



# COPIAGUE VISION PLAN

MARCH 2009



PREPARED FOR:



PREPARED BY:



SUSTAINABLE LONG ISLAND



## Acknowledgements

This Vision Plan was prepared with funds provided by  
the New York State Department of State under the Quality  
Communities Grant Program

### Town of Babylon

Hon. Steven Bellone, Town Supervisor  
Councilwoman Ellen T. McVeety, Deputy Supervisor  
Councilwoman Jacqueline A. Gordon  
Councilman Lindsay P. Henry  
Councilman Antonio Martinez  
Carol A. Quirk, Town Clerk  
Corinne DiSomma, Receiver of Taxes

Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Revitalization  
Susan George, Program Manager, Downtown Revitalization  
Jonathan Keyes, Project Manager for Affordable Housing, Downtown Revitalization

### Suffolk County

Legislator DuWayne Gregory

### New York State

NY State Senator Owen Johnson  
NY State Assemblyman Robert K. Sweeney

### Downtown Copiague Implementation Committee

Amity Harbor Civic Association  
Business Owners  
Copiague Chamber of Commerce  
Copiague Board of Education  
Copiague Beautification Society  
Copiague PTA  
Copiague Weekly  
Great South Bay Estates Homeowners Association  
Kiwanis Club  
Knights of Columbus  
Our Lady of Assumption Church  
Polish Friends of Copiague  
Property Owners

### Community Partners

Copiague Public Schools  
Tanner Park Senior Center  
Copiague Public Library

SECTION 1: EXECUTIVE SUMMARY	1		
SECTION 2: SETTINGS AND CONTEXT	2		
<b>2.1 History of Copiague</b>	2		
<b>2.2 Project Background</b>	3		
<i>A. What is Visioning?</i>	3		
<i>B. Why a Vision Plan for Copiague?</i>	3		
SECTION 3: VISION PLANNING PROCESS	6		
<b>3.1 Overview</b>	6		
<b>3.2 Organization</b>	6		
<i>A. Downtown Copiague Implementation Committee</i>	6		
<i>B. Government Partnerships</i>	6		
<b>3.3 Community Vision</b>	6		
<i>A. Publicizing Methods</i>	6		
<i>B. Interactive Community Education Workshops</i>	7		
<i>C. Focus Groups</i>	8		
<i>D. Vision Day</i>	8		
<i>E. Community Presentation: The Vision Unveiled</i>	8		
SECTION 4: VISION PLAN	9		
<b>4.1 Vision Statement</b>			
<i>A. Getting to the Vision</i>	9		
<i>B. Why a Walkable Community and TOD?</i>	9		
<i>C. How Do These Principles Apply to Downtown Copiague?</i>	9		
<b>4.2 Existing Conditions</b>	10		
<i>A. Market Analysis</i>	10		
<i>i. Demographic Trends</i>	10		
a. Population, Household, and Household Income Comparisons			
b. Household Income Distribution			
		c. Household Composition	
		d. Age Distribution	
		<i>ii. Short Term Growth Projections</i>	11
		a. Population, Household, and Household Income Growth Projections	
		b. Projected Household Income Distribution	
		c. Projected Age Distribution	
		<b>B. Transportation</b>	12
		<i>i. Traffic</i>	12
		<i>ii. Transit Service</i>	13
		a. MTA LIRR Copiague Station Train Schedule	
		b. Bus Routes Serving Copiague	
		c. SCAT (Suffolk County Accessible Transportation)	
		d. School Buses	
		<i>iii. Pedestrian</i>	14
		<i>iv. Bicycle</i>	14
		<b>C. Built Environment</b>	15
		<i>i. Land Use</i>	15
		a. Residential	
		b. Industrial	
		c. Commercial	
		d. Institutional	
		e. Open Space	
		<i>ii. Parking</i>	17
		<i>iii. Priority Sites</i>	18
		a. F.E.G.S. Parking Lot	
		b. Abandoned Bennet X-ray Building	
		c. Industrial/Automotive Uses on Marconi Boulevard	
		d. LIRR Parking Lot between Station and Marconi Boulevard	
		e. Municipal Parking Lot at Great Neck Road and Oak Street	
		f. Taxi Repair Facility at Great Neck Road and Marconi Boulevard	
		<i>iv. Streetscape and Architectural Character</i>	19
		a. Deficiencies	
		b. Recent Improvements	
		<b>D. Zoning</b>	20
<b>4.3 Vision Plan Recommendations</b>	21		
<b>A. Market Opportunities Analysis</b>	21		
<i>i. Recent Development</i>	21		
<i>ii. Residential Market Opportunities</i>	21		
a. Housing Tenure			

- b. Pipeline Developments
    - c. Residential Opportunities
  - iii. Retail Market Opportunities 22
    - a. Recent Leasing Activity
    - b. Retail Market Rents
    - c. Retail Opportunities
  - iv. Office Market Opportunities 23
  - v. Transit Oriented Development Opportunities 23
    - a. TOD-Related Benefits
    - b. Housing Formats Typical to TOD
    - c. Development Considerations Associated with TOD
      - Parking
      - Retail Programming
      - Development Phasing
  - vi. Market Opportunities and Land Use Strategies 24
    - a. Residential Market Opportunities
    - b. Retail Market Opportunities
    - c. Office Market Opportunities
    - d. Transit Oriented Development Land Use Strategies
- B. Transportation Recommendations 25**
  - i. Traffic 25
    - a. Access Management
    - b. Medians
    - c. On-Street Parking
    - d. Peak Hour Curb-Side Moving Lane
    - e. Narrow Marconi Boulevard
  - ii. Pedestrian 26
    - a. Install Sidewalks
    - b. Textured Crosswalks and Pedestrian Signals
    - c. School Crossing Signs
    - d. Walkways under Railroad Tracks
  - iii. Transit 27
  - iv. Bicycles 27
- C. Built Environment Recommendations 28**
  - i. Land Use 28
    - a. Allow Higher Density Development
    - b. Allow Mixed Use Development
    - c. Allow Multiple Unit Dwellings
    - d. Redevelop Industrial Parcels
    - e. Control Industrial Uses in the Downtown Core
  - ii. Open Space 28
  - iii. Station Area Uses 28

- iv. Parking 31
      - a. Shared Parking
      - b. Access Management
      - c. Locate Parking to the Rear
      - d. Commuter Parking Fees
      - e. Resident Parking Permits
      - f. Develop Municipal Parking Lot at Great Neck Road and Oak Street
      - g. Parking Structure
    - v. Priority Sites 32
      - a. LIRR Parking North of Train Station
      - b. Existing Auto Repair along Marconi Boulevard
      - c. Abandoned Industrial along Railroad Avenue
      - d. Municipal Parking Lot at Great Neck Road and Oak Street
      - e. Combine F.E.G.S. Parking Lot with Adjacent Parking Lots
      - f. Strip Mall on Great Neck Road between Oak Street and Hollywood
      - g. Existing Taxi Repair Shop on Great Neck Road and Marconi Boulevard
    - vi. Streetscape/ Design Guidelines 33
      - a. Eyes on the Street
      - b. Low Window Coverage
      - c. Signage and Awnings
      - d. Façade Improvements
      - e. Sidewalk Pavers
      - f. Minimum Sidewalk Width
      - g. Street Furniture
      - h. Wayfinding Signage
      - i. Plantings
      - j. Textured Crosswalks
  - D. Zoning Recommendations 35**

- SECTION 5: IMPLEMENTATION STRATEGY 38**
  - 5.1 Role of Implementation Committee 38**
  - 5.2 Legislative Strategies and Low-Cost, Short-Term Improvements 38**
  - 5.3 Physical Improvements Requiring Moderate Capital Commitment 38**
  - 5.4 Longer-Term Development Requiring Greater Capital Commitment 39**
  - 5.5 Potential Funding Sources 39**

While there have been recent improvements to beautify downtown Copiague, there has been an historic dearth of planning to guide development, especially in the areas of transportation, land use, and public aesthetics. This has resulted in a downtown characterized by traffic congestion, incompatible land uses, inefficient location and use of parking facilities and a sometimes unappealing visual character. While there have been efforts to beautify and revitalize the downtown area, there is currently no plan to guide development. Therefore, adaptive reuse decisions are made by individual property owners on a site-by-site basis without solid economic information to back up these decisions. Given this combination of factors, downtown Copiague is in need of a comprehensive approach to redevelopment, in order to build on its rich history and existing assets, and therefore has developed this vision plan.

An important part of a vision plan is the visioning process, by which the community is engaged and educated on the importance of revitalizing the community. The community, through this process, also works to develop a vision for the future of their downtown to guide its redevelopment. The Town of Babylon started to engage the community by meeting with the Implementation Committee, a group of key stakeholders and local leaders. The Town met with the Implementation Committee on numerous occasions, interviewing focus groups, conducting surveys, and holding three design workshops and one community Vision Day.

From this process, the community formed a vision of downtown Copiague as a vibrant, people-friendly place – where people feel safe and secure, where people can walk, shop, entertain, relax, play, interact and spend time, where the sense of community can be enriched.

To realize this vision of a people-friendly downtown, the goal of this vision plan is to put the mechanisms in place to allow downtown Copiague to develop with land use more clustered. In a more clustered environment, the buildings are closer together and close to the street, making it easier to walk between them, thus encouraging more pedestrian activity. This also encourages more transit activity. The parking lots are also located to the rear of the buildings. This clustered activity also encourages more “eyes on the street”, where activity is visible by more people, thus increasing the perception of safety and security.

The recommendations made in this plan to encourage this type of development include:

- Adoption of a **form-based zoning code** to allow higher density development, mixed use, parking to the rear of businesses, building to the lot line, wide sidewalks, aesthetic improvements to facades and signage
- **Redevelopment of industrial parcels to mixed-use**, and relocation of some existing industrial uses
- **Expansion of Veterans’ Memorial Park** to create a signature public space and a focal point in downtown Copiague
- **Redistribution of existing off-street parking facilities**, to use parking more efficiently and encourage building to lot lines
- **Shared parking, access management, commuter parking fees**
- **Improvements to pedestrian treatments** along Great Neck Road including but not limited to textured, high visibility crosswalks and pedestrian crossing signals at all signalized intersections
- **Painted medians and on-street, parallel parking** along Great Neck Road
- **Creation of bicycle lanes** along Emerson Avenue and **shared lane markings** along Marconi Boulevard
- **Installation of sidewalks** where they are missing
- Installation of **school crossing signs**
- **Reduction of turning radii**
- **Provision of shuttle between downtown and Tanner Park** and/or condominium complexes south of Montauk Highway.
- Creation of **green pedestrian walkway** adjacent to parking along railroad tracks
- Installation of **bus shelters and street furniture**

The vision plan also includes strategies for implementing the recommendations outlined above. The Implementation Committee will play a key role in the future of downtown Copiague. They will provide ongoing guidance and motivation for moving projects and plans forward.

In the short term, it is recommended that the Town of Babylon adopt a form based code as an overlay to the existing code. With a zoning code in place, the goals and values derived from Vision Day will guide future development for decades. It is also recommended that low-cost, high-impact recommendations such as parking fees, bicycle lanes, pedestrian crosswalks and crossing signals be considered as short term implementation strategies. At this stage, funding sources should be identified, and application processes begun, as funds for high capital-cost projects may take some time to be allocated.

In the medium-term it is recommended that improvements to building facades, as well as installation of bus shelters, street furniture and wayfinding signage, be implemented. Storefront signs and awnings, along with street furniture, are inexpensive to install and can have a significant impact on the visual character of downtown storefronts.

In the long term it is recommended that the Town of Babylon and the community of Copiague work together to find ways to fund and implement the expansion of Veterans’ Memorial Park. In addition to securing funding, this project may require property takings and negotiations/coordination with Long Island Railroad (LIRR).

It is also recommended that the municipal parking lot at Great Neck Road and Oak Street be made available for redevelopment. Development of this site and the redevelopment of industrial businesses on or near Great Neck Road will be driven by market forces, and may not happen right away, but obstacles to their redevelopment can be removed in the short term.-

### 2.1. History of Copiague

Copiague is an unincorporated hamlet located on the south shore of Long Island in the Town of Babylon, New York. Copiague is bordered by Amityville Village, Lindenhurst Village and the Great South Bay. It is approximately 35 miles east of New York City and 70 miles west of Montauk Point at the eastern tip of Long Island. Since Copiague does not have its own jurisdictional boundaries, it is unofficially defined by the boundaries of the Copiague Union Free School District, which also includes portions of Amityville and Lindenhurst.



Copiague is a Native American name meaning Place of Shelter. In 1693, Chief Wyandanch sold a tract of land, which included Copiague, to early settlers. During the Revolutionary War, settlers joined the Suffolk County Militia. Among these was Zebulon Ketcham, Copiague's most noted local patriot. President George Washington toured Long Island while in office and dined at the Ketcham Inn. The Inn is no longer standing, but a stone marker, located on the corner of Deauville Boulevard and Merrick Road diagonally across from the Copiague Library, marks its' original location. By the 1800's, Copiague had changed its name several times. The hamlet was briefly named Huntington South, Great Neck and Amityville South before finally returning to Copiague.



Historical Photos from the Copiague Chamber of Commerce Web site

At the turn of the century, Copiague became home to a large population of Italian immigrants. John Campagnoli, an Italian engineer, purchased the land north of the railroad tracks and renamed it Marconiville in honor of his close friend, Guglielmo Marconi, inventor of the wireless telegraph. Mr. Marconi visited Copiague each summer beginning in 1912 and for several years thereafter. Many streets in this area bear the name of famous Italians.

In the 1920's, an area that was named the American Venice was constructed in Copiague. It was designed to resemble Venice, Italy with canals and arched bridges. Local residents could be seen riding gondolas in the canals.

With the end of World War II and the expansion of suburbs throughout the country, the Copiague community boomed. New homes began to line the streets and avenues of the community. Stores, banks and restaurants in downtown Copiague followed.

Today, Copiague is a diverse community that continues to grow and change. People of Hispanic and Eastern European heritage constitute the more recent immigrant groups that add to the hamlet's multi-cultural heritage. The Copiague School District, originally a one building structure, now includes three elementary schools, one middle school and a high school that serves the hamlet's population of 25,000.<sup>1</sup>

<sup>1</sup> History from the Copiague Memorial Public Library website.

## 2.2. Project Background

### A. What is Visioning?

Development of a successful vision plan requires ideas and vision from a variety of community perspectives. In order to gain a sense of ownership of the plan, the community contributes to its development and works toward its implementation.

In general terms a visioning process is a series of meetings focused on long-range issues facing the community. It is democratic in its search for agreement among the sometimes disparate opinions of stakeholders. The visioning process looks for common ground by identifying ideal future conditions and exploring and advocating strategies through which to achieve them. It brings in often-overlooked issues about quality of life, and helps formulate policy on public investments and government programs.

In the long run this approach saves both valuable time and money by allowing community members to play a role in the conceptual development of facilities that will eventually become a part of their community. It also streamlines the Town's approval process by removing building design or safety concern issues various parties may have during the early stages of design, so that when a final conceptual design is presented to and approved by the Town, it will be supported by the public.

### B. Why a Vision Plan for Copiague?

Copiague's urban form has been shaped by a dearth of planning to guide development, especially in the areas of transportation, land use and public aesthetics. This has resulted in a downtown characterized by traffic congestion, incompatible land uses, inefficient location and use of parking facilities and a sometimes unappealing visual character. While there have been efforts to beautify and revitalize the downtown area, there is currently no plan to guide redevelopment. Therefore, adaptive reuse decisions are made by individual property owners on a site-by-site basis without solid economic information to back up these decisions. Given this combination of factors, downtown Copiague is in need of a comprehensive approach to redevelopment, in order to build upon its rich history and existing assets.

Another important part of creating a vision for a downtown area is educating the community on the importance of revitalizing the center and reinforcing the economic and social value of the downtown to the entire community. Creating a Downtown Vision Plan empowers the community to develop consensus for their downtown and to guide future development.

The problems the vision plan seeks to address are outlined below.

- The Town of Babylon's existing Zoning Code does not allow for mixed-use, downtown-type development. This makes it difficult to encourage densities and building forms that are consistent with creating a walkable, economically viable downtown.
- The aesthetics of the downtown area are best described as haphazard and dated. Downtown Copiague is an area with much to build upon and great potential, however, the current streetscape lacks landscaping, facades require renovation and there is little coordinated street furniture.
- The roadways in downtown Copiague are designed to facilitate efficient movement of motor vehicles, but do not provide a safe and pleasant experience for pedestrians. Pedestrians must be very careful when navigating the sidewalks and crossing streets. Crossing locations for pedestrians are not clearly defined, and traffic control devices for pedestrians are not installed in all appropriate locations, and in many cases do not function properly.
- Parking in the downtown is inefficient and currently located in places that discourage walkability and mixed-use development, creating a sense of isolation and insecurity.
- Copiague Park was recently refurbished at the northern boundary of the downtown area. It acts as a gateway to welcome visitors and residents to the downtown commercial area. Historic streetlights throughout the downtown corridor along Great Neck Road provide a common visual theme. However, this connection needs to be strengthened in order to create a sense of unity from the park, through the downtown core and to Scudder Avenue.

If not addressed, the problems outlined above will not go away, but will rather be exacerbated. To address these problems the community of Copiague needs a vision for what it would like its community to look like in the future, and a plan for getting there.

Conducting a public vision process, identifying the economic and market niche of the downtown and identifying strategies for implementing that vision will help ensure that economic development is rooted in community identity, and thus, has a greater chance of succeeding.

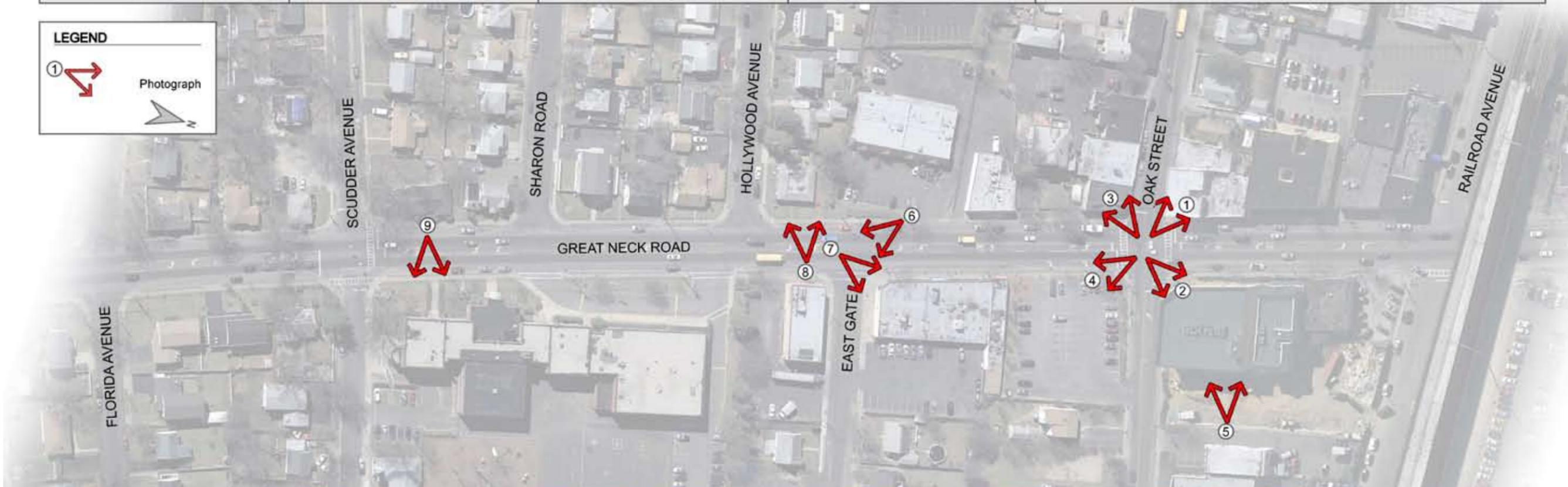
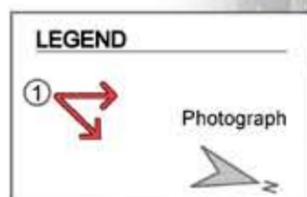
In addition, new zoning regulations and recommendations for pedestrian, bicycle and transit improvements, written within the context of an overall plan, will help ensure the viability of redevelopment in the downtown.

One of Copiague's greatest assets is its active and committed community groups. People are enthusiastic and willing to work together toward the improvement of their community. With the help of the Town of Babylon, the community is poised to take advantage of these assets by bringing interested participants into the process to create this vision plan for downtown Copiague.

# Copiague Today, North of Copiague LIRR Station



# Copiague Today, South of Copiague LIRR Station



### 3.1. Overview

The vision planning process consisted of three main components.

#### *Documenting Existing Conditions*

Through field observations and data collection, existing conditions were determined and a profile of the character of Copiague today was developed. Historical data were also obtained in order to gain a perspective on economic, and social trends. This information provided a baseline upon which to build recommendations and plans for Copiague's future.

#### *Public Outreach / Visioning Process*

The public outreach and visioning process was the means through which the community could exchange ideas and develop a vision for the downtown alongside the Town of Babylon and project planners. The community engagement process was carried out by meeting with an implementation committee on numerous occasions, interviewing focus groups, conducting surveys, and holding three design workshops and a community Vision Day. Each aspect of this process is described in further detail later in this section.

#### *Creating a Community Vision Plan*

After documenting existing conditions and engaging the public in the vision planning process, the plan was developed. The plan consists of recommendations to zoning, transportation, streetscape and architectural character that will guide future development in downtown Copiague, described in detail in Section 4 of this document.

A key component of the development of the community vision is the collaborative effort between the Copiague community and the Town of Babylon in the outreach and vision planning process. The tools and mechanisms of this effort are described below.

### 3.2. Organization

#### *A. Downtown Copiague Implementation Committee*

Through a joint partnership between the Town of Babylon, The New York State Quality Communities Program, and community leaders, the Downtown Copiague Implementation Committee (DCIC) was formed to help direct and guide a community planning process that would contribute to redevelopment efforts along Great Neck Road around the Copiague train

station. The DCIC is a cross-section of community groups in Copiague including civic organizations, youth organizations, Copiague Public Schools, the Chamber of Commerce, religious institutions, and business and property owners. Their primary role is to ensure that all stakeholders in Copiague have the opportunity to engage in a meaningful community planning process and then to continue their involvement in the implementation of the plan. While Copiague has other community groups, there is no other group that embodies the varied interests of all the representatives in the DCIC, nor whose mission is focused on the comprehensive redevelopment of the Copiague community. Groups that are currently represented in the DCIC are shown in Table 3.1.

Table 3.1

Downtown Copiague Implementation Committee Current Membership

Amity Harbor Civic Association	Business Owners
Copiague Chamber of Commerce	Copiague Board of Education
Copiague Beautification Society	Copiague PTA
Copiague Public School District	Copiague Weekly
Great South Bay Estates Homeowners Association	Kiwanis Club
Knights of Columbus	Our Lady of the Assumption Church
Property Owners	Polish Friends of Copiague

The DCIC has met on a regular basis at the Tanner Park Senior Center and the Copiague Public Library. Over the last few months, four meetings have been held creating an outreach strategy, outlining the community's goals for the process, determining a study area, and creating a unified mission and strategy for working together and with the local municipality. After each meeting, it was the responsibility of the leaders around the table to bring the information discussed in the meetings to their constituent groups – for information and/or for decisions. Minutes were provided to the DCIC after each meeting, in order to assist in these efforts. As the visioning weekend fast approached, coalition meetings were held to identify priority locations and areas to focus on during the education workshops and the visioning

weekend, determining locations for the visioning activities and assisting in outreach to the greater community.

#### *B. Government Partnerships*

The Copiague community visioning process was funded as a joint project between New York State Department of State and the Town of Babylon. In addition to the county and town officials, the Copiague Visioning process has received the support of the community's state representatives for assistance with the implementation of the vision plan. Table 3.2 lists the local elected officials who have participated through attendance and input at visioning process events. This partnership will move forward as a key element of the vision plan implementation, to streamline and maximize the impacts of municipal investment in Copiague.

Table 3.2

Elected Officials Participation

Name	Area Represented
Hon. Steven Bellone	Supervisor, Town of Babylon
Hon. Jacqueline Gordon	Councilwoman, Town of Babylon
Hon. Antonio Martinez	Councilman, Town of Babylon
Hon. DuWayne Gregory	Legislator, Suffolk County 15 <sup>th</sup> District
Hon. Owen Johnson	New York State Senator
Hon. Robert K. Sweeney	New York State Assemblyman

### 3.3. Community Vision

#### *A. Publicizing Methods*

A successful community vision process requires community buy-in, which comes from active participation in the development of the vision plan. Effective outreach is crucial to notify a community about the ongoing process and to offer ways they can participate in the process.

The DCIC and the government partners worked to create a comprehensive and creative outreach strategy that was designed to inform the community about the importance of their participation and generate excitement and buzz about the future of their community.



The formal outreach process was kicked off with a press conference in downtown Copiague led by Town of Babylon Supervisor Steve Bellone. After the press conference, public events related to the project were publicized to inform the Copiague community about the visioning process. Following is a list of examples of the announcement and publicizing methods used.

- Presentations to groups in the community (September 17<sup>th</sup> and 23<sup>rd</sup>)
- Relevant community and municipal newsletters and web sites (Throughout process)
- Postcard mailed to households in community (September 13<sup>th</sup>)
- Articles in local publications (Weekly, throughout process)
- Flyers at significant community locations, local businesses, and events (September 13<sup>th</sup> on)
- Posters in businesses (September 15<sup>th</sup> on)
- Bookmarks and flyers distributed to students and through the library (October 7<sup>th</sup>)
- Platform ads at the LIRR station (October 6<sup>th</sup> through October 31<sup>st</sup>)
- Information distributed by local religious organizations (October 6<sup>th</sup> and November 11<sup>th</sup>)



LIRR platform ad

Sample outreach materials can be found in the Appendix.

**B. Interactive Community Education Workshops**

While community members know their community best, it can be difficult to understand the interconnected nature of issues and the impact of varied potential solutions. Three Community Education Workshops were conducted at the Copiague Middle School to provide community members with a base knowledge and vocabulary to constructively address quality of life issues and ensure a successful community vision session. Topics, dates, and locations of each Interactive Community Education Workshop are highlighted in Table 3.4 and more information and workshop materials can be found in the Appendix. Professionals and government representatives were invited to provide expert analysis on major issues in the community and incorporate solutions undertaken in communities around the country similar to Copiague. General community surveys were distributed at each workshop, and an additional Visual Preference Survey was conducted at the second workshop (see Appendix). At each education workshop, there was also an interactive exercise involving “Copiague Cash” that enabled the community to identify and show preference on types of solutions for the community. Residents were given \$2,000 in pretend money at the beginning of each workshop to place into boxes labeled with various areas where money could be spent; i.e., on parking, recreation, or mixed-use development. Money could be spent at the discretion of residents; all in one box or spread throughout the boxes. The results of each “Copiague Cash” exercise were tallied during the presentations and displayed at the conclusion of each workshop (see Appendix).



Residents cast their votes with Copiague cash

Table 3.4 Interactive Community Education Workshops

<b>Copiague Today, September 25, 2008</b>		
Hon. Steve Bellone	Supervisor, Town of Babylon	Welcome
Hon. Jaqueline A. Gordon	Councilwoman, Town of Babylon	Introduction
Ann Marie Jones	Commissioner, Planning & Development, Town of Babylon	Project Overview & Study Area
Janice Yuvan, AICP	Principal Planner, RBA Group, Inc.	Copiague Today
Wayne Tomac, AICP	Senior Community Planner, Sustainable Long Island	Interactive Exercise
<b>Land Use and Design, October 2, 2008</b>		
Ann Marie Jones	Commissioner, Planning & Development, Town of Babylon	Introduction, Land Use and Zoning Overview
Jackson Wandres, RLA	Landscape Architect, The RBA Group, Inc.	Design Guidelines – Interactive Visual Preference Survey
<b>Safety, Economy &amp; Transportation, October 7, 2008</b>		
Vanessa Pugh	Director of Downtown Revitalization, Town of Babylon	Introduction
Hon. Jaqueline A. Gordon	Councilwoman, Town of Babylon	Safety
Shuprotim Bhaumik	Principal, Economics Research Associates	Economy
Janice Yuvan, AICP	Principal Planner, The RBA Group, Inc.	Transportation



### C. Focus Groups

Throughout the visioning process focus group meetings were held with target groups that play significant roles in the provision of services within the community. The meetings were held at the Tanner Park Senior Center and the Copiague Middle School. Below is a list of focus group topics and the type of represented organizations.

