst Planning study recommendations

The SCIDA published the report “Lindenhurst: Downtown Opportunity Analysis” in 2016. Similar to many other downtowns across the Town of Babylon, Lindenhurst has tremendous opportunities to improve the downtown area and build upon its existing compactness, walkability, and connection to the downtown. In collaboration with village representatives, this planning study identified several priority actions:

▸ Adopt a new Downtown District into the village zoning code that would allow compact, mixed-use buildings and eliminate uses that do not support downtown living, such as auto-oriented uses

▸ Create a pedestrian-friendly downtown by completing sidewalks and employing traffic-calming techniques at key intersections. Create a new greenway corridor along the Heling and Neguntatoque Creeks between Irmisch Park and the open spaces at the Allegheny Avenue Elementary School.

▸ Brand and market downtown Lindenhurst as a way to recruit vibrant businesses and to attract developers with a good track record of building contextual mixed-use infill buildings.

Impact and outcomes

Downtown Lindenhurst has been undergoing significant transformations since the publication of the SCIDA planning study. With multiple grants from State and County sources, new zoning tools and policies, and the construction of public and private assets for the community, Lindenhurst is on a strong path for strong business attraction and community growth as a dynamic hub with high quality of life.

▸ Securing additional infrastructure investments:
  The SCIDA planning study helped the Village of Lindenhurst in securing nearly $5.2 million in funding from State and local sources. Lindenhurst was the recipient of $4.5 million in funding as the Long Island region winners of the first round of NY Forward, a new state program building on the success of the New York Downtown Revitalization Initiative (DRI). With the secured funding the Village will have the resources to develop a strategic investment plan to revitalize its downtown through a slate of readily implementable projects, several of which had been pre-identified in the SCIDA sponsored study. In addition to the NY Forward grant, the Village also secured $127,000 from the Suffolk County Downtown Revitalization Grant for pedestrian and walkability enhancements, $200,000 from the Suffolk County StartUP NY Program for a Downtown Walkability Improvement Study, and $350,000 from the Suffolk Jumpstart program for implementation of that study.

▸ Taking land use and policy actions:
  Within a year of the planning study being completed, the Village board unanimously approved the adoption of a new Downtown Redevelopment District (DRD) as a floating zone intended to facilitate mixed-use development, with recent projects already materializing. The new district can be applied geographically through the downtown and sets parameters for proposed development, similar to the urban design concepts explored in the SCIDA planning study.

▸ Spurring real estate developments:
  Since the planning study’s publication, a major new project with 260 dwelling units has been completed, totaling 208 thousand sq. ft. 26 of those units are affordable. The development built on the support for transit-oriented development as part of the planning study process. Reflecting on the project, the developer said: “The Village government and community’s support of revitalization were critical factors in our decision to invest in Lindenhurst.” More holistically speaking, such development helps attract residents and businesses to the Village and revitalize the existing downtown - since the development of the new residential development, 17 new businesses have opened in the downtown, a testament to the broader spillover effect of investing in dynamic, livable downtowns.

▸ Other initiatives:
  Lindenhurst recently saw the completion of a significant update and expansion of the Memorial Library, an important civic institution in the Village with a $9.4 million bond. The approval by the community was a successful culmination of an extensive planning effort by the Library and local stakeholders. In addition, the Village recently approved a new economic development initiative, the Lindenhurst Economic Assistance Program (LEAP), which will allow for assistance to new and current businesses looking to relocate, expand or remodel within Lindenhurst.

---

Kings Park & Smithtown

Planning study recommendations

The SCIDA published the report “Kings Park & Smithtown: Downtown Opportunity Analysis” in 2017. Downtown revitalization has been an ongoing priority for the Town of Smithtown. With the Town of Smithtown Planning Department, the study identified several opportunities for economic development in downtown Kings Park and Smithtown and has come up with a set of complementary recommendations:

- Revise the town zoning code to promote compact mixed-use infill development and discourage uses, such as auto-oriented businesses, that do not support a lively downtown pedestrian environment. Provide incentives to promote the redevelopment of several large, underutilized parcels, especially the surface parking lots at the train station.
- Create pedestrian-friendly downtowns by completing sidewalk networks, deploying traffic-calming devices, especially at busy intersections.
- Create connections to the nearby open space networks, especially the Nissequogue River State Park and the larger Long Island Greenbelt Trail.
- Brand and market downtown Kings Park and Smithtown as a way to attract developers with a strong track record of building compact and contextual mixed-use buildings.

Impact and outcomes

From kickstarting crucial infrastructure improvements to spurring new land use and development actions, the SCIDA planning study has been instrumental in transforming Kings Park and Smithtown. The sewer upgrade marked a pivotal milestone in the area’s market attractability. Comprehensive planning effort, leveraging the extensive community engagement and recommendations by the SCIDA, will further build on the momentum to improve the vibrancy and quality of life in the community.

- Securing additional infrastructure investments:
  The SCIDA study helped secure funding for expanding critically needed sewer capacity in the area. Since the completion of the study, Kings Park and Smithtown have been awarded $55.8 million in total to fund sewer expansion and other infrastructure-related projects. Originally committed as part of the 2017 New York State Budget, $40 million ($20 million for each downtown area) were secured through the New York Transformative Investment Program (TIP). More recently, the County was able to secure an additional $15.4 million from the American Rescue Plan Act (ARPA), $5.4 million of which were signed off by County Executive Steven Bellone to reconstruct the roads once the sewers have been installed. The construction of sewer infrastructure in Kings Park broke ground in the Spring 2023, made possible by the secured funding. In addition to establishing and expanding the sewer district into downtown Kings Park, the County and the Town have allocated revitalization funding for streetscape work (street lighting, sidewalks, and crosswalks) and construction of a $300,000 municipal parking lot in Kings Park was completed in 2021 with funding from a Suffolk County Jumpstart grant.

- Taking land use and policy actions:
  The two downtown areas have also seen ten additional planning studies and actions moving forward since the completion of the SCIDA-led report in 2017. The Town of Smithtown leveraged the SCIDA study in Kings Park and Smithtown to advance comprehensive planning efforts, including a market analysis, a master plan proposing new zoning overlays for the downtowns, and a plan for Nissequogue State Park that follows the ideas on how to improve recreational connections described in the 2017 study. After extensive community outreach efforts, the master plan for Kings Park downtown is undergoing environmental review, and as such is yet to be formally adopted. Once it is put into place, the comprehensive nature of the proposed actions will provide a forward-looking and predictable framework to revitalize the area for years to come.

- Spurring real estate developments:
  Since the planning study’s publication and taking advantage of the major infrastructure upgrades, four new projects totaling 141 thousand sq. ft. have occurred or entered the pipeline, all reflecting the recommendations of the report. Taken together, these developments provide 157 dwelling units (121 thousand sq. ft.) and 19 thousand sq. ft. of retail space, and are among the first transit-oriented developments in the Town of Smithtown.

- Other initiatives:
  Suffolk County applied for and received funding through NYS DOT as well as funding from NY Empire State Development for design of streetscape improvements along Main Street (NYS 25A). SCEDP has conceptual plans and renderings for streetscape improvements prepared with community input and coordination with Smithtown and is working with NYS DOT to sign off on the final design report.

5 Newsday (2023). “Plan to make former Suffolk psych center grounds ‘a real highlight’ of New York State parks system is ready.”

13 Planning for Economic Growth — October 2023
Ronkonkoma

Planning study recommendations

The SCIDA published the “Ronkonkoma” Opportunity Analysis in 2018. In recent years, areas adjacent to the Ronkonkoma Long Island Railroad station have attracted significant development interest. Ronkonkoma Opportunity Analysis was borne from Station Yards, formally known as the Ronkonkoma Hub. The study included significant community outreach to determine the direction of development to create conceptual plans and connections between the North and South portions of the property. In recognition of the area’s development potential and various planning and policy priorities, SCIDA’s planning process provided a robust public process which considered three different alternative development scenarios. By looking at alternative futures, the process was able to distill an essential set of recommendations that should apply regardless of how development proceeds:

- Design Guidelines must manage the transition in scale between the Ronkonkoma LIRR Station area and the surrounding neighborhoods.
- Enable more diverse community-supporting commercial uses, such as eateries and a supermarket in the industrial areas outside of the Hub, especially in places like Veterans Highway.
- Revitalize the “Crossroads” by improving the connecting corridors to the Ronkonkoma Hub such as Lakeland and Easton Avenues.
- Incorporate community-supporting uses such as an indoor-outdoor performance space, arts center and public open spaces.
- Connect the north and south sides of the Hub by building a generous public space across the tracks.
- Electrify and generally improve service on the Port Jefferson Branch.

Impact and outcomes

Ronkonkoma has emerged as a focal point of transformative change within Suffolk County, with SCIDA’s leadership playing a pivotal role in shaping its vision, executing comprehensive plans, and implementing these sweeping transformations. Rooted in the guidance provided by a planning study that enjoys widespread community support, significant infrastructure investments and a host of policy and development initiatives have been set in motion. Among these, the Midway Crossing project stands out as a particularly noteworthy highlight, poised to substantially elevate the region’s economic competitiveness and overall appeal.

- Securing additional infrastructure investments:
  In furtherance of the community vision articulated in the SCIDA plan, Suffolk County has applied for and received $6.0 million in total federal grant funding to-date. This includes $5 million in Federal Railroad Administration funding under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, and a further $1 million in funding from the US Department of Transportation’s (DOT) new Regional Infrastructure Accelerator (RIA) program. With this RIA award, the Ronkonkoma Midway Crossing project joins only five locations across the nation to be designated a Regional Accelerator and be positioned for future USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) funding.

- Taking land use and policy actions:
  Ongoing planning efforts have relied on the studies and community engagement workshops summarized in the 2018 SCIDA report, with at least five important milestones recently completed. The 2018 study articulated the need to further examine potential development programs for the area, including the extension of mixed-use patterns already in development (Station Yards project), and a convention center or sports arena. Based on continued engagement efforts and recent community feedback, the Town and the County updated the site plan to remove the sports and entertainment alternative in favor of a convention center focusing on life sciences.

- Spurring real estate developments:
  Since the planning study’s publication, 3 new projects have occurred or been planned in Ronkonkoma, one of which — the Midway Crossing project (2.8 million sq. ft.) — reflects key recommendations and outcomes of the report. This proposed project will provide 2 million sq. ft. of life sciences space, 330 thousand sq. ft. of destination retail space, 300 thousand sq. ft. of convention center space, and 182 thousand sq. ft. of hotel space, bringing momentum and opportunities to the south of the rail tracks. The planning study’s strong and extensive engagement process helped shape the vision for the project as a connector of downtown Ronkonkoma and its surrounding communities. The project has also reached other important milestones, including the authorization to create a local development corporation and signing the Inter Municipal Agreement (IMA) between the Town of Islip and Suffolk County to ensure future collaboration.
East Patchogue

Planning study recommendations

The SCIDA published the report “East Patchogue: Making a Place on Montauk Highway - Corridor Opportunity Analysis” in 2018. The project team partnered with Focus East Patchogue (Focus), the primary civic partner for this initiative, to envision the transformation of the major highway infrastructure and adjacent area. A robust public process, including the use of a large-scale interactive physical model of the entire study area, was used to enable citizen stakeholders to visualize different kinds of development along the corridor. Out of this process, several key recommendations emerged:

► Conduct a zoning audit to identify uses and bulk requirements that do not comport with the “main street” objectives of this initiative.
► Create a Generic Environmental Impact Statement (GEIS) to understand the cumulative impacts of the development modeled in the vision and to create a strong incentive for developers to comply to receive expedited review.
► Consider creating a floating zone for larger redevelopment sites.
► Create design guidelines that support the vision by locating and massing buildings in ways that reinforce the sense of place along Montauk Highway.

