



Lindenhurst

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Acknowledgments

Village of Lindenhurst Assistant to the Mayor Katherine McCaffrey
Suffolk County Industrial Development Agency
Suffolk County Economic Development and Planning
Village of Lindenhurst Mayor Thomas Brennan
Village Board
Village Administrator Shawn Cullinane

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Steven Bellone
Suffolk County
Executive

Suffolk County Industrial Development Agency

The Suffolk County Industrial Development Agency (IDA) is a public benefit corporation of the State of New York. The Suffolk IDA was created to actively promote, encourage, attract and develop job and recreational opportunities throughout the County. The Suffolk IDA is empowered to provide financial assistance to private entities through tax incentives in order to promote the economic welfare, prosperity and recreational opportunities for residents of the County.

The Suffolk County IDA works in synergy with Suffolk County Executive Steven Bellone and the Deputy County Executive and Commissioner of Suffolk County Economic Development and Planning, Joanne Minieri, to foster positive economic development within the County.

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Kevin Harvey
H. Lee Dennison Building, 3rd Floor
100 Veterans Memorial Highway
PO Box 6100
Hauppauge, NY 11788

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

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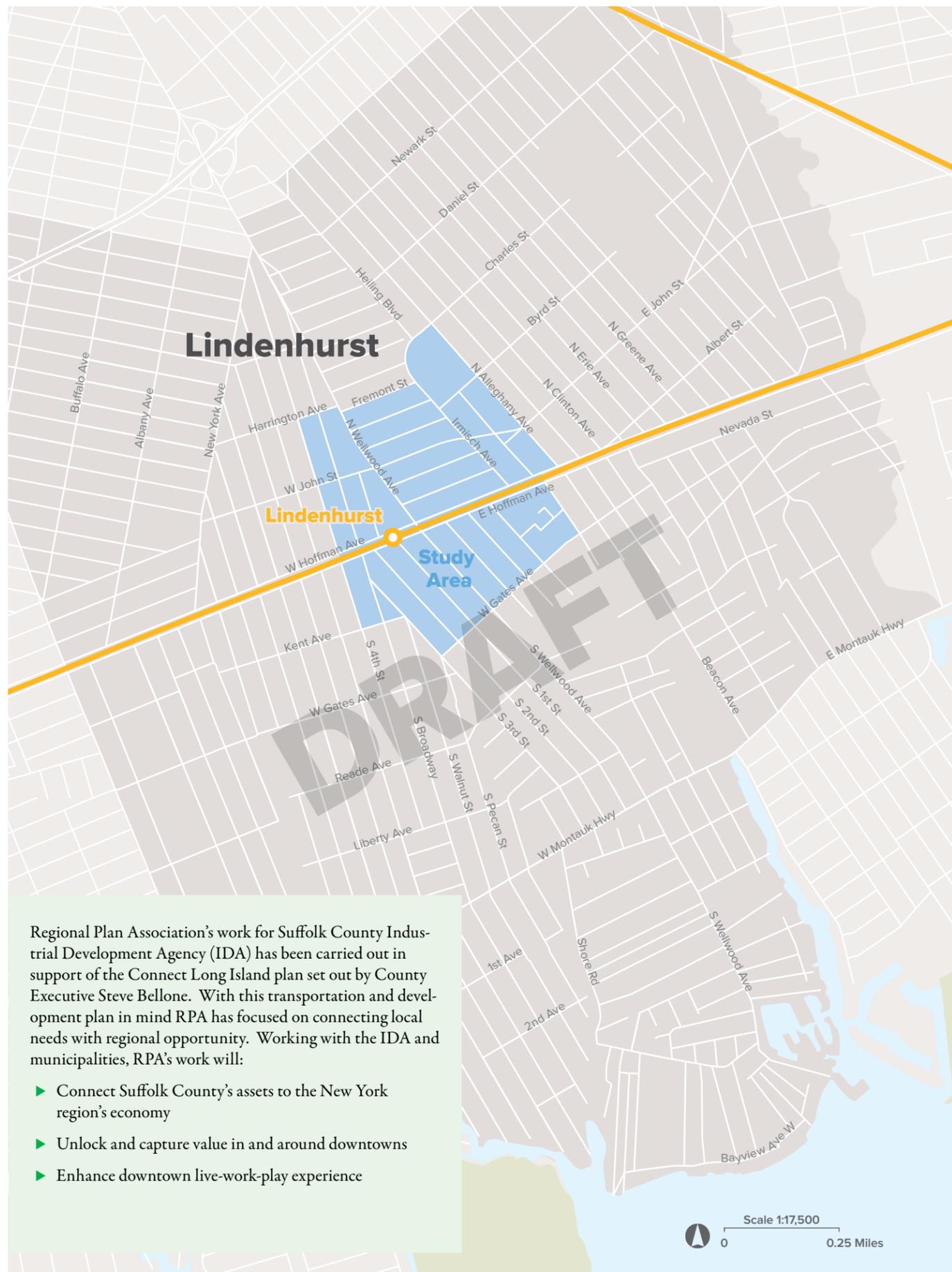
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Executive Summary



Regional Plan Association’s work for Suffolk County Industrial Development Agency (IDA) has been carried out in support of the Connect Long Island plan set out by County Executive Steve Bellone. With this transportation and development plan in mind RPA has focused on connecting local needs with regional opportunity. Working with the IDA and municipalities, RPA’s work will:

- ▶ Connect Suffolk County’s assets to the New York region’s economy
- ▶ Unlock and capture value in and around downtowns
- ▶ Enhance downtown live-work-play experience

Similar to downtown revitalization efforts going on in the Town of Babylon and elsewhere on Long Island, Lindenhurst has tremendous opportunities to improve the downtown area. The predominantly residential area around downtown Lindenhurst is compact, walkable, and well connected to the village center. The intersection of Wellwood and Hoffman Avenue is the core of the community and in close proximity to the LIRR station, a new proposed multifamily development, local businesses, the post office and more. The LIRR’s East Side Access project, which will provide service on the LIRR directly to Grand Central Terminal, will put western Suffolk communities like Lindenhurst within easier commuting distance of over a million jobs in east midtown Manhattan. With the right planning and investments, Lindenhurst can revitalize its downtown by attracting new business, and providing housing choices and amenities that meet the needs of all Lindenhurst residents.

The Village of Lindenhurst requested technical planning assistance from the Suffolk County Industrial Development Agency (IDA). Under a contract to the IDA, Regional Plan Association (RPA) worked with the Village of Lindenhurst, Suffolk County Economic Development and Planning (SCEDP), and the Suffolk IDA to analyze existing conditions and identify opportunities for downtown revitalization. This collaboration led to the identification of several priorities:

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

Specific actions were identified to address these priorities, both to prime Lindenhurst to take advantage of appropriate development opportunities, and to ensure that development that does take place is in keeping with making the village downtown an exemplary place where people want to come to socialize, shop, work and enjoy themselves. The recommendations summarized below and detailed in the report are made solely by RPA to the

Village of Lindenhurst and Suffolk IDA for consideration in the appropriate programs, public meetings and processes.

- ▶ Adopt a new Downtown District into the village zoning code to remove incompatible uses, and clearly define and allow multifamily residential and mixed-use development. Revise the dimensional standards – front and rear setbacks, height, and lot coverage – to allow for development which encourages infill and greater density in the downtown.
- ▶ Adopt downtown design guidelines that dictate specific requirements to provide property owners and the future Architectural Review Board standards from which to design, review, and enforce building aesthetics.
- ▶ Create a pedestrian-friendly downtown with safe crossings on Wellwood Avenue and Hoffman Avenue by reducing crossing distances through the implementation of bulb-outs. Create inviting and safe access to rear parking lots, the train station and surrounding neighborhoods.
- ▶ Engage developers with a good track record of building mixed-use developments in downtowns across Long Island. Brand and market downtown Lindenhurst utilizing the Business Improvement District to attract business types that are lacking for the downtown.



Lindenhurst Today

Lindenhurst: A Snapshot

Population, Households and Housing

In many ways, Lindenhurst reflects the broader trends in Suffolk County and Long Island. With a population of a little over 23,000, Lindenhurst is one of the densest communities in Suffolk County. As with other LI communities, since the influx of families in the 1970's, Lindenhurst's population has gotten steadily older. The population of Lindenhurst has been fairly stable over the last several decades, with a slow growth in the number of households and housing units.

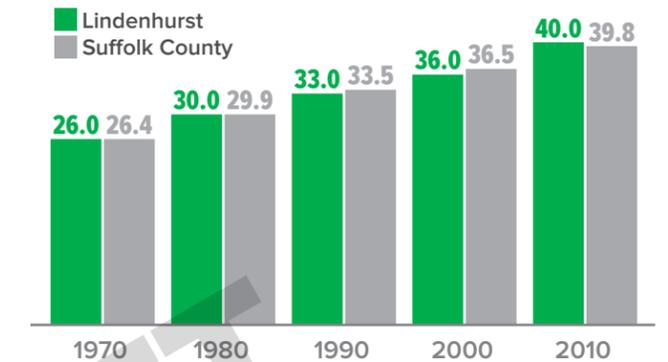
As in most of LI, the average size of a household has gotten smaller in recent decades. Smaller families, more people living alone, and young adults delaying marriage are all trends that translate to smaller household sizes. These reasons are why the Village's population has decreased or stabilized at the same time as the number of households has increased. The average household in Lindenhurst had 2.92 people in 2010, and the figure has decreased in every census since 1970. However, Lindenhurst's average household size is expected to remain fairly stable near its current figure going forward.

The number of households in the Village of Lindenhurst is expected to continue to increase very slowly in the coming years as houses are built on a few remaining vacant lots, and as redevelopment of older existing residences or other buildings may occur.

In terms of housing stock, 78% of Lindenhurst's homes are single-family detached units. There are also a relatively large percentage of 2-family homes (15% of all homes). The remaining 7% of homes are various other multi-family types. Roughly 80% of homes are owner occupied and almost two-thirds were built before 1960.

According to a demographic analysis performed by SCEDP, Lindenhurst's population is aging. The median age of Lindenhurst's population decreased between 1950 and 1970, due to the influx of young families. Since then, the median age has slowly continued to increase, and was 40.3 in 2010. The median age in all of Suffolk County has increased similarly.

Chart 3: Median Age

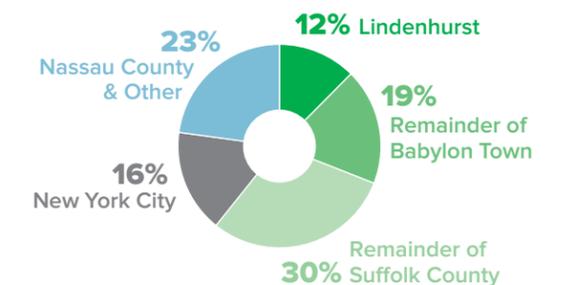


Source: Suffolk County Department of Economic Development and Planning, U. S. Census Bureau (Decennial U. S. Census)

Income and Employment and Journey to Work

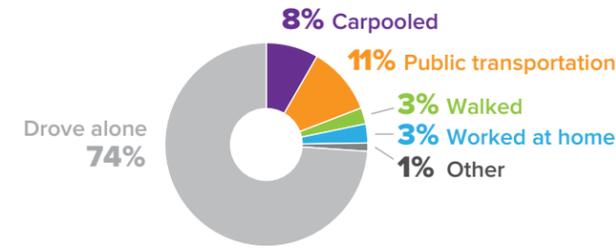
Lindenhurst residents earn marginally more on average annually (\$86,790) than their neighbors in the Town of Babylon and fewer residents that live below the poverty line or on public assistance. About 12% of Lindenhurst residents work within the Village; 60% work within Suffolk County, 23% in Nassau County and 16% in the five boroughs of New York City. About three quarters of workers drive alone to work and about 11% use transit, which are similar numbers as the New York Metropolitan Region as a whole.