- Business and Property Owners – Owners of significant properties or businesses within the community as well as professionals in the real estate industry (October 6<sup>th</sup>)
- Senior Citizens – Leaders from within the local senior community and senior center (October 6<sup>th</sup>)
- Religious Leaders – Clergy from local religious facilities of all denominations (October 6<sup>th</sup>)
- Youth Related Professionals – Representatives from organizations working with local youth including the school district, parent teacher association, and youth leagues (October 14<sup>th</sup>)

Participants were identified with the assistance of members of the Downtown Copiague Implementation Committee and government partners. The meetings were organized in a way that there was a focused discussion on the strengths, weaknesses and opportunities for Copiague, that were then used in identifying education topics, and focused community wide discussions. Actual participant names are withheld to ensure participants felt free to give input that may not be publicly popular.

### D. Vision Day

On Saturday, October 18, 2008, community members attended the Vision Day. The Vision Day was organized to focus discussions on the strengths, weaknesses and opportunities for Copiague. This session took place at

Copiague Middle School from 9:00 AM to 4:00 PM. The day began with an overview of the activities for the day and a review of the priorities that the community identified throughout the visioning. The community then took buses from Copiague



Vision Day walking tour

Middle School to designated locations around Great Neck Road in Downtown Copiague to conduct a walking tour and review of existing conditions in the area (See Appendix for routes). The tours were led by professional planners along with members of the DCIC. While on the bus, facilitators asked participants to look at different elements of the community, positive and negative, that they might not notice in their daily lives and to imagine experiencing them as a different person – a child,



Vision Day walking tour

senior, physically challenged, blind person, or tourist. This helped facilitate a more comprehensive perspective of the physical environment. Community members were asked to complete a walking tour survey from outlining their observations (See Appendix).

After lunch, the community split into groups for the design session, with ten participants at each design table. Participants were given random table assignments during registration to encourage different perspectives during table discussions. On the design tables, there were two maps; one of the study area, and one focusing on a smaller area directly around the train station. Participants used the maps to create their vision for future development and community enhancements in the downtown. For reference, maps of current zoning, land uses, and parking were provided. Each table was facilitated by a professional planner. Community members engaged one another in a brainstorming of solutions known as a charrette. Participants debated how to solve different issues in the community using the knowledge they gained from the interactive community education workshops and the walking tour. Recommendations for improvement centered on transportation and safety improvements, economic solutions, and the physical placement and design of community amenities such as youth centers, parks and crosswalks.

From these discussions, each table began to draw their vision for Downtown Copiague on the maps provided. After the design session, the different tables presented their ideas to the full group.



Vision Day charrette

### E. Community Presentation: The Vision Unveiled

The Community Vision Process concluded on Wednesday, December 3<sup>rd</sup> at the Copiague Middle School with a public celebration to unveil the results of the community's vision and gain local agreement to move forward with writing the plan. This community presentation combined the input gathered during the Community Vision Planning Process that supported the previously defined community goals. The presentation included conceptual drawings and policy recommendations based on the community input. The celebration recognized the efforts and dedication of the community residents who have participated in this process over the last several months. The evening also signaled the community's acceptance of the vision presented and approval to commence the writing of the formal plan and implementation strategy, which will direct the future of downtown Copiague.

## 4.1. VISION STATEMENT

*To transform downtown Copiague into a vibrant, people-friendly place that feels safe and secure, where people can walk, shop, entertain, relax, play, interact and spend time, and where the sense of community can be strengthened.*

### A. Getting to the Vision

The purpose of this vision plan is to provide the community of Copiague with a vision for the future of its downtown. Downtown Copiague is in need of a comprehensive approach to redevelopment. In its current condition, the town center can feel desolate, visually unappealing, and sometimes, unsafe. At the same time, downtown Copiague has much in its favor: an engaged community, LIRR train service, retail establishments along and adjacent to Great Neck Road, land that is ready for redevelopment, recent construction of two mixed-use buildings, and improvements to the train station, Great Neck Road and Copiague Park. However, downtown Copiague is at a tipping point, and the community must chart its course for the future. This was the objective of the visioning process that began in the summer of 2008. Existing conditions were documented and, through a series of workshops and meetings, a vision for Copiague's future began to develop. This effort culminated in the formalization of the community's vision at "Vision Day" on October 18, 2008 where the community put their ideas in writing. A detailed list of the community's recommendations is found in the appendix. The majority of these recommendations have been incorporated into the vision plan.

To achieve these goals, the principles of Transit Oriented Development (TOD), smart growth and "walkable downtowns" have been employed in the vision plan. Below is a description of these principles and how they apply to downtown Copiague.

### B. Why a walkable community and TOD?

TOD is defined as moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. Successful TODs facilitate transit use, although they must also balance the needs of other forms of transportation including cars. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."<sup>1</sup>

Walkability is defined by physical characteristics such as the following:

- A Center
- Density
- Mixed-Use
- Parks and Public Space
- Pedestrian-Centric Design
- Accessible
- Well-Connected
- Streets "Built for the Right Speed"
- Comfortable
- Nearby Schools and Workplaces
- Destinations are well connected and within walking distance of each other.

A walkable downtown is also safe for all users:

- Transit riders
- Pedestrians
- Bicyclists
- Cars

### C. How do these principles apply to downtown Copiague?

Today, the downtown looks more like the picture on the bottom left, than the one on the bottom right. In many places, the buildings are set back and the sidewalks do not connect to them. There are oversized parking lots that separate commercial buildings from the streets. Because of the distance between buildings, people are discouraged from walking between them. This isolated development often results in an unsafe feeling for pedestrians.

The goal of this vision plan is to put the mechanisms in place to allow downtown Copiague to develop to look more like the picture below on the right. In this more clustered environment, the buildings are closer together and close to the street, making it easier to walk between them, thus encouraging more pedestrian activity. This also encourages more transit activity. The parking lots are also located to the rear of the buildings. This clustered activity also encourages more "eyes on the street", where activity is visible by more people, thus increasing the perception of safety and security.

The principles of TOD, walkability and smart growth are applied to downtown Copiague in the recommendations described later in this section. Implementation of these recommendations will forward the vision of a vibrant, walkable downtown.



Source: Steve Price, Dover Kohl & Partners, Glatting Jackson

<sup>1</sup> Technical Advisory Committee for the "Statewide TOD Study: Factors for Success in California"

## 4.2. Existing Conditions

### A. Market Analysis

This demographic and socio-economic analysis presents historical trends and future projections that will shape the discussion of market opportunities for downtown Copiague. Available data were examined at four geographic levels – the Copiague hamlet; the Town of Babylon; Suffolk County; and Long Island (defined as Nassau and Suffolk Counties). Data reflecting trends in New York State overall are also provided for comparative purposes. Data were compiled from a variety of sources, including the US Census Bureau, the Town of Babylon Planning Department, and ESRI, a national demographic data provider. In order to tabulate demographic information for Copiague, the census-tract based geographic definition of Copiague employed by the US Census Bureau was used.

#### i. Demographic Trends

##### a. Population, Household, and Household Income Comparisons

Figure 4.1 details historical population and household estimates for Copiague, the Town of Babylon, Suffolk County, and Long Island:

	1990	2000	2007	Annual Growth	
				1990-2000	2000-2007
<b>Copiague</b>					
Population	20,769	21,922	22,789	0.5%	0.6%
Households	6,932	7,210	7,417	0.4%	0.4%
Average HH Income	\$50,011	\$68,848	\$94,043	3.2%	4.6%
<b>Babylon</b>					
Population	202,587	211,464	217,887	0.4%	0.4%
Households	64,386	68,889	70,651	0.7%	0.4%
Average HH Income	\$52,189	\$69,208	\$94,461	2.9%	4.5%
<b>Suffolk County</b>					
Population	1,321,330	1,419,369	1,483,438	0.7%	0.6%
Households	424,561	469,299	496,218	1.0%	0.8%
Average HH Income	\$56,991	\$79,449	\$109,421	3.4%	4.7%
<b>Long Island</b>					
Population	2,609,174	2,753,913	2,813,523	0.5%	0.3%
Households	856,217	916,686	941,611	0.7%	0.4%
Average HH Income	\$63,072	\$87,045	\$119,125	3.3%	4.6%

Source: U.S. Census Bureau; ESRI; Economics Research Associates

The population of Copiague was approximately 22,800 in 2007. The hamlet's population grew at an annual rate that outpaced the rates of growth observed in the Babylon and Long Island populations between 2000 and 2007. Hamlet household growth, however, was either matched or outpaced by household growth in the other comparative geographies between 1990 and 2007.

Babylon is currently home to about 217,900 residents, roughly 10 percent of which reside in Copiague. Between 2000 and 2007, Babylon grew more slowly than Suffolk County but faster than Long Island.

Suffolk County currently has a total population of about 1.48 million residents, comprising roughly 52 percent of the population of Long Island. Between 1990 and 2007, county population growth outpaced growth on Long Island as a whole.

Average household income in Copiague was lower than those observed in the other geographies. Household income growth in Copiague did, however, slightly outpace average household income growth in the Town from 1990 to 2000 and roughly equaled income growth rates in the other geographies between 2000 and 2007.

##### b. Household Income Distribution

As shown in Figure 4.2, income levels in Copiague are similar to Babylon, Suffolk County, and Long Island. However, the hamlet contains a higher proportion of households in the \$75,000 to \$100,000 income bracket relative to other geographies. Comparably, Suffolk County and Long Island contain a greater proportion of households earning over \$100,000.

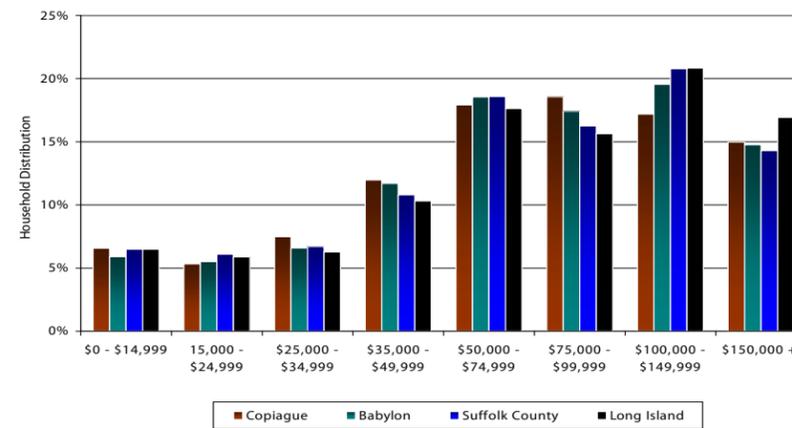


Figure 4.2: Copiague, Babylon, Suffolk County, and Long Island Household Income Distribution, 2007

##### c. Household Composition

Household composition is another important consideration when examining area demographics. As shown in Figure 4.3, Copiague is family-oriented, with roughly 75 percent of all households organized as family households. In 2000, the neighborhood exhibited a distribution of family households similar to Babylon and Suffolk County.

Figure 4.3. Copiague, Babylon, Suffolk County, and Household Composition, 2000

Location	Non-Family Households	Family Households			
		Married Couple Households without Kids	Married Couple Households with Kids	Single Parent Households	Other Family Households
Copiague	25.9%	28.7%	27.9%	8.6%	8.9%
Babylon	24.1%	27.5%	30.1%	9.9%	8.4%
Suffolk	23.2%	30.1%	31.9%	8.1%	6.7%

Source: ESRI; US Census Bureau; Economics Research Associates

##### d. Age Distribution

Figure 4.4 presents the current age distribution of the population in Copiague, Babylon, Suffolk County, and Long Island. Similar to the other geographies, Copiague exhibits high proportions of individuals under 35 years old (45 percent) and aged 55 and over (22 percent).

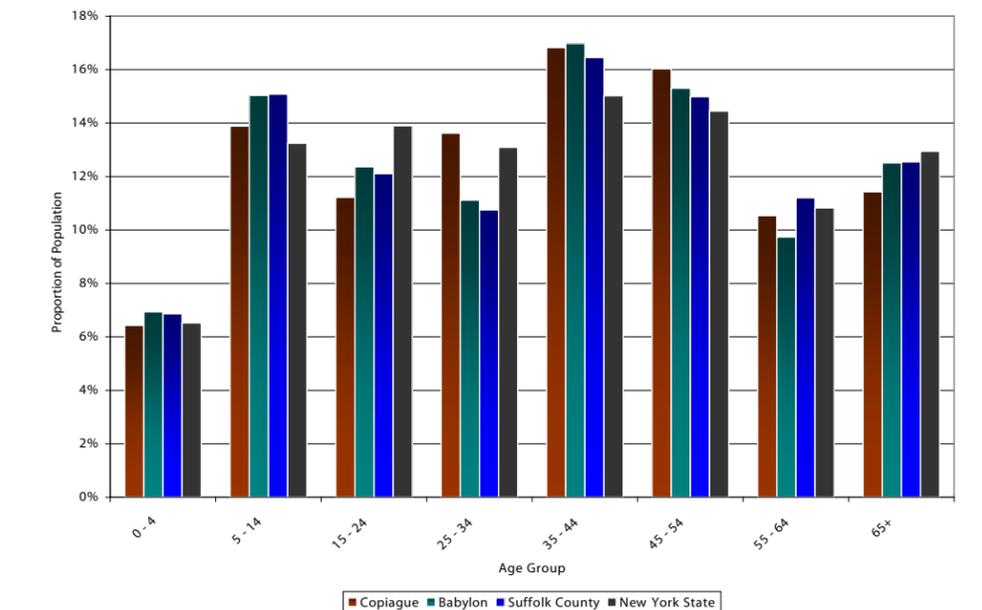


Figure 4.4: Copiague, Babylon, Suffolk County, and Long Island Age Distributions, 2007

ii. Short Term Growth Projections

In order to determine market opportunities for future development in Copiague, it is necessary to consider the historical demographic trends discussed in the previous section.

Claritas and ESRI, two well-regarded national data providers, were the sources for the socio-economic and demographic projections outlined below. The Claritas and ESRI projections use historical demographic trends to project conditions in the year 2012. Due to the historical basis of the projections, the Claritas and ESRI projections reflect a continuation of recent population growth trends, household growth trends, and demographic patterns into the future. The projections provide a baseline estimate of future conditions (i.e., the projections do not anticipate development patterns that differ from historical trends).

a. Population, Household, and Household Income Growth Projections

Figure 4.5 depicts population and household projections for Copiague, Babylon, Suffolk County, and Long Island through 2012. As shown, Copiague

Figure 4.5: Short-Term Demographic Projections, 2007-2012

	2007	2012	Annual Growth 2007-2012
<b>Copiague</b>			
Population	22,789	23,416	0.5%
Households	7,417	7,610	0.5%
Average HH Income	\$94,043	\$114,406	4.0%
<b>Babylon</b>			
Population	217,887	223,031	0.5%
Households	70,651	72,375	0.5%
Average HH Income	\$94,461	\$115,454	4.1%
<b>Suffolk County</b>			
Population	1,483,438	1,516,029	0.4%
Households	496,218	509,647	0.5%
Average HH Income	\$109,421	\$136,870	4.6%
<b>Long Island (Nassau and Suffolk Counties)</b>			
Population	2,813,523	2,835,177	0.2%
Households	941,611	950,993	0.2%
Average HH Income	\$119,125	\$148,597	4.5%

Source: U.S. Census Bureau; Claritas; ESRI; Economics Research Associates

is expected to add roughly 600 new residents and 200 new households through 2012 under baseline conditions.

b. Projected Household Income Distribution

Nearly 60 percent of Copiague households are anticipated to earn over \$75,000 per year in 2012, as compared to roughly 50 percent in 2007. The share of households earning over \$100,000 per year is expected to increase to 46 percent in 2012 from 32 percent in 2007.

Figure 4.6: Copiague Household Income Distribution, 2007-2012

Household Income	2007		2012	
	Households	% of Total	Households	% of Total
\$0 - \$14,999	487	6.57%	398	5.23%
15,000 - \$24,999	395	5.33%	342	4.49%
\$25,000 - \$34,999	555	7.48%	347	4.56%
\$35,000 - \$49,999	888	11.97%	680	8.94%
\$50,000 - \$74,999	1,329	17.92%	1,340	17.61%
\$75,000 - \$99,999	1,377	18.57%	1,032	13.56%
\$100,000 - \$149,999	1,275	17.19%	1,793	23.56%
<u>\$150,000 +</u>	<u>1,111</u>	<u>14.98%</u>	<u>1,678</u>	<u>22.05%</u>
<b>Total</b>	<b>7,417</b>	<b>100%</b>	<b>7,610</b>	<b>100%</b>

Source: U.S. Census Bureau; ESRI; Economics Research Associates

Based on prevailing apartment rents and housing prices observed in Copiague, an evaluation was made of which households would be “in the market” for new housing in downtown Copiague. Utilizing the standard rule of thumb that households should spend no more than one-third of their income on housing, and considering that the lowest rents observed for new housing in Copiague register at \$1,000 per month, ERA determined the minimum threshold income for qualifying households “in the market” for new housing to be \$35,000 annually. Additionally, because households earning over \$100,000 annually can afford to purchase larger, more expensive single-family housing, ERA does not believe that the majority of these upper income households will be interested in new downtown housing. Hence, the target market for new downtown housing should be seen as those households earning between \$35,000 and \$99,999 annually.

c. Projected Age Distribution

While the age distribution of Copiague residents is expected to remain relatively stable through 2012, robust growth in age brackets representing young workers and seniors aged over 55 is expected. Specifically, the share of the hamlet population represented by seniors aged 60 to 69 is expected to grow by 50 percent by 2012, and the share of the population made up of young singles and couples aged 20 to 24 is expected to grow by 25 percent by 2012. Recent migration patterns throughout the United States indicate that these age cohorts increasingly view downtown living as a desirable lifestyle, as demonstrated by their acceptance of infill housing located in urban and suburban cores. Therefore, ERA projects that young singles and couples, young adult commuters, and seniors aged over 55 comprise the target market for new downtown housing.

Figure 4.7: Copiague Age Distribution, 2007-2012

Age Group	Copiague		Change
	2007	2012	
0 - 4	1,466	1,492	1.77%
5 - 14	3,164	2,970	-6.13%
15 - 24	2,558	2,939	14.89%
25 - 34	3,105	2,791	-10.11%
35 - 44	3,835	3,421	-10.80%
45 - 54	3,654	4,109	12.45%
55 - 64	2,402	2,858	18.98%
<u>65+</u>	<u>2,605</u>	<u>2,836</u>	<u>8.87%</u>
<b>Total</b>	<b>22,789</b>	<b>23,416</b>	<b>2.75%</b>

Source: US Census Bureau; Claritas; Economics Research Associates



**B. Transportation**

*i. Traffic*

Great Neck Road is predominately a through corridor for motor vehicles, which experiences high peak volumes and congestion. This is primarily because Great Neck Road is the only north-south road that crosses the Long Island Rail Road (LIRR) tracks for at least a half-mile in each direction, making it the most direct route between destinations for many drivers. In addition, Great Neck Road carries vehicles from roads and highways that have substantially greater capacities. To the north is Dixon Avenue, a five-lane county road (which also serves as the northern boundary of the study area), and Sunrise Highway, a six-lane limited access highway. Both funnel vehicles through Great Neck Road, many of which are connecting with Montauk Highway (Route 27A) to the south, which is a five-lane arterial, used heavily as a retail corridor by Copiague residents.

To classify the level of congestion on a road, transportation professionals use a ranking system called Level of Service (LOS). LOS is a measure of effectiveness used to determine the quality of service on roads, as a function of the average amount of time it takes for vehicles to clear intersections. Roads are scored on a scale of A to F, ranging from shortest to longest waiting time. With a LOS of A, there is no congestion and vehicles can move freely between lanes at or above the speed limit. With a LOS of F, vehicles take more than 80 seconds to cross through a signalized intersection once entering the block, which usually means two or more signal cycles. Figure 4.8 shows the delay for each score in seconds.

Figure 4.8: Level of Service Delays Signalized Intersection

LOS	Service Delays Signalized Intersection
A	≤10 sec
B	10-20 sec
C	20-35 sec
D	35-55 sec
E	55-80 sec
F	≥80 sec

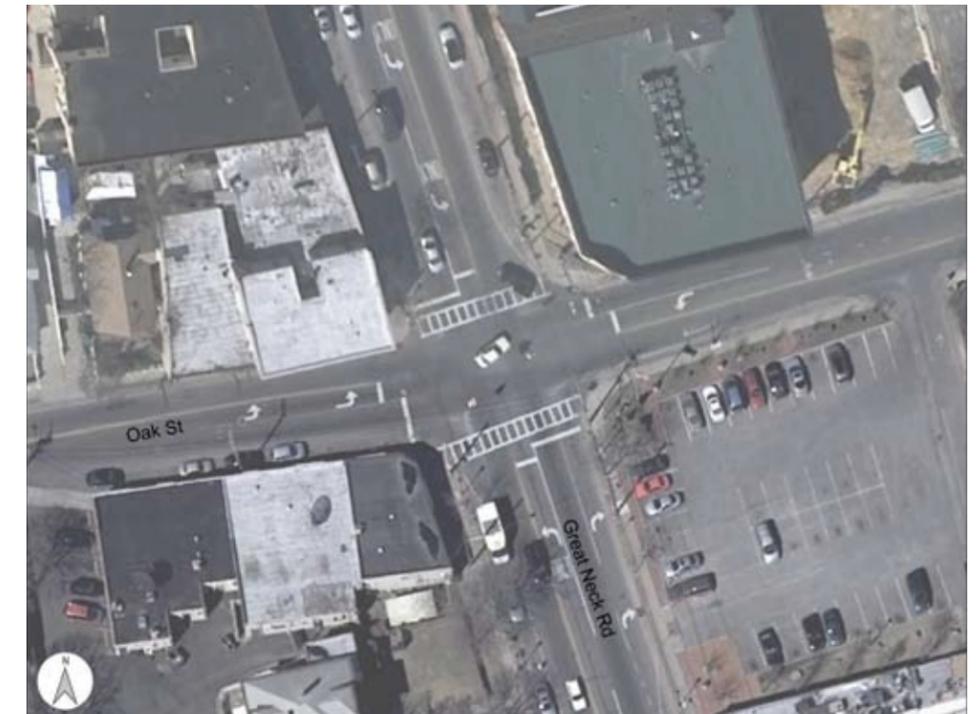
Overall, Great Neck Road is moderately congested as it operates today. The weekday morning peak volume is a typical rush hour peak, between 7:45 and 8:45 am. The LOS at Oak Street ranges from A to C during this weekday morning peak, which is acceptable. The evening peak is earlier than a typical rush hour peak, partially due to the location of the Great Neck Road Elementary and Susan E. Wiley Schools, which are accessed from Great Neck Road. The weekday evening LOS at Oak Street ranges from A to F, which means that this intersection fails to provide sufficient service as it is designed now. The weekend peak is appropriately found between 12:30 and 1:30, with LOS ranging from B to D.

The surrounding roads have speed limits that match or exceed that of Great Neck Road, which has a speed limit of 30 miles per hour (mph). They are as follows:

- Oak Street: 30 mph
- Dixon Avenue: 35 mph
- Montauk Highway: 40 mph
- Sunrise Highway: 55

Because Sunrise Highway, Dixon Avenue and Montauk Highway are multi-lane thoroughfares with high speed traffic, drivers traveling on Great Neck Road during off peak hours (when LOS is A, B or C) tend to maintain high

Intersection of Marconi Boulevard and Great Neck Road



Intersection of Oak Street and Great Neck Road

speeds while passing through Downtown Copiague. Because volumes are low, there is little friction to slow vehicles, so the lack of signalized intersections enables drivers to gain speed.

The intersection of Oak Street and Great Neck Road is a major pinch point for traffic in all directions, partially created by the skewed geometry and partially a result of an atypical design. The eastbound approach of Oak Street, the centerline is offset to the north to provide room for a left turn lane onto Great Neck Road northbound, but in addition to the acute angle of the intersection, the offset centerline creates a very tight turn for vehicles traveling southbound on Great Neck Road that are turning onto Oak Street westbound. While the stop bar is set back slightly, additional measures need to be considered as part of a redesign of this intersection.

Marconi Boulevard is a low trafficked street running parallel to the railroad tracks. West of Great Neck Road, it is standard width for a two-way residential street, but east of Great Neck Road, it is extremely wide, causing drivers to speed excessively at virtually all times of the day. There is a MTA and two municipal parking lots accessed by Marconi, so in the mornings and evenings during the week, commuters use this quiet street to get to and from their origins and destinations quickly and hastily.

## ii. Transit Service

Downtown Copiague is served by the Long Island Railroad (LIRR), Suffolk County Bus (SCB) and Suffolk County Accessible Transit (SCAT). The section below summarizes service provided by these transit systems, including frequency of service and connectivity to other communities and activity centers. This section also summarizes school bus service to the five schools in the Copiague School District.

### a. MTA LIRR Copiague Station Train Schedule

The Copiague Station is located on the Babylon Branch of Long Island Railroad. It takes just over one hour from Copiague to Penn Station. In addition to Penn Station and stations in Queens and Brooklyn, the Babylon Branch also serves many communities along Long Island's south shore. During the peak period, trains run frequently with headways ranging from 4 to 24 minutes between trains. During off-peak periods there are longer headways of 30-40 minutes. Headways can be up to one hour on weekends.



Copiague LIRR station

### b. Bus Routes Serving Copiague

S 20 – along Oak Street (crosses Great Neck Road) through Copiague in both directions

- Serving Babylon, Lindenhurst, Copiague, Amityville, Massapequa Park
- Serving Sunrise Mall, Kohl's, South Bay Shopping Center
- Serving Amityville, Copiague, Lindenhurst and Babylon LIRR Stations
- Eastbound headways once every hour from 8:00 AM to 6:25 PM
- Westbound headways once every hour from 7:25 AM to 6:50 PM
- No Sunday service

S 31 – along Great Neck Road beginning at Merrick Road north past Dixon in both directions

- Serving Copiague, North Amityville, East Farmingdale, Farmingdale, Melville, Pinelawn, Babylon
- Serving Molloy University, SUNY Farmingdale, Newsday
- Serving Copiague and Pinelawn LIRR Stations
- 2 buses per day in each direction, Monday thru Friday only – one in the morning one in the early evening

S 33 – along Dixon Avenue (crosses Great Neck Road) through Copiague in both directions

- Serving Hauppauge, Brentwood, Deer Park, Wyandanch, Lindenhurst, Copiague and Amityville communities
- Serving Sunrise Mall, Pilgrim Psychiatric Center, Suffolk Community College, Hauppauge Industrial Park, Hauppauge Government Offices
- Serving Amityville, Copiague, Wyandanch, Deer Park, LIRR Stations
- No Sunday service
- Saturday headways one hour or more, service only between 8:00 AM and 5:30 PM
- Weekdays ½ hour and 1 hour headways, service between 6:30 AM and 9:00 PM

1B – along Great Neck Road through the study area

- Serving Copiague and Lindenhurst
- Serving Tanner Park Senior Center, Big Lots Shopping Center
- Serving Copiague and Lindenhurst LIRR stations
- No Sunday service
- 1 hour headways from 6:25 AM to 6:35 PM

### c. SCAT (Suffolk County Accessible Transportation)

SCAT Service is available to individuals with temporary or permanent disabilities that prevent them from using regular Suffolk County Transit public bus service. SCAT service is available system-wide during normal service hours, Monday through Friday, 6:00 AM to 8:30 PM; Saturday, 7:00 AM to 8:30 PM. SCAT provides curb-to-curb transportation and will pick up and drop off a passenger between any two points in Suffolk County within ¾ miles of a Suffolk County Transit bus route.