Impact and outcomes

The SCIDA study played an instrumental role in driving significant land use actions and infrastructure upgrades, which in turn provided compelling incentives for the market to engage in housing development. Thanks to substantial funding allocated for sewer improvements and the establishment of an overlay district, East Patchogue has experienced a consistent surge in major new developments. These developments have become pivotal in offering diverse housing choices to residents spanning various socioeconomic backgrounds, thereby contributing to the creation of a dynamic and inclusive community that caters to the needs of all its members.

► Securing additional infrastructure investments: The SCIDA study helped secure $1.3 million in funding from the Suffolk County Legislature for sewer and infrastructure improvements. The upgrades are intended to facilitate a mixed-use development with affordable apartments and permanent supportive housing.
► Taking land use and policy actions: Largely influenced by the planning study, the Town of Brookhaven adopted the East Patchogue Incentive Overlay District in 2020. The overlay specifies criteria for projects to be eligible to increase the number of stories and units per acre. The new zoning overlay also details general criteria for community benefits to address open space, street infrastructure needs. As a result of these actions, the former Mediterranean Manor site will be transformed into a major new mixed-income development, including the transfer of a property to the Patchogue Arts Council to support community art.
► Spurring real estate developments: Since the planning study’s publication, four new projects totaling 273 thousand sq. ft. have entered the pipeline in East Patchogue, all reflecting the recommendations of the report. Taken together, these developments will provide 186 dwelling units (229 thousand sq. ft.) and 45 thousand sq. ft. of retail. Among these developments, 64 dwelling units will be affordable. The project plans took advantage of the zoning overlay and sewer infrastructure investment and incorporated sidewalk-oriented affordable buildings recommended by the SCIDA report. According to media reports, the extraordinary outcomes are a result of the SCIDA planning study, which “helped the civic and the town strive for mixed-use development with ascetics that mirrored the Village of Patchogue’s walkability.”

6 Newsday (2023). "Affordable apartment complex in East Patchogue to get Suffolk County funding.”
7 Greater Patchogue (2022). "Construction on luxury apartment complex in E. Patchogue set to begin this fall.”
8 Greater Patchogue (2021). "Promising development projects in the works for ‘blighted’ E. Patchogue.”
Holbrook

Planning study recommendations

The SCIDA published the report “Holbrook: Making Main Street” in 2019. Citizen stakeholders recognize that there is a lot of unrealized potential along Main Street, especially in the eastern portion of Union Avenue which is more of a commercial strip than a true “main street”. Auto-oriented and more of a “strip” than a true main street, it suffers from a familiar set of issues that are characteristic of these kinds of commercial corridors. This planning study modeled a vision for future “main street” development along the corridor and provided quantitative assessments of development for the purposes of identifying future zoning changes and traffic studies.

- Redesign the “North Gateway” at the Main Street and Union Avenue intersection by reconfiguring the way these several roads intersect, thereby enabling new sidewalk-oriented, mixed-use development to create a true place here.

- Enable mixed-use development by facilitating new development on the underutilized sites and likely assemblages, all controlled by design guidelines that ensure new development is contextual and does not impact the surrounding single-family neighborhoods.

- Redesign the South Gateway and the Seneca Middle School area by treating the school campus as the bridge between the adjacent neighborhoods and the reinvented Main Street.

9 A commercial strip is a linear pattern of individual commercial uses along suburban highways, made up primarily of single-story buildings, each with a separate driveway and parking area.

Impact and outcomes

The SCIDA planning study played a key role in supporting local stakeholders in Holbrook to fund infrastructure improvements, particularly in expanding sewer capacity, and to enhance the area’s quality of life through open space creation. The study has also ignited discussions of corridor redevelopment efforts, potentially marking a dynamic leap forward in Holbrook’s growth story.

- **Securing additional infrastructure investments:** Local stakeholders in Holbrook have maintained efforts to secure funding to improve infrastructure in the area and leverage ongoing sewer expansion projects in Ronkonkoma. The SCIDA study was instrumental in securing $3.0 million in federal funding for Holbrook’s Main Street sewer project. The seed funding was secured as a Community Funding Project in the House of Representatives’ Fiscal Year 2023 appropriations bill. Further planning efforts have identified two potential sites for the pump stations.

- **Taking land use and policy actions:** Local stakeholders have relied on the 2019 planning study to gain control of the land needed to develop a pocket park that would galvanize future development in the “North Gateway” area. They have also leveraged the study to facilitate preliminary discussions about potential redevelopment locations along the corridor.

10 Town of Islip (2022), “Supervisor Carpenter Joins with Congressman Garbarino to Announce $3M in Critical Sewer Funds for Holbrook.”
Hauppauge
Planning study recommendations


Long Island Innovation Park at Hauppauge (LIIPH), formerly known as the Hauppauge Industrial Park, is the second largest industrial park in the nation, with 1,300 businesses employing over 55,000 employees, generating economic output over $13 billion annually. RPA and JLP+D worked with the Hauppauge Industrial Association of Long Island (HIA-LI) to engage a diverse range of local and regional stakeholders, identify ways to take advantage of the Park’s assets, position the Park for the 21st century, and link the regional stakeholders, identify ways to take advantage of the Park’s success to broader regional economic development goals.

The major recommendations include the following:

- Make the value of the Park visible both through design and programming by creating opportunities for non-tenants to see what is going on in the various buildings and by staging events in the public spaces within the park.
- Adopt best practices for eco-industrial development including capturing waste energy for reuse within the park and establishing a database of opportunities for the by-products of one business to become inputs for another.
- Work closely with existing businesses to facilitate their growth and expansion.
- Strengthen training and workforce development by engaging proactively with industries, academic institutions, and government agencies at multiple levels, such as the Workforce Development Institute, the National Offshore Wind Training Center, and the Regional Economic Development Council.
- Promote innovation and technology transfer by cultivating relationships with nearby institutions and state-level organizations which are working to advance technology applications in the state.
- The Hauppauge Industrial Association should continue to work with the town, county and state government to build connections among businesses, governments, and institutions.

Impact and outcomes

Since the publication of the SCIDA-led planning studies and with the leadership of HIA-LI, the Long Island Innovation Park at Hauppauge (LIIPH) has undergone significant transforma-

Greenport

Planning study recommendations

SCIDA published the report “Greenport Connections: The Ferry Landing Challenge” in 2019. This planning study suggested several alternative configurations for the ferry landing area that rationalize vehicle movement and create high-quality pedestrian connections both within the ferry landing area and from the ferry landing to the downtown and waterfront. Key recommendations include:

- Explore alternative configurations for the roads and cueing areas that can rationalize the vehicle movements within the station area and minimize conflicts between vehicles and a new robust pedestrian network.

- Create a new pedestrian realm by completing linkages between the many proximate destinations in the immediate station area including the two museums, the train station, the ferry landing, the boardwalk and the small park south of the pier.

- Redesign the south parking lot to be more efficient and to incorporate amenities such as a well-designed bus shelter area.

Impact and outcomes

Public, private, and community stakeholders will continue to build on its existing strengths in advancing projects and initiatives that will benefit Greenport and yield long-term sustainable growth.

West Babylon

Planning study recommendations

The SCIDA published the report “West Babylon: Corridor Opportunity Analysis” in 2017. Instead of creating a “Main Street” in the conventional sense, the planning study sought to leverage the place’s existing assets and characteristics. Working in collaboration with the West Babylon Neighborhood Association, these priorities were identified:

- Explore alternative configurations for the “bow tie” intersection of Little East Neck and Great East Neck Roads that resolve the conflicts between car turning motions and pedestrian pathways.

- Reallocation of roadway space away from automobile travel lanes in order to create bike lanes, wider sidewalks and on-street parking.

- Create design guidelines for corridor redevelopment that encourage mixed-use, sidewalk-oriented buildings and ensure site plans that balance the needs of pedestrians with those of automobiles.

Impact and outcomes

The West Babylon study laid the groundwork for meaningful dialogues with the New York State Department of Transportation and Suffolk County Departments of Public Works, primarily focusing on elevating safety and efficiency at the bow tie intersection.
Workforce Development

Planning study recommendations

Workforce development is a statewide priority, and on Long Island, unique industrial and demographic factors have made talent pipeline development a paramount priority.

The SCIDA has been playing an instrumental role in fostering a greater workforce development ecosystem in the region. The "Regional Competitiveness and Growth Strategies" report, published in 2019 focusing on the Long Island Innovation Park at Hauppauge, identified workforce development as a critical initiative. In 2020, expanding on the previous research, the SCIDA, along with the Long Island Regional Planning Council, released a report entitled "Upskilled: Preparing the Long Island Workforce for the Future" in 2020. This report would subsequently lead to additional workforce development projects and included the following recommendations.

- Make businesses climb up the value chain and train workforce for higher-value services.
- Target selected sets of skills for customized training.
- Address soft skills in workforce development.
- Allow employers to help shape the curriculum.
- Capitalize on new industries and major players in the region.
- Seek to link academic research and innovation to workforce development.
- Create a Long Island Workforce Development "Consortium".
- Enhance the capacity of existing efforts.

Impact and outcomes

Advancing major policy initiatives: As part of the implementation for enhanced workforce development efforts, SCIDA supported the planning effort for a new state-of-the-art facility, The Center at Brentwood, that integrates training for offshore wind and other strategic industries, career development for youths, and various community development programs and initiatives. From 2021 to 2023, SCIDA, along with Suffolk County Department of Labor and Suffolk County Department of Economic Development and Planning, spearheaded the business plan development effort of the Center at Brentwood. The business plan effort supported by the SCIDA:

- Articulated the dual objectives of the Center: to support business growth and to invest in the community’s social infrastructure
- Delineated an innovative model to deliver diverse programs in a seamless experience
- Laid out the management, operations, and governance structure for the new model
- Projected the cost and resources to build and start operating the Center

The current 27,000 sq. ft. building on a 5.2-acre site at 350 Crooked Hill Road, Brentwood, NY, which was acquired by the County, will be renovated into a 69,000 sq. ft. multifunctional facility. When open, the Center will provide a mix of programs for the community, the youth, and adults looking for access to greater economic opportunities. As of Summer 2023, the project is in the pre-construction design phase. Currently, significant amounts of funds totaling $29.1 million have been secured to advance the development, including the following:

- $9 million 2023 capital funding for construction from Suffolk County
- $3.6 million for acquisition and design costs from Suffolk County
- $15 million from the New York State Capital Budget
- $1.5 million from New York State legislative authorization
Chapter 3

Supporting a thriving Suffolk County:

An examination of aggregate impacts

Beyond individual communities, strategic and thoughtful plans collectively shape a thriving region. In Suffolk County, the various planning studies supported by the Suffolk County Industrial Development Agency (SCIDA) have yielded major aggregated economic impacts.