Chart 7: Place of Work of Lindenhurst Residents



Source: Suffolk County Department of Economic Development and Planning, U. S. Census Bureau (2009-2013 American Community Survey)

Chart 8: Means of Transportation to Work of Lindenhurst Residents



Source: Suffolk County Department of Economic Development and Planning, U. S. Census Bureau (2009-2013 American Community Survey)

Analysis of Downtown Lindenhurst

A downtown or central business district is defined as an area that contains a traditional “main street” business core of a community. In Suffolk County, downtowns tend to have the following characteristics:

- ▶ Concentrated commercial development dominated by retail and service businesses;
- ▶ Buildings are closely clustered and are often attached;
- ▶ No setbacks – most buildings are built to the sidewalk;
- ▶ On-street parking, with off-street parking in municipal lots located behind the stores or nearby;
- ▶ Businesses that are separately owned and managed.

The exact boundaries of a downtown are subjective. In walking a downtown, the edge of the downtown is determined when a pedestrian can sense the end of concentrated commercial development. Over the years, the Suffolk County Planning Department has undertaken numerous walking inspections of downtown areas. The exact boundary of each downtown may vary from year to year depending on changing conditions and development patterns.

Downtown Lindenhurst is located primarily along Wellwood Avenue, a north-south roadway, on both sides of the LIRR tracks. The downtown also extends east and west along Hoffman Avenue. On Wellwood Avenue, the downtown extends northward from Gates Avenue, and extends as far north as Dover Street and West John Street. On Hoffman Avenue north of the LIRR, the downtown extends from North 4th Street eastward to the former Waldbaum’s supermarket site. On Hoffman Avenue south of the LIRR, the downtown extends from South 5th Street eastward to South High Street. In 2015, downtown Lindenhurst contained 150 storefronts.

Types of Storefront Uses

For the purposes of this study, only the status of the ground level portion of each building was noted. The use of an occupied storefront or building was classified as either retail or non-retail.

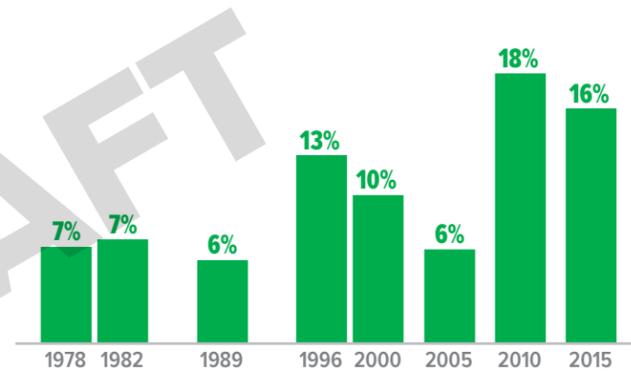
Examples of non-retail uses found in downtown areas include: bank, medical office, barber shop, nail salon, dry cleaner, and fitness center.

In downtowns in Suffolk County, the percentage of occupied storefronts that were retail stores has been declining in recent decades. This trend is especially evident in downtown Lindenhurst. There, the retail percentage was 39% in 2015, down from 46% in 2000 and 57% in 1989.

Vacancy Rates

For several decades, the Suffolk County Planning Department has monitored trends in retail commercial development and vacancy rates in downtowns and shopping centers in the County. Walking surveys of downtowns have been performed. In these walking surveys, the number of occupied stores and the number of vacant stores in the downtown area were noted. A store is defined as vacant if it is not occupied and is not in the process of being occupied.¹ Between 2005 and 2010, the vacancy rate in downtown Lindenhurst spiked, probably as a result of the recession.

Chart 9: Vacancy Rate, Downtown Lindenhurst



Source: Suffolk County Economic Development and Planning

By 1996, the vacancy rate had climbed to 13%, but improved in the surveys of 1999, 2000, and 2005. However, by 2010 there were significantly more vacant stores in downtown Lindenhurst, for a vacancy rate of over 18%. The vacancy rate did improve somewhat to 16% in 2015 but still remains high.

Existing Land Use

The study area covers 165 acres and contains 478 tax map parcels. Table 3 shows the number of parcels and the sum of the acreage contained in each land use category. Table 3 shows only those land use categories which are present in the study area.

Chart 10 depicts the relative land uses in the study area, and the corresponding percentages.

The most common land use in the study area is transportation, with 55.8 acres or nearly 34% of the entire study area. This figure includes roadways, the railroad, and parking associated

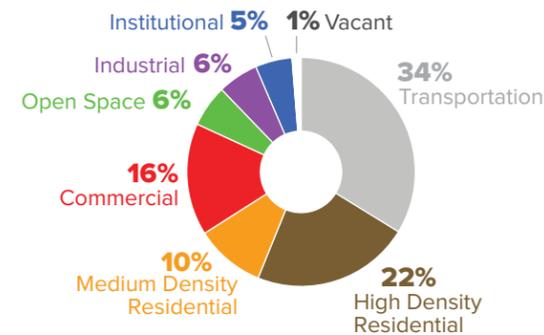
¹ A store undergoing renovations or displaying a relatively new sign indicating that a store is “coming soon” is considered occupied. A store that is used simply for storage purposes is considered vacant. Various “non-traditional” buildings located within a downtown area are counted as storefronts (such as gas stations, churches, office buildings, institutional buildings, residences, and converted residences). Vacancy rates are then computed by dividing the number of vacant stores by the total number of stores. These vacancy rates are based on the total numbers of stores and not based on square footage.

with the railroad. The second most common land use in the study area is high density residential, comprising 37 acres or 22% of the study area. Together with medium density residential (16.3 acres, 10% of the study area), residential uses in total comprise 31% of the study area. Commercial land use was the next most dominant, with 26.2 acres (16% of the study area).

Recreation and open space comprises 9.8 acres or 6% of the study area. Industrial uses, with 9.5 acres, also account for 6% of the study area. Institutional uses added up to 8.6 acres or 5% of the study area. Finally, vacant undeveloped land totaled 2.1 acres or just 1.3% of the total.

Land use analysis conducted by SCEDP shows the transition from commercial to industrial uses east of the downtown along Hoffman Avenue and directly across from the Lindenhurst

Chart 10: Land Use, Downtown Lindenhurst Study Area



Source: Suffolk County Economic Development and Planning



Source: Suffolk County Economic Development and Planning

train station. The land use map also depicts the downtown commercial land uses mostly surrounded by medium to high density residential uses.

The land use inventory conducted for downtown Lindenhurst and the surrounding area was prepared on a Suffolk County Real Property Tax Map base from 2012 and field verified in October 2015. GIS was utilized to link land use data with parcels shown on the tax map. The resulting land use map of the study area shows 13 categories of land use. The 13 general land use categories that are used by Suffolk County for planning purposes are:

- Low Density Residential (less than one housing unit per acre)
- Medium Density Residential (between one and five housing units per acre)
- High Density Residential (five or more housing units per acre)
- Commercial
- Industrial
- Institutional
- Recreation and Open Space
- Agriculture
- Vacant
- Transportation
- Utilities
- Waste Handling and Management
- Underwater Land

Each parcel on the tax map was assigned one of the 13 general land use categories. When more than one use was found to occur on a single parcel, the primary or predominant use of that parcel was determined and assigned to that parcel. Several other conventions were used in assigning land uses to each parcel. Some of those conventions are:

- ▶ When structures on improved parcels are unoccupied, the parcels are not classified as vacant. They are classified according to the type of structure present, such as commercial or residential.
- ▶ The existing zoning designation of a parcel is not a factor in how that parcel’s land use is classified.
- ▶ The number of housing units on a parcel was used in conjunction with parcel acreage to determine residential density, thus the classification of the parcel as low, medium, or high density residential.
- ▶ Parcels that are adjacent to commercial uses in business districts and are used as parking lots in connection with these uses were classified as commercial. Parcels that are municipally owned and used for parking or directly related to a nearby transportation use such as a railroad were classified as transportation.

Downtown Character & Pedestrian Experience

Downtown Lindenhurst feels like several different places. S. Wellwood Avenue (County Route 3) is a wide roadway with wide sidewalks. The property of Our Lady of Perpetual Help church and former school on the east side of S. Wellwood Avenue have beautiful setback buildings and trees which establish a passive setting. Directly across the street are popular service oriented businesses, mixed with vacancies and the fire department headquarters.

N. Wellwood Ave (County Route 3) is a smaller roadway with narrower sidewalks and a greater mix of businesses. Side streets with access to additional businesses and the residential neighborhood are also more prevalent in this area. The narrower street, the Village Square, the mixture of commercial uses, and the presence of residential uses directly along the street make N. Wellwood Avenue feel more like an intimate “Main Street” than S. Wellwood Avenue.

S. Wellwood Ave looking north near Gates Ave.

The sidewalks get wider south and angled parking is provided just south of Hoffman Ave. Fire department headquarters is on the west side of the street.



N. Wellwood Ave looking north near Bristol St.

Narrower roadway and sidewalks, a greater mixed of businesses, and access to local side streets are characteristics of N. Wellwood Ave.



S. Wellwood Ave looking north.

Wider sidewalks and angled parking across from Our Lady of Perpetual Help church.



N. Wellwood Ave looking north at E. John St.

North of this street the transition from the downtown to a more residential area begins, especially on the west side of N. Wellwood Ave.



W. Hoffman Ave looking west at S. Pennsylvania Ave.

Hoffman Ave on the south side of the LIRR viaduct is a wider street which facilitates east-west travel from Babylon to Amityville.



W. Hoffman Ave looking east at the former Waldbaum's shopping center.

Hoffman Ave on the north side of the LIRR viaduct facilitates local trips and access to LIRR parking.



Hoffman Ave (County Route 12) is another area within the downtown that is unique. The LIRR viaduct is flanked by Hoffman Ave on either side, and except for the few streets that transect it, this area feels very much like a border between the downtown on either side. Hoffman Ave on the south side of the LIRR viaduct is a collector street which connects the downtowns and train stations of Babylon, Lindenhurst, Copiague, and Amityville to Sunrise Highway. Therefore the roadway is wider and more heavily used by through traffic. Hoffman Ave on the north side of the viaduct is a smaller roadway and used for connections to residential streets and to LIRR parking. The LIRR station, post office, Suffolk County 2nd District Court, and Lindenhurst Village Square are all located along Hoffman Ave east of Wellwood Ave.

The Pedestrian Experience

Whether one lives, works, or comes to the downtown for shopping or entertainment, the experience should be efficient, safe, and comfortable. Travel throughout the downtown - from on-street parking spaces or parking lots, from the train station or nearby public spaces, and for those walking or riding their bikes from their homes - should be clear, easy and safe. Downtown support infrastructure such as crosswalks, public signage, and lighting are some of the ways to provide efficiency, safety and comfort. A great pedestrian experience will draw people to the downtown and remind them to come back.

Midblock crossing on S. Wellwood Ave near the Fire Department headquarters and Our Lady of Perpetual Help church.

This crossing provides a link to the pedestrian alley between the fire department and the florist. Village parking lots can be accessed through this pedestrian alley.



Midblock crossing on N. Wellwood Ave at Auburn St.

This crossing provides a link to village parking lots on the west side of N. Wellwood Ave.



The crosswalks in downtown Lindenhurst stand out, and rightfully so. Pedestrians should know where it is safe to cross and motorists should be well aware of where pedestrians are crossing. The green crosswalks are highly visible and signal extra attention to the presence of pedestrians. Most intersections along Wellwood Ave contain this painted crosswalk. In addition to crosswalks at intersections, strategic midblock crossings exist in downtown Lindenhurst. These help facilitate crossings at points where pedestrians are likely to cross and at which a signalized crossing is not available within a reasonable distance.

Example of downtown public bench and planter.

Well maintained tree pits and brick pavers also add to the attractiveness of the downtown.



Sidewalks and streetscape beautification play a critical role in how comfortable and attractive the downtown feels. The brick pavers along the border of the street and sidewalk, tree pits, trash receptacles, and planters are well maintained. Some public benches were present in the downtown, but more could be made available. Most of the benches face the street and are located in the furnishing zone along the edge of the sidewalk.

