

# Executive Summary



## Wyandanch Rising Hamlet Plan

In 2003, the Town of Babylon, NY began a public outreach process to help the Wyandanch community define and envision its future. A community generated “vision” plan, known as the “Wyandanch Rising Hamlet Plan,” was generated based upon a New Urbanist paradigm characterized by pedestrian amenity, transit oriented development, Mixed-Uses, networked thoroughfares and opportunities for civic buildings and spaces; in short, a recipe for a sustainable and joyful public realm. Key elements of the plan include:

- Provide a safe and clean environment
- Reconstruction of Straight Path into a pedestrian friendly street
- Transform the existing suburban sprawl pattern into a walkable village pattern
- Increase ability to shop for essential goods and services in Wyandanch
- An increase in density to help create the economic base necessary to support the additional commercial desired
- An identification of the limiting effects and potential solutions for the lack of a coordinated wastewater treatment system
- An identification of land uses
- General design guidelines, action plan, and general development recommendations

## Intermodal Transit Facility Feasibility Study

Following the Wyandanch Rising effort, the RBA Group team developed an Intermodal Transit Facility Feasibility Study focused on the area north of the railroad and east of Straight Path with the goal of providing more travel opportunities, encouraging economic development, and creating a new open space to serve as the symbolic heart of downtown. This study included traffic and transit, parking, pedestrian and bicycle amenities, and the principle of mixed-use development. Key findings included the realignment of Acorn Street to address intersection issues, identification of a site for a future transit garage, identification of a truck route that diverts truck traffic away from the transit hub, a new traffic signal at the intersection of Straight Path and Washington Avenue, identification of an opportunity for a new public plaza, and the potential for a new pedestrian crossing connecting the areas north and south of the railroad tracks, as well as zoning recommendations.

## Straight Path Sanitary Sewer

The area currently lacks a public sanitary sewer system. This is a key limiting factor to redevelopment and the increased density necessary to support redevelopment. As a major stimulus to redevelopment, the Town of Babylon has recently spearheaded the effort to bring a new Sanitary Sewer line along a redesigned Straight Path. In addition, the County has agreed to waive sewer connection fees for the Wyandanch study area. This will be a tremendous asset that will assist in making the redevelopment financially feasible.

## BOA Step 2

### NYS BOA, GEIS, Urban Renewal Plan

In order to further the redevelopment of Downtown Wyandanch, in 2008 the Town of Babylon completed a BOA (Brownfield Opportunities Area) Step 2 Nomination, an Urban Renewal Plan, and a GEIS (General Environmental Impact Statement). The Urban Renewal Plan identifies the hamlet and the core commercial district as blighted and in need of repair supported by several documents including SLI’s Wyandanch Hamlet Plan, The Town’s Pre-nomination Study, and AKRF’s Wyandanch Blight Study. Additionally, as required by New York State Law, a Generic Environmental Impact Statement has been completed to assess the potential environmental impacts of the proposed project. The completion of these critical steps will assist in expediting the redevelopment of the study area by providing the regulatory capacity to stimulate additional commercial, residential, and mixed-use development in the area. All elements contained in the Preliminary Plan and Form-Based Code are consistent with the completed GEIS and Findings Statement.

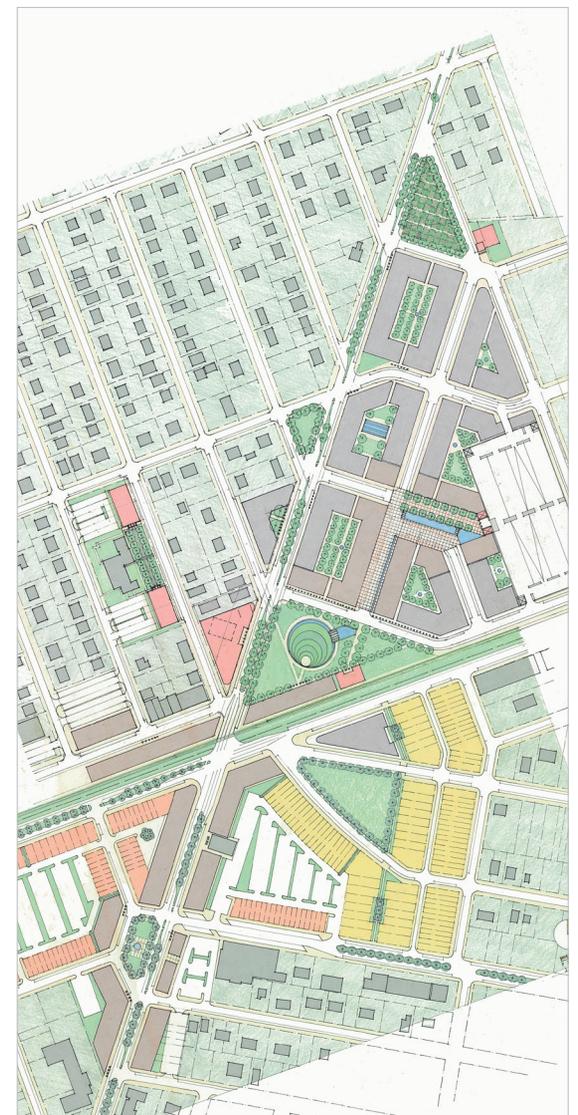


Intermodal Site Plan

## Wyandanch Design Plan

At the culmination of the BOA Program the Town of Babylon engaged Speck and Associates to develop a plan for the Core Area. Some key principles derived from this study include:

- A transit plaza should be created that offers for flexible programming
- Retail should front on the transit plaza and lead from the garage
- A transit garage should occupy as little prime land in close proximity to the station (long end of garage leading away from station), while still providing easy access for transit riders
- Buildings and/or uses should line tracks at transit plaza
- Larger buildings should be located along Straight Path
- Density should taper off as one moves further away from the station
- Health Center should be relocated to Youth Center site in the form of two buildings
- A boulevard should be created along Grand Blvd. leading to Geiger Park
- Smaller public spaces should be provided along Straight Path



Design Plan by Speck & Associates, LLC.