Specifically, the plans, visions, and processes from these studies have helped communities in the county:

- Secure Grants For Infrastructure Investments;
- Implement Zoning And Land Use Changes;
- Attract New Real Estate Developments; and
- Generate Jobs And Economic Output That Benefit All Residents.

This steady progress is a clear indication that compact, mixed-use, well-designed neighborhoods - along with a robust planning and engagement process that enable them - is something Suffolk County communities desire and can benefit from. This chapter provides a summary at the regional level of how the principles and recommendations in the planning studies have led to transformations across Suffolk County.

Regional Impact: Supporting a Thriving County

Planning studies

Enabled infrastructure investments

Spurred real estate developments

Generated broad economic benefits

Tailored land use and planning actions
3A: Regional impact on infrastructure investments

Plans championed by the Suffolk County Industrial Development Agency (SCIDA) prioritized infrastructure enhancement—a critical aspect indispensable to driving market interest and development feasibility.

**Aggregate Impact across Suffolk County**

$129.5 million in grant funding awarded for infrastructure planning and construction, ranging from transportation to sewer systems

37 individual grants, capital projects, and funding programs secured from Federal, State, County, and local sources

Economic development depends on reliable infrastructure to connect supply chains and efficiently move goods and services across borders. This same economic logic applies to roadways, water systems, and public transit. Without the funding to modernize and create vital infrastructure, communities would not have accomplished the same pace of development activity and the magnitude of economic impacts.

In Suffolk County, over time, the communities benefiting from the SCIDA’s planning support have demonstrated remarkable progress in acquiring funding and grants for the modernization and creation of vital infrastructure. These encompass various domains, ranging from transportation to sewage systems, collectively reshaping Suffolk County into an alluring hub for residence, work, recreation, and commerce.

According to the Suffolk County Department of Economic Development and Planning (SCEDP), almost $129.5 million in direct funding has been awarded as a result of the planning studies discussed in this report. This estimate represents the direct investment in communities after the production of the planning studies. These grants have catalyzed new investments, for every dollar that has been secured for capital improvements, there have been $13 additional in real estate capital investments.

The total funding has been secured through 37 individual grants, capital projects, and programs from Federal, State, County, and local sources. This includes $700,000 from local sources, $2.4 million in Suffolk County revitalization and jumpstart grants, over $65.2 million from New York State programs, nearly $46 million in federal transportation and urban development grants, and $15.4 million from the American Rescue Plan Act (ARPA) secured through Suffolk County.

In aggregate, these grants and programs are funding critical projects and significant components of Connect Long Island, County Executive Steven Bellone’s regional transportation and development plan to promote long-term economic progress in the County. Beyond the connection with the broader vision for the region, these projects alone are also great examples of leveraging transit infrastructure investments to facilitate walkable, compact, and more sustainable forms of development in Long Island.

---


13 Capital projects in Amityville and funded through the New York State Downtown Revitalization Initiative are itemized in the total as individual projects.

14 Connect Long Island is a major component of the Framework for the Future - Suffolk County Comprehensive Master Plan 2035, and was unanimously adopted by the Suffolk County Legislature in 2015. The plan aims to create an innovation economy and drive sustainable growth by supporting transit-oriented development and building a modern transportation system. It also seeks to connect development with our region’s major research and educational institutions, and innovation zones for emerging high-tech companies. For more visit: https://connectli.org/
Local Highlight (Example):

**Amityville Downtown Revitalization Initiatives**

The 2015 report published by the SCIDA articulated the way in which Amityville residents and business owners wished to revitalize their downtown. By demonstrating how to leverage the downtown 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, the SCIDA study gave Amityville a unique advantage to secure critical investments and infrastructure upgrades.

Subsequently, the Village of Amityville secured $80,000 in Suffolk County Downtown Revitalization grants and another $200,000 from the New York Metropolitan Transportation Council (NYMTC) for an Active Transportation study. Furthermore, the 2015 SCIDA study was leveraged to secure $288,000 from a New York State Department of Transportation (NYSDOT) grant to jumpstart the implementation of the pedestrian network that will connect the station with the downtown area.

The momentum for downtown revitalization continued. In 2022, the Village received a New York State Downtown Revitalization Initiative (DRI) award for $10 million to improve economic vitality in the area. The DRI is broken down into 11 supplementary capital projects, which largely follow the recommendations in the 2015 report published by SCIDA. Together, the projects will enhance connectivity, walkability, and beautification and expand small businesses and housing opportunities. Among them, the largest DRI project is the $5 million implementation of a comprehensive pedestrian network that will link Broadway and the LIRR train station. Other DRI projects include the development of new mixed-use buildings and facilities and the rehabilitation of existing commercial properties.

**NYS DRI projects that will enhance connectivity, walkability, transit access and beautification include:**

- Implementing a series of roadway and pedestrian realm improvements on Broadway from Sterling Place to Ireland Place, as well as Avon Place to West Smith Street
- Upgrading the LIRR station entrances and connections to create more welcoming arrival for passengers, as well as clear, safe pedestrian connections between the station, downtown shops and new residential development.
- Developing and installing distinctive Village wayfinding signage to enhance the appearance of the downtown and improve the pedestrian experience.

**NYS DRI projects that aim to expand small business and housing opportunities include:**

- Developing a mixed-use building at 21 Greene Avenue, the former Village Hall, to increase the building size and add eight residential units and a mural honoring Amityville’s history.
- Implementing a commercial storefront revitalization fund to renovate building exteriors within the DRI area.
- Rehabilitating a professional office building at 137-157 Broadway, to honor historic design character and positively contribute to the overall aesthetics of the Village.
- Restoring Losi’s Corner with Hook & Ladder No.1 Building
- Renovating 140a Broadway into a mixed-use dining and office building
- Creating a new eatery at 217 Broadway and generating new employment opportunities
- Establishing an artists’ studio at 187 Broadway
- Installing an outdoor beer garden at 136 Broadway

---

15 Patch (2022), “Amityville To Undergo 11 Beautification Projects, With $10M NY Award.”
Local Highlight (Example):

**Smithtown Sewer Infrastructure Grants**

Downtown revitalization has been an ongoing priority for the Town of Smithtown. The planning study by the SCIDA, published in 2017, provided complementary recommendations that would promote compact mixed-use infill development, redevelop larger underutilized parcels, create pedestrian-friendly downtowns and connections to nearby open space networks, and increase the capacity of sewer infrastructure. The study concluded that there was minimal opportunity — within the current wastewater management regulations — to encourage mixed-use development and growth in downtown Kings Park and Smithtown without the provision of sewers.

Fortunately, the Town of Smithtown has been successful in securing the necessary funding to make the essential sewer upgrades in the area. Since the completion of the SCIDA study, nearly $56 million has been allocated to the implementation of new sewers and infrastructure upgrades in the Town of Smithtown. Initially pledged as part of the 2017 New York State Budget, $40 million (with $20 million designated for each downtown area) was secured via the New York Transformative Investment Program (TIP). More recently, an additional $15.4 million was obtained from the American Rescue Plan Act (ARPA). County Executive Steven Bellone approved $5.4 million of this sum for road reconstruction once the sewer installation is complete.

The efforts marked a pivotal milestone when the construction of sewer infrastructure in Kings Park broke ground last Spring, made possible by the secured grants and funding programs. In the Smithtown downtown area, the County is conducting due diligence for securing the site to recharge clean water back into the ground. Together, these infrastructure improvements will facilitate the implementation of land use plans to encourage the comprehensive revitalization of the two downtowns.

Beyond establishing and expanding the sewer district in downtown Kings Park, the County and the Town have earmarked revitalization funds for streetscape enhancements, including street lighting, sidewalks, and crosswalks. Furthermore, a $300,000 municipal parking lot in Kings Park, completed in 2021, was funded through a Suffolk County Jumpstart grant.

Local Highlight (Example):

**Route 110 Corridor Bus Rapid Transit System Grants**

Anchored at its north and south ends by traditional downtowns, Route 110 traverses the entire island from sea to sound. As it does so, it crosses rail lines, highways, parkways, and major arterials, creating exceptional opportunities for intermodal connectivity. The corridor is also home to twenty percent of Suffolk County’s employment, and thousands of residents live tantalizingly close in compact, walkable neighborhoods.

For all of these reasons, the creation of a Bus Rapid Transit System (BRT) across the corridor is one of the centerpieces of the larger Connect Long Island initiative. Coincident with the work of the SCIDA planning initiative, the Town of Babylon commissioned an Alternatives Analysis (AA) of the BRT to help secure funding from the Federal Transportation Administration (FTA). The SCIDA-sponsored study supplemented the AA by identifying potential future land use changes that would further support the BRT and actions that would better align future land use along the corridor with the new intermodal transportation network.

Since the SCIDA planning study, nearly $45 million has been secured for the implementation of the Bus Rapid Transit line (BRT) and to support related infrastructure improvements along Route 110. The secured funding has enabled the County to move ahead with procurement for design and project development of the new transit system, expected to be operational by 2025.

The planning study demonstrated proactive local efforts, which helped secure almost 35 million dollars in federal funding (including local matching funds) that are being used towards the design and construction costs of the BRT. Suffolk County, in partnership with the Town of Huntington, has also received $400,000 in FTA funding for Transit-Oriented Development Pilot Planning around proposed BRT stations. The new transit system is expected to be operational by 2025. More recently, Huntington Station was awarded a New York State Downtown Revitalization Initiative (DRI) award for $10 million. Huntington Station’s DRI area is beginning to undergo commercial revitalization that will ultimately serve as a significant commercial and social attraction to the community.

**Route 110 Corridor Opportunity Analysis, March 2016. Proposed Bus Rapid Transit alignment along Route 110.**
3B: Regional impact on land use and planning actions

Forward-looking land use and zoning policies aligned with the Suffolk County Development Agency’s (SCIDA’s) planning studies are shaping more vibrant and inclusive communities across the county.

Aggregate Impact across Suffolk County

31 zoning and land use policy-related actions moving forward, promoting opportunities for sustainable economic development
67% of those actions have been adopted or completed, with the remaining under review

Zoning laws, adopted by local governments across Long Island, dictate much of what can be built. However, in most villages these regulations favor suburban sprawl over smart growth principles and downtown revitalization. To add to the challenge, many localities lack a Comprehensive Plan or similar document by which communities establish a vision and the policies that will guide development over time.

Recognizing these challenges, the studies sponsored by the SCIDA have played a crucial role in advancing new policies and formal plans that promote economic development. The SCIDA planning efforts provided community engagement opportunities and technical assistance to help participating localities establish a forward-thinking vision. Shaped by the planning studies, formal policies have been adopted, improving the regulations that govern land uses and new development in crucial transportation nodes, downtowns, and major employment centers across the County.

According to interviews with an extensive list of local stakeholders – public and private sector representatives in charge of advancing the recommendations of the planning studies – 31 zoning and land use-related actions are moving forward. All of these align with the goal of leveraging infrastructure investments and facilitating the revitalization of downtowns and mixed-use development. The majority (67%) of these actions have been completed, with the rest in progress or entering formal review.