SCAT Bus

### d. School Buses

The Great Neck Road Elementary School is located within the project study area at the northeast corner of Great Neck Road and Scudder Avenue. Great Neck Road Elementary is joined by four other public schools to comprise the Copiague Public School District. Figure 4.9 summarizes the number of students who are bused to each of the schools in the district.

The number of students taking the bus to school remains fairly constant throughout the school year. At this time, data regarding other transportation modes to school, such as walking, riding a bike or being driven by a parent or guardian, are not available. Also, the proportion of students using these other modes can vary throughout the course of the school year depending upon factors such as weather and other curricular or extra-curricular schedule obligations.

Figure 4.9: Copiague School District Busing Statistics

School	Total Enrollment	Number of Students Bused	Percentage of Students Bused
Great Neck Road Elementary	484	380	78
Susan E. Wiley Elementary	694	408	59
Deauville Gardens Elementary	902	673	75
Copiague Middle School	1058	598	57
Walter G. O'Connell High School	1480	506	34
Entire School District	4618	2565	56

Grade school students between Kindergarten and 6<sup>th</sup> grade are not entitled to bus service if they live with ¾ miles of the school. For students grades 7 and 8, the minimum distance they must live from school in order to qualify for bus service is one mile, and for High School students, 1½ miles.

*iii. Pedestrian*

Aside from being a through corridor, Great Neck Road is also the downtown street for Copiague. Therefore, the auto dominance is a factor that controls, in part, the success or decline of this main street. Although many residents live within a half-mile of Great Neck Road, which is considered a viable walking distance, pedestrian volumes are very low, particularly in the weekday mornings, when counts show less than 30 pedestrians at the intersection of Oak Street, the heart of Downtown Copiague. Weekday midday and evening peaks are a bit higher, reaching over 100 pedestrians between 4:30 and 5:30 PM.

One factor leading to the observed pedestrian volumes is the perception of safety. Most of the controlled intersections in the study area are incomplete, lacking necessary crosswalks and pedestrian crossing signals. While some crosswalks and pedestrian signals are present, they are inconsistent and few, and at times, blocked by decorative hanging plants or other obstructions. The crossing time for pedestrians stretches the MUTCD recommendations, which is currently 4 feet per second, and is likely to be shortened to 3.5 feet per second in the near future when the MUTCD is updated. In areas with youth or elderly populations, many transportation

planners recommend enough crossing time for the rate of 3 feet per second. At skewed intersections crossing distance is elongated, and pedestrian ramps are not all placed appropriately, if they exist at all.

Another major concern for pedestrians is the lack of sidewalks on most of the residential side streets. Many of the sidewalks along Great Neck Road and Oak Street are broken or uneven, and sometimes inadequate widths, which is a detriment to these intersecting retail streets in the heart of Downtown Copiague. These conditions make walking particularly difficult for elderly and handicapped people, who need predictable and even sidewalks to travel safely. The mobility of the elderly and handicapped populations rely more and more on walking because of failing vision and the rising costs of owning and maintaining a car, as well as other factors.

During the time of the study, drivers were observed mounting the north curb of Oak Street west of Great Neck Road where there is no parking, in order to quickly patronize one of the few stores there. While this is not only illegal, it is extremely unnerving for a pedestrian to experience while walking down the street, and it is certain to discourage many residents from venturing out on foot.

In addition to these safety and comfort factors that contribute to the low pedestrian volumes, there are issues of urban design and land use that effect pedestrian access, which will be discussed in later sections.

*iv. Bicycle*

Because so many of Copiague's residents live within a few miles of the downtown, there are a significant number of bicyclists. Most ride recreationally, either around the residential streets, or to destinations such as shopping centers



Bicycle parking at LIRR station

along Montauk Highway or Tanner Park, which is approximately one and a half miles from Downtown Copiague. However, because Great Neck Road has such high traffic volumes, and because the street grid off of Great Neck Road has few aligned through streets, cyclists are forced to ride on the sidewalk or take inconvenient routes.

Bicycle racks at the LIRR station are consistently, if lightly, used. There are eight available bicycle lockers in one of the municipal parking lots along Marconi Boulevard, two of which had been rented at the time of this study. Today, Copiague's cyclists are forced to ride in the shoulder, or between the parking and moving lanes. It appears that cycling could be a more viable form of transportation in Copiague, given the appropriate conditions.



Cyclist riding in shoulder on Great Neck Road

**C. Built Environment**

*i. Land Use*

**a. Residential**

Residences in Copiague are 77 percent owner occupied and are primarily single-family homes. There are multi-unit buildings in Copiague as well, both owner-occupied condominiums and rental units.

The new mixed-use building, a two-building complex, located at the intersection of Oak Street and Great Neck Road, consists of rental apartments above commercial space. The building has 22 one-bedroom rental apartments, and has 12,000 square feet of ground floor commercial space, which includes a small café, a liquor store, a hair and nail salon, a spa, and an insurance company.



New mixed-use building at Great Neck Road and Oak Street

There are also single family homes along Great Neck Road, outside the downtown core area, as shown in the pictures below.



Single family homes along Great Neck Road

**b. Industrial**

Light to moderate industrial uses line Marconi Boulevard east and west of Great Neck Road. West of Great Neck Road these businesses back onto the railroad right of way. East of Great neck Road they back onto an unnamed street adjacent to the railroad. These include businesses such as auto repair shops, woodworking shops and a karate studio.



Industrial buildings along Railroad Avenue and Marconi Boulevard

South of and parallel to the railroad, along Railroad Avenue is a mixture of industrial and commercial uses, including the abandoned Bennet X-ray building.

**c. Commercial**

Commercial businesses, primarily retail, line Great Neck Road in the downtown core. Business types include but are not limited to bakeries, fast food (not chain) restaurants, stationery stores, dry cleaners, grocery stores, video stores, travel agency, delis, hair and nail salons, etc. Other than the one supermarket, there are no chain type businesses in the downtown core. The following photographs characterize the commercial uses in the downtown core.



Commercial buildings along Great Neck Road

**d. Institutional**

The only school in the study area, Great Neck Road Elementary School, is at the intersection of Great Neck Road and Scudder Avenue. Other schools nearby, but outside the study area, include Walter G. O’Connell High School, Copiague Middle School, and Deauville Gardens and Susan E. Wiley Elementary Schools. Figure 4.10 shows the total enrollment of each of these schools in 2008.

School	Total Enrollment
Great Neck Road Elementary	484
Susan E. Wiley Elementary	694
Deauville Gardens Elementary	902
Copiague Middle School	1058
Walter G. O’Connell High School	1480
<b>Entire School District</b>	<b>4618</b>

Figure 4.10: Copiague School District Enrollment



Great Neck Road Elementary School

Other prominent institutions in the study area include Our Lady of the Assumption Church on Molloy Street, the US Post Office on the corner of Marconi Boulevard and Colombo Avenue, and the Fire Station at Dixon and Colombo Avenues.

e. Open Space

There are currently only two areas of designated open space in the project study area. Copiague Park is a passive recreational space on the corner of Great Neck Road and Dixon Avenue. It has benches, a planted center area, landscaping, paved paths and a bicycle rack. Plans are currently underway to expand Copiague Park into the adjacent vacant parcel along Great Neck Road. The other parcel of open space is Veterans' Memorial Park, located along Great Neck Road, immediately north of the train station and adjacent to the commuter parking lot. This park has benches and tables, decorative pavers, a stone commemorating veterans and a panel with civic association plaques mounted on it.

Not in the study area, but a significant attractor of trips on Great Neck Road, is Tanner Park, located on the water directly south of and approximately one mile from the study area. It has active recreation sites such as baseball and soccer fields, as well as a senior center.



Left photos (2): Copiague Park; Right photos (2): Veterans' Memorial Park

Figure 4.11: Existing Land Use



ii. Parking



MTA Commuter parking lot

There is currently ample parking in Copiague for residents, commuters and downtown workers and shoppers. In the downtown core there are nearly 1,200 off street parking spaces. This includes LIRR parking, municipal lots and lots on privately owned parcels. LIRR provides parking for commuters with two linear parking lots that run

under the tracks in each direction of the Copiague station for approximately 1000 feet. According to the LIRR web site the parking lot between the station and Marconi Boulevard, adjacent to Veterans' Memorial Plaza, is also designated as commuter parking, as are the two municipal lots on the corner of Marconi Boulevard and Vespucci Avenue. There is currently no fee to use this parking, and LIRR commuters from other communities use these lots. The parking lots described above are not for the exclusive use of commuters, but also, when available, serve workers and patrons of businesses in the area. LIRR reports that these lots have a 94 percent utilization rate.

The largest privately owned parking lot in the downtown is the Federation Employment and Guidance Service (F.E.G.S.) lot on the interior of the block bordered by Oak Street, Great Neck Road, Hollywood Avenue and Lafayette Street. This lot has its vehicular and pedestrian entrance and exit at Oak Street, and serves employees and clients of F.E.G.S., a health and human services and employment service organization, located across Oak Street. This parking lot is greatly under-occupied. The western portion and northern leg are occupied during the work day by F.E.G.S.-related vehicles. The eastern portion of the lot, comprising at least one third, or almost 60, of the 171 spaces, remains unused.

One additional municipal parking lot is located in the downtown across from the new mixed-use building at the corner of Great Neck Road and Oak Street. This parking lot also has low occupancy rates at all times of the day.

Privately owned parking lots, adjacent to commercial buildings, comprise the remainder of off-street parking in downtown Copiague. In most cases these lots are located to the rear of the parcel with the building in front.

There are two notable exceptions, both strip mall type developments along Great Neck Road, with parking in front facing the street and buildings to the rear of the parcel. One is located between Oak Street and Hollywood Avenue on the west side of the street, and the other at the corner of Dante Avenue. The following map displays an inventory of existing off-street parking in Copiague. Note the under-occupied F.E.G.S. lot, with 171 total spaces.



Aerial view of F.E.G.S. Parking Lot

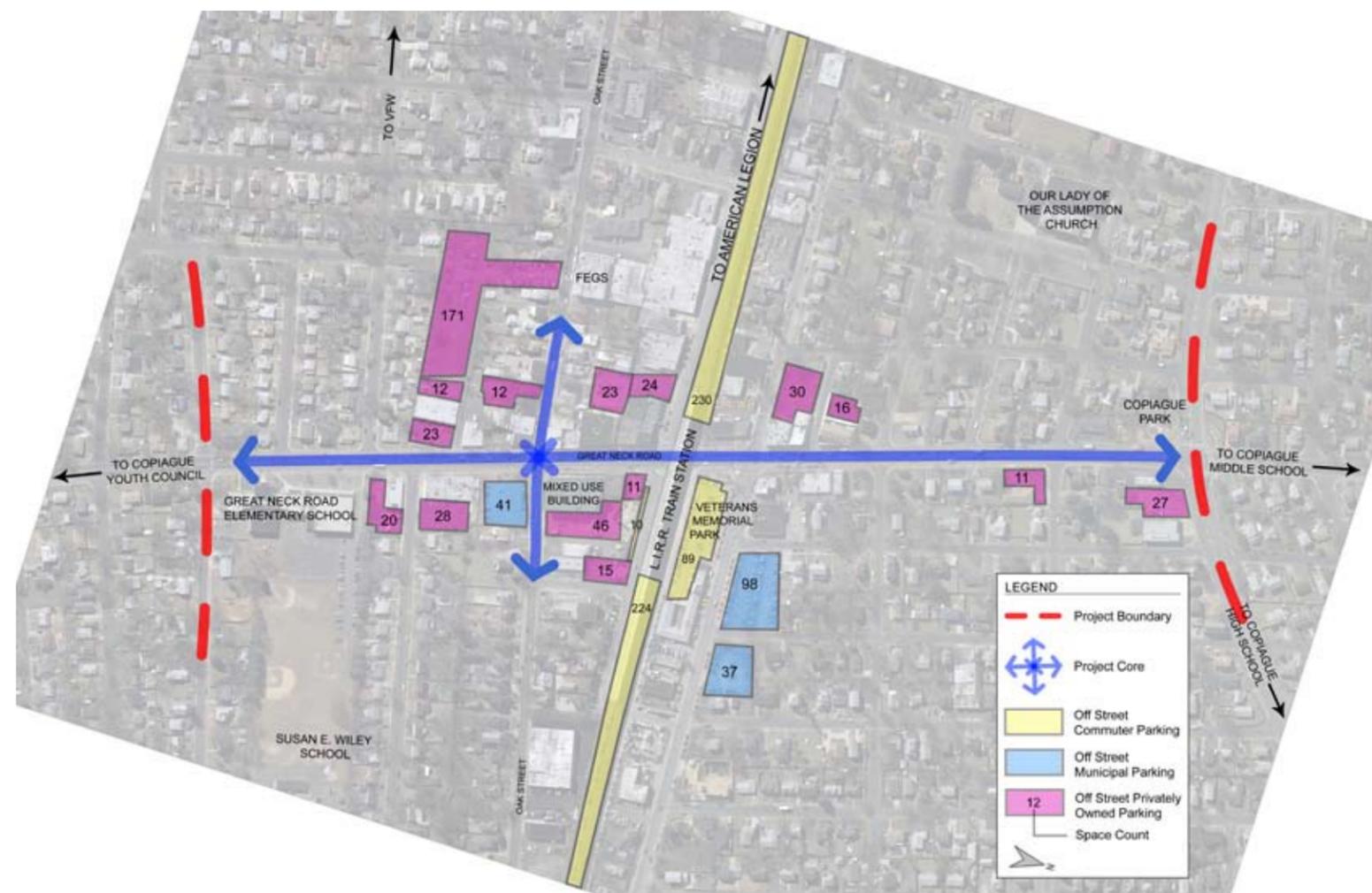


Parking behind mixed-use buildings



Strip mall along Great Neck Road

Figure 4.12: Existing Off-Street Parking



On-street, metered parking is available along Great Neck Road and Oak Street within the project area, providing short-term parking for shoppers. The number of these spaces is limited, however, and is far outweighed by the availability of free off-street parking. On-street parking is unrestricted along residential streets bordering the project area. However, since there is ample off- and on-street parking in the downtown, there is no spillover parking on the residential streets adjacent to the downtown.

*iii. Priority Sites*

Priority sites are defined as those areas or parcels that hold promise and priority for redevelopment in downtown Copiague. A site may be identified as a priority site because:

- Its current use is undesirable for downtown development
- It is currently abandoned
- It is in a critical location for downtown revitalization
- It may hold unique opportunities for development

**a. F.E.G.S. Parking Lot**

As described in the parking section above, the F.E.G.S. parking lot is under-occupied, with the eastern portion of the lot remaining vacant during work days. The parking lot is located in a good location from a downtown development standpoint, as it is near Great Neck Road, but on the interior of the block and only fronts Oak Street at the lot entrance. There is an opportunity to keep the lot for parking but explore shared parking opportunities with adjacent uses to better and more efficiently use the lot to accommodate parking needs the downtown.

**b. Abandoned Bennet X-Ray Building**

This building is located along Railroad Avenue, west of Great Neck Road. Because it is one of the few abandoned properties in the area, it is a prime candidate for redevelopment. It is also located along the rail corridor on one of the properties that will be recommended for rezoning as mixed use. The rezoning plan will be discussed further in the recommendations section of this report.

**c. Industrial/Automotive Uses on Marconi Boulevard, East of LIRR Parking**

Along Marconi Boulevard, east of the LIRR parking lot, there are currently automobile related repair shops. This type of industrial/commercial use is not conducive to development of a walkable downtown. The buildings housing these shops are in disrepair, there are no sidewalks in front, and autos and auto parts spill onto Marconi Boulevard. Overall it does not create a pedestrian friendly environment. There is an opportunity to relocate these uses to a more appropriate industrial area and rezone this area for downtown mixed-use.



Delapidated industrial buildings on Marconi Boulevard

**d. LIRR Parking Lot Between Station and Marconi Boulevard**

The parking lot immediately north of the train station is a public lot that serves primarily LIRR commuters, many of whom come from communities outside of Copiague. Next to the parking lot along Great Neck Road is Veterans' Memorial Park, a small park with benches, tables, plantings and a



Commuter Parking



Veterans' Memorial Park

memorial to veterans. The park and parking lot are in a prime downtown core area adjacent to the train station. There is an opportunity to move the parking lot further to the east of Great Neck Road and expand Veterans' Memorial Park.

**e. Municipal Parking Lot at Great Neck Road and Oak Street**



Clocktower in municipal parking lot

Across from the new mixed use building is an underused municipal parking lot. Parking at this location is not required to serve the parking needs for the downtown. There is an opportunity to reuse this lot to create additional mixed use similar to that across the street.

**f. Taxi Repair Facility at Great Neck Road and Marconi Boulevard**

This site is a prime downtown core parcel that will be an important part of the redevelopment of the downtown. Its current use as a taxi repair shop does not lend to creating a walkable downtown and would be better developed as a retail establishment that could serve LIRR commuters as well as Copiague residents.



Taxi repair facility

*iv. Streetscape and Architectural Character*

a. Deficiencies

Downtown Copiague suffers from a lack of a cohesive streetscape and architectural character. Buildings are typically one story, and two in a few locations. Building and signage design varies from block to block and little attention has been paid to building materials.



Commercial buildings lack coordinated design



Parking lots along Great Neck Road and strip malls with parking in front and stores behind, result in large breaks in the street wall, creating an unwelcome, isolated feeling for pedestrians.



Inefficient parking in downtown core



Industrial buildings along Railroad Avenue west of Great Neck Road provide an unwelcoming solid street wall building facades with no windows or doors, creating a feeling of desolation in the area.

b. Recent Improvements

The Town of Babylon has begun to make some very significant changes to the character of the downtown.



LIRR station plaza

Recent improvements to the LIRR Copiague station include placement of large planters under the tracks, adding hanging plants and providing a facelift to the station building entrance.



Copiague Park

Newly landscaped Copiague Park at the intersection of Dixon and Great Neck Road provides a gateway to downtown Copiague.

Veterans' Memorial Park also, recently renovated, provides seating, a memorial to veterans and plaques commemorating Copiague's civic associations.

Throughout the study area and beyond, Great Neck Road is now lined with historic street lamps and planters. Accompanying the street lamps are distinctive red brick pavers, all providing a visual theme to Great Neck Road.



Veterans' Memorial Park



Historic street lamps and planters

Two mixed-use buildings have been constructed recently, on the site of a former vacant lot, at the intersection of Great Neck Road and Oak Street. The buildings are three stories tall with ground floor retail and rental apartments above. Before and after photographs of the site are shown below.



Before



After

The improvements described above are beginning to reshape the downtown. The recommendations that follow in this vision plan, build on these improvements to carry the momentum further to creating a more beautiful, vibrant, and people-friendly downtown.

**D. Zoning**

The zoning code for the Town of Babylon is the presiding code for Copiague. The Town’s code is much like most zoning codes, allowing for single use districts with the potential for mixed-used by way of a variance or ‘grandfathered’ uses. Oak Street is zoned commercial, as is Great Neck Road for almost the entire stretch from Dixon Avenue to Hollywood Avenue, one block south of Oak Street. The exception is the corner lot at Railroad Avenue, which is a continuation of the light industrial zone along Railroad Avenue, parallel to the railroad. Opposite Great Neck Road School, the zoning calls for residential uses, which is fitting for the neighborhood setting of this area, although it is still within one to two blocks of the downtown core.

Most of the rest of the study area is zoned for light industrial, along the railroad tracks, which is a remnant of the industrial past tied into the railroad, despite its proximity to the downtown core. After the LIRR raised the tracks from street level, the noise and danger resulting from the train line was significantly diminished.

The limitation of the existing zoning code is that any new development must either conform to the single-use zoning, or apply for a variance to bring a mix of uses. The density allowed in the existing zoning code is characteristic of what had existed prior to the recent construction of a mixed-use building on the northeast corner of Great Neck Road and Oak Street. If a developer wishes to build taller than the zoning allows, or to allow for a mix of uses, they must apply for a variance. While the Zoning Board may not be concerned with allowing higher density and mixed-use development in the downtown area, it would be beneficial to allow this type of development as-of-right. This would promote development by those who are skeptical of engaging in an appeal process to build something that is economically viable to the developer as well as the community.

The combination of minimum front and side yard setbacks creates a streetscape of relatively small buildings sitting in the middle of lots, which is detrimental to the goal of a continuous street wall. In a downtown setting, having a setback of 25-60 feet from the lot line, whether commercial or residential, creates buildings that do not relate to the sidewalk or the pedestrians on it. Similarly, requiring a minimum side yard of 3-25 feet creates inactive zones or even alleys between buildings, which reduces the perception of pedestrian safety and connectivity.

Figure 4.13 Summary of Allowed Zoning

	Front Yard Setback	Side Yard Minimum Setback	Height Limit	Maximum Building Area as % of Total Lot
<b>Residential</b>	30-50 ft	10-25 ft	30 ft or 2.5 stories	15-30%
<b>Commercial</b>	25-60 ft	3 ft	35 ft or 3 stories	60%

Figure 4.14: Existing Zoning



### 4.3. Vision Plan Recommendations

#### A. Market Opportunities Analysis

Market opportunities were analyzed for residential, retail, and office development in downtown Copiague. This analysis examines recent developments, housing ownership patterns, local housing prices, recent retail leasing and market rents, and local office market activity.

##### i. Recent Development

Recent development activity in downtown Copiague includes the mixed-use building. The two-building complex, located at the intersection of Oak Street and Great Neck Road, consists of rental apartments above commercial space. The project features 22 one-bedroom rental apartments, with asking rents ranging between \$1,200 and \$1,400 per month. The buildings also include 12,000 square feet of ground floor commercial space asking \$24 per square foot gross rent. Signed commercial tenants offer convenience goods and services and include a small café, a liquor store, a hair and nail salon, a spa, and an insurance company.

Market acceptance of the storefront commercial component is evident as all but 2,000 square feet of the commercial space has leased, representing absorption of roughly 1,000 square feet of space per month since leasing began in December. This trend points to potential for additional retail and to a lesser extent, professional office space downtown.

Market acceptance of the project's residential component is also evident to a lesser degree, as demonstrated by a moderate absorption rate of 1.4 apartments per month. ERA believes that this rate reflects the pioneering activity represented by first-mover tenants locating downtown and expects stronger absorption to characterize new offerings as the transformation of downtown Copiague into a local activity node continues.

##### ii. Residential Market Opportunities

Local residential market activity was investigated by evaluating the hamlet housing inventory and housing tenure, pipeline residential developments, and local housing prices.

##### a. Housing Tenure

Figure 4.15 presents the Copiague housing stock, expressing proportions of owner- and renter-occupied units and vacant dwellings. As shown, Copiague contains over 7,600 housing units, roughly 77 percent of which are owner-occupied.

Figure 4.15: Housing Tenure, 2007

	Total Units	Owner-Occupied	Renter-Occupied	Vacant Units <sup>1</sup>
Copiague	7,605	76.79%	20.74%	2.47%
Babylon	72,492	75.74%	21.72%	2.54%
Suffolk County	547,377	74.08%	16.59%	9.33%

Source: US Census Bureau; ESRI; Economics Research Associates

<sup>1</sup> - Vacant Units include second homes.

##### b. Pipeline Developments

In addition to the 200 new households projected to locate in Copiague through 2012, evidence of several residential projects in the Babylon development pipeline were found that, once constructed, will add roughly 90 homes to the Copiague area. The majority of these new units will be condominiums and roughly half will be age-restricted, reserved for individuals over 55 years of age.

##### Prices for New Housing in Copiague and Surrounding Areas

Interviews with local real estate brokers indicate that the rent range for new apartments constructed in downtowns is as follows: \$1,000 to \$1,100 per month for studios, \$1,200 to \$1,800 per month for one-bedroom apartments depending on unit size, and \$1,800 to \$2,000 per month for two-bedroom units. Brokers report that three-bedroom rentals are largely absent from the marketplace as they do not serve target audiences.

Sales prices achieved by condominium communities in neighboring Lindenhurst and Amityville were obtained from the Town Assessor for the Town of Babylon. The 132-unit Narragansett Village in Lindenhurst, offers 1,200 square foot, two-bedroom condominiums for seniors over 55 and recently sold units ranging in price from roughly \$408,000 to \$438,000 or \$340 to \$365 per square foot. Another 55+ condominium development, Village Estates in Amityville, obtained recent sales prices for slightly larger units ranging from \$280 and \$310 dollars per square foot. It is anticipated that new senior condominiums in Copiague would be priced similar to developments in neighboring communities.

##### c. Residential Opportunities

In light of the demographic projections presented earlier, new market-rate rental housing geared to younger renters and empty nesters represents a potential residential market opportunity for downtown Copiague. These rental units should be priced for households earning between \$35,000 and \$75,000 per year – which represents roughly 30 percent of Copiague households in 2007.

New for-sale housing geared for active adults (55+) could also be developed successfully in downtown Copiague if positioned and priced appropriately to take advantage of the convenient location and retail amenities. These market-rate units would likely be priced for senior households earning over \$75,000 per year, depending on the available down payment.

iii. Retail Market Opportunities

To understand retail development potential in downtown Copiague, tenant types common to the local retail market, prevailing market rents, and underserved retail categories largely absent from the downtown marketplace were investigated.

a. Recent Leasing Activity

Figure 4.16 lists recent local leasing activity in Copiague and its neighboring hamlets. The tenants reflect a focus on convenience-oriented retail, offering items and personal services to meet local shoppers’ day-to-day needs.

Figure 4.16: Recent Retail Leases in Downtown Copiague and Surrounding Hamlets

Business Name	Building Address	Place	Tenant Type
Club CKO Fitness	1187B Sunrise Hwy	Copiague	Personal Services
Amityville Acupuncture	134 Broadway	Amityville	Personal Services
Broadway Diagnostic	333 Broadway	Amityville	Personal Services
S & W Tattoo Parlor	135-137 Sunrise Hwy	Amityville	Personal Services
Marino’s Remedies	95 E. Hoffman Ave	Lindenhurst	Food Service
Mattress Store	59-61 Sunrise Hwy	Lindenhurst	Furniture
Pest Pro Extermination	101-109 Wellwood Ave	Lindenhurst	Personal Services
Procida Tile Imports	59-61 Sunrise Hwy	Lindenhurst	Home Supply

Source: CoStar Group; Economics Research Associates

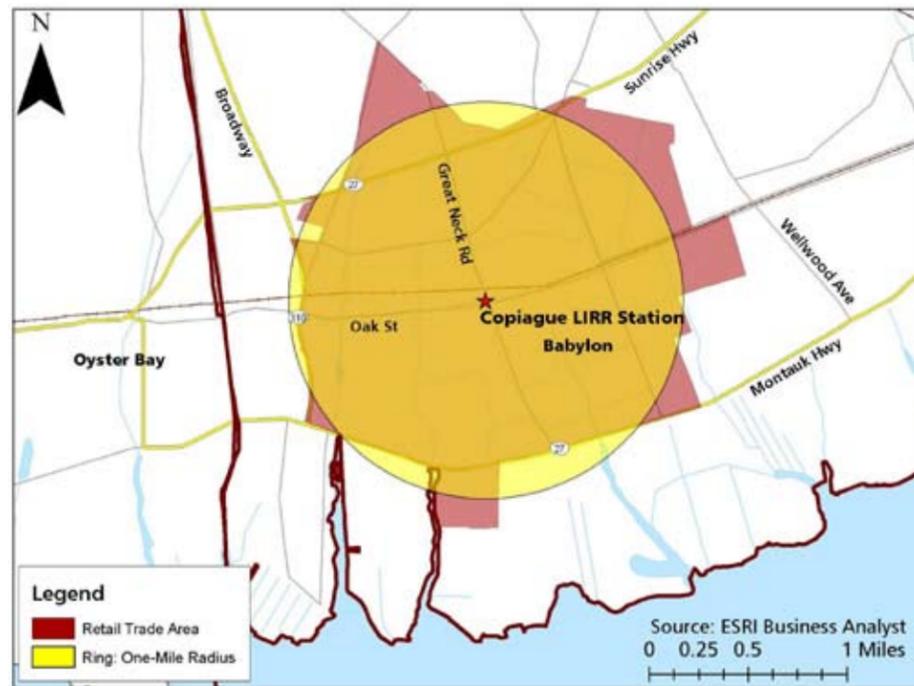
b. Retail Market Rents

Area brokers report that gross rents for new retail spaces in Copiague range from \$20 to \$35 per square foot. However, they indicate that the highest market rents may only be achievable in highly-visible shopping centers with ample parking located along Montauk Highway. New storefront spaces in downtown Copiague typically achieve between \$20 and \$25 dollars per square foot.

c. Retail Opportunities

Retail market opportunities were investigated by examining retail concepts that are currently underserved in downtown Copiague. To do so, a retail gap analysis was conducted by comparing consumer expenditures to existing retail sales within a local trade area, defined as the distance that most consumers are willing to travel to purchase goods. Since potential downtown tenants will serve residents from the immediate area and will compete against similar businesses serving nearby hamlet centers, a trade area comprised of block groups falling within a one-mile radius of downtown Copiague was selected.<sup>1</sup> Figure 4.17 presents the retail trade area selected for the retail opportunities analysis.

