

THE WYANDANCH HAMLET PLAN

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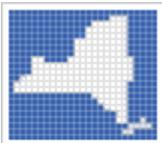
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Disclaimer

The contents of this report represent the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through streetscaping, transit, walking, bicycling enhancements, and other traffic management, and land use strategies. This

report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use any particular measure should be made on the basis of engineering studies of the location. This report is not a substitute for sound engineering judgment. Adherence to the principles found in this report can lead to an overall improvement in neighborhood and community livability. All images in this report and generated during “Wyandanch Rising” a community based planning process are the sole property of the Town of Babylon and Sustainable Long Island jointly and cannot be duplicated without the consent of the both parties.

**Honorable Maxine Postal
Presiding Officer Suffolk County Legislature**



**In loving tribute to a tireless worker, devoted friend
and public servant**

TABLE OF CONTENTS

Summary of Findings

Executive & Process Summary	4
-----------------------------	---

Existing Conditions	16
----------------------------	-----------

Sewage & Waste Water Treatment Alternatives	39
--	-----------

Land Uses	50
------------------	-----------

• Proposed Overlay District	51
• Study Area	61
• Industrial Zoning	63
• Future Land Uses	66
• Transit Oriented Development (TOD)	68
• Housing	75

Design Guidelines	89
--------------------------	-----------

• Crime Prevention Through Environmental Design	90
• Infill Development Guidelines	95
• Exterior Lighting	97
• Signage	100
• Landscape	104
• Windows	106
• Façade	107
• Materials	

Implementation	111
-----------------------	------------

• Vision Plan	112
• Action Plan	127
• Vision Plan Implementation Matrix	135

General Development Recommendations	135
--	------------

Glossary

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Appendix

- Building On Connections-The Smart Path to Revitalization in Wyandanch
Pratt Graduate Center for Planning and the Environment Fall Studio 2003

Summary of Findings

Executive Summary

Process Summary

Wyandanch Rising Vision & Action Plan Summary Executive Summary

THE COMMUNITY VISIONING EVENT

Over the course of five days from June 5-9, 2003, residents, business and property owners, civic groups, labor, clergy, seniors, homeowners, renters, government officials and youth worked together to create a vision for a revitalized downtown corridor in Wyandanch. A four-day community based planning event, “Wyandanch Rising”, was sponsored by the Town of Babylon in partnership with Sustainable Long Island. The lead facilitator of the planning process was nationally renowned planner Dan Burden of Walkable Communities. Dan was supported by a team of local architects and design professionals.



The process achieved workable visions and solutions for specific neighborhood issues. All were welcomed to attend the public workshops. Translation was provided in Spanish and French/Haitian Creole for those residents who speak English as a second language.



Friday, June 6, 2003, was the beginning of a historic moment for the hamlet of Wyandanch as 350 people witnessed the culmination of many months of organizing and helped launch a full weekend of community planning. Elected and appointed officials present included

Town of Babylon Supervisor Steve Bellone, Town Council Members, Wayne Horsley, Carol Quirk, Ellen McVeety, Lindsay P. Henry, Town Clerk Janice Tinsley Colbert, CDA Executive Director Terri Sabatino, Commissioner of Planning & Economic Development, Peter Casserly, Presiding Officer Legislator Maxine Postal, Assemblyman Robert Sweeny, and Suffolk County Commissioner of Planning Tom Isles.

On Saturday, June 7, building on the outcomes of Friday night, 125 youth and adults gathered around aerial maps and brainstormed creative ways to revitalize Wyandanch. Local youth were the first to present their ideas of a better Wyandanch by presenting photos they took earlier in the day on Straight Path and other streets in Wyandanch. Nine groups of adults eagerly shared their ideas with the audience of residents, business owners, youth, clergy



and Town officials. The Design Team noted all suggestions and translated them into professional renderings that were presented Monday evening.

The historic weekend culminated on Monday evening, June 9, when 200 people gathered at Wyandanch Youth Services, Inc. to see the visual results of their weekend of brainstorming, cooperation and envisioning creative ways to revitalize Wyandanch. Many voiced the need for a more attractive downtown area with a greater diversity of shops and site amenities. Stakeholders also expressed the need for general community-wide clean-up. Artists' renderings included facade improvements that would enhance the community visually.

Babylon Town Supervisor Steve Bellone presided over the presentation, including acknowledging of several youth who volunteered through out the weekend assisting with community outreach.

“Wyandanch Rising” resulted in not only incredible community cooperation, but was well attended. The event was covered by many local news media outlets including Newsday, News 12 Long Island, and TV55, and local publications.

COMMUNITY VOICES

According to an informal survey conducted on the first night of the event, Wyandanch community residents' highest priority is a safe, clean environment. Participants' concerns for youth were expressed in their desire for better schools and a youth recreation center. Other important priorities identified were the ability to shop for essential goods and services in Wyandanch, and for all residents to live in adequate, well-maintained housing.



Sustainable Long Island and the Design Team have compiled the extensive community input into a conceptual Vision Plan. The primary theme of the Vision Plan is how to transform Wyandanch's suburban-sprawl type of development pattern into a more walkable-village pattern. This approach gives greater weight to the needs of people afoot or on bicycles. An increase in density provided by mixed-use buildings will help create the economic base needed to support the retail and commercial enterprises participants hope to see in a revitalized Wyandanch.

The Vision Plan contains concepts for a proposed reconstruction of Straight Path, Wyandanch's downtown corridor. A better designed Straight Path will reduce the number of lanes, reduce traffic speed, and change the character of the street. An engineering study will be required to verify the initial findings, but it appears that traffic could be adequately handled if the features recommended are implemented. These features include bulb outs, pedestrian scale lighting, streetscaping, façade and roadway improvements.

The entire corridor should be redeveloped in the long run, but the initial emphasis should be directed at key locations. These include gateway areas at both ends of Straight Path, the intersection at Mount Avenue, and the intersection at Long Island Avenue. Buildings should follow principles that create secure, comfortable, walkable environments, including mixed uses, limited setbacks, large windows oriented to the street, and well-lit connections to off-street parking behind buildings, where achievable. Community members' expressed strongly a need to create spaces for youth activities, cultural events, and other shared activities.

STRAIGHT PATH CORRIDOR CONCEPTS

Street Design

Straight Path is a dominant factor in determining how people experience Wyandanch. Preliminary research indicates that current traffic levels of approximately 23,700, cars per day could easily be accommodated on a well-designed, two lane street. The excess space formerly dedicated to travel lanes can be allocated to wider sidewalks, and bicycle lanes. Each element of the street envisioned is described in the full report.

Sitting Places

Participants described undesirable "loitering" on the street, and wanted ordinances to prohibit people from standing on the street. But there is also a need to welcome people to the community and the street, make them comfortable, and invite them to stay. The sense of place that people envisioned for Wyandanch is not created only by physical attributes; it is also created by the people who are present in the public space.

Transit Shelters

Shelters offering the safety, comfort, convenience, and welcome so essential to the success of Wyandanch should be strategically located at bus stops on the far side of intersections near pedestrian destinations. Shelters should be enclosed on three sides with transparent material and complete with benches and trash receptacles. Graphics should be limited to route maps and sponsor name.

On-Street Parking and Buffer Zones

On-street parking is crucial to the success of retail businesses in a village-style development. Parking spaces six feet wide encourage drivers to park close to the curb. Buffer zones or bicycle lanes provide clearance between moving and parked cars on the redesigned Straight Path. This space is marked with a stripe located six feet from the curb face to designate the width of the parking bay. A second stripe is placed seven feet from the edge of this line. The distance between the stripes, called the buffer zone (or bicycle lane), is 7 feet. Special colorized paving material can be used to accentuate the area.

Intersections

The Long Island Avenue intersection presents many interesting dilemmas and opportunities. Because of the complexity the railroad crossing presents the Long Island

Avenue intersection requires a detailed traffic engineering analysis to correct safety conditions both pedestrian and vehicular at this location.

Crosswalks, Markings and Signal Heads

A walkable environment is developed in part by carefully fine-tuning the provisions made for pedestrians. Walkers are more inclined to use designated crossing points when they are “rewarded” for their effort by an enhanced and convenient crossing. At signalized intersections, all four approaches should be marked and all should have pedestrian signal heads. Crossings at existing intersections are only marked on some approaches, which do not always provide the most convenient routes of travel. Signal timing should automatically provide a walk interval.

Curb extensions/Bulb outs

Curb extensions or “bulb outs” are extensions of curbing that reduce the curb-to-curb width across the street. Bulb outs can be used at every intersection on Straight Path and at sites where mid-block crosswalks are provided. Extending the curb line beyond parking lanes puts the pedestrian in a better position to be seen by drivers and discourages drivers from encroaching on the crosswalk while they wait for a gap in traffic to turn right. Bulb outs also shorten the crossing distance for pedestrians, so they can cross in shorter traffic gaps. Bulb outs at intersections slow turning traffic, provide added space for street amenities, protect parked vehicles, and improve sight lines. Bulb outs should not extend past the parking lane so they don’t interfere with bicyclists.

Landscaping

Wyandanch is blessed with many mature trees, and many relatively new plantings. Existing trees should be pruned and cared for and new trees added to create a full canopy and provide a visual separation between the street and sidewalk. A continuous system of street trees will have the greatest impact on the enhancement of the street and sidewalk environment.

Lighting

Streets that remain attractive at night have three common lighting elements. The first combines pedestrian-scale with taller vehicle-scale luminaries. The lower, pedestrian-scale lamps provide warm radiant light, creating continuously lit corridors. The higher light poles provide more diffuse, general area lighting.

The second element is theme lighting. Theme lighting often includes lights focused on building edges, crowns, signage, entryways or other locations celebrating buildings and public space. Trees, landscaping and medians can also be lit. Whatever features selected to be lit should be universal. That is, if building crowns are to be the emphasis, there should be no gaps.

The third lighting element is the warm, radiant glow of interior lighting from ground level establishments that help to illuminate the street.

Buildings

Visioning participants were eager for a face-lift for the community that would include new facades for the buildings along Straight Path and either a new building or a new use for the old Kentucky Fried Chicken building on Straight Path. There are several vacant lots along Straight Path that can be developed. The Vision Plan identifies key areas and proposes suitable uses for some of these properties. Although the majority of properties on the corridor are in private ownership this fact does not change the opportunity to look at the highest and best use of the properties.

Consistency of design is a common trait among successful commercial areas. When consistent building types are used the street is perceived as highly ordered and cohesive in spite of significant stylistic variations. Transitions between commercial and residential use on Straight Path can be achieved with careful planning. High quality urban buildings follow very specific site design principles. Without proper site placement, even the most ornate and well conceived structure would not contribute to the overall quality of a street, a block, or a district. Too often, simple decisions about the location of entrances or parking can make the difference between a lively street and an unpleasant road.

Single-Use Buildings

Straight Path has the spine of a well defined downtown. The presence of several existing two story buildings as well single-use commercial buildings and churches points to immediate opportunities for infill development and business expansion for existing businesses. While ample space is available for commercial use, the size of the community and its proximity to massive shopping areas may hamper the ability to attract large retailers. This can be viewed as an asset, since many participants expressed a desire for opportunities that allow local entrepreneurs an environment in which to “home-grow” businesses. Many people said they would like convenient access to specialty shops, a pharmacy, and restaurants. From this perspective, Straight Path has an outstanding opportunity to redefine its image and attract businesses to its downtown. Some of these businesses can be located in single-use buildings, but the best use of development opportunities would include multiple uses.

Mixed-use Buildings

Rather than limiting use to retail or offices, mixed-use buildings include a residential component. For example, an office or training complex could have ground-floor retail that can cater to the needs of other building inhabitants as well as nearby residents. Perhaps a coffee stand, a dry cleaner, and a specialty mailing service could be housed on the ground floor, book stores, dress makers or retail clothing shops, present a large opportunity, along with the possibility of professional services on the corridor. Encouraging mixed-income housing as a component of mixed-use in-fill building brings a number of benefits. Allowing more people to live downtown will increase the amount of shopping done there. Allowing employees and business owners to live downtown eliminates the need for commuting, thereby easing traffic and parking needs. A pharmacy was one of the business types often mentioned as needed in Wyandanch. It might be

located in a mixed-use building. Off-street parking should be located in the rear of the building, where the property depth will accommodate rear parking.

Storefronts

Storefronts and interior spaces are important factors in both perceived and real safety. Window signs should cover no more than 15% of windows. Interior shelving and displays in storefronts should be no higher than five feet for increased visibility. This helps create clear visibility between the store and the street.

Gateway Entrance

A gateway is a feature in or near the street that greets people as they enter the community. It may be as simple as a green space with a sign, or as impressive as a roundabout with a statue in its center.

We suggest using the redevelopment sites available in the vicinity to complement the gateway feature. Mixed-use buildings with ground floor retail and second and third story offices or housing is recommended.

Ground floor shops could be oriented to serve building occupants and nearby residents with goods and services such as postal services, coffee and lunch, dry cleaners, and other retail endeavors that would maintain similar operating hours. All buildings should be situated close to the street, with off-street parking at the rear or side of the building.

ACTION PLAN SUMMARY

An Action Plan is included at the end of the report. (Elements of the Action Plan are included in this summary. Proposed timelines for each recommended action are provided in the Action Plan Matrix.)

The Action Plan explains how physical improvements at the identified sites could be done in immediate, intermediate, and long term implementation steps. Additional community programs that would complement the physical improvements are also included in the Action Plan. These include many ideas to build on the community involvement and cooperation that helped create a Vision Plan for Wyandanch.

The Action Plan should be treated as a preliminary summary of some steps that are needed for implementation. But it is intended only as a starting point. It is a living document, meant to be altered, expanded, and edited as time goes on. Action Plan items are described below. In the completed Vision Plan document, items are summarized by Immediate, Intermediate, and Long Term phasing concepts.

Community Cleanup Initiative - A volunteer trash pickup and street celebration should be arranged before winter weather begins. A celebration to share in the sense of accomplishment and pride should follow. Food, music, and laughter should be plentiful!

Business Association - A business\merchants association should be re-established. The business association should also encourage voluntary improvements in the appearance of shops. Studies show retail business increases when shops are clean and attractive. Painting, cleaning, window dressing, and planting could go far toward improving appearances and developing a sense of pride among merchants.

Traffic Engineering Study - Proposed street designs for Straight Path must undergo close scrutiny to insure that a safe, smooth flow of traffic can be maintained in a two lane street, particularly in the sensitive area surrounding the Long Island Rail Road crossing at the Wyandanch Train station.

Pedestrian Safety - Several immediate steps can be taken to improve walkability. Signals should be timed to allow ample crossing time for pedestrians. Pedestrian walk interval should be automatically provided, rather than requiring a person to activate the signal by pushing a button.

Streetscape Program - The refinement of elements in the Vision Plan should continue with development of detailed plans for improvements. The groundwork for this effort could begin now, with the public involved early in the process. The public should have a voice in the selection of all items. Streetscape plans can incorporate sites for local art, to be commissioned as funds are identified. These details can define the community's culture and character to everyone who lives in Wyandanch and for those visiting.

Gateways - Gateways at both ends of Straight Path should be developed and installed as soon as possible. The gateways may be as simple as a sign beside the street, or a banner. Later, when the street is redesigned, a grander gateway can be installed.

New Codes and Design Guidelines - Existing zoning codes must be evaluated to determine if they permit the type of development envisioned in this plan. Sustainable Long Island and the Design Team have provided specific design guidelines for development within the Wyandanch community, a list of any changes to the Town of Babylon Town Code and/or change(s) of zone which will be necessary in order to implement the Vision Plan, and the steps needed for implementation of the Design Requirements and the Code and Zoning Change recommendations.