From the total of 31 land use related actions – not counting the SCIDA-led studies themselves – 13 can be categorized as some form of a planning study. These include master plan proposals, real estate market analysis, and the development of a form-based code. Eight actions are classified as overlay districts, one of which is a floating zone. Four actions are some type of formal agreement, either an authorization to create a local development corporation, an Inter-Municipal Agreement (IMA) to formalize collaboration between two parties, or an agreement to transfer property from one party to another. There are six actions classified as ongoing community engagement efforts – community buy-in and support for land use planning-related activities.

16 Some of these actions are comprehensive in scope, while others are more discrete and targeted to meet a specific goal. For example, the Town of Smithtown leveraged the SCIDA study in Kings Park and Smithtown to advance comprehensive planning efforts, including a market analysis, a master plan proposing new zoning overlays for the downtowns, and a plan for Nissequogue State Park that follows the ideas on how to improve connectivity described in the SCIDA study. The master plan for Kings Park downtown is undergoing environmental review, and such is yet to be adopted. But once it does, the comprehensive nature of the proposed actions will provide a forward-looking and predictable framework to revitalize the area for years to come. Lindenhurst, on the other hand, was more targeted in the policy that was pursued. Within a year of the planning study being completed, the Village board unanimously approved the adoption of a new Downtown Redevelopment District (DRD) as a floating zone. The new zone can be applied geographically through the downtown and sets parameters for the proposed development, similar to the urban design concepts explored in the SCIDA planning study.

17 A means of regulating development to achieve a specific urban form. Form-Based Codes foster predictable built results and a high-quality public realm by using physical form as the organizing principle, with less focus on land use, through municipal regulations.

18 A zoning overlay district superimposes an additional set of regulations over an existing zoning district. A floating zone is a zoning district that delineates conditions which must be met before that zoning district can be approved for an existing property.
is vital. Most of these efforts have been ongoing since the planning study was completed, and each represents multiple touch points in the form of presentations or workshops with residents and local stakeholders.

Proactive land use planning has emerged as a pivotal catalyst in driving forward the objectives outlined in the SCIDA-sponsored studies. These deliberate actions and policy implementations have proven indispensable for localities to not only keep pace with the burgeoning development activity but also harness the full potential of the substantial economic impacts detailed in the subsequent sections of this report.
In consultation with local stakeholders, the SCIDA study suggested strategies to bolster existing assets with modifications to underlying zoning, adopting design guidelines, and improving pedestrian-friendly networks in the downtown area. Only one year after the completion of the study in 2015, the Village of Amityville adopted two new districts: a Transit Oriented Development (TOD) overlay and a Planned Residential (PR) District. The TOD overlay regulates development within the area bounded by Sterling Place on the north, West Oak Street on the south, Broadway on the east, and County Line Road on the west, parcels roughly 300 feet from the rail station. The PR district applies to the western side of Broadway and the northern side of Louden Avenue. As recommended in the SCIDA planning study, the rules include new parking, bulk, and affordable housing requirements to unlock high quality, mixed-use, and pedestrian friendly development in the area.

In East Patchogue, civic partners participating in the planning study aspired to move beyond the commercial strip that defines this portion of Montauk Highway to a place that is attractive, walkable, and a mixed-use destination and attracts high-quality development. The SCIDA-led planning process hence focused on the need to conduct a zoning audit (to evaluate parking requirements, lot coverage, height limitations, and bulk regulations), examine the creation of a floating zone for larger redevelopment sites, and create design guidelines.

Following the 2019 report published by SCIDA, the Town of Brookhaven adopted the East Patchogue Incentive Overlay District. The adopted overlay district regulations supplement the underlying J Business 6 Zoning Districts, which governs development within mixed-use pedestrian-oriented main street centers. The new overlay specifies that qualifying projects are eligible to increase the number of allowable stories and units per acre. The district also sets general criteria for community benefits that address open space and street infrastructure needs.
3C: Regional impact on new real estate development

The planning studies facilitated by the Suffolk County Industrial Development Agency (SCIDA) have yielded substantial development outcomes, catalyzing a wave of diverse real estate projects across Suffolk County communities.

The palpable surge in market enthusiasm for these locales can be attributed to a triad of factors: the compelling community-supported visions articulated in the SCIDA planning studies, strategic infrastructure investments orchestrated by the public sector, and shifts in land use policies.

Overall, 5.9 million square feet (sq. ft.) of new development has occurred as a result of the studies, including 1,652 new residential units (1.6 million sq. ft.), 2.1 million sq. ft. of office spaces, 841 thousand sq. ft. of retail spaces, 586 thousand sq. ft. of convention and hospitality venues, and 775 thousand sq. ft. of industrial developments. Case studies featured in this report illustrate the extraordinary diversity and high quality of these developments that incorporated key principles recommended by the planning studies.

Furthermore, data shows that the pace of new developments as a result of planning is higher than that of Suffolk County overall. Specifically, the communities where the SCIDA-led planning studies occurred had a 2.4% average annual increase of development footprint (measured by sq. ft.),\(^{19}\) compared with the 1.5% annual growth rate of real estate volume in Suffolk County as a whole - in other words, the planning studies led to a pace of development that is 65% faster than what the pace has been without the planning studies. Certain locations are experiencing very high growth rates; for example, Ronkonkoma is projected to add 2.8 million sq. ft. of proposed development against an existing stock of less than one million sq. ft. of inventory,\(^{20}\) and the development will generate significant economic impact and help boost the life sciences sector on Long Island.

The developments added to the critical supply of Suffolk County’s affordable and workforce housing stock. Overall, in addition to providing over 13 hundred units of market-rate housing, nearly 300 units of affordable housing were developed in the communities as a direct result of the planning studies, helping towns and cities attract talent, retain workforce, and become vibrant places for all. Local government entities have continued to enact rules that would further increase the supply of affordable development.

---

**Aggregate Impact across Suffolk County**

5.9 million \textit{square feet of private real estate development (34 projects) as a result of the planning studies}

1,600+ new residential units, including nearly 300 affordable units

65\% faster pace of development attributable to the planning studies

---

\(^{19}\) The average calculation counts only development projects attributable to the effect of the planning studies, including both built projects and developments in the pipeline. Single-family homes are not included in this comparison.

\(^{20}\) The numbers cited here refer to multifamily and all other commercial uses, excluding single family homes.

---

**New development as a result of the SCIDA planning studies**

<table>
<thead>
<tr>
<th>SCIDA Study Areas</th>
<th>Study Published</th>
<th>Number of Projects</th>
<th>Residential Unit Count</th>
<th>Building Square Footage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>Affordable</td>
<td>Residential</td>
</tr>
<tr>
<td>Amityville</td>
<td>2015</td>
<td>8</td>
<td>1,017</td>
<td>203</td>
<td>1,019k</td>
</tr>
<tr>
<td>Route 110</td>
<td>2016</td>
<td>10</td>
<td>32</td>
<td>0</td>
<td>48k</td>
</tr>
<tr>
<td>Lindenhurst</td>
<td>2016</td>
<td>1</td>
<td>260</td>
<td>26</td>
<td>208k</td>
</tr>
<tr>
<td>Kings Park &amp; Smithtown</td>
<td>2017</td>
<td>4</td>
<td>157</td>
<td>0</td>
<td>121k</td>
</tr>
<tr>
<td>Ronkonkoma</td>
<td>2018</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>East Patchogue</td>
<td>2019</td>
<td>4</td>
<td>186</td>
<td>64</td>
<td>229k</td>
</tr>
<tr>
<td>Hauppauge</td>
<td>2019</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>35</td>
<td>1,652</td>
<td>293</td>
<td>1,625k</td>
</tr>
</tbody>
</table>

Source: CoStar, JLP+D, SCIDA
Local Highlight (Example):

**Village By The Bay, Amityville**

![Image Source: Park East Construction (2020). “Village by the Bay Apartments.”](image)

Address: 124 Greene Ave, Amityville, NY 11701

- Developer or Owner Name: LandTek Group and Zucaro Construction
- Current Status: Completed (2020)
- Total sq. ft.: 100,000

**Development program:**
- Residential sq. ft.: 100,000
- Residential Units: 115

Village By The Bay is a 115-apartment community, with 11 units set aside for workforce housing, in a one-block vicinity to the Amityville Railroad Station. Prior to its completion, the Village of Amityville had already enjoyed several competitive advantages, such as its compact, walkable downtown and a diverse community makeup. The SCIDA planning study saw great potential for the village to become an economically stronger destination with a strategically revitalized downtown. Among the study’s recommendations were the promotion of compact, mixed-use development on underutilized parcels around the train station and improving pedestrian conditions. As a result of the study and with direct economic assistance from the Town of Babylon Industrial Development Agency, Village By The Bay now stands as a transit-oriented apartment complex that enhances Amityville’s downtown makeup. The development was awarded a Smart Growth Award from Vision Long Island in 2020 in the Transit-Oriented Development category.

Source: CoStar, Suffolk County Industrial Development Agency, Long Island Business News, Newsday

Local Highlight (Example):

**The Wel Apartments, Lindenhurst**


Address: 124 Greene Ave, Amityville, NY 11701

- Developer or Owner Name: TRITEC
- Current Status: Completed (2021)
- Total sq. ft.: 208,000

**Development program:**
- Residential sq. ft.: 208,000
- Residential Units: 260

The Wel is a transit-oriented development consisting of 260 units of 1-, 2-, and 3-bedroom apartments. 26 units are affordable. The 7-acre site, located directly across from Lindenhurst Station, was formerly an industrial site before its redevelopment. The project’s design was inspired by the site’s existing industrial roots. Specifically, the developer incorporated arched windows into the design reminiscent of the previous building, and cast iron artifacts salvaged during demolition were incorporated into the interior space.

The provision of high-quality residences that honor the place’s history yielded positive economic impact in the community. Since the onset of the development, 17 new businesses have opened on Wellwood and Hoffman Avenues, contributing to the vibrancy of the area.

Source: CoStar, Suffolk County Industrial Development Agency, TRITEC
Local Highlight (Example):

**410 Motor Parkway, Hauppauge**

![Image of 410 Motor Parkway](Image Source: Aresco Management (2023).)

Address: 410 Motor Parkway, Hauppauge, NY 11788

- **Developer or Owner Name:**
  Aresco Management / Marlmar Associates, LLC
- **Current Status:** Completed (2023)
- **Total sq. ft.:** 37,800

**Development program:**

- **Office sq. ft.:** 30,400
- **Retail sq. ft.:** 7,400

410 Motor Parkway is a 4-story, mixed-use Class A office tower that replaced a dilapidated 1-story industrial property in the Long Island Innovation Park. The project includes flexible office space, electric car charging, and outdoor spaces. Among the SCIDA planning study’s recommendations was a zoning overlay that would expand use groups to include retail and amenities for the workers in the Park. 410 Motor Parkway became the first project to take advantage of such an overlay, introducing a variety of high-quality retail spaces in an office complex. Through these efforts and using financial incentives from SCIDA, the project won a CoStar Award for Redevelopment of the Year on Long Island.


Local Highlight (Example):

**Venture Park, Hauppauge**

![Image of Venture Park](Image Source: LoopNet (2023). “Venture Park Hauppauge.”)