## Conceptual Site Plan



*The Station Plaza*



*The South Lawn*

Building on the significant previous efforts of the Town of Babylon, a public charrette was held the week of April 27th, 2010 to develop a conceptual plan for Downtown Wyandanch and the Straight Path Corridor. New parameters to be considered for the Conceptual Plan included the development of a comprehensive open space system linking to Geiger Park, a development program based on local market and construction economics, realistic parking requirements and standards, and implementation phasing for transit. The result of a very successful charrette is the Conceptual Plan that is the basis of the Preliminary Plan discussed in more detail on the following page. At the heart of this new downtown transit-oriented development is a well-defined Transit Plaza fronted by retail on three sides and a new Health Center on the eastern side that will function as a gathering plaza for the community. Leading north from the plaza is a unique cobble street connecting to the Neighborhood Plaza (with a connection to the transit garage) which then continues north to the new Community Park anchored by a new civic building. Proceeding south from the Transit Plaza is the new gracious South Lawn that links to Commonwealth Drive that has been designed with a recreational path leading to Geiger Park. Higher density is found at the core which changes to lower density building types as one move away from the center as a transition to the existing single-family homes. Two of the key facets of the plan are the ability to move forward with close to full development prior to the building of the transit garage and the flexibility of the proposed block structure to accommodate the density shown or an increase in density with structured parking without requiring a change to the plan.



*Conceptual Plan by Torti Gallas and Partners*

# Executive Summary

## Study Area

Situated along Straight Path extending from N. 9th Street in the north to Garrison Ave. in the south, Straight Path poses many of the challenges faced by Corridors:

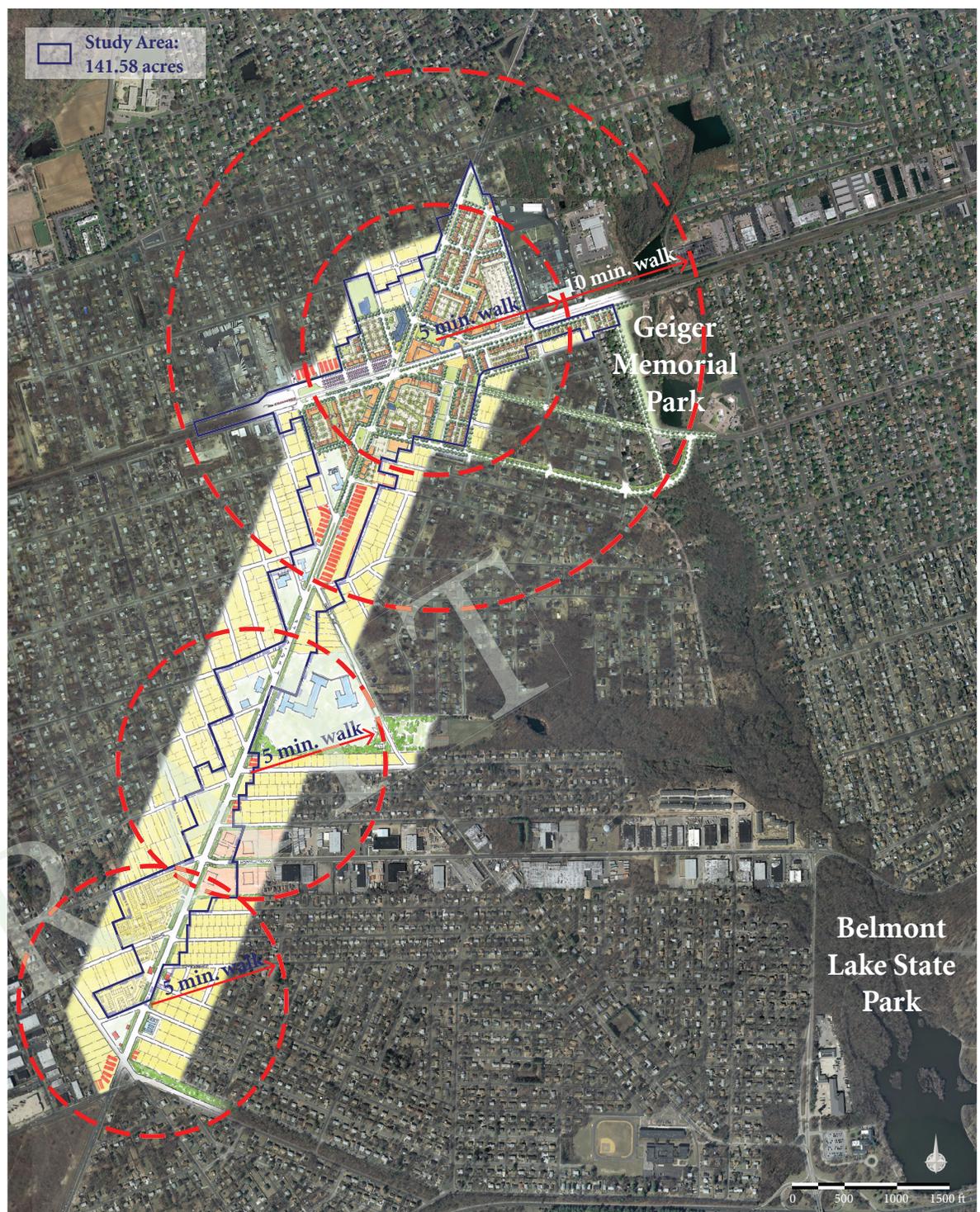
- Length that is comfortable for an automobile, but too long to be walk-able.
- Lack of hierarchy and organization of use areas.
- Lack of spatial definition.
- Lack of compatible transitions to the surrounding community.

The basic building block of neighborhoods is generally defined by a ¼ mile radius which is what most people consider to be a convenient walk. Building on this principle, it is proposed to organize the activities along Straight Path around this natural pattern – A series of nodes are created with a mix of uses and residential uses are located between them. This organizational strategy creates a series of events as one moves along Straight Path and addresses the challenges noted above. At the intersection of Straight Path and the Long Island Railroad the largest node is crafted as the heart of the Wyandanch Hamlet. Moving south a second node, the Parkway Boulevard Node is defined by neighborhood retail that is easily accessed from the adjacent neighborhoods. Further south, a third node, the Garrison Avenue Node is characterized by small scale retail.

Primarily implemented over time by various owners, the implementation strategy is focused on two parts:

1. Identifying existing uses that could be relocated within Wyandanch – preferably within or in close proximity to the study area.
2. Adopting zoning that reflects the desired pattern of development.

It is proposed that the future median along straight path end where currently shown to aid in giving a sense of arrival to downtown Wyandanch. It is also proposed that south of the median on-street parking be permitted to provide traffic calming and pedestrian friendly sidewalks. Additionally, it is proposed that a double row of trees be planted south of the median.