Figure 4.17: Copiague Retail Trade Area



Source: Economics Research Associates

Figure 4.18 presents the retail opportunities analysis, which utilizes data supplied by Claritas, Inc., a national retail market data provider. Comparing consumer expenditures to existing retail sales within the trade area allows estimations of the level of sales “leakage” in downtown Copiague, or the amount of sales that might be captured by downtown retailers but are currently being “leaked” to retail stores in other locations. Sales leakage positively correlates with retail potential; that is, greater sales leakage indicates greater potential for new retail development within the trade area.

Figure 4.18: Potential Retail Demand by Retail Category

Retail Category	Consumer Expenditures (Demand)	Current Trade Area Retail Sales (Supply)	Demand Less Supply (Sales Leakage)
Motor Vehicle and Parts Dealers	\$66,317,517	\$185,599,096	-\$119,281,579
Furniture and Home Furnishings Stores	\$9,374,613	\$14,283,464	-\$4,908,851
Electronics and Appliance Stores	\$8,556,965	\$16,695,479	-\$8,138,514
Building Material, Garden Equipment Stores	\$40,510,647	\$123,672,622	-\$83,161,975
Food and Beverage Stores	\$46,962,804	\$28,173,247	\$18,789,557
Health and Personal Care Stores	\$16,614,007	\$30,721,189	-\$14,107,182
Clothing and Clothing Accessories Stores	\$19,572,540	\$10,238,496	\$9,334,044
Sporting Goods, Hobby, Book, Music Stores	\$6,451,543	\$3,389,446	\$3,062,097
General Merchandise Stores	\$46,474,666	\$19,299,677	\$27,174,989
Miscellaneous Store Retailers	\$9,205,764	\$4,756,772	\$4,448,992
Foodservice and Drinking Places	\$35,668,144	\$34,929,066	\$739,078

Source: Claritas, Inc.; Economics Research Associates

As shown in Figure 4.18, the retail opportunities analysis demonstrates sales leakage in several retail categories including Food and Beverage Stores; Clothing and Clothing Accessories Stores; Sporting Goods, Hobby, Book, and Music Stores; General Merchandise Stores; Miscellaneous Store Retailers; and Food service and Drinking Places. Tenants falling under these categories include:

- Food and Beverage Stores:** supermarkets and specialty food purveyors
- Clothing and Clothing Accessories Stores:** men’s, women’s, and family clothing stores, apparel boutiques, shoes stores, and jewelry stores
- Sporting Goods, Hobby, Book, and Music Stores:** small- and large- format sports equipment stores, book stores, and music stores
- General Merchandise:** large-format (“big-box”) department stores
- Miscellaneous Retailers:** gift shops, florists, and stationary stores
- Food service and Drinking Places:** restaurants, bars, coffee shops, etc.

<sup>1</sup> Block groups are the smallest geographic unit for which the U.S. Census Bureau and other national data providers collect socio-economic and retail market information.

Because of space, location, parking, and vehicle-traffic requirements demanded by General Merchandise and Sporting Goods tenants, large-format department and sports equipment stores are unlikely to locate in downtown Copiague. However, several food-oriented retail sub-categories including limited-service restaurants such as take-out establishments, small coffee shops and cafes, and specialty food stores are more likely to locate downtown. Additionally, local brokers insist that full-service restaurants such as family-style eateries will find a market downtown. Proximity to the Copiague train station may also justify a small newsstand or convenience store primarily serving LIRR commuters.

Other supportable retail tenants based on demonstrated sales leakage include apparel retailers such as women's and family clothing stores, shoe stores, and jewelry stores, small book and music stores or a larger establishment combining the two concepts, and miscellaneous retailers including a gift store and stationary store. Furthermore, analysis of supportable retail sub-categories indicates that an optical goods store and a small electronics and appliance store may also be feasible.

#### *iv. Office Market Opportunities*

Office space in downtown Copiague is currently limited. Presently, office space in Copiague and nearby hamlets serve small professional and business services tenants such as accountants, doctors, lawyers, realtors, and insurance agents who pay rents consistent with, or at a slight discount to, rents paid by downtown retailers.

According to local brokers, the local office market holds limited development potential because of limited local office leasing activity and the pioneering difficulties that small office tenants will encounter as they relocate to downtown Copiague. Furthermore, brokers insist that because of the presence of the Brunswick Hospital Center and doctors' offices in neighboring hamlets, downtown Copiague is unlikely to attract medical tenants. As such, it is suggested that the hamlet dedicate office space as a companion, or ancillary, land use.

Because new office space is unlikely to receive strong interest from conventional hamlet center tenants, it is also suggested that innovative space formats be considered to attract a more diverse office tenant base. For instance, mezzanine and live/work spaces can provide small businesses with

second-floor or combined residence and office spaces that offer discounts to conventional occupancy costs. Business incubator space is another innovative space format that allows small businesses and in particular start-up enterprises to pool resources and lower overhead. These types of spaces typically reserve between 300 and 3,500 square feet of space for professional tenants, the bulk of whom require less than 2,000 square feet of space when occupying stand-alone offices.

#### *v. Transit-Oriented Development Opportunities*

To inform the Copiague visioning process as to how the community might encourage development around the downtown LIRR station that leverages this strategic asset, market opportunities and development challenges commonly associated with transit-oriented development (TOD) were evaluated.<sup>1</sup> Accordingly, the benefits of TOD to host communities, housing formats that promote the formation of walkable downtown activity centers, and the development challenges and potential impacts associated with implementing TOD in established downtown cores were investigated.

##### **a. TOD-Related Benefits**

Downtown Copiague might benefit from TOD in the following manner:

- Increased housing opportunities accommodating transit-focused lifestyles, particularly for young commuters and seniors.
- Increased potential for the formation of walkable activity centers that provide desirable retail, personal service, and cultural amenities.
- Lesser automobile dependence and mitigation of traffic congestion.
- Increased profit potential for businesses located near new housing in the enhanced activity center.
- Opportunities to mandate private-sector contributions for new open space, community programs, and an activated public realm.

##### **b. Housing Formats Typical to TOD**

As noted above, Copiague has a considerable concentration of working age adults and a growing cohort of young single and couples and seniors that may be interested in downtown living. In order to attract these demographic segments interested in proximity to services and transit and to achieve the critical mass of residents, visitors, and shoppers necessary to establish an activity center downtown, new residences must be developed within walking distance of the LIRR station. The following multi-family housing types will cater to these target demographic segments and achieve critical mass downtown:

- Garden style apartment buildings appeal to young singles and couples and seniors looking for affordable rental housing near services.
- Apartments over retail also appeal to target demographic cohorts as they offer even more affordable living space proximate to services and activity nodes, but may be most appealing to young renters.
- Townhouses offer for-sale product that can be sized to attract empty nester households and often appeal to younger households if they are structured to include affordable flats stacked above other residences.
- Low-rise, stacked-flat condominiums provide another efficient and affordable multi-family housing option, particularly for seniors, who already benefit from this type of active-adult housing in the area.

##### **c. Development Considerations Associated with TOD**

Because Copiague is contemplating TOD in an established downtown core, several issues associated with this type of development related to parking, retail programming and development phasing were reviewed.

<sup>1</sup> TOD is defined by the Urban Land Institute as development that is located near and oriented toward mass transit to reduce automobile dependence and traffic congestion.

## Parking

When introducing new multi-family housing to suburban host communities, it is important to consider parking availability. At present, there is a private parking lot in downtown Copiague that is largely underutilized. However, if new mixed-use structures are built on existing surface parking lots and industrial sites, Copiague may need to consider innovative parking solutions to achieve additional parking capacity without overbuilding new parking and exacerbating existing traffic congestion. More specifically, the community must provide sufficient parking to accommodate vehicles owned by new residents, commuters, and visitors, yet also consider ways to reduce automobile dependence in order to take full advantage of TOD opportunities.

A common method of addressing added parking needs in growing communities is structured parking, which achieves increased parking density while occupying smaller space footprints than surface lots. Another logical alternative is shared parking, which allows different land uses (such as transit stations and retail businesses) to accommodate visitors by utilizing the same parking spaces at different peak times throughout the day. Employing these parking solutions concurrently and effectively will ensure that residents, commuters, and visitors are provided sufficient parking, while ensuring that parking is not overbuilt.

## Retail Programming

As new infill projects are built bringing new residents and improved public spaces, downtown will benefit from a critical mass of residents and visitors sufficient to support new retail establishments. However, the promise of critical mass alone is not enough to guarantee the success of retail businesses. In order to ensure solid profit potential for new stores, storefronts must be placed proximate to downtown parking and oriented to well-traveled pedestrian routes, vehicle corridors, and active-public spaces. An effective tool for implementing this retail programming strategy would be to site new retail between the train station and new parking lots or parking structures, effectively funneling the foot and vehicle traffic to support new and existing businesses.

Another strategy for bolstering business potential is to permit downtown businesses to operate outside of conventional hamlet center hours. Granting this permission will help to create a lively downtown core that remains active outside of peak commuting hours and allows retailers to capture both commuter-generated and visitor-related business potential.

## Development Phasing

Other development strategies instrumental for ensuring the health of new commercial properties relate to development phasing. First, new retail space should be delivered incrementally so as to avoid retail market saturation. Second, downtown land use ordinances should permit commercial space conversion that accommodates either retail or offices use. Providing for such space flexibility will buffer downtown stores and property owners from market saturation and help ensure business continuity at new commercial locations in light of changing market conditions.

### *vi. Market Opportunities and Land Use Strategies*

In light of the market trends observed, it is recommended that the Copiague community consider the following market opportunities and land use strategies to guide its community visioning exercises.

#### a. Residential Market Opportunities

New housing developed in downtown Copiague should be designed to appeal to young commuters, empty nesters, and seniors aged over 55. Given recent market acceptance of market-rate rental and active-adult, for-sale product in Copiague and nearby communities, these products represent the strongest residential market opportunities for downtown Copiague.

#### b. Retail Market Opportunities

The retail opportunities analysis demonstrates potential for new stores in the food and beverage, clothing and clothing accessories, book and music, miscellaneous retail, and food and beverage service categories.

Tenants falling within these categories that are supportable downtown include specialty food stores, women's and family clothing stores, shoe stores, and jewelry stores, a combined book and music store, a stationary store, and food service businesses such as cafés, small coffee shops, and limited-service restaurants.

ERA's analysis of retail sub-categories also indicates potential for an optical goods store and a small electronics store.

Local brokers suggest that full-service restaurant concepts such as a family-style eatery are also warranted.

Because potential business might be captured from LIRR commuters, a newsstand and convenience store are also likely supportable.

#### c. Office Market Opportunities

Office development opportunities are limited at present, so office space should be developed only as a companion, or ancillary land use. Mezzanine spaces, live/work space, and business incubators can lower operating costs for start-ups and professionals locating downtown. If developed, these spaces should be sized to accommodate tenants that require 300 to 2,000 square feet of space. If medical tenants can be attracted, larger spaces should be considered.

#### d. Transit-Oriented Development Land Use Strategies

To enhance profit potential and affect a lively streetscape, new retail should be oriented to active public spaces and pedestrian and vehicle corridors and be permitted to operate outside of peak commuting hours.

New retail spaces should be developed incrementally to dissuade over-saturation and ensure that only as many stores are created as the local market can bear.

To lessen development risks, commercial spaces should be designed for flexibility and regulated to allow for conversion between retail and office uses.

## B. Transportation Recommendations

### i. Traffic

As Copiague's main street, a lot is expected out of Great Neck Road. In order to refocus Great Neck Road as the center of downtown life, a range of transportation improvements can be made to improve the experience of being downtown. Relatively quick, inexpensive measures such as optimizing signal timing and reworking the placement and alignment of roadway markings should be examined first. Great Neck Road is under Suffolk County jurisdiction. The Town of Babylon will coordinate with County traffic engineers to address and implement appropriate improvements.

#### a. Access Management

While many vehicles travel through the downtown area without stopping, there are many that visit stores, service providers and schools along Great Neck Road. Vehicles making turns into parking lot driveways at mid-block locations add potential conflict points. To organize turning vehicles, Great Neck Road would benefit from long-term access management of parking facilities, which entails placing or moving driveways to off-street parking lots from a main street to side streets. Where parking access management attempts fail to provide off-street parking lot entry points on side streets, curb cuts along Great Neck Road should be consolidated. Where possible, two-way access from a single curb cut should be pursued, rather than having separate curb cuts for entrance and exit.

#### b. Medians

Regardless of whether curb cuts along Great Neck Road can be minimized, the addition of medians would be a worthwhile upgrade from the existing center left-turn lane, or 'suicide lane'. At a minimum, a painted median would provide discreet locations at which left turns are permitted and necessary, most importantly at signalized intersections. Turn lanes would be clearly marked with arrows, while the excess space is painted with a hatched pattern. The advantage of a painted median over a center left-turn lane is that the striping indicates that the space is not meant for through traffic. The existing center left-turn could be used by vehicles traveling in either direction as a passing lane during congested periods, presenting a safety concern for potential head-on collisions.

A painted median is a low-cost, short-term improvement, which could remain the permanent road treatment. Or, a painted median could serve as a temporary treatment until a raised median could be built to further improve safety and traffic operations by controlling access across opposing lanes of traffic. Raised medians can take a variety of forms, the most flexible being one with mountable curbs, which would afford flexibility for emergency vehicles to use part of the median to pass when responding to a call. A mountable curb is essentially a gently sloping incline that goes from street level to 4-6 inches above street level. A median with standard curbs (planted or not) could also be considered, as downtown streets and through corridors alike benefit from such treatments without significantly disrupting emergency response.



Example of painted center median with turn lanes

Medians also narrow the roadway, which tends to slow and calm traffic. Additional safety benefits of raised medians have been studied by the Federal Highway Administration (FHWA). One study of median treatments in Georgia shows that "raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes."<sup>1</sup>

Medians could be placed mid-block where storage for turn lanes is not necessary. A planted median south of Dixon Avenue could serve as a gateway into the neighborhood, providing visual enhancement and possibly wayfinding signage welcoming drivers into downtown Copiague and directing them to key destinations. Other appropriate locations for medians along Great Neck Road may include the block between Railroad

<sup>1</sup> Federal Highway Administration, *Benefits of Access Management – Median Treatments* <http://safety.fhwa.dot.gov/geometric/accessmgmtbrochure/median.htm>

Avenue and Marconi Boulevard, and the two blocks between Dante and Campagnoli Avenues. Gateway and wayfinding signage enhance the sense of place, which would be of value at Dixon Avenue, where Great Neck Road changes from being a through corridor to a downtown street. There are also FHWA studies that indicate that medians neutral or even beneficial impact on businesses, and even one study from Texas that indicates an increase in property values after the installation of access control improvements.



Example of a planted gateway median

#### c. On-Street Parking

Another important parking access issue is on-street parallel parking. While this affords drivers close access to store entrances (when parking is available), it also provides a great benefit to pedestrians. By lining the sidewalk with parked vehicles, pedestrians have a buffer separating them from moving vehicles, which provides protection and reduces the noise of moving vehicles.

In front of service business where patron visits are short, time limited parking should be considered, to allow for quick stops. Depending on the size of the store and nearby on-street parking capacity, one to three parallel parking spaces could be reserved for 15 minute parking. This would encourage a much higher turn-over rate than the current two hour regulations that flank most of Great Neck Road today, thereby increasing the possibility of a driver finding an available space to park momentarily. Consideration and further study should be put into the locations and quantities of time-limited on-street parking.

#### d. Peak Hour Curb-side Moving Lane

Because Great Neck Road is congested during peak hours, consideration could be given to creating a curbside moving lane during the morning and evening peaks. While full time on-street parallel parking is a far more appealing option, a peak hour curbside lane could be a last resort, used only if signal timing and other design measures fail to alleviate the most

lengthy delays, where the Level of Service is at or near 'F'. In essence, a peak hour curbside moving lane creates an additional lane in each direction during peak hours, which are specified in parking restriction signage. The specified peak hours should be studied and limited to as few hours as possible in order to maintain an adequate Level of Service.

#### e. Narrow Marconi Boulevard

Unlike Great Neck Road, Marconi Boulevard has excess capacity. It is exceptionally wide east of Great Neck Road, and has no sidewalk on the south side of the street, making a narrowing more feasible. Narrowing the roadway here would serve several purposes. It would make the roadway match its needed capacity. Narrowing the moving lanes would also result in slower speeds, which would address the speeding problem on this stretch of Marconi Boulevard. Also, because this is adjacent to the MTA parking lot, we will recommend the existing area that is now the parking lot be widened to accommodate a larger public space, as discussed later in the Built Environment Recommendations. Finally, because there are no sidewalks, it would be a beneficial capital project to add a much needed pedestrian amenity right in the downtown core. This new sidewalk could be sufficiently wide and planted, with the runoff from the road connected to the storm water collection system, which it is currently not.

A long-range improvement that would require capital funding is the reduction of turning radii at many intersections. All of Great Neck Road's intersections have very wide turning radii, which promotes speeding. By tightening the radius of an intersection, drivers are forced to slow down in order to make the turn at a sharper angle. This is an important improvement because vehicles turning at high speeds are less likely to react to the presence of a pedestrian in the crosswalk of the street they are turning onto. The optimal turning radius for the speeds allowed on Copiague's roads is 10-14 feet for a typical right angle corner, compared to radii of over 30 feet which can be found today along Great Neck Road.

#### ii. Pedestrian

While many of Copiague's residents live within a half-mile of the downtown retail district, pedestrian volumes are very low, which is consistent with the auto-dominant culture. However, many residents have expressed an interest in accessing their downtown by foot. In order to

create a walkable downtown, there are some crucial pedestrian amenities that need to be introduced, most of which are low cost and very effective.

#### a. Install Sidewalks

Overall, sidewalks should be installed where they are missing, not only in the study area but beyond to connect residential areas to the downtown safely. All intersections should be equipped with pedestrian access ramps that comply with the Americans with Disabilities Act (ADA).

#### b. Textured Crosswalks and Pedestrian Signals

All signalized intersections along Great Neck Road should be treated with textured crosswalks which are highly visible to drivers as well as pedestrians. Actual brick pavers could be used, but may be prohibitively expensive. Alternatively, stamped concrete can be dyed red to create the look of pavers.



Textured crosswalks

Regardless of the method, a paver-style crosswalk creates visual and tactile cues to drivers indicating the pedestrian crossing zone. Standard painted crosswalks are not as visible and do not feel different from the normal roadway. When a driver passes over a textured crosswalk, there is a change in the feeling of the road, which draws the driver's attention to the presence of the crosswalk, and therefore the potential presence of pedestrians at that location



Pedestrian countdown signal

in the future as well as at subsequent intersections. In addition to signalized intersections, the north-south crossings of unsignalized intersections and stop-on-minor intersections should also receive the same textured, high visibility crosswalk treatment. The proximity to school and lack of crosswalks makes this a priority recommendation, which will greatly

improve safety and comfort for pedestrians. At all crosswalks, pedestrian signals with countdown heads should be installed facing all directions.

#### c. School Crossings

In conjunction with the crosswalks near the schools, school crossing signs need to be installed in accordance with the Manual for Uniform Traffic Control Devices (MUTCD). These are a necessity, which could be supplemented with flashing lights during student arrival and departure hours as an additional safety measure.

#### d. Walkways Under Railroad Tracks

In the same way that vehicular traffic is funneled to Great Neck Road in order to pass under the elevated railroad tracks, this is the only route for pedestrians (and cyclists) that wish to cross under. But the additional distance is far more substantial for pedestrians, adding a quarter of a mile or more each way to pass under the railroad. However, there is a possibility to create walkways from easements off of Marconi Boulevard through the parking lots under the railroad tracks to provide access to the side streets south of Railroad Avenue. The parking extends approximately 1,000 feet east and west of Great Neck Road. Providing well-lit, planted pedestrian space would enhance pedestrian comfort walking through these walkways. Extending the landscaping into the parking lot might also make the underutilized spaces on the far east and west ends of this lot more attractive for people walking to and from cars parked here.

*iii. Transit*

Copiague's Long Island Railroad station is a great asset, with frequent and dependable service. To improve the way the LIRR works with County buses, the schedules of all of these transit services should be coordinated, so transit users can take the bus to the train station, arriving with a reasonable amount of time until the next scheduled train. When given the choice, transit users will opt to drive if the service they experience is inconvenient enough.

While there are bus stops along Great Neck Road, they are not very visible and do not have any route information displayed. Simple bus shelters at appropriate locations can not only add to the charm of a downtown street, but offer information such as maps and schedules for riders to better help them plan their trips.

Because some of the condominiums south of downtown Copiague have a substantial senior population, the possibility of a shuttle between those condos and the Long Island Railroad station area might serve to liven up the downtown and bolster the Copiague's economy. On weekends or in conjunction with events, shuttle service could be extended to Tanner Park, bringing residents to and from this great open space amenity from the downtown area. Youth could be mobile and to explore various options within the neighborhood, with downtown Great Neck Road serving as a convenient pick-up and drop-off point. There are numerous potential benefits of such a shuttle service, should the County, Town or local Chamber of Commerce be inclined to help support it.

Finally, expanding school bus service would not only improve transit for school-aged children, it would reduce personal vehicle trips in the peak hours, thereby reducing congestion on and around Great Neck Road. If the current radius for bus service were to shrink, those who live three-quarters of a mile from their school could ride the bus rather than being driven by their parents.

*iv. Bicycles*

In order to improve visibility and awareness of cyclists, we recommend shared lane markings (sharrows) in both directions along Marconi Boulevard west of Great Neck Road. A shared lane marking does not provide dedicated space for cyclists, but because space would be limited on Marconi if the recommended widening of the sidewalk is to be considered.

Dedicated bike lanes in both directions on Emerson Avenue are a key connection, because Emerson is the only street that connects directly from Hollywood Avenue to Tanner Park without interruption. As a community anchor, it is essential that non-motorized connections be made to Tanner Park. This is not only a quality of life improvement, but it



Example of an on-street bicycle lane

may have a positive impact on the weekend traffic volumes on Great Neck Road, particularly in the warmer months. Both shared lane markings and dedicated bike lanes require appropriate signage to notify other road users of these facilities.

If pedestrian walkways were to be created to connect Marconi Boulevard to Railroad Avenue, some, if not all of them, should be wide enough to accommodate cyclists, with signage directly cyclists to the appropriate openings.

### C. Built Environment Recommendations

The following recommendations for the built environment are intended to foster a transit oriented and walkable downtown, by creating higher density, mixed-use, and appropriate locations for uses such as community facilities, open space and parking. Priority sites have also been identified, in order to highlight areas that should be a priority for redevelopment. Streetscape recommendations provide design guidelines for building facades and street amenities to foster a pleasant visual and aesthetic character for the downtown.

#### i. Land Use

##### a. Allow Higher-Density Development



Examples of medium density mixed use buildings

Promote higher density development in the downtown core area by allowing 3 to 4 story buildings instead of the current 1 to 2. The highest buildings (3 and 4 stories) should be clustered near the train station between Marconi Boulevard and Oak Street. Medium height buildings (2 and 3 stories) should be located north of Marconi Boulevard and South of Oak Street.

##### b. Allow Mixed-Use Development

Mixed-use development should be allowed and encouraged in the downtown, with ground floor retail and upper floor residential or office space, similar to the two new mixed-use buildings at Great Neck Road and Oak Street.

Since the market analysis concluded that there is not a large demand for conventional office space in downtown Copiague, it is suggested that innovative space formats be considered to attract a more diverse office tenant base. For instance, mezzanine and live/work spaces can provide

small businesses with second-floor or combined residence and office spaces that offer discounts to conventional occupancy costs. Business incubator space is another innovative space format that allows small businesses and in particular start-up enterprises to pool resources and lower overhead. These types of spaces typically reserve between 300 and 3,500 square feet of space for professional tenants, the bulk of whom require less than 2,000 square feet of space when occupying stand-alone offices.

##### c. Allow Multiple Unit Dwellings

Allow different types of housing to be developed and located in the downtown core area including both multi-family apartment dwellings and townhouses. Allow for condominium and/or cooperative ownership and rental units to coexist. The market analysis indicated a demand for studios, 1 and 2 bedroom units catering to young adults and empty nesters.



Townhouses

##### d. Redevelop Industrial Parcels

Include existing industrial parcels located east and west of Great Neck Road, adjacent to the LIRR tracks, in the proposed mixed-use downtown core area to encourage redevelopment of these sites near the station to mixed-use or community facilities such as: YM/WCA, youth center, medical center, school, performing arts/theatre.

##### e. Control Industrial Uses in the Downtown Core

Light industrial uses may be allowed in the downtown core, but will have a conditional status; their development contingent upon approval by the Town Zoning Board. This will allow the Town to control the extent to which industrial uses are allowed and permit only those uses that are supportive of development of a vibrant downtown core.

#### ii. Open Space

Expand Veterans' Memorial Park to the east, capturing a portion of the existing commuter parking lot. The limit of the park's expansion to the east will be determined as detailed park plans are developed and the functional

aspects of the park become more clearly defined.

Expansion of the park will also include taking the currently unnamed street parallel to and immediately north of the station plaza area and capturing it to become part of the plaza. This will allow the existing park, the expanded portion of the park, the unnamed street and the station plaza area under the tracks to become one unified plaza space.

Following are examples of community related events or exhibits for which the expanded park could be used.

- Public Art or Exhibit / Art Show
- Public Performance
- Public Gathering
- Restaurant or Outdoor Cafe
- Farmers Market
- Crafts Fair
- "Taste of Copiague" – restaurant samples

The other open space in the study area is Copiague Park, and Tanner Park is to the south of the study area. Copiague Park provides passive recreation and acts as a gateway to downtown Copiague. It is also scheduled for expansion into the adjacent parcel. Tanner Park provides both passive and active recreational facilities. Given the presence of these open space amenities in or near downtown, it is anticipated that the expansion of Veterans' Memorial Park will provide sufficient open space for the downtown.

On the following two pages are renderings that show a plan for expansion of Veterans' Memorial Park from various angles. These renderings are conceptual in nature and may be modified as design of the expansion is taken to the next level. These renderings are intended to illustrate the possible extent of the expansion, the unification of the park with the plaza under the train station, the relocation of parking and the addition of green space, pedestrian space and amenities.

#### iii. Station Area Uses

Encourage complementary types of land uses near the train station that when combined in close proximity will encourage pedestrian activity and linked shopping trips in the downtown. These uses might include businesses such as newsstands, coffee shops, dry cleaners or others that will encourage commuters to patronize Copiague's commercial core.



The photo to the right shows a view of the existing train station and commuter parking lot as seen from Marconi Boulevard. The rendering below shows a possible design scenario if the parking lot were to be shifted further east, with the existing lot developed as a public plaza.