Facade Improvements - A facade improvement program incorporating the architectural design guidelines developed above should be established. In addition to resources for the private sector, the façade improvement program should include information on resources and technical assistance for religious institutions that need assistance with façade improvements. Incentives such as grants or low-cost loans could be used to encourage tenants and property owners to participate. The business association group recommended earlier should be involved in the development of the program to ensure it meets the needs of merchants.

Urban Renewal Plans – Several municipalities in the region have adopted new Urban Renewal Plans to leverage state funding for various downtown improvement projects. These plans involve economic development strategies, property acquisition lists, new development/redevelopment projects, infrastructure improvements, waterfront planning, parking and transportation improvement, and conceptual streetscape designs.

Identify and promote infill development opportunities – Infill development on open parcels and redevelopment parcels should be encourage that is consistent with the scale and design of existing buildings in the historic core of downtown. Infill development should be pedestrian oriented, multiple-story (2 to 4), and mixed use with retail/restaurant use of the ground floor and service and residential uses above. Parking should be located on-street to the side or rear of the building.

ORGANIZATION & PARTNERSHIP OPPORTUNITIES

For downtowns to reach their full economic potential there must be a permanent vehicle that allows key constituents to fully visualize, plan and implement a downtown revitalization strategy. The municipality as well as the downtown stakeholders must pay an integral role in the new downtown organization.

Downtown Promotional Materials - Downtown Slogan and Logo – A logo and slogan for downtown can help create a positive symbol that serves as a constant reminder to the public and potential customers. Use the slogan and logo on all advertising and promotional materials. Slogans can be derived from significant community cultural characteristics or historic character.

Downtown Events & Celebrations - The municipality should work with the business owners, business\merchant association and other organizations to assess on-going and potential new downtown events and celebrations to enhance the community and region's image of downtown, attract students to the downtown, attract new customers and demonstrate the viability of the area to prospective businesses.

Provide Regular Events and Entertainment - Provide regular entertainment to supplement existing programs during each season. An Events Committee should be established, “brainstorm”, and decide when, where and how much too reasonably invest in this program. There are numerous opportunities to draw visitors to downtown by building upon existing events and creating new ones. The following are some ideas to consider.

Year-Round

- “Music on the Path” Concert Series – Hold musical events on Straight Path with local bands and artists. Target families and students and link with downtown restaurant.
- Cultural Events – Create new cultural events and link them to other events.
- Exhibits – Work with the municipality and local artists to create themed exhibits. Coordinate with art teachers in local schools to create seasonal sidewalks student art exhibits in storefronts. This is a great opportunity to get the parents to come downtown.

BUSINESS ECONOMIC DEVELOPMENT & FINANCIAL OPPORTUNITIES

- Attract complementary businesses
- Fill opportunities for targeted customer groups
- Fill gaps in the businesses mix
- Strengthen existing or developing business clusters

Facade and Sign Improvement Program -This program provides matching grants or loans to downtown property owners as an incentive to make façade improvements in keeping with the historic character of the areas. They are typically used for exterior renovations as well as high-quality business signs and awnings. The program should include guidelines for building improvements and maintenance to facilitate appropriate renovations. The most successful programs typically provide matching grant funds (such as 50:50 match) with easements placed on the improvements for a number of years to ensure continued maintenance.

In-Kind Service – Various municipal departments and other public entities can provide valuable assistance on importance economic development projects by getting involved early in the process. Potential in-kind services include the following:

- General Planning Assistance
- Financial packaging of desired projects
- Grant Applications
- Historic Tax Credit Applications and National Register Nominations
- Certified Local Government Applications
- Municipal labor and materials contribution to an importance project
- Vocational/Technical School Labor
- Site Clearance
- Condemnation
- Community outreach program to educate the public about downtown revitalization and redevelopment issues.
- Computer mapping service (GIS System) as a tool for economic development

Provide Informational Service – The municipality may provide studies and reports critical to businesses development decisions. Potential service may be funded through grants and include following:

- Appraisals and Business Plans
- Feasibility Study and Pro Forma Analysis
- Market Studies and Reuse Analysis
- Engineering and Traffic Impact Report
- Track Changes in Property Valuation and Investment Activity

Existing Conditions

Demographics & Economics

Social & Economic Factors

Physical & Infrastructural Factors

Sewage & Waste Water Treatment

THE WYANDANCH COMMUNITY

DEMOGRAPHICS AND ECONOMICS

Wyandanch is located in the northwestern corner of the Town of Babylon on the western edge of Suffolk County. The hamlet is 4.4 square miles and has an estimated population of 9,539 people. The median family income is \$55,544, and 13% of the population lives below the poverty level. Sixty percent of hamlet residents have lived in their current home for 15 years or more, indicating Wyandanch is a relatively stable community. Wyandanch is a predominately African American community. Today the population is 77% exclusively Black or African American. Other groups are represented as well however, as according to the 2000 census, 16% of Wyandanch residents identify as Hispanic or Latino and 10% identify as white.¹

DEMOGRAPHIC DATA	WYANDANCH	US AVERAGE
Population	9539	8385
Median Age	29.45	36
Median Household Income	\$55,544	\$36,169
Percentage of Single Households	56%	41%
Percentage of Married Households	44%	59%
Percentage Families	84%	72%
Average Household Size	3.89 people	4.05 people

Table 1 – Demographic Data

Table 1 depicts demographic data comparing Wyandanch to U.S. averages. While the percentage of single households and percentage of families indicates some distress, the median income comparison is staggering. While these statistics viewed in isolation appear to describe a vibrant, thriving community, Wyandanch is alternatively struggling. When compared to the New York metropolitan region, with the highest cost of living in the country, Wyandanch is not faring well.

COST OF LIVING INDEX:	WYANDANCH	US AVERAGE
Average Yearly Utility Cost	\$3,238.43	\$2,567.34
Average Household Total Consumer Expenditures	\$46,443.94	\$37,034.21
Average Household Education Expenditures	\$536.69	\$359.07
Average Household Entertainment Expenditures	\$2,560.94	\$1,965.76
Average Household Transportation Expenditures	\$9,265.56	\$7,475.12
Average Household Retail Expenditures	\$22,098.74	\$16,934.35
Average Household Non-Retail Expenditures	\$25,345.20	\$20,096.54
Single Family Home Sale Index	148.	100.
TOTAL COST OF LIVING INDEX	128.	100.

Table 2 – Cost of Living Comparison

Table 2 above depicts the cost of living comparison between Wyandanch and the U.S. average. It is clear that in every cost category Wyandanch families are spending more money for the same living standard. When compared to surrounding communities and the exorbitant cost of living on Long Island, Wyandanch families do appear to be struggling.

¹ United States Census Bureau, Census 2000, Table DP-1., Profile of General Demographic Characteristics: 2000, Wyandanch CDP, New York

For instance, in the surrounding communities of West Babylon and Wheatley Heights, median income is \$67,000 and near \$80,000 respectively. In each of those two neighborhoods, 3 and 4 percent of the population lives below the poverty level.

The Suffolk County Planning Department calculated the relative economic distress of individual communities using a combined indicator system. The rank combines data from unemployment statistics, percentage of residents on public assistance, median family income, median home value and the percentage of high school graduates to come up with an overall distress level. The Wyandanch Census Defined Place (CDP) ranked first in all of Long Island in economic distress. This number seems to be skewed by the fact that 12.9% of families receive public assistance in Wyandanch, whereas the proximate communities' numbers in this category are much lower. In fact, Wyandanch ranks fifth in unemployment percentage (9.3%), fourth in median family income (\$41,857), and seventh in median home value, which stands at \$124,900. Nevertheless, whether the community is the most economically distressed or not, it is obvious that relative to other Long Island communities, Wyandanch is struggling.

DEFINING BLIGHT

The most obvious manifestation of struggle is the physical condition that the community of Wyandanch finds itself in. Deteriorated structures, a lack of sanitary sewers, potholed streets prevalent vacant lots and trash are prevalent throughout the area. All of these conditions lead to the question as to whether Wyandanch is indeed an area of significant blight. This study attempts to determine whether the Wyandanch area is in fact blighted.

HUD regulations define two types of "Slum/Blight" tests – the areawide test and the spot test.

There are four parts to the areawide test.²

1. The "area" must meet the state definition of a slum or blighted area.*

1. 2. All "throughout the area" All "throughout the area" there must be a "substantial" number of:

- a. Deteriorated or deteriorating buildings; or
- b. Public improvements (such as streets) in a general state of deterioration.

HUD Policy says that this part of the test is met if:

- Public improvements throughout the area are in a general state of deterioration. In this case, public improvements as a whole must clearly show signs of deterioration. In other words, it is not enough for only one type of public improvement (sewers for example) to be deteriorated. OR
- If state law doesn't specify, then at least 25% of all buildings in the area are deteriorating.

"Spot Basis" for Meeting the Slums and Blight Test

² 24 CFR 570.208 (b) (1)

A "spot basis" for a determination of blight can be established if the problem is not in a blighted "area," but if, for example, there is a more narrow area of distress.

New York State Definition of Blight

Factors to be considered in determining if area is "blighted" and thus subject to urban renewal condemnation include such diverse matters as irregularity of the plots, inadequacy of the streets, diversity of land ownership making assemblage of property difficult, incompatibility of existing mixture of residential and industrial property, overcrowding, incidence of crime, lack of sanitation, drain areas makes on municipal services, fire hazards, traffic congestion and pollution.

- For an area to be termed "blighted" and thus subject to urban renewal condemnation, degree of deterioration or precise percentage of obsolescence or mathematical measurement of other factors do not have to be arrived at with precision, since combination and effects of such things are highly variable.
- The term "blighted area" for purposes of urban renewal condemnation, encompasses areas in process of deterioration or threatened with it as well as one already rendered useless and may include vacant land and air rights.³

The Urban Renewal Law from the New York General Municipal Law Section 505 defines a "substandard or insanitary area" as:

- Interchangeable with a slum, blighted, or deteriorated or deteriorating area, or an area which has a blighting influence on the surrounding area, whether residential, non-residential, commercial, industrial, vacant, or land in highways, railway and subway tracks, bridge and tunnel approaches and entrances, or other similar facilities, over which air rights and easements or other rights of user necessary for the use and development of such air rights, to be developed as air rights sites for the elimination of the blighting influence, or any combination thereof and may include land, buildings or improvements, or air rights and concomitant easements or other rights of user necessary for the use and development of such air rights, not in themselves substandard or insanitary, the inclusion of which is deemed necessary for the effective undertaking of one or more urban renewal programs.

³ *Yonkers Community Development Agency v. Morris* (1975) 37 NY2d 478

BUSINESS IN WYANDANCH

Wyandanch is home to a number of viable small businesses. A business count by the Town of Babylon calculated about 150 businesses in the Wyandanch area. Based on physical observation and personal contact it can be concluded that some are struggling to an extent. Businesses fall in one of a few basic categories. There are those retail establishments that serve the largely low-income population of the area, such as the Elegant Barber Shop, South Island Check Cashing, J & N Liquors, Babylon Fish Market, Compare Foods, Wyandanch Photo, Domino's Pizza, McDonald's, Leon Petroleum (Amoco), El Migueleno Deli & Grocery, Island Pepper Hot, Spin City Laundromat, and Jackie Chan's Chinese Kitchen. There are a large number of light industrial enterprises; some are manufacturing facilities and many of them auto or auto-body repair-type establishments. The numerous repair shops appear to be dedicated to serving the large commuter population that takes the train from Wyandanch. Among them are, All Start Transmission, Top Flite Auto Collision, Wyandanch Auto Parts, Smith Auto, New Car Auto Transmission, and Commuter Auto Body and Repair. Other light industries and warehousing and distribution operations include Arrow Scrap Corp, Crescent Packaging, Combined Container, Inc., Columbia Propane, Valda Ice Cream, Modica Precision Tool, Weld Built Truck Repair, Wyandanch Machine and Mower, Manhattan Beer Distributors, Dura Vault, Corinthian Cast Stone, Liberty Signs, Bryant Air Conditioning, Hi-Lo Yale, C & N Packaging, Pallets R Us, Island Elevator, A & J Crane Service, and WW Fine Thermofoil.

Despite the presence of a diversity of businesses, the market is far from fully occupied. A number of prominent business sites are vacant and fallow, having once played host to successful establishments. Amongst them is a Kentucky Fried Chicken, once located at 1548 Straight Path, and now classified as a brownfield site. In the retail sector, businesses report that improving the character of the business district to attract shoppers and maintaining safety and security are their priorities for improving the economic climate of Wyandanch. Tony Falzone owner of Spin City Laundromat, worries that potential customers in the Wyandanch area go out of the community for services because of the perception of danger. Reggie Mays, of Computer Business Center asserts that he maintains the sidewalk in front of his shop and attempts to use physical appearance as a marketing technique. It is clear that the physical presence of blight begets poor returns and poor prospects for growth because customers are turned away from the dirty, dusty and unsafe streets. The climate of disinvestment creates unacceptable risks for companies seeking to locate in the area and repels potential environment-enhancing development.

While the neighborhood and retail business sector are visibly weak, growth and sustenance of the industrial sector in Wyandanch has been strong. Much of this accomplishment can be attributed to the Town of Babylon Industrial Development Agency (IDA). Since 1997, twenty-nine IDA and other business expansion projects have been approved and proceeded forward. The Town's Empire Zone application highlights three such business projects. One such IDA project involves Pallets-R-U's, Inc. expanding its twenty-five thousand square foot manufacturing facility. Now employing fifty employees, the company services the multi-state area. Manhattan Beer and Maku, Inc. DBA Cannoli Factory were also highlighted to demonstrate the potential for success

of the Empire Zone.⁴ The Wyandanch Empire Zone application presented data that demonstrated the area’s potential to attract private investment. The data exhibited a list of recent business development, expansion and retention projects. The data in Table 1 below show that many businesses have been making healthy investments and that job growth continues to flourish.

Name of Company/Project	Type of Business/Industry	Projected Investment	New Jobs	Retained Jobs	Current Status of Project
Staunton Judge, LLC	Manufacturing	850000	20	100	Construction Complete
Maku, Inc	Manufacturing	1300000	25	150	Construction Complete
Wyandanch/Washington Realty	Real Estate	2100000	35	150	Construction Complete
Wyandanch/Wheatly Heights	Medical	2310000	40	100	Construction Complete
OK Petroleum	Manufacturing	100000	10 to 15	50	Construction Complete
Project Allahu Akbur	Manufacturing	100000	10 to 15	50	Construction Complete
Budget Estates	Financial	150000	10 to 20	75	Construction Complete
Dream Properties	Real Estate	200000	10 to 20	50	Construction Complete
Leemilts/Getty	Manufacturing	150000	10 to 20	75	Construction Complete
Morway Development	Manufacturing	200000	10 to 20	75	Construction Complete
Island Container	Manufacturing	150000	10 to 15	75	Construction Complete
Barit Brothers/Crown	Manufacturing	100000	10 to 15	50	Construction Complete
Frito-Lay	Manufacturing	150000	10 to 15	50	Construction Complete
DeRosa	Manufacturing	150000	10 to 15	50	Construction Complete
BruRealty	Real Estate	200000	10 to 20	50	Construction Complete
TOB Urban Renewal	Social Services	200000	10 to 20	75	Construction Complete
Pallets-R-Us	Manufacturing	200000	10 to 20	150	Construction Complete
Linzer Products	Manufacturing	150000	10 to 20	125	Construction Complete
Cannoli Factory	Manufacturing	150000	10 to 20	125	Construction Complete

Table 3 – Listing of recent business expansions and economic impacts in Wyandanch⁵

Much of the development depicted in the table above is industrial business expansion. Despite the job and economic benefits that industrial operations bring to the community, industrial development is a mixed blessing. For example, while Pallets R’ Us is an asset to the community by contributing to its tax base and creating jobs for residents, it is also a liability to the people living in close proximity to it. Nearby residents complain that the pallets are stacked well above six feet and sit dangerously close to the fences which separate their property from Pallets R’ Us. They also complain of constant noise and fear that a fire at the factory could spread quickly to their properties. This story underscores the need for proper enforcement of building and safety codes that often goes underreported in emerging communities such as Wyandanch. It also highlights the detriment and blight that industrial zoning can cause in proximity to residential and retail commercial areas.