Study Area Plan



The Station Plaza

## Core Area

Situated at the intersection of Straight Path and the Long Island Railroad, the Core Area will become the Civic and Commercial heart of Wyandanch, or in other words, a new Downtown. Downtown Wyandanch has been designed to create a distinct “sense of place.” To achieve this goal, the design is influenced by regional traditional Long Island villages. It has been designed with equal attention to the public spaces (the streets, the parks, the squares and the like), as to the private realm of individual lots. Using traditional neighborhood design principles, it features a mix of uses and housing types, a connected network of streets, a variety of civic spaces and parks, and a streetscape designed as much for a pedestrian amenity as for vehicular movement.

### Implementation:

- A form-based code, with regulating plan, has been drafted to facilitate the development of the concept and to ensure that development is consistent with the vision of the Town.
- The Station Plaza is created as the symbolic heart of downtown and provides a visual link to the transit station
- The South Lawn is created to provide a neighborhood park and as a visual link to the transit station
- The Transit Garage is wrapped by buildings along the northern and southern edges to screen the parking
- Commonwealth Drive is redesigned with a recreational path connecting to Geiger Park



Core Area Plan



The South Lawn

## Program Summary

Civic:	48,127 sf
Retail:	159,654 - 161,788 sf
Office:	7,308 sf
Residential:	768 - 1,157 D.U.
Transit Parking:	2000 spaces

# Executive Summary

## Connecting the Town to the Region

The open space and streetscape system is composed to create a continuous flow between Downtown Wyandanch to the rest of the town. The Station Plaza and South Lawn connects a series of community greens in the northern tip of the site to Grand Boulevard and Commonwealth Drive. Both of these streets augment and reinforce the green connection as they lead to Geiger Memorial Park.

### The Station Plaza

As a symbolic center for the Wyandanch community and its visitors, the Station Plaza is designed to accommodate various activities such as concerts, farmer's markets, town picnics, or movies.

### The South Lawn

The South Lawn provides a large open space for passive recreation. Double allees and pedestrian walkways create a sense of enclosure and spatial definition.

### Streets

Like the Station Plaza and South Lawn, streets help form the comprehensive open space system as a series of open space corridors. The primary streets addressed are Straight Path, Grand Boulevard and Commonwealth Drive.

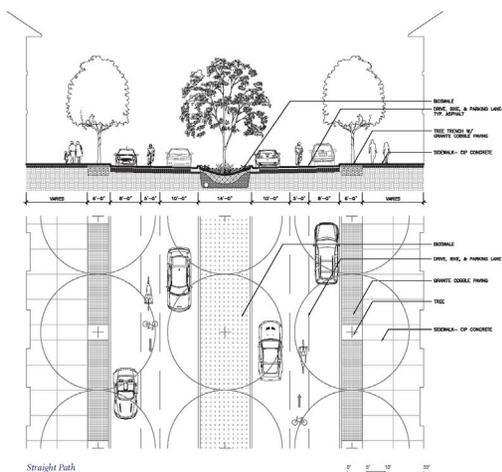
Straight Path is currently planned for a future median concurrently with the new sanitary sewer line.

The width of Grand Boulevard is also large enough to accommodate a central tree-planted median. In addition, the sidewalks allow a continuous soil trench for street tree planting.

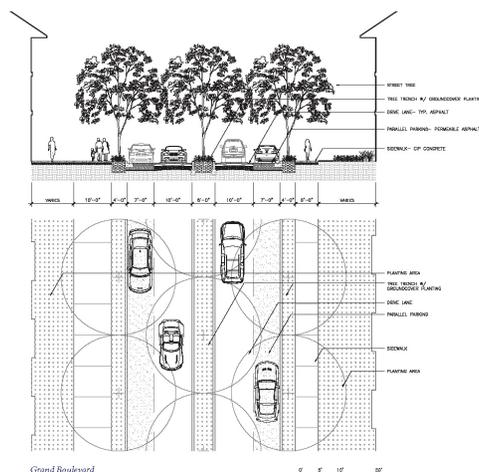
The strategy for Commonwealth Drive is an overall reduction of the width of the drive lanes and diagonal street parking. In doing so, more land is available for an extensive system of stormwater rain gardens.



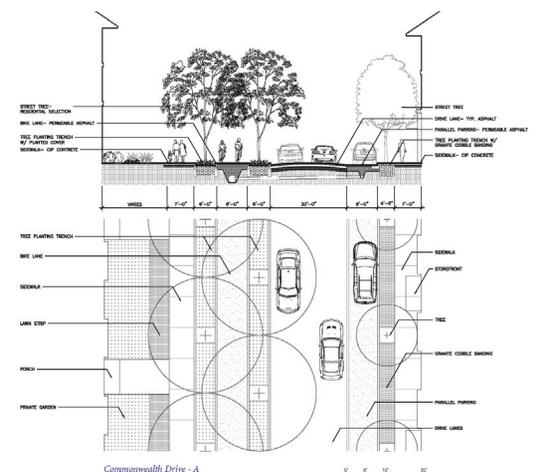
The Station Plaza and South Lawn



Street Section - Straight Path



Street Section - Grand Boulevard



Street Section - Commonwealth Drive

# Open Space Master Plan and Streetscape Design

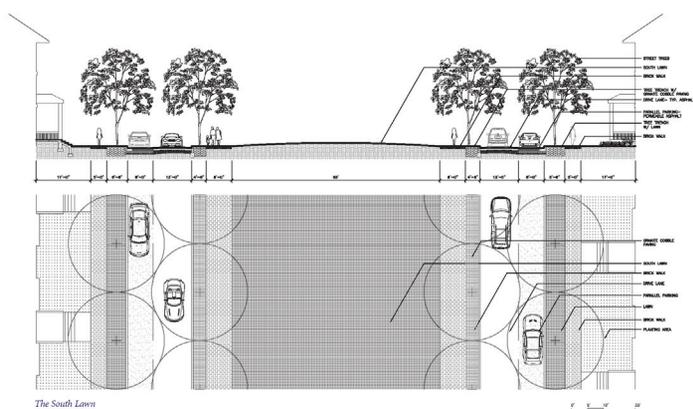
## Geiger Memorial Park

The location of Geiger Memorial Park is advantageous as a major connection from Downtown Wyandanch to the existing open space armature leading to Belmont Lake State Park and the southern shore of Long Island. To achieve this, a new road is proposed extending from Brook Avenue to a new southern park entrance at Grand Boulevard. As mentioned earlier, both Commonwealth and Grand are critical connections from Downtown Wyandanch to the surrounding town.