Address: 49 Wireless Boulevard, Hauppauge, NY 11788

- **Developer or Owner Name:**
  Venture One Real Estate
- **Current Status:** In Progress (Expected 2023)
- **Total sq. ft.:** 124,000

**Development program:**

- **Industrial sq. ft.:** 124,000

49 Wireless Boulevard is under construction as a 27-dock logistics facility located in the Long Island Innovation Park at Hauppauge. It replaces an existing 90,000 sq. ft. office with a high-quality 124,000 sq. ft. warehouse facility more aligned with industry needs. As digitalization and automation rapidly transform the distribution and e-commerce industry, Long Island Innovation Park is in a prime position to enhance its existing networks of industries, workforce, and neighboring communities. The SCIDA planning study noted the Park’s competitive location and its opportunity to pursue further firm clustering and agglomeration in the logistics and distribution sector. Additionally, among the study’s recommendations was an overlay district, and the transaction and subsequent redevelopment of this property capitalized on the value created by the overlay district.

Source: CoStar, Suffolk County Industrial Development Agency, Long Island Business News, Newsday, Connect Commercial Real Estate
Local Highlight (Example):

**Midway Crossing, Ronkonkoma**


Address: Ronkonkoma Train Station, Ronkonkoma, NY 11779

- Developer or Owner Name: JLL
- Current Status: Proposed
- Total sq. ft.: 2,812,000

Development program:

- Life Sciences sq. ft.: 2,000,000*
- Destination Retail sq. ft.: 330,000
- Convention Center: 300,000
- Hotel: 182,000

Midway Crossing is a 2.8 million sq. ft. project that would encompass 170 acres of land adjacent to MacArthur Airport in Ronkonkoma. Ronkonkoma, which previously was largely a cluster of parking lots, is now poised for a transformation into a place where people can live, work, and play. The SCIDA planning study saw three facets of its potential transition: into a mixed-use, multimodal, and destination hub. Among the report’s recommendations were the development of an entertainment venue and a convention/conference center, as well as the extension of mixed-use patterns around Ronkonkoma’s airport. The report’s extensive engagement process allowed JLL to envision Midway Crossing as a strong connector of downtown Ronkonkoma and its surrounding communities.

Source: CoStar, Suffolk County Industrial Development Agency, Connect Long Island, The Real Deal, Greater Long Island

*The life sciences component not only provides highly specialized higher paying jobs with those with higher education but also good paying jobs at an average of $100,000 for high school level education along with specialized training in such jobs as trained technicians for various imaging tests like X-ray, MRI, CT scan, CAT scan, and more. An employment outreach and workforce development program will be designed specifically for Midway Crossing, leveraging the transportation assets and connectivity. The creation of high paying jobs, with salaries averaging $150,000, associated with the activities planned at Midway Crossing will provide the opportunity for our greatest resource – our own young people - to choose Long Island as a place to launch their careers and raise their families.

Local Highlight (Example):

**The Lofts at 30 Stewart, Huntington**


Address: 30 Stewart Ave, Huntington, NY 11743

- Developer or Owner Name: G2D Group
- Current Status: Completed (2018)
- Total sq. ft.: 28,500

Development program:

- Residential sq. ft.: 23,500
- Residential Units: 12
- Office sq. ft.: 5,000

The Lofts at 30 Stewart is a 12-unit, mixed-use apartment building located in Downtown Huntington. The high-quality design provides a refined take on the loft-style home in an amenity-rich area (the project is minutes from Hecksher Park, with entertainment, restaurants, and shopping nearby). These offerings meet the needs of residents looking for sophisticated dwellings reminiscent of city atmospheres. Additionally, the provision of furnished apartments, a rare offering, helps attract and retain talent, especially the young workforce who balance busy lifestyles, thus contributing to the region’s overall economic development goal of keeping the highly-skilled workforce.

Source: CoStar, Suffolk County Industrial Development Agency, G2D Group
The Lofts at Maple & Main, Smithtown

The Lofts at Maple & Main is a 71-unit loft apartment development nestled within the Town of Smithtown’s core, providing mixed uses with its residential and ground-floor retail space. It is considered the first commuter-oriented apartment complex planned for the Town. The Town, as recognized in the SCIDA planning study, had potential for further land development, but several components of essential housing infrastructure were not in place. The planning study recommended policy measures to expand infrastructure as a means of promoting economic activity in the area. Since the study, the Town has invested in a public sewer main construction project that the Lofts at Maple & Main stands to benefit from.

Source: CoStar, Suffolk County Industrial Development Agency, Greater Long Island, Newsday
Public and private investments, spurred by the Suffolk County Industrial Development Agency’s (SCIDA’s) planning studies, have generated substantial and far-reaching economic benefits for the county and produced sizable spillover effects.

Grants-funded infrastructure improvements and private-sector investments in real estate generated significant construction jobs in the region. According to estimates, for all the grants-funded projects and subsequent real estate developments as a result of the planning studies, the amount of capital investment totals $1.7 billion, which - across the years and geographies - will generate more than 15,000 jobs (over 10,000 are construction related), $1.4 billion in labor income, $1.7 billion in Gross Domestic Product (GDP), and $2.7 billion in total economic output for the county during construction, taking into consideration all one-time direct, indirect, and induced economic impacts.

Approximately 6% of these construction impacts are shaped by grants-funded capital improvements, with the rest 94% driven by additional capital investments led by the private sector. In other words, every $1 funded by grants for infrastructure and catalytic projects will lead to $13 in additional real estate capital investment.21

---

21 Including both built projects and pipeline/proposed projects.
Total One-Time Economic Impact During Construction

<table>
<thead>
<tr>
<th>Impact</th>
<th>Jobs</th>
<th>Labor income</th>
<th>GDP</th>
<th>Economic output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct (construction)</td>
<td>10,800</td>
<td>$1,011 million</td>
<td>$1,110 million</td>
<td>$1,712 million</td>
</tr>
<tr>
<td>Indirect (supply-chain transactions)</td>
<td>1,433</td>
<td>$122 million</td>
<td>$208 million</td>
<td>$355 million</td>
</tr>
<tr>
<td>Induced (broader household spending)</td>
<td>3,544</td>
<td>$232 million</td>
<td>$421 million</td>
<td>$665 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>15,777</td>
<td>$1,365 million</td>
<td>$1,739 million</td>
<td>$2,732 million</td>
</tr>
</tbody>
</table>

Source: IMPLAN, JLP+D

Share, Grants-funded: 6% 6% 7% 7%
Share, Additional investment led by private sector: 94% 94% 93% 93%

More broadly, the comprehensive planning and strategic investments facilitated by the SCIDA exert a multifaceted influence on the region’s overall economic competitiveness. This dynamic transformation unfolds on several fronts.

- Firstly, the creation of vibrant, compact, and pedestrian-friendly neighborhoods, combined with a broader spectrum of housing options, positions the region as an enticing destination for both attracting and retaining top-tier talent. The improved quality of life is a magnetic force, nurturing an environment where individuals and families thrive.

- Secondly, the development projects that emerge from these initiatives provide appealing spaces tailored to the diverse needs of businesses, spanning various sizes and sectors. This diversification creates a resilient economic landscape, enhancing the region’s ability to adapt and flourish.

- Thirdly, the SCIDA’s relentless commitment to workforce development has been instrumental in nurturing a robust talent pipeline, particularly in growth sectors. This investment in human capital fortifies the region’s capacity to innovate and compete on a global scale.

- Lastly, the pivotal role played by the SCIDA in bringing together civic, private, and public-sector stakeholders cannot be understated. These collaborative partnerships are the bedrock upon which the region’s goals for economic development and competitiveness rest. The SCIDA serves as the catalytic force that unites these stakeholders, fostering an atmosphere of cooperation and shared objectives.

In sum, the holistic approach spearheaded by the SCIDA reverberates across the region, enriching its economic competitiveness. From livable neighborhoods to business-friendly spaces, a talent-rich workforce, and collaborative partnerships, the SCIDA’s multifaceted impact demonstrates its significance as a driving force behind Suffolk County’s aspirations for sustainable economic growth and enhanced competitiveness.
Local Highlight (Example):

**The Center at Brentwood**

- **Current Status:** In Progress
- **Total sq. ft.:** 69,000

**Development program:**
- **Workforce Training**
- **Community Space**

The Center at Brentwood is an economic development hub that builds on a multi-year engagement process with the industry, the community, and other public-private stakeholders. Sited in the same location and programmed in connection with the National Offshore Wind Training Center, it seeks to:

- Enhance regional growth capacity and individual economic opportunity through skill-building and entrepreneurship;
- Strengthen connections between employers and workforce trainers, and support employers to develop a talent pipeline for their current and future needs;
- Enable individuals in the community to encounter, prepare for and access opportunities;
- Allow educational providers, industry, labor and government to engage with and support individuals in the community, collaborate to break down barriers to employment and education, and create a sustainable local, diverse talent pipeline and;
- Combat long-term socioeconomic factors in Brentwood and the shortage of qualified job candidates in Long Island’s key industries.

SCIDA’s planning studies have played an instrumental role in the conception of the Center at Brentwood. The report “Hauppauge Industrial Park: Regional Competitiveness and Growth Strategies” included several recommendations that aimed to strengthen the regional economic competitiveness of key sectors, one being enhancing workforce development. Subsequently, SCIDA and the Long Island Regional Planning Council issued a report entitled “Upskilled: Preparing Long Island’s Workforce for the Future” that provided detailed strategies to develop more robust talent pipelines, including the recommendation to build a state-of-the-art workforce training center in the community.

Since then, and in parallel with other Suffolk County initiatives aimed at addressing community development challenges, the County has been investing in the planning, design, construction, and operations of the new workforce development hub in Brentwood. The current 27,000 sq. ft. building on a 5.2-acre site at 350 Crooked Hill Road, which was acquired by the County, will be renovated into a 69,000 sq. ft. multifunctional facility, adding several new features: a central atrium that welcomes visitors will serve as a communal space that can accommodate a variety of events at all times of day. The Center will have new space for classrooms and educational labs, meeting rooms, offices, a computer/multimedia lab, a commercial education kitchen with cafe, and in later stages of renovation, outdoor programming spaces, childcare, a career library, additional office space, and basement storage.

Source: Suffolk County
## Appendix 1

### Grant Funding Data

The following tables list data on grant funding driven by the Suffolk County Industrial Development-led planning studies in each community.