The photos that follow depict a sampling of the state of businesses in Wyandanch. The business properties are in varying degrees of repair and viability. Some contribute much

⁴ Empire Zone Application

⁵ Town of Babylon, Empire Zone Application

to the health and vitality of the community, and others are more aptly described as contributing to blight.



UNBLIGHT

A New McDonald's located on Straight Path and appears to be doing a thriving business. Additionally to its credit, it is located on the zero lot line, a principle of site design that is a component of smart growth.



NASCENT DOWNTOWN

This strip of stores along Long Island Avenue, near the intersection of Straight Path is quite vital. Businesses cater to commuters on the Rail Road and local populations. There are a number of vacant stores on the west side of the block.



VACANCY

Two establishments in business, flanked by a large vacant double-lot and a steel barred empty storefront on Straight Path.



GRAYFIELD

A defunct Kentucky Fried Chicken. Investment strategies could help bring properties such as this one back to life.



NEW SUPERMARKET

Compare Foods opened as Alfredo's Associated in August 2001, and became Compare Foods in November 2002. The supermarket building includes a Chase Manhattan Bank and a Suffolk Police substation won by the community.



DURA VAULT

Manufacturer of vaults could be contributing to environmental contamination and does not enhance the quality of life, but its contribution to the tax base and provision of jobs cannot be overlooked.



CORONA DISTRIBUTORS

Warehousing and distribution uses are considered contributors to blight, but they do provide jobs and enhance the area's economic vitality.



COMMUTER SPECIAL

This auto repair facility and many others like it cater to commuters who utilize the Wyandanch LIRR stop. These businesses probably contribute very little other than tax base to the health and vitality of the Wyandanch community.

PHYSICAL AND INFRASTRUCTURAL FACTORS

SEWERS

One of the most severe and pressing needs to enable Wyandanch to revitalize is the provision of sewage service. The need for this area to be sewerred has been long debated and has inhibited the development of the area. Any development project needs to develop on-site sewage treatment solutions which add significantly to the expense of development. Tony Falzone of Spin City Laundromat reports spending \$100,000 on a disposal facility, a major impediment to opening, a continuing operating expense, and a source of groundwater pollution for the community.

The Town of Babylon's Empire Zone application reports that \$273 million expansion to the Southwest Sewer District has been done in preparation for the sewage district to be expanded to Wyandanch. The expansion of the sewer district is necessary to enable the area to develop more densely as well as to eradicate a major source of pollution in existing septic tank-serviced areas. Money for a feasibility study has been secured. It has been reported that it would cost on average \$1500 per home for sewage hookups. This impediment may thwart a large expansion plan, but the immediate need for redevelopment and to protect the water table is to extend sewage service to the Straight Path corridor. Some matching federal funds will be sought for the project.

(See pages 41-49 re: Sewer / Waste Water Treatment Alternatives)

HOUSING STOCK

HOME OWNERSHIP RATES

Wyandanch has an estimated population of 9,539 individuals in occupied housing. 5,558 of those citizens are in owner-occupied homes and 4,920 are in renter-occupied housing; comprising 53% owners and 47% renters respectively. Compared to the town as a whole and Suffolk County, Wyandanch is much more heavily comprised of rental housing. In Suffolk County and the town of Babylon, the homeownership rate is 83% and 79%. Only 17% and 21% of homes are rental properties. Having a high percentage of owner-occupied properties is generally assumed to be a significant component of a stable community.

Encouraging home ownership in Wyandanch can be an important component of a revitalization strategy. Through the use of certain innovative methods, such as second mortgages, Section 8 vouchers and individual development accounts, the home ownership gap can be bridged. “Lower-income families are constrained by a lack of information about how to buy a home, by their inability to provide sufficient, stable income streams for debt service, by their lack of initial equity, and by their inability to find an affordable home of adequate quality in a desirable location.”⁶

Evidence is plentiful that homeownership has positive influences for families and neighborhoods. Rohe and Stewart (1996) found an association with home ownership and property maintenance. Amongst the positive social indicators researchers have identified with homeownership include: home owners have more positive indications of life satisfaction and self esteem⁷ and homeownership is correlated with participation in community organizations and voting.⁸ Whether there is causation or just correlation is a matter of debate; some have gone so far as to say that there is correlation between educational achievement of children and homeownership.⁹ For low income families, the potential to build wealth is central to the benefits of homeownership. Tabulations of the 1995 Survey of Consumer Finances show home owners under age 65, with income 80 percent or less of median area, have \$57,060 in net wealth. Renters under 65, in the same income group, have a median net wealth of \$4,930 - 1/12 the level of comparable owners.¹⁰

⁶ J. Michael Collins and Doug Dylla, [Mind the Gap - Overcoming the Information, Income, Wealth, and Supply Gaps Facing Potential Buyers of Affordable Homes](#)

⁷ Rossi and Weber (1996)

⁸ DiPasquale and Glaeser (1997)

⁹ Boehm and Schlottmann (1999)

¹⁰ Collins and Dylla Ibid.

	Suffolk	Babylon	Wyandanch	Suffolk	Babylon	Wyandanch
Total population in occupied housing units:	1,390,780	209,206	10,478			
Owner occupied	1,154,879	165,154	5,558	83%	79%	53%
Renter occupied	235,901	44,052	4,920	17%	21%	47%

Table 4 - Housing by Tenure Type

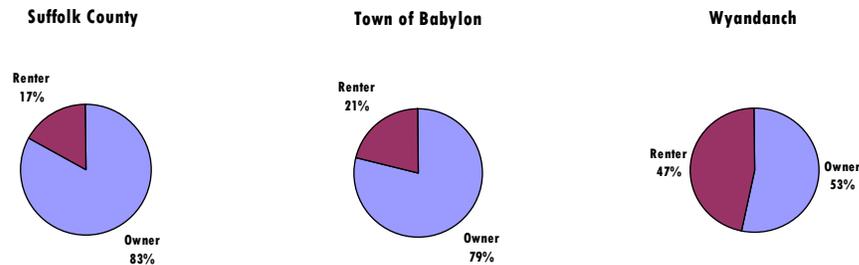


Figure 1 - Comparison of Ownership / Rental Rates¹¹

HOUSING OVERCROWDING

A strained housing stock is a major problem for all of Long Island and the New York metropolitan area. These statistics underscore what we know about this region. Housing is in high demand and low supply. The laws of economics dictate that a tight market equals high prices.

An NYU report on housing in the metropolitan area echoes this concern: “[O]ne of the principal causes of unaffordable housing is the fact that supply of housing in [New York City and surrounding areas] has not kept up with demand.”¹² As a result of the high prices, people living on low incomes often overcrowd residences illegally. The census bureau defines overcrowding as occupancy of more than one person per room. In Wyandanch, there is an average of 6.2 rooms per house and 85% of homes have one or fewer occupants per room. That indicates that 15% of homes are overcrowded.¹³ 5.2% of homes are occupied by more than 1.5 persons per room.¹⁴ Crowding is a problem metro-region wide; over 14% of households live more than one person to a room within the five boroughs. Compared to the Town of Babylon, though, Wyandanch appears quite crowded – in Babylon as a whole only 4% of the Town’s residents live more than one person to a room.

¹¹ Total Population in Occupied Housing Units by Tenure, Census 2000 Summary File 3 (SF 3) - Sample Data

¹² Jerry J. Salma, Michael H. Schill and Martha E. Stark, “Reducing the Cost of New Housing Construction in New York City,” The New York University School of Law - Center for Real Estate and Urban Policy, 1999.

¹³ U.S. Census Bureau defines “overcrowding” as more than one person per room. Note that HUD defines overcrowding as more than two persons per room.

¹⁴ U.S. Census Bureau, Table DP-4. Profile of Selected Housing Characteristics, Wyandanch CDP, 2000

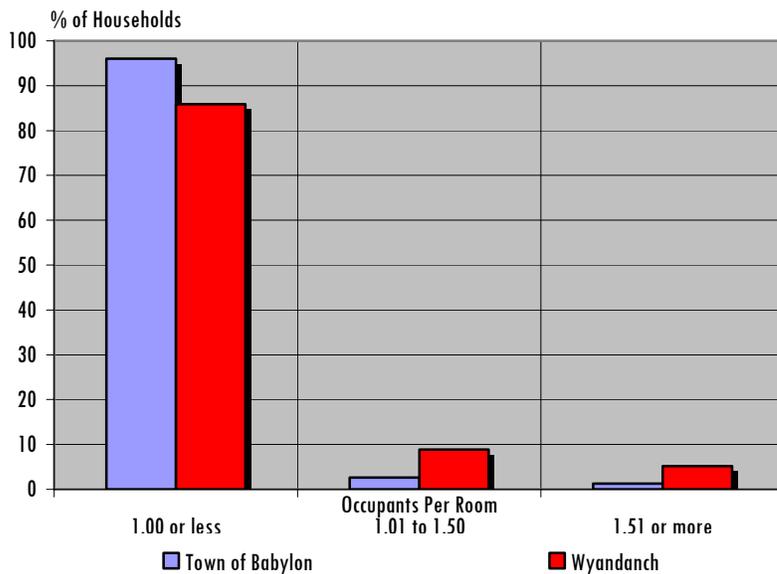


Figure 2 - Comparison of Crowding Rates¹⁵

Occupants per room	Town of Babylon	Wyandanch
1.00 or less	96	85.9
1.01 to 1.50	2.6	8.9
1.51 or more	1.3	5.2

HOUSING AFFORDABILITY

Housing costs as a percentage of total household income is another significant indicator of housing distress. The NYU study on housing costs indicated that “[l]arge proportions of all households in [the New York area] pay extremely high shares of their income for rent or the costs of homeownership. High housing cost-to-income burdens are not only a problem of the [area’s] poor families; instead they affect households throughout the income spectrum.”¹⁶

The current definition of housing affordability is housing which requires no more than 30% of household income to pay for rent. Of homeowners in Wyandanch, just under 50% pay more than 30 per cent of their incomes for housing. 50% of homes are unaffordable to the families that live in them. The average income in Wyandanch according to the 2000 census was \$40,664.¹⁷ While that sounds very high, the situation in more expensive Babylon is also challenging. Town-wide, 35% of residents pay more than 30% of their incomes, despite a median income of \$60,064.¹⁸

¹⁵ Ibid.

¹⁶ Ibid. Salma

¹⁷ Census Bureau of the United States, Table DP-3. Profile of Selected Economic Characteristics, Wyandanch CDP

¹⁸ Census Bureau of the United States, Table DP-3. Profile of Selected Economic Characteristics, Babylon

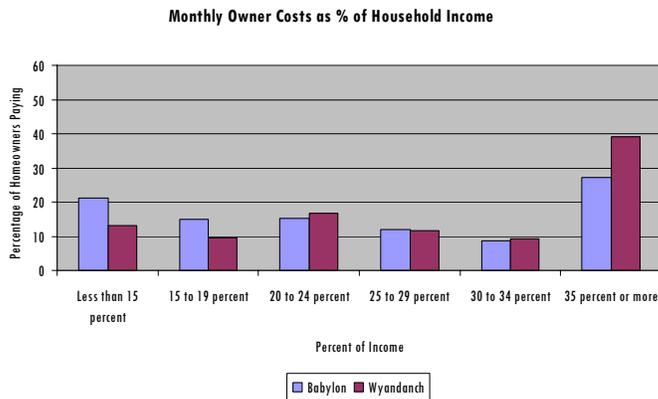


Figure 3 – Owner Cost Per Month

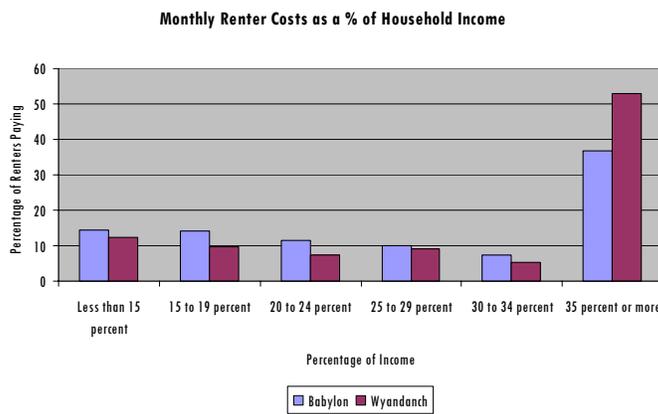


Figure 4 – Renter Cost Per Month



Percentage of Owners That Pay X% of Income

Table 5 – Owner Cost Per Month

Percentage of Renters That Pay X% of Income	Babylon	Wyandanch
Less than 15 percent	14.4	12.4
15 to 19 percent	14	9.8
20 to 24 percent	11.6	7.4
25 to 29 percent	9.9	9
30 to 34 percent	7.5	5.4
35 percent or more	36.8	52.8

Table 6 – Renter Cost per Month

SPLIT-BOARD

This split-family home has all the windows cracked and boarded up; obviously abandoned. Fundamentally, the house looks structurally sound. The wasting of housing stock is a significant problem in Wyandanch. The 47% of vacant properties in the Census Bureau’s data that are “other vacant” include properties that are abandoned or not on the market for alternative reasons.

57% of renters cannot reasonably afford to live in Wyandanch on their salaries, while 41% of Babylon residents cannot afford to live in Babylon as a whole. What is clear from Figure 3 and Figure 4 is that a larger percentage of Babylon homeowners and renters pay less than 15% of their incomes than Wyandanch residents, despite the \$20,000 differential in median income. The rental figures are less dramatic. One should also consider that Wyandanch figures into the Babylon data. With the poorest community extricated from the data, the numbers would likely be more disparate.

Despite this fact, these statistics underscore what we know about the Long Island region in general. This is a very expensive place to live, and even our lowest-income quarters are extremely high priced. The largest percentage of homeowners and renters pay over 35% of their incomes for housing in the Town of Babylon. It is clear that housing is unaffordable to a large percentage of renters and homeowners throughout the region, which makes the situation in economically depressed communities like Wyandanch all the more acute.