The photo to the left is a view of the train station and commuter parking lot from the northwest corner of Great Neck Road and Marconi Boulevard. The rendering above shows a similar view if Veterans' Memorial Park were to be expanded into a larger public plaza.





To the left is an aerial photo of the station area and adjacent parking. The three renderings on this page show a possible open space and public plaza development scenario if Veterans' Memorial Park were to be expanded.



*iv. Parking*

Parking in downtown Copiague is poorly planned, located inappropriately and inefficiently for promoting a transit oriented, pedestrian friendly downtown. The following parking management techniques will help reassign land uses in downtown Copiague to provide adequate parking in a more efficient manner than currently exists.

**a. Shared Parking**

Shared parking is a parking management techniques in which the same parking facility serves many different destinations within walking distance. Shared parking is effective in mixed use developments, either when there is a mix of uses on a single site or when sites with different uses are located suitably close together. One example of this is an office building sharing parking with a restaurant or movie theater, since most of the office workers (and their cars) will be gone in the evenings when there is the most demand for parking from the restaurant or theater. The table below shows typical peak parking periods of various land uses.

Figure 4.23: Shared parking compatible uses

Weekday	Evening	Weekend
Banks and public services	Auditoriums	Religious institutions
Offices and other employment centers	Bars and dance halls	Parks
Commuter Park & Ride facilities	Meeting halls	Shops and malls
Schools, daycare centers and colleges	Restaurants	
Factories and distribution centers	Theaters	
Medical clinics	Hotels	
Professional services		

**b. Access Management**

Access management is the systematic control of the location, spacing, and design of driveways, median openings and street connections. In downtown Copiague, access management would limit driveway access along Great Neck Road placing entrances and exits to parking lots on side streets, which are more appropriate for accommodating turning vehicles. In the future it may also be appropriate to install medians along Great Neck Road in order to limit turning movements, thus improving traffic flow.

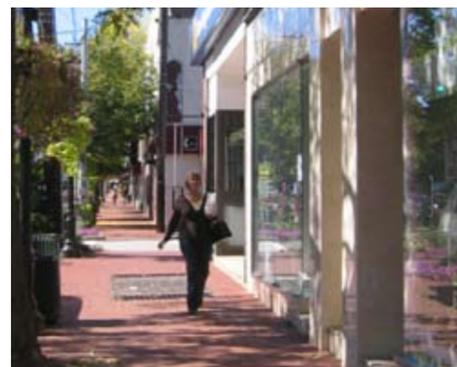
**c. Locate Parking to the Rear**

Locate parking facilities to the rear of parcels, behind the businesses they serve. This will allow for the creation of a more continuous street wall, with building facades located to the front of the parcel as shown in the bottom picture of downtown Huntington, Long Island.

Discourage This:



Encourage This:



**d. Commuter Parking Fees**

Currently, commuters use facilities designated by LIRR as commuter parking near the train station. These parking facilities have no user fees associated with them. Many commuters come from communities outside of Copiague, park in these facilities, but do not patronize Copiague’s businesses. Other LIRR stations, such as Mineola, have instituted commuter parking fees with much success. It is recommended that commuter parking fees be considered for LIRR parking facilities immediately to the north of the station and under the tracks to the east and west of the station, as well as in the two municipal lots at Marconi Boulevard and Vespucci Avenue.

**e. Resident Parking Permits**

If parking fees are instituted, it is recommended that parking permits be considered for residents, in order to allow Copiague residents to use these local parking facilities for free or at a discounted rate.

**f. Develop Municipal Parking Lot at Great Neck Road and Oak Street**

The municipal lot on the southeast corner of Great Neck Road and Oak Street is currently underused. It also creates a break in the street wall along Great Neck Road. It is recommended that the parking lot be removed at this location and redeveloped as mixed-use. This site has been identified as a priority site and is discussed in further detail below.

**g. Parking Structure**

Parking supply in downtown Copiague currently meets demand. If future demand warrants, a parking structure could be considered. A structure could be located at the site of the existing F.E.G.S. parking lot or the relocated (due to expansion of Veterans’ Memorial Park) LIRR parking lot north of the station.

#### v. Priority Sites

The priority sites discussed below have been identified as sites that should receive immediate attention for redevelopment.

##### a. LIRR Parking North of the Train Station

As part of the proposed expansion of Veterans' Memorial Park, the existing parking lot immediately to the north of the train station would be relocated further to the east.

##### b. Existing Auto Repair Along Marconi Blvd.

Existing auto repair businesses along Marconi Boulevard to the east of existing LIRR parking are in a dilapidated condition and are not consistent with the type of uses that promote a vibrant, walkable downtown. It is recommended that these businesses be relocated to a more appropriate industrial district. This property would then be redeveloped for community facilities, as mixed-use property or as a business incubator. Light industrial may also be appropriate here but would be a conditional use, subject to Zoning Board approval.

##### c. Abandoned Industrial (Bennet X-Ray) Along Railroad Ave.

The abandoned Bennet X-Ray building along Railroad Avenue, west of Great Neck Road is a good candidate for redevelopment. This stretch of Railroad Avenue is lined with industrial buildings with no windows or doors facing the street, creating an isolated feeling through this corridor. Like the auto repair business discussed above, the abandoned industrial space could be redeveloped for community facilities, as mixed-use property or as a business incubator. Light industrial may also be appropriate here but would be a conditional use, subject to Zoning Board approval.

##### d. Redevelop Municipal Parking Lot at Great Neck Rd. and Oak St.

The existing municipal parking lot on the southeast corner of Great Neck Road and Oak Street should be redeveloped. Possible development scenarios include expanding the small park on the corner into a larger public plaza taking up approximately 25% of the parcel with the remainder occupied by a new L-shaped mixed-use building with ground floor retail and upper floor residential or office. Or, eliminate park/plaza space at this location and build a new mixed-use building at the lot line to carry the street wall, similar to the mixed-use building across the street.

##### e. Combine F.E.G.S. Parking with Adjacent Parking Lots

The F.E.G.S. parking lot is currently underused, with half the lot remaining vacant even during the work day when F.E.G.S. is open. So as not to reduce the overall availability of parking in the downtown, due to redevelopment of the municipal lot, shared parking possibilities should be explored by combining the underused F.E.G.S. parking lot with the adjacent parking lot immediately to the east behind the small strip mall along Great Neck Road and the parking behind the parcel directly north of it, also along Great Neck Road. Combining the F.E.G.S. lot and lots behind adjacent stores on Great Neck Road, will also provide better access management if all vehicles exit to Oak Street, thus removing a turning movement from Great Neck Road.

##### f. Strip Mall on Great Neck Rd. between Oak and Hollywood

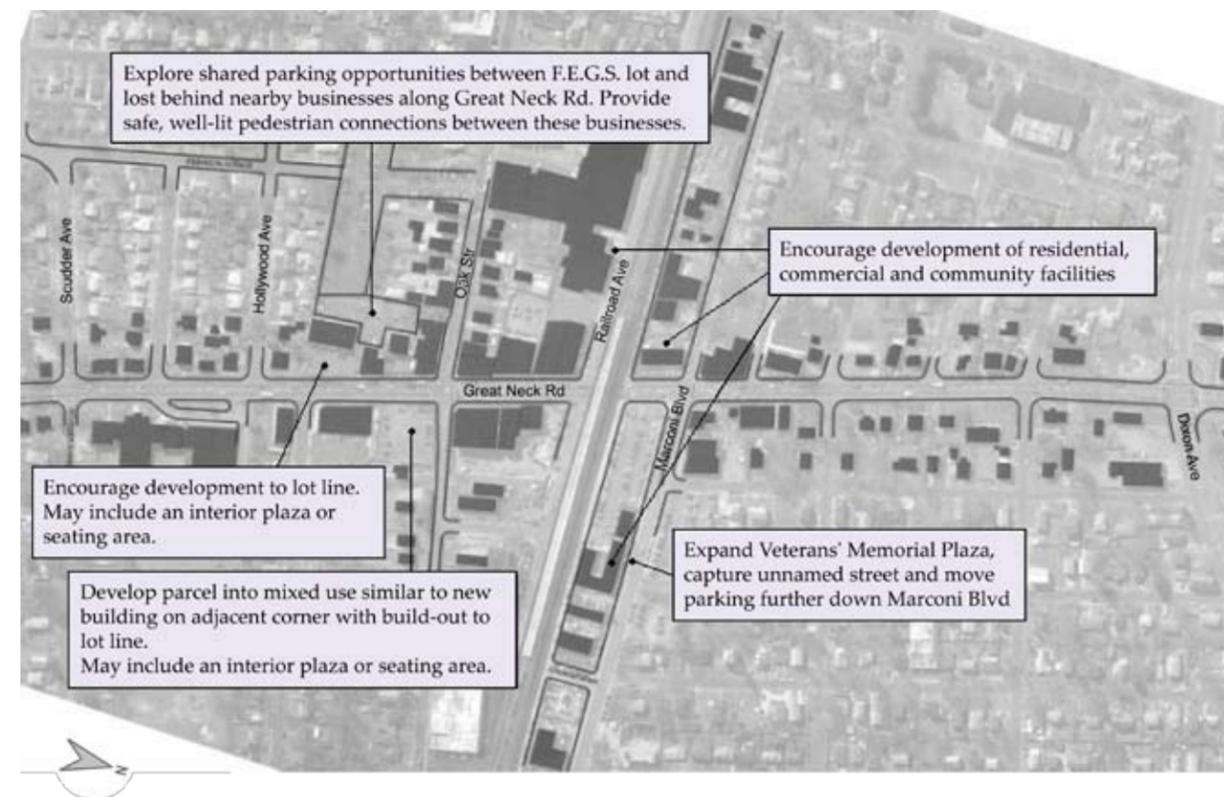
The strip mall on Great Neck Road south of Oak Street is located adjacent to the downtown core. The parking is in front of the parcel and the structure housing the businesses is to the rear, out of sync with TOD principles. It is recommended that a mixed-use building could be placed on the site of

the existing parking lot with a walkway between it and the existing strip mall, creating an internal pedestrian circulation pattern. It would also include a street wall facing Great Neck Road to create a pedestrian friendly experience.

Future development of this parcel will be driven by market forces and will be at the discretion of the developer to make improvements to the site consistent with the downtown's vision and revised zoning code. (see Section 4.3 D. Zoning Recommendations)

Possible development scenarios could include placing a structure that takes up the bulk of the existing parking lot with the building line at the lot line creating a street wall with entrances from the sidewalk along Great Neck Road. There could also be interior pedestrian entry between the new building and the existing strip mall. Another scenario could be a smaller structure with smaller business units such as business incubators. This may leave room for a plaza/seating area to cater to customers of the businesses there.

Figure 4.24. Priority Sites



Vehicular entrance to this site would be restricted. There would be no motor vehicle entry from Great Neck Road. Instead parking for this site would be accessed from Oak Street, into the F.E.G.S. parking lot, which will have been developed as shared parking with the existing parking lot behind the strip mall. (see part e. Combine F.E.G.S. Parking with Adjacent parking Lots)

##### g. Existing Taxi Repair Shop on Great Neck Rd. and Marconi Blvd.

The taxi repair shop is in a strategic location, central to the downtown core. It is important that this location contain a use that is consistent with TOD principles and conducive to creating a walkable downtown. It is recommended that this use be moved to a zoned industrial area away from the downtown, and the site be converted to mixed-use.

### vi. Streetscape /Design Guidelines

The aesthetic of a good streetscape is as much a part of the success of a downtown street as the businesses it has. When buildings and streets look thought out, cared for and coordinated, people tend to appreciate the place. Many of these recommendations can be enforced by the zoning recommendations, while others are simple fixes that require government approval and a funding source.

#### a. Eyes on the Street

In downtown Copiague, it is important to bring activity day and night, so that people feel comfortable being there amongst others at most times. The notion of “eyes on the street” is one that we understand intuitively when we feel comfortable in the presence of our neighbors, knowing that they are watching out for us as we are for them.

It follows, then, that if we seek more eyes on the street, we may benefit from having buildings that are denser than a single story in height. Apartments above an active restaurant might feel safer to enter in the evening than one nestled in between offices or shops that are closed after dark. With more density, the variety of uses grows. New businesses with varied hours of operation would stimulate Great Neck Road, making apartments on upper floors more attractive. Visually, downtown Copiague could be very quaint with moderately dense buildings lining the streets.

Building to the lot line is perhaps more important than increased density, although the combination of these two elements is essential. By bringing the street wall to the sidewalk, pedestrians are not only more connected to the buildings and what is in them, but they are also closer to each other. That means that Copiague residents will be able to meet and greet neighbors as they pass in day-to-day activity.

#### b. Low Window Coverage

Another way to connect pedestrians to what is inside the buildings is to make the interior visible from outside. Large windows in storefronts are essential, although without the proper regulations governing window coverings, it is difficult to ensure unblocked visibility. At a minimum, ten percent window coverage should be allowed for essential information, such as store hours.

#### c. Signage and Awnings

Signage and awnings should be regulated as well. It is not necessary to have strict limitations, but some thought out regulations will enhance the overall character of Great Neck Road. Such regulations could be a part of a stand-alone ordinance or part of a comprehensive zoning code. See the Zoning recommendations for more details. Upgrading signage and adding awnings are relatively low cost improvements that make a noticeable difference. Funding sources for small improvements like these are available and should be pursued without delay, as application time could extend the timeframe.

#### d. Façade Improvements

There may also be funding available for façade improvements, which are more costly than signage and awning replacement, but still relatively low cost considering the positive effect on the downtown streetscape. Copiague residents expressed an interest in seeing new building façades match that of recently developed buildings, namely brick, stucco and siding. This list of possibilities leaves a variety of options for all existing façade types. Artificial stone may be covered with stucco or siding, brick can be repointed and siding can be upgraded or removed to reveal a different façade beneath. In this way, buildings that do not to be redeveloped can still contribute to the revitalization of Great Neck Road.



Rendering by BFJ Planning

#### e. Sidewalk Pavers

On the sidewalk itself, there is much that can be done to enhance the streetscape. There are currently red brick pavers on the sidewalks throughout the downtown area. On some blocks the pavers are found in the amenity strip, which is the area where trees are planted between the curb and the walkway of the sidewalk. In front of the mixed-use building, the pavers create a pattern between concrete tiles. These efforts to beautify the streetscape are well intended, and now need to be coordinated and future improvements planned in order to build on the existing character in a unified way.

#### f. Minimum Sidewalk Width

A general consideration for the sidewalk is width. A walkway of 10 feet between the building line and the amenity strip provides ample space for a reasonable pedestrian comfort level. With 10 feet, four people can walk side-by-side, leaving enough room for passing. If sidewalk cafés are desirable, additional width may be necessary. However, new buildings should not over compromise a continuous street wall in order to accommodate a sidewalk café, although based on the context of surrounding buildings, a slight setback may be within reason. If building conditions restrict a sidewalk width of 10 feet, a minimum of five to six feet is necessary in order to comply with the Americans with Disabilities Act, as well as a minimum comfort level.

#### g. Street Furniture

In the amenity strip, street furniture should be coordinated to match the existing antique-style light posts that line Great Neck Road. This street furniture should include bus shelters, benches, trash receptacles and wayfinding signage. While the existing light posts are appropriate for lighting the travel lanes in the street, it is also essential that there is ample street lighting directed towards the sidewalk at the pedestrian level. Often pedestrian lighting can be added to existing light posts, tapping into the existing electrical wiring and light post anchoring.

Attractive bus shelters with or without benches can be installed to offer transit riders cover from rain and snow, while also providing route and schedule information. The presence of bus shelters also makes a statement to passersby that transit is a priority, which, in conjunction with service improvements could potentially persuade drivers to become new riders, thus relieving some congestion.



Examples of bus shelters and streetscape cross-section

Benches should be placed facing in towards the building façades in the amenity strip in front of service businesses for customers or residents to use passively. While the style should again match the antique style of other street furniture, there are many benches designed to prevent people from lying down, which has been a concern in the past. With a combination of improvements in downtown Copiague, the hope is that conditions will progress to a point where this concern is minimized by the overall growth of the area. If a local organization exists or is created to oversee business development in downtown Copiague, business owners could purchase a bench through that organization and receive their name on it.

Trash receptacles should be placed on at least one or two corners at each intersection, so that trash can be properly disposed of. Some or all of these receptacles should have recycling compartments, assuming the normal carting company can pick up recyclable waste. Aside from public trash receptacles, business or property owners should ensure that the space from their building façade to the gutter of the street is free of debris or waste. A clean downtown suggests that the area is cared for, which makes the area more appealing and can have as far-reaching an effect as to lower crime.

#### h. Wayfinding Signage

Wayfinding signage along Great Neck Road should direct pedestrians as well as drivers to points in and around Copiague, such as Tanner Park, the Long Island Railroad Station, Copiague Park and Veterans Memorial Park, among others. Maps, historic photos with captions and walking times and distances are among the helpful information that might be found on these

signs. If possible, a concession for adding new destinations or points of interest should be considered, in order to allow the signage to grow with Copiague. Once again, the frame and perhaps even the text should match the style of the other street furniture.

#### i. Plantings

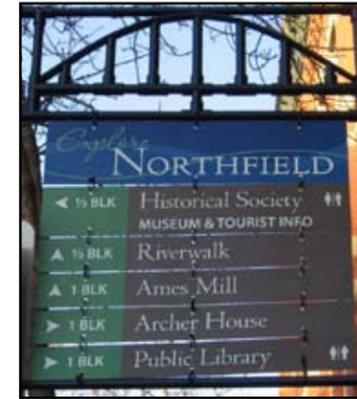
One of the most aesthetically pleasing elements that can be added to the amenity strip, as well as other areas surrounds the sidewalk and walkways, is landscaping. Street trees and shrubs act as a great buffer between pedestrians and traffic, and enhance the overall quality and enjoyment of the downtown. Additional landscaping should be concentrated at key locations to improve or even conceal less appealing elements of the streetscape.

In particular, landscaping would be useful along the recommended pedestrian walkways connecting Marconi Boulevard to Railroad Avenue under the elevated railroad tracks. Because this area is and could potentially be somewhat desolate after dark, abundant lighting and clear sight lines to the downtown area would be essential for improving the real and perceived safety concerns.

Also, the gas station on the southeast corner of Great Neck Road and Dixon Avenue could be landscaped with trees and shrubbery to mask the hard background of the gas station. As the gateway to downtown Copiague, this is far less welcoming than Copiague Park on the southwest corner, which is plush and warm.



Plantings conceal undesirable land uses



Example of wayfinding signage

#### j. Textured Crosswalks

Finally, textured crosswalks would visually tie one side of the street to the other. Along with the safety value of these crosswalks comes with a great deal of charm. While the type of textured crosswalk varies based on weighing cost and maintenance considerations, any upgrade from a standard painted crosswalk would be an effective improvement.

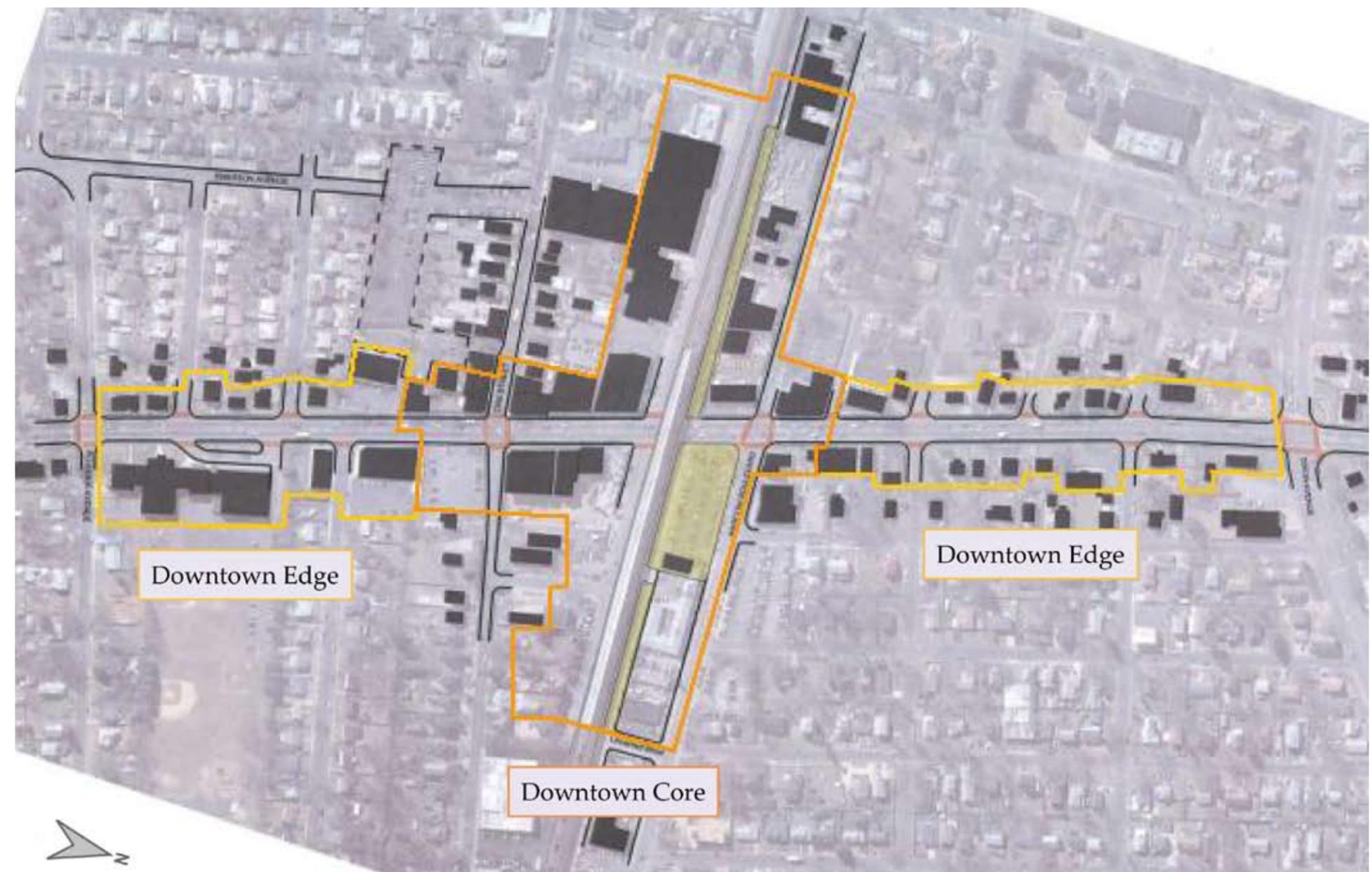
### D. Zoning Recommendations

To realize a successful downtown, it is essential that infill development follow smart growth design and land use patterns. It has been established by countless main street case studies that moderately dense buildings with a mix of land uses, a continuous street wall, wide sidewalks and continuous pedestrian space creates conditions most suitable for a walkable downtown. Plantings, coordinated street furniture and façade standards also contribute greatly to the success of downtown streets. A consensus supporting such infill development was reached on Copiague's Vision Day. Due to the proximity to the LIRR station, the zoning recommendations follow the smart growth principles for transit-oriented development. Zoning for a mix of uses around the existing intermodal transportation hub will activate the downtown area and enhance Copiague's downtown economy. Under the current zoning, mixed-use development is not allowed without a variance. By allowing it as-of-right, developers will not be discouraged from building economically viable projects.

In keeping with typical downtown development, zoning should allow for a mix of ground floor retail and offices with residential or office space above and community facilities interspersed. Light industrial or manufacturing businesses should be allowed in this central area on a case-by-case basis, as they relate to the downtown area. Live-work or business incubator opportunities will add to the viability of future development, whether it is new construction or adaptive reuse of existing structures.

In conjunction with mixed-use development, streetscape and architectural standards should be introduced to regulate sidewalk widths, plantings, street furniture, and elements of façade design, such as the percent of the street wall that consists of windows (called fenestration). Large windows make for great retail displays on the first floor, activating the streetscape for pedestrians. Regulations controlling the degree to which merchants can advertise in these windows can be covered in a sign ordinance (see below for more detail). Upper floors benefit from smaller windows, offering privacy for residential spaces. Ground floor walls should consist of brick or stucco, with brick, stucco or siding on floors above. This will keep the visual character consistent with recent as well as future development.

Figure 4.19: Zoning Recommendation Boundaries

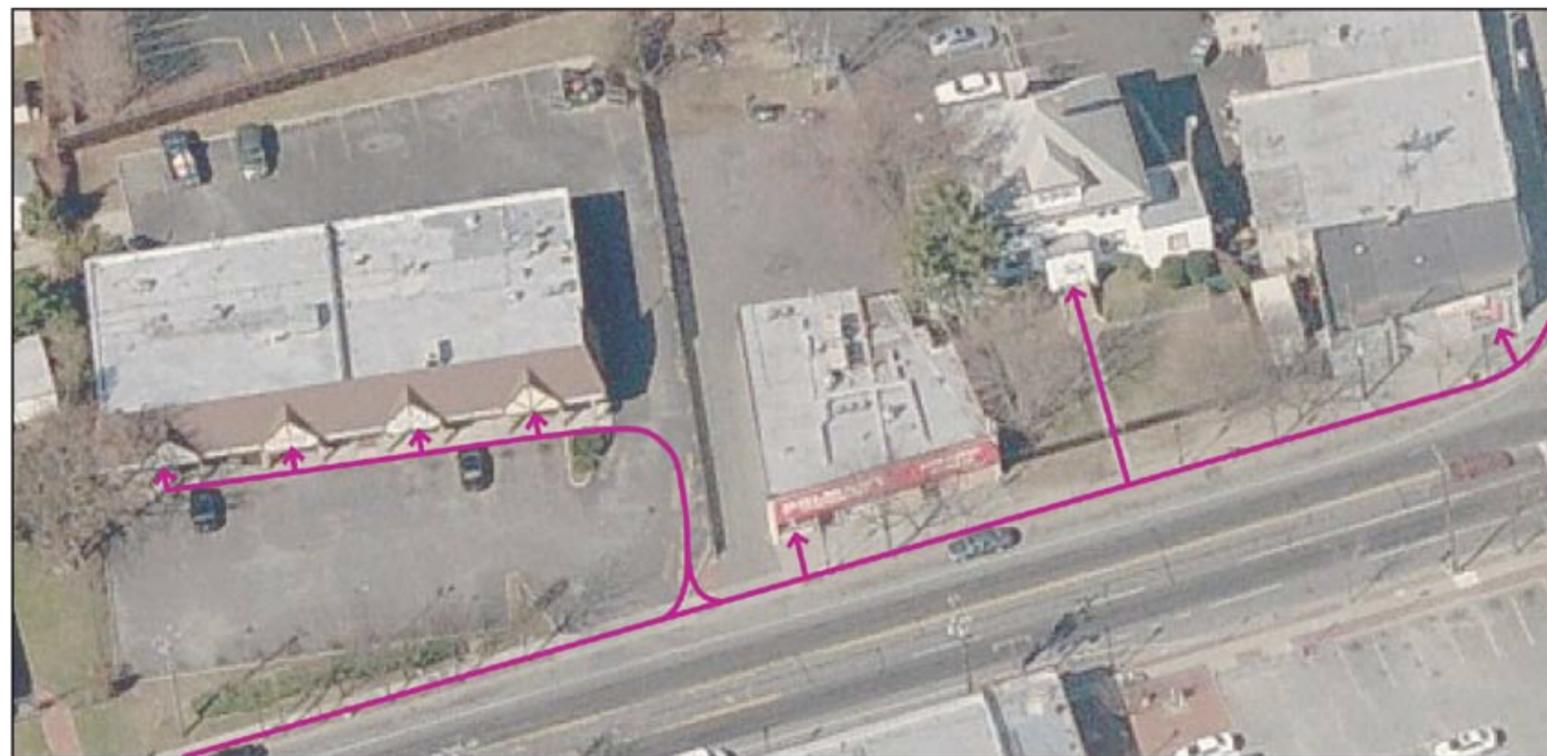


Higher density in the downtown core area should allow three- to four-story buildings clustered near the train station between Marconi Blvd. and Oak St., and along Railroad Ave and Marconi Blvd. Medium density buildings (two- to three-stories) with ground floor retail and apartments or townhouses above should be located north of Marconi Blvd. and South of Oak St., in the downtown edges (see zoning boundaries in Figure 4.19).