### AMITYVILLE

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State</td>
<td>$5,029,000</td>
<td>NY Downtown Revitalization Initiative (DRI): Complete Streets on Broadway</td>
</tr>
<tr>
<td>New York State</td>
<td>$1,314,000</td>
<td>NY DRI: Revitalization of LIRR Station and Connections to Downtown</td>
</tr>
<tr>
<td>New York State</td>
<td>$1,307,000</td>
<td>NY DRI: Mixed-Use Building at 21 Greene Avenue</td>
</tr>
<tr>
<td>New York State</td>
<td>$600,000</td>
<td>NY DRI: Commercial Storefront Revitalization Fund</td>
</tr>
<tr>
<td>New York State</td>
<td>$425,000</td>
<td>NY DRI: Professional Office Building at 137-157 Broadway</td>
</tr>
<tr>
<td>New York State</td>
<td>$277,000</td>
<td>NY DRI: Losi’s Corner &amp; Hook and Ladder No1. Building</td>
</tr>
<tr>
<td>New York State</td>
<td>$235,000</td>
<td>NY DRI: Mixed-Use Dining &amp; Office Building at 140a Broadway</td>
</tr>
<tr>
<td>New York State</td>
<td>$150,000</td>
<td>NY DRI: New Eatery at 217 Broadway</td>
</tr>
<tr>
<td>New York State</td>
<td>$142,000</td>
<td>NY DRI: Artists’ Studio at 187 Broadway</td>
</tr>
<tr>
<td>New York State</td>
<td>$140,000</td>
<td>NY DRI: Outdoor Beer Garden at 136 Broadway</td>
</tr>
<tr>
<td>New York State</td>
<td>$81,000</td>
<td>NY DRI: Village Wayfinding, Branding &amp; Marketing</td>
</tr>
<tr>
<td>New York State</td>
<td>$300,000</td>
<td>NY DRI: Planning</td>
</tr>
<tr>
<td>Suffolk County</td>
<td>$80,000</td>
<td>Suffolk County Downtown Revitalization: Infrastructural improvements on Park Ave (road rehab, drainage, light poles, ADA ramps, and crosswalks)</td>
</tr>
<tr>
<td>New York State</td>
<td>$288,000</td>
<td>Federal Highway Administration &amp; NYS Department of Transportation grant for pedestrian/bike path</td>
</tr>
<tr>
<td>New York Metro-</td>
<td>$200,000</td>
<td>Active Transportation study (award to Suffolk County)</td>
</tr>
<tr>
<td>politican Trans-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>portation Council</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Subtotal** $10,568,000

### ROUTE 110

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State</td>
<td>$9,700,000</td>
<td>NY DRI: Revitalization and capital projects for the Huntington Station area</td>
</tr>
<tr>
<td>New York State</td>
<td>$300,000</td>
<td>NY DRI: Planning</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>$2,000,000</td>
<td>Bus Rapid Transit (BRT) Final Design Phase 1</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>$2,000,000</td>
<td>BRT Final Design Phase 2</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>$30,975,000</td>
<td>BRT construction (roadway and station enhancements)</td>
</tr>
</tbody>
</table>

**Subtotal** $44,975,000

### LINDENHURST

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State</td>
<td>$200,000</td>
<td>Start-Up NY Program secured via Suffolk County for walkability plan and study</td>
</tr>
<tr>
<td>Suffolk County</td>
<td>$350,000</td>
<td>Suffolk Jumpstart: Implementation of walkability plan along Wellwood Ave</td>
</tr>
<tr>
<td>Suffolk County</td>
<td>$37,500</td>
<td>Suffolk County Downtown Revitalization: Pedestrian/walkability enhancements</td>
</tr>
<tr>
<td>Suffolk County</td>
<td>$40,000</td>
<td>Suffolk County Downtown Revitalization: Pedestrian/walkability enhancements</td>
</tr>
<tr>
<td>Suffolk County</td>
<td>$50,000</td>
<td>Suffolk County Downtown Revitalization: Streetscape improvements along Wellwood Ave</td>
</tr>
<tr>
<td>New York State</td>
<td>$4,500,000</td>
<td>NY Forward Program for downtown revitalization</td>
</tr>
</tbody>
</table>

**Subtotal** $5,177,500
<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suffolk County</td>
<td>$350,000</td>
<td>Suffolk Jumpstart: Municipal Parking Lot Construction in Kings Park</td>
</tr>
<tr>
<td>American Rescue Plan Act</td>
<td>$5,400,000</td>
<td>Sewer infrastructure in Kings Park (via Suffolk County)</td>
</tr>
<tr>
<td>American Rescue Plan Act</td>
<td>$10,000,000</td>
<td>Sewer infrastructure in Smithtown (via Suffolk County)</td>
</tr>
<tr>
<td>New York State</td>
<td>$20,000,000</td>
<td>NYS Transformative Investment Program (TIP) to increase sewer capacity in Kings Park</td>
</tr>
<tr>
<td>New York State</td>
<td>$20,000,000</td>
<td>NYS TIP to increase sewer capacity in Smithtown</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$55,750,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Railroad Administration</td>
<td>$5,000,000</td>
<td>Consolidated Rail Infrastructure and Safety Improvements Program Grant for the construction of surface commuter parking to facilitate redevelopment</td>
</tr>
<tr>
<td>U.S. Department of Transportation</td>
<td>$1,000,000</td>
<td>Accelerator Program for the planning and design of infrastructure</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$6,000,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suffolk County</td>
<td>$1,250,000</td>
<td>Infrastructure improvements to facilitate affordable housing development</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$1,250,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congress</td>
<td>$3,000,000</td>
<td>Sewer infrastructure</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$3,000,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congress</td>
<td>$2,000,000</td>
<td>Conversion of all streetlights to Zero net solar</td>
</tr>
<tr>
<td>New York State</td>
<td>$50,000</td>
<td>Electric Mobility grant via NYSERDA</td>
</tr>
<tr>
<td>Town of Smithtown</td>
<td>$600,000</td>
<td>Roadway enhancement</td>
</tr>
<tr>
<td>Town of Smithtown</td>
<td>$100,000</td>
<td>Brick-and-mortar signage</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$2,750,000</strong></td>
<td></td>
</tr>
</tbody>
</table>
Appendix 2
Development Data

The following tables list data on developments driven by the Suffolk County Industrial Development-led planning studies in each community.

AMITYVILLE

<table>
<thead>
<tr>
<th>Address (Name)</th>
<th>Status</th>
<th>Type</th>
<th>Dwelling Units</th>
<th>Total sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>805 Broadway (Greybarn Amityville)</td>
<td>Completed</td>
<td>Mixed-Use</td>
<td>500 (100 affordable)</td>
<td>607,000</td>
</tr>
<tr>
<td>124 Greene Ave (Village By The Bay)</td>
<td>Completed</td>
<td>Residential</td>
<td>115 (8 affordable)</td>
<td>100,000</td>
</tr>
<tr>
<td>221 Broadway</td>
<td>Completed</td>
<td>Residential</td>
<td>32</td>
<td>30,200</td>
</tr>
<tr>
<td>26 Oak St (Oak Street Villas)</td>
<td>Completed</td>
<td>Residential</td>
<td>24</td>
<td>15,000</td>
</tr>
<tr>
<td>366 Broadway (Avalon Amityville I)</td>
<td>In Progress</td>
<td>Residential</td>
<td>338 (84 affordable)</td>
<td>304,200</td>
</tr>
<tr>
<td>21 Greene Ave (Amityville Village)</td>
<td>In Progress</td>
<td>Mixed-Use</td>
<td>8 (all affordable)</td>
<td>11,700</td>
</tr>
<tr>
<td>137-157 Broadway</td>
<td>Proposed</td>
<td>Commercial</td>
<td>-</td>
<td>22,500</td>
</tr>
<tr>
<td>140A Broadway</td>
<td>Proposed</td>
<td>Commercial</td>
<td>-</td>
<td>2,500</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td>1,017 (203 affordable)</td>
<td>1,093,100</td>
</tr>
</tbody>
</table>

ROUTE 110

<table>
<thead>
<tr>
<th>Address (Name)</th>
<th>Status</th>
<th>Type</th>
<th>Dwelling units</th>
<th>Total sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1002 Broadhollow Rd, Farmingdale</td>
<td>Completed</td>
<td>Commercial</td>
<td>-</td>
<td>79,900</td>
</tr>
<tr>
<td>30 Stewart Ave, Huntington (The Lofts at 30 Stewart)</td>
<td>Completed</td>
<td>Mixed-Use</td>
<td>12</td>
<td>28,500</td>
</tr>
<tr>
<td>130 Carolyn Blvd, Farmingdale</td>
<td>Completed</td>
<td>Commercial</td>
<td>-</td>
<td>16,300</td>
</tr>
<tr>
<td>71 New St, Huntington</td>
<td>Completed</td>
<td>Mixed-Use</td>
<td>10</td>
<td>16,100</td>
</tr>
<tr>
<td>834 Walt Whitman Rd, Melville (Melville Mall)</td>
<td>Completed</td>
<td>Commercial</td>
<td>-</td>
<td>14,600</td>
</tr>
<tr>
<td>1024 Broadhollow Rd, Farmingdale</td>
<td>Completed</td>
<td>Commercial</td>
<td>-</td>
<td>10,500</td>
</tr>
<tr>
<td>7 Nathan Hale Dr, Huntington</td>
<td>Completed</td>
<td>Residential</td>
<td>6</td>
<td>8,400</td>
</tr>
<tr>
<td>10 Wall St, Huntington (Richard Smith Building)</td>
<td>Completed</td>
<td>Mixed-Use</td>
<td>4</td>
<td>7,100</td>
</tr>
<tr>
<td>350 Walt Whitman Rd, South Huntington (Huntington Shopping Center)</td>
<td>In Progress</td>
<td>Commercial</td>
<td>-</td>
<td>277,000</td>
</tr>
<tr>
<td>500 Broadhollow Rd, Melville (Residence Inns)</td>
<td>In Progress</td>
<td>Hospitality</td>
<td>-</td>
<td>103,600</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td>32</td>
<td>562,000</td>
</tr>
</tbody>
</table>

LINDENHURST

<table>
<thead>
<tr>
<th>Address (Name)</th>
<th>Status</th>
<th>Type</th>
<th>Dwelling units</th>
<th>Total sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 E Hoffman Ave (The Wel)</td>
<td>Completed</td>
<td>Residential</td>
<td>260 (26 affordable)</td>
<td>208,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td>260 (26 affordable)</td>
<td>208,000</td>
</tr>
</tbody>
</table>

KINGS PARK & SMITHTOWN

<table>
<thead>
<tr>
<th>Address (Name)</th>
<th>Status</th>
<th>Type</th>
<th>Dwelling units</th>
<th>Total sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>262 Indian Head Road (Fairfield at Kings Park)</td>
<td>Completed</td>
<td>Residential</td>
<td>36</td>
<td>28,400</td>
</tr>
<tr>
<td>65 E Main St</td>
<td>Completed</td>
<td>Commercial</td>
<td>-</td>
<td>4,300</td>
</tr>
<tr>
<td>102 W Main St (The Lofts at Maple &amp; Main)</td>
<td>In Progress</td>
<td>Mixed-Use</td>
<td>71</td>
<td>63,000</td>
</tr>
<tr>
<td>Next to Kings Park Train Station</td>
<td>Proposed</td>
<td>Residential</td>
<td>50</td>
<td>45,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td>157</td>
<td>140,700</td>
</tr>
<tr>
<td>Address (Name)</td>
<td>Status</td>
<td>Type</td>
<td>Dwelling units</td>
<td>Total sq. ft.</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-------------</td>
<td>--------------</td>
<td>----------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Midway Crossing (Multiple addresses)</td>
<td>Proposed</td>
<td>Mixed-Use</td>
<td></td>
<td>2,812,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td></td>
<td>2,812,000</td>
</tr>
<tr>
<td><strong>EAST PATCHOGUE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>293-305 E Main St (Greybarn Patchogue)</td>
<td>Proposed</td>
<td>Residential</td>
<td>91 (9 affordable)</td>
<td>130,000</td>
</tr>
<tr>
<td>393 E Main St</td>
<td>Proposed</td>
<td>Residential</td>
<td>40</td>
<td>49,100</td>
</tr>
<tr>
<td>312 E Main St (Arts Center)</td>
<td>Proposed</td>
<td>Arts Center</td>
<td></td>
<td>43,600</td>
</tr>
<tr>
<td>400 E Main St (The Grove Apartments)</td>
<td>Proposed</td>
<td>Mixed-Use</td>
<td>55 (all affordable)</td>
<td>50,500</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td>186 (64 affordable)</td>
<td>273,200</td>
</tr>
<tr>
<td><strong>AMITYVILLE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88 Parkway Dr S</td>
<td>Completed</td>
<td>Commercial</td>
<td></td>
<td>159,800</td>
</tr>
<tr>
<td>45 Gilpin Ave</td>
<td>Completed</td>
<td>Mixed-Use</td>
<td></td>
<td>120,000</td>
</tr>
<tr>
<td>410 Motor Pky</td>
<td>Completed</td>
<td>Commercial</td>
<td></td>
<td>37,700</td>
</tr>
<tr>
<td>49 Mall Dr (Bristol Logistics Center at Hauppauge)</td>
<td>In Progress</td>
<td>Mixed-Use</td>
<td></td>
<td>178,100</td>
</tr>
<tr>
<td>45 Oser Ave</td>
<td>In Progress</td>
<td>Commercial</td>
<td></td>
<td>132,500</td>
</tr>
<tr>
<td>49 Wireless Blvd (Venture Park Hauppauge)</td>
<td>In Progress</td>
<td>Commercial</td>
<td></td>
<td>124,000</td>
</tr>
<tr>
<td>380 Oser Ave</td>
<td>In Progress</td>
<td>Residential</td>
<td></td>
<td>48,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td></td>
<td>800,100</td>
</tr>
</tbody>
</table>
Amityville


Amityville residents and business owners have identified the revitalization of their downtown as a top priority. On the one hand, 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. On the other hand, 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.