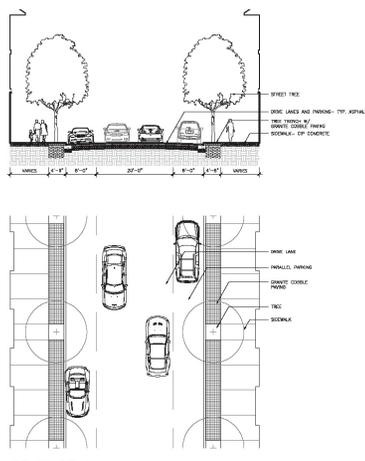
The existing lake in Geiger Park is part of a wetland and stormwater retention pond, thus potentially useful for a stormwater and wetlands restoration initiative to alleviate local flooding. Geiger Park has also been determined as a potential site for botanical gardens and spray parks. This will provide interactive recreation for both adults and children.



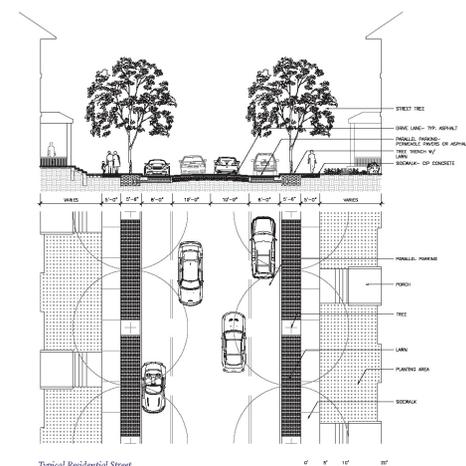
Geiger Memorial Park



Street Section - South Lawn



Street Section - Typical Mixed-Use Street



Street Section - Typical Residential Street

# Executive Summary

## Building Design

The conceptual building designs as envisioned for the Wyandanch TOD are intended to reflect the architectural character and scale typically found in the Long Island region. A number of building and unit types are to be included in order to provide both a rich urban fabric promoting a sense of place and welcome as well as to provide a wide variety of unit types to serve the needs of a diverse range of family types and incomes. In general, the scale of buildings will be held to three stories, providing enough height to comfortably frame streets and spaces while still allowing pedestrians to feel a connection to the users of the buildings around them. This is also a scale that can utilize a number of different construction types allowing for greater flexibility and affordability. A variety of styles, materials and details will also be used in order to further reinforce notions of diversity and individuality. As is typical for the area, the majority of buildings will be clad in siding, with masonry likely reserved for a handful of buildings carrying a more significant stature.

In order to assist with wayfinding and to help transition the scale of the neighborhood from center to edge, building types will taper down in scale from the train station and along Straight Path back into the surrounding neighborhoods. Building types include the following:

### Civic Buildings

The conceptual plan includes both a new train station and health clinic at either end of the new central plaza.

### Mixed-Use Buildings

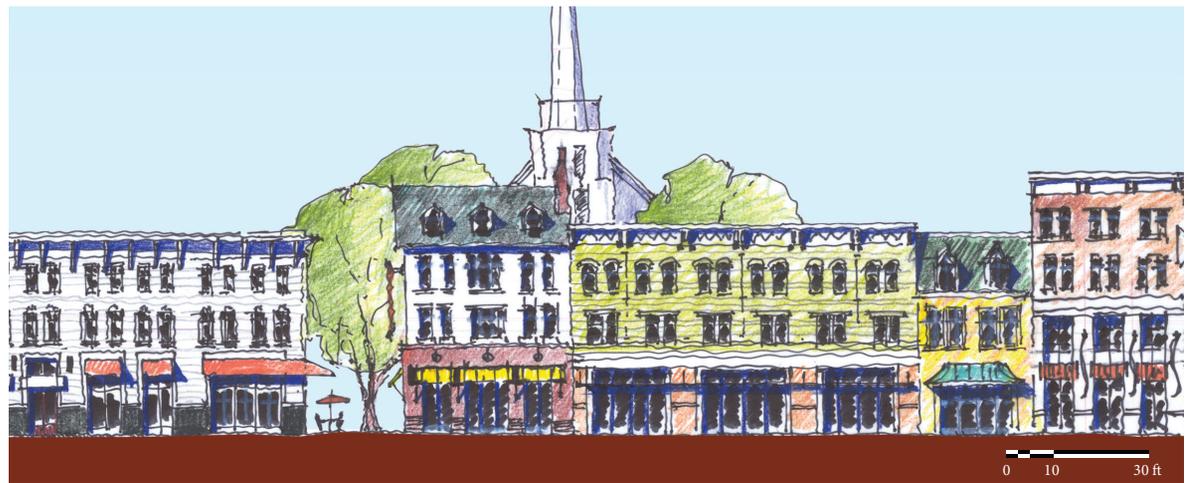
The rest of the central plaza and the edges of Straight Path will likely be lined by a mixture of Mixed-Use types. These may include conventional apartments over retail, flex buildings that include a ground floor capable of transitioning from residential to commercial uses and live/work units that include a single unit over a smaller scale commercial space.

### Multifamily Buildings

The next step down in scale are multifamily buildings. These will likely include walk-up apartments in which a series of units share a single stair core, smaller scaled manor houses and terrace homes which stack three units in a single townhouse scaled exterior.

### Single Family Buildings

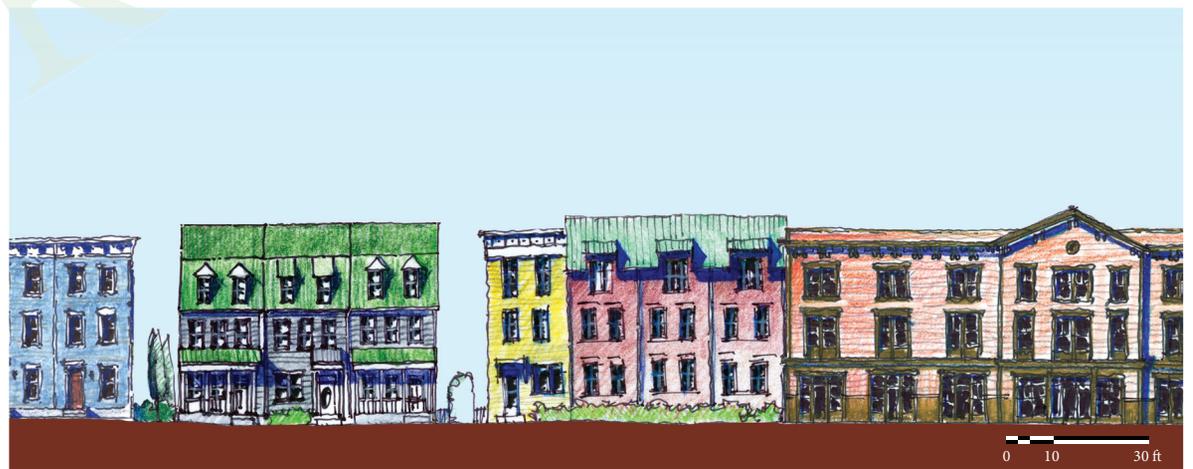
A range of single family units will also be included towards the residential edges of the neighborhood. Townhouses that include both integral garages and detached garages behind a rear yard will be utilized, as will a limited number of duplexes and single family detached homes.