In addition to the increasing the density, the quantity and locations of parking spaces required by zoning will greatly change the downtown dynamic. Less parking per dwelling unit will encourage renters or buyers that plan to use transit significantly, thereby needing fewer vehicles per household. By citing parking in the rear of the lots whenever possible, the streetscape will be free of interruptions from driveways, and pedestrians will be in close proximity to storefronts and other destinations, rather than having a parking lot between the sidewalk and building entrances.

To achieve this, adopting a form-based zoning code is recommended. This will address the built form in order to highlight the sense of place and to improve the perceived and realized draw to community centers. Contrary to traditional zoning, which emphasizes use and only addresses built form in the way of restrictions, a form-based zoning code focuses on building type, parking location and other design characteristics that have an effect on the public realm. For example, a continuous street wall, which is regulated by building setback and height with specific sidewalk width, maximizes the interaction between pedestrians and the uses contained in each building. With a uniform street wall, visibility and access are maximized. Access to parking lots via curb cuts may be restricted to side streets or managed to provide less entrances and exits, with neighboring businesses and retail developments sharing parking to further improve the pedestrian experience.

Figure 4.20: The image to the right shows a block with a continuous street wall. The image below shows a block with varying set-backs. The pink line shows pedestrian paths, with arrows showing pedestrian access to buildings. Without a continuous street wall, pedestrians must walk further, sometimes through parking lots.



In a form-based zoning code, use is assigned for each building based on the floor, allowing a mix of uses and giving flexibility to the regulations without a confusing overlay (see Figure 4.22). If the location of a parcel or an existing building is suited for a certain type of use or function, form-based zoning can pinpoint that building's allowable use accordingly. For these reasons, downtown areas are often the best candidate areas for a form-based zoning code, since the balance between existing and desired development is very site specific.

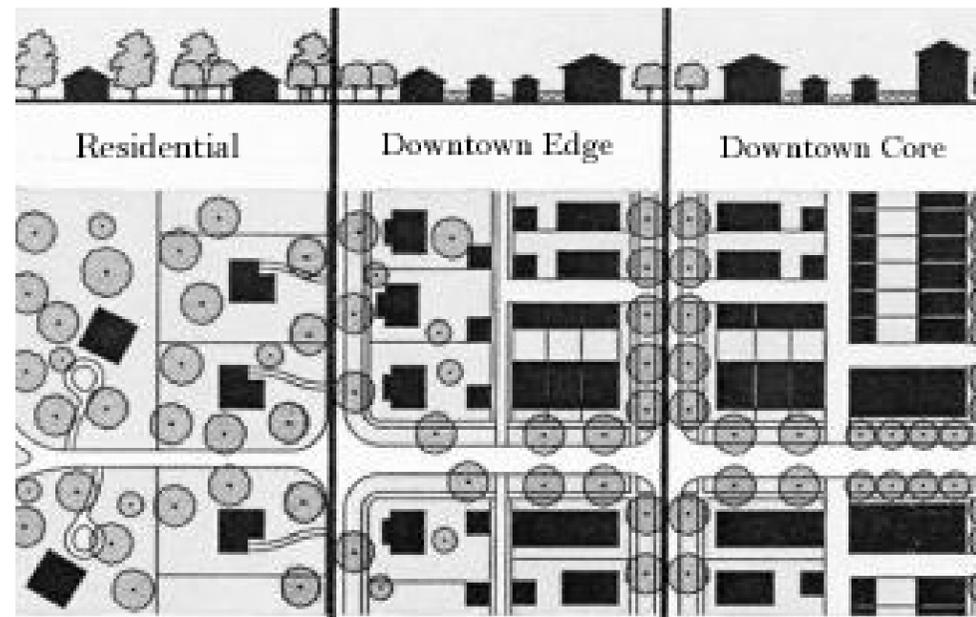
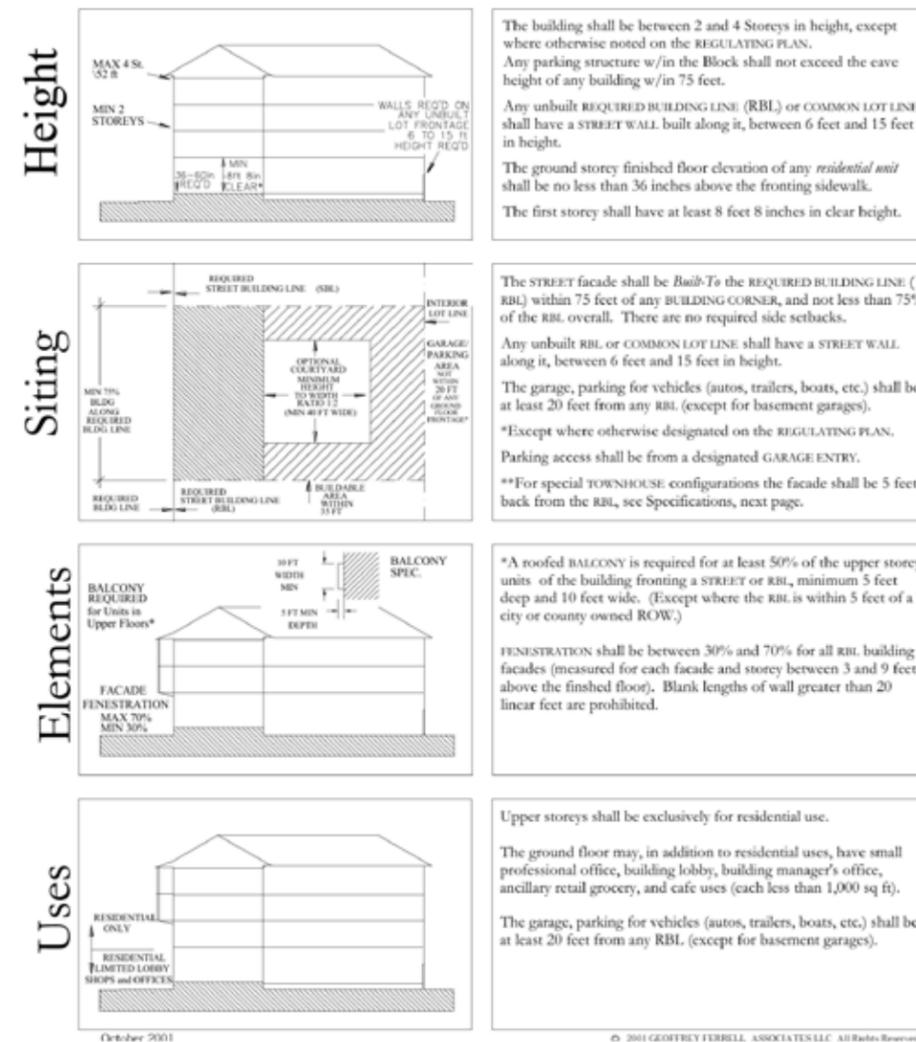


Figure 4.21: A gradual increase in density shown in a sample form-based zoning code. Source: Local Government Commission, "Form-Based Codes: Implementing Smart Growth"

Figure 4.22 : Building Envelope Standards from the Pleasant Hill BART Station Property Code



Form-based zoning works best when it reflects concepts developed through public input. It can address issues of use, design and height on a parcel by parcel basis, according to development patterns citizens wish to see. Once adopted, infill development can occur to suit the existing and desired character, with uses filling in market needs under the building-by-building guidelines.

Sign Ordinance

Sign ordinance can be developed as part of a zoning code, or independently. Sign ordinances are typically enforced by the Zoning Board of Appeals in small municipalities or hamlets. The least restrictive ordinance should control the size, material and placement of signage. More restrictions may be added to manage the amount of signs that may be placed in windows, the types of signs allowed and the color palette of permitted signs. Awnings and canopies may be included in the sign ordinance, or as part of a form-based code under the streetscape specifications.

This section identifies strategies for implementation of the recommendations presented in Section 4 of this plan. It first emphasizes those strategies that may be implemented in the short term, with less capital commitment, but the potential for high impact on the downtown. It is followed by those strategies that, while just as important, require a greater capital commitment. Also included in this section is a list of potential funding sources.

### 5.1. Role of the Implementation Committee

The Implementation Committee will play an important role in realizing Copiague's vision. It is comprised of representatives from businesses, the Chamber of Commerce, civic groups and educators. It was formed to participate in and help guide the visioning process, and, through collaboration with the Town of Babylon, will continue to participate in guiding the implementation of the plan.

Within Copiague the community may consider coordinating with business owners by forming a Business Improvement District (BID). A BID is a public-private partnership in which businesses in a defined area elect to pay an additional tax in order to fund improvements to the district's public realm and trading environment. In some areas, a BID is referred to as a business improvement area (BIA), a business revitalization zone (BRZ), or a community improvement district (CID). BID's are often grassroots organizations driven by community support. They do, however, require legislative authorization by the government in which it resides, in order to be established. BID's typically provide services such as street and sidewalk maintenance, public safety officers, park and open space maintenance, marketing, capital improvements, and various development projects. The services provided by BID's are a supplement to the services already provided by the municipality.

Other groups that could be formed to perform a similar function to the BID include a Merchants' Association, or a sub-committee of Chamber of Commerce. These other business-centered organizations can be considered in the future as the businesses in downtown Copiague become stronger and more plentiful.

### 5.2. Legislative Strategies and Low-cost, Short-term Improvements

Implementing a form-based code and/or a sign ordinance is less dependent on a funding source. They require legislative action, and because neither would require a complete revision of the Town's municipal code, could be implemented on a faster track. Therefore, it is recommended that a form-based code be adopted for the downtown Copiague area defined in this study. In effect, a form-based code for this limited area is akin to a special district, so it can be ratified and implemented independent of other changes to the Town's current zoning code. A sign ordinance can be a stand-alone legislative act, independent even of the Form Based Code, and therefore could also be implemented quickly.

A form-based zoning code addresses the built form in order to highlight the sense of place. Contrary to traditional zoning, which emphasizes use and only addresses built form in the way of restrictions, a form-based zoning code focuses on building type, parking location and other design characteristics that have an effect on the public realm. Once in place, the goals and values derived from Vision Day will guide future development for decades.

A consistent concern on Vision Day was the free parking for commuters, which brings congestion to the streets of Copiague. Because commuters come from neighboring towns and very few patronize any of the nearby businesses, the community suffers but reaps no benefit from providing this free amenity. To follow the initiative of surrounding communities, Copiague could impose a parking fee for use of these commuter lots, with residential parking permits allowing free parking for Copiague residents. The proceeds could be used to improve the downtown area, perhaps even the area around the station.

A relatively low-cost improvement that would have great safety benefit is the installation of high visibility crosswalks and pedestrian countdown signals. These moderate expenditures are important pedestrian safety improvements and significantly contribute to the creation of a pedestrian friendly environment.

Adding bicycle lanes or shared lane markings is another cost effective improvement, particularly on streets with excess capacity. Bicycle lanes on wide residential streets require little design when space permits. Shared

lane markings are intended to be installed where there is not space for a dedicated lane, so little design is required for these, also. Most of the paint and materials are the same that is used for vehicular road markings, except for bicycle logos, which are a standard size and can be obtained easily. In the same way, a painted and striped median can be added to a road with minimal design and cost.

An important next step is to begin researching grants and submitting applications. Securing funding can be time consuming, so getting an early start will help ensure that funds are lined up for some of the moderate capital or long-term projects to be implemented.

### 5.3. Physical Improvements Requiring Moderate Capital Commitment

Façade improvements are a very effective way of turning a downtown around. Refacing or renovating the exterior of buildings is often part of necessary maintenance. Improvements can be made in coordination with surrounding buildings to create a unified appearance of materials, color palette and style. Storefront signs and awnings are inexpensive to install and can have a significant impact on the visual character of downtown storefronts. There are grant programs for these improvements that provide matching funds, cutting the cost to the business or property owner in half.

Once a funding source is identified, whether financed by local businesses, local government or transportation and streetscape grants, bus shelter, street furniture and wayfinding signage can be installed. With all of the through traffic Great Neck Road carries, the sense of place brought by streetscape improvements may serve to heighten awareness and interest in the budding renaissance of downtown Copiague. A business with benches frequently occupied by patrons is more appealing to passersby. A bus shelter with schedule times and a map might encourage new riders to take the bus downtown or to the train station. These improvements enhance quality of life, and it is not only those who use them that are aware of the change for the better.

#### 5.4. Longer-term Development Requiring Greater Capital Commitment

Over time, medium to large-scale projects will take shape. The community's vision should remain the guiding document for future development, made apparent through a dialogue between developers and the Town Zoning Board that stands by the vision.

The municipal parking lot at southeast corner of Great Neck Road and Oak Street has a prime location and is underutilized, making it ripe for development. A mixed-use building could be developed using private capital, bringing revenue with the sale of the lot. Once developed, this important intersection will begin to exhibit the scale and composition of a strong, economically sustainable downtown. In order to offset the loss of parking in the municipal lot, this redevelopment should be preceded by the establishment of shared parking between the F.E.G.S. lot and the lots behind adjacent businesses, as described in the parking recommendations.

The expansion of Veterans' Memorial Park would create a grand civic center for Copiague. This requires coordination with the MTA, and potentially other nearby property owners. Design and construction could take many years, even after funding has been secured, so a swift start on the planning would ensure that serious consideration is given.

As businesses vacate, or as property owners begin to see their role in the changing face of downtown Copiague, some of the industrial parcels in the downtown core could be redeveloped with the highest and best use for the location. Industrial businesses that benefit little from their proximity to the train station and downtown area may decide to relocate to less expensive locations, leaving prime real estate available for adaptive reuse or redevelopment. When possible, buildings in good condition should be preserved and adapted, in order to minimize the cost and negative impacts associated with demolition and construction.

If redevelopment is necessary, the Town should encourage the developer to build to the fullest extent allowed by zoning. Assuming a new form-based code exists, the Town and community will have a reasonable amount of influence over the use and type of building. Over the years, more and more

new development will reflect the values and goals of those who participated in the Vision Plan, making Copiague a stronger and better place.

New development will follow market demand, but consideration should be given to the quantity and timing of newly developed retail spaces and residential units. If new uses are introduced incrementally, it will dissuade over-saturation and ensure that only as many stores and housing units are created as the local market can bear.

#### 5.5. Potential Funding Sources

##### SAFETEA-LU Funding

SAFETEA-LU is federal legislation that allocates federal surface transportation funds to the local level. It includes funds for automobile, transit, bicycle and pedestrian facilities, and has many sub-categories depending upon the nature of the project and the transportation mode. The funding sub-categories below are the most likely sources for projects related to development in Downtown Copiague.

- Safe Routes to Schools
- Safe Streets for Seniors
- Congestion Mitigation and Air Quality (CMAQ) Grants
- Transportation Enhancements Program – Federal Highway Administration

##### New York State Urban Council

The New York State Urban Council is a statewide not-for-profit organization created to facilitate and encourage the revitalization and development of central business districts in cities, towns and villages across New York State. A membership based organization with more than 300 members, New York State Urban Council represents those who are directly involved in the revitalization of communities and downtowns throughout the state. Through its membership, the NYS Urban Council seeks to unite New York's downtown practitioners and to advocate for the needs and concerns of central business districts of all sizes. Membership is open to all downtown organizations and individuals working to improve central business districts and provides all services at no cost. Services include hands-on technical assistance, peer-to-peer counseling, and a professional network designed to

provide the tools needed to develop successful downtown revitalization strategies. While not a funding source itself, the New York State Urban Council also provides information about fiscal measures, such as those described below, that can support downtown development.

- **Downtown Development Incentive Grants Program**  
Provides gap financing of up to \$300,000 (or no more than 25 percent of the total project cost) for downtown development projects that are catalysts for the redevelopment of central business districts and traditional commercial centers in New York State. Eligible activities include real estate purchase, site work and clearance, construction and equipment.

- **New York State Historic Preservation Tax Credit**  
Offers 20 percent of rehabilitation costs up to a credit value of \$25,000 for owner-occupied residential structures in distressed areas and 30 percent of the federal credit value up to a value of \$100,000 for commercial properties.

- **Empire Zones and Tax Incentives**  
With an emphasis on job creation, New York State's Empire Zone program was created to stimulate economic growth through a variety of State tax incentives designed to attract new businesses to New York State and to enable existing businesses to expand and create more jobs.

To participate in the Empire Zones Program, a business must first be located in an Empire Zone, or qualify as a regionally significant project, and become zone certified. To qualify for certification, a business must be able to demonstrate that it will create new jobs and/or make investments in the Empire Zone and be consistent with the local zone's development plan, including a cost-benefit analysis.

- **New Market Tax Credits**  
This federal program supports downtown projects through passing along lower cost debt financing or providing project equity. Awards generally go to national corporations and non-profits, however communities and states may also be awarded credits.

# APPENDIX

PUBLIC OUTREACH/VISIONING MATERIALS

Sample Publizing Materials

**COME LISTEN, LEARN, PARTICIPATE, AND BE HEARD!**



**INTERACTIVE COMMUNITY WORKSHOPS**

**COPIAGUE TODAY**  
Thursday, September 25 • 7:00-9:00 pm

**LAND USE AND DESIGN**  
Thursday, October 2 • 7:00-9:00 pm

**TRANSPORTATION AND THE ECONOMY**  
Tuesday, October 7 • 7:00-9:00 pm

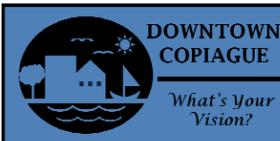
**COMMUNITY VISION**  
Saturday, October 18 • 9:00 am - 5:00 pm

**COMMUNITY PRESENTATION**  
Wednesday, December 3 • 7:00 - 9:00 pm

**PARTICIPATE IN YOUR FUTURE!!!**  
You, your neighbors, government officials, youth, and business and property owners, will work together to make Downtown Copiague a safe and vibrant neighborhood to live, work, and play for years to come.

**ALL EVENTS ARE HELD AT:** Copiague Middle School, 2650 Great Neck Road

**COME LISTEN, LEARN, PARTICIPATE, AND BE HEARD!**



**SCHEDULE OF EVENTS**

<b>INTERACTIVE COMMUNITY WORKSHOPS</b>	<b>COMMUNITY VISION</b>
<b>COPIAGUE TODAY</b> Where are we now? Thursday, September 25 7:00-9:00 pm	<b>VISION DAY</b> Join your neighbors and share your ideas on Downtown Copiague. Saturday, October 18 9:00 - 5:00pm
<b>LAND USE AND DESIGN</b> Learn about why Copiague developed the way it has and how future development can meet current needs. Thursday, October 2 7:00-9:00 pm	<b>COMMUNITY PRESENTATION</b> See what Downtown Copiague can become. Wednesday, December 3 7:00 - 9:00 pm
<b>TRANSPORTATION AND THE ECONOMY</b> Improving how we get around and utilizing all there is to offer in the downtown. Tuesday, October 7 7:00-9:00 pm	<b>ALL EVENTS ARE HELD AT:</b> Copiague Middle School 2650 Great Neck Road

**WHO SHOULD PARTICIPATE? \*\*EVERYONE!\*\*\***

You and your neighbors will help guide the future of Downtown Copiague, ensuring a safe and healthy environment to live, work, and play.

The Community Visioning Process engages residents, business and property owners, government officials, and youth in a series of public education workshops, focus groups, and community design/vision sessions to identify workable solutions to improve the community.

**RSVP/For More Information:**  
Phone: 516-873-0230  
Email: [sabraham@sustainableil.org](mailto:sabraham@sustainableil.org)

Oak St. and Great Neck Rd.



Honorable Steve Bellone, Town of Babylon Supervisor  
Councilwoman Ellen T. McVerdy, Deputy Supervisor  
Councilwoman Lindsay P. Henry • Councilwoman Jacqueline A. Gordon •  
Councilman Antonio Martinez  
Carol A. Quirk, Town Clerk • Corinne DiSomma, Receiver of Taxes  
Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Redevelopment



Se habla español. Public Democratic design

**PRZYJDZ, POSLUCHAJ I DAJ SWOJA OPINIE  
JAK TY WIDZISZ PRZYSZLOSĆ CENTRUM COPIAGUE?**



**WIZJA PRZYSZŁOŚCI NASZEGO MIASTA**

**DZIEŃ W NASZYM MIESCIE**  
Sobota, 18 Październik, od godz. 9:00 do 17:00  
proszeabrać się wygodnie

**PREZENTACJA PROJEKTÓW**  
Środa, 3 grudnia, od godz. 19:00 do 21:00

**WSZYSTKIE ZEBRANIA ODBĘDĄ SIĘ W:**  
Copiague Middle School  
2650 Great Neck Road

**KTO POWINIEN UCZESTNICZYĆ? \*\*WSZYSTYCH!\*\*\***

Po więcej informacji zadzwoń  
Pod numer telefonu 516-873-0230  
Albo wyślij email (może być po polsku)  
[sabraham@sustainableil.org](mailto:sabraham@sustainableil.org)

Wy i wasi sąsiedzi pomożecie w planowaniu ulepszenia Centrum Miasta Copiague, żeby było bezpiecznie, przyjemne i zdrowe do życia i pracy.

Oak St. i Great Neck Rd.

W procesie planowania lepiej przemyśleć dla naszego miasta Copiague zaangażowani będą wszyscy mieszkańcy, właściciele biznesów, właściciele posiadłości, miejscowi politycy i młodzież. Razem zgadzamy się na wypracowanie rozwiązań do ulepszenia naszego miasta.



Honorable Steve Bellone, Town of Babylon Supervisor  
Councilwoman Ellen T. McVerdy, Deputy Supervisor  
Councilwoman Lindsay P. Henry • Councilwoman Jacqueline A. Gordon •  
Councilman Antonio Martinez  
Carol A. Quirk, Town Clerk • Corinne DiSomma, Receiver of Taxes  
Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Redevelopment

**¡VENGA ESCUCHE, APRENDA, PARTICIPE Y SEA OÍDO!!!  
CENTRO DE COPIAGUE: ¿CUÁL ES SU VISIÓN?**



**VISION DE LA COMUNIDAD**  
Una oportunidad para residentes decir lo que ellos quieren ver para el future de su comunidad.

**DÍA DE VISION**  
Sabado, el 18 de octubre  
9AM—5PM  
por favor venir con todo

**PRESENTACION DEL VISION A LA COMUNIDAD**  
Miercoles, el 3 de diciembre  
7—9 PM

**TODOS LOS ACONTECIMIENTO ESTÁN SIENDO LOCALIZADOS EN:**  
Copiague Middle School  
2650 Great Neck Road

Para Mas Informacion o para confirmar  
Sin asistencia!  
Numero de telefono: 516-873-0230  
Correo electronico:  
[sabraham@sustainableil.org](mailto:sabraham@sustainableil.org)

¿QUIÉN DEBERÍA PARTICIPAR?  
\*\* ¡¡CADA UNO!! \*\*

Usted y sus vecinos ayudarán a dirigir el futuro de Centro de Copiague, asegurando un ambiente seguro y sano vivir, trabajar, y jugar.

Oak St. y Great Neck Rd.

ANTES DESPUES

Honorable Steve Bellone, Town of Babylon Supervisor  
Councilwoman Ellen T. McVerdy, Deputy Supervisor  
Councilwoman Lindsay P. Henry • Councilwoman Jacqueline A. Gordon •  
Councilman Antonio Martinez  
Carol A. Quirk, Town Clerk • Corinne DiSomma, Receiver of Taxes  
Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Redevelopment



Handouts of Slide Presentations from Workshops

Copiague Presentation September 25, 2008

**Creating a Thriving Downtown**

Community Meeting  
Copiague Middle School  
September 25, 2008



The Visioning Process is made possible through funding from the New York State Department of State Quality Communities Program.

**Town of Babylon**  
Hon. Steve Bellone, Town Supervisor  
Councilwoman Ellen T. McVerdy, Deputy Supervisor  
Councilwoman Lindsay P. Henry  
Councilwoman Jacqueline A. Gordon  
Councilman Antonio Martinez  
Carol A. Quirk, Town Clerk • Corinne DiSomma, Receiver of Taxes  
Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Redevelopment

**New York State**  
NY State Senator Owen Johnson  
NY State Assemblyman Robert K. Weverny  
Suffolk County  
Suffolk County Legislator DuWayne Gregory

**Town of Babylon received grant under the Quality Communities Program from New York State Department of State to:**

- Prepare a Vision Plan for downtown Copiague
- Study area - along Great Neck Road, between Dixon Avenue and Scudder

**Proposed Study Area**



Proposed Boundary:  
North: Dixon  
South: Scudder

**Request for Proposal Process**

- Town circulated Request for Proposals in May, 2008
- Consultants were sought to assist the Town in creating a Vision Plan
- Qualified consultants needed experience in:
  - Land use planning, urban design
  - Community planning
  - Community visioning process

- RBA Group**  
Architecture, landscape architecture, engineering and planning expertise
- Sustainable Long Island**  
Regional non profit organization working to promote Sustainable Development
- Economic Research Associates**  
Market, economic, and financial feasibility studies

**Goals of the Visioning Process**

- Ensure community participation and voice
- Revitalize downtown as a mixed use, transit-oriented district
- Explore redevelopment potential for industrial areas around the train station
- Strengthen economic opportunities in the downtown area
- Improve roadway safety and pedestrian accessibility
- Improve parking and traffic circulation
- Streetscape improvements, enhance plaza area

**Visioning**

What makes a good downtown ?



**Visioning**



**PEOPLE!**

**Walkability**

- A Center
- Density
- Mixed Use
- Parks and Public Space
- Pedestrian-Centric Design
- Accessible
- Well Connected
- Built for the Right Speed
- Comfortable
- Nearby Schools and Workplaces

**Examples from Other Communities**



**Crosswalk Annapolis**

**Examples from Other Communities**



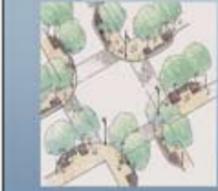
**People at a Plaza**

**Examples from Other Communities**



**"Look" Pavers at Crosswalk**

**Examples from Other Communities**



**Bulb-outs**

**Transit Oriented Development (TOD)**

\* Moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.\*

**Transit Oriented Development (TOD)**



**Examples from Other Communities**



**Fountain Public Plaza**

**Examples from Other Communities**



**Big Game of Chess**

**Examples from Other Communities**



**Median and Raised Crosswalk**

**Examples from Other Communities**



**Raised Intersection**

**Traffic Calming**

Traffic calming consists of operational measures such as enhanced police enforcement, speed displays, and a community speed watch program, as well as such physical measures as edgelines, chokers, chicanes, traffic circles, speed humps and raised crosswalks.

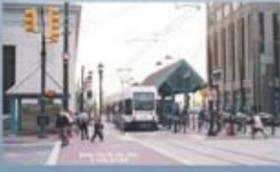
-Montgomery County, Maryland

**Examples from Other Communities**



**Huntington**

**Examples from Other Communities**



**Transit and Crosswalks**

**Examples from Other Communities**



**Sidewalk, Planters and Benches**

**Examples from Other Communities**



**Roundabout**

**Examples from Other Communities**



**Before - Gas Station**

**Examples from Other Communities**



**Eyes on the street**

**Examples from Other Communities**



**Storefronts**

**Examples from Other Communities**



**Bus Shelter**

**Examples from Other Communities**



**Colorful Intersection Pavers**

**Examples from Other Communities**



**After - Gas Station Rendering**

**Examples from Other Communities**



**Bike Lane**

**Copiague Today**

**Project Map**

Copiague means "sheltered place" in the language of the Munck Native American tribe.

**Copiague Today**

**Demographic Comparison**

	Copiague	Town of Babylon	Suffolk County
Total Population	17,272	211,792	1,419,369
Median Household Income	\$4,524	\$5,264	\$5,288
Employment	13,786	162,054	1,086,848
Population in Labor Force	8,988	104,408	711,020
Percent in Labor Force	51%	49%	50%
Unemployed	8,541	98,772	685,062
Unemployed	44%	45%	37.8%
Percent Unemployed	4.5%	4.4%	3.9%

**Copiague Today**

**Businesses Along Great Neck Road**

**Copiague Today**

**Businesses Along Great Neck Road**

**Copiague Today**

**Gas Station at Gateway to Copiague**

**Copiague Today**

**Intersection Dixon Avenue and Great Neck Road**

**Copiague Today**

**Demographic Comparison**

	Copiague	Town of Babylon	Suffolk County
Housing Units	5,854	71,186	522,523
Occupied Housing Units	5,475	68,245	489,290
Percent Occupied	93%	96%	94%
Owner-occupied	4,042	52,112	374,360
Percent Owner-occupied	74%	76%	80%
Renter-occupied	1,433	16,133	114,930
Percent Renter-occupied	26%	24%	26%

**Copiague Today**

**LIRR Station Façade Improvements**

**Copiague Today**

**Great Neck Road Elementary School**

**Copiague Today**

**Post Office**

**Copiague Today**

**F.E.G.S. Parking Lot**

**Copiague Today**

**Commuter Parking from Station Platform**

**Copiague Today**

**LIRR Station**

**Copiague Today**

**Mixed-use Building – Oak St and Great Neck Rd**

**Copiague Today**

**Residences Along Great Neck Road**

**Copiague Today**

**Historic Street Lights**

**Copiague Today**

**Parking Behind Mixed Use Building from Station Platform**

**Copiague Today**

**Missing Sidewalks**

**Copiague Today**

**Parking in Rear of Mixed-use Building**

**Copiague Today**

**Parking Lot Across from Mixed-use Building**

**Copiague Today**

**Distinctive Pavers**

**Copiague Today**

**Walkway to Parking Lot**

**Copiague Today**

**Businesses Along Marconi Ave**

**Copiague Today**

**High Accident Location**

**Copiague Today**



**Unprotected Turning Movements**

**Copiague Today**

Eyes on the street?



**Copiague Today**

**Copiague's Challenges**

- Underutilized Land Around Train Station
- Sidewalks Missing in Residential Areas
- High Traffic Volumes Along Great Neck Road
- High Traffic Speeds Along Great Neck Road
- Poorly Planned, Inefficient Parking
- A Sense of Isolation in the Downtown

**Copiague Today**

*What's Your Vision?*

**Copiague Today**



**Copiague Park**

**Copiague Today**



**Veterans Memorial Park**

**Copiague Today**



**Veterans Memorial Park**

**Copiague Today**

**Copiague's Land Use**

- Residential
- Commercial
- Industrial
- Institutional
- Office
- Open Space
- Parking

**Copiague Today**

**Recent Studies**

- Walkable Communities Workshop (NYMTC)
- Transit Oriented Development Presentation (RPA)

**Copiague Today**

**Copiague's Strengths**

- Transit Access
- Downtown Near Transit
- Mixed Use
- Diversity
- High Home Ownership Rate
- Storefronts Close to Street with Parking in Rear
- Historic Street Lights and Distinctive Pavement
- Schools
- Public Plazas
- A Strong Sense of Community

Copiague Presentation October 2, 2008

**Project Goals**

The Town of Babylon along with the Downtown Copiague Implementation Committee have defined the following goals for the Downtown Copiague Community Planning Process:

- Ensure community participation and voice
- Revitalize downtown as a mixed-use, transit-oriented district
- Explore redevelopment potential for industrial areas around the train station
- Strengthen economic opportunities in the downtown area
- Improve parking and traffic circulation
- Improve roadway safety and pedestrian accessibility
- Streetscape beautification and plaza enhancements

**For More Information Contact:**  
**Sasha Abraham**  
 (516) 873-0230  
 sabraham@sustainableli.org

**Honorable Steve Bellone**  
 Town of Babylon Supervisor  
 Councilwoman Ellen T. McVeety, Deputy Supervisor  
 Councilman Lindsay P. Henry • Councilwoman Jacqueline A. Gordon  
 Councilman Antonio Martinez  
 Carol A. Quirk, Town Clerk • Corinne DiSanto, Receiver of Taxes  
 Ann Marie Jones, Commissioner, Planning & Development  
 Vanessa Pugh, Director of Downtown Revitalization

**MEETING AGENDA**

**7:15 pm Welcome and Introduction**

- Town of Babylon

**7:30 pm Land Use and Zoning Overview**

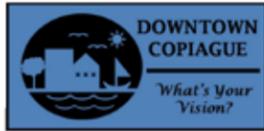
- Ann Marie Jones, Commissioner, Planning and Development

**7:45 pm Design Guidelines—Interactive Visual Preference Survey**

- Jackson Wandres, RLA  
The RBA Group, Inc.

**8:45pm Questions and Closing**

**LAND USE AND DESIGN**




**OCTOBER 2, 2008**  
**7 PM**  
**COPIAGUE MIDDLE SCHOOL**

Funded in part by: New York State Department of State  
 Quality Communities Program

**UPCOMING EVENTS**

<b>Tuesday, October 7</b> 7PM -9PM Copiague Middle School	Transportation and Economy
<b>Saturday, October 18</b> 9 AM -5PM Copiague Middle School	Visioning Day
<b>Wednesday, December 3</b> 7 PM -9PM Copiague Middle School	Community Presentation

**PROJECT OVERVIEW**

**What is a Community Vision Process?**

- Community visioning brings people together and involves them in the decisions that affect their lives.
- Over the course of this vision process, those who live and work in the Copiague Community will create a vision of how the downtown should look.

**Who should participate?**

- Everyone! If you live or work in Copiague, come and voice your opinion.

**Copiague**

Project Map

Copiague means "wintered place" in the language of the Mohawk Native American tribe.

**Visioning**

What makes a good downtown ?

**Visual Preference Streetscape 3**

Storefront Design

**Visual Preference Streetscape 4**

Storefront Design

**Visual Preference Medians 11**

Planted Median – Flowers, Trees or Both?

**Visual Preference Building Scale 12**

3 Stories

**Visioning**

PEOPLE!

**Walkability**

- A Center
- Density
- Mixed Use
- Parks and Public Space
- Pedestrian-Centric Design
- Accessible
- Well Connected
- Built for the Right Speed
- Comfortable
- Nearby Schools and Workplaces

**Visual Preference Streetscape 5**

Storefront Design

**Visual Preference Streetscape 6**

Uniform Architectural Design

**Visual Preference Building Scale 13**

3 and 4 Stories

**Visual Preference Building Scale 14**

3 Stories

**Transit Oriented Development (TOD)**

"Moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."

**TOD / Walkability**

**Visual Preference Streetscape 7**

Varied Architectural Design

**Visual Preference Bus Shelter 8**

Modern Bus Shelter

**Visual Preference Building Scale 15**

Varied Building Heights

**Visual Preference Building Scale 16**

2 Stories

**Visual Preference Streetscape 1**

Brick Sidewalks

**Visual Preference Streetscape 2**

Sidewalk Cafe

**Visual Preference Bus Shelter 9**

Traditional Bus Shelter

**Visual Preference Medians 10**

Planted Median as Neighborhood Gateway

**Visual Preference Building Scale 17**

2 Stories High Ceilings

**Visual Preference Growing Density 18**

**Visual Preference Growing Density 19**

During

Downtown Copiague

**Visual Preference Growing Density 20**

During

Downtown Copiague

**Visual Preference Copiague Now 27**

Copiague Park

Downtown Copiague

**Visual Preference Copiague Now 28**

Veterans Memorial Park

Downtown Copiague

**Land Use Preference Open Space 35**

Green Space

Downtown Copiague

**Land Use Preference Business Types**

What would you like to see in Copiague?

1. Dry Cleaner	11. Bar / Nightclub
2. Fish Market / Butcher Shop	12. Health Club / Gym
3. Movie Theater	13. Florist
4. Restaurant	14. Ice Rink
5. Hardware/Houseware Store	15. Department Store
6. Salon / Spa / Barber Shop	16. Sporting Goods Store
7. Liquor Store	17. Book Store
8. Bank	18. Clothing / Shoe Store
9. Grocery Store	19. Coffee Shop
10. Pharmacy	20. Something Else

Downtown Copiague

**Visual Preference Growing Density 21**

After

Downtown Copiague

**Visual Preference Copiague Now 22**

One Story Businesses  
No Distinct Design Style  
Signs With Varied Styles

Downtown Copiague

**Land Use Preference Open Space 29**

Do you use the existing open space?

Downtown Copiague

**Land Use Preference Open Space 30**

Would you like more open space?  
If so, what kind?

Downtown Copiague

**Land Use Preference Community Facilities**

What would you like to see in Copiague?

1. YMCA
2. Senior Center
3. Youth Center
4. None of the above
5. Something else?

Downtown Copiague

**Visual Preference**

What Else Would You like to See?

Downtown Copiague

**Visual Preference Copiague Now 23**

One Story Strip Mall with Tudor Design

Downtown Copiague

**Visual Preference Copiague Now 24**

3 Story Mixed-Use Neo Classic Style Consistent Awnings

Downtown Copiague

**Land Use Preference Open Space 31**

People at a Plaza

Downtown Copiague

**Land Use Preference Open Space 32**

Fountain Public Plaza

Downtown Copiague

**Visual Preference Copiague Now 25**

One Story Post Office

Downtown Copiague

**Visual Preference Copiague Now 26**

Two Story Building Tudor/Mansard Combo Roof

Downtown Copiague

**Land Use Preference Open Space 33**

Moderate Activity

Downtown Copiague

**Land Use Preference Open Space 34**

Playground

Downtown Copiague

Full Safety and Transportation and Economy Presentation  
October 7, 2008



**Project Goals**

The Town of Babylon along with the Downtown Copiague Implementation Committee have defined the following goals for the Downtown Copiague Community Planning Process:

- Ensure community participation and voice
- Revitalize downtown as a mixed-use, transit-oriented district
- Explore redevelopment potential for industrial areas around the train station
- Strengthen economic opportunities in the downtown area
- Improve parking and traffic circulation
- Improve roadway safety and pedestrian accessibility
- Streetscape beautification and plaza enhancements

**For More Information Contact:**  
Sasha Abraham  
(516) 873-0230  
sabraham@sustainableli.org

Honorable Steve Bellone  
Town of Babylon Supervisor  
Councilwoman Ellen T. McVeety, Deputy Supervisor  
Councilman Lindsay P. Henry • Councilwoman Jacqueline A. Gordon  
Councilman Antonio Martinez  
Carol A. Quirk, Town Clerk • Corinne DiSotoma, Receiver of Taxes  
Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Revitalization

**MEETING AGENDA**

**7:15 pm Welcome and Introduction**

- Town of Babylon

**7:30 pm Using Environmental Design to Promote a Safe Community**

- Wayne Tomac, AICP  
Sustainable Long Island

**7:45 pm Transportation**

- Janice Yuvan, AICP  
The RBA Group, Inc.

**8:15pm Economy**

- Economic Research Associates, Inc.

**8:45pm Questions and Closing**

**SAFETY,  
TRANSPORTATION  
AND ECONOMY**



**What's Your Vision?**





**OCTOBER 7, 2008**  
**7 PM**  
**COPIAGUE MIDDLE SCHOOL**




Funded in part by: New York State Department of State  
Quality Communities Program

**UPCOMING EVENTS**

Saturday, October 18 9 AM -5PM Copiague Middle School	Visioning Day
Wednesday, December 3 7 PM -9PM Copiague Middle School	Community Presentation

**PROJECT OVERVIEW**

**What is a Community Vision Process?**

- Community visioning brings people together and involves them in the decisions that affect their lives.
- Over the course of this vision process, those who live and work in the Copiague Community will create a vision of how the downtown should look.

**Who should participate?**

- Everyone! If you live or work in Copiague, come and voice your opinion.

Community Survey



**CONFIDENTIAL** Downtown Copiague Opinion Survey

**Directions:** Please indicate your response to each question by checking the most appropriate box. The survey is completely confidential. It will be used to identify community interests in the development of the Downtown Copiague Vision Plan.

*If you have any questions please contact Sasha Abraham at 516-873-0230.*

**Section I: General Information**

- What is your connection to the Copiague community (check all that apply)?  
 I work here (\_\_\_\_ years)     I shop here     I use recreational facilities here  
 I live here (\_\_\_\_ years)     I own a business or property here    Other \_\_\_\_\_
- What part of Copiague do you call home?  
 Between Oak St. & 27A     Between Oak St. & Dixon Ave.     South of 27A  
 North of Dixon Ave.     Other \_\_\_\_\_
- How active are you in the Copiague community?  
 I just moved to the community     I regularly attend civic/other community meetings  
 I attend civic/public meetings when there is a specific issue I am concerned about     I rely on the newspaper and others to stay informed about issues in the community
- Which option best describes the people who currently live in your household?  
 Household w/ no children     Adult Child living at home     Adults caring for live-in parents  
 Parent(s) and School Age Child(ren)     Grandparents caring for grandchildren
- What best describes your Household Income?  
 Below \$10,000/year     \$25,000 to \$49,000/year     \$75,000 to \$99,999/year  
 \$10,000 to \$24,999/year     \$50,000 to \$74,999/year     \$100,000 plus/year
- What is your age?  
 Under 21     35-54  
 21-34     55 and over
- What **THREE** aspects of your community make you most **proud**?  
 Schools     Aesthetics/Beauty     Diversity of shopping  
 Crime/Safety     Infrastructure (utilities)     Quality of local restaurants  
 Housing Affordability     Reliability of public transportation     Employment Opportunities  
 Community Pride     Access to Open Space/Recreation     Government Responsiveness  
 Residential Neighborhoods
- What **THREE** aspects of your community are you most **concerned** about?  
 Schools     Aesthetics/Beauty     Diversity of shopping  
 Crime/Safety     Infrastructure (utilities)     Quality of local restaurants  
 Housing Affordability     Reliability of public transportation     Employment Opportunities  
 Community Pride     Access to Open Space/Recreation     Government Responsiveness  
 Residential Neighborhoods

Please Return to: Sustainable Long Island, 45 Seaman Ave, Bethpage, NY 11714



**CONFIDENTIAL** Downtown Copiague Opinion Survey

9. Please choose **one of the four options** to best answer the two questions below:

	A. What best describes <b>YOUR</b> opinion about Downtown Copiague?	B. What do you think best describes <b>PUBLIC PERCEPTION</b> about Downtown Copiague?
Downtown Copiague is a great place and doesn't need any improvements	<input type="checkbox"/>	<input type="checkbox"/>
Downtown Copiague is a good place but needs some improvements	<input type="checkbox"/>	<input type="checkbox"/>
Downtown Copiague needs a lot of improvement and I want to see it change	<input type="checkbox"/>	<input type="checkbox"/>
Downtown Copiague will never improve	<input type="checkbox"/>	<input type="checkbox"/>

**Section II: Issues that need Improvement in Downtown Copiague**

- What are the **TWO** most important Environmental issues in Downtown Copiague?  
 Cleanliness/trash     Development of open space     Lack of sidewalks/bike lanes  
 Parks/recreation     Vacant/Deteriorating Properties     Traffic  
 Above ground utility lines     Difficulty using trains and buses
- What are the **TWO** most important Economic issues in Downtown Copiague?  
 Lack of grocery stores     Diversity of shopping opportunities     Perception by outsiders  
 Safety/Crime     Lack of a community center     Access to well paying jobs
- What are the **TWO** most important Social issues in Downtown Copiague?  
 Safety/Crime     Health     Community Pride/Unity  
 Schools     Recreation (parks, youth center)     Gov't Responsiveness  
 Housing Affordability     Lack of Housing options (apartment, home, condo)

**Section III: What Solutions do you like best?**

- What are the **TWO** most important Environmental solutions in Downtown Copiague?  
 Community cleanup project     Preserve remaining open space     Clean up and redevelop blighted properties  
 Increase train and bus frequency     Develop a mix of housing options     Improve building standards  
 Build sidewalks/bike lanes on major streets and near schools     Improve traffic flow     Other \_\_\_\_\_

Please Return to: Sustainable Long Island, 45 Seaman Ave, Bethpage, NY 11714





**CONFIDENTIAL Downtown Copiague Opinion Survey**

14. What are the **TWO** most important Economic solutions in Downtown Copiague?

- Redevelop industrial areas near LIRR
- Support the development of new small businesses by local residents
- Develop mixed use buildings in Downtown/along LIRR
- Enhance the plaza for community events and shopping
- Attract a supermarket to Downtown
- Ensure businesses in the Copiague area hire local residents
- Other \_\_\_\_\_

15. What are the **TWO** most important Social solutions in Downtown Copiague?

- Implement safety patrols
- Gov't Responsiveness
- Develop market rate homes and apartments
- Hold community events like street fairs and concerts
- Create more after school programs
- Develop affordable rental apartments
- Develop a community center
- Provide career enhancement classes
- Other \_\_\_\_\_

**Section IV. WHERE ARE WE GOING**

16. What options below would you support if it meant successfully implementing the solutions you identified above (check all that apply)?

- Increased housing density
- Housing that is more affordable
- Vote for elected officials that support these solutions in Downtown Copiague
- Attend meetings of the Copiague Civic Association
- Volunteer and help change things
- Other \_\_\_\_\_

Please use this space for general comments:

---



---



---

How did you hear about this event?

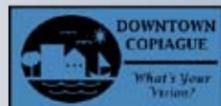
---

Please Return to: Sustainable Long Island, 45 Seaman Ave, Bethpage, NY 11714

**Community Survey Results**

#	Question	#	%	Average
<b>Event</b>				
<b>1</b>	<b>What is your connection to the Copiague community (check all that apply)?</b>			
	I work here ( ____ years)	15		19.75
	I live here ( ____ years)	2		24.72222222
	I shop here	52		
	I own a business or property here	21		
	I use recreational facilities here	49		
	Other _____	6		
<b>2</b>	<b>What part of Copiague do you call home?</b>			
	Between Oak St. & 27A	41		
	North of Dixon Ave	7		
	Between Oak St. and Dixon	9		
	Other _____	5		
	South of 27A	34		
<b>3</b>	<b>How active are you in the Copiague community?</b>			
	I just moved to the community	1	0.8%	
	I attend civic/public meetings when there is a specific issue I am concerned about	43	36.1%	
	I regularly attend civic/other community meetings	26	21.8%	
	I rely on the newspaper and others to stay informed about issues in the community	49	41.2%	
<b>4</b>	<b>Which option best describes the people who currently live in your household?</b>			
	Household w/ no children	39	35.5%	
	Parent(s) and School Age Child(ren)	46	41.8%	
	Adult Child living at home	13	11.8%	
	Grandparents caring for grandchildren	6	5.5%	
	Adults caring for live-in parents	6	5.5%	
<b>5</b>	<b>What is Median Household Income?</b>			
	Below \$10,000/year	1	1.2%	
	\$10,000 to \$24,999/year	6	7.0%	
	\$25,000 to \$49,000/year	7	8.1%	
	\$50,000 to \$74,999/year	18	20.9%	
	\$75,000 to \$99,999/year	29	33.7%	
	\$100,000 plus/year	25	29.1%	
<b>6</b>	<b>I. What is your age?</b>			
	Under 21	10	9.8%	
	21-34	1	1.0%	
	35-54	47	46.1%	
	55 and over	44	43.1%	

<b>7</b>	<b>What THREE aspects of your community make you most proud?</b>				
	Schools	43	20.1%		
	Crime/Safety	5	2.3%		
	Housing Affordability	16	7.5%		
	Community Pride	43	20.1%		
	Aesthetics/Beauty	5	2.3%		
	Infrastructure (utilities)	6	2.8%		
	Reliability of public transportation	11	5.1%		
	Access to Open Space/Recreation	41	19.2%		
	Diversity of shopping	12	5.6%		
	Quality of local restaurants	16	7.5%		
	Employment Opportunities	5	2.3%		
	Government Responsiveness	11	5.1%		
	Residential Neighborhoods	0	0.0%		
<b>8</b>	<b>What THREE aspects of your community are you most concerned about?</b>				
	Schools	33	12.5%		
	Crime/Safety	81	30.8%		
	Housing Affordability	13	4.9%		
	Community Pride	27	10.3%		
	Aesthetics/Beauty	30	11.4%		
	Infrastructure (utilities)	4	1.5%		
	Reliability of public transportation	3	1.1%		
	Access to Open Space/Recreation	10	3.8%		
	Diversity of shopping	17	6.5%		
	Quality of local restaurants	12	4.6%		
	Employment Opportunities	11	4.2%		
	Government Responsiveness	22	8.4%		
	Residential Neighborhoods	22	8.4%		
<b>9</b>	<b>Please choose one of the four options to best answer the two questions below:</b>				
				A. What best describes YOUR opinion about Copiague?	B. What do you think best describes PUBLIC PERCEPTION about Copiague?
	Copiague is a great place and doesn't need any improvements	1	1.1%	0	0.0%
	Copiague is a good place but needs some improvements	26	28.0%	9	10.5%
	Copiague needs a lot of improvement and I want to see it change	61	65.6%	29	33.7%
	Copiague will never improve and if I was able to leave I would	5	5.4%	48	55.8%



Section II: Issues that need Improvement in Copiague			
<b>10</b>	<b>What are the TWO most important Environmental issues in Copiague</b>		
	Cleanliness/trash	66	32.7%
	parks/recreation	4	2.0%
	Above ground utility lines	0	0.0%
	Development of open space	10	5.0%
	Vacant/Deteriorating Properties	58	28.7%
	Difficulty using trains and buses	6	3.0%
	Lack of sidewalks/bike lanes	12	5.9%
	Traffic	46	22.8%
<b>11</b>	<b>What are the TWO most important Economic issues in Copiague</b>		
	Lack of grocery stores	5	2.7%
	Safety/Crime	72	38.7%
	Diversity of shopping opportunities	23	12.4%
	Lack of a community center	13	7.0%
	Perception by outsiders	60	32.3%
	Access to well paying jobs	13	7.0%
<b>12</b>	<b>What are the TWO most important Social issues in Copiague?</b>		
	Safety/Crime	74	
	Schools	22	
	Housing Affordability	10	
	Health	13	
	Recreation (parks, youth center)	10	
	Lack of Housing options (apartment, home, condo)	4	
	Community Pride/Unity	38	
	Gov't Responsiveness		

Section III: What Solutions do you like best?			
<b>13</b>	<b>What are the TWO most important Environmental solutions in Copiague?</b>		
	Community cleanup project	45	
	Increase train and bus frequency	5	
	Build sidewalks/bike lanes on major streets and near streets	5	
	Preserve remaining open space	0	
	Develop a mix of housing options	48	
	Improve traffic flow	61	
	Clean up and redevelop blighted properties	15	
	Improve building standards		
	Other _____	2	
<b>14</b>	<b>What are the TWO most important Economic solutions in Copiague?</b>		
	Redevelop industrial areas near LIRR	35	21.0%
	Support the development of new small businesses by local	33	19.8%
	Develop mixed use buildings in Downtown/along LIRR	25	15.0%
	Enhance the plaza for community events and shopping	54	32.3%
	Other _____	2	1.2%
	Attract a supermarket to Downtown	18	10.8%
	Ensure businesses in the Copiague area hire local residents	18	10.8%
<b>15</b>	<b>What are the TWO most important Social solutions in Copiague?</b>		
	Implement safety patrols	69	
	Gov't Responsiveness	28	
	Develop market rate homes and apartments	6	
	Hold community events like street fairs and concerts	26	
	Create more after school programs	13	
	Develop affordable rental apartments	10	
	Develop a community center	22	
	Provide career enhancement classes	4	
	Other _____		

Section IV. WHERE ARE WE GOING			
<b>16</b>	<b>What options below would you support if it meant successfully implementing the solutions you identified above (check all that apply)?</b>		
	Increased housing density	7	3.5%
	Housing that is more affordable	17	8.6%
	Vote for elected officials that support these solutions in	68	34.3%
	Attend meetings of the Copiague Civic Association	52	26.3%
	Volunteer and help change things	52	26.3%
	Other _____	2	1.0%
<b>17</b>	<b>Please use this space for general comments:</b>	n/a	n/a
<b>18</b>	<b>How did you hear about this event?</b>		

Visual Preference Survey, October 2, 2008

Downtown Copiague Vision Plan

Workshop #2  
Land Use and Design  
Copiague Middle School  
October 2, 2008



VISUAL PREFERENCE SURVEY  
CIRCLE ONE

Streetscapes

	Strongly Dislike	1	2	3	4	5	Strongly Like
<b>1 Brick Sidewalks</b>		1	2	3	4	5	
Comment _____							
<b>2 Sidewalk Café</b>		1	2	3	4	5	
Comment _____							
<b>3 Storefront Design</b>		1	2	3	4	5	
Comment _____							
<b>4 Storefront Design</b>		1	2	3	4	5	
Comment _____							
<b>5 Storefront Design</b>		1	2	3	4	5	
Comment _____							
<b>6 Uniform Architectural Design</b>		1	2	3	4	5	
Comment _____							
<b>7 Varied Architectural Design</b>		1	2	3	4	5	
Comment _____							
<b>Bus Shelters</b>							
<b>8 Modern Bus Shelter</b>		1	2	3	4	5	
Comment _____							
<b>9 Traditional Bus Shelter</b>		1	2	3	4	5	
Comment _____							

**Medians**

10 **Median as Neighborhood Gateway** 1 2 3 4 5  
 Comment \_\_\_\_\_

11 **Planted Median** Flowers Trees Both  
 Comment \_\_\_\_\_

**Building Scale**

12 **3 Stories** 1 2 3 4 5  
 Comment \_\_\_\_\_

13 **3 and 4 Stories** 1 2 3 4 5  
 Comment \_\_\_\_\_

14 **3 Stories** 1 2 3 4 5  
 Comment \_\_\_\_\_

15 **Varied Building Heights** 1 2 3 4 5  
 Comment \_\_\_\_\_

16 **2 Stories** 1 2 3 4 5  
 Comment \_\_\_\_\_

17 **2 Stories High Ceilings** 1 2 3 4 5  
 Comment \_\_\_\_\_

**Growing Density**

18 **Growing Density Before** 1 2 3 4 5  
 Comment \_\_\_\_\_

19 **Growing Density During** 1 2 3 4 5  
 Comment \_\_\_\_\_

20 **Growing Density During** 1 2 3 4 5  
 Comment \_\_\_\_\_

21 **Growing Density After** 1 2 3 4 5  
 Comment \_\_\_\_\_

**Copiague Now**

22 **One-Story Businesses/No Distinct Design** 1 2 3 4 5  
 Comment \_\_\_\_\_

23 **One-Story Strip Mall Tudor Design** 1 2 3 4 5  
 Comment \_\_\_\_\_

24 **3-Story Mixed-Use Neo-Classical Design** 1 2 3 4 5  
 Comment \_\_\_\_\_

25 **One-Story Post Office** 1 2 3 4 5  
 Comment \_\_\_\_\_

26 **Two-Story Tudor/Mansard Roof** 1 2 3 4 5  
 Comment \_\_\_\_\_

27 **Copiague Park** 1 2 3 4 5  
 Comment \_\_\_\_\_

28 **Veterans Memorial Park** 1 2 3 4 5  
 Comment \_\_\_\_\_

29 **Do you use existing open space?** Yes No  
 Comment \_\_\_\_\_

30 **Would you like more open space?** Yes No  
 Comment \_\_\_\_\_

31 **People at a Plaza** 1 2 3 4 5  
 Comment \_\_\_\_\_

32 **Fountain** 1 2 3 4 5  
 Comment \_\_\_\_\_

33 **Moderate Activity** 1 2 3 4 5  
 Comment \_\_\_\_\_

34 **Playground** 1 2 3 4 5  
 Comment \_\_\_\_\_

35 **Green Space** 1 2 3 4 5  
 Comment \_\_\_\_\_

**Business Types**

Which types of businesses would you like to see, or see more of in downtown Copiague?  
 Circle all that apply

- |                               |                           |
|-------------------------------|---------------------------|
| 1. Dry Cleaner                | 11. Bar / Nightclub       |
| 2. Fish Market / Butcher Shop | 12. Health Club / Gym     |
| 3. Movie Theater              | 13. Florist               |
| 4. Restaurant                 | 14. Ice Rink              |
| 5. Hardware/Houseware Store   | 15. Department Store      |
| 6. Salon / Spa / Barber Shop  | 16. Sporting Goods Store  |
| 7. Liquor Store               | 17. Book Store            |
| 8. Bank                       | 18. Clothing / Shoe Store |
| 9. Grocery Store              | 19. Coffee Shop           |
| 10. Pharmacy                  | 20. Something Else        |

What else would you like to see?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Community Facilities**

What types of community facilities would you like to see or see more of in downtown Copiague?  
 circle all that apply

1. YMCA
2. Senior Center
3. Youth Center
4. None of the above
5. Something else?

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Copiague Cash Results



**DOWNTOWN COPIAGUE VISIONING PRIORITIES**

WHAT DO YOU THINK ARE THE MOST IMPORTANT GOALS FOR THE TOWN TO FOCUS ON IN REDEVELOPING AND IMPROVING DOWNTOWN COPIAGUE?

You have a total of \$2,000 in Copiague Cash, you can put it all into one box or divide it up how you see fit to identify your priorities for Downtown Copiague. At the end of this workshop we will see what goals residents think are most important for the area.

Choose from the following goals:

**ECONOMIC OPPORTUNITIES**



Attract new businesses and support existing businesses within the downtown core along Great Neck Road.

NOTE: Details of economic opportunities will be discussed at the 10/7 workshop.

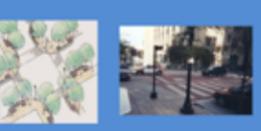
**STREETScape BEAUTIFICATION AND PLAZA ENHANCEMENTS**



This includes decorative lighting, sidewalk improvements, trash receptacles, landscaping, and benches, creating a sense of place.

NOTE: Details of streetscape beautification will be discussed at the 10/2 Workshop.

**PEDESTRIAN SAFETY**



Improved crosswalks and sidewalks, slowing traffic, moving parking lots behind buildings, walk signs, improving accessibility to buildings

NOTE: Details of pedestrian safety will be discussed at the 10/7 workshop.

**PARKING AND TRAFFIC IMPROVEMENTS**



Improve traffic patterns to reduce accidents, provide sufficient parking for businesses and commuters, and institute shared parking.

NOTE: Details of parking and traffic improvements will be discussed at the 10/7 Workshop.

**MIXED-USE, TRANSIT-ORIENTED DISTRICT (TOD)**



Buildings include a mix of uses, usually retail and residential or office. They enhance walkability, safety, transit options, and attract new consumers to local businesses.

NOTE: Details of mixed-use/TOD will be discussed at the 10/2 workshop.

**REDEVELOPMENT AROUND TRAIN STATION**



Redevelop underutilized properties, often industrial, to improve the downtown and create additional opportunities.

NOTE: Details of redevelopment will be discussed at the 10/2 workshop.



**Workshop II: Land Use and Design**

**DOWNTOWN COPIAGUE VISIONING PRIORITIES**

WHAT DO YOU THINK ARE THE MOST IMPORTANT LAND USES FOR THE TOWN TO FOCUS ON IN REDEVELOPING AND IMPROVING DOWNTOWN COPIAGUE?

You have a total of \$2,000 in Copiague Cash, you can put it all into one box or divide it up how you see fit to identify your priorities for Downtown Copiague. At the end of this workshop we will see what land uses residents think are most important for the area.

Choose from the following land uses:

**MIXED-USE (OFFICE OR RESIDENTIAL OVER RETAIL)**



Mixed-Use buildings can come in many forms. They are typical of strong downtown areas with first floor retail and either office space or residential units (or both) on the above floors. They add significantly to the vibrancy of a downtown.

**INDUSTRIAL BUSINESSES**



Industrial buildings are generally less attractive but can provide job opportunities for residents and contribute to the local tax base. There are a number of existing industrial properties in Copiague.

**PARKING**



Parking is essential to both local businesses and commuters on the train, but surface lots can create safety problems and are aesthetically unpleasing. A parking garage with retail on the first floor (see picture) is one potential solution.

**COMMUNITY FACILITIES**



These can include a youth center, senior center, library, post office, hospital, recreation center/YMCA, adult education, or other institution open to the public for recreation and personal development activities.

**RECREATION**



Copiague has a number of recreational opportunities ranging from traditional parks like Tanner Park to small plazas in downtown. Other potential amenities include seating, family activities, spray parks, playgrounds, or an amphitheater.

**MULTI-FAMILY HOUSING**



Various options include: Two-family house, attached single family, accessory unit, apartments, condominiums, and townhouses. The most successful projects incorporate a mix of income levels and renter/owner occupancy.



**Workshop III: Safety, Economy and Transportation**

**DOWNTOWN COPIAGUE VISIONING PRIORITIES**

WHAT DO YOU THINK ARE THE MOST IMPORTANT TRANSPORTATION ISSUES FOR THE TOWN TO FOCUS ON IN REDEVELOPING AND IMPROVING DOWNTOWN COPIAGUE?

You have a total of \$2,000 in Copiague Cash, you can put it all into one box or divide it up how you see fit to identify your priorities for Downtown Copiague. At the end of this workshop we will see what transportation issues residents think are most important for the area.

Choose from the following transportation priorities:

**SIDEWALK IMPROVEMENTS**



Installing sidewalks to schools and all major shopping areas, including the downtown; decorative pavements, incorporation of street furniture, trees, trash receptacles, and information kiosks; accessible to parking lots and public transit.

**CREATE BIKE LANES**



Added to any road they facilitate bike travel and safety. This increases access for youth and active families and can create an extra barrier between traffic and pedestrians; many cities add coloration and have bike only days.

**PUBLIC TRANSIT IMPROVEMENTS**



Strong downtowns link as many forms of transportation as possible including train, bus, auto, bike, and pedestrian. Coordinating arrivals, increasing frequency, and linking to shopping/housing increase ridership. \*These options will require coordination with appropriate agencies

**PEDESTRIAN SAFETY**



Pedestrians are important to successful downtowns. Elements to increase safety from traffic include: raised or colored crosswalks, timed walk signs, bulb outs (where crosswalks bulge into the street), and mid street islands.

**TRAFFIC CIRCULATION**

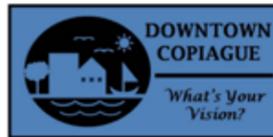


Controlling the speed and efficiency of traffic will increase safety and comfort levels. Techniques include: adding left turn lanes and signals at busy intersections, medians where appropriate, timing of light changes to increase flow, and eliminating driveways from major streets.

**PARKING**



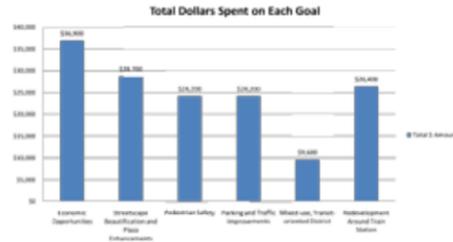
Options for improving parking include: shared parking accommodating businesses during the day and residents at night, controlling access to parking lots, charging a fee for parking, and allowing on street parking.



## COPIAGUE CASH

**WORKSHOP #1**  
Copiague Today  
Thursday, September 25th

### COPIAGUE CASH RESULTS



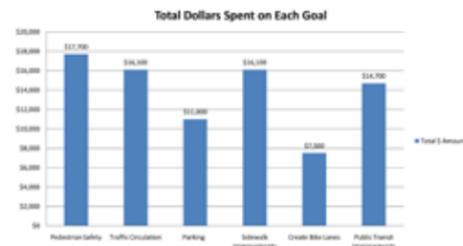
**WORKSHOP #2**  
Land Use and Design Guidelines  
Thursday, October 2nd

### COPIAGUE CASH RESULTS

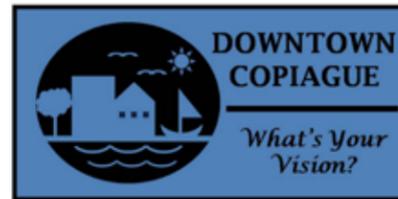


**WORKSHOP #3**  
Safety, Economy and Transportation  
Tuesday, October 7th

### COPIAGUE CASH RESULTS



## Vision Day Walking Tour



### Walking Tour Difficulty

Saturday, October 18, 2008

- Tour A:** Our Lady of Assumption Church to Downtown  
*Spanish/Polish translators available*
- Tour B:** Elementary School to North Parking Lot
- Tour C:** Industrial Corridor and Plaza
- Tour D:** Gateway Park to Downtown
- Tour E:** **ONLY For those unable to walk**



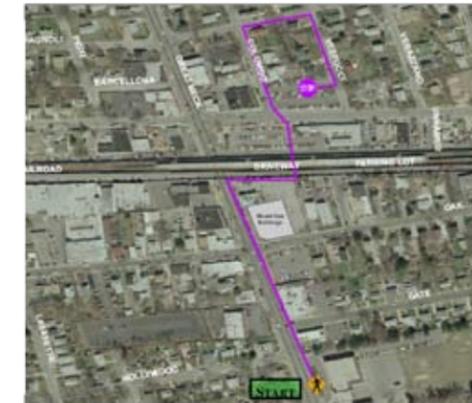
### Tour A: Church to Downtown



**DIRECTIONS** (length = .4 miles)  
**To Start: From Copiague Middle School to Church**  
A. Turn **Left** on Great Neck Road  
B. Turn **Right** on Dixon  
C. Turn **Left** on Malloy

**Tour: From Our Lady of Assumption to Downtown**  
1. Turn **Left** on Marconi  
2. Turn **Right** on Great Neck Road  
3. Turn **Left** into Parking Lot  
4. **GET ON BUS** and Return to Copiague Middle School Parking Lot

### Tour B: School to North Parking



**DIRECTIONS** (length = .5 miles)  
**To Start: From Copiague Middle School to Downtown**  
A. Turn **Left** on Great Neck Road  
B. Turn **Left** into School Driveway

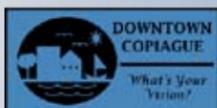
**Tour: From Our School to Parking lot**  
1. Head **North** on Great Neck Road  
2. Turn **Right** at Railroad Avenue  
3. Cross under tracks after the train station  
4. Head **North** on Colombo  
5. Turn **Right** on Campagnoli  
6. Turn **Right** on Vespucci  
7. Turn **Right** into Parking Lot  
8. **GET ON BUS** and Return to Copiague Middle School Parking Lot

### Tour C: Industrial Corridor and Plaza



**DIRECTIONS** (length = .6 miles)  
**To Start: From Copiague Middle School to Downtown**  
A. Turn **Left** on Great Neck Road  
B. Turn **Left** into Parking Lot

**Tour: From Parking Lot to Plaza**  
1. Head **West** on Oak Street  
2. Turn **Right** on Pine  
3. Turn **Right** on Railroad Avenue  
4. Turn **Right** on Great Neck Road  
5. Turn **Left** on Oak Street  
6. Turn **Left** through Parking Lot  
7. Walk through Train Station  
8. Turn **Right** and head to Plaza  
9. **GET ON BUS** and Return to Copiague Middle School Parking Lot



**Tour D: Gateway Park to Downtown**



**DIRECTIONS (length = .6 miles)**

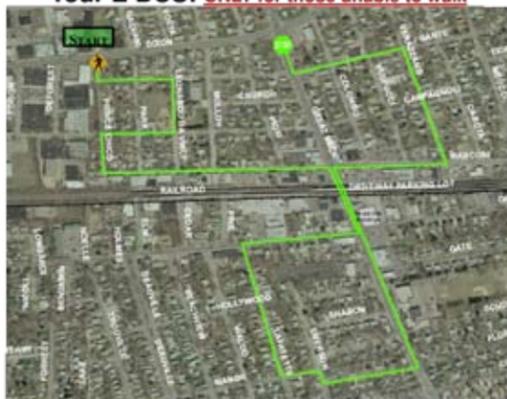
**To Start: From Copiague Middle School to Gateway Park**

- A. Turn **Left** on Great Neck Road
- B. Stop beside Park after Dixon

**Tour: From Our Lady of Assumption to Downtown**

- 1. Head **South** on Great Neck Road
- 2. Turn **Left** at Dante
- 3. Turn **Right** on Vespucci
- 4. Turn **Right** on Marconi
- 5. Turn **Left** on Great Neck Road
- 6. Turn **Left** on Oak Street
- 7. Turn **Left** into Parking Lot behind the mixed-use building
- 8. **GET ON BUS** and Return to Copiague Middle School Parking Lot

**Tour E BUS: ONLY for those unable to walk**



**DIRECTIONS**

**To Start: From Copiague Middle School to Church**

- A. Turn **Left** on Great Neck Road
- B. Turn **Right** on Dixon
- C. Turn **Right** on Prince Chico

**Tour: From Our Lady of Assumption to Downtown**

- 1. Turn **Left** on Dante
- 2. Turn **Right** on Leonardo Da Vinci
- 3. Turn **Right** on Campagnoli
- 4. Head **Left** on Prince Chico
- 5. Turn **Left** on Marconi
- 6. Turn **Right** on Great Neck Road
- 7. Turn **Right** on Oak Street
- 8. Turn **Left** on Lafayette
- 9. Turn **Left** on Manor
- 10. Turn **Right** on Emerson
- 11. Turn **Left** on Florida
- 12. Turn **Left** on Great Neck Road
- 13. Turn **Right** on Marconi
- 14. Turn **Left** on Verazzano
- 15. Turn **Left** on Dante
- 16. Turn **Right** on Great Neck Road/Return

**Walking Tour Survey Form**



**Downtown Copiague Walking Tour Form**

Everyone in this group is looking at this road in a different way. Please answer the following questions as a group of three or four during your walking tour.

1. From what perspective are you looking at the road as a?
- |                |              |                       |
|----------------|--------------|-----------------------|
| Senior Citizen | Youth        | Physically Challenged |
| Blind          | Adult/Parent |                       |

2. List the tour number and location \_\_\_\_\_

As you walk the tour, be aware of your surroundings and discuss the following:

**WALKABILITY ISSUES**

- a) Which of the following do you feel safe doing in or along the route?
- |      |     |      |       |                  |             |
|------|-----|------|-------|------------------|-------------|
| Walk | Run | Bike | Drive | Use a wheelchair | Other _____ |
|------|-----|------|-------|------------------|-------------|
- b) Where would you walk along Great Neck Road in this area?
- |               |               |                             |
|---------------|---------------|-----------------------------|
| West Sidewalk | East Sidewalk | Too dangerous to walk along |
|---------------|---------------|-----------------------------|
- c) Can you walk to any of the following on this route:
- |                         |          |                                 |             |
|-------------------------|----------|---------------------------------|-------------|
| Visiting friends/family | Shopping | Accessing public transportation | Go to a job |
|-------------------------|----------|---------------------------------|-------------|
- d) Are there places to stop and rest if you get tired? Yes No
- e) Are there safe place to walk across the street Yes No

**AESTHETIC ISSUES**

- a) Is there litter around, where is it?
- |             |                  |                      |
|-------------|------------------|----------------------|
| In the road | Side of the Road | On people's property |
|-------------|------------------|----------------------|
- b) Are there public garbage cans? Yes No
- c) What type of greenery is there along the street?
- |       |       |        |        |      |
|-------|-------|--------|--------|------|
| Trees | Grass | Bushes | Plants | None |
|-------|-------|--------|--------|------|
- d) Is the street inviting to walk down? Yes No
- e) Would you travel along this street at night? Yes No

**CRIME & SAFETY**

- a) If a crime took place, are there people on the street or in homes who will see it happen? Yes No
- b) Do you see areas that might make it easier to commit a crime? Yes No
- c) Is this place well lit at night? Yes No
- d) Are public and private spaces clearly defined? Yes No

3. At the end of the tour please take some time to discuss the following questions with your group?

**DISCUSSION QUESTIONS**

- a) What is the most dangerous location along this route? \_\_\_\_\_
- b) What is the most unpleasant element of this route? \_\_\_\_\_
- c) Based on your responses, how would you improve this area to make it a more pleasant walk?
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- d) Overall, what are the most important things that could be done to improve this place?
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**NOTES:**

**Summary of Community Ideas**

Types of Businesses the Community Would Like to See

- Hobby Store
- Pet store
- Music store
- Movie theater
- Bowling alley
- Old fashioned ice cream shop
- Restaurant/diner/café
- Health food store
- Bookstore
- Office
- Clothing/shoes
- Comedy Club

Types of Community Facilities the Community Would Like to See

- Performing arts center
- Dance studio
- Aquatic research
- YMCA

Transportation

- Mid-block crosswalks to connect businesses on Great Neck Road
- Better Bus Service
- Restrict left turns at critical locations
- Parking garage with ground floor retail on Marconi
- Shuttle / trolley to Tanner Park through town
- Let Emerson connect to FEGS parking and extend through to Oak
- Landscaped median on Great Neck Road and on Marconi east of Great Neck Road
- Install automatic speed sign by school
- Extend Pine Street to Malloy under RR tracks
- Contrasting colors in crosswalks
- Add pedestrian crossing signals and make them more visible
- Repair and complete sidewalks in residential areas

- Make Marconi pedestrian-only at certain times
- Crosswalk sounds for visually impaired
- Longer walk times to Cross Great Neck Road
- Add left turn signals at Dixon and Oak
- Improve signal timing along Great Neck Road
- Widen Oak Street near Great Neck Road
- Remove on-street parking on Oak Street
- Create another north/south route under the tracks (Emerson?)
- Create pedestrian walks and bike path

Architectural

- Improve facades and signs along Great Neck Road
  - Classic style but heterogeneous; not uniform
- Design Guidelines for All Store Fronts
- Higher density in downtown core and lower north and south of core
- Building façade styles: neutral colors; stucco, brick, vinyl; uniform signage; windows clear of signs
- Maximum of 3 stories
- No neon signs
- Eyes on the street – uncluttered storefront windows

Enforcement

- Better Police Presence / police sub-station
- Enforce municipal codes regarding use and number of units on a parcel
- Institute a neighborhood watch
- Install security cameras

Parking

- Copiague resident permit parking
- Shared parking

Streetscape

- Better lighting
- Banners on Great Neck Road
- Add trash receptacles along Great Neck Road
- Open Bus shelters
- Bicycle racks and bicycle lanes
- Brick pavers on sidewalks throughout downtown

Land Use

- Relocate taxi repair and auto repair on Marconi
- Re use FEGS lot for sports and park land
- Convert existing and abandoned industrial along railroad to office/retail/community, etc. Add retail frontage along railroad
- Expand Veterans Memorial Park
- Mixed use
- Higher end chain retail eg. Starbucks, Panera Bread
- Remove light industrial zone
- Change LIRR parking for town residents only
- Remove parking lot on Oak and Great Neck Road – change to mixed-use or public plaza
- Create a medical office complex
- Redevelop F.E.G.S. parking to include parking, a health facility
- Provide housing for disabled
- East on Marconi put a park where there is currently dumping of debris
- Create public space for moderate activity

Economics Development

- Create affordable housing
- Create Jobs

Miscellaneous

- Create a safe family environment
- Safe Routes to School Grants

Final Plan Presentation, December 3, 2008

### The Future is Coming...

December 3, 2008

## Downtown Copiague Vision

### Downtown Copiague Implementation Committee

Current Membership

- Amity Harbor Club Association
- Business Owners
- Copiague Chamber of Commerce
- Copiague Board of Education
- Copiague Beautification Society
- Copiague PTA
- Copiague Public School District
- Copiague Weekly Association
- Great South Bay Estates Homeowners Association
- Kiwanis Club
- Knights of Columbus
- Our Lady of Assumption Church
- Property Owners
- Public Friends of Copiague

### Transit Oriented Development (TOD)

Not This: Sprawl that forces people to rely on their cars.

This: Planning that guides the future toward a more walkable, transit-oriented, and sustainable community.

### Walkability

- A Center
- Density
- Mixed Use
- Parks and Public Space
- Pedestrian-Centric Design
- Accessible
- Well Connected
- Built for the Right Speed
- Comfortable
- Nearby Schools and Workplaces

### Transportation

- MTA-Bus coordination
- Shuttle connection south to downtown
- Bike Lanes on Marconi and Emerson

### Public Space/Streetscape

#### Crosswalks

### Community Planning partners

Town of Babylon  
Hon. Steve Bellone, Town Supervisor  
Commissioner Edou T. McNulty, Deputy Supervisor  
Commissioner Lindsay P. Brady  
Commissioner Jacqueline A. Gordon  
Commissioner Antonio Martinez  
Carol A. Quirk, Town Clerk / Corlaine DeSimone, Receiver of Taxes  
Ann Marie Jones, Commissioner, Planning & Development  
Vanessa Pugh, Director of Downtown Revitalization

New York State  
NY State Senator Owen Johnson  
NY State Assemblyman Robert K. Stevens

Suffolk County  
Legislator DeWayne Gonyea

### The Most Important Partner is.....

# YOU

Who Participated.....

- Over 200 people throughout the process
- Healthy mix of people who live in the study area and those that use it for other purposes but live in surrounding communities
- Almost all have been a part of the community for over 10 years

### Community Ideas

From Oct 18 Charrette

- Supermarket
- Specialty Foods
- Deli/Restaurants/Cafe
- Old fashioned ice cream shop
- Bar
- Clothing/Shoe Store
- Sporting Goods
- Bookstore
- Health Food Store
- Office
- Hobby Shop
- Pet Store
- Music Theater
- Flowing Alley
- DIY Shop/DIYatory
- Medical Laboratory
- YMCA
- Comedy Club
- Dance Studio
- Performing Arts Center

### Community Ideas

From Oct 18 Charrette

- Repair and repurpose sidewalks in recession areas
- Improve facade and signs along Great Neck Road
- Classy style but not ostentatious
- Reduce clutter in windows
- Install security cameras
- Institute a neighborhood watch
- Install better lighting
- Add trash receptacles along Great Neck Road
- Install open bus shelters
- Create public space for moderate activity

### Public Space/Streetscape

#### Pedestrian Countdown Signals

### Public Space/Streetscape

#### Wayfinding Signage

### Study Area

#### Project Map

Copiague means "sheltered place" in the language of the Merrick Native American tribe.

### Goals of the Visioning Process

- Ensure community participation and voice
- Revitalize downtown as a mixed use, transit-oriented district
- Explore redevelopment potential for industrial areas around the train station
- Strengthen economic opportunities in the downtown area
- Improve roadway safety and pedestrian accessibility
- Improve parking and traffic circulation
- Streetscape beautification and plaza enhancements

### Market Analysis

Current market for:

- New market rate rental housing geared to young renters and empty nesters
- New for-sale housing geared to active adults
- Food and beverage stores, clothing and clothing accessories stores, sporting goods, hobby, book, music, general merchandise, restaurants, bars, coffee shops

### Zoning Recommendations

### Public Space/Streetscape

#### Street Furniture

### Public Space/Streetscape

#### Bus Shelters

### Community Input Timeline

### Project Map

### Land Use and Zoning

3 - 4 Story Mixed Use - Downtown Core

### Land Use and Zoning

2 - 3 Story Mixed Use - Downtown Edges

### Public Space/Streetscape

#### Building Façade Improvements

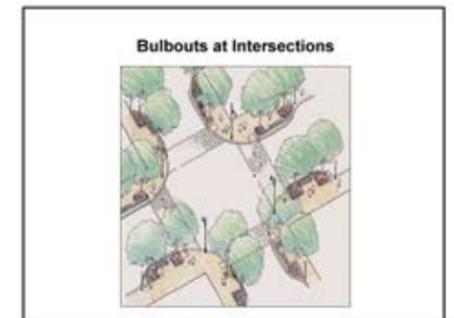
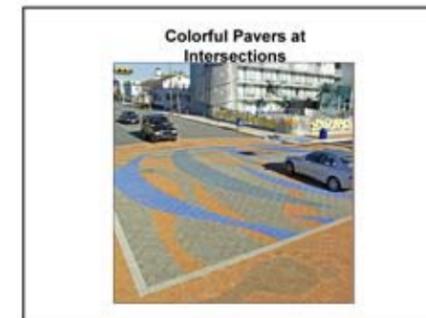
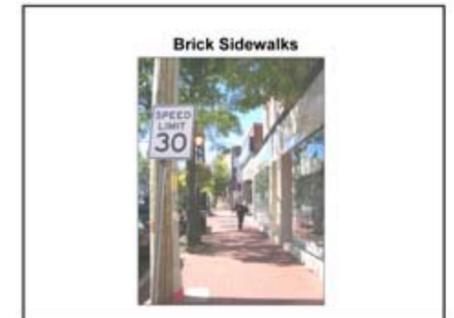
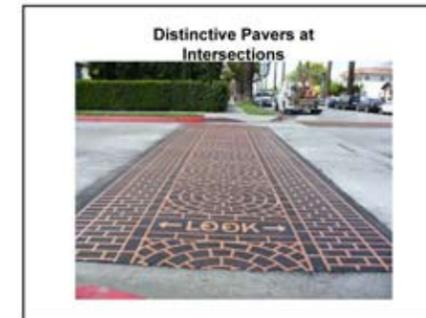
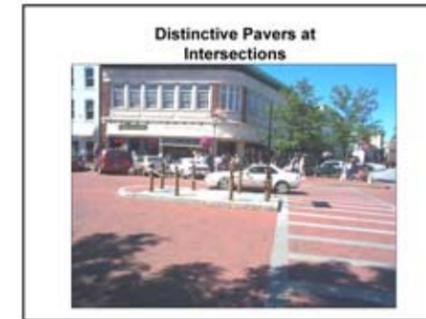
### Public Space/Streetscape

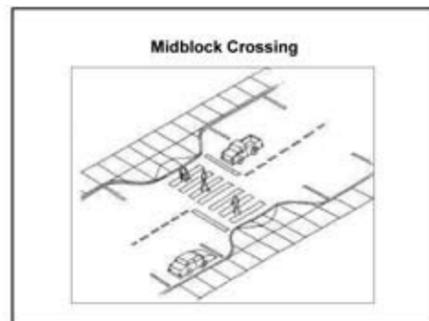
#### Streetscaped Gas Station



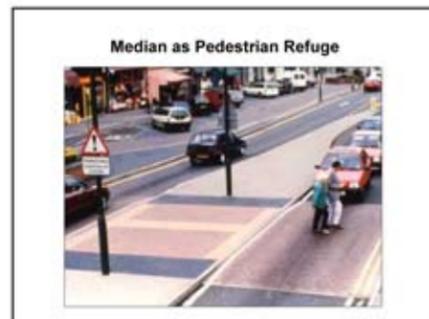
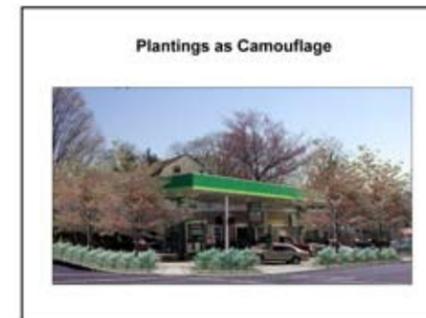
Toolboxes

Transportation



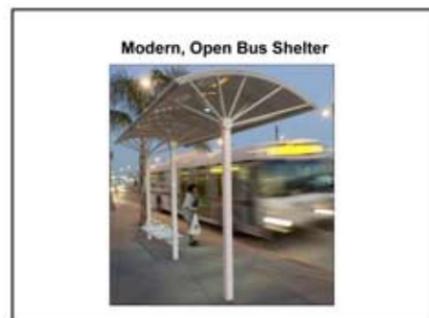


Streetscape/Other Considerations



**Other Things to Consider**

Location of Need for Increased Lighting	Types of Establishments to Attract
	<ul style="list-style-type: none"> <li>• Movie Theater</li> <li>• Sidewalk Café</li> <li>• Medical Center</li> <li>• YMCA</li> <li>• Youth Center</li> <li>• Arts/Performance Center</li> <li>• Light Industry</li> <li>• Other</li> </ul>



Building Heights

Public Space