Through extensive consultation with local stakeholders - in particular, the Downtown Revitalization Committee - this planning study resulted in these key recommendations:

- **Revise the village zoning code to remove incompatible uses and promote contextual infill development:** These included revisions to the lists of uses that are permitted in the downtown to eliminate low-density, auto-oriented uses and promote street-facing, compact mixed-use development, especially along Broadway (Route 110) and around the station. Alternative implementation strategies were offered from revising the underlying zoning, to creating a new downtown district altogether, to mapping and creating an overlay district.

- **Adopt building design guidelines:** The design guidelines 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:** A comprehensive pedestrian network was mapped out as well as various traffic-calming strategies. 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:** Brand and market downtown Amityville to attract the types of businesses that are lacking for a vibrant and attractive downtown Amityville. Amityville residents and business owners have identified the revitalization of their downtown as a top priority. On the one hand, 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. On the other hand, 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.

Route 110

Route 110: Corridor Opportunity Analysis (2016)

Route 110 is the armature for an extremely diverse landscape that includes Class A office parks, industrial parks, shopping centers, a community college, and 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 Bus Rapid Transit (BRT) Major Investment Study to secure FTA funding.

The planning study’s comprehensive recommendations include the following:

- **Create design guidelines for corridor redevelopment:** If design guidelines are in place to shape the incremental redevelopment that will inevitably take place, the corridor can be transformed over time from a relentless typical commercial “strip” to a transit-enabled corridor with distinct places. Phase 1 guidelines would focus on pedestrian connec-
tions, cross-access between parking areas, and landscaping. Phase II guidelines would focus more on redevelopment to rationalize building design and placement creating a more coherent and pleasing environment.

- **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 curb-side bus lane. Design studies suggest reallocation of space within the right-of-way to make a more generous curb-side bus lane and sidewalk improvements within a quarter mile of the future BRT 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.

- **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. To this end, at each of the proposed BRT station locations, important connecting sidewalk corridors and greenways were identified.

- **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 and parking requirements should be revised to allow for development that encourages infill and greater density in the downtown.

- **Create a pedestrian-friendly downtown:** A comprehensive pedestrian network was mapped that creates new linkages within the downtown and to key destinations beyond. 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:** Use the Heling and Neguntatoque creeks to create the armature for a comprehensive 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.

---

**West Babylon**

**West Babylon: Corridor Opportunity Analysis (2017)**

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.

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

- **Reconfigure the intersection:** 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).

- **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. 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. 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.

**Kings Park & Smithtown**

**Kings Park & Smithtown: Downtown Opportunity Analysis (2017)**

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:

- **Revise the town zoning code to promote compact mixed-use infill development:** Remove incompatible uses, such as auto-oriented uses and mini-warehouses from the permitted uses in the downtowns. Define and permit mixed-use and multifamily development and permit 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 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:** Use Sunken Meadow State Park and the Nisquauque River as the centerpieces of a comprehensive greenway network and link to the downtown areas. Together, the two downtowns can brand themselves as the gateway to these recreational resources to appeal both to eco-tourists and as an attraction to younger families.

- **Brand and market downtown Kings Park and Smithtown:** Attract business types that serve the community and promote new opportunities for economic development. Per above, eco-tourism 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.

**Ronkonkoma**

**Ronkonkoma (2018)**

The Ronkonkoma Long Island Railroad station area is being transformed from a sea of parking lots into a mixed-use, multimodal destination. It sits at the intersection of two exceptional regional and national transportation assets: one of the largest and busiest train stations in the MTA network and MacArthur Airport. In recent years, this has attracted a lot of development that is reclaiming underutilized property immediately adjacent to the station including the Ronkonkoma Hub residential and mixed-use development along the north side of the LIRR tracks. The south side of the tracks is a sea of commuter parking. By putting this parking into structures that are adjacent to or below new buildings, it is possible to complete the hub as it wraps around the station. The design can also accommodate new transit connections to the airport terminal. A robust public process considered three different alternative development scenarios for completing the hub. By looking at alternative futures, the process was able to distill an essential set of recommendations that should apply regardless of how development proceeds:

- **Design Guidelines must manage the transition in scale between the Ronkonkoma LIRR Station area and the surrounding neighborhoods:** Acknowledging that the scale of development at the station area will be larger than the typical development pattern elsewhere in the hamlet, stakeholders want there to be an appropriate transition in scale and land uses between the new developments and the adjacent areas. This can be accomplished by adopting a set of design guidelines developed in cooperation with the town and the developers.
Enable more diverse commercial uses outside of the Hub: The existing Town of Islip zoning and economic development policies prioritize industrial uses. Stakeholders would like some loosening of these policies to enable more commercial uses in selected portions of the hamlet. In particular, are places such as Veterans Highway where some commercial uses would be appropriate. This would enable some of the community-supporting uses that residents currently have to leave the hamlet to access such as eateries and, especially, a supermarket.

Revitalize the Ronkonkoma “Crossroads”: When the redevelopment of the Ronkonkoma Station Area is fully realized, it can serve as the “downtown” for Ronkonkoma and other surrounding communities that do not have a traditional transit-oriented downtown. But in addition, the Ronkonkoma Civic Association (RCA) would like to see the area around the intersection of Ocean Avenue and Lakeland Avenue revitalized. This is where most of the neighborhood-scale commercial uses are located currently as well as the fire department which is often used as a community meeting space.

Connect the Crossroads to the Station Area: Because the Crossroads is less than a half mile from the station area, stakeholders want there to be a strong, multi-modal connection between the station area and the Crossroads so that it can capture some of the development energy that the station area represents. This means paying particular attention to the design of Lakeland Avenue which should be designed to work not just for cars, but for pedestrians, bicyclists and transit and with better landscaping and lighting. One idea discussed was to make Easton Avenue more of the pedestrian/bicycle corridor. The RCA would like to see the brownfield site in this location become a civic space.

Incorporate community-supporting uses: In addition larger scale-redevelopment programs there are certain amenities and uses which the community would like to be part of the Ronkonkoma Station Area Redevelopment, such as an indoor/outdoor performance space such as a band shell, supermarket, brewery, arts center, dog park or ballfield.

Link across the tracks: The two sides of the tracks need to be linked at the Ronkonkoma Station Area. One idea brought to light during the process is to create a public plaza that bridges the tracks. This space would be big enough to be programmed in some way and would be framed by whatever new development is on the south side of the tracks.

Electrify and generally improve service on the Port Jefferson Branch: While it is beyond the scope of this initiative, the community is aware of the regional transportation issues which affect their hamlet. Improvements in the Port Jefferson Branch are part of the larger context that should be addressed. Better service would divert some of the commuters to the Port Jefferson Line so that less traffic and parking would need to be accommodated at the future Ronkonkoma Station Area.

East Patchogue

East Patchogue: Making a Place on Montauk Highway - Corridor Opportunity Analysis (2018)

Focus East Patchogue (Focus), the primary civic partner for this initiative, sees the potential for this portion of Montauk Highway to be transformed: to become a “place” with its own identity. While it may not be possible to make a complete downtown or “Main Street” in the conventional sense of the words – like the Village of Patchogue immediately to the west – it is possible to move beyond the commercial strip to a place that is attractive, walkable, and a mixed-use destination that attracts high quality development. A robust public process, including the use of a large-scale interactive physical model of the entire study area, was used to enable citizen stakeholders to visualize different kinds of development along the corridor. Out of this process, several key recommendations emerged:

Conduct a zoning audit: Using the redevelopment studies as a guide, conduct an audit of the existing zoning regulations to find out where they support or inhibit the vision, especially in regards to flexible parking requirements, increased site coverage, increased height limitations with mandatory set-backs, and enabling mixed-use.

Create a Generic Environmental Impact Statement (GEIS): A Generic Environmental Impact Statement (GEIS) is a broader and more general environmental impact statement that sets forth development standards and review thresholds not for any one project, but for future developments, usually for a larger or more complicated area. Impacts are considered collectively and over time in the larger area. By exempting future conforming projects, there is a strong incentive for developers to conform with the GEIS plan to save the costs and time of an individual EIS.

Consider creating a floating zone for larger redevelopment sites: A floating zone is a set of use-specific zoning regulations that is not mapped until an applicant comes forward with a proposal for a site that meets the criteria set out in the regulations. The floating zone can help facilitate the kind of development in the community vision by including development of a use that the community wants to encourage and can add flexibility to enable zoning to accommodate new land uses. The floating zone for these sites would include the massing and design guidelines described below as well as the special cross-access requirements.

Create design guidelines that support the vision: The massing studies can be used to develop a set of development design guidelines that will support the vision. If additional height and bulk is allowed, this needs to be moderated by design guidelines that would insure the context-sensitive transition to the surrounding single-family neighborhoods. If design guidelines are in place the corridor can be trans-
formed over time, first by focusing on pedestrian connections, cross-access between parking areas, and landscaping and subsequently, by rationalizing building design and placement and creating a more coherent and pleasing environment.

Holbrook

Holbrook: Making Main Street (2019)

Citizen stakeholders recognize that there is a lot of unrealized potential along Main Street, especially in the eastern portion of Union Avenue which is more of a commercial strip than a true “main street”. Auto-oriented and more of a “strip” than a true main street, it suffers from a familiar set of issues that are characteristic of these kinds of commercial corridors. This planning study modeled a vision for future “main street” development along the corridor and provided quantitative assessments of development for the purposes of identifying future zoning changes and traffic studies.