East side of S. Wellwood Ave looking north where sidewalk narrows to accommodate wider roadway for turns to and from Hoffman Ave.



West side of S. Wellwood Ave where sidewalks widen and angled parking begins.

The sidewalks along N. Wellwood Avenue and for a portion of S. Wellwood Avenue vary between 11 to 12 feet wide. 3 to 4 ½ feet of brick pavers are along the street with the remaining 7 ½ to 8 feet as a concrete sidewalk. About 200 feet south of the intersection of S. Wellwood Avenue and W. Hoffman Avenue the sidewalk widens to total of 18 ½ feet. 5 feet of brick pavers are along the street with the remaining 13 ½ feet as a concrete sidewalk. The sidewalks get narrower south of the intersection of S. Wellwood Avenue and Gates Avenue.

Looking north at the Lindenhurst Village Square near the intersection of N. Wellwood Ave and E. Hoffman Ave.



Village Square is a tremendous resource to have in downtown. The public space provides a location for downtown activities such as concerts, special events and passive recreation. The public mural is a wonderful feature and should be permitted and encouraged in other areas of the downtown. The summer concert series sponsored by the Village and the BID is a great way to attract people to the downtown and encourage them to eat and shop at local businesses.

Decorative street sign at the intersection of W. Hoffman Ave and S. Wellwood Ave.



The Village has beautiful street signs which contain the Linden tree, part of the Village emblem and name of the community. Some wayfinding signage is also present in and near the downtown, for example the sign directing people to the Old Village Hall Museum on the corner of N. Wellwood Avenue and E. Hoffman Avenue. This sign is similar to the design of the street signs. Just north of the study area on the southeast corner of Hartford Street and N. Wellwood Avenue two metal signs direct people to Firemen's Memorial Park and Edward F. Kienle Memorial Park. The main purpose of wayfinding signage is to direct people to destinations – parking lots, businesses, attractions, parks, government buildings, etc. In no way do these signs have to be well designed or uniform in order for the information to be correctly communicated, although an attractive and unique style gets people's attention and indicates they are in a special place.

Looking west near intersection of S. Wellwood and E. Hoffman Ave.

Center median landscaping provides an attractive barrier between north and south flowing traffic.



The center median at the intersection of S. Wellwood Avenue and E. Hoffman Avenue is beautifully landscaped and well maintained. The center median narrows the wide street and encourages cars to slow down as they approach the intersection. The ornate clock and bollards surrounding the median tie into the same design and color as the streetlight fixtures throughout the downtown. The WWI monument and flag pole are located at the north end of the center median. This area of the center median provides refuge for pedestrians crossing S. Wellwood Avenue.

Underutilized space under the LIRR viaduct on the east side of Wellwood Ave.



Directly south from Lindenhurst Village Square is the LIRR viaduct. Underneath the viaduct on both sides of Wellwood Avenue there is approximately 3,000 square feet of paved space which is not being used for parking or any other purpose. An engaging and attractive pedestrian experience is lost as you cross under the viaduct from one side of Hoffman Avenue to the other.

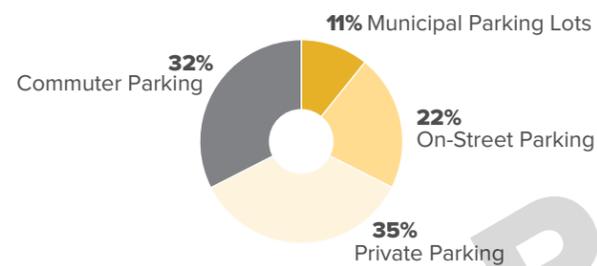
Managing the Automobile

Managing the automobile is essential to creating a vibrant downtown. The Village of Lindenhurst has expressed concern that there was insufficient parking availability in the downtown. Over the last decade the Village has worked to supply the downtown with new and improved parking lots behind storefronts on both North and South Wellwood Avenue. To examine the current parking conditions, SCEDP conducted a parking utilization analysis of the downtown in December of 2015.

On Long Island, if a downtown center is going to thrive, it must have adequate parking. The parking in and near downtown Lindenhurst can be grouped into the following categories:

- ▶ Municipal parking
- ▶ On-street parking
- ▶ Private parking
- ▶ Commuter parking

Chart 11: Parking in Downtown Lindenhurst



Source: Suffolk County Economic Development and Planning

Of the 1,853 parking spaces in downtown Lindenhurst, municipal parking lots account for 11% of the total, on-street parking represents 22%, and private parking comprise 35%. The 602 commuter parking spaces represent 32% of all parking in downtown Lindenhurst.

The total number of parking spaces serving downtown shoppers is 1,251. This figure includes municipal parking lots, on-street parking, and private parking lots serving businesses. The total number of commuter parking spaces is 602, including permit restricted parking in Village-owned parking lots and under the railroad tracks, and metered daily parking. Chart 11 shows the proportion of parking in downtown Lindenhurst of each category.

Municipal Parking

In downtown Lindenhurst, municipal parking includes Village and County-owned parking lots. Lindenhurst Village owns six municipal parking lots in downtown Lindenhurst, offering unlimited free parking throughout the downtown area. Together, these six Village lots and one County lot provide 200 marked parking spaces. These lots are adequately maintained.

On-Street Parking

In total, there are 401 metered and unmetered on-street parking spaces serving downtown Lindenhurst. There are 217 metered parking spaces in downtown Lindenhurst which generally allow vehicles to park for a maximum of two hours between the hours of 9AM and 6PM, except Sunday and holidays. In downtown Lindenhurst, marked metered on-street parking is located along Wellwood and Hoffman Avenues and Bristol and Auburn Streets.

There are a variety of places in the downtown where there is free unmetered on-street parking. These areas contain approximately 62 parking spaces. Near downtown Lindenhurst, free parking exists beyond Wellwood and Hoffman Avenues on numerous side streets.

In addition, under the elevated railroad tracks along Hoffman Avenue west of North Wellwood Avenue, there are 122 free and unrestricted marked parking spaces between Wellwood Avenue and N. 4th Street. Additional marked spaces exist west of this point beyond downtown Lindenhurst. These parking spaces are counted as on-street parking spaces.

Private Parking

In downtown Lindenhurst, there are approximately 650 private parking spaces serving downtown businesses. These lots generally have signs posted indicating that parking is for customers only. The parking lot of the former Waldbaum's supermarket has 303 parking spaces. This is the single largest parking lot in the downtown area. Other stores and businesses in the downtown area have private parking lots that vary in size from five to 40 parking spaces. These parking lots are generally accessible from the side streets.

Commuter Parking

In the study area, there are 602 parking spaces near the Lindenhurst train station designated specifically for rail commuters. Commuter parking in Lindenhurst can be grouped into three categories:

- ▶ Village-owned parking lots
- ▶ Parking under the elevated railroad
- ▶ Metered railroad parking

The largest concentration of these are the two Village-owned commuter parking lots north of the railroad station between Hoffman Avenue and John Street. These two lots together have 424 marked parking spaces and require a Village permit. Under the elevated railroad tracks along Hoffman Avenue west of Allegheny Avenue, there are 158 marked parking spaces that also require a Village permit.

Table 4: Parking Capacity, Downtown Lindenhurst, 2015

Type of Parking	Parking Spaces	Disabled Parking Spaces	Total Parking Spaces
DOWNTOWN			
Municipal Parking Lots	190	10	200
On-Street Parking:			
Metered	214	3	217
Unmetered	61	1	62
Under Railroad (unrestricted)	118	4	122
On-Street Total	393	8	401
Private Parking (estimated)	NA	NA	650
Downtown Total			1,251
COMMUTER			
Village-Owned Parking Lots	416	8	424
Under Railroad	150	8	158
Metered Railroad Parking	20	0	20
Commuter Total	586	16	602
GRAND TOTAL			1,853

NA – Not Available.

Source: Suffolk County Economic Development and Planning Municipal Parking Utilization

Municipal Parking Utilization

The public parking within the downtown Lindenhurst study area is utilized at varying rates, depending on the location. The utilization of all public parking in downtown Lindenhurst was assessed midweek during the late morning in early December 2015. Table 5 shows the percentage of parking spaces that were occupied among the different types of parking. These numbers reflect a one day snapshot of parking utilization. They don't account for varying occupancy throughout the course of each day.

Table 5: Utilization of Public Parking, Downtown Lindenhurst, December 2015

Type of Parking	Parking Spaces	Disabled Parking Spaces	% Utilization
DOWNTOWN			
Municipal Parking Lots	89	200	45%
On-Street Parking:			
Metered	118	217	54%
Unmetered	30	62	48%
Under Railroad (unrestricted)	48	122	39%
On-Street Total	196	401	49%
Downtown Total	285	601	47%
COMMUTER			
Village-Owned Parking Lots	353	424	83%
Under Railroad	120	158	76%
Metered Railroad Parking	9	20	45%
Commuter Total	482	602	80%
GRAND TOTAL	767	1,203	64%

Source: Suffolk County Economic Development and Planning

Perhaps not surprisingly, commuter parking lots have consistently high occupancy rates at just over 80%. Table 6 compares two "snapshots" of parking utilization – in 1999 and in 2015.

Parking occupancy rates in 2015 were compared to occupancy rates of the same types of parking in 1999. The occupancy rates of all types of parking in the study area were lower in 2015

than they were in 1999. This is true for commuter as well as downtown parking.

Table 6: Comparison of Utilization of Public Parking, Downtown Lindenhurst, 1999 and 2015

Type of Parking	% Utilization 1999	% Utilization 2015
DOWNTOWN		
Municipal Parking Lots	55%	45%
On-Street Parking:		
Metered	58%	54%
Unmetered	NA	48%
Under Railroad (unrestricted)	NA	39%
On-Street Total	NA	49%
Downtown Total	57%	47%
COMMUTER		
Village-Owned Parking Lots	80%	83%
Under Railroad	96%	76%
Metered Railroad Parking	100%	45%
Commuter Total	87%	80%
GRAND TOTAL	77%	64%

NA – Not Available.

Source: Suffolk County Economic Development and Planning

The lower occupancy rate of downtown parking in 2015 can be explained by the higher vacancy rate of storefronts in the downtown in 2015 compared to 1999. The reasons for the slightly lower utilization of commuter parking are less clear. The employment picture could be less favorable for jobs in New York City, or the employment mix of Lindenhurst residents could have changed in the 16 years, favoring more local jobs over jobs in New York City.

The 2015 occupancy rate of commuter parking was a healthy 80% in Lindenhurst. This figure shows that this type of parking is well-utilized but is not so well-utilized that parking is difficult to find. Municipal parking lots had an occupancy rate of 45% in the 2015 survey. On-street parking was 49% utilized, with metered on-street parking having a 54% occupancy rate. These figures all indicate that there is adequate parking in downtown Lindenhurst and for commuters using the Lindenhurst railroad station.

Real Estate Market Analysis

A demographic and economic analysis was conducted to examine supply and demand in various real estate markets, determine the landscape of retail options, and identify opportunities for — and challenges to — growth. The analysis resulted in the following general findings (elaborated further in the following pages).

Generalized Findings

Demographics

- ▶ Total number of households is increasing, especially the senior housing sector.
- ▶ Lindenhurst's demographics are geographically competitive.

Residential

- ▶ Opportunities exist to create new, quality multi-family and/or townhouses in a walkable downtown.
- ▶ Residential asking rents are lower than in comparable places.

Office

- ▶ Existing office market is small.
- ▶ Office asking rates are lower than in comparable places.
- ▶ Future demand not likely to be significant.

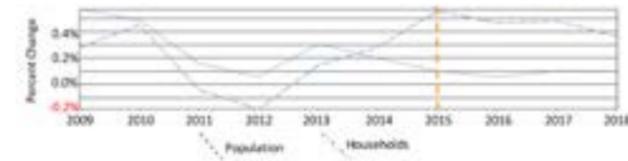
Retail

- ▶ Retail is underperforming, given similarity to comparison geographies.
- ▶ Opportunities exist to capture spending that is leaving downtown.
- ▶ Downtown needs one or more new anchor retail tenants.