HOUSING VACANCY

The map depicts the percent of housing units vacant by census block as of the 2000 census. The vacancy rate for residential housing in Wyandanch CDP is 9%, with 259 vacant units out of 2,799 total units available. While this compares equivalently to an average national rental vacancy rate of about 9%, vacancy in the metro region is typically very low. As with many other standards, Wyandanch’s vacancy rate does not appear appalling and would not contribute to a determination that the area is blighted, but for its location in the dense, expensive, extremely unique New York area. The slow pace of development in the metropolitan region and ever-increasing population has left the area with dwindling dwelling vacancy rates. In the New York metropolitan area, vacancy was 4.6% for rental units in 2002.¹⁹

	Wyandanch	Total:	%	2,799
Total:	259			
For rent	31	Occupied	91	2,540
For sale only	65			
Rented or sold, not occupied	33	Vacant	9	259
For seasonal, recreational, or occasional use	9			
For migrant workers	0			
Other vacant	121			
			0%	
			47%	

Table 7 - H8. VACANCY STATUS: Vacant housing units
Source: Census 2000 Summary File 3 (SF 3) - Sample Data²⁰

Table 8 – VACANCY STATUS:
Occupied and Vacant Total Units in
Wyandanch CDP

¹⁹ U. S. Census Bureau, Housing Vacancies and Homeownership Table 5. Rental Vacancy Rates for the 75 Largest Metropolitan Areas: 1986 to 2002 Annual Statistics: 2002

<http://www.census.gov/hhes/www/housing/hvs/annual02/ann02t5.html>

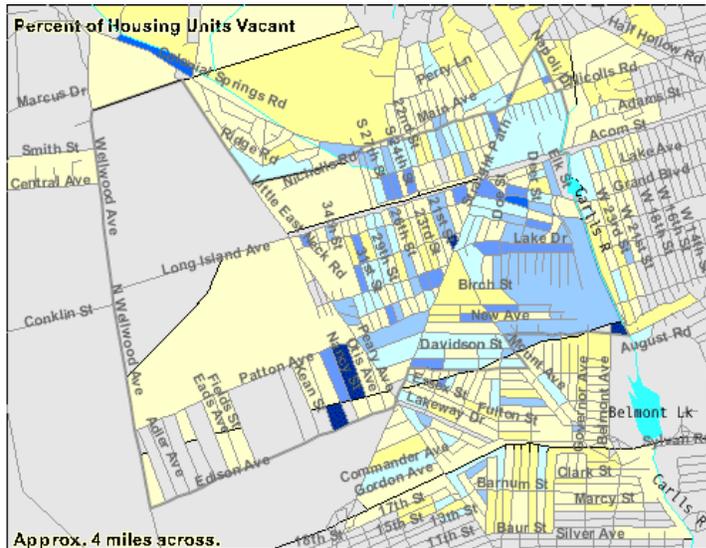
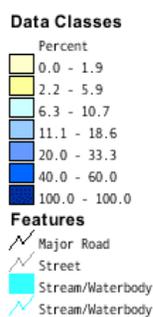
²⁰ NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, and definitions see

<http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.



VACANT LOT

There are vacant lots in the heart of the business district that are repositories for nothing but trash and crumbling asphalt all along Straight Path.



Owner-occupied housing rates are typically lower than rental properties, at about 1.7% for the fourth quarter of 2002 nationwide. On Long Island the situation is even more acute; the 2002 vacancy rate for owner occupied housing was 0.3%.

Wyandanch thus represents one of the few remaining places with a significant number of vacant properties. Vacant properties are true representations of blight since they negatively affect the property value of the entire community. These properties may be eyesores, sources of actual danger, and centers for crime and drug use. While all these things may be true, vacant properties also represent an opportunity to be harnessed.

Wyandanch is also one of the few areas on Long Island that is reasonably priced with opportunity to build. It presents an attractive option for those struggling with the region's astronomically priced homes. Out of the 259 vacant properties, about half are currently occupied or on the market for rent or sale. That leaves half of the properties idle. Idle properties are the most significant contributors to blight and their lack of presence on the market does not contribute to downward price pressure. They may be tied up in litigation, or otherwise encumbered, or worse, abandoned or unsaleable. The latter case is not likely to be a long-term problem as the value of the underlying property is high. Eliminating the existing negative conditions in the area could enhance the incentives to renovate or sell. Vacancy is also prevalent along the Straight Path commercial corridor and in other commercially zoned areas of town.

CONSTRUCTION

The median year of construction for Wyandanch homes is 1963.²¹ While most of the area was built out in the 50s and 60s, developers have been purchasing the relative bargains to be found in Wyandanch, demolishing existing run-down structures and building new homes. 305 homes were built in Wyandanch since 1990. Accordingly, 11% of Wyandanch's housing stock has been built since 1990.

In comparison, Suffolk County, with its still wide-open spaces, had 10% of its stock built in the last full decade. A better proxy for Wyandanch is Nassau County since it lies in the western part of Suffolk, which has a development history that mimics Nassau's better than eastern Suffolk's. Nassau has only seen 3% of its housing stock built since 1990. The entire New York Metro area, including CMSA New Jersey and parts of Pennsylvania has had 7% built since 1990. Underscoring the development in Wyandanch is that this is a new phenomenon. From 1980-1990 the number of new homes just matched Nassau County's rate of 4%; it paled in comparison to Suffolk's 11%. Development is improving the neighborhood's stability substantially, but there are still many vacant and undervalued structures yet to be redeveloped. New home sales prices appear to range in the low-to mid \$200,000 range. With a current average income of about \$55,000 the question of gentrification cannot be ignored.



HI-RANCH

This home was built in 1999, has 5 bedrooms, 3.5 baths and was built in 1999 – now up for resale at an asking price of \$239,500.

²¹ U.S. Census Bureau 2000 - H35. MEDIAN YEAR STRUCTURE BUILT [1] - Universe: Housing units
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data



BOOMTOWN

New Construction of a ranch home that will be 5 BR, 2 Baths and 2,600 square feet. For sale at \$249,000 this home will carry annual property taxes of \$5,500.

MLS # 1518088



BUILDER'S SPECIAL

“The Samantha” will be built at 312 State Street in Wyandanch by Primes Home Group, to be sold for \$229,000.

Wyandanch	Homes Built
Total:	2,799
Built 1999 to March 2000	22
Built 1995 to 1998	99
Built 1990 to 1994	184
Built 1980 to 1989	122
Built 1970 to 1979	466
Built 1960 to 1969	820
Built 1950 to 1959	625
Built 1940 to 1949	360
Built 1939 or earlier	101

Table 9 - Homes built by year in the Wyandanch CDP²²

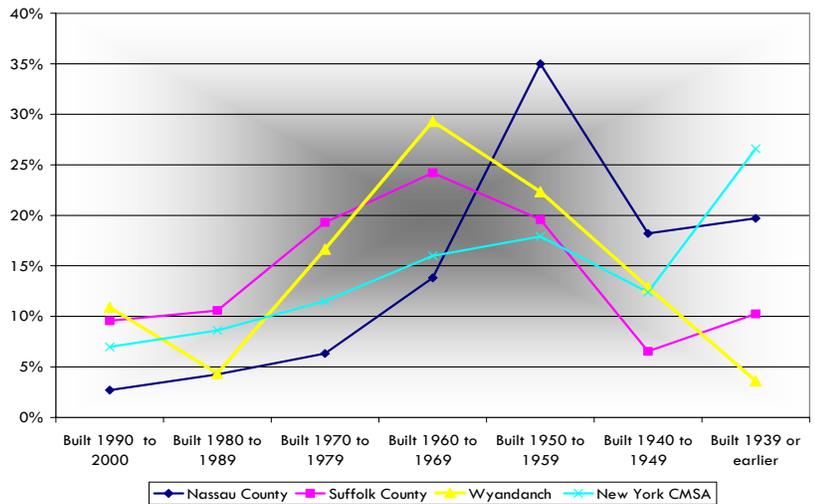


Figure 5 - Percentage of Homes Built by Decade

²² U.S. Census Bureau 2000 - H34. YEAR STRUCTURE BUILT [10] - Universe: Housing units
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

TOWN OF BABYLON HOUSING INITIATIVES

Some of the new development may indeed be occurring because of incentive programs established by the Town of Babylon. In the last Consolidated Plan for the Town of Babylon written in 1995, the Town described its one year action plan to improve the housing conditions in the Town of Babylon and in Wyandanch. In the Fiscal Year 1995, the Town received \$1,664,000 in CDBG grants. The funds included projects totaling \$1,381,200. The Town funded \$450,000 in its Home Improvement Program for 30 low income households; \$114,410 in Village Central Business District Revitalization Programs, \$200,000 for Section 108 repayments for redevelopment projects in Wyandanch, and \$222,900 in Public Service Activities.

In Section 3.01 of the Town of Babylon' Empire Zone application, the Town commits to "provide decent, habitable and affordable housing." Strategies it promises to implement include 1) Identify, rehabilitate and create suitable housing by, including, without limitations, removal of overly blighted and deteriorated housing and construction of new and affordable housing, 2) Offer and provide grants, loans and other incentives to subsidize, allow for and encourage the renovation, construction and purchase or otherwise providing decent, habitable and affordable housing; and 3) Design, develop and implement outreach programs targeted towards reaching interested and needy populations and persons, such as homeless individuals and families; all of these programs begin immediately and continue indefinitely as part of an ongoing process to revitalize and maintain the Wyandanch community.

The town intends to make grants and loans to eligible homeowners, non-profit and civic groups to accomplish rehabilitation. Some of the current revitalization may being enhanced by these programs and funding mechanisms.

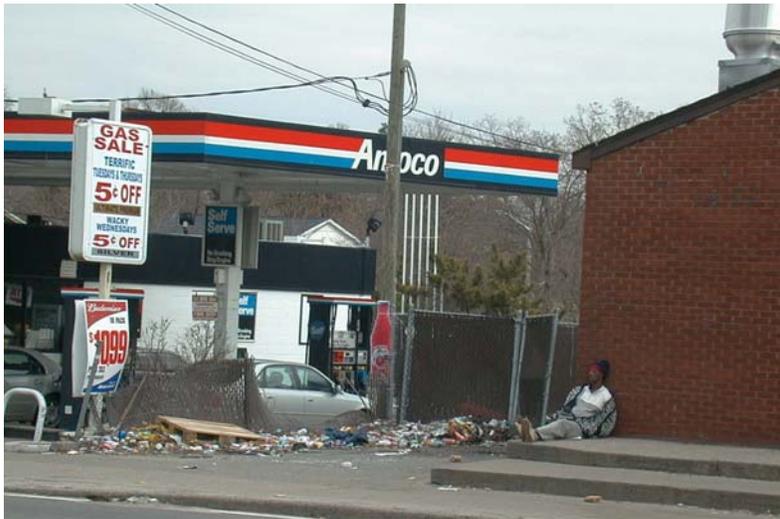
TRASH AND WASTE

A number of properties are dumping grounds and a quantity of rubbish is visible on most streets. It is clear that the town is not enforcing its sanitation laws, but such enforcement is difficult if residents are not vigilant to confront offenders or file complaints. Trash accumulation is most significant on vacant lots, but the streets and sidewalks, particularly along congested Straight Path, are also quite dirty. Facilities for the proper disposal of trash are not present on Straight Path or anywhere in the downtown Wyandanch area, but businesses and residents will need to do their part to keep the area free of litter.



**BROWNFIELD-DEFACTO
LANDFILL**

This abandoned industrial site on Long Island Avenue is both potentially chemically contaminated and visually contaminated. Lack of upkeep on these sites of uncertain ownership is a problem on many vacant brownfield sites.

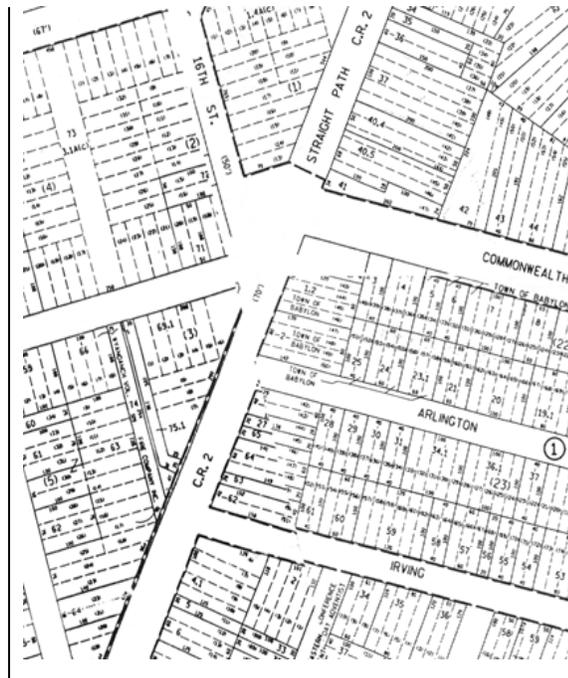


ENFORCEMENT LACK

Trash accumulation is not just a problem on abandoned sites. Here we have an area along a fence between an Amoco Gas Station and a small strip mall, both functioning businesses, where a large amount of garbage has been accumulating. Stronger enforcement of the Town's sanitation laws could help inspire these landowners to keep their properties in better condition.

ADEQUACY OF THE STREETS

Main and through streets in Wyandanch are maintained in good condition. Potholes and disrepair of many of the side streets are evident. A full analysis of the most desperate streets should be conducted by the Town and the proper repairs should be initiated. Some streets shown as platted on tax maps were never fully built. The need for these connections should be addressed and either the streets should be built or the remaining lots sold to neighboring landowners. As part of the Town's Empire Zone Application, the town promised to commit a total of \$3,035,000 for road reconstruction, repair and repaving in the Wyandanch area. There remains a large number of streets in considerable disrepair despite the recent projected investments.



PROJECT AREA	TYPE	FUNDS SPENT	A list of the projects at left.
25th St. from Long Island Ave to Straight Path	Reconstruct	\$405,000	
26th St. from Long Island Ave to Patton Ave	Reconstruct	\$420,000	
Mount Ave. from Straight Path to Wyandanch Ave	Overlay	\$155,000	
24th St. from Long Island Ave. to Straight Path	Reconstruct	\$385,000	
29th St. from Long Island Ave. to Patton Ave.	Reconstruct	\$425,000	
New Ave. from Straight Path to Saratoga St.	Reconstruct	\$510,000	
Gate Ave from Straight Path to Saratoga St.	Reconstruct	\$500,000	
Wyandanch Ave. from Straight Path to Mount Ave.	Overlay	\$135,000	
20 Street Segments	Micropaving	\$100,000	

OTHER INFRASTRUCTURAL ISSUES

DIVERSITY OF LAND OWNERSHIP

Complete data on land ownership is not in our possession at this time. Assemblage of acreage for large development may be a problem, but given the type of development we would be likely to see in the area, large assemblage may not be necessary.

PRESENCE OF FIRE HAZARDS

Fire hazards are present on some sites; full data regarding violations issued by the buildings or public safety departments is not available at the time of publication.

PRESENCE OF TRAFFIC CONGESTION

Traffic congestion is not present at any egregious levels. The dense traditional non-hierarchical street network handles existing and potential traffic efficiently. Full traffic analysis would have to be completed for any future build-out schemes as part of the Wyandanch redevelopment plan.