Street Elevation - Facing Station Plaza



Street Elevation - Straight Path South of LIRR



Street Elevation - Facing South Lawn

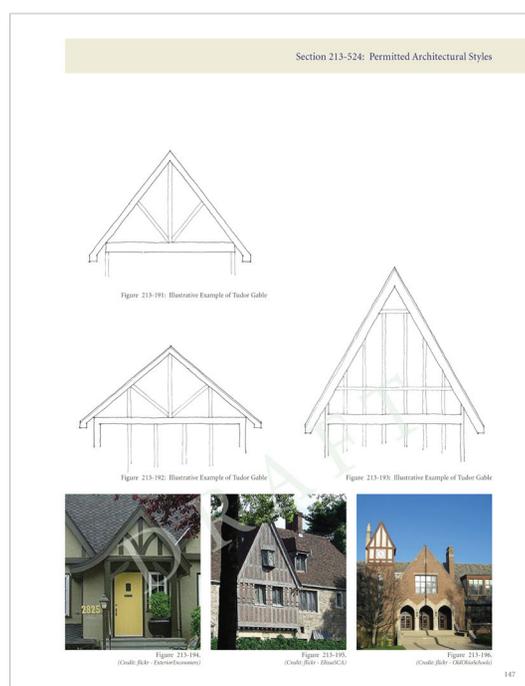
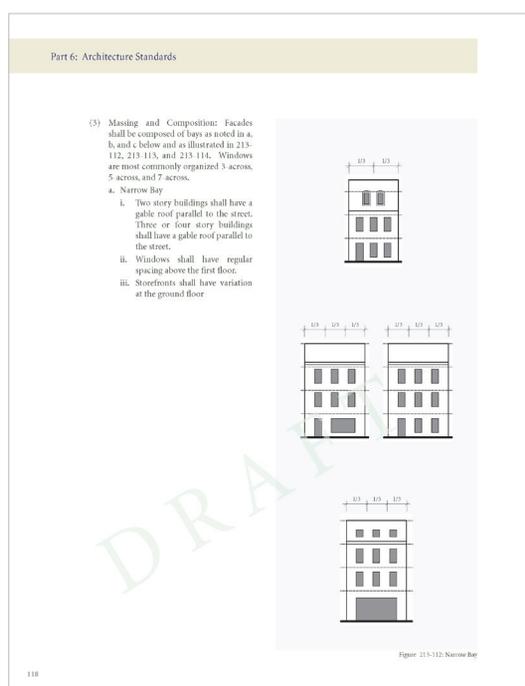
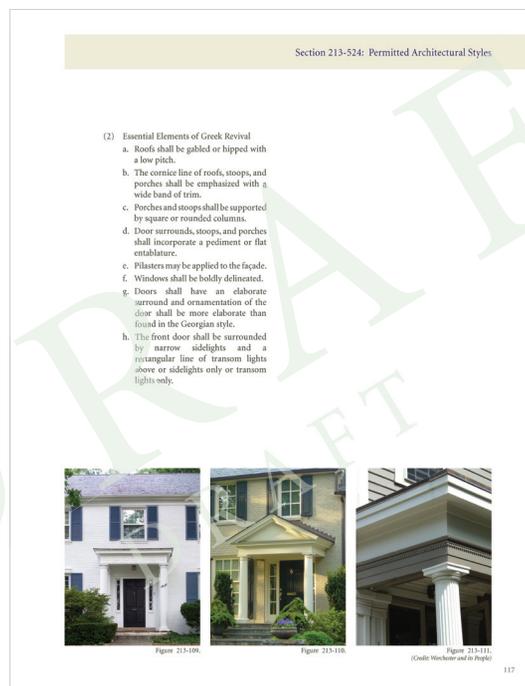
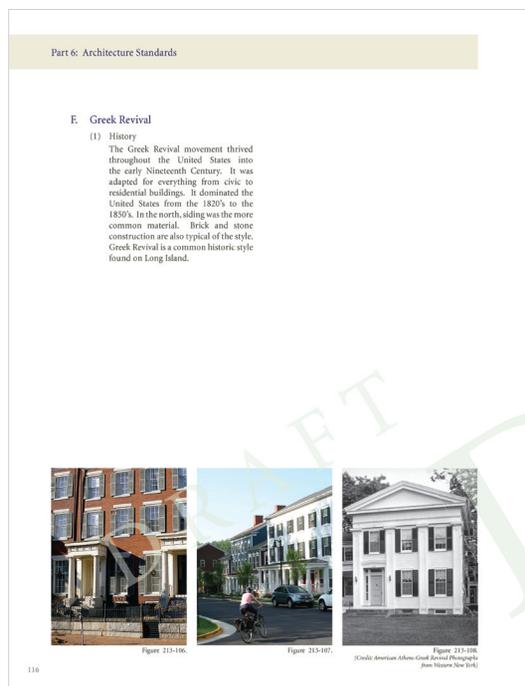
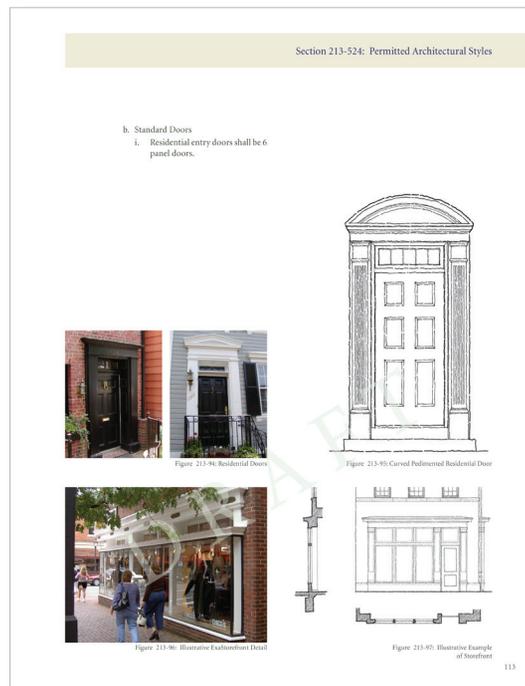
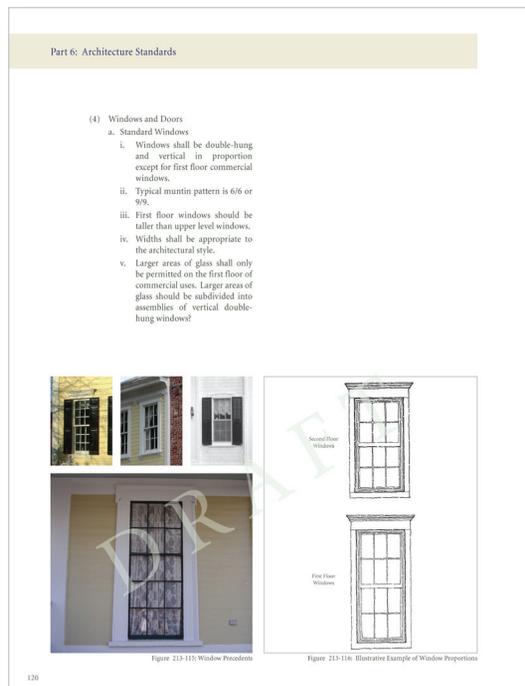