Demographic Analysis

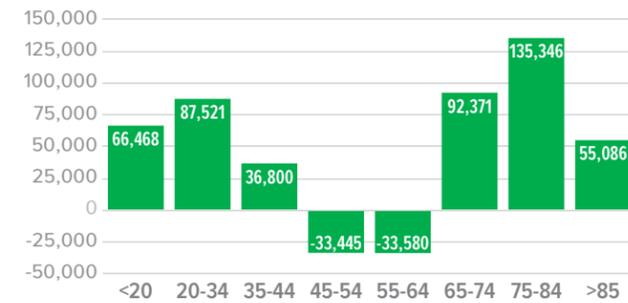
To put Lindenhurst in the context of Long Island's changing economy and demographics, the project team compared Lindenhurst with surrounding municipalities, the county, and the region. Despite broad negative economic factors following the financial crisis, the population of Long Island has grown continually since 2009 — albeit with a slight drop in household formation from 2011 to 2013 (Chart 12). The number of individuals over the age of 65 will expand significantly, offering opportunities to capture growth in a market segment that might be looking to downsize from larger, single-family homes but still wants to stay in the overall geographic area (Chart 13). An analysis of selected data (Table 7) demonstrates that Lindenhurst is geographically competitive across a number of demographic statistics (median household income, public transportation utilization, and educational attainment).

Chart 12: Long Island Population/Household Growth Trends and Forecast



Source: Moody's Economy.com

Chart 13: Population Forecast (2010 – 2040)



Source: Long Island's Rental Housing Crisis", Regional Plan Association, 2013.

Table 7: Demographic Analysis Snapshot

Market	Population	Median HH Income	Commute on Public Transit	Bachelor's Degree or Higher
Lindenhurst	27,278	\$86,791	10.8%	23.6%
Amityville	9,525	\$80,345	15.3%	35.6%
Babylon (village)	12,175	\$96,790	12.1%	40.7%
Babylon (town)	213,805	\$80,453	9.0%	24.4%
Suffolk County	1,495,803	\$87,763	6.2%	32.9%
Nassau County	1,343,765	\$97,690	15.8%	41.5%

Source: 2009-2013 5-Year American Community Survey; data is for 2013.

Residential Market Analysis

Regionally, Lindenhurst has a smaller share of rental units (20%) when compared to the adjacent villages of Amityville (34%) and Babylon (25%), and to the larger Town of Babylon (25%), of which it is a subsector (Table 8). Median gross rent per unit is also lower than most comparison geographies (Table 8). Tellingly, the majority of rental residential properties of 10 units or more in the region is located outside Lindenhurst (Image 1), and the ten or more unit buildings that do exist in Lindenhurst are dedicated to senior housing.² Lindenhurst is underserving a potential residential apartment market, despite a regionally competitive rental vacancy rate below the Suffolk County average, and has an opportunity to create new, quality multi-family residences and/or townhouses in a walkable downtown.

Table 8: Residential Market Analysis — Regional Snapshot

² Senior Citizen Multi-Unit Housing Complexes, Prepared by Suffolk County Planning Department

Market	Total Housing Units	Rental Units	Rental Units (% of total)	Rental Vacancy	Median Gross Rent (/Unit)
Lindenhurst	9,854	2,060	19.7%	4.9% ³	\$1,377
Amityville	3,956	1,196	33.5%	4.0%	\$1,358
Babylon (village)	4,673	1,123	24.8%	4.4%	\$1,453
Babylon (town)	74,625	18,222	24.6%	4.8%	\$1,467
Suffolk County	596,196	104,969	20.0%	6.0%	\$1,495
Nassau County	467,241	89,906	19.5%	4.8%	\$1,504

Source: 2009-2013 5-Year American Community Survey

Image 1: Ten or more unit multifamily rental buildings in area surrounding Lindenhurst³



Office Market Analysis

Market research demonstrates that Lindenhurst's commercial office market is small, with a heavy presence of medical office space. Asking rents in Lindenhurst fall between \$16 – 19 per square foot,⁴ comparatively low in the region (Table 9). With commercial office growth in the region clustered elsewhere, future commercial office demand is not likely to be significant.

Table 9: Office Market Snapshot

Comparable Markets	Existing SF	Vacancy	Rental Rate (/sf)*
Amityville**	.335M	7.9%	\$24.59
Western Suffolk County	18.9M	11.0%	\$21.33
Suffolk County	26.1M	10.4%	\$20.38
Nassau County	34.0M	10.0%	\$26.15

Source: CoStar and Colliers International, Q3 2015

*For Class B office space; **For Q2 2014

Retail Market Analysis

Lindenhurst is losing the retail sales that can help revitalize its downtown to surrounding areas, and the existing retail sales in the village as a whole do little to help build a sense of place.

Retail vacancy rates in downtown Lindenhurst are significantly higher than other markets, and for the region as a whole,

³ Apartment Complexes of 10 or More Units, Prepared by Suffolk County Planning Department

⁴ Based on JLP+D market research of available listings.

though asking rents are competitive for Long Island (Table 10). An economic gap analysis revealed that Lindenhurst's existing retail real estate is underperforming. Overall retail sales in the village are lower (both per capita and per establishment) than the adjacent village of Amityville and town of Babylon as a whole (Table 11), despite having a higher median household income than both comparison geographies (Table 7).

The analysis also shows that local Lindenhurst businesses across a number of retail categories are capturing a disproportionately low portion of the overall spending of the village's residents when compared to a geographic benchmark⁵ (Table 12). The village is capturing a disproportionately high share of businesses that offer little potential for revitalizing downtown such as convenience stores and gasoline stations.

Positively, both the arts, entertainment, and recreation (Table 13) and the clothing & accessories (Table 14) markets are underperforming related to comparable geographies, showing potential market opportunities for downtown retail. Food services & accommodation businesses in the village are performing well compared to comparison geographies (Table 12), demonstrating a healthy market for these services, but those businesses are located mostly outside of downtown.

One or more new anchor retail tenants could help the downtown to unlock the economic potential of the area to capture a greater share of retail spending and fill vacant spaces with revitalizing businesses given geographically competitive rents and identified retail market opportunity.

Table 10: Retail Market Snapshot

Market	Existing SF	Vacancy	Rental Rate (psf)
Lindenhurst	.453M ^A	16.0% ^B	\$18 - \$30 ^C
Amityville ^D	.724M	7.0%	\$26.25
SW Suffolk County	11.4M	3.4%	\$20.34
Suffolk County	74.2M	4.1%	\$23.71
Nassau County	61.5M	4.3%	\$27.75

Source: NAI Long Island, Q2 2015 (unless otherwise noted)

A: Suffolk County Planning, 2014; B: Downtown Lindenhurst storefronts, Regional Plan Association; C: JLP+D market research of available listings; D: CoStar, Q2 2014

⁵ To perform this analysis, per capita sales for the Town of Babylon, a broader and more diverse geographic area, were multiplied by the population of Lindenhurst to attain a benchmark annual sales figure, or an estimate of sales potential for each retail category if businesses were capturing the same level of sales as those of a larger, comparison geography (the town).

Lindenhurst Downtown Survey

In 2015 the Lindenhurst Economic Development Committee (LEDC) released a survey asking the community to provide feedback on the current conditions and future opportunities for the downtown. The LEDC received back over 600 surveys with over 65% respondents over the age of 45. About 85% of respondents were homeowners in the Village of Lindenhurst and 5% were renters.

The respondents made it very clear that they were unhappy with the current state of downtown Lindenhurst. More than 75% of respondents rated the quality of the downtown at a five or below on a scale of one to ten, with ten being the most desirable. The top three things that respondents did not like about the downtown were the empty storefronts, the lack of parking, and the quality of the shops/restaurants. The concern over lack of parking led 74% of respondents to somewhat or strongly agree that it was a reason they did not shop in the downtown. Aside from improvements to parking, respondents felt that improvements to the restaurants, better quality businesses, and more variety in the stores offered would increase the frequency of their visits to the downtown. An overwhelming number of respondents indicated the Village of Babylon is a community they admire or visit most often.

When respondents were asked to indicate what they like about the downtown, the top three responses were no answer at all, restaurants, and bakeries. Bakery goods was the single biggest goods or services respondents indicated they buy in the downtown.

The survey also asked respondents to think about housing in Lindenhurst. Respondents were split on whether Lindenhurst needed more housing options to keep and attract residents. When asked what type of housing they would like to see in Lindenhurst, the most responses were for condos/townhouses.

Table 11: Economic Gap Analysis — Overall Retail Sales

Geography	Sales (thousands)	Population	Establishments	Employees	Sales (thousands)		
					per capita	per establish.	per employee
Lindenhurst	\$306,782	27,278	118	804	\$11.25	\$2,600	\$382
Amityville	\$596,338	9,525	65	802	\$59.77	\$8,759	\$710
Babylon (village)	\$105,537	12,175	67	332	\$8.67	\$1,575	\$318
Babylon (town)	\$3,887,711	213,805	1,015	11,709	\$18.18	\$3,830	\$332
Suffolk County	\$23,693,357	1,495,803	6,524	79,498	\$15.84	\$3,632	\$298
Nassau County	\$24,105,610	1,343,765	6,145	77,488	\$17.94	\$3,923	\$311

Sales data: 2012 Economic Census; Population data: 2009-2013 5-year ACS

Table 12: Economic Gap Analysis — Lindenhurst vs. Benchmark (2012)

Leakage	Overall Retail	Benchmark	Lindenhurst	Surplus	% Captured in
		Annual Sales*	Annual Sales	(Leakage)	Lindenhurst
		\$ 370,764,673	\$ 306,782,000	\$ (63,982,673)	83%
	Food & Beverage	\$ 47,731,173	\$ 39,884,000	\$ (7,847,173)	84%
	Supermarkets & Grocery	\$ 76,316,139	\$ 62,031,000	\$ (14,285,139)	81%
	Bldg. Materials & Garden Equip..	\$34,370,114	\$ 25,692,000	\$ (8,678,114)	75%
	Office Supplies & Stationery	\$ 3,993,875	\$ 2,818,000	\$ (1,931,812)	71%
	Clothing & Accessories	\$ 25,027,044	\$ 3,066,000	\$ (21,961,044)	12%
	Electronics & Appliance	\$ 12,131,026	\$424,000	\$ (11,707,026)	3%
Surplus	Convenience Stores	\$ 3,831,844	\$ 8,401,000	\$ 4,569,156	219%
	Gasoline Stations	\$ 31,499,102	\$ 53,815,000	\$ 22,315,898	171%
	Food Services and Accommodation	\$ 47,966,055	\$ 52,027,000	\$ 4,060,945	108%

Source: 2012 Economic Census; Population data: 2009-2013 5-year ACS; *Babylon (town) sales per capita x Lindenhurst population

Table 13: Economic Gap Analysis — Arts, Entertainment, and Recreation

Geography	Sales (thousands)	Population	Establishments	Employees	Sales (thousands)		
					per capita	per establish.	per employee
Lindenhurst	\$2,193	27,278	9	42	\$0.080	\$243	\$52
Amityville	\$2,591	9,525	10	22	\$0.272	\$259	\$117
Babylon (village)	\$6,378	12,175	8	124	\$0.524	\$797	\$51
Babylon (town)	\$46,218	213,805	65	568	\$0.216	\$711	\$81
Suffolk County	\$958,984	1,495,803	859	9,946	\$0.641	\$1,116	\$96
Nassau County	\$1,132,751	1,343,765	774	11,690	\$0.843	\$1,463	\$97