IRREGULARITY OF THE PLATTED LOTS

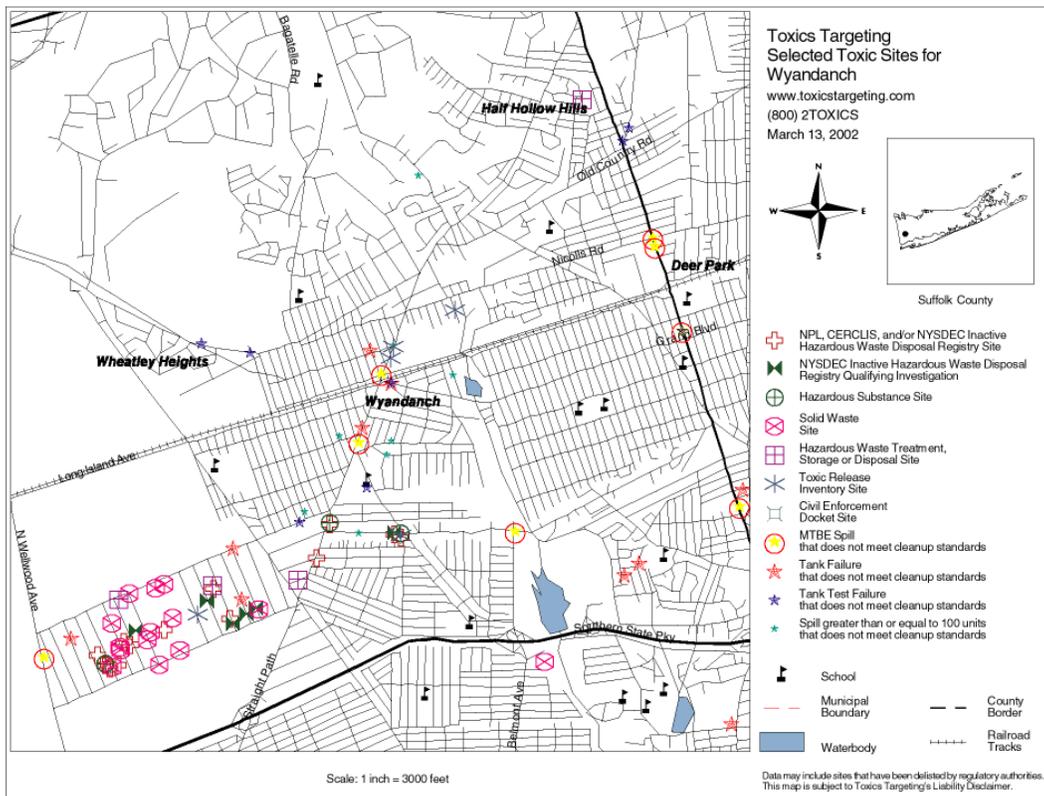
Blight may be caused by the presence of faulty lot layout in relation to size, adequacy, accessibility or usefulness. Wyandanch’s street structure was platted pre-war. It has excellent connectivity and access. Some street angles create awkwardly shaped lots that are vacant but it is not a serious problem. More difficult is the size of the platted lots. Today’s developers demand large-acreage for projects that an area like Wyandanch cannot provide. Despite that limitation, large fallow properties already exist as potential for redevelopment. Developers in the New York area are also used to working on projects that involve smaller lots; they are more creative and utilize space more efficiently. One option that can always be utilized is to create multi-story development.

PRESENCE OF POLLUTION AND/OR VACANT BROWNFIELDS

Environmental contamination is contributing to the blighted image in Wyandanch. There are 16 sites of known contamination in the Wyandanch CDP and 29 sites of potential or unknown contamination. The presence of brownfields in Wyandanch is an indication of the community’s overall environmental and economic strife. The US EPA defines brownfields as abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

Within Wyandanch, there are five active Superfund Sites; 3 delisted superfund sites; one delisted Toxic Release Inventory site; one Inactive Solid Waste site; 6 Active Solid Waste sites; 8 sites listed in the Empire Zone application as potentially contaminated; and 6 sites along Straight Path that were the subject of an E.P.A. grant proposal. The map below depicts the locations of the sites. Many of them are located in the industrial area between Patton and Edison Avenues – the area has a West Babylon post office address but is contained within the Wyandanch CDP.

The Town of Babylon’s Empire Zone application viewed brownfields revitalization as absolutely necessary to achieve sustainable growth and an effective zone strategy. The town saw the formation of a comprehensive brownfields revitalization strategy through partnerships with the Town, community leaders, federal and state governments, financial insurance companies, non-profits and faith based organizations. An Environmental Protection Agency (EPA) Brownfields Assessment Pilot Grant has been awarded for the Wyandanch area. The grant money will allow the Town of Babylon to take an inventory of the brownfields and conduct Phase 1 and 2 site analysis, prioritization and initial remediation of the sites. Strategies to implement further cleanup and reuse should then be devised and funding sources should be identified.





VACANT BROWNFIELD

This business site closed some time ago and is now simply a blight on the community. It is actively being marketed. Whether it is contaminated or not is unknown, it was listed in the EPA grant proposal.

LISTING OF BROWNFIELDS AND SITES OF POTENTIAL AND PAST ENVIRONMENTAL CONTAMINATION

ADDRESS	DESCRIPTION	SITE NAME	STATUS
1617 Straight Path	Vacant Industrial Building		Listed in Town of Babylon EPA Grant App
1567A Straight Path	Retail Property	Larry's Beauty and Vanity Salon	Listed in Town of Babylon EPA Grant App
1300-1304 Straight Path	Vacant Strip Mall		Listed in Town of Babylon EPA Grant App
1306-1310 Straight Path	Vacant Strip Mall		Listed in Town of Babylon EPA Grant App
1548 Straight Path	Retail Property	Former Kentucky Fried Chicken	Listed in Town of Babylon EPA Grant App
18th St. & Straight Path	Commercial Property		Listed in Empire Zone App
100 Grand Blvd.	Industrial Property		Listed in Empire Zone
52 Otis St.	Industrial Property		Listed in Empire Zone
Commonwealth Ave. btw Straight Path & Doe St.	Commercial Property		Listed in Empire Zone
309 Merritt Ave.	Industrial Property		Listed in Empire Zone
320 Grand Ave.	Industrial Property		Listed in Empire Zone
NW corner Straight Path & N. 12th St.	Commercial Property		Listed in Empire Zone
50 Dale St.	Industrial Property	Spectrum Finishing Corp.	Active Superfund Site/DEC Enviro Remediation Inactive
100 Field St	Industrial Property	U.S. Electroplating Corporation	Active Superfund Site/DEC Enviro Remediation Inactive
78-88 Lamar St.	Industrial Property	Pride Solvents and Chemical Co.	Active Superfund Site/DEC Enviro Remediation Inactive
248 Wyandanch Ave.	Industrial Property	Jamesco Industries, Inc.	Active Superfund Site/DEC Enviro Remediation Inactive
Gleam St.	Landfill	Babylon Landfill	Active Superfund Site/DEC Enviro Remediation Inactive

1357 Straight Path	Industrial Property	Ron Lyn	Delisted Superfund Site
34 Lamar St	Industrial Property	Nassau Tools	Delisted Superfund Site
60 Dale St	Industrial Property	NTU Circuits	Delisted Superfund Site
101 Central Ave.	Industrial Property	Laribee Wire Co.	Delisted Toxic Release Inventory Site
GLEAM STREET	Ashpalt Plant	Asphalt Plant	Active Solid Waste Site
125 Gleam Street	Industrial Property	Babylon RRF	Active Solid Waste Site
Gleam Street	Ashfill Site	Babylon Southern Ashfill	Active Solid Waste Site
19 Nancy Street	Industrial Property	CBS Rubbish Removal	Active Solid Waste Site
90 Gleam Street	Salvage Company	DeMatteo Salvage	Active Solid Waste Site
45 Dale Street	Carting Company	Paragon Carting	Active Solid Waste Site
200 East Sunrise Highway	Solid Waste Site	Babylon SLF	Inactive Solid Waste Site

EXISTING CONDITIONS CONCLUSION

To the credit of the Federal Government, State, Town and Wyandanch community groups and residents, a great number of programs are currently being undertaken to enhance the economic and social vitality of the hamlet. Unfortunately, the community continues to struggle in key areas of measurement. There are successful business enterprises and many decent homes whose owners obviously care for and maintain.

Whether or not it is possible to make a final determination on whether the community is pervasively blighted, it is clear that there are certain properties in severe disrepair and social indicators which present data suggesting that further aid is needed. In fact, those blighted properties, including much of the Straight Path corridor specifically, have a dragging effect on the property values and potential attraction of the community for further investment.

Targeted programs to eliminate specific instances of blight and to reinvest in abandoned properties and lots could have a multiplicative effect in encouraging similar cleanups in the vicinity. Given the high cost and low availability of land resources on Long Island, a little investment can have a major impact in spurring private investment and can ultimately have the effect of turning the community completely around. With a little investment and a lot of perseverance, it is possible for Wyandanch to be a thriving, attractive community.

Sewer & Waste Water Treatment

SEWER WASTE WATER TREATMENT INTRODUCTION

Wastewater treatment is a major issue for Wyandanch for a variety of reasons. Wyandanch is not connected to a public sewer system and depends on independent, onsite wastewater treatment.

This situation has two major implications. First, most onsite systems in Wyandanch are coming to the end of their useful life and threaten to pollute local surface and ground water resources. Second, the need for developers to provide on-site wastewater treatment systems imposes costs which are not incurred on developers who build in other areas with sewer connections.

Extending sewer lines to Wyandanch would address both of these implications by reducing nonpoint source pollution while at the same time eliminating what is effectively a disincentive for capital investment in Wyandanch. Given the uncertainty of a sewer line extension, this section of the vision plan will explore various options for on-site wastewater treatment which reduce the possibility of pollution and at the same time allow for innovative developments along Straight Path and surrounding residential areas. This will be followed by an exploration of the issues which might affect a sewer line extension into Wyandanch.

Sewer Existing Conditions

Ninety five percent of the housing units in Wyandanch use on-site systems composed of a septic tank with either a leach field or cesspool to provide wastewater treatment.²³ Many small businesses in Wyandanch also use septic systems to treat wastewater.

In the Town of Babylon not including Wyandanch, 30% of housing units are connected to on-site septic systems with most of the rest connected to the Bergen Point Wastewater Treatment Plant via public sewer lines.²⁴ According to the EPA, the functioning life of septic systems is typically 20 years or less.²⁵ Eighty five percent of homes in Wyandanch were built before 1980, with over 2000 housing units in Wyandanch potentially using sewage treatment systems which have outlived their useful life.²⁶ Many of the original septic systems and cesspools are likely to require rehabilitation or replacement. Failing septic systems are a common source of water pollution and can be a public health hazard.²⁷ To avoid pollution and stimulate economic development, stakeholders in the future of Wyandanch need to understand what options are available for cost-effective wastewater treatment.

²³ U.S. Census Bureau. *Housing Characteristics: 1990. Geographic Area: Wyandanch CDP, New York.* Accessed June 25, 2003. <http://factfinder.census.gov>

²⁴ U.S. Census Bureau. *Housing Characteristics: 1990. Geographic Area: Babylon town, Suffolk County, New York.* Accessed June 25, 2003. <http://factfinder.census.gov>

²⁵ United States Environmental Protection Agency (EPA). *Decentralized Systems Technology Fact Sheet Septic Tank: Soil Absorption Systems.* EPA 932-F-99-075. September 1999

²⁶ U.S. Census Bureau. *Physical Housing Characteristics – All Housing Units: 2000. Geographic Area: Wyandanch CDP, New York.* Accessed June 25, 2003. <http://factfinder.census.gov>

²⁷ United States Environmental Protection Agency (EPA). *Nonpoint Source Pollution: The Nation's Largest Water Quality Problem. NonPoint Pointers.* EPA-841-F-96-004A March 1996

Looking Toward the Future

When developers look at various investment possibilities around the Town of Babylon, they are not likely to identify Wyandanch as a very attractive area. This is partly because developers who build in Wyandanch are required to provide costly, independent wastewater treatment infrastructure. The high groundwater level around Wyandanch only complicates this situation and potentially adds expense to any construction project.

Certain costs are imposed on developers who build in Wyandanch which are not imposed on developers who build in other areas. When sewer connections are not available, federal, state, and local law requires developers to provide on-site wastewater treatment systems.²⁸ These systems cost money to build and maintain and a certain amount of land on any given property needs to be dedicated to the treatment and absorption of wastewater. These requirements and the need to accommodate runoff of rainwater from impervious surfaces such as buildings, streets, and parking lots limits the density of buildings which can be developed in Wyandanch. The purpose of the following sections is to outline the status of wastewater treatment in Wyandanch and illuminate some of the key issues facing the establishment of housing and businesses in areas without public sewer connections.

Onsite Wastewater Treatment Systems

There are a number of different technologies available for treating wastewater when public sewer connections are not present. The most common onsite system is the conventional septic system which accounts for over 60% of all new onsite systems in both New York and the nation as a whole.²⁹ Sometimes conventional systems are not appropriate because of certain site conditions. Alternative systems can often provide effective and economical treatment on problem sites. As well, alternative systems can be considered for replacement of failing conventional systems. In order to understand how wastewater issues affect development in Wyandanch, it is necessary to provide a brief description of how on-site wastewater treatment systems work and what is meant by conventional versus alternative systems.

Conventional Septic Systems

The most common system for treating residential and small business wastewater in Wyandanch is the on-site septic system. As of 1990, the vast majority of housing units (95%) in Wyandanch were connected to onsite wastewater treatment systems composed of a septic tank and either a drain field or cesspool.



²⁸ Code of the Town of Babylon, New York, v68 updated 04-15-2003. Chapter 181, Sewers. <http://www.babylonli.com> Accessed July, 2003.

²⁹ National Small Flows Clearinghouse. *A Summary of the Status of Onsite Wastewater Treatment Systems in the United States During 1998: National*. 2001

There are three components necessary for the proper treatment of wastewater in these systems: the septic tank, the absorption field, and the natural “bio-mat” which forms in the soil under the absorption field. Sinks, showers, toilets, washing machines, and other fixtures drain into a septic tank. A septic tank is an underground, watertight container, “that collects and provides primary treatment of wastewater by separating solids from the wastewater.”³⁰ New York State *Health Rules and Regulations* specify that septic tanks shall be 1,000 gallons for two and three bedroom single family homes³⁰ while the Babylon Town Code specifies the septic tank shall be 500 gallons for two or three bedroom homes.³¹ Most solids move to the bottom of the tank while floatable materials such as oil and grease rise to the top. As new wastewater is added, an outlet releases effluent from the septic tank to a system of underground perforated drain pipes known as an absorption field, drain field, or leach field.

Older systems might use a cesspool to dispose of septic tank effluent. These systems pose higher risk of groundwater pollution in high water table areas. A mat of microorganisms forms in the soil in a cesspool or around drain pipes which helps to remove nutrients, pathogens, and other pollutants from the septic tank effluent. Proper functioning of these systems depends on the filtration action of unsaturated soil between the leach field and the water table. New York State and local regulations require a minimum of four feet between the leach field and the seasonal high groundwater level.³² Problem sites which do not meet state and local standards should be considered for alternative onsite wastewater treatment systems.

Alternative Onsite Wastewater Treatment Systems

The high water table in Wyandanch poses certain technological challenges for wastewater treatment which only add to the cost of on-site systems. According to the U.S. Environmental Protection Agency, “Since the soil absorption area must remain unsaturated for proper system functioning, it may not be feasible to install septic systems in regions prone to frequent heavy rains and flooding, or in topographical depressions where surface waters accumulate.”³³ Many residential and commercial properties in Wyandanch do not have the proper soil conditions for conventional septic systems due to the high water table. If the high seasonal water table is less than four feet below the ground surface, the Town of Babylon will not issue building permits until an alternative system is approved by health and public works officials.

³⁰ New York State Department of Health. *Health Rules and Regulations. NYCRR Title 10. Appendix 75-A.6 - Septic tanks*. Effective Date: 12/01/90

³¹ Code of the Town of Babylon, New York, v69 Updated 07-10-2003. § 181-10. Septic tank construction.

³² New York State Department of Health. *Health Rules and Regulations. NYCRR Title 10. Appendix 75-A.4 - Soil and site appraisal*. Effective Date: 12/01/90

<http://www.health.state.ny.us/nysdoh/phforum/nycrr10.htm>. Accessed July 12, 2003

³³ United States Environmental Protection Agency (EPA). *Decentralized Systems Technology Fact Sheet Septic Tank - Soil Absorption Systems*. EPA 932-F-99-075 September 1999.