Street Elevation - Straight Path Facing Station Plaza

## Architecture Code

Having an understanding of the market, construction costs, financing hurdles, and principles of place-making, the architectural character (facades), architectural types, and floor plans were developed during the charrette. Ensuring the quality of the architecture is a complex and challenging task. Based on experience, it is recommended that the town develop a substantial architecture section as a part of the form-based code. For illustrative purposes selected pages from the code are found in the adjacent images. It is also recommended that that Town create the position of Town Architect to administer the code. The requirements for this position should include a detailed understanding of architecture and construction. The contents of the architecture section should include the following:

- Building Design Principles
  - Site Context Analysis
  - Urban Design Idea
  - Design Parti and Sustainability
  - Response to Transect
  - Building Massing
  - Facade Parti
  - Civic Standards
- Permitted Architectural Styles
  - Georgian / Federal
  - Greek Revival
  - Italianate
  - Victorian
  - English Tudor Revival
- Building Detail
  - Materials
  - Multi-Unit Buildings
  - Vinyl Siding
  - Metal
  - Wood
  - Simulated Wood Products
  - Sustainable Building Materials
  - Walls
  - Doors and Windows
  - Porches, Stoops, Balconies, Galleries, Colonnades, and Arcades
  - Eaves
  - Roofs
  - Dormers
  - Attachments
  - Storefronts
  - Signs
  - Lighting
  - Sitework
  - Color
  - Architect and Builder Sign
  - Approved Building Materials



## Public Art

Public art is any art that is visible from the public realm. Public art can inspire creativity and can provide a unique identity for a community while providing an opportunity for enjoyment by the residents and visitors of a community. It can commemorate a community's significant people and events, it can support local artists, and can provide access to art for all.

The Public Art Diagram identifies specific locations and types of public art to reinforce the identity of downtown Wyandanch, strengthen links between public spaces, and to mark the gateway to downtown.

It is recommended that public art become an ongoing initiative. It will need to be identified which department will be in charge of a public art program. Annual public art funding can come from the Town of Babylon as a specific line item, or as a part of a department budget (such as the Parks department). Funding for specific installations can also be sought. While some funding may come from the Town, it is also recommended that individual contributions and grants should be sought. Additionally, developers can be asked to participate by either providing funds or commissioning public art projects as a part of the project.

## Wayfinding

The ability to navigate and find ones way through a neighborhood through the use of visual cues is important in directing people and in making people comfortable in an environment. Wayfinding strategies include being able to determine ones location within a neighborhood, identify one's destination, and identify a clear route to arrive at one's destination. While signage is an important element of wayfinding, the design of a neighborhood or district should provide primary visual cues. The plan for Downtown Wyandanch has been crafted to create a legible and organized set of streets and blocks that facilitate wayfinding. In September of 2009 the Town of Babylon contracted Lebowitz Gould Design, Inc. to develop a set of schematic wayfinding signs and layout. Based on this effort, additional signs are proposed and a revised layout has been developed that correlates to the Preliminary Plan.

## Civil

During the April 2010 charrette, civil engineering issues including stormwater management and sanitary capacity for the Wyandanch TOD study area were reviewed and discussed.

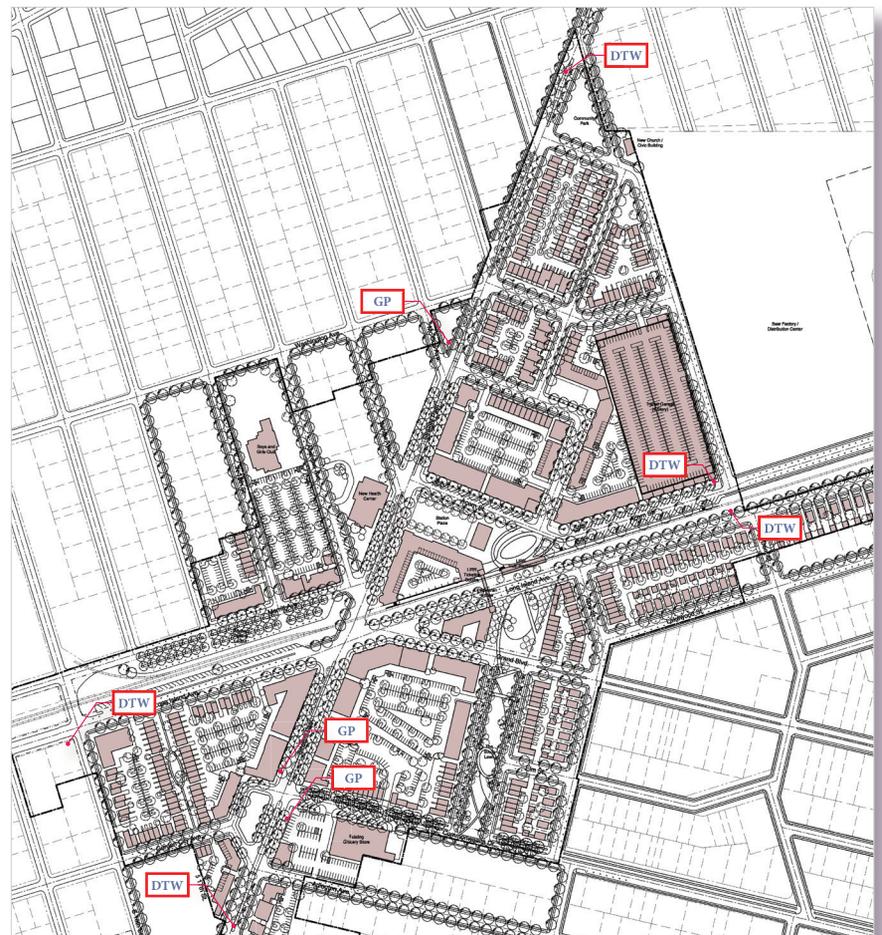
The proposed layout alternatives were evaluated in regard to existing drainage and sanitary system infrastructure components anticipated to remain or expected to be installed within the study area. In addition, the capacity of the new sewer system to be extended into the TOD study area was confirmed to be sufficient relative to the proposed sewage generation for the development alternatives.