Source: 2012 Economic Census; Population data: 2009-2013 5-year ACS

Table 14: Economic Gap Analysis — Clothing & Accessories Sales

Geography	Sales (thousands)	Population	Establishments	Employees	Sales (thousands)		
					per capita	per establish.	per employee
Lindenhurst	\$3,066	27,278	9	19	\$0.11	\$341	\$161
Amityville	\$1,243	9,525	3	5	\$0.13	\$414	\$249
Babylon (village)	\$9,233	12,175	9	55	\$0.76	\$1,026	\$168
Babylon (town)	\$209,704	213,805	124	1491	\$0.98	\$1,691	\$141
Suffolk County	\$1,648,212	1,495,803	969	10,939	\$1.10	\$1,701	\$151
Nassau County	\$2,130,786	1,343,765	1,125	13,605	\$1.59	\$1,894	\$157

Source: 2012 Economic Census; Population data: 2009-2013 5-year ACS

Table 15: Economic Gap Analysis — Food Services & Accommodation

Geography	Sales (thousands)	Population	Establishments	Employees	Sales (thousands)		
					per capita	per establish.	per employee
Lindenhurst	\$52,027	27,278	80	893	\$1.91	\$650	\$58
Amityville	\$ 19,672	9,525	40	285	\$2.07	\$492	\$69
Babylon (village)	\$ 45,588	12,175	46	847	\$3.74	\$991	\$54
Babylon (town)	\$375,958	213,805	479	6,415	\$1.76	\$785	\$59
Suffolk County	\$2,990,403	1,495,803	3,624	45,646	\$2.00	\$825	\$66
Nassau County	\$2,938,830	1,343,765	3,483	43,996	\$2.19	\$844	\$67

Source: 2012 Economic Census; Population data: 2009-2013 5-year ACS

Lindenhurst Tomorrow

Revitalizing Downtown Lindenhurst

The residents, business owners, and local officials in the Village of Lindenhurst have clearly made the revitalization of their downtown a top priority. The capability to improve the downtown by implementing a number of strategies continues to show success throughout a number of downtowns in Suffolk County and throughout the region.

1. Promoting compact, mixed-use development in the downtown

The Village should revise the zoning code or adopt a new zoning district(s) which can help facilitate compact, mixed-use development in the downtown. The Village can create a more business-friendly environment by revising the code to encourage downtown residential development and by demonstrating leadership in its commitment to implementing these recommended regulatory reform initiatives and other efforts to make sites “shovel ready” for new investment. Looking specifically at the business district and how it relates to the revitalization of the downtown the following revisions to the zoning code are recommended.

1.1 Update permitted uses.

The Village should add mixed-use to the permitted uses in this district. An example of mixed-use defined in the Town of Babylon zoning code is “a development or building containing a mix of different types of land uses. In many cases, mixed-use refers to retail on the first story, with residential or office above.”⁶ Permitting mixed-use developments in the business district can encourage the development of apartments over retail or office. The combination of uses creates activity within the downtown over a longer period of time and puts potential patrons right at the doorstep of downtown businesses.

The Village should add outdoor dining as an accessory use in the downtown. Creating a sense of place is important to the success of any downtown. Outdoor dining is one component of creating a unique place that people will remember and want to go back to. Outdoor dining is permitted within the Downtown Copiague Zoning District⁷ by special permit. The Town of Smithtown also permits outdoor dining as of right as an

⁶ Town of Babylon Code, Ch. 213 Art. I Sect. 1 Definitions and Word Usage. <http://ecode360.com/6810325>

⁷ Town of Babylon Code, Ch. 213 Art. XLIII Sect. 537 Uses Permitted by Special Permit. <http://ecode360.com/30389185>

accessory use in their central business districts.⁸ Both towns have specific regulations within their code to control the size, location and noise of outdoor dining.

1.2 Create a building height/story minimum and increase the building height/story maximum.

The Village of Lindenhurst’s maximum building height (24 feet) is lower than maximum building heights in the Village of Amityville, Village of Babylon, Village of Patchogue, Town of Babylon, Downtown Copiague Zoning District and the Town of Islip Downtown Development District. The creation of new building height/story minimum and maximum creates an envelope into which future development can fit. A building height/story minimum can be utilized to require the construction of space above the first floor. The Village should consider a height minimum of 24 feet at 2 stories and a height maximum of 36 feet at 3 stories. As an incentive to the developer in exchange for meeting certain requirements, the Village can also consider to include provisions within the code to allow for an additional floor with a required setback. An example of this setback additional floor can be found in the photo simulations which follow in this report.

1.3 Adopt a minimum lot coverage and increase the maximum lot coverage.

The Village of Lindenhurst’s maximum percent lot coverage is 50%, significantly lower than other surrounding municipalities. Many of the buildings within the business district exceed this maximum, an indication they were built before this code took effect in 1968. Low coverage lots will detract from the pedestrian friendly environment the Village desires for the downtown. The Village should adopt a minimum lot coverage of more than 50% and increase the maximum lot coverage.

1.4 Adjust side yard and front yard requirements

The side yard requirement of a minimum of 14 feet could have been created to encourage space for parking or access to rear parking spaces. Having future downtown development conform to this side yard requirement promotes conflicts between vehicles and pedestrians and will leave gaps in the downtown, which detract from the pedestrian environment. The Village should update the code to have a zero foot side yard requirement. The Village should identify where it makes sense to encourage a side yard to allow for pedestrian access to rear parking lots. This could be left to the planning board to decide upon site plan

⁸ Town of Smithtown Code, Ch. 322 Art. I Sect. 3 Definitions and Word Usage. <https://www.ecode360.com/15103627>

approval. Most of the buildings within the downtown have a zero foot front yard setback, which means they were built to the lot line. If the Village desires to maintain a requirement for a 10’ minimum front yard setback, the Village should make it a maximum. The Village should also require applicants who do not build to the lot line to explain how the setback will relate to existing buildings and how it could be used as public space.

1.5 Adjust parking requirements and incorporate parking management strategies

The Village’s parking requirements are on par or in some cases require more parking than surrounding communities (Village of Babylon, Village of Amityville, and Village of Patchogue). That said, the Village of Amityville is considering a reduction in parking requirements and significantly reduced parking requirements have already been established in the Downtown Copiague Zoning District in recognition of its proximity to the LIRR station. The parking utilization analysis, which was completed by Suffolk County Economic Development and Planning and discussed earlier in this report, found that more than half of downtown parking was available at the time the analysis took place (mid-week during the late morning in early December 2015). The Village of Lindenhurst should conduct a full study which can look at parking utilization over multiple days and times, and consider the creation of a parking benefits district (see recommendation below) and adopt parking management strategies such as:

- Count on-street overnight parking spaces towards the residential parking requirements for mixed use buildings in the downtown.
- Allow remote parking in public lots adjacent or in close proximity to development.
- Permit shared parking agreements with private lots adjacent or in close proximity to development and between uses.
- Provide an option for payment in lieu of on-site parking (PILOP) that will go towards a fund to improve and maintain parking facilities throughout Village.

A reduction of parking requirements and the incorporation of parking management strategies could be implemented under the creation of a parking benefits district.

1.6 Create a parking benefits district

Parking benefit districts gather parking revenues and reinvest the funds in streetscape or transportation improvements within the district. The districts are established through zoning overlays and can have differing parking requirements, sometimes leveraging developer fees from parking built in excess of minimums to fund sustainable transportation that relieves traffic and parking congestion. Funds are typically used for infrastructure such as bicycle parking, landscaping, sidewalk cafes, gateway signage, streetscape design, street safety investments, wayfinding signage, and funding parking maintenance, meters, and enforcement. One trade-off is that parking funds are redirected from the general Village fund toward district specific improvements.

A parking benefit district may also provide more leeway through zoning regulations to change parking fees for on-street

and/or off-street parking and price parking based on demand for location or time of day within the district. Overall downtown district consumers, business owners, and developers see a return on investment in priced parking and view parking fees in a positive way because of the reinvestment in local transportation infrastructure and downtown district improvements.

2. Encourage connections to residential neighborhoods and schools around the downtown through signage, painting of crosswalks, safe routes to schools, and other walking activities.

2.1 Uniform wayfinding

The main purpose of wayfinding signage is to direct people to destinations – parking lots, businesses, attractions, parks, government buildings, etc. Some wayfinding signage is present in the downtown, for example the sign directing to the Old Village Hall Museum on the corner of N. Wellwood Avenue and E. Hoffman Avenue. The Village of Patchogue and most recently the Village of Amityville implemented wayfinding in their downtowns. The Village should develop uniform wayfinding signage so visitors and workers can easily navigate the downtown. Additionally, wayfinding can help communicate that the downtown is one cohesive place.



Wayfinding signage on the corner of E. Hoffman Avenue and N. Wellwood Avenue



Wayfinding in the Village of Patchogue

2.2 Expansion of green crosswalk marking

The green crosswalks in the downtown are highly visible and signal extra attention to the presence of pedestrians. Most intersections along Wellwood Avenue contain this painted crosswalk, except north/south crossings at Fremont Street, Easton Street, Dover Street, Bristol Street, Auburn Street, and Herbert Avenue. The Village should paint all the crosswalks in the downtown.

2.3 Develop pedestrian connections / alleys throughout the downtown to provide pedestrian access to Wellwood Avenue from future parking and development between Hoffman Avenue and Gates Avenue.

Wellwood Avenue from Gates Avenue to Hoffman Avenue is approximately 1,200 feet with no intersecting street. On the west side of Wellwood Avenue next to the fire department headquarters there is pedestrian access to rear public parking lots on S. 1st Street which connect through to S. 2nd Street. A resident living on that street could walk 600 feet out to Wellwood Avenue via the pedestrian alley, as opposed to walking over 1,700 feet to accomplish the same trip via W. Gates Avenue. On the east side there is pedestrian access next to the church or the option to walk through the former CVS parking lot to access S. High Street. Unfortunately there is no further pedestrian access to the east. The Village should encourage mid-block pedestrian access as properties east of the downtown are developed in the future.

2.4 Branded walking trail

The Bay Shore Wellness Alliance has instituted a shoppers trail, nautical trail, and historical trail as part of their effort to encourage healthy living through walking. These on-street trails start and end in the downtown and consist of small markers on utility poles which help guide the walkers on their journey. This idea can be replicated in downtown Lindenhurst by working with local community and business organizations to design a trail to encourage better health, a greater knowledge of the community, and boost business activity. Special discounts or offers can be attached to a shopper's trail that may encourage people to visit businesses they may have never patronized before.



The starting point of three community walking trails in downtown Bay shore.

3. Completing Wellwood Avenue

The downtown can be made accessible and inviting for all users by facilitating improved travel for pedestrians and bicyclists. Wellwood Avenue is a county road and therefore is maintained by Suffolk County. Any traffic calming or other improvements to the road would have to come from the appropriate county department. The Village should work with the county to see that improvements to this road can be carried out.

3.1 Introduction of bike lane and/or shared roadway

S. Wellwood Avenue has a significant amount of road space. The Village should work with Suffolk County to reconfigure the road. The Village should explore at a minimum a shared roadway configuration for bicycles and automobiles or the ideal of a dedicated and protected bike lane along S. Wellwood Avenue. The reduction in road space on N. Wellwood Avenue would not be conducive to a dedicated bike lane. The Village has expressed interest in encouraging bicycling throughout the community. A shared roadway or dedicated bike lane along Wellwood Avenue should be part of a series of marked on-street bike paths that the Village can develop overtime, which extend to points around the downtown. A network of bike friendly streets with marked bike lanes or signs indicating a bike route and destination could encourage bicycling.

3.2 Introduction of bike infrastructure

Bike lanes or shared roadways can help encourage people to bike to the downtown - and convey to future tenants and residents that the downtown and village are a safe and welcoming place for customers and residents that value multi-modal transportation and recreation - but those people will need somewhere to safely store their bicycles. There is a great range of potential styles (and costs) of bicycle parking. The Village should install bicycle parking that is attractive, safe, and useful in key areas of the downtown. Any way the Village can involve the community in the creation or selection of bicycle parking will only further increase its use.