Residents and public officials indicate water can be found just a few feet below the ground in many areas of Wyandanch. Many areas flood in severe weather. A visual survey of streets adjacent to Straight Path reveals pockets of wetlands. Stands of cattails and other wetlands plant species are well established meaning wet conditions exist very close to the land surface for most, if not all, of the year. Intermittent puddles are common throughout Wyandanch. All of this water is part of the same aquifer and pollution from one property can spread easily to other properties. Alternative wastewater treatment systems can be applied in areas where the high water table makes conventional septic systems unacceptable.

The Babylon Town Code defers to *Title 10* of New York State Department of Health, *Health Rules and Regulations* for the design of alternative wastewater treatment systems which can be used on problem sites. The Babylon Town Code specifies a new house or business should connect to a public or clustered sewer connection if available. If not, a conventional septic system should be connected.

If a site analysis reveals a conventional system is unacceptable, alternative systems can be considered. Alternative systems might also be considered for renovation of properties with failing conventional systems. Most alternative systems are composed of a septic tank with an alternative absorption field. Mound or raised absorption fields are relatively common systems used for high water table situations. The perforated pipes of the absorption field are buried in fill material placed above the natural grade. State regulations allow these systems in areas where the groundwater level is only one foot below the original ground surface.

There are several other alternative systems available for various site constraints all with different advantages and disadvantages.³⁴ These include intermittent or recalcitrating sand filters, evapotranspiration beds, aerobic units, leaching chambers, and constructed wetlands. State law gives local health officials discretion in approving other systems not outlined in the State *Health Rules and Regulations*.

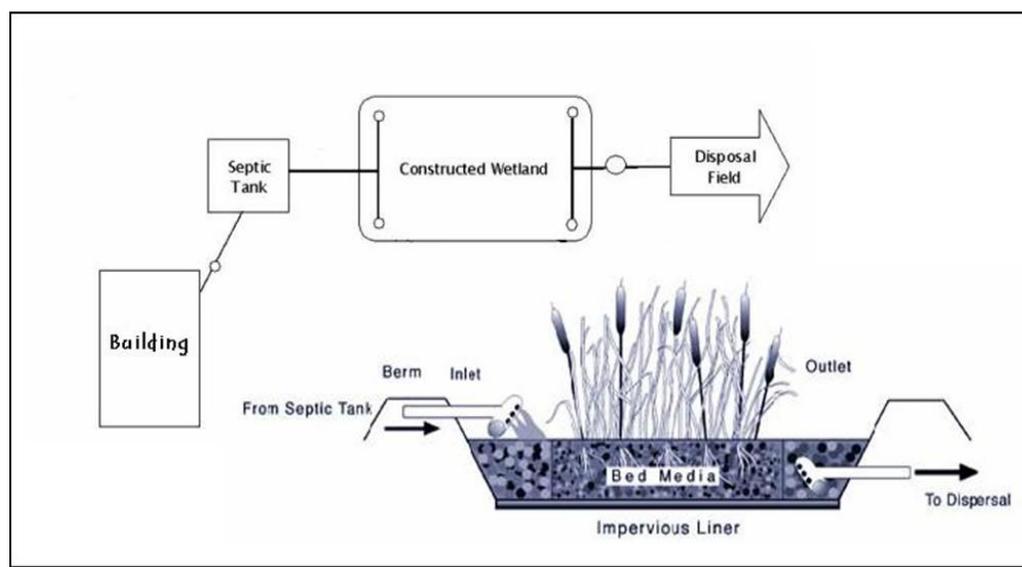
Onsite constructed wetlands systems for wastewater treatment have attracted a great deal of interest among wastewater engineers.³⁵ Effluent from a septic tank flows into a lined cell where cattails and other wetlands plant species are planted in a soil substrate.

³⁴ The EPA has produced fact sheets on many alternative systems which can be found at: <http://www.epa.gov/owm/mtb/mtbfact.htm> Accessed July 2003

³⁵ National Small Flows Clearinghouse. *Constructed Wetlands: A Natural Treatment Alternative*. Pipeline: Vol. 9, No.3 Summer 1998

Constructed Wetlands Schematic

Source: National Small Flows Clearinghouse



Wastewater flows through this substrate where plant roots grow into a natural filter or net which catches and treats various pollutants. Wetland plants pump oxygen into the wastewater creating aerobic treatment conditions. The wastewater is treated before it is released into the environment making these systems appropriate for high water table sites. While there is no explicit regulation of constructed wetlands systems in New York, many other states have studied these systems and concluded that they provide safe and effective treatment. The EPA finds subsurface flow wetlands “provide effective treatment in a passive manner and minimize mechanical equipment, energy, and skilled operator attention.”³⁶ They are being used in many parts of the country as an alternative or compliment to an absorption field in residential and municipal settings. Depending on soil percolation rates, a two or three bedroom single family home with a wastewater flow of 150 gallons per person per day can be designed to require only 1000 square feet of land.³⁷

Many engineering firms have experience with constructed wetlands. Coordination with local health and public works officials will expedite the process of permitting, design, and construction. Many design manuals, case studies, and peer reviewed papers are available on constructed wetlands from the EPA and the National Small Flows Clearinghouse.

³⁶ United States Environmental Protection Agency (EPA). *Wastewater Technology Fact Sheet: Wetlands: Subsurface Flow*. EPA 832-F-00-023 September 2000.

³⁷ Steiner, G; Watson, J. *General Design, Construction, And Operation Guidelines: Constructed Wetlands Wastewater Treatment Systems for Small Users Including Individual Residences*. National Small Flows Clearing House. May 1993.

High Capacity Onsite Wastewater Treatment Systems

Many options are available for the treatment of large flows from multifamily, commercial, light industrial and mixed-use developments. The economic future of Wyandanch is likely to depend on the development of a vibrant and prosperous commercial district along Straight Path and other areas of Wyandanch.

Without public sewer connections, developers must consider on-site wastewater treatment. The most basic onsite system for treatment of municipal wastewater is the large capacity septic system similar to those used for individual residences but on a larger scale. These systems can accommodate up to 25,000 gallons per day if the land is available to absorb the septic tank effluent. Large capacity septic systems are “often preferred over on-site mechanical treatment facilities because of their consistent performance with few operation and maintenance requirements, lower life cycle costs, and less visual impact on the community.”³⁸ Mechanical treatment facilities include aerobic units, recirculation or intermittent sand filters, sequencing batch reactors, and package plants. Many of these mechanical systems use sophisticated treatment technologies which produce highly clarified effluent for flows up to 500,000 gallons per day.

Mechanical systems can be very expensive to build and maintain. The applicability of different systems depends on the quantity and quality of the wastewater flow, the percolation rate of the soil, and the availability of land for subsurface soil absorption. Mechanical systems are manufactured as units or designed by engineering firms for custom applications.

Restaurants and some other uses produce fat and oils. Grease can clog the perforated pipes in the absorption field. Grease traps work in conjunction with a septic tank or mechanical system and are available from a variety of manufactures. Systems which include grease traps can be very effective and reliable if installed and maintained properly. Public authorities should consider requiring proof of a long term maintenance contract and routine inspection as a prerequisite for approval of onsite systems for restaurants. This could potentially reduce the risk of creating future brownfields.

Master planned developments of residential or mixed use facilities have a variety of options for system configuration. Clustered systems are where many buildings are connected to one large septic tank or mechanical unit and absorption field rather than many small, independent septic systems. Another option is referred to as an “alternative sewer.” Each residence or business has an individual septic tank. Effluent is then mingled together and sent for secondary treatment and/or release into a common absorption field. Ownership and legal responsibility issues need to be addressed when considering clustered systems or alternative sewers. In certain situations these configuration options might allow a degree of design flexibility which is not possible when individual onsite systems are limited to individual lots.

³⁸ United States Environmental Protection Agency (EPA). *Decentralized Systems Technology Fact Sheet: Septic Tank Systems for Large Flow Applications*. EPA 832-F-00-079 September 2000.

Constructed wetlands can be designed to treat both small and large flows of septic tank or mechanical system effluent in creative developments. According to the National Small flows clearinghouse, “When properly designed and operated, surface flow wetland systems effectively reduce biochemical oxygen demand (BOD), suspended solids, nitrogen, metals, trace organics, and pathogens in the wastewater to levels that meet environmental standards.”³⁹ Properly designed and maintained, constructed wetlands can be an effective and economical approach and offer an attractive and interesting landscape feature.

The Costs of Wastewater Treatment

Connecting to a public sewer system is likely to be the least costly option for new construction. When a public sewer connection is unavailable, an investment in an on-site system can be considered. For both residential and commercial developments, gravity fed systems which do not have moving parts and require little maintenance are going to be the least costly. More complex systems can provide more effective treatment but can also be more expensive to permit, design, and construct and require more frequent maintenance once in operation. For single family homes, conventional septic systems are a cost effective and reliable approach. A study of on-site systems built in New York in 1998 estimated the average cost of permits, design, and construction of a conventional septic system for a single family home was \$3,800.⁴⁰

When site constraints make conventional systems unacceptable, the least cost option will depend on the specific constraints encountered. The least expensive means of primary treatment is likely to be a conventional septic tank. The least costly alternative form of absorption fields are likely to be constructed wetlands and/or mound systems. The average cost of constructed wetland system for single family homes nationally in 1998 was \$4,843. The average cost of mound systems for single family homes nationally in 1998 was \$5,650.⁴¹

The amount of land required for various systems might be considered a cost of wastewater treatment. Mound, constructed wetlands, and conventional systems are likely to require over 1000 square feet of unpaved land for proper functioning for single family homes. Residential zoning in Wyandanch regulates the size and placement of buildings on properties. Homes in conformance with these regulations should have more than enough land for a septic tank and absorption field if proper site conditions exist. Therefore, the cost of land dedicated to a septic system might not be as relevant for single family homes as it is for commercial districts. A number of Suffolk County plans and documents refer to the economic importance of central business districts. The development of a more vibrant business district along Straight Path in central Wyandanch could include mixed use developments with higher densities of residential and

³⁹ National Small Flows Clearinghouse. *Constructed Wetlands: A Natural Treatment Alternative*. Pipeline: Vol. 9, No.3 Summer 1998

⁴⁰ National Small Flows Clearinghouse. *A Summary of the Status of Onsite Wastewater Treatment Systems in the United States During 1998: Region II*. 2001

⁴¹ National Small Flows Clearinghouse. *A Summary of the Status of Onsite Wastewater Treatment Systems in the United States During 1998: National*. 2001

neighborhood retail spaces. Onsite systems for these types of developments require sufficient areas of open unpaved land to absorb wastewater. Open land is available in central Wyandanch but individual properties are limited in size. Property size is likely to be the limiting factor to development density. A sewer line connection would eliminate these limitations and allow a downtown area in Wyandanch similar to those found in other villages around Long Island.

The hard costs of providing wastewater treatment for large multi-family, commercial, mixed use, or light industrial developments are difficult to estimate. Costs will change depending on a number of variables. Onsite systems for large developments can cost tens of thousands of dollars or more. These costs might be preventing investment in Wyandanch. The extension of sewer lines could trigger the types of investments necessary to improve both the economy and quality of life in Wyandanch.

Sewer Line Extension

Most of Babylon sends its sewage to the Bergen Point Sewage Treatment Plant located just to the southwest of the Village of Babylon, just south of the Bergen Point Golf Course. This plant has a capacity of 30.5 million gallons per day of wastewater influent. Town officials and others have indicated that the plant is at or near capacity. There are a few options available for reducing the amount of wastewater flowing into the plant thereby increasing capacity. Plant roots or other impacts can cause punctures or breaks in sewer lines causing water to flow in. This additional water is known as inflow and infiltration and takes up precious treatment capacity. The national average domestic base flow plus groundwater infiltration after the removal of excessive inflow and infiltration is 120 gallons per capita per day.⁴² An aggressive sewer rehabilitation program is likely to result in real decreases in wastewater influent to the sewage treatment plant. Such a strategy can also reduce the incidences of untreated wastewater releases during severe weather event.

Another option for reducing influent is through creative water conservation programs. Many municipalities around the country have implemented low flow toilet rebate programs aimed at replacing toilets which use over 3.5 gallons per flush. The EPA finds that, "A change to high-efficiency toilets alone, reduces toilet water use by over 50% and indoor water use by an average of 16%. This translates into a savings of 15,000 to 20,000 gallons per year for a family of four."⁴³ Toilet rebate programs generally provide \$40 to \$80 to applicants when they replace a high water-use toilet with a 1.6 gallon per flush toilet. The City of Tampa, Florida has replaced nearly 27,000 toilets since 1993 for a total cost of \$2.4 million in rebates. According to the Tampa Water Department, this program has saved over 800,000 gallons of water per day with a cumulative savings over twenty years of nearly 6 billion gallons of water.⁴⁴ In many communities, this type of

⁴² State of Louisiana. *Guidance for Evaluating Infiltration and Inflow for State Revolving Fund Projects*. Accessed June 23, 2003. <http://www.deq.state.la.us/financial/srf/guide-ii.pdf>

⁴³ United States Environmental Protection Agency (EPA). *Wastewater Technology Fact Sheet: High-Efficiency Toilets*. EPA 832-F-00-047 September 2000.

⁴⁴ City of Tampa. *Toilet Rebate Program Page*. http://www.tampagov.net/dept_water/conservation_education/Program/toiletRebate.asp Accessed July 2003.

rebate program is much more cost-effective than expansion of sewage treatment plants to accommodate increased wastewater flows. If all housing units in Wyandanch were hooked up to a public sewer system, they would require around 1.5 million gallons per day sewage treatment capacity when projected flow rates are 150 gallons per capita per day. An aggressive program to reduce inflow and infiltration along with a toilet replacement rebate program is likely to accommodate the capacity needs of Wyandanch without needing to expand the Bergen Point Wastewater Treatment Plant.

Given the risks of aging on-site systems pose to surface and ground water, a sewer line extension should be considered a means of improving regional water quality. The land in Wyandanch is close to flat but slopes slightly to the south and east at about 12 feet per mile. A United States Geological Survey (USGS) study found that ground water in the upper glacial aquifer, located just below the land surface, slowly moves south and west toward Belmont Lake from Wyandanch.⁴⁵ Just to the south and east of Wyandanch are nationally registered and protected wetlands and a stream which drains to the south where it feeds Belmont Lake State Park, a regional swimming and fishing attraction. Just downstream of Belmont Lake is the source of the public water supply of the incorporated villages of Babylon and Lindenhurst. Sumpwams Water Works Company wells at the intersection of the Long Island Railroad and Albins Avenue are explicitly protected under New York State *Health Rules and Regulations* to prevent pollution from on-site systems.⁴⁶ Polluted ground water from failing septic systems could potentially migrate from Wyandanch to Belmont Lake or the public water supply for the Town of Babylon. These risks can be eliminated by a sewer line extension.

The actual design and construction of a sewer line extension to Wyandanch will likely be managed by public works officials at the town, county, and state level. Geographic Information Systems (GIS) is a software technology which can help engineers design a cost-effective sewer line extension. Gravity should be taken advantage of as much as possible. Sewer lines will likely be located on public right of ways. If necessary, pump stations or dosing chambers should be placed on available land at strategic locations to facilitate the movement of wastewater. SewerCAD is another software package which can be used to plot the most cost-effective route for sewer lines to take. A number of options are available for pipe materials including ductile iron, concrete, vitrified clay, thermoplastics (PVC, PE, HDPE, ABS), or thermosets (FRP).⁴⁷ Many resources are available to public officials charged with managing such projects. Good design and common sense can reduce unnecessary expenses and make a sewer line extension happen quickly in a cost-effective manner.

⁴⁵ United States Geological Survey (USGS). Ground Water Atlas of the United States. http://capp.water.usgs.gov/gwa/ch_m/gif/M072.GIF Accessed Jun 23, 2003.

⁴⁶ New York State Department of Health. *Health Rules and Regulations. NYCRR Title 10. Section 147.66 - Sumpwams Water Works Company, Town of Babylon.*

⁴⁷ United States Environmental Protection Agency (EPA). *Wastewater Technology Fact Sheet: Pipe Construction and Materials.* EPA 832-F-00-068 September 2000.

A common source of funding for sewer line extensions and other municipal wastewater projects is from Clean Water State Revolving Funds. These funds can provide gap financing for wastewater improvements at low or zero interest rates depending on the community and the priority of the project.⁴⁸ As sewer lines are made available to homes and businesses, sewer fees can be charged in the conventional way to pay back the loan. Funding assistance for homeowners and others to connect to the public systems might be required.

SEWER WASTE WATER TREATMENT CONCLUSION

While many options are available for effective and affordable onsite systems, a sewer line extension is likely to eliminate many of the economic and environmental costs associated with aging septic systems in Wyandanch. Nonpoint source pollution and the economic costs imposed on developers who build in Wyandanch remain two major areas of concern for the future of this community.

⁴⁸ United States Environmental Protection Agency (EPA). *The Clean Water State Revolving Fund Funding Framework*. EPA 832-B-96-005 October 1996.

Land Uses
Zoning

EXISTING TOWN OF BABYLON CODE E BUSINESS DISTRICT	WYANDANCH PROPOSED OVERLAY DISTRICT
<p>§ 213-129. Permitted uses. [Amended 7-7-1970; 6-7-1977]In an E Business District, no building or premises shall be used and no building shall be hereafter erected or altered unless otherwise provided in this chapter, except for one or more of the following uses:</p> <p>A.Shops and stores for the sale of retail or consumer merchandise and services.</p> <p>B.Personal service shops such as barbershops, beauty parlors and like services.</p> <p>C.Banks, theaters and offices. [Amended 10-7-1980]</p> <p>D. Undertaking establishments.</p> <p>E.Minor garages.F.[Amended 5-3-1983] The following uses, when allowed as special exceptions by the Board of Appeals, subject to conditions, restrictions and safeguards as may be imposed by the Board of Appeals: (1)Hospitals and clinics, convalescent homes and nursing homes and day nurseries.(2)Veterinarians, kennels and pet shops, animal hospitals and cemeteries.(3)Broadcasting stations, golf courses, private, country and yacht clubs and marinas.(4)Shops and stores for the sale of merchandise and services at wholesale.(5)Public garages.(6)Places of amusement, recreation and assembly halls.(7)Sales, storage, display and service of new and used automotive equipment, including automobiles and gasoline-driven cycles and carts, trucks and agricultural and garden equipment.(8)Commercial video game centers. [Added 9-7-1983]G.On-premises food and beverage consumption establishments, when permitted by special exception by the Planning Board pursuant to Article XXVI of this chapter, subject to such conditions, restrictions and safeguards as may be imposed by the Planning Board. [Amended 10-7-1980; 8-11-2000 by L.L. No. 17-2000]</p>	<p>1. Permitted uses</p> <p>The express purpose of the WO District is to encourage multi-story, mixed-use projects. These shall include office, commercial and residential uses (such as studio work-spaces, and apartments on the upper floors of a structure with ‘active’ retail uses on the ground floor.</p> <p>In the WO District no building or premises shall be used and no building shall be hereafter erected or altered unless otherwise provided in this chapter, except for one or more of the following uses, provided that no drive through or drive up facilities are permitted, which are accessed from Straight Path Road:</p> <p>A.Shops and stores for the sale of retail or consumer merchandise and services.</p> <p>B.Personal service shops such as barbershops, beauty parlors and like services.</p> <p>C.Banks, theaters and offices. [Amended 10-7-1980]</p> <p>D. Undertaking establishments.</p> <p>E. Pharmacies, food markets, bakeries, and other consumable dry goods retail sales establishments.</p> <p>F. Tailor shops shoemakers, and laundromats.</p> <p>G. Hospitals and clinics, convalescent homes and nursing homes and day nurseries.</p> <p>H. Veterinarians, kennels, pet shops and animal hospitals.</p> <p>I. Broadcasting stations.</p> <p>J. Residential dwellings not on the first floor.</p> <p>K.Churches, temples or other religious or philanthropic uses.</p> <p>L. Fire and police stations, post offices, municipal uses.</p> <p>M. Municipal or nonprofit cultural and recreational facilities, including libraries, museums, art galleries, parks, playgrounds, community buildings.</p> <p>N. Schools for instruction in art, music, dancing and clerical or vocational training.</p> <p>O. Radio or television broadcasting studio or office, but not including transmission towers.</p> <p>P. Establishments for the service and repair of household appliances and business machines.</p> <p>Q. Retail or wholesale florist shop, nursery sales, including accessory greenhouses.</p> <p>R. [Amended 5-3-1983] The following uses, when allowed as special exceptions by the Board of Appeals, subject to conditions, restrictions and safeguards as may be imposed by the Board of Appeals; specifically when such use will not interfere with the health, safety and morals of the community. In particular, such uses should be prohibited when they would constitute a nuisance to adjacent residential quarters.</p> <p>(R1) On-premises food & beverage consumption establishments when permitted by special exception by the Planning Board pursuant to Article XXVI of chapter 213, subject to such conditions, restrictions and safeguards as may be imposed by the Planning Board.</p> <p>(R2) Taverns, bars, places of public assembly or entertainment, when permitted by the Planning Board, subject to such</p>

	<p>conditions, restrictions and safeguards as may be imposed by the Planning Board. (R3) Places of amusement, recreation and assembly halls. (R4) Package or Liquor Stores. (R5) Any business wishing to operate on a continuous, 24-hour basis.</p> <p>Business Uses Prohibited in WO DISTRICT A. 213-129(E) Garages or auto repair facilities of any kind B. 213-129(F)(5)Public Garages C. 213-129(F)(7) Sales, storage, display and service of new and used automotive equipment, including automobiles and gasoline-driven cycles and carts, trucks and agricultural and garden equipment. D. 213-129F(4)Shops and stores for the sale of merchandise and services at wholesale.</p>
<p>Residential Uses Prohibited Residential dwellings are prohibited, in whole or in part. “Any building used for residential purposes in an E Business District, prior to the effective date of this section, shall be a nonconforming use and shall conform to the lot area, width and all yard requirements at least equal to those in a C Residence District.”</p>	<p>Residential Uses Permitted Residential Dwellings, one floor above street grade, are permitted as part of a mixed-use development having permitted uses at the street grade; so long as such buildings comply with the other requirements of structures in this section.</p>
<p>Lot Area § 213-132. Lot area. In an E Business District, no building shall be erected or altered on a lot having an area of less than 10,000 square feet or upon a lot having a frontage of less than 50 feet.</p>	<p>Lot Area In the WO District, no building shall be erected or altered on a lot having an area of less than 2,000 square feet or with less than 15 feet of frontage.</p>
<p>Front Yards § 213-133. Front yards.A. In an E Business District, the required front yard shall be not less than 25 feet. If the street frontage on the same side of the street between the two nearest intersecting streets shall have been improved with two or more business buildings or in the event that building permits shall have been issued therefor and work commenced thereon, not less than the average front yard depth as so established by such existing or permitted buildings shall be maintained; provided, however, that any such front yard depth shall not be required to be more than 35 feet.</p> <p>B. In a case where a new street line with respect to a lot has been created by the acceptance by the Town or the County of Suffolk of the dedication of an area designed for public off-street parking, the required depth of front yard along such new street line shall be not less than 10 feet; provided, however, that such dedicated area shall be not less than 50 feet in depth for a distance of at least 80% of the width of the lot.C. In the case of facade or facade-related improvements in Town Board designated commercial facade improvement areas, there shall be no minimum front yard setback requirements. [Added 5-15-1984]</p>	<p>Front Yards In the WO District, A. There shall be no required front yard. B. At least 75% of the front façade of any building erected in the WO District shall be located at the front lot line. C. The following architectural treatments of the Straight Path Road public sidewalk, when allowed as special exceptions by the Board of Appeals, subject to conditions, restrictions and safeguards as may be imposed by the Board of Appeals; specifically when such treatment will not interfere with the health, safety and morals of the community. In particular, such treatments shall be prohibited when they would constitute a nuisance to adjacent residential quarters. (C1) Landscaping. (C2) Decorative paving, water features or like decoration. (C3) Benches. (C4) Outdoor seating or tables for on-premises food-service establishments. (C5) Trees, which comport in location, species and caliper with the <i>Straight Path Road Landscaping Plan</i>.</p>

Building Height

§ 213-131. Building height. [Amended 11-8-1975; 5-15-1990]In a E Business District, no building or structure hereafter erected or altered shall exceed 35 feet or three stories.

Building Height

In the WO District, no building or structure hereafter erected or altered shall exceed 50 feet or three stories; nor shall any building or structure hereafter erected be less than 20 feet or two stories.

Although a building height not exceeding 35 feet is common in many Long Island downtowns, allowing one or two extra stories might make projects more economically feasible, add vitality to the street and neighborhood and utilize land more efficiently. Smart Growth Traditional Neighborhood Development (TND) codes recommend a height not higher than 3 stories for single family residential and not higher than 5 stories for commercial or mixed-use structures. Consideration should be given to raising the maximum building height under special exception or in as bonuses when certain community concessions, such as dedication of public space, are made.

ARTICLE XXIII, Off-Street Parking and Loading

§ 213-286. Number of parking spaces required.

[Amended 10-7-1980]The following minimum number of off-street parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building, structure or premises which shall hereafter be erected, enlarged or altered for use for any of the following purposes:
A. One-family and two-family dwellings: two spaces for each dwelling unit and one parking space for each unit with a lot size of less than 5,000 square feet.
B. Multiple dwellings: See § 213-118.
C. Trailer parks: two spaces for each permanent trailer or temporary trailer station.
D. Hotels, motels, tourist homes, cabins, lodging, rooming and boarding houses: one space for each guest sleeping room or suite plus one space for each two employees on the maximum work shift.
E. Hospitals, nursing homes and convalescent homes: one space for each two beds, plus one space for each professional staff member, plus one space for each two other employees on the maximum work shift.
F. Funeral homes: one space for each 100 square feet of gross floor area.
G. Theaters, auditoriums, stadiums, churches and other places of public assembly not classified elsewhere in this section: one space for each four permanent seats or the equivalent floor area which is or may be made available for four temporary seats.
H. Elementary schools, nursery schools, day schools and camps: one space for each teacher or instructor, plus one space for each two other employees on the maximum work shift.
I. Secondary schools and colleges, whether public or private, business or commercial: one space for each six permanent classroom seats or the equivalent floor area which is or may be made available for six temporary classroom seats, plus one space for each teacher or instructor, plus one space for each two other employees on the maximum work shift.
J. Medical, dental and other professional offices, including business, government, semipublic, sales and general offices, banks and financial institutions: One space for each 150 square feet of gross floor area. In the case of medical, dental and chiropractic offices or other similar professional offices, there shall also be required one space for each professional and staff employee. [Amended 6-7-1983]
K. Bowling alleys: six spaces

Parking

In the WO District:
A. No off-street parking shall be required.
B. No curb cuts from Straight Path shall be permitted.

C. Parking Restrictions

1. Along both the West and East side of Straight Path between Long Island Avenue and Mount Avenue, parking shall be restricted to a maximum of one hour between the hours of 9AM and 6PM Monday-Saturday.
2. Along Long Island Avenue, Grant St., Woodland Road., Commonwealth Drive, Arlington Ave. Irving Ave. and Lake Drive, between Straight Path and Doe Street, parking shall be restricted to no longer than two hours between the hours of 9AM-6PM Monday-Friday.
3. Along Long Island Avenue, Garden City Avenue, and Jamaica Avenue (west of Straight Path) east of S. 19th St.; and south of Jamaica Avenue along 21st St. and 20th St., parking shall be restricted to no longer than two hours between the hours of 9AM-6PM Monday-Friday.

(The above provisions can enacted immediately) (The town should investigate the installation of metered parking and enforcement along Straight Path and in the public lots (existing and hereafter acquired; such funds should be made specifically returnable to the Downtown Wyandanch community for streetscape improvements, safety improvements, business incentive programs, affordable housing programs, or other such initiatives designed specifically to revitalize the Wyandanch community.

The Long Island Rail Road Lots

The L.I.R.R. maintains existing parking lots in the Wyandanch community. The lots comprise XXX spaces. The lots in Wyandanch do not require any kind of permit, do not require payment of any type for their use, and do not restrict users to geography or time limits.

Of the lots that the LIRR maintains,

for each alley. [Amended 6-7-1983]L.Membership clubs, private clubs and lodges: one space for each 50 square feet of gross floor area.M.Marinas: 1 1/2 spaces for each boat slip or mooring station.N.Planned shopping center: one space for each 150 square feet of gross floor area.O.Retail stores, shops and personal service establishments: one space for each 200 square feet of gross floor area.P.Manufacturing establishments, wholesale and distribution establishments, nonretail general service and repair establishments, warehouses, truck depots and storage yards: one space for each 700 square feet of gross floor area, but each building under this category must have a minimum of five parking spaces. The number of available parking spaces to be actually paved shall be determined by the Planning Board. [Amended 6-3-1975]Q.Any use not otherwise expressly provided for herein: to be determined by the Planning Board during site plan review.

B. In General, no off-street, on-site parking shall be **required** for any permitted use within the TC district.

C. Any proposed off-street parking or loading facilities within the TC district shall be reviewed and approved by the Planning Commission. No off-street parking or vehicular storage shall be located in the front yard setback, or in front of the principal building other than on the public street.

D. Parking shall be prohibited in the side yard of the TC-B district; Parking is permitted in the side-yard (driveway) in the TC-R district.

E. Private parking lots shall be discouraged; provision of off street parking shall be encouraged to be dedicated to the town for the provision of public parking. The Town should consider provision of public parking space favorably in negotiations to mitigate against expected increases in parking demand from a proposed use. The Town should require fewer spaces than

F. In lieu of off-street parking requirements within the TC district, a parking impact fee may be assessed toward contribution for the purchase, construction and maintenance of community parking facilities at the rate of _____ per space generally required by ARTICLE XXIII, Off-Street Parking and Loading of the Town of Babylon Zoning Ordinance.

G. In the TC-R district, private parking may be provided on-site. [One] off-street parking space with unrestricted ingress and egress shall be provided for each secondary dwelling unit, or cash-in-lieu if such space is not provided.

Portions of or the entirety of the Long Island Rail Road parking lots should be purchased by the town for use as municipal parking for the new downtown Wyandanch. Additionally, all other public or quasi-public lots, such as that owned by the fire department and the Health Center should be opened to public parking, signed clearly as such, and be restricted to those persons doing business or residing in the downtown Wyandnach area.

Loading and Refuse

In the TC-B District, loading requirements vary with the specific uses proposed. Loading requirements shall ensure, to the extent feasible, that trucks can unload cargo in a manner that does not interfere with pedestrian and automobile movements on public roads. Requirements for the number and location of loading facilities shall be established by the Planning Board during site plan review based upon the following considerations:

A. The expected maximum number of vehicles using the

	<p>loading facilities at times of peak usage.</p> <p>B. The type of business, size of the structure, and size of vehicles to be servicing the structure.</p> <p>C. The need to ensure pedestrian and automobile safety by separating loading operations from pedestrian and automobile circulation.</p> <p>D. The need to screen vehicles and loading facilities from publicly accessible areas as well as from abutting properties, including the need for vegetative screening, buffers and /or fencing.</p> <p>E. The desirability of requiring service roads or alleys to achieve the purposes of this section.</p> <p>F. Applicable planning and engineering standards, adapted to meet the needs of the particular business use proposed.</p> <p>G. Other operational characteristics of the business or physical characteristics of the site deemed appropriate by the reviewing board or official.</p> <p>H. The need to maintain the traditional layout and historic character of the Wyandanch town center, which may preclude the establishment of modern loading facilities in the Town Center. In such cases, onstreet loading or other practices that violate Subsections C through F above may be allowed. Loading should be allowed and provided for on the public street if provision can not be made to provide such areas in the rear of the lots.</p> <p>I. Loading and service areas must be completely screened, except at access points, from the ground level view from contiguous property and adjacent streets.</p> <p>J. All refuse removal bins shall be located to the rear of commercial and industrial properties, with proper access provided thereto; they shall be properly and completely screened from contiguous property and adjacent streets.</p>
<p><u>ARTICLE XIV. G Industrial Districts</u> § 213-166. Permitted uses; exclusions. [Amended 7-7-1970] A. In a G Industrial District, buildings and premises may be used for any use permitted under the E Business District and for any other lawful use, except for the following prohibited uses: Abattoirs Acetylene, natural or any type of gas manufacture or storage Acid manufacture, all types and kinds, as a principal industry Airfield, airport or airpark Ammonia, bleaching powder or chlorine manufacture Arsenal Asphalt manufacturing or refining, except as provided in</p>	<p>Town Center- Industrial Districts (TC-I)</p> <p>In a TC-I district, buildings and premises may be used for any permitted use under the TC-E or TC-R district, and for any other lawful use, except for the following prohibited uses: ***** Abattoirs Acetylene, natural or any type of gas manufacture or storage Acid manufacture, all types and kinds, as a principal industry Airfield, airport or airpark Ammonia, bleaching powder or chlorine manufacture Arsenal Asphalt manufacturing or refining</p>

<p>Subsection D below. [Amended 5-21-2001 by L.L. No. 6-2001]</p> <p>Bag cleaning Blast furnace Boiler works Brick, tile or terra cotta manufacture Burlap manufacture Candle manufacture Celluloid manufacture Cement, lime, gypsum or plaster of paris manufacture Chemical works and manufacture Coal tar products manufacture Coke ovens Crematory (not connected with a cemetery) Creosote treatment or manufacture Dinsinfecant manufacture Distillation of bones, coal or wood Dwellings (all types) Dyestuff manufacture Emery cloth and sandpaper manufacture Explosives manufacture or storage Exterminator and insect poisons manufacture Fat rendering Fertilizer manufacture and bone grinding Fireworks or explosive manufacture or storage Fish smoking and curing Forge plant Fuel tanks Garbage, offal or dead animals reduction, dumping or incineration Gas manufacture (all types) Gasoline service station Glue, size or gelatine manufacture Gunpowder manufacture or storage Ink manufacture Incineration or reduction of garbage, dead animals, offal or refuse Iron, steel, brass or copper foundry Lampblack manufacture Multiple residence Oilcloth or linoleum manufacture Oiled, rubber or leather goods manufacture Oil reduction Paint, oil, shellac, turpentine or varnish manufacture Paper and pulp manufacture Petroleum products, refining or wholesale storage of petroleum Plastic compounds manufacture Plating works Potash works Printing ink manufacture Public garages, unless permitted by the Board of Appeals as provided in Article II Pyroxylin manufacture Retail use, unless permitted by the Board of Appeals as provided in Subsection F. [Added 6-18-2002 by L.L. No. 13-2002]</p>	<p>Bag cleaning Blast furnace Boiler works Brick, tile or terra cotta manufacture Burlap manufacture Candle manufacture Celluloid manufacture Cement, lime, gypsum or plaster of paris manufacture Chemical works and manufacture Coal tar products manufacture Coke ovens Crematory (not connected with a cemetery) Creosote treatment or manufacture Dinsinfecant manufacture Distillation of bones, coal or wood Dyestuff manufacture Emery cloth and sandpaper manufacture Explosives manufacture or storage Exterminator and insect poisons manufacture Fat rendering Fertilizer manufacture and bone grinding Fireworks or explosive manufacture or storage Fish smoking and curing Forge plant Fuel tanks Garbage, offal or dead animals reduction, dumping or incineration Gas manufacture (all types) Gasoline service station Glue, size or gelatine manufacture Gunpowder manufacture or storage Ink manufacture Incineration or reduction of garbage, dead animals, offal or refuse Iron, steel, brass or copper foundry Lampblack manufacture Oilcloth or linoleum manufacture Oiled, rubber or leather goods manufacture Oil reduction Paint, oil, shellac, turpentine or varnish manufacture Paper and pulp manufacture Petroleum products, refining or wholesale storage of petroleum Plastic compounds manufacture Plating works Potash works Printing ink manufacture Public garages, unless permitted by the Board of Appeals as provided in Article II Pyroxylin manufacture Rock crusher Rolling mill Rubber or gutta-percha manufacture or treatment Sand, gravel or cement plants, structures, hoppers, buildings, machines or mechanisms of any nature Sauerkraut manufacture Sausage manufacture</p>
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<p>Rock crusher Rolling mill Rubber or gutta-percha manufacture or treatment Sand, gravel or cement plants, structures, hoppers, buildings, machines or mechanisms of any nature Sauerkraut manufacture Sausage manufacture Shoe blacking manufacture Smelters Soap manufacture Soda and compound manufacture Stone mill or quarry Stockyards Storage or baling of scrap paper, iron, bottles, rags or junk Stove polish manufacture Tallow, grease or lard manufacture or refining from animal fat Tanning, curing or storage of rawhides or skins Tar distillation or manufacture Tar roofing or waterproofing manufacture Tobacco (chewing) manufacture or treatment Vinegar manufacture Wood pulling or scouring</p> <p>B.No use shall be permitted which shall be noxious or offensive by the emission of odor, dust, fumes, gas, vibration or noise.</p> <p>(Sections C, D and E Omitted for Irrelevancy)</p> <p>§ 213-167. Building heights. [Amended 11-18-1975; 5-15-1990] In a G Industrial District, no building or structure hereafter erected or altered shall exceed 35 feet in height.</p> <p>§ 213-168. Lot area; street frontage. In a G Industrial District, no building shall be erected or altered on a lot having an area of less than 15,000 square feet or upon a lot having a street frontage of less than 50 feet.</p> <p>§ 213-169. Front yards. A.In a G Industrial District, except in the case of double front lots, the required front yard depth shall be 10 feet measured from the front property line (after widening, if any, of the abutting street) to the front of the building, and it shall be suitably shrubbed, landscaped and neatly maintained, and there shall be no parking permitted in said front yard. In the case of double front lots, one front yard shall have a required depth of 10 feet and the other front yard shall have a depth of at least 10 feet, measured in both instances from the front property line (after widening, if any, of the abutting street) to the front of the building, and the entire area of both front yards lying within 10 feet of the property lines shall be suitably shrubbed, landscaped and neatly maintained, and there shall be no parking permitted in the front yards within 10 feet of the front property</p>	<p>Shoe blacking manufacture Smelters Soap manufacture Soda and compound manufacture Stone mill or quarry Stockyards Storage or baling of scrap paper, iron, bottles, rags or junk Stove polish manufacture Tallow, grease or lard manufacture or refining from animal fat Tanning, curing or storage of rawhides or skins Tar distillation or manufacture Tar roofing or waterproofing manufacture Tobacco (chewing) manufacture or treatment Vinegar manufacture Wood pulling or scouring</p> <p>B.No use shall be permitted which shall be noxious or offensive by the emission of odor, dust, fumes, gas, vibration or noise.</p> <p>Building heights. In a TC-I Industrial District, no building or structure hereafter erected or altered shall exceed 55 feet in height.</p> <p>Lot area; street frontage. In a TC-I Industrial District, no building shall be erected or altered on a lot having an area of less than 5,000 square feet or upon a lot having a street frontage of less than 50 feet.</p> <p>Lot area; street frontage. In a TC-I Industrial District, no building shall be erected or altered on a lot having an area of less than 10,000 square feet or upon a lot having a street frontage of less than 50 feet.</p> <p>§ 213-169. Front yards. A. In a TC-I Industrial District, the required front yard depth shall be 10 feet measured from the front property line to the front of the building.</p> <p>B. The front yard of the building shall be used for pedestrian accommodation, entrance, landscaping, shrubbery, or decorative elements.</p> <p>C. No other use shall occupy the front yard; no parking shall be allowed in said front yard area.</p> <p>D. Dedications of front yards. In a case where a new street line with respect to a lot has been created by the acceptance by the Town or the County of Suffolk of the dedication of an area designed for a public sidewalk, seating or greenway area, the required depth of front yard along such new street line shall be zero feet.</p> <p><i>The Town of Babylon code (see left) has provision for the dedication of a new street line for provision of off-street</i></p>
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lines.

B.If the street frontage on the same side of the street within 150 feet of the foundation line of the proposed building and the foundation line of an existing building or of a building for which a building permit has already been issued and upon which construction has already physically progressed to the stage of a complete footing and foundation, then and in such case the front yard shall be increased to 20 feet in depth and the rear yard may be eliminated.

C.In a case where a new street line with respect to a lot has been created by the acceptance by the Town or the County of Suffolk of the dedication of an area designed for public off-street parking, the required depth of front yard along such new street line shall be not less than 10 feet; provided, however, that such dedicated area shall be not less than 50 feet in depth for a distance of at least 80% of the width of that lot.

D.In the case of facade or facade-related improvements in Town Board designated commercial facade improvement areas, there shall be no minimum front yard setback requirement. [Added 5- 15-1984]

§ 213-170. Double front lots.

In a G Industrial District, the required front yard for double front lots shall be provided for on both streets. § 213-171. Corner lots. In a G Industrial District, a corner lot shall have a front yard on each street as is provided for in § 213-169. There need be no rear yard on such corner plot, but there shall be one side yard opposite the second front yard.

§ 213-172. Side yards.

There shall be at least one side yard having a minimum width of 19 feet, and the same may be used for driveway purposes, except that the portion thereof which may be paved between the front of the building and the front property line shall not be included in the computation of the required off-street parking area. When the said side yard or portion is used for driveway purposes, there shall be erected along the edge of said driveway and bordering the landscaped portion of the front yard from the front of the building to the street curbline an unbroken curb of dimensions and design approved by the Babylon Town Planning Board.

§ 213-173. Rear yards.

A.In a G Industrial District, there shall be a rear yard having a minimum depth of 10 feet, except as otherwise provided herein. The rear yard may be used for the purpose of off-street parking and loading space up to and within three feet of all side and rear property lines.

B.Notwithstanding the foregoing, in the case of a lot held in single and separate ownership on September 3, 1957, which had a depth of not more than 120 feet, the rear yard may be reduced to 10 feet.

§ 213-174. Building area.

EN Notwithstanding any other provisions or ordinances, the

parking. The same techniques can be used for pedestrian accommodation, attractive landscaping, and beautification within the smart growth town center code.

§ 213-170. Double front lots.

In a G Industrial District, the required front yard for double front lots shall be provided for on both streets. § 213-171. Corner lots. In a G Industrial District, a corner lot shall have a front yard on each street as is provided for in § 213-169. There need be no rear yard on such corner plot, but there shall be one side yard opposite the second front yard.

§ 213-172. Side yards.

There shall be at least one side yard having a minimum width of 10 feet, and the same may be used for driveway purposes, except that the portion thereof which may be paved between the front of the building and the front property line shall not be included in the computation of the required off-street parking area. When the said side yard or portion is used for driveway purposes, there shall be erected along the edge of said driveway and bordering the landscaped portion of the front yard from the front of the building to the street curbline an unbroken curb of dimensions and design approved by the Babylon Town Planning Board.

§ 213-173. Rear yards.

A.In a G Industrial District, there shall be a rear yard having a minimum depth of 10 feet, except as otherwise provided herein. The rear yard may be used for the purpose of off-street parking and loading space up to and within three feet of all side and rear property lines.

B.Notwithstanding the foregoing, in the case of a lot held in single and separate ownership on September 3, 1957, which had a depth of not more than 120 feet, the rear yard may be reduced to 10 feet.

§ 213-174. Building area.

EN Notwithstanding any other provisions or ordinances, the total building area and outside storage area, when combined, shall not exceed 40% of the total lot area. All drainage, paving, landscaping and seeding shall be as required by the Planning Board.

§ 213-175. Outside storage.

In a G Industrial District, outside storage of materials will be permitted only in the rear yard and in conjunction with and as accessory to the use of a main building or structure erected on the premises, and provided that the area used for that purpose shall be completely enclosed by a chain link fence at least six feet in height. Said outside storage area shall not occupy parking area.

§ 213-176. Number of buildings on premises.

In a G Industrial District there shall be erected upon the premises only one building, and no other building or

total building area and outside storage area, when combined, shall not exceed 40% of the total lot area. All drainage, paving, landscaping and seeding shall be as required by the Planning Board.

§ 213-175. Outside storage.

In a G Industrial District, outside storage of materials will be permitted only in the rear yard and in conjunction with and as accessory to the use of a main building or structure erected on the premises, and provided that the area used for that purpose shall be completely enclosed by a chain link fence at least six feet in height. Said outside storage area shall not occupy parking area.

§ 213-176. Number of buildings on premises.

In a G Industrial District there shall be erected upon the premises only one building, and no other building or detached accessory building will be permitted.

§ 213-177. Buffer strips. [Amended 4-15-1981 by Res. No. 9]

Wherever a G Industrial zoned parcel shall abut upon a residential zoned parcel or any parcel used for residential purposes (except for cemeteries), there shall be a buffer strip five feet wide erected, planted and thereafter maintained on the plot pursuant to Planning Board requirements unless the Planning Board shall require a greater or larger buffer strip.

§ 213-178. Applicability to Ga and GB Districts.

Notwithstanding any of the provisions contained within this article controlling a G Industrial District, if a plot zoned G Industrial is nevertheless built and used in accordance with all the provisions of Article XV, §§ 213-181 through 213-193, or Article XVI, §§ 213-195 through 213-210, then, in that case, the provisions which apply to the respective articles may be applied as though the subject premises were in fact zoned Ga or GB and thereafter said Ga or GB zoning shall apply to the parcel.

§ 213-179. Garage doors; driveways.

Where a parcel in the G Industrial Zone is developed in accordance with this article and has a front yard setback of 10 feet and a width of not less than 150 feet, then, and in that case, there may be permitted one overhead garage door having a maximum width not exceeding 20 feet, together with a curbed and surfaced driveway approach thereto, in addition to one other driveway not exceeding 20 feet in width so that the landscaped area shall not be less than 110 feet as measuring parallel to the abutting street. Such paved driveway approach to said overhead door may not be used for the parking of vehicles nor for outdoor storage purposes, but must be kept in a neat and orderly and unobstructed condition at all times except during the actual loading or unloading of vehicles, and at no time shall any vehicle protrude into the street beyond the line of the street curb.

detached accessory building will be permitted.

§ 213-177. Buffer strips. [Amended 4-15-1981 by Res. No. 9]

Wherever a G Industrial zoned parcel shall abut upon a residential zoned parcel or any parcel used for residential purposes (except for cemeteries), there shall be a buffer strip five feet wide erected, planted and thereafter maintained on the plot pursuant to Planning Board requirements unless the Planning Board shall require a greater or larger buffer strip.

PYRAMID ZONING SYSTEM