Lastly, stormwater storage requirements were developed as follows:

- Existing groundwater elevations were determined throughout the study area;
- On-site drainage storage criteria was developed per Town standards;
- Based upon standard block sizes, the required volume of stormwater required to be contained on each block was developed;
- The number and therefore area of drainage storage structures required by block size based upon varying groundwater depths was estimated;
- An estimate of each block's area that must be set aside for drainage storage purposes was developed.



Public Art Diagram



Wayfinding Diagram

## Cost Estimating

Cost estimating has been developed for the expenditures required to build out the core area as designed in the Preliminary Plan. The cost estimate is broken into public land costs and private land costs. Public land costs include all elements within the public right-of-ways, park spaces, and public facilities. Costs are construction costs and do not include soft costs such as financing and design.

## Zoning

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# Executive Summary

## Retail Programming

Downtown Wyandanch not only lacks adequate focus as a retail district, but its existing retail offerings provide an inadequate foundation for future development plans. The existing retail space should be replaced with new development, attractive enough to appeal to retailers, shoppers and investors. This not only involves re-tenanting of the downtown retail core, but redesign and reconfiguration into a functional commercial hub incorporating a range of uses and functions. Residential space likewise will be an important element of such redevelopment, both by incorporating residential space into upper-level space and by surrounding the commercial core with new and attractive residential neighborhoods.

The retail trade area is compact, hemmed in as it is by extensive competition. Wyandanch lacks a history as a successful retail location and hence begins its revitalization process at a distinct disadvantage. Nevertheless, even this compact trade area houses 22,500 people, and as the revitalization plan unfolds over 1,000 new housing units will be developed here; in fact, the number could exceed 1,200 units upon build-out.

A town of 22,500 is in and of itself capable of supporting considerably more retail space than exists in Wyandanch today, and while there are signs of economic distress in Wyandanch the demographics and psychographics are adequate to sustain a marked improvement in the quality of retail, restaurant and service offerings serving area residents. While one-third of households do indeed earn lower than average incomes, the remainder of the trade area's households earn incomes high enough to lift the overall trade area average household income to over \$93,000. The new residential development will further enhance Wyandanch as a retail market.

Downtown Wyandanch can support 126,200 square feet of retail space, or **75,900 square feet of net new space**. In five years' time these figures are projected to increase to 140,200 and **89,900 square feet**, respectively.

Development will be concentrated within a short distance of the railroad crossing across Straight Path. Retail space should be placed no more than 3 blocks from this spot to make it walkable. Redevelopment will involve the development of new retail buildings, but must

also include a range of aesthetic improvements as well including new sidewalks and pavers, streetscaping, lighting, seating and related upgrades. As Transit Oriented Development, the area must be made attractive to the rail commuters and local residents. Appeal to the commuters does not mean that the retail, restaurant and service offerings must be upscale. Rather, they must satisfy the clientele's basic needs not only by offering the proper mix of goods and services, but by adhering to high operating standards that allow the downtown retail district to establish itself as worthy of patronage and customer loyalty.



Retail Tenant Layout

## Residential Programming

Housing markets across the country are beginning to show signs of recovery as the nation slowly emerges from the worst economic downturn in United States history since the Great Depression. While some markets continue to suffer the effects of high foreclosure rates and massive job losses, residents in those regions benefit from significantly lower housing costs as compared to five years ago. Meanwhile, Long Island, a suburban market that has reached full maturity, is challenged by a high barrier to entry for all but the most affluent residents. Long Island's leaders now struggle to find a balance between a desire to maintain the suburban character of the region, and a need to attract new residents and businesses that are essential to future economic vitality.

The next frontier for new growth in Long Island is the redevelopment of the region's traditional downtowns, vacant industrial corridors, and transit nodes, including communities such as Wyandanch that benefit from a critical mass of developable land and direct access to Long Island

Railroad transit service. While demand exists for housing options at all income levels and life stages, the community is not without its challenges when it comes to high density, mixed use and mixed income residential development. Many suburban consumers will need to adjust to smaller unit sizes, shared open spaces, and decreased dependency on the automobile. A mixed income approach to housing development will also face common, and often misguided, perceptions regarding safety and quality of life. However, none of these challenges are insurmountable, and can easily be overcome through strong design and master planning grounded in the local housing market trends.

Despite the challenges it faces, downtown Wyandanch is well positioned to accommodate a diverse range of housing products in a master planned, mixed-use environment. New housing in the project area should be more economically accessible to a broader spectrum of the market than traditional housing options in Long Island. Target segments include

younger households and moderate income empty nesters and seniors who have been priced out of the traditional housing market. These households generally value convenience and access to lifestyle amenities, and will be the driving force behind the early success of the redevelopment plan. The long term value potential of the plan will be driven by the creation of a "sense of place" at what is now a nondescript and underutilized suburban commercial corridor, providing housing opportunities for both new households and existing Wyandanch families. The Town of Babylon's vision for downtown Wyandanch achieves this goal by diversifying local retail options, creating new public spaces, and combining multiple uses in a pedestrian oriented environment that will generate new economic activity and create connections to existing neighborhoods.

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# Executive Summary

## Project Kick-Off

February 3rd, 2010 a Kick-Off Meeting was held at the Babylon Town Hall. This meeting introduced key Departments and Representatives and also included a de-briefing of the tremendous work that had already been completed to date, as well as elements of the plan that were under development. Departments and attendees include:

- Office of Downtown Revitalization
- Department of Planning and Development
- Department of Assessment
- Department of Public Works
- Department of Human Services
- Comptroller's Office
- Parks, Recreation, and Cultural Affairs
- Town Attorney's Office
- Community Development
- Public Safety

Additional meetings that focused on Public Works, Planning and Zoning, and Parks and Recreation were held subsequent to the Kick-Off Meeting.