Bicycle parking across from the Patchogue-Medford Library in downtown Patchogue.



Creative bicycle parking in front of of medical office in Portland, OR.

Source: Flickr, VeloBusDriver

4. Calm Hoffman Avenue as it passes through the downtown

Hoffman Avenue is also a county road. The Village should work with Suffolk County to make crossing Hoffman Avenue a safer experience by introducing traffic calming techniques. A safer crossing may encourage residents on the south side of Hoffman to walk to the station instead of driving to the commuter parking on the north side or underneath the LIRR tracks. Future development on the south side of E. Hoffman Avenue also warrants exploring traffic calming techniques to improve pedestrian safety through downtown Lindenhurst.

4.1 Reduce crossing distances at key corners

The Village should work with Suffolk County to reduce crossing distances at key corners such as S. Wellwood Avenue at Hoffman Avenue, Travis St at E. Hoffman Avenue and S. Pennsylvania at E. Hoffman Avenue. One option is to construct bulb-outs at these corners which would also present opportunities for public realm improvements at various scales of cost/design (e.g. benches, planters, etc.). A bulb-out is an extension of the corner sidewalk into the street reducing the crossing distance.



Corner bulb-out in downtown Patchogue



Example of corner bulb-out that also incorporates green stormwater infrastructure.

Source: Flickr, Dylan Passmore

5. Activate the LIRR Underpass at Wellwood Avenue and Hoffman Avenue

The Village should develop ideas to activate the vacant pedestrian space under the LIRR underpass. Activation of this space can be an attraction to the downtown and will create a better connection between the downtown south and north of Hoffman Avenue. Some examples of a creative use of that space could be pop-up shops, display of public art, and public engagement through designed activities that attract people, create spillover into positive benefits for downtown businesses and offer opportunities to partner with various public and private organizations to address community goals, such as health fairs and events that promote reading.



Example of potential opportunities for activating space under elevated rail

Source: <http://gizmodo.com/these-parks-are-reclaiming-ugly-urban-underpasses-as-pu-1743610423> (NEED PERMISSION) © PUBLIC WORK

6. Work with the community and developer to come up with creative solutions to complete a creek walk from Village Park to Montauk Highway

The idea for a creek walk was proposed in Suffolk County's Downtown Lindenhurst Business District Analysis (2000). With the recent TRITEC proposal for 75 E. Hoffman Avenue there is potential to transform this area of Lindenhurst and this key segment of the creek. Development of this proposal can provide an off-street connection to the LIRR station and downtown from residential neighborhoods to the north and south. In addition to improved connections, there are health, recreation, economic, and quality of life benefits which the Village of Lindenhurst can capture.

The Village should discuss with TRITEC ideas for site design and orientation that will allow the development of a public greenway. In addition to the creek walk, there are opportunities to improve the civic stature of Hoffman Avenue, and set a new precedent for high-quality development on future downtown sites.

7. Leverage the BID and the Chamber of Commerce

The Lindenhurst Business Improvement District assists the Village of Lindenhurst in downtown maintenance, beautification, and events to improve the business environment. Similarly the Lindenhurst Chamber of Commerce is a voice for the business community throughout the Village. These organizations should work together to organize and develop strategies to market downtown Lindenhurst. This could be an internal volunteer process, but hiring a marketing consultant to help develop key materials to attract new business and patrons may be the more efficient course of action. Providing information that promotes the market potential of locating in Lindenhurst can help put Lindenhurst on the radar of businesses that may have not considered it. Shoppers want to know what businesses are in the downtown, and that the downtown environment is a welcoming and active place.

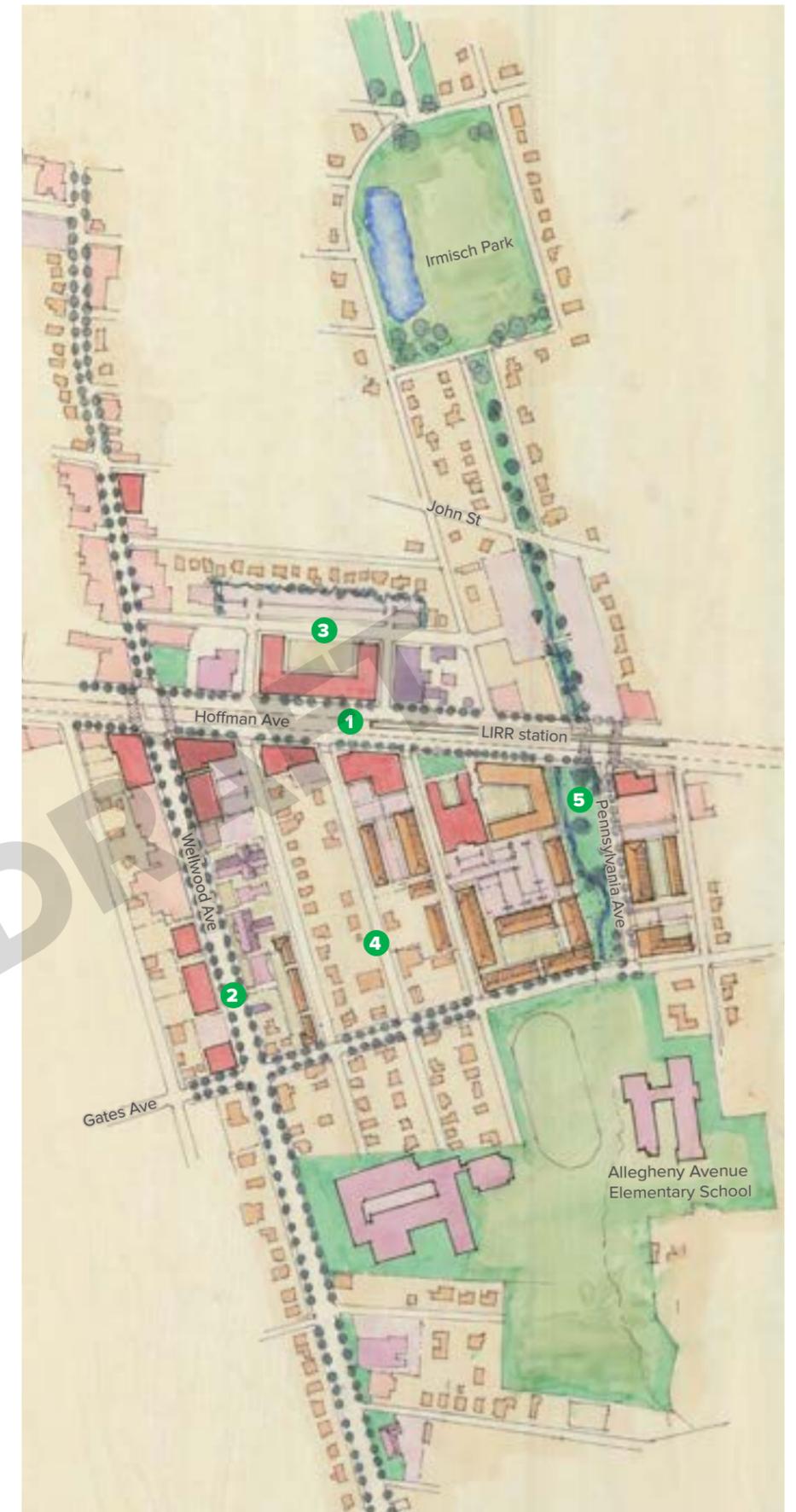
Business community stakeholders (through the BID/Chamber of Commerce) should be involved through a visioning/planning exercise, both for their insight into existing conditions/impediments and ideas/connections to be leveraged for future growth. Additionally, involvement in the process will breed a greater sense of ownership (and thus strength of partnership) with the business community to ensure support for and the success of the future plan — and possibly head off potential stumbling blocks. Through the leadership of the Village and economic development committee, meetings should be arranged with property owners whose retail spaces/upper floor spaces along primary downtown streets are underperforming, in part due to lack of attention and investment by the owner. The goal should be to get all owners to join in a common interest in a vibrant downtown center, and to take necessary actions.

Vision for Tomorrow

What might Lindenhurst look like if these principles were implemented? In order to understand this, an illustrative plan was done of Lindenhurst Tomorrow. This plan was then used to test the existing regulations and to identify the other kinds of policies and investments that would drive the strategies outlined in this report. The illustrative plans show a concept for downtown Lindenhurst if the right conditions — zoning, parking, design, parcel assembly — were met. After site visits, input from the Village, and gauging the likelihood that sites were subject to change, several sites in downtown Lindenhurst were chosen to show redevelopment potential. Specific sites were also depicted in photo simulations to give a street level perspective of potential change.

This plan is organized around several big opportunities:

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





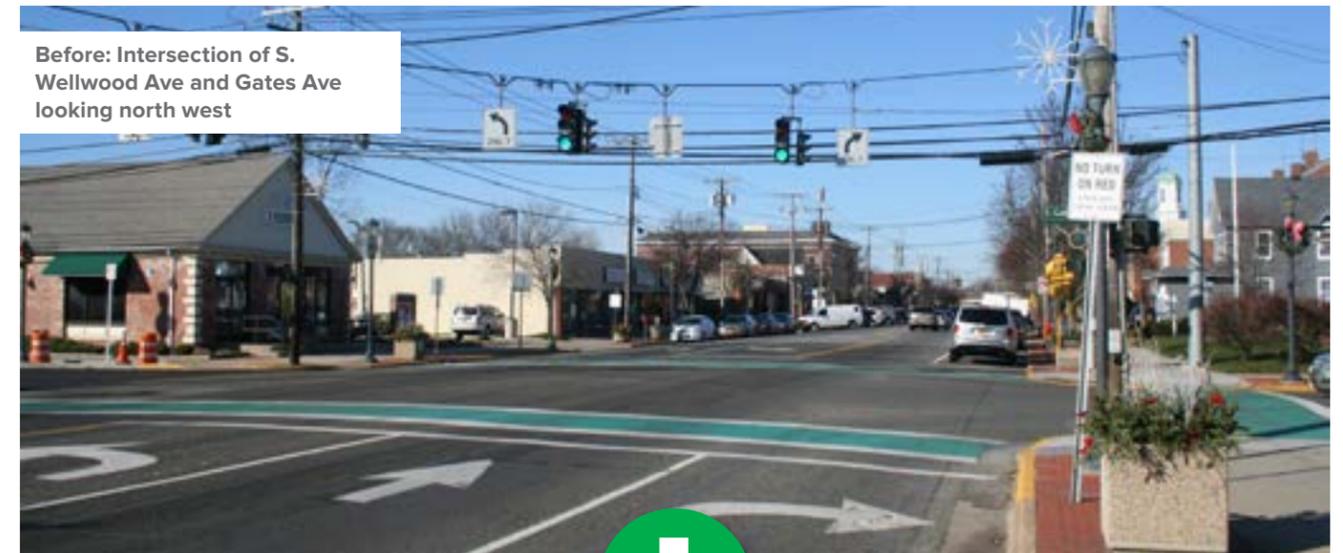
Wellwood Avenue and South High Street at Gates Avenue