- **Redesign the “North Gateway”**: The Main Street and Union Avenue intersection: The conditions at this end of the Main Street corridor undermines this critical location as the northwest anchor. It is a sea of asphalt where traffic and pedestrians conflict, and the site of several unattractive and marginal commercial uses. This study offered three alternatives from a variety of traffic-calming measures to replacing the bowtie-shaped crossing of Union Avenue and County Route 19 with a “double roundabout” – two roundabouts in series; to a new bridge installed for County Route 19 crossing over Union Avenue. This enables new sidewalk-oriented, mixed-use development to create a true place here.

- **Enable mixed-use development in the “Mid Corridor” sections**: The report modeled new mixed-use infill development on the underutilized sites and likely assemblages. Design guidelines are provided to ensure that new development is contextual and does not impact the surrounding single-family neighborhoods.

- **Redesign the South Gateway**: The Seneca Middle School area: If one end of the Main Street corridor is anchored by the redesigned gateway at Union Avenue, it is anchored at the other end by the Seneca Middle School site. The school site can act as the bridge between these neighborhoods and the reinvented Main Street. Good pedestrian connections would facilitate biking and walking to this end of Main Street, further enlivening it and reducing car traffic. While the school was not included as a redevelopment site, it is a large site that can accommodate significant amounts of development, perhaps including some mix of civic uses and intergenerational housing.

---

Hauppauge


Regional Competitiveness and Growth Strategies (2019)

Long Island Innovation Park at Hauppauge, formerly known as the Hauppauge Industrial Park, is the second largest industrial park in the nation, with 1,300 businesses employing over 55,000 employees, generating economic output over $13 billion annually. RPA and James Lima Planning + Development (JLP+D) worked with the Hauppauge Industrial Association of Long Island (HIA-LI) to engage a diverse range of local and regional stakeholders, identify ways to take advantage of the Park’s assets, position the Park for the 21st century, and link the Park’s success to broader regional economic development goals. The major recommendations include the following.

- **Designing a 21st century production employment center**:
  - The Park needs to support a diverse ecology of innovation. To attract the next generation of entrepreneurs, the 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.

- **Making what you do visible**:
  - To attract investment in the Park and to help build support in the surrounding communities, it is important to make the value of the Park visible both in terms of design and programming. 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 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 Park 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. HIA-LI can take a number of steps to position the Park for the next generation of production-related activities. Some of this involves physical planning, identifying an existing building for adaptive reuse as a
Facilitate business growth: In addition to attracting new businesses, intensify the effort in growing existing businesses and move up the value chain to new profit territories.

Attract and retain knowledge workers: The highly educated workforce on Long Island has not been fully captured for economic growth, because of brain drain and outward migration. In particular, the provision of affordable housing and an amenity-rich environment is critical.

Strengthen training and workforce development: In order to leverage existing training resources and fill the gap, it is imperative for educational institutions and employers to collaborate and provide industry-driven, work-based training programs.

Promote innovation and technology transfer: Companies and universities need to work together. This is relevant for both high-tech industries and traditional sectors, new technologies and tools are vastly disrupting the existing industry landscape.

Build connections among businesses, governments, and institutions: Cross-sectoral collaboration is a pre-requisite of, and a way to initiate and implement, the other strategies.

Create a new pedestrian realm: By managing the automobile, it is possible to create a comprehensive network of walking routes within and beyond the ferry landing area. It is possible to reduce crossing distances and reclaim asphalt for walkers and bikers. This includes a new space at the foot of the boardwalk and a raised area with a mountable curb in front of the ferry ticketing office. New sidewalks along the north and south edges of the proposed ferry queuing area that link the train station, the Seaport Museum and Railroad Museum and the foot of 3rd Street. A small public space is proposed where the two new sidewalks reach the Railroad Museum, creating a more attractive entrance. The comprehensive pedestrian network also ties together various elements of a continuous waterfront greenway enabling passage across the landing area linking the boardwalk, the Seaport Museum, the landing of the commercial pier and the small park south of the tracks.

Redesign the south parking lot: The existing design is extremely inefficient. Angled parking in tighter rows would result in even more spaces. The redesign should include a relocated and improved bus stop. Instead of floating out in the parking lot at the end of one parking aisle, it can be located along the west edge of the waterfront park which is much more pleasant and offers greenery and views of the water. This lot is occupied by different kinds of users at different times of the day and in the different seasons. A detailed study of these patterns is required to determine how best to manage a limited resource.

Greenport


Despite having several transit assets near to each other and to the downtown, the current ferry landing area is dominated by underutilized surface parking lots and conflicts between pedestrians and vehicles that hampers attendance to the two museums located there and fails to support the economic vitality of the Village. This planning study suggested several alternative configurations that rationalize vehicle movement and create high-quality pedestrian connections both within the ferry landing area and from the ferry landing to the downtown and waterfront.

Explore alternative configurations for the roads and cueing: The study offers three alternatives for the way the ferry landing area accommodates the need for cars to turn around in this location. In one of these, the turnaround remains in the landing area but other roadway and sidewalk improvements are made to help resolve conflicts between pedestrians and vehicles. In two other alternatives, the turnaround is eliminated altogether along with changes to the traffic directions on the roads that approach the ferry landing area.

Workforce Development

Upskilled: Preparing the Long Island Workforce for the Future (2020)

Business Plan for the Center at Brentwood (2023)

Workforce development is a statewide priority, and on Long Island, unique industrial and demographic factors have made talent pipeline development a paramount priority. SCIDA has been playing an instrumental role in fostering a greater workforce development ecosystem in the region. Two studies exemplify such effort, the “Upskilled: Preparing the Long Island Workforce for the Future” report released by SCIDA and Long Island Regional Planning Council (LIRPC) and the business plan for the Center at Brentwood, jointly supported by Suffolk County Department of Labor, Suffolk County Department of Economic Development and Planning, and SCIDA.

The report “Upskilled: Preparing the Long Island Workforce for the Future” outlined several key priorities for the region’s overall workforce development efforts:

Couple workforce training with efforts: Make businesses climb up the value chain and train workforce for higher-value services.
Target selected sets of skills for customized training: Utilize a data-driven curriculum development process and capture factors such as automation risks, wage and career prospects, and skill gaps.

Address soft skills in workforce development: This will ensure better job readiness, especially for disadvantaged groups.

Allow employers to help shape the curriculum: Amplify industry partnerships with academic and training institutions.

Capitalize on new industries and major players in the region: Examples include offshore wind, artificial intelligence, and life sciences.

Seek to link academic research and innovation to workforce development: Pay attention to middle skill jobs in the innovation space.

Create a Long Island Workforce Development “Consortium”: Tap into the One-Stop Employment Center already provided by Suffolk County.

Enhance the capacity of existing efforts: Ensure that businesses, government agencies, community organizations, and educational institutions have regular communications with each other.

As part of the implementation for enhanced workforce development efforts, SCIDA supported the planning effort for a new state-of-the-art facility, The Center at Brentwood, that integrates training for offshore wind and other strategic industries, career development for youths, and various community development programs and initiatives. The plan supported by SCIDA provided a comprehensive roadmap for the Center’s planning and development, including:

- Articulating the dual objectives of the Center: to support business growth and to invest in the community’s social infrastructure
- Delineating an innovative model to deliver diverse programs in a seamless experience
- Laying out the management, operations, and governance structure for the new model
- Projecting the cost and resources to build and start operating the Center
Appendix 4

Local Affordable Housing Regulations

**Town of Babylon**
Multifamily developments of over four units are required to set 20% aside for affordable housing. Tenants are defined at or below 80% Area Median Income (AMI). Requirement is for life of the development.

**Town of Brookhaven**
Multifamily developments of over five units are required to set 10% aside for affordable housing. The monthly rental price shall be no greater than 30% of 50% of the U.S. Department of Housing and Urban Development (HUD) AMI for Nassau-Suffolk. For Workforce rental units, the price shall be no greater than 30% of 65% of the HUD AMI. For Homeownership: the affordable price shall be no greater than the price affordable to those with incomes at or below 80% of AMI. For Workforce homeownership: the price shall be no greater than 120% of AMI. The requirement is for units to be affordable in perpetuity.

**Town of East Hampton**
Multifamily developments of over five units are required to set 20% aside. Maximum monthly rent cannot exceed 110% of the fair market rent for existing housing. Maximum initial sales price cannot exceed 250% of the maximum annual aggregate family income for a moderate-income family for multifamily units and 300% for single-family residences. These requirements are for the life of the development.

**Town of Huntington**
For developments with 5 or more residential units, developer is required to set aside 10% of the units in accordance with the Long Island Workforce Housing Act on or off site or pay a fee to the Affordable Housing Trust and Agency Fund. The sale price for single-family homeownership units is 80% AMI. The sale price for multifamily development homeownership units is 80% AMI or up to 120% AMI at the discretion of Huntington Community Development Agency (CDA) for no more than half the units. For rental units, rent must be no higher than 80% of fair market rent and median family income of renters can be no more than 50% AMI. Affordability is required in perpetuity.

**Town of Islip**
10% or 20% of units must be set aside for affordable housing depending on the specific zoning districts, with higher requirements in the downtown area. AMI must be set at or below 80% AMI for rental units and 100% AMI for ownership. Rental units, the majority of the town’s affordable units, will remain affordable in perpetuity.

**Town of Riverhead**
20% of units in new construction / rehabilitation of multifamily housing. AMI is specified based on project but the Town follows the Long Island Workforce Housing Act (max of 130% AMI).

**Town of Shelter Island**
The town maintains a Community Housing Fund to fund the production of community housing.

The town maintains a Community Housing Registry that ensures eligibility for affordable housing aligns with the regulations and policy goals.

**Town of Smithtown**
Multifamily developments of over five units are required to set 20% aside. AMI for rentals will not exceed 100%. AMI for owners will not exceed 2.75 x 100% AMI. The requirement is for the life of the development

**Town of Southampton**
Multifamily developments of over five units are required to set 20% aside. AMI is consistent with the Long Island Workforce Housing Act, as defined below: 130% of the median income for the Nassau-Suffolk AMI. The requirement is for the life of the development.

**Town of Southold**
Multifamily developments of over five units are required to set 20% aside.
For 100 years, Regional Plan Association has guided the growth of the New York-New Jersey-Connecticut metropolitan region with long-range planning and advocacy.

RPA is an independent, non-profit, civic organization that develops and promotes ideas to improve the economic health, environmental resiliency, and quality of life of the New York metropolitan area. RPA conducts research on transportation, the environment, land use, and good governance, and advises cities, communities, and public agencies while publishing a long-range Regional Plan for each generation.

Board of Directors

Chairman
Raymond J. McGuire
President & CEO
Thomas K. Wright
Co-Chair, Connecticut Committee
Judith Lagano
Co-Chair, Advancement Committee
Angela Pinsky
Co-Chair, New York Committee
Blair Duncan
Vice Chair and Chair, Nominating & Governance Committee
Sarah Fitts
Counsel
David Huntington
Co-Chair, New Jersey Committee
Paul Josephson
Vice Chair
Matthew S. Kissner
Chair, Communications Committee
Katy Knight
Co-Chair, Connecticut Committee
David Kooris

Learn more:
- rpa.org
- regionalplan
- regional plan
- regionalplan
- regional-plan-association

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

New Jersey
179 Nassau St, 3rd Floor
Princeton, NJ 08542
60 Union Street, Suite 1-N
Newark, NJ 07105

Connecticut
Two Landmark Sq, Suite 108
Stamford, CT 06901