## Stakeholder Meetings

### Public Works

Key points discussed included:

- Straight Path Design
- Trees to be planted along median – Suffolk DPW has median planting standards
- Adding two traffic signals
- Lighting is under Town's jurisdiction – Using Metal Halide, shielded lights and a Colonial fixture
- Overhead utility discussion
- No pull-offs for bus stops – Currently no shelters – Will likely do own shelters
- In process of re-writing subdivision and site plan manual
- Town contracts trash pick-up which is handled from street
- 8' Curb Return Radii minimum – If bulb-outs are used a 20' min. CRR is required
- A 25' sight triangle is required measured from the ROW
- Existing sewers are separate (sanitary and storm)
- Header Curbs are standard
- Back-in angled parking was discussed as an option
- Sanitary sewer capacity is the equivalent of 2,500 3-bedroom units
- County has waived connection fees

for 5-years up to 380,000 gallons

- Timing for sewer is 18 months from June

### Planning and Zoning

Key points discussed included:

- Existing Zoning Code
- Comprehensive Plan
- Subdivision
- Discussion regarding Benefits and Challenges of Overlay Zoning versus New Zone
- Completed GEIS scope
- Town approval process

### Parks and Recreation

Key points discussed included:

- Existing parks and their current conditions
- Identify appropriate open space precedents (Venice's Piazza San Marco, Chicago's Millennium Park, North Babylon CBD)
- Identify desirable features/activities (ice skating, farmer's market, fishing)
- Interest in gardening and urban agriculture
- Pine Barrens are important local and regional plant ecology
- An RFP is currently issued for a Cultural Arts Master Plan - an opportunity to accommodate live work art studios and "art sites"

## Subsequent Meetings

### MTA / LIRR Coordination

A coordination meeting with representatives from MTA, LIRR, and the Town of Babylon took place on \_\_\_\_\_. The purpose of the meeting was to present the draft Preliminary Plan and to identify next steps required for the implementation of the plan.

Next steps include:

- Review and coordinate interim surface parking strategy that will allow immediate development of Downtown Wyandanch prior to the transit garage being built.
- Coordinate and develop agreements for the transfer of property to implement the Downtown Wyandanch plan
- Identify primary contacts for next steps
- Identify available documents
- Identify potential funding sources

Findings from the meeting include:

- Stations will not be manned
- Space for ticket machines is required
- Heated space is required for inclement weather
- Long term plans include a second track on the south side of the existing track
- A new pedestrian bridge is desirable, but funds are not available at this time

### Preliminary Plan Discussion

A meeting was held on \_\_\_\_\_ at the Town of Babylon to review the progress of the Preliminary Plan with Town departments. This meeting also served as a coordination meeting for various Town efforts being undertaken to implement the Preliminary Plan including the Straight Path corridor construction, land acquisition status update, and interim surface parking phasing.

### Form-Based Code Workshop and Review Meeting

A day long workshop was held on \_\_\_\_\_ at the Town of Babylon to present a draft of the form-based code and to review Town comments for each section in detail. Subsequent to the meeting, Town comments were addressed in the third draft. A meeting was held on \_\_\_\_\_ to review the comments developed by the Town for the third draft. Many items were resolved during this meeting and incorporated into the forth draft of the code.

# Public Outreach and Stakeholder Meetings



The Public Charrette



Invitation to Community Meeting

## Public Charrette

Under the leadership of Supervisor Steven C. Bellone, the Town of Babylon's Wyandanch Rising Process has a long and positive track-record of engaging local residents in the planning process. The Wyandanch Community Implementation Committee has been involved since the Wyandanch Rising process began, to work with the Town to implement projects. Continued engagement of the entire community is important to sustain the momentum of long-term revitalization efforts. For this reason, Sustainable Long Island designed and mailed postcards to area residents announcing a Community Meeting on April 27, 2010 and a Community Presentation on April 30, 2010 both from 6-8 p.m. at Wyandanch Senior Nutrition Center located at 28 Wyandanch Ave (please see attached for a sample postcard).

The Wyandanch Senior Nutrition Center was filled with members of the Wyandanch community and the Wyandanch Community Implementation Committee on April 27th and April 30th to review past progress, discussed project implementation goals and opportunities. Supervisor Bellone described the tremendous progress accomplished to date - noting that revitalization efforts started in 2003, a Hamlet Plan was adopted in 2004 by Town Board, a community implementation committee was convened and has met regularly since 2005, post office success and an eminent ground breaking for sewers. The Town of Babylon has facilitated the investment of hundreds of millions of dollars towards the revitalization of Wyandanch. Design team members described the intent of the current phase of the project - to refine the ideas presented during the Wyandanch Rising Process to create walkable, pedestrian friendly mixed-use community; develop downtown center around train station with infill development and affordable rental housing for mix of people, incomes, etc. Project goals that were presented included the creation of in implementable, financially feasible plan for downtown Wyandanch. To that end, nine firms worked together to incorporate finance, landscape, marketing, building, design, etc. Further discussion centered on implementation strategies and opportunities to make downtown more pedestrian friendly, taxation issues were raised including returning properties to tax rolls and improving use of under-utilized parcels with both business and homes.

### Sunday

- Tour Patchogue
- Tour Village of Babylon
- Tour Study Area
- Tour Forest Hills
- Charrette Set Up

### Monday

- Morning Meeting with Town Staff
- Draw Alternate Plans
- Draw Open Space and Landscape Plans
- Review Zoning Code

### Tuesday

- Morning Meeting with Town Staff
- Draw Alternate Plans
- Draw Open Space and Landscape Plans
- Afternoon Meeting with Town Staff
- Draw Alternate Plans
- Presentation Preparation
- Evening Community Meeting

### Wednesday

- Meeting with Town Staff - Select Direction for Plan from Alternates
- Draw Plan
- Draw Open Space and Landscape Plans
- Draw Building Floor Plans
- Draw Building Elevations
- Draw Perspective

### Thursday

- Morning Meeting with Town Staff
- Inventory Straight Path Uses
- Draw Straight Path Plan
- Draw Plan
- Draw Open Space and Landscape Plans
- Draw Building Floor Plans
- Draw Building Elevations
- Draw Perspective

### Friday

- Finish Straight Path Plan
- Finish Plan
- Finish Open Space and Landscape Plans
- Finish Building Floor Plans
- Finish Building Elevations
- Finish Perspectives
- Presentation Preparation
- Evening Community Meeting