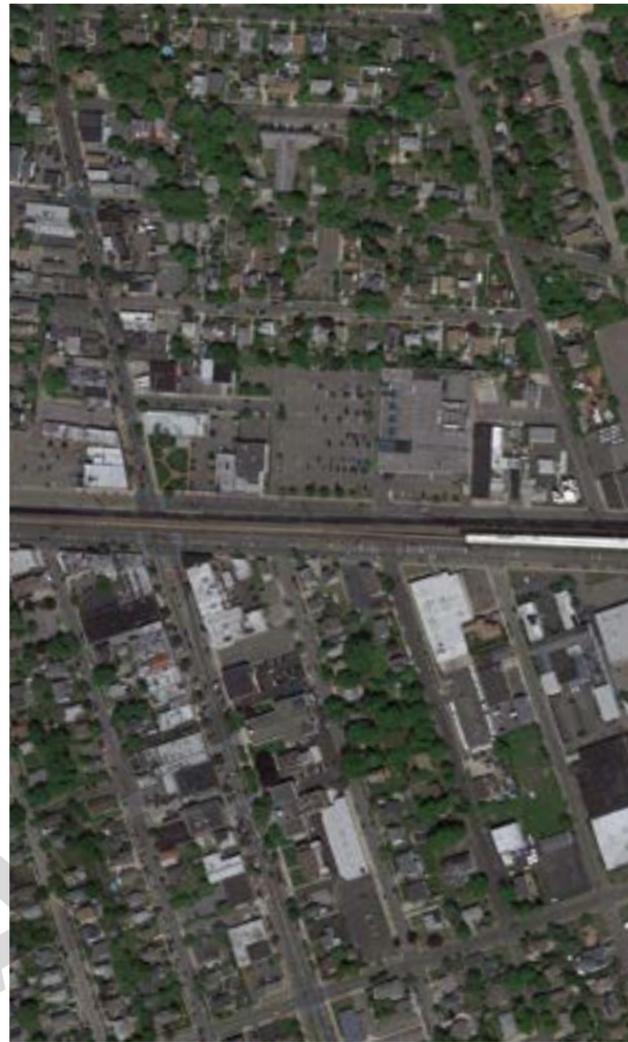
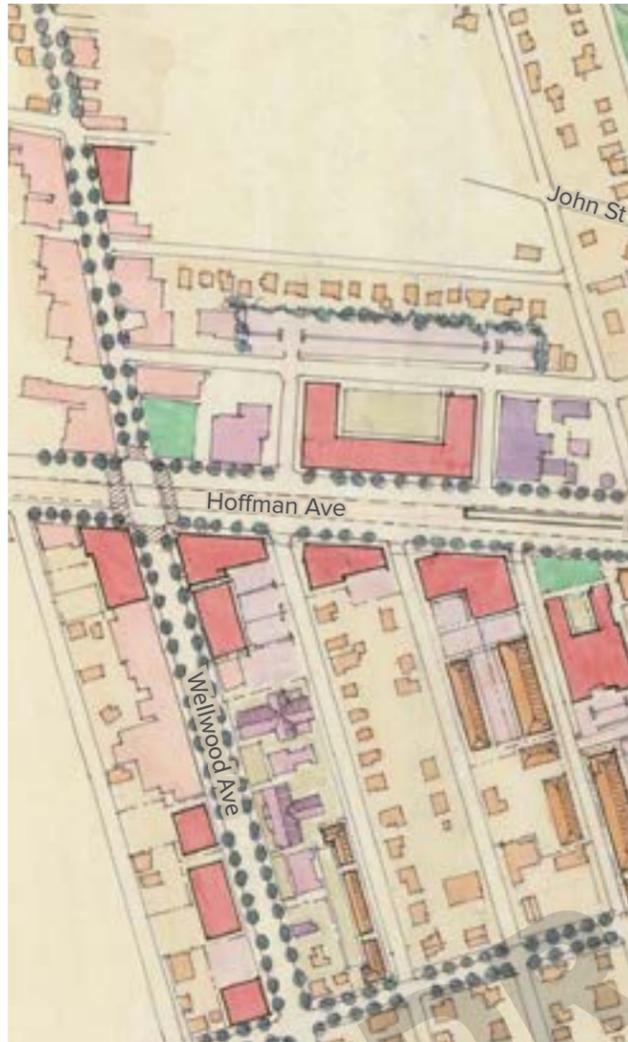
One of the challenges for downtown Lindenhurst is that South Wellwood Avenue loses its active “main street” character as it approaches Gates Avenue. Starting with the Our Lady of Perpetual Help church and extending almost to the corner with Gates Avenue, the east side of the street is less active. It is important to note that these buildings are very attractive and are part of the essential character of the Village. The wide lawns in front of these buildings make for a pleasant if quiet walk. But the lack of activity makes it difficult to continue the energy of the downtown. This is probably why the businesses on the west side of the street have struggled – one sided retail streets are hard to sustain.

For this reason, it is better to enable residential uses at this end of Wellwood Avenue. This will create a better transition to the residential neighborhoods south of Gates Avenue. Ground floor retail should be permitted here but not mandated. This will help concentrate active street life in the portion of Wellwood

north of the Our Lady of Perpetual Help and the fire station which is where most of the energy is now. It is better to have a shorter main street that is really bustling than one where the energy dissipates over too long of a corridor. The photosimulation on page 27 shows the kinds of three to four story infill buildings that would be appropriate here.

Along this portion of South High Street there is a large underutilized parcel owned by the Our Lady of Perpetual Help church. It is possible to redevelop the former school building and parking. Shown here are small townhouses facing South High Street with parking in the rear which also helps ease the transition from the downtown to the residential neighborhood to the east and brings additional opportunity for people to live in the downtown.





Hoffman Avenue and the former Waldbaum’s Shopping Center

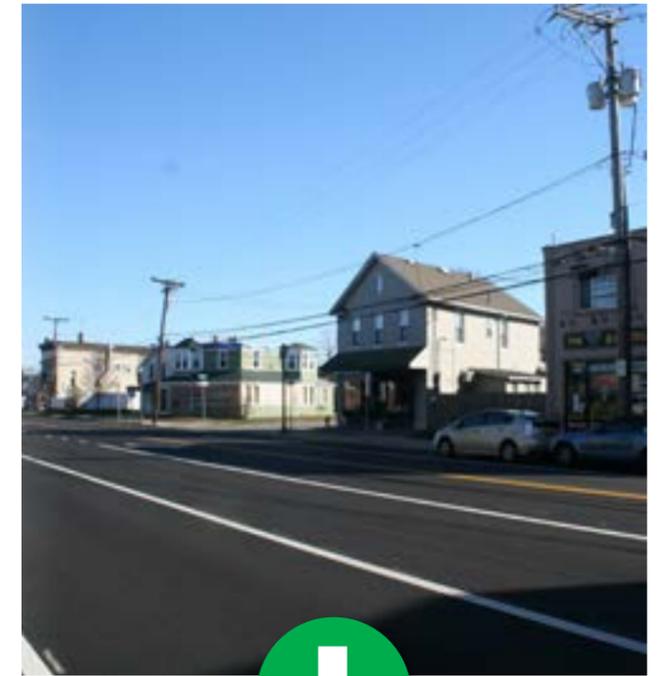
This area of downtown Lindenhurst has the most potential to accommodate infill development that is right at the train station. Apartments over ground floor retail already exist on the southeast corner of South Wellwood Avenue and East Hoffman Avenue. The illustrative plan suggests the infill of similar mixed-use buildings with apartments over retail on the southwest corner as well as the development of new mixed-use buildings on the south side of East Hoffman Avenue between South High Street and Travis Street. If the post office ever decided to leave its current location, the area between Travis and South Smith streets could also be transformed in a similar way. This type of development along with key pedestrian improvements, and parking management strategies will help tie the downtown to the TRITEC proposal at 75 East Hoffman Avenue and the Lindenhurst train station.

On the north side of East Hoffman Avenue is the former Waldbaum’s shopping center. While the loss of the supermarket is unfortunate, the redevelopment of this site creates several opportunities to enliven and improve circulation.

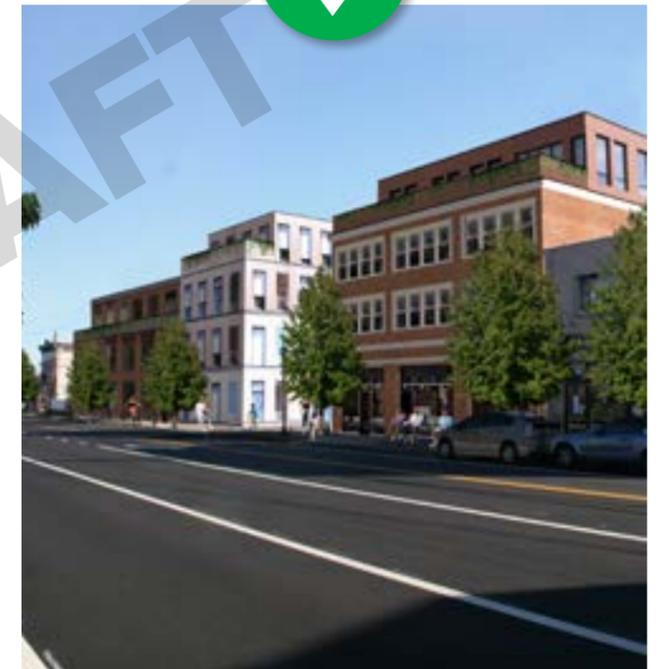
Instead of the edge of a parking lot, new mixed use development would animate the north side of East Hoffman Avenue, improving the walking connections between Wellwood Avenue, the parking lots at Heling Boulevard and the proposed greenway connection to Irmisch Park. By fronting the development on East Hoffman Avenue, a natural buffer will be created with the residential neighborhood to the north. Redevelopment of this site is also an opportunity to recomplete Auburn Street which currently deadends from both directions into Waldbaum’s. Reestablishing Auburn Street as a through street also makes it possible for cars to circulate between North Wellwood Avenue and Irmisch Avenue without creating more congestion at the intersections of these streets with East Hoffman Avenue.

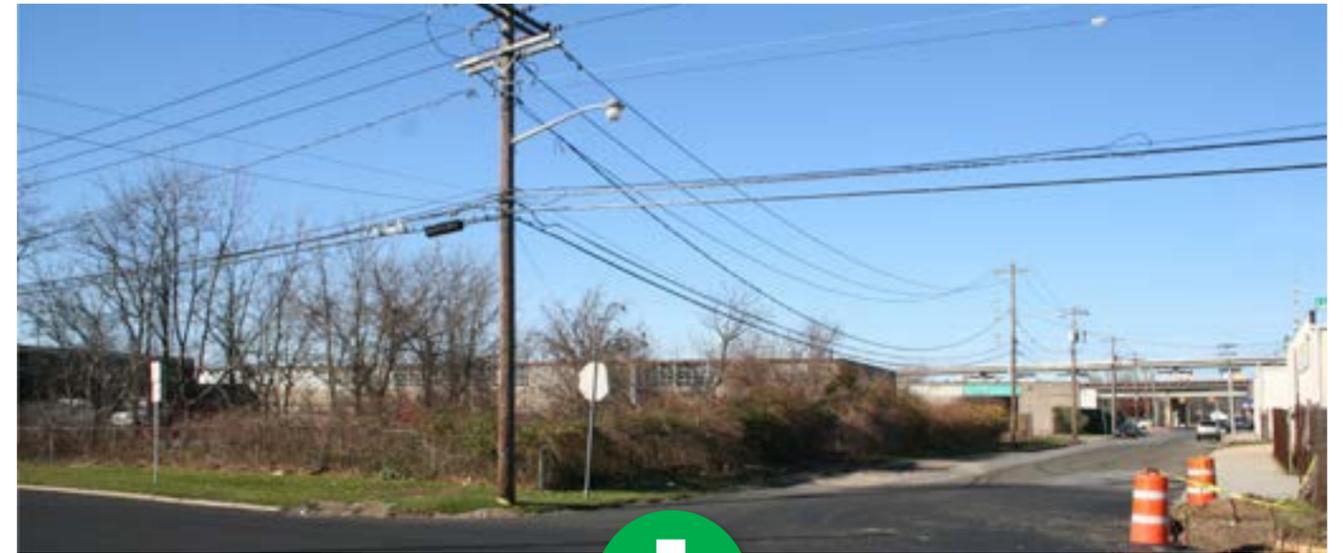
Suggested here is an additional extension to the parking lots along Heling Boulevard, providing further congestion relief and enabling flexible use of all of these parking resources.

Before: Intersection of S. Wellwood Ave and Hoffman Ave looking southeast.



After: Photo-simulation of intersection of S. Wellwood Ave and Hoffman Ave looking southeast with development of four-story mixed-use building on east side of S. Wellwood Ave and further east along E. Hoffman Ave.





