

# EAST FARMINGDALE CENTER, BABYLON, NY

## A TRANSIT-ORIENTED REDEVELOPMENT PLAN



SUBMITTED APRIL, 2011

SPECK & ASSOCIATES LLC



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# Existing Conditions

Just north of the Republic Airport, at the intersection of NY Route 110 and Conklin Street in East Farmingdale, NY, sits Airport Plaza, a large, conventional late 20th-century big-box shopping center containing approximately 500,000 square feet of retail and entertainment space including Home Depot, Staples, Pet Smart, the Farmingdale Multiplex Cinema, and a dozen other businesses of various sizes, surrounded by approximately 5000 parking spaces.

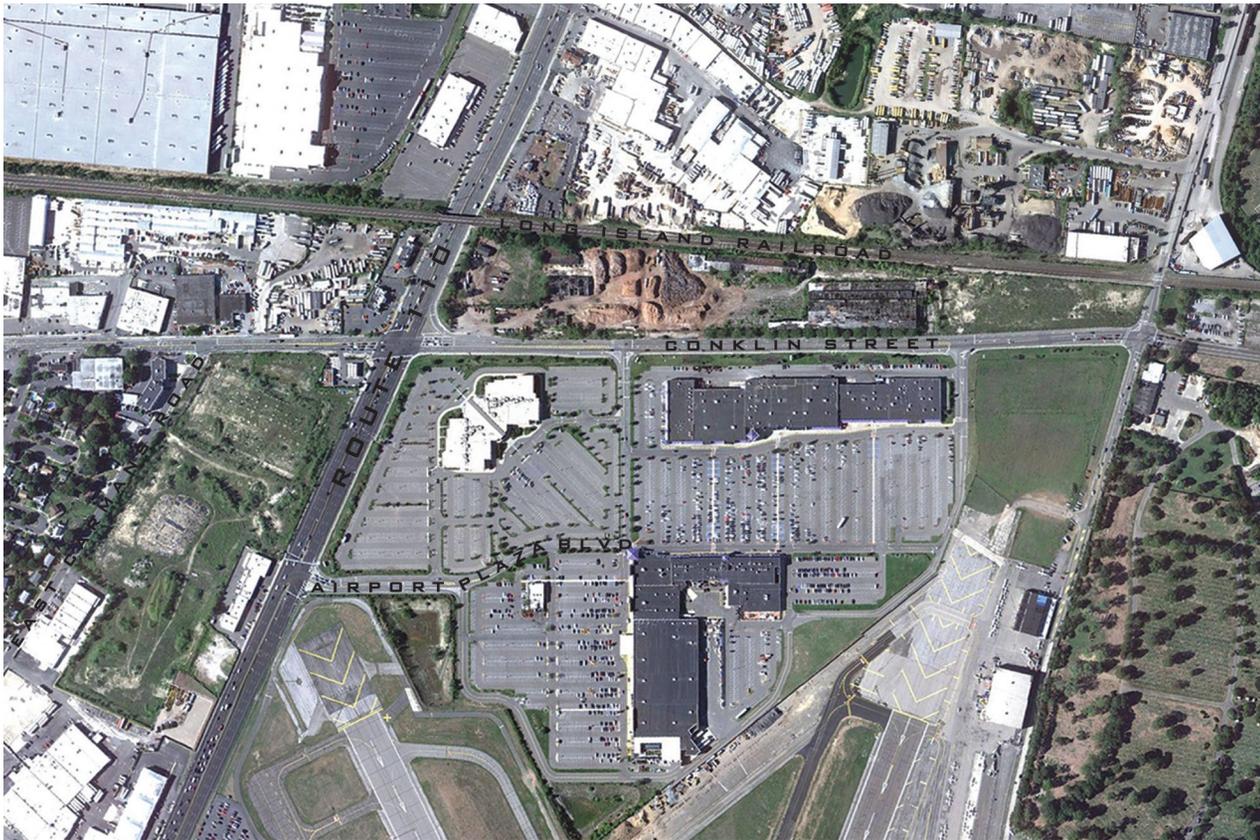
This fairly well-performing strip center, practically speaking, is only accessible by car, but it sits adjacent to a former stop in the Main Line of the Long Island Railroad, which passes just to its north. The Republic station, which once served the Republic Aviation manufacturing facility—responsible for WWII's P-47 Thunderbolt—is slated to be reopened to ridership so that the Airport Plaza and its immediate vicinity may be redeveloped into a mixed-use town center. Addi-

tionally, this center is planned to serve as the hub of a regional Bus Rapid Transit system designed to connect the Long Island Railroad to the adjacent Route 110 corridor, the largest corporate agglomeration in central Long Island.

While the principal station area is the 67-acre Plaza itself, a significant portion of underutilized property also sits to its north and west. This includes approximately 15 acres separating Conklin Street from the railroad tracks, 7 acres immediately north of the tracks, and 30 acres spanning Conklin Street on the west side of Rte. 110, bringing the total study area to over 120 acres, a fairly typical size for a Transit Oriented Development (TOD). This area is constrained, in some cases dramatically, by the flight-path building-height ceilings imposed by air traffic into the private Republic Airport. For example much of the site west of Route 110, which is largely contaminated, is capable of holding no use taller than a surface parking lot. This area of the plan is also challenged by its location across the highway, which presents a formidable physical and psychological barrier to pedestrian activity. Only a significant activity-center anchor is likely to attract pedestrians across Route 110, and only if the walk is made as safe and pleasant as possible.

The small area to the north of the railroad tracks is constrained by factory outlets to its north. An asphalt plant further east limits the capacity of the immediately surrounding area, due to fumes that can drift to the south. In this area, just north of Conklin, one remaining mid-century industrial building, almost two acres in size, sits awaiting rehabilitation.

The Republic Plaza itself contains only three major buildings: two large collections of big-box and in-line



*Airport Plaza and its surrounding area.*

## Existing Conditions

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stores, and a 13-screen movie theatre. These buildings are surrounded by a vast parking field and spaced at a significant distance from each other, such that shoppers wishing to visit more than one building typically drive between parking spaces rather than negotiate the parking lot on foot. The largest of the buildings, to the south, also contains a significant amount of second-story office space, currently unleased.



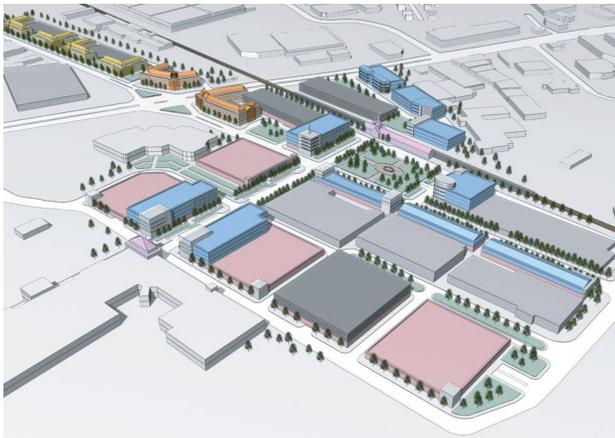
*The Northern building in Airport Plaza enfronts a 15-acre parking lot.*

In terms of the surrounding roadways, Route 110 is engineered like a highway by necessity, while Conklin Street is that way by choice: its moderate traffic flow often travels well above posted speeds due to the high-velocity geometrics that have shaped its trajectory, including highway-width travel lanes, continuous left-hand turn lanes, paved shoulders, and the like. Since this street bisects the heart of the future community, it must be modified to encourage lower speeds if it is to attract pedestrian life. Since Conklin is also a New York State Highway (Rte. 24), the NYSDOT will be asked to apply contextually-sensitive criteria in accepting the redesign that is proposed ahead.

Unsurprisingly, given the road's noxious quality, the

northern building in the Airport Plaza turns its back to Conklin Street, displaying its service alley and dumpsters. Conklin Street is also a major trucking route, and therefore a bypass has been recommended to limit the impacts of truck traffic on the new town center.

Under the leadership of Supervisor Steve Bellone, the Town of Babylon has for a number of years adopted a proactive stance regarding development. Rather than asking the private sector to lead the future growth of the Town, Babylon has convened public workshops and visioning processes to determine the ideal shape of its redeveloped areas. For this site, that process began with a 2002 call to reopen the Republic rail station, followed by a 2005 Vision Plan that began to illustrate the potential of the site. This plan, completed by Fox & Fowle Architects, recommended 1.8 million square feet of new mixed use development on a site somewhat smaller than the current study area.



*The 2005 Vision Plan called for new retail (pink), office (blue), and residential (yellow) development surrounding a large Station Plaza, supported by new parking structures (dark grey).*

Many of the ideas in this plan have found their way into the new design, including replacing surface parking with structured parking located both along the railroad tracks and between the two main retail buildings; and running a new street (in this case

two streets) through the northern big box building. Other features have been rethought, such as the location of most residential space at some distance across Route 110 (in the flight path), and the proposal for unconventionally thin buildings shielding Conklin Street from the back of Airport Plaza.

The Vision Plan and its surrounding initiative were given new steam in 2007, by an East Farmingdale



*Jeff Speck, AICP leads a workshop on Transit Oriented Development with East Farmingdale residents.*

Civic Association letter again calling for the reopening of Republic Station, improved bus service along the Route 110 corridor, and the development of a new downtown at Airport Plaza. With support from MTA and LIRR officials regarding reopening the Republic Station, the Town embarked on an expanded public process and hired Speck & Associates in 2009 to conduct this more comprehensive design effort.

This effort included a kickoff meeting and seminar



*Supervisor Steve Bellone leads a group discussion at the Farmingdale Multiplex Cinemas.*

on Transit Oriented Development, two walking tours—one of Airport Plaza and one of downtown Patchogue (as a development model)—and a Design Workshop, took place through the course of 2010. The input and feedback from local merchants and residents helped to direct the design effort, especially the drawings produced at the Design Workshop, shown ahead.



*Local residents and merchants contributed planning ideas at the East Farmingdale Design Workshop.*

# The Design Workshop

These drawings, from three different tables, introduced or reaffirmed a number of key design proposals that found their way into the current plan. These include but are not limited to the following:



*The plan from Workshop Table 1.*

## Table 1

- A large entry green is located at the southeast corner of Route 110 and Conklin Street.
- A central spine connects the railroad station south to both existing retail buildings, flanked by additional retail on both sides.
- New parking structures make up for displaced surface parking spaces. These are located between the two main retail buildings and to the south, across from Home Depot, and both are lined by street-level shops and other activities.
- Additional retail is located in proximity to the railroad station, with apartments above.
- Office space is recommended in the northeast area of the plan.
- Parking structures line the railroad tracks, making

use of less desirable sites and shielding surrounding areas from train noise.

- A pedestrian bridge crosses Route 110, linking the upper stories of flanking buildings.
- Buildings line both sides of Conklin Street west of Route 110.



*The plan from Workshop Table 2.*

## Table 2

- A community heart is located at the nexus of a central spine (passing north-south from Conklin Street to the front of the southern retail building) and the two east-west streets that pass along the fronts of both retail buildings.
- A theater or convention center is recommended for the northwest corner of Route 110 and Conklin Street.
- As in Scheme 1, a pedestrian bridge crosses Route 110, and a parking structure is located west of Home Depot.
- As in the previous scheme, surface parking is located

across Route 110 under the flight path, where little else is possible.



*The plan from Workshop Table 2.*

## Table 3

- The central north-south spine shifts its trajectory slightly in order to pass directly in front of retail locations in both existing commercial buildings.
- A hotel is located in close proximity to the train station.
- Blocks of retail are located between the two main retail structures.
- Surface parking is retained between the cinema and Route 110.
- The property to the west is restricted from significant development due to its toxic soils.

The Design Workshop and its findings led directly to the creation of the plan and code that are presented ahead.

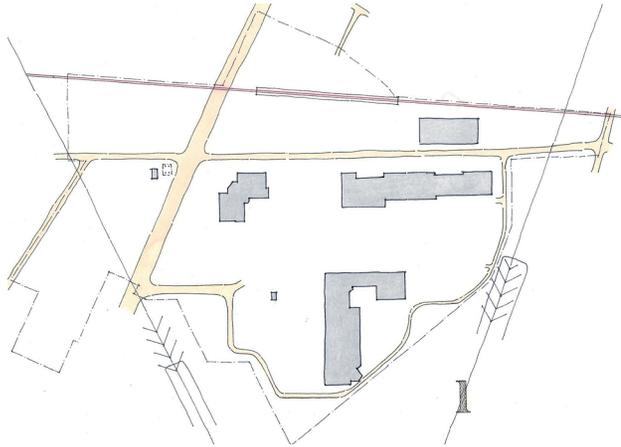
The purpose of this redevelopment planning study is to create a more complete vision for the Airport Plaza and its surrounding area, one that includes a Regulating Plan and Design Regulations that will govern the eventual build-out of the site. Importantly, this Plan and Code, while quite restrictive in terms of the quality of the public spaces the redevelopment generates, is extremely flexible when it comes to building uses, so that the eventual activities placed on site can be provided in a way that meets the market over time.

This Redevelopment Plan was completed in anticipation of an outreach effort to identify a private Master Developer or Developers who will work with the existing landowners to redevelop the site as a Transit Oriented Development in accordance with its Regulating Plan and Design Regulations. Those two documents, supplemented by the Illustrative Plan and renderings provided ahead, are designed to produce an eventual outcome that is fully in line with the community vision and TOD best practices, whoever its ultimate developer(s) may be.

It is worth noting that the heart of this site, the Airport Plaza, is already fully developed, albeit in a low-density car-oriented way. For this reason, the only motivation for incurring the considerable expense of its redevelopment would be to create an outcome with a significantly greater economic yield. In real estate terms, that could be translated as a solution that is dense enough to support structured parking. Whether today's economy, hopefully soon to improve, can support a structured-parking solution is less relevant to this long-term planning exercise than the recognition that no lower-density solution would justify the costs of redevelopment. These circumstances are well in line with the principles of Transit Oriented Development, which advocate for the highest contextually-appropriate densities around train stations.

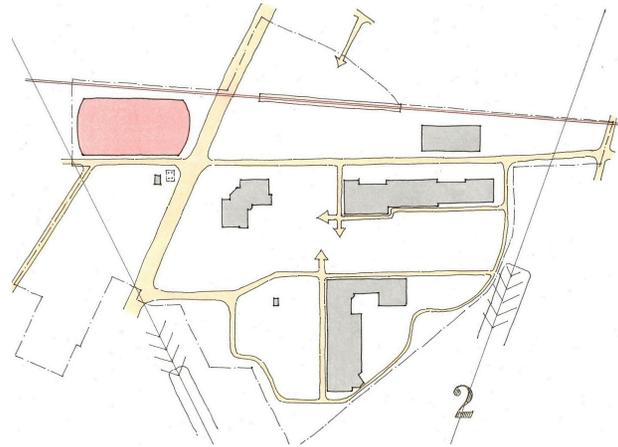
# The Design Process

Applying all of the above criteria to the study area required a multi-step process that is outlined in the images and text that follow. We hope that this exercise will demonstrate that the resulting plan, while hardly inevitable, represents a logical outcome that optimizes the design objectives laid out above.



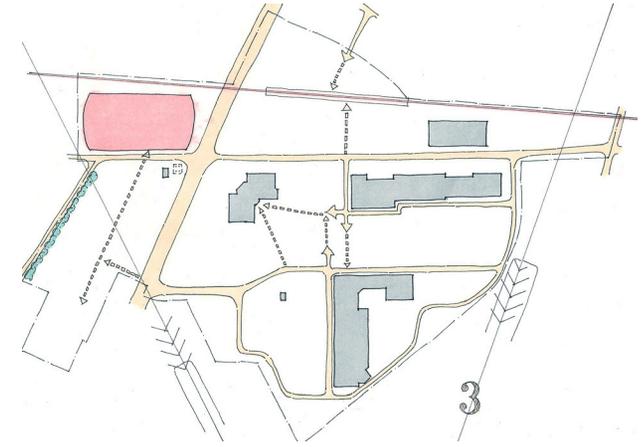
## STEP 1: Starting point

This first drawing shows the dominant site features that must be considered in its redevelopment. Route 110 runs from north to south, crossed by Conklin Street. North of Conklin runs the railroad track, with its platforms ideally located just east of Route 110. West of the highway sits a corner gas station—considered too expensive to remove—on a site that is otherwise restricted by the flight path above and soil contamination below, with an additional underdeveloped parcel to its north. In the center of the drawing sits Airport Plaza, with its two big-box buildings, cinema, and a single tiny pad site. To the north across Conklin is the abandoned aircraft manufacturing structure that, if not retained, presents a good footprint for a future industrial building. Surrounding Airport Plaza to the south is an access route that, with limited reshaping, can become an effective truck bypass around the redevelopment.



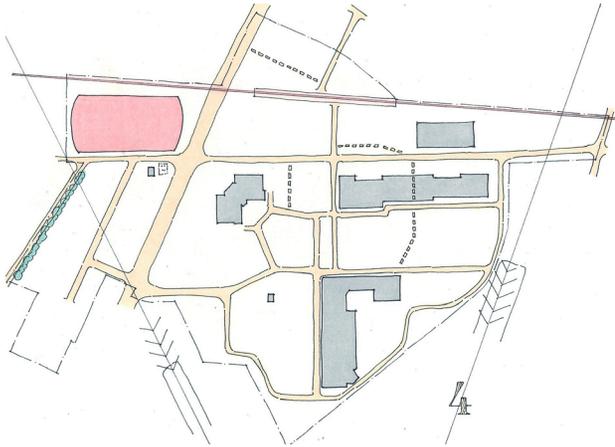
## STEP 2: Show proper street locations, and arena

Two flanks of each of the existing big box buildings contain store fronts, so these are appropriate street locations. A street from the north provides limited access to that side of the railroad tracks. Finally, a Convention Center/Sports Arena building is shown on the northwest site. This plan realizes that such a future use is by no means inevitable, but it argues that, without an anchor of major significance, there would be no reason to consider the properties west of Route 110 as a part of the TOD, since few pedestrians would cross the highway from the train station.



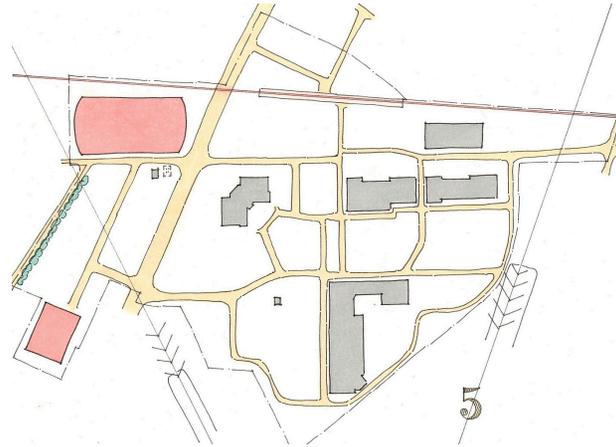
## STEP 3: Make connections

Existing street trajectories are extended to meet each other. Both trajectories approaching the railroad station are extended to reach it. The front of the cinema, an important anchor, becomes the terminus of two axes connecting it into the street network. The principal western entry to Airport Plaza crosses the highway to enter the adjacent site, which receives a central axis reaching to the arena. Finally, low-density neighbors to the west are protected from this future active site by a screen of evergreen trees.



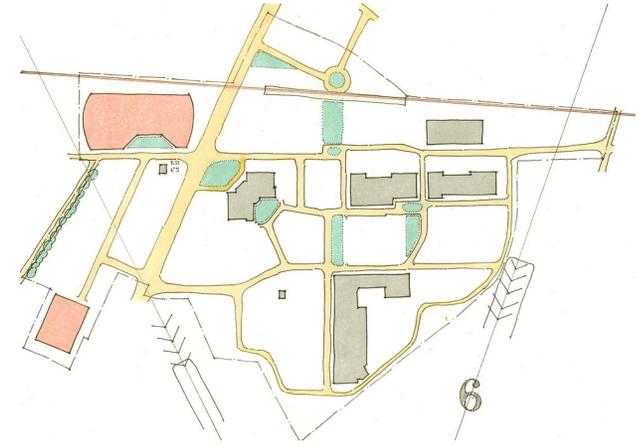
## STEP 4: Suggest block structure

Within Airport Plaza, new streets are introduced to create a network of properly sized blocks. One of these streets requires relocating one merchant from the center of the northern strip, but is key to pedestrian connectivity. For one block, Conklin Street is shifted slightly north which, in addition to calming traffic, creates a developable site that hides it from the dumpster alley along the back of the strip. To the north, a new east-west street from Route 110 gives adequate accessibility to that sector of the plan.



## STEP 5: Complete block structure

This diagram shows all the paths suggested in the previous drawings represented as streets. Note that the tight pedestrian-friendly block structure has been restricted to the center of the plan, due to the limited development potential of sites under the two flanking fight paths. These limitations, suggested more fully in diagram 7 ahead, mean that much of the site must remain as surface parking lots. One additional building has been added to the extreme southwest, to take advantage of the large parking field to its north. This field, which serves the arena, will be largely empty during the daytime. For that reason, it is available for an office, light industrial plant, or some other weekday use.



## STEP 6: Place public spaces at key nodes

South of the tracks, from west to east, eight open spaces are introduced:

- One in front of the arena serves as a welcoming plaza.
- A large square at the corner of 110 and Conklin serves as a frontispiece to the cinema and the entire redevelopment, surrounded by a convenient (right-in, right-out) drop-off street.
- A plaza on the east side of the Cinema welcomes theatergoers from the heart of the community.
- A large Station Plaza enfronts the reopened train station.
- A central square is located a block south, enhancing the walk between the two main strip center buildings.
- To the east another green amenitizes that part of the neighborhood.

# The Design Process

- North of this green, and also south of the Station Plaza, wherever a street shifts its trajectory, turbine plazas are added. These small plazas, which take one-way travel on their north and south sides, allow the street shifts to slow traffic without significantly reducing their capacity.

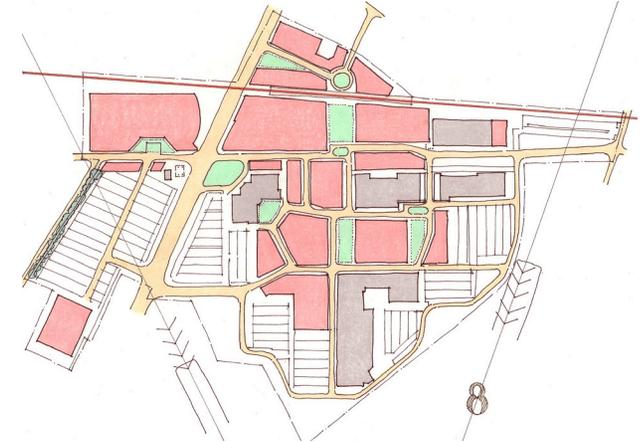
North of the tracks, a circle is introduced to resolve traffic paths in front of the train station, while creating a unique public space for that sector of the plan. Another green to its west welcomes visitors toward the circle.

These ten public spaces, each of which will be detailed and programmed differently, represent a significant investment, but experience in similar projects suggests that they will have a positive impact on property value that is geometrically larger. They will also create the sort of memorable spaces that, in addition to its well-shaped streets, will give a sense of character and community to the redevelopment.



**STEP 7: Frame streets and spaces with building fronts, limited by flight paths**

As discussed above, streets will only attract pedestrians if they are shaped by buildings at their edges. Wherever possible, building fronts are placed alongside the new streets. The extent of this redevelopment is limited principally by the flight-path height limits suggested in the drawing.

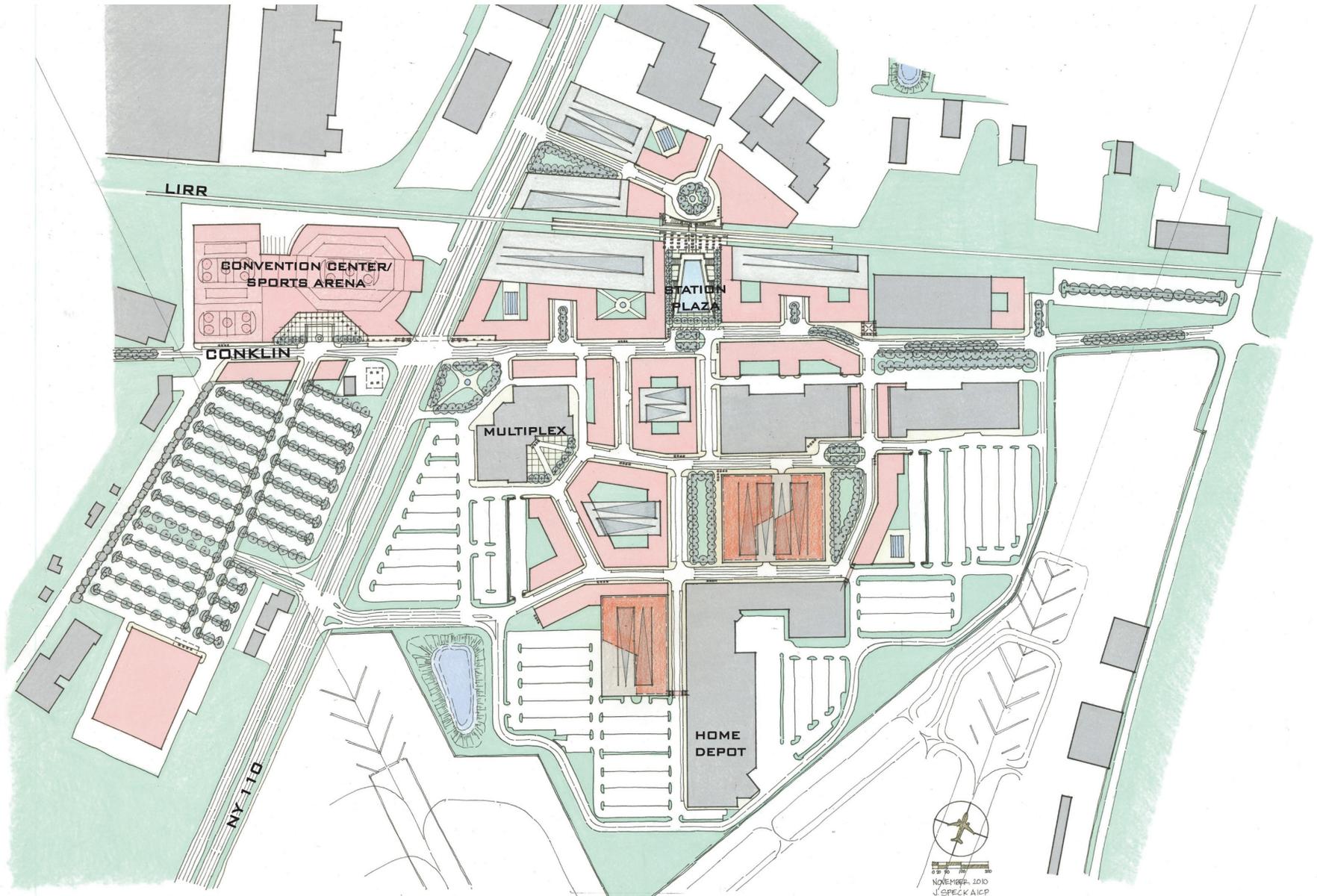


**STEP 8: Complete blocks within buildable zone**

The new building areas are allowed to fill their blocks, resulting in the final General Plan.

This final plan is shown ahead in two versions. First, the Illustrative Plan further refines the design in order to demonstrate one fairly ideal build-out of the General Plan above. This plan has no legal standing, but is made available to the Town and to potential future developers of the property in order to communicate the full application of TOD best practices to the site. Second, the Regulating Plan only communicates those aspects of the plan that are considered essential to its development as a successful smart growth TOD project. This second plan, in conjunction with the Design Regulations that follow, will ensure a positive physical outcome while allowing future developers to respond flexibly to unanticipated market conditions, and should be made a part of any Request for Development Proposals that arises from this effort.

The paragraphs that follow describe those elements shown in the Illustrative Plan that distinguish it from the preceding General Plan, and then describe the capacity of the site if developed in the manner described.



# The Illustrative Plan

The paragraphs that follow describe those elements shown in the Illustrative Plan that distinguish it from the preceding General Plan, and then describe the capacity of the site if developed in the manner described.

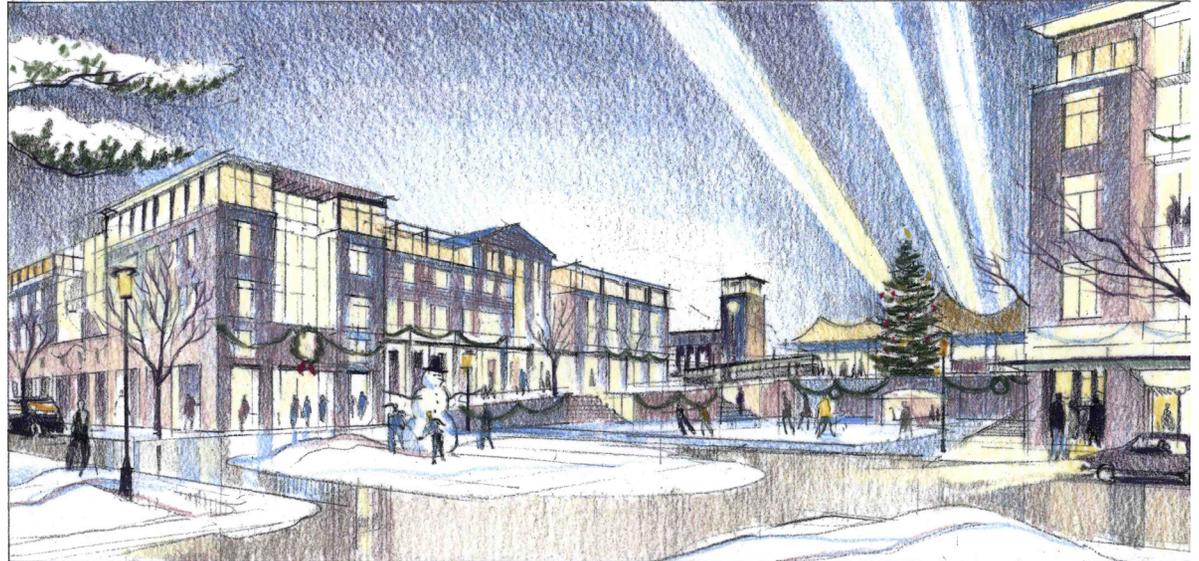
## *The Airport Plaza Area*

### **Civic Spaces**

The design for the Station Plaza shows a solution for providing a strong integration between the community and the railroad tracks, which are located about 15 feet above street grade. While its central area remains flat, ideal for a summer farmers' market and winter skating rink, its broad edges slowly rise to provide a graceful transition (about 6% slope) to platform level. These edges are an ideal location for restaurants and convenience shopping, since they line the path from the train to the Bus Rapid Transit stop, located along the 200-foot-long southern edge of the Plaza. The additional small turbine plaza in this location is designed to ease the looping of BRT buses, and to provide a gentle transition to the slight shift in Conklin Street, already discussed.

Another key civic space in this sector is the Central Square, located a block south of the Station Plaza. Rather than floating freely, it has been attached to the block to its east, so that the businesses in this block can take advantage of its edge for outdoor display and sidewalk dining.

Finally, the cinema receives a public space at both of its fronts, one more ceremonial—facing the highway—and one more active, where it receives pedestrians from the heart of the community.



*The edges of the Station Plaza gradually rise to platform level, while the center stays flat and provides access to the other side of the tracks.*



*On the edge of the Central Square, a parking deck places shops at ground level, connecting the existing strip centers with continuous shopping.*



*Streets approaching the Cinema and its plaza aim at its marquee, supporting its role as a social anchor.*



*This entrance square north of Conklin Street provides access to the largest of the parking structures.*

## Thoroughfares

As discussed, Conklin Street receives a road diet that gives it a new cross-section similar to the one currently being constructed on Straight Path as it passes through Wyandanch, where a central median drops out as necessary to provide a left-hand turn lane at significant intersections. This modification has been recommended for the full length of Conklin as it heads west to downtown Farmingdale, a mile away.

All of the remaining streets in the redevelopment are two lanes wide, with central turn lanes provided only where queues are anticipated in front of parking structures. One street, the central north-south axis is designed as a traditional retail street, with double head-in parking. While most drivers will be encouraged by pricing policy to park in the structures, these important “teaser” spaces will provide superior convenience to those who wish to pay for it.

While every street is diagrammed in the Illustrative Plan, full measured street designs are included as a part of the Regulating Plan ahead.

## Parking Structures

One solution that grew out of the November 4, 2010 Community Workshop was to use parking structures to buffer the redevelopment from the noise of the train tracks, well in keeping with the standard TOD strategy of locating the highest density of development nearest to the train station. As visible in the plan, two large parking structures are shown to the south of the tracks, the larger of which is imagined as the principal park-and-ride facility. While it should likely also have access directly to Route 110, it is shown with a major access point off of Conklin Street, through a small square that interrupts the first large block west of the train Station Plaza. A similar, smaller square is shown interrupting the block east of the

## The Illustrative Plan

Plaza, providing access to the second parking deck, which serves the buildings to its south and east. These two entry squares are not included as requirements in the Regulating Plan, but they are recommended as a way to take parking lot queues off of Conklin.

This entrance square north of Conklin Street provides access to the largest of the parking structures.

Two of the blocks shown in the General Plan are further detailed here as containing a ground floor of retail below a large parking deck. The first is located between the two existing retail strip buildings, where it provides a retail connection between them while providing more efficient parking for the surface spaces that new development will displace. The second, less essential, turns the western face of the southern strip building into a two-sided street, extending the “walkable” portion of the redevelopment all the way to the entrance to Home Depot.

Finally, two of the blocks at the center of the redevelopment, planned to contain residential with some retail at grade, are shown with hidden central parking structures. Each of these decks can provide secure parking for its own block as well as the smaller block to its west, if desired.

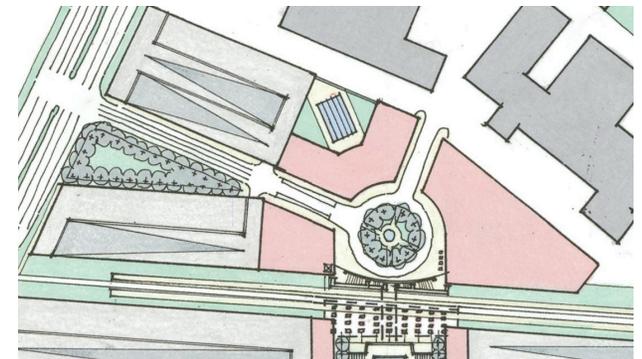
### Miscellanea

A few notes complete the discussion of the Airport Plaza area:

- Due to fumes from the asphalt plant to its northeast, the existing Republic Aviation structure to the north of Conklin should only be redeveloped for a non-residential use, which will allow it to efficiently share structured parking

spaces with the residential building to its west. To the east of this building, directly under the flight path, sits an area that is shown as additional surface parking but is available for any less desirable land use, such as the relocation of utility company facilities elsewhere on site.

- Clearly shown in the Illustrative Plan, and designated in the Regulating Plan, are a collection of Civic Structures that give important shape to the public realm. These include gateways to the east and south, where vista terminations are needed to provide a sense of enclosure where the walkable portion of the redevelopment transitions to its edge parking lots, and a pedestrian bridge connecting the two sides of Route 110 by integrating a ramp and stairs into the facades of the two flanking buildings.



*To the north of the train station, three buildings shape a civic circle.*



*The proposed pedestrian bridge spanning Route 110 is integrated into arcades enfronting the two flanking buildings.*



*While the rest of the property is limited to five stories, this one sector of the plan allows taller buildings.*

## *The Northern Sector*

Across the railroad tracks from the Station Plaza, a small, isolated land parcel presents the opportunity to significantly increase the efficiency, critical mass, and economic return of the redevelopment without contributing negative impacts to the surrounding area. Given its adjacency to the train station, this area should be developed intensively. Since it is located north of the main public spaces of the redevelopment, it does not pose a shadow problem for the buildings here to be taller than the low- and mid-rise buildings proposed for the rest of the site. Its pedestrian connectivity to the rest of the development can occur beneath the elevated tracks, and its connections to Route 110 can be considered principally vehicular, since 110 is not a pedestrian zone.

The above factors suggest an optimal organization that places reasonably tall buildings around a square by the train station and parking deck(s) towards the west against Route 110. These parking decks only need to be screened towards the east, since few pedestrians will walk towards Route 110 along them. That said, even this small area merits open space, and its splayed shape conveniently provides space for an ample green facing Route 110. This green, in addition to lightening stormwater loads, would welcome drivers into the site and provide office workers a place for lunchtime recreation.

The balance of uses in this sector is key to its efficiency. It is hoped that a major office tenant can eventually be secured for the largest building, which is also imagined as the tallest. Such an outcome would result in parking decks that are occupied only one quarter of the time. Otherwise empty parking spaces would thus be available for residents in the evening and on weekends, and it is therefore recommended that the northern building be given over to residential use.

## The Illustrative Plan

Whatever their use, all three buildings surround a circular square enfronting the train platform, which is reached by a pair of arcing stairways. One of the adjoining buildings can hold an elevator at its flank for handicapped platform access. It is essential that the pedestrian passage beneath the tracks not feel like a tunnel, which should be accomplished through top-lighting via openings to the platform above. It also makes sense to locate the heated waiting area alongside this passage, to give it more light and life.

Since the development of this sector is not essential to the success of the larger plan, it need not be built quickly. Indeed, it is only once the Airport Plaza area is thriving that investment in a major office facility here will seem attractive. But at that point, given its adjacency to a train station, a major highway, a BRT system, and a new town center, it should be considered an obvious Class-A office location.

### *The Western Sector*

The refinement of this sector includes the more precise design of the Convention Center/Sports Arena based on plans for a minor-league hockey facility that has already been suggested for location elsewhere in Babylon. By locating in East Farmingdale rather than at a highway interchange, this facility would allow its visitors to arrive by train, effectively decanting much of its parking load to LIRR stations throughout the region. These visitors would face a seven-minute walk from the train station—not much to ask of hockey fans—made more pleasant by the shops and restaurants along the way.



*Small “liner buildings” shield the arena’s entry plaza from its parking lot and provide Conklin Street with a traffic-calming edge.*

Not everyone will take transit, however, and 1200 parking spaces are provided in the lot to its south which, for reasons already described, is not suitable for many other uses. The lot is designed with ample, treed drainage areas between each parking row, to ideally handle its stormwater on surface. It is shielded from Conklin Street by several small buildings, imagined as the arena’s family restaurant and skate shop, which give shape to the arena’s entrance square and calm its traffic. The half-hexagon square is imagined as fully surfaced with brick pavers, with a designated central area for passenger drop-off, surrounding a tall fountain that terminates views from the south.

Again, it must be stressed that the redevelopment of this site into an arena is not inevitable, but that only such an intense use will draw pedestrians across Route 110 into this sector of the plan.

As will be demonstrated by the flexibility of the Regulating Plan that follows, this plan is capable of successfully holding a broad range of development densities. However, since the Illustrative Plan is considered an ideal site build-out, it is useful to understand its specific capacity.

## *The Airport Plaza Area*

### **Buildings**

Airport plaza currently holds about 490,000 square feet (SF) of retail/entertainment uses, and about 50,000 SF of office space. The proposed plan removes 25,000 SF of retail by inserting a street through the northern strip center. It then adds the following additional retail/entertainment use:

- Approximately 160,000 SF beneath the two proposed parking structures proposed to the east and south of the central square.
- Approximately 140,000 SF in additional ground-floor in-line stores, although this number is flexible and could grow significantly, as discussed in the Regulating Plan section.

This additional square footage would increase the amount of commercial space by a little over half, to about 765,000 SF. Based on building heights ranging from 2 to 5 stories, this sector of the plan contains about 1,750,000 SF of additional space, most of which is imagined to be residential (or hotel), resulting in between 1600 and 1900 units.

If two stories tall, the refurbished Republic Aviation building north of Conklin Street, with addition, would provide about 200,000 additional SF of office/industrial space.

Resulting totals for this sector are thus 765,000 SF retail, 1,750,000 SF residential, and 250,000 SF industrial/office, totaling 2,750,000 SF of development, of which 2,210,000 SF is new construction.

### **Parking**

When the redevelopment shown in the Illustrative Plan is complete, approximately 1800 surface parking spaces, 1900 structured parking spaces, and 600 on-street spaces will be available to serve 765,000 of retail/entertainment space. This provides well above 5 spaces per 1000 SF, the conventional ratio. This high number suggests that the two large parking decks may not need not be constructed to the full 5 stories proposed, especially when the impact of rail service is taken into account.

The 50,000 SF of existing office above the southern strip center will continue to be well served by the 375 spaces tucked to its east and south (a ratio of 7.5/1000).

The 1,750,000 SF of mostly residential (and hotel) will be served by more than 3300 parking spaces—an excessive number—but 2500 of these spaces are located in the two structures along the railroad tracks, making them available for Park & Ride and for the renovated Republic Aviation building. Since these two uses are almost completely complimentary with residential use, many spaces could do double duty. That said, the western garage could hold 1200 park & ride spaces while still providing each nearby residential unit with one dedicated space. If the 900-space eastern garage were to also provide one dedicated parking space per adjacent unit, it could still offer 650 spaces to the renovated Republic Aviation building. These would be supplemented by the 260 spaces shown to the far east but, again, this site's parking role is in question, as it is being made available for other unwanted uses, such as utility facilities.

All told, this section of the plan has the capacity to fully park all of its uses, even in the absence of rail service. With the train station reopened, there may be reason to reduce the size of some of its garages.

### *The Northern Sector*

As the Regulating Plan denotes, all of the buildings in this sector are allowed to rise 5 stories or taller, with “taller” to be determined by community consensus. This plan imagines that the two smaller buildings would stick to 5 stories, while the larger eastern building could contain a 5-story tower atop a 5-story base. These heights result in a total square footage of about 500,000 SF, of which about 100,000 SF are likely to be residential, and the rest office, including a small kernel of retail.

The two parking structures shown north of the railroad tracks hold approximately 1500 cars if built to 5 stories. These could park the office buildings at a ratio of 3/1000 while still leaving ample space for residents. This parking ratio is reasonable in a TOD but, given their location, the parking decks could be built considerably taller if desired.

### *The Western Sector*

The arena is shown with a footprint just below 300,000 SF, with 45,000 to 65,000 SF located in the 2- to 3-story buildings across the street. The building to the far south is shown at 100,000 SF on one story, but its footprint could vary. The parking lot contains approximately 1200 spaces. Again, it is recommended that the southern building take on an industrial or office use, so that it could make best use of parking spaces left empty during weekdays.

### *Summary*

In all, the study area, as shown in the Illustrative Plan, would contain just over 3.5 million square feet, served by just over 11,000 parking spaces. Depending on construction cost, this could be imagined as a roughly 1 billion dollar project. While that seems tremendously ambitious for this area, it certainly achieves the critical mass that would justify rebuilding a 120-acre piece of land that is already largely developed.

# Regulating Plan

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As discussed, the Regulating Plan distills the General Plan into those aspects of the design that are necessary to ensure the public performance of the redevelopment. It is supplemented by the Design Regulations that follow.

Comparing the Regulating Plan with the Illustrative Plan, it becomes clear how certain features of the Illustrative Plan are not considered essential to the project's success. For example, the blocks are shown to their full buildable extent, without noting interior courtyards or parking structures. Only one parking garage, the Park & Ride against the train tracks, is indicated, since the need for the others will be determined by the use and density of the redevelopment. Similarly, the small entrance courts that provide access to the two largest parking decks are not shown as required, since it is conceivable that a developer could come up with a superior way to access these garages.

But, as further discussed within the Plan and Regulations themselves, the Regulating Plan is quite precise in describing the following ten types of requirements: The Design Regulations follow. This document and its plans are submitted with a confidence that, if Airport Plaza is to be redeveloped as a Transit Oriented Development and intermodal hub, then its reconstruction is justified environmentally, socially, and economically only by a redesign with the intensity and pedestrian orientation of the one shown in these pages.

## SUMMARY OF KEY REGULATING PLAN FEATURES

The points below are excerpted from the complete East Farmingdale Design Regulations (the Code) and summarized here due to their specific reference to the Regulating Plan (the Plan). Please note that the entire Code is equally applicable to the study area.

**Streets:** Six different street types occur in the Regulating Plan. These are indicated by the letters A - F in the plan and shown in detail at right. Greater description of these streets and their constituent parts occurs in the Code.

**Public Spaces:** Eight Public Spaces are indicated in the Plan, shown in the most basic schematic design, including the locations of trees and paths. Each is further described in the Code.

**Frontage Lines:** The Frontage Lines indicated in the Plan ensure that buildings walls will be properly located to provide successful edges to public spaces. These lines are located only in areas where a pedestrian-centric environment is desired; all other plan areas are not held the same level of public performance. Rules surrounding Frontage Lines, such as setback opportunities, can be found in the Code.

**Arcades:** Arcades are allowed on all south-facing facades and are required where indicated in the Plan.

**Curb Cuts:** Curb cuts are permitted at Frontages only in those locations specifically indicated in the Plan. They are not regulated in non-Frontage locations.

**Vista Terminations:** The Plan contains numerous locations where the walls along a Street frame a perspectival view of a building – called a Vista Termination. Buildings located at Vista Terminations shall respond with a building element of appropriate size and impact to terminate the vista meaningfully.

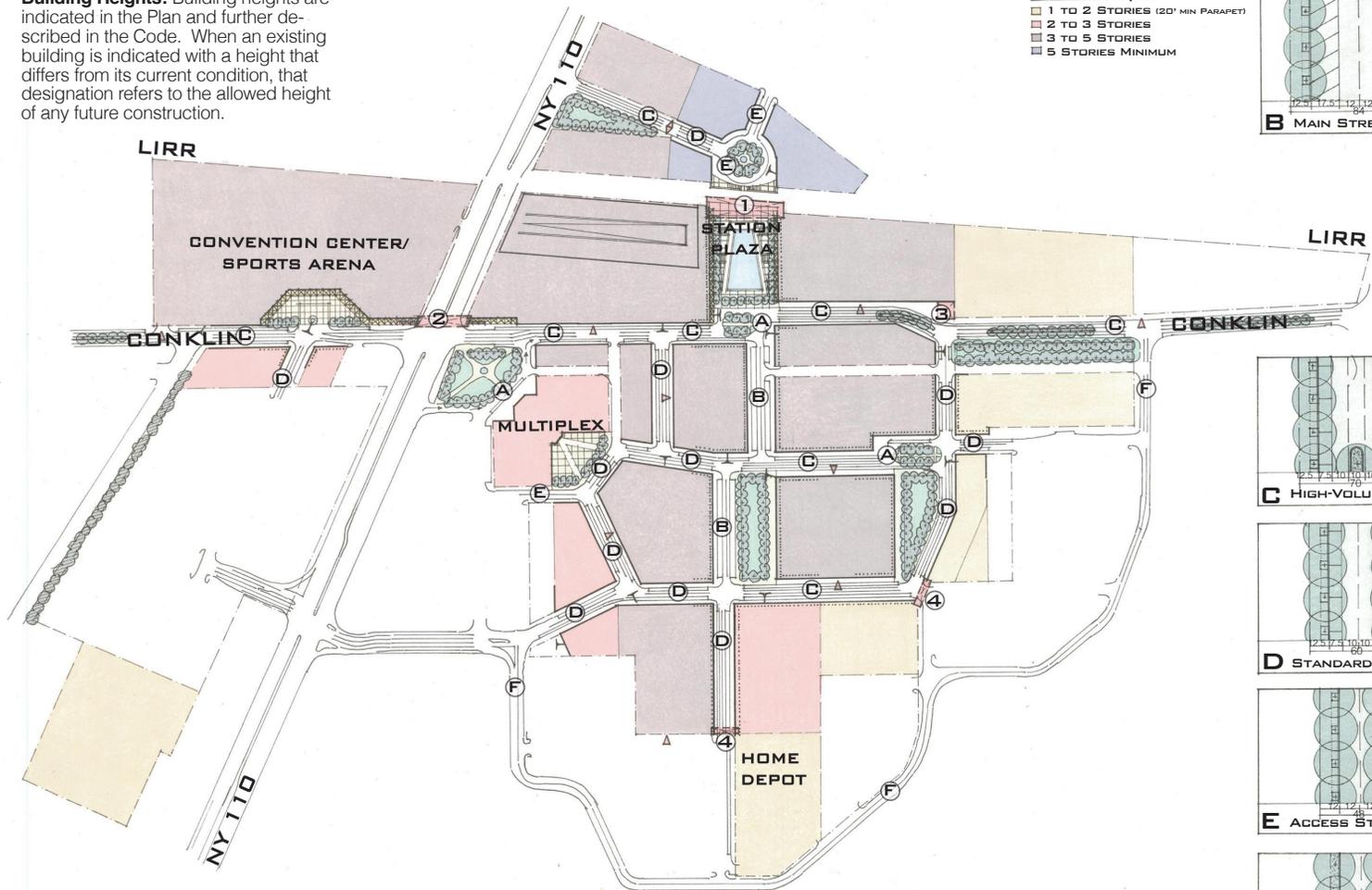
**Trees:** Frequent and regularly-spaced trees are required along all streets and in all new surface parking lots as further described in the Code. In addition, shade trees and evergreen (screening) trees are also required roughly in the number and locations indicated in the Plan.

**Civic Art:** Four pieces of Civic Art

are enumerated in the Plan, one of which occurs twice. Each is further described in the Code.

**Retail/Entertainment:** Retail or Entertainment Use is required at the Frontages indicated in the Plan, and allowed at all Frontages.

**Building Heights:** Building heights are indicated in the Plan and further described in the Code. When an existing building is indicated with a height that differs from its current condition, that designation refers to the allowed height of any future construction.



**KEY**

- FRONTAGE LINE
- ▤ ARCADE REQUIRED
- ▴ CURB CUT ALLOWED
- ▭ VISTA TERMINATION REQUIRED
- ▨ SHADE TREES REQUIRED
- ▩ SCREENING TREES REQUIRED
- ▧ CIVIC STRUCTURE REQUIRED

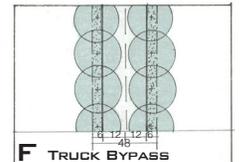
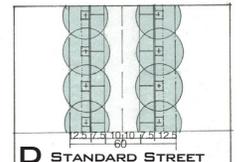
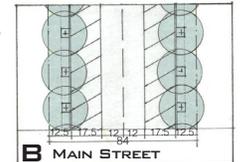
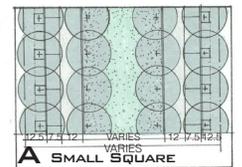
1. TRAIN STATION CANOPY
2. PEDESTRIAN BRIDGE
3. DECORATIVE TOWER
4. DECORATIVE ARCHWAY (2)

..... RETAIL/ENTERTAINMENT REQ'D.

**HEIGHT REQUIREMENTS**

- 1 TO 2 STORIES (20' MIN PARAPET)
- 2 TO 3 STORIES
- 3 TO 5 STORIES
- 5 STORIES MINIMUM

## STREET DIMENSIONS



# Design Regulations

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This document, in conjunction with the East Farmingdale Regulating Plan, controls the future redevelopment of the Study Area.

## SUMMARY OF KEY REGULATING PLAN FEATURES

The points below are excerpted from the complete Code that follows and summarized here first due to their specific reference to the Regulating Plan:

**Streets:** Six different street types occur in the plan. These are drawn in the Regulating Plan, and shown in more detail on its right edge. Greater description of these streets and their constituent parts occurs in the Code.

**Public Spaces:** Ten Public Spaces are indicated in the Regulating Plan, shown in the most basic schematic design, including the locations of trees and paths. Each is further described in the Code.

**Frontage Lines:** The Frontage Lines indicated in the Regulating Plan ensure that buildings walls will be properly located to provide successful edges to public spaces. These lines are located only in areas where a pedestrian-centric environment is desired; all other plan areas are not held the same level of public performance. Rules surrounding Frontage Lines, such as setback opportunities, can be found in the Code.

**Arcades:** Arcades are allowed on all south-facing facades and are required where indicated in the Regulating Plan.

**Curb Cuts:** Curb cuts are permitted at Frontages only in those locations specifically indicated in the Regulating Plan. They are not regulated in non-Frontage locations.

**Vista Terminations:** The Regulating Plan contains numerous locations where the walls along a Street frame a perspectival view of a building – called a Vista Termination. Buildings located at Vista Terminations shall respond with a building element of appropriate size and impact to terminate the vista meaningfully.

**Trees:** Frequent and regularly-spaced trees are required along all streets and in all new surface parking lots as further described in the Code. In addition, shade trees and evergreen (screening) trees are also required roughly in the number and loca-

tions indicated in the Regulating Plan.

**Civic Art:** Four pieces of Civic Art are indicated in the Regulating Plan, one of which occurs twice. Each is further described in the Code.

**Retail/Entertainment:** Retail or Entertainment Use is required at the Frontages indicated in the Regulating Plan, and allowed at all Frontages.

**Building Heights:** Building heights are indicated in the Regulating Plan and further described in the Code. When an existing building is indicated with a height that differs from its current condition, that designation refers to the allowed height of any future construction.

## DEFINITIONS

**Alley:** A public service thoroughfare that provides vehicular access to the rears of properties and the centers of Blocks.

**Block:** An area surrounded by Streets. Note that Streets are distinct from Alleys, which occur in the middle of Blocks.

**Bulbout:** An area where the sidewalk expands to include the width of the parking lane in order to narrow a Street's crossing distance. Bulbouts typically occur at corners on wider streets.

**Code:** When capitalized, the East Farmingdale Urban and Architectural Regulations – this document.

**Frontage:** An edge of a property that faces a primary public space such as a Street or square. Edges along Alleys, for example, are not Frontages. Frontages are marked on the Regulating Plan with Frontage Lines.

**Frontage Line:** As indicated in the Regulating Plan, a Frontage Line is the sidewalk-facing edge of a building that must be held to certain public design performance measures to create a walkable streetscape, as further described ahead.

**Redevelopment Area:** The site proposed for Redevelopment, whose boundaries are indicated by the extent of the East Farmingdale Regulating Plan.

**Regulating Plan:** The East Farmingdale Regulating Plan, which applies the details of this Code to the Redevelopment Area.

**Street:** A public thoroughfare typically handling both vehicular and pedestrian traffic, characterized by its provision for both and its location at the fronts of properties.

**Vista Termination:** As indicated on the Regulating Plan, a location on a building or property that is perspectively framed by a long view down a Street. Such locations are required to receive an appropriately-scaled architectural feature, such as a tower or multi-story portico, in order to properly receive the vista.

## PUBLIC SPACES

Ten Public Spaces are indicated in the Regulating Plan, shown in the most basic schematic design, including the locations of trees and paths. These designs are to be respected, elaborated upon – and/or potentially replaced by something better with Town approval. Roughly from west to east, they include the following:

- *The Civic Plaza:* In front of the proposed arena, this half-octagon plaza is uniformly paved, but contains a square, drivable drop-off area at its center, surrounding a fountain.
- *The Cinema Green:* At the southeast corner of Conklin Street and Route 110, this green provides an attractive gateway to the neighborhood and a suitable frontispiece to the cinema. It is surrounded by a one-way street that helps to distribute local traffic by being configured for right-in/right-out motions only.
- *The Cinema Plaza:* on the other side of the cinema, between its main front and the heart of the development, is located a plaza ideal for hanging out before and after the show. Ideally, the movie theatre would be reconfigured slightly to present more open edges to this public space, whose paths continue the trajectories of the two new streets that aim directly at the theatre entrance.
- *The Station Plaza:* Enfronting the train station is the neighborhood's most significant public space. At its center is a flat area that becomes a skating rink in the winter, about twice the size of the one at Rockefeller Center. Surrounding this feature, the rest of the Plaza gently slopes upward so that meets the train tracks at platform level. Sheltering the train platform is an elaborate civic canopy. The buildings flanking this Plaza are required to have arcades that shelter the walk from the train platform to Conklin Street, where BRT busses will pull up against in a dedicated area against its southern curb.
- *The Northern Circle:* Across the railroad tracks, accessible through a well-lit pedestrian tunnel beneath the platform, is a small roundabout square. This circle, with fountain and benches at its center, serves as the heart of the dense collection of buildings that surround it, including the tallest structures on the site. Symmetrical stairs at its southern edge provide access to the train platform, supplemented by an elevator located within a flanking building.
- *The Northern Entry Triangle:* This public space provides a larger open area for recreation, but its main purpose is to enhance views into the northern sector. It should be lined with trees and have a green, open center.
- *The Central Square:* two blocks south of the Station Plaza, this square provides a deep sidewalk for dining against the building to its east, which holds commercial space below a large parking structure. It has a central grassy area for casual sports.
- *The Eastern Square:* on the other flank of this parking structure, also flanked by stores, sits a triangular public space, intended as a quieter counterpart to the Central Square. It is detailed similarly but should be programmed differently, perhaps with play equipment and/or a bocce court.
- *The two Small Squares:* to the south of the Station Plaza and to the north of the Eastern Triangle sit two small public spaces that have been created by the shifting of streets. Technically, these are called "turbine greens," because they effectively function as high-volume traffic-calming devices. Independent of their beneficial traffic impact, they are also attractive public spaces that should be detailed and furnished as squares.

## CIVIC STRUCTURES

**The Arena:** This plan was developed based in part on an expressed community desire for a major entertainment arena being placed on site. It was determined that the northwest quadrant provided the best opportunity for such a facility, given its large footprint and relatively high roof, and the availability of ample surface parking across Conklin Street to its south. Indeed, given the contamination below ground and the airplanes passing above, this southwestern quadrant is not capable of holding much more than surface parking and a limited amount of retail. The proposed parking lot may not alone satisfy the parking demand of a new large arena, but additional patrons can park in the town center to its east, and enjoy a carefully-designed walk to and from the event.

**Civic Art:** In addition to the Arena, described below, the Regulating Plan designates five distinct Civic Structures designed to play important placemaking roles within the community. They are as follows:

- *The Pedestrian Bridge:* Route 110 currently provides a noxious pedestrian environment. While it must remain crossable at grade—and must receive improved crosswalks in conjunction with this redevelopment—it must also be furnished with an above-grade crossing. Unlike most pedestrian bridges, which are used at best grudgingly, this facility must be designed to ease and invite pedestrians across it. As shown in the Regulating Plan, this is accomplished by creating a wider north sidewalk along Conklin Street as it approaches the intersection from both directions. This additional walking zone is contained within a double-height arcade, and includes both stairs and a direct (non-switchback) handicap ramp that gently brings the inner sidewalk level up to crossing height, about 15' above the road surface. In such a way, the pedestrian route would be fully integrated into the facades of the two buildings flanking Route 110, so that pedestrians would be fully exposed to the elements only as they cross the right-of-way itself. Given its prominent location along the highway, the bridge span shall be treated as a functional work of art, and designed to create a powerful impression for both pedestrian users and drivers passing beneath it.
- *The Train Station Canopy:* Since there is no longer a practical need for a train station building, the canopy that shelters passengers waiting to board the train

must exhibit a civic character of similar heft. This goal can be accomplished through the construction of an artistically designed structure in which many columns support a dramatic roof. Column locations are generally suggested in the Regulating Plan, but alternative creative solutions are encouraged. This structure must span the majority of the train platform depth for the full width of the Station Plaza.

- *The Tower:* The shift in the trajectory of Conklin Street creates a site that terminates important vistas from the west as well as the south. As marked in the Regulating Plan, this site should receive a tall structure that sits above the sidewalk and abuts the adjacent buildings. Ideally, and most practically, its upper stories should contain occupied space that is part of the new building to its northwest, with its roofline extending above this building. The use and details of this building are less important than the need that it be designed specifically to terminate views from the west and south.
- *The Two Gateways:* At two locations in the plan, the walkable pedestrian town center must transition into its more conventional parking lot edge: once just to the south of the Triangular Green, and once at the southernmost point of proposed new construction. In both of these places, as marked in the Regulating Plan, long vistas threaten to end unceremoniously in parking lots. To avoid this outcome, decorative gateways, like triumphal arches, should be erected in both places, spanning the sidewalk and street, with supporting columns near the sidewalk edges, such that a large central opening for vehicles is flanked by two side openings for pedestrians.

## STREETS

**Design:** Streets shall be composed of the following six elements:

- **Travel Lanes:** a maximum of one in each direction, each typically 10' wide, but 12' wide on streets with angle parking, no parking, or one-way traffic.
- **A center Left-Hand Turn Lane,** only in those heavy-use locations indicated in the Regulating Plan, also 10' wide.

- **Treed Medians:** center turn lanes are converted to treed medians in areas where there is no need for automobile stacking. The median itself is 6' wide flanked by two 2'-wide cobble strips.
- **Marked Parking Lanes** on both sides of the Street, each 7.5' wide (measured from cartpath to curb face).
- **Right-Hand Turn Lanes:** Where occasionally necessary – and as indicated in the Regulating Plan – parking lanes are converted into Right-Hand Turn Lanes as they approach a major intersection where such a lane is determined to be necessary.
- **Sidewalks,** typically 12.5' wide, containing regularly-spaced street trees.

The above six elements combine in different ways to create the six specific Street Types shown and located in the Regulating Plan. These include:

- A. The Small Square, in which two one-way streets with one-sided parking surround a central green area. Due to the absence of an opposing travel lane, each travel lane in the Small Square is 12' wide to assist in parking motions. As with all of streets 1 through 5, the Small Square is flanked by 12.5'-wide sidewalks with street trees.
- B. The Main Street, in which a 60' roadbed includes two 12' travel lanes flanked by two 18' angle-parking lanes. This street includes sidewalk bulb-outs at corners.
- C. The High Volume Street, in which a 45' roadbed includes two 10' travel lanes, two 7.5' parking lanes, and a 10' central left-hand turn lane that becomes a treed median when not needed for vehicular stacking.
- D. The Standard Street, in which a 35' roadbed includes two 10' travel lanes flanked by two 7.5' parking lanes.
- E. The Access Street, containing two 12' driving lanes and no parking.
- F. The Truck Bypass, located to the south of the site, similar to the Access Street

but without sidewalks.

**Street Materials:** All streets and parking areas shall be constructed of concrete containing a light-colored admixture or another high albedo (reflective) material. Curbs shall be vertical without horizontal lips (no gutter pans), and shall be of granite or cast stone.

**Crosswalk Materials:** Crosswalks shall be located to continue all sidewalk trajectories across all intersections and shall be built of a material that contrasts with the street surface.

**Left Hand Turn Lanes:** Left hand turn lanes shall be limited to the shortest length deemed reasonable to handle peak turning demands.

**Bulbouts:** Bulbouts are required at the corners of streets that would otherwise present a crossing distance greater than 50'.

**Curb Radii:** The curb return radius at Street corners shall be 5' at corners without Bulbouts and 15' at corners with Bulbouts. The curb return radius at Alley ends shall be 5'. If such radii are not adequate to provide for the turning motions of trucks – with the truck allowed to swerve temporarily into the opposing lane – then they may be increased by only as much as is necessary to make such turning motions possible.

**Curb Cuts:** Curb cuts harm the integrity and safety of the sidewalk. Curb cuts are permitted at Frontages only in those locations specifically indicated in the Regulating Plan. They are not regulated in non-Frontage locations.

## SIDEWALKS

**Design:** Sidewalks shall be comprised of the following three sections:

- A walking zone 8' wide, constructed of bricks (or similar pavers) or concrete.
- A planting zone 4' wide, constructed of unmortared bricks (or similar pavers) between grated or gravel-covered tree pits, covering a continuous tree trench

# Design Regulations

containing structural soil along the curb edge.

- A curb edge approximately 6" wide.

**Street Planting:** The Street-tree pattern shall be spaced at the distance approximating the mature tree crown width, but no more distant than 30' on center average. Street trees shall be located as close to corners as allowed by sight-triangle requirements, and then spaced regularly from corner to corner.

**Tree Type/Quality:** Street trees shall be native and common to central Long Island. The Town Center shall have at least 4 different street trees, but each Street shall have a single consistent tree type for its entire length. Street trees shall have a minimum height of 10' and a minimum caliper of 4" at time of planting.

**Lighting:** Street lights shall be located at the outer edge of all sidewalks, shall be 10' to 15' tall and shall be spaced regularly. Spacing distance shall be as follows:

- In sidewalks fronting ground-floor retail space: 20' to 30' on center.
- In sidewalks fronting ground-floor office space: 40' to 60' on center.
- In sidewalks fronting ground-floor residential space: 70' to 90' on center.

**Lighting Standards:** Streetlighting standards shall be sized appropriately to their low height, and shall use an energy-efficient L.E.D. lamp. Lights shall not be sized and located to provide uniform coverage, as varying lighting levels are more attractive to pedestrians.

**Sidewalk Objects:** Any fire hydrants, mailboxes, parking meters, bike racks, or other impediments to foot traffic shall be located in the Planting Zone. Benches shall be provided at retail Frontages at a minimum of one per Block face. Benches shall be located facing the Street with their backs against the building fronts. Benches built into building facades are encouraged and may encroach upon the sidewalk to a max. depth of 2'. Bike Racks are required at a minimum of one per Block face.

## ALLEYS

**Use:** Wherever possible, Alleys shall be the principal location of utilities such as

water, sewer, electricity, gas, cable television, and trash pickup. Alleys may be used for large commercial deliveries but not for mail or package service.

**Design:** Alleys shall be 24' wide and paved from edge to edge. Pavers or other pervious pavings are recommended. Alleys shall have a reverse crown, with French drains where necessary.

**Equipment:** Transformers, lift stations, traffic-control boxes, utility meters, HVAC equipment, and other such machinery shall not be located at Frontages or where they are readily visible from Frontages, but shall instead be located in Alleys and parking lots.

## PARKING

**General Approach:** Parking demand in mixed-use Transit-Oriented Developments functions differently from parking demand in conventional suburban development, for several reasons:

- Many residents and visitors will arrive by train and bus rather than by car, so fewer parking spaces are needed.
- A pedestrian-friendly environment allows people to walk rather than drive such that, for example, a resident or office worker does not need a parking space at a store or restaurant.
- Large amounts of on-street parking contribute to the number of spaces available.
- A collective parking supply (rather than site-by-site) allows the system to function and be regulated as an integrated organism.
- Complementary uses surrounding the collective parking supply allow spaces to serve different functions around the clock such that, for example, a single space can serve an office worker during the day and a resident at night.

These five factors – transit service, a park-once environment, on-street parking, col-

lective supply, and complimentary loads, all impact the off-street parking requirements. Of particular note:

**Transit Service:** While it reduces the overall parking load for the community, the reopened LIRR station may be asked to provide some park-and-ride capacity. If it is deemed appropriate, a parking structure should be located where indicated in the Regulating Plan, against the southern edge of the train tracks just east of Route 110. In this location, it will shield the rest of the community from train noise, and will also provide significant overnight parking capacity for other nearby uses, particularly in the buildings that are required to hide the parking lot from Conklin Street. These buildings are therefore recommended for residential or hotel use.

**On Street Parking:** Parking supply calculations shall include on-street parking spaces as the full equivalent of off-street parking spaces.

**Collective Parking Supply:** Parking calculations shall be made comprehensively across the entire site. Developers may not assign parking spaces exclusively to any use except market-rate residential.

**Resulting Approach:** In the absence of a more detailed parking plan, parking requirements shall be as follows:

- Each market-rate residential unit shall require 1 parking space.
- All non-residential uses shall require 2 parking spaces per 1000 interior SF.

Developers may not provide less parking than this amount. Those that wish to provide more parking will need to demonstrate adequate demand through a comprehensive parking study that fully takes into account the impacts of transit service, a park-once environment, on-street parking, collective supply, and complimentary loads.

## PARKING DESIGN

**Structured Parking:** Structured lots may adapt one of two strategies to hide themselves from Frontages.

- Typically, Parking Structures should be hidden entirely from Frontage view by

being set behind an occupied building edge. While as little as 20' of single-loaded building depth can hide a garage, the more economical solution is to place a double-loaded building against the sidewalk, separated from the garage by an interior courtyard. In this configuration, the garage walls should receive a Green Screen or another sort of planted edge to improve the quality of the courtyard.

- In some cases, parking structures must be placed directly adjacent to Frontages, in which case the ground floors shall provide high-ceilinged commercial space, interrupted only by parking entries. Upper stories shall be detailed to resemble habitable space, alternately designed as a compelling work of art or greenscape – or both at once. Entries into structured parking lots shall be no wider than necessary to provide required access, and never wider than 50' across.

**Surface Parking:** Due to the height limits imposed by the surrounding flight paths, many of the existing surface parking lots shall remain on site. The plan is carefully crafted such that these are almost entirely hidden from Frontages.

A large new surface parking lot is proposed on the western portion of the site, to serve the proposed arena. This lot, and any other new surface lots on the site, shall contain a 10' wide rain swale between each parking aisle, designed to absorb the maximum amount of rainwater while also holding trees planted according to the same spacing and quality requirements as street trees.

**Building Orientation:** Buildings that abut Alleys or surface parking lots at their rears shall allow only secondary access from these edges, maintaining principal orientation towards their Frontages. Specifically:

- Retail uses may provide one rear door (or double-door) for use by employees and suppliers. Supermarkets and other businesses from which the typical buyer leaves with a heavy burden of products may also allow customers to use this door.
- Office and residential uses may have a single rear door (or double-door), but this door shall be clearly hierarchically inferior to the front door.

# Design Regulations

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## BUILDING USES

**Mixed Use:** This plan is intended to include a healthy mix of a wide range of uses, including Retail, Residential, Office, Hotel, Institutional, and other non-nuisance uses.

**Retail/Entertainment:** Retail or Entertainment Use is required at the Frontages indicated in the Regulating Plan, and allowed at all Frontages.

**Residential:** The Town of Babylon shall set a minimum threshold for the number of residential units required in the Redevelopment Area.

**Office:** While it is not required, one or several large office tenants are desired for this site. Ideal locations include the area to the north of the railroad tracks and otherwise surrounding the Station Plaza, including the block to its south.

**Location for Shared Parking:** Any large office development shall locate its parking to be shared with a large amount of adjacent residential or hotel units. For example, if the area north of the railroad tracks is developed for office use, a large number of residential units or a hotel rooms shall also be provided in that area.

**Hotel:** While not required, it is recommended that one or several hotels be included in the development. An ideal location is at the northeast corner of Conklin Street and Route 110, where it can make use of park-and-ride parking spaces that are empty overnight.

## HEIGHTS

*Building Heights:* Heights are measured in reference to the sidewalk at the center of the front façade. Building heights are indicated in the Regulating Plan, and are limited to the following four categories:

*1 to 3 Stories (20' minimum parapet):* This category is limited to areas where FAA flight path restrictions make taller buildings impossible. In most cases, only two stories of construction is possible, but properties should be reviewed on a case-by-case basis to determine whether a third story or partial third story can be added.

*2 to 3 Stories:* This category is also the outcome of FAA restrictions.

*3 to 5 Stories:* This category applies to most of the Redevelopment Area.

*5 Stories and up:* This category applies to the small area north of the railroad tracks, where a new corporate headquarters is particularly encouraged. Due to its isolated nature and negligible shadow impacts on walkable areas, a greater height is seen as an advantage here.

When an existing building is indicated with a height that differs from its current condition, that designation refers to the allowed height of any future construction.

**Stepbacks:** Buildings taller than five stories shall step back from their bases a minimum of 20' before rising to their ultimate height. This requirement only pertains to Frontages.

**Towers:** Areas with a footprint of less than 200 SF shall have no height limit other than that imposed by FAA flight path restrictions.

**Story Heights:** Retail spaces shall have a minimum ceiling height of 12', but 18' is recommended to allow the insertion of a partial mezzanine level. Office spaces shall have a minimum ceiling height of 10'. Residential spaces shall have a minimum ceiling height of 8'.

**Ground Floor Heights:** All retail spaces shall be located on a ground floor placed at grade. Buildings with residential first floors shall locate all first-floor residences a minimum of 18" above adjacent sidewalk grade. This requirement becomes 3' when said floors are located within 5' of the sidewalk edge. Handicapped access, when provided on a building with an elevated first floor, shall be located in non-Frontage locations whenever possible.

## BUILDING FRONTS

**Frontage Lines:** The Frontage Lines indicated in the Regulating Plan ensure that buildings walls will be properly located to provide successful edges to public spaces. The following rules apply to Frontage Lines:

- With the exceptions noted below for setbacks, all buildings shall place a building edge along no less than 80% of their Frontage Lines. The small gaps in Frontage allowed by that percentage shall not occur at building corners, with the exception that sharp corners may be rounded. For buildings that are set back in the ways described below, the 80% rule applies to the setback line rather than the Frontage Line.
- *All Buildings* may locate their entrances within a small setback no greater than 100 square feet in size.
- *Retail/Entertainment Buildings* shall otherwise not be set back from their Frontage Lines.
- *Office Buildings* with office ground floors may sit directly on the Frontage Line or on a line set back 10' from the Frontage Line. The 10' setback shall be landscaped and principally pervious, but may also include Attachments as described below.
- *Residential Buildings* may sit directly on the Frontage Line or on a line set back either 5' or 10' from the Frontage Line. The setback shall be landscaped and principally pervious, but may also include Attachments as described below. While 18" is the standard requirement, residential units set less than 5' from the sidewalk must be elevated a minimum of 3' above the sidewalk.

**Vista Terminations:** The Regulating Plan contains numerous locations where the walls along a Street frame a perspectival view of a building – called a Vista Termination. Buildings located at Vista Terminations shall respond with a building element of appropriate size and impact to terminate the vista meaningfully. These shall be aligned properly to be framed symmetrically in the vista. Proper Vista Terminations include large bay windows, prominent gables, grouped window compositions, towers, and cupolas.

## BUILDING ATTACHMENTS

**Location:** Any attachments such as bay windows, balconies, porches, awnings, arcades, and eaves shall extend forward of the line of the building front. In the case

of buildings sitting on their front property lines, these attachments shall therefore occupy the public right-of-way.

**Encroachments:** Arcades and awnings are the only first-floor attachments allowed to occupy the public right-of-way. On the second floor and above, balconies, bay windows, eaves, lights, and signs may occupy the public right-of-way. No attachment may extend above a vehicular cartpath at a height of less than 15', or above a sidewalk at a height of less than 7'. Attachments may not extend over adjacent private properties, with the exception of roof eaves, which may encroach 1'.

**Arcades:** Arcades are allowed on all south-facing facades and are required where indicated in the Regulating Plan. Because they cover all but the outer edge of the sidewalk, sidewalks below arcades shall replace the standard street trees and alternate paving of the planting zone with a continuous flat surface. Although sidewalks constitute public space, retail buildings are allowed to put arcades over them and to build upper stories above the arcades to their full depth.

**Attachment Dimensions:** Bay windows and balconies shall be no more than 3' deep; stoops shall be 3' to 5' deep; porches shall be between 7' and 10' deep. Arcades shall cover the full width of the sidewalk, to end 18" from the curb, and shall provide a ceiling no lower than 10' in height.

**Limited Balconies:** Balconies, porches, arcades and loggias can undermine the solidity of a façade and therefore shall not constitute more than 50% of any facade.

**Railings:** Railings shall have top and bottom rails. The openings between spindles or balusters may not exceed 4". Bottom rails shall clear the floor.

**Postal Number:** A building shall have a postal number applied within 5' of the entrance area. This may not be taller than six inches, unless constructed as a signature sculptural element.

**Eyesores:** Antennas and radar dishes shall not be permitted where visible from Frontages. Dumpsters and trash shall be screened behind enclosures built for that purpose, and said enclosures shall not occur at Frontages. Business signs are allowed only on retail Frontages.

# Design Regulations

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## OPENINGS

**Fenestration Ratio:** The ratio of fenestration to area of the building façade shall be between 25% and 75%, except for retail Frontages where it shall be 60% to 95%. Retail establishments shall place windows regularly at all Frontages. Each facade shall be measured independently.

**Blank Walls:** Walls at Frontages may not be blank, and shall have at least one window per structural bay per floor, in a pattern that suggests habitation.

**Window Materials:** Windows shall have clear (not tinted) glass.

**Mullions:** Mullions, if used, shall either be true divided lights or be affixed to the exterior surface of the window to cast a shadow line. Mullions are recommended for residential windows where stylistically appropriate, and discouraged for retail windows.

**Shutters:** Vertically hinged shutters, when provided, shall coincide in size to the opening with which they are associated, such that closing them would cover the window area.

## ROOFS

**Rooftop Equipment:** The screening of rooftop mechanical equipment is required. All rooftop mechanical equipment shall be screened from view from all directions, and from all elevations of equal height or lower, to minimize the negative aesthetic impact upon the view from neighboring buildings and from street level. Said screening shall be consistent with the architecture of the building.

**Dormers:** Dormers shall be habitable and sized no larger than necessary to hold window(s) and framing.

**Skylights:** Bubble skylights shall not be visible from Frontages. Flush skylights, where visible from Frontages, shall be organized into a composed pattern.

## RETAIL DESIGN

**Retail Frontages:** For the purposes of this Code, retail includes restaurant and entertainment uses.

**No Malls:** All retail spaces shall give direct access to a public sidewalk. No retail space may exist above the ground floor except as a mezzanine within a space that faces a ground-floor sidewalk.

**Awnings:** Retail Frontages without arcades shall contain awnings for a minimum of 50% of the total retail Frontage. Awnings shall be a minimum of 6' deep and shall be metal with colored fabric or glass. Fabric awnings shall be retractable, have a metal structure covered with canvas or synthetic canvas, and be rectangular in shape with straight edges and no side panels or soffit. Awnings shall not be backlit or used as signs, except for a possible single inscription on the flap, not to exceed 6" in height. All awnings on a single shop shall have the same depth, material, and color. Fabric awnings are not permitted on residential buildings.

**Kneewall:** Front glazing on retail establishments shall begin above a kneewall located 12" to 18" above sidewalk grade.

**Blocked Windows:** Drug stores and other commercial tenants shall not place inner partitions in windows that significantly block views into the store.

**Interior Lighting:** All retail establishments shall be lit in the incandescent (warmer) spectrum, whatever technology is used. Small are recommended rather than a uniform wash of light.

**Sidewalk Use:** Retail establishments are encouraged to place tables, chairs, and temporary displays on the public sidewalk as long as a 5'-wide clear corridor is maintained for pedestrians. Rails and other barriers separating tables from the pedestrian flow are not permitted, nor is any permanent construction in the public sidewalk. Outdoors, restaurants shall use ceramic, glass, metal and cloth for plates, glasses, silverware, tablecloths and napkins, rather than paper and plastic products.

## RETAIL SIGNAGE

**Limitations:** The shop-front door, signage and lighting shall be designed as a unified design. There are five types of signage permitted on businesses: a) a postal number, b) a signage band, c) a pedestrian blade sign, d) a window logo, and e) an awning band. These are further limited as follows:

**Postal Number:** A building shall have a postal number applied anywhere in the entrance area. This may not be taller than 6", unless constructed as a signature sculptural element.

**Sign Band:** Each building may have a single sign band 60% maximum of the width of the building Frontage max., with a height not to exceed 2', but with a height exception for tenants larger than 10,000 square feet. The sign shall be integrally designed with the building or the associated storefronts in material and color. The sign band may not be internally lit.

**Blade Sign:** One two-sided blade sign is permitted for each business with a door on the sidewalk level. The blade sign shall be securely affixed to the facade or storefront and may project over the sidewalk so long as it does not interfere with pedestrian flow. The blade sign may not exceed 4 SF (including mounting hardware) in area in any shape and may not be translucent.

**Logo:** A logo inscribed on the storefront glass is permitted, or the name of the store in permanently-affixed cutout lettering.

**Other Signage:** Billboards and other freestanding advertisements are prohibited, as are rooftop, flashing, moving, or intermittently illuminated signs. No sign shall be attached above the second story of any structure..

## LEED

**Green Technology:** All buildings for which there is a corresponding LEED category (The U.S. Green Building Council's Leadership in Environmental and Energy Design standards) shall at minimum attain a LEED status of "certified."

## DETAILS

**Consistency:** Streets, squares, and other public spaces shall be designed with a common vocabulary of paving, curbing, fencing and walls, landscaping, signage, and lighting. This does not mean that all details will be consistent, but rather that all details will be understood to belong to the same family and/or era of design.

**Block Variety:** The appearance of a "project" or of "megabuildings" shall be avoided by not allowing the same exterior design to be used on block after block of buildings. While even smaller units of design are encouraged, no more than 250' of continuous street Frontage may appear to have been designed by a single architect.

**Building Variety:** Buildings used repeatedly in the plan, such as rowhouses (town-homes) and apartment houses, may only be repeated with similar facades to the degree that such repetition adds up to a total front footage of 250' or less. For example, a 25'-wide rowhouse may be repeated only 10 times. Beyond this point, a truly distinct façade must be introduced, as if a different architect was responsible.





**EAST FARMINGDALE CENTER, BABYLON, NY**  
**SPECK & ASSOCIATES LLC**