New Greenway Link at Pennsylvania Avenue.

Perhaps the most exciting opportunity is to create a new greenway corridor along the Heling and Neguntatogue Creeks between Irmisch Park and the open spaces at the Allegheny Avenue Elementary School. A completed greenway would connect two of the most significant open spaces in the larger downtown area.

The Heling Creek originates at Fellers Pond in Irmisch Park. It is largely within underground culverts except for the segment between the parking lots along Heling Boulevard and South Pennsylvania Avenue and within the site on the south side of East Hoffman Avenue where currently Tritec is proposing a new residential development. In this vision plan, the Heling Creek between East Hoffman Avenue and Gates Avenue is opened up. A new linear park along the west side of this section of Pennsylvania Avenue is made visible and accessible. The photosimulation on page 31 illustrates this transformation. As shown here, this could be done in phases corresponding to the

two principle parcels on this block. To complete the greenway connection, the pedestrian crossings at Gates Avenue and at East Hoffman Avenue, where there is already a traffic signal, would be improved as well.

This intervention would set the stage for an even more ambitious and long term initiative to create a greenway corridor through Neguntatogue Park all the way to the harbor. This would be a signature amenity that would add greatly to the livability and attractiveness of Lindenhurst.

Parking

Parking requirements can be the single biggest obstacle to downtown revitalization. Understanding current parking demand and planning for future needs can be achieved through a parking study and the development of a parking management plan. The current parking requirements for the business district are generally more restrictive than surrounding villages and hamlets. They are not calibrated to a compact mixed-use downtown the Village seeks to revitalize and further develop.

Despite residents' sentiments that more parking is needed, the parking utilization analysis conducted by Suffolk County Economic Development and Planning and discussed earlier in this report reaffirms that there is an excess of parking currently available.⁹ In addition, the Village is in the process of purchasing additional lots for public parking in the downtown.¹⁰ Before any additional lots are purchased the Village should consider the implementation of parking management strategies which can help utilize the parking capacity already in place. Providing well-planned time and cost management of metered and non-metered parking, keeping downtown employees out of key parking for shoppers and downtown residents, and clearly and efficiently directing people to available parking are all very important components of parking management.

Reducing parking requirement for the downtown area is discussed within the recommendations for new zoning.

Zoning

The Village of Lindenhurst has not defined its downtown in its zoning. The current business district zoning is the only commercial zoning category and does not provide clear regulation that defines and creates standards for the type of development the community would like to see in downtown. The Village of Lindenhurst should consider adopting a new downtown district Zoning Code in order to create a healthy, pedestrian-oriented, and active downtown. The boundaries of the downtown district should reflect areas where the Village can accommodate growth in the future, while also preserving the single family neighborhoods in close proximity to the downtown.

The Village of Lindenhurst should consider the following recommendations for developing the downtown district:

1. Permit all the uses in the business district except motor vehicle and boat showrooms.
2. Add and define multifamily residential uses and mixed-use to the permitted uses.
3. Height standards which set a minimum height requirement at 2 stories/24 feet.
4. Height standards which set a maximum height limit at 3 stories/36 feet and attach conditions for approval of a 4th story/48 foot maximum.
5. No side yard requirement unless the property borders a single family residential zone. This requirement could be left to the Planning Board to decide during site plan review.
6. No front yard minimum and a 10 foot maximum with conditions which require the front yard to engage pedestrians as a public space.
7. Require a minimum lot coverage of 50% and permit a maximum lot coverage of 80%.
8. Parking requirements should be reduced and shared parking agreements should be permitted:
 - a. One space per 300 square feet of retail
 - b. One space per 200 square feet of office
 - c. Multifamily residential parking requirements should be scaled:
 - i. Half space for studio
 - ii. One space for one bedroom
 - iii. Two spaces for two bedroom
 - iv. One extra space for each additional bedroom
 - d. Require parking behind buildings and rear-access only when feasible.
- e. Permit off-site parking for multifamily residential developments within 400 feet of public parking facilities.

- f. Provide an option for payment in lieu of on-site parking (PILOP) that will go towards a fund to improve and maintain parking facilities throughout the Village.
- g. Count on-street overnight parking spaces towards the residential parking requirements for mixed use buildings in the downtown.
9. Permit outdoor seating and the creation of public space. Set conditions which allow for safe passage on sidewalks and regulation of noise and distance from single family residential zones.

Design Guidelines

The Village of Lindenhurst announced earlier this year that an Architectural Review Board (ARB) will be established.¹¹ The Village should consider adopting downtown design guidelines which could be placed within the new downtown district zoning. The ARB would be able to review and enforce the code upon applications for remodeling or new development in the downtown. The design guidelines should consider the following:

1. Transparency of building façade window and doorway treatment
2. Architectural features on corner buildings
3. Public space in front yard setbacks
4. Surface materials
5. Signage and canopies

⁹ Lindenhurst Residents' Survey Says: More Parking Spots, Newsday, May 8, 2016. <http://www.newsday.com/long-island/suffolk/lindenhurst-residents-survey-says-more-parking-spots-1.11774246>

¹⁰ Lindenhurst Finalizing Purchase of Property for Parking, Newsday, April 12, 2016. <http://www.newsday.com/long-island/suffolk/lindenhurst-finalizing-purchase-of-property-for-parking-1.11680417>

¹¹ Lindenhurst Village Forming Architectural Review Board, Newsday, January 26, 2016. <http://www.newsday.com/long-island/suffolk/lindenhurst-village-forming-architectural-review-board-1.11392041>

Implementation

1. Identify and Apply for Funding Sources for District Support Infrastructure

In the short term the Village of Lindenhurst can begin to identify and apply for funding for improvements to downtown support infrastructure. This can include, but is not limited to, funding for improved signage as part of a way-finding program, funding for improved pedestrian connections, and funding for streetscape beautification. The Village can also work with the MTA/LIRR and Suffolk County Transit to see that support infrastructure at the train station and bus stops is also a priority for improvement.

2. Review and revise zoning

As recommended by RPA, the Village of Lindenhurst should hire consultants to review zoning recommendations and work with the Village and RPA to write the appropriate zoning code revisions and additions. The Village should consider the following items for scope of work for this project:

- ▶ Review all code documents for conformance with the vision of the Village of Lindenhurst
- ▶ Look at existing Village of Lindenhurst code and determine where conflicts arise and where changes would be needed to conform to the vision for the downtown Lindenhurst train station
- ▶ Detailed memo which would explicitly list changes in zoning code and show corresponding changes needed elsewhere in the Village code
- ▶ Go through entire ordinance to coordinate changes
- ▶ Propose actual code revisions
- ▶ Draft a proposal for zoning text and corresponding code changes
- ▶ Create revised zoning map(s)
- ▶ Advise the Village of Lindenhurst on necessary next steps for adoption of code changes

3. Develop a Downtown Lindenhurst Master Plan

Using the recommendations and information from the previous steps, begin to form a Downtown Lindenhurst Master Plan. Integral to the formation of this plan is extensive public outreach which should include charrettes, walking tours, and other methods (surveys, forums, social media) to collect public input.

4) State Environmental Quality Review (SEQR)

As part of New York State's Environmental Conservation Law under the State Environmental Quality Review (SEQR), "most projects or activities proposed by a state agency or unit of local government, and all discretionary approvals (permits) from a NYS agency or unit of local government, require an environmental impact assessment."¹² The Village of Lindenhurst must follow the steps of the SEQR process and determine if the proposed action has significance or non-significance, and whether an Environmental Impact Statement (EIS) is necessary. If necessary the Village should consider creating a Generic Environmental Impact Statement (GEIS). A GEIS is prepared when a proposed action could have wide-ranging effects in a defined area.

Potential Sources of Funding

Attracting private development dollars to Lindenhurst through zoning code revisions is only one component of a revitalized downtown. The Village must be prepared to find additional sources of funding that it controls. This will ensure that the public realm throughout the downtown is rooted in the desires of the community and not the individual interests of each development. Developers should help offset the additional burdens their projects create on infrastructure and services, but should not be in complete control over creating public spaces in the downtown.

For some sources of funding it may be beneficial for the Village of Lindenhurst to work with a non-profit organization, their Suffolk County legislator, state senator, and assembly member.

Federal

The procedure for applying for federal funding for transportation projects varies. NYSDOT or this region's municipal planning organization (MPO) may provide training and technical assistance. Those agencies may also be part of evaluating applications for funding. The MPO for Long Island is the New York Metropolitan Council (NYMTC).

Surface Transportation Program (STP) – potential to work with NYMTC and NYSDOT to secure funds for bicycle, pedestrian and recreational trails.¹³

¹² New York State Department of Environmental Conservation. <http://www.dec.ny.gov/permits/357.html> Accessed on February 23, 2015.

¹³ Federal Highway Administration, Revised Surface Transportation Program (STP) Implementation Guidance. <http://www.fhwa.dot.gov/map21/guidance/guidestprev.cfm> Access on May 8, 2015.

Bus and Bus Facilities Program – potential to work with Suffolk County Transit to secure funding for new or improved passenger shelters and bus signage.¹⁴

Transportation Alternatives Program (TAP) – funding for programs and projects that advance alternatives to automobile transportation.¹⁵

State

New York State Consolidated Funding Application (CFA) – access to state grants for economic development across multiple state agencies.¹⁶

Long Island Regional Economic Development Council (LIREDC)

– In 2011 Governor Cuomo created ten regional economic development councils to craft an economic strategy for their respective regions and compete for state funding. The LIREDC created a five-year strategic plan for economic development on Long Island. The council was awarded funding to go towards specific projects and proposals.¹⁷

Each state has a Bicycle and Pedestrian Coordinator within their respective department of transportation. The New York State Department of Transportation (NYSDOT) coordinator is Eric Ophardt and inquiries on available funding should be directed to him. His contact info is (518) 457-0922 or Eric.Ophardt@dot.ny.gov¹⁸

County

Suffolk County Downtown Revitalization Grant – Each year Suffolk County's Downtown Revitalization Citizens Advisory Panel awards grants "that will have an important and sustainable impact on downtowns and business districts."¹⁹ The Village of Lindenhurst could take this opportunity to partner with a business or community organization to apply for revitalization grants.

Jumpstart Suffolk – Upon identifying specific projects which will promote economic development in downtown Lindenhurst, the Village of Lindenhurst should work with their Legislator and Suffolk County Economic Development in securing Jumpstart Suffolk funds which are allocated "to encourage, foster and enhance the planning, development and/or new construction of regionally significant, vibrant mixed-use transit-oriented development in and around downtowns, light industrial and commercial areas adjacent to downtowns or transit."²⁰

¹⁴ Federal Transit Administration, Bus and Bus Facilities. http://www.fta.dot.gov/grants/13094_3557.html Accessed on May 8, 2015.

¹⁵ NYSDOT, Transportation Alternatives Program. <https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap/guidance> Accessed on May 8, 2015.

¹⁶ State of New York, 2015 Available CFA Resources. https://www.ny.gov/sites/ny.gov/files/atoms/files/2015_RESOURCESAVAILABLE_FINALV2.pdf Accessed on May 8, 2015.

¹⁷ State of New York, Identifying our Opportunities 2015. https://www.ny.gov/sites/ny.gov/files/atoms/files/2015REDCGuidebook_FINAL1.pdf Accessed on May 8, 2015.

¹⁸ NYSDOT, Bicycling in New York. <https://www.dot.ny.gov/display/programs/bicycle/contact> Accessed on May 8, 2015.

¹⁹ Suffolk County Downtown Revitalization Citizens Advisory Panel. <http://www.suffolkcountyny.gov/Departments/EconomicDevelopmentandPlanning/DowntownRevitalizationCitizensAdvisoryPanel.aspx> Accessed on February 23, 2015.

²⁰ Resolution No.801-2013. <http://legis.suffolkcountyny.gov/Resos2013/i1805-13.pdf> Accessed on March 26, 2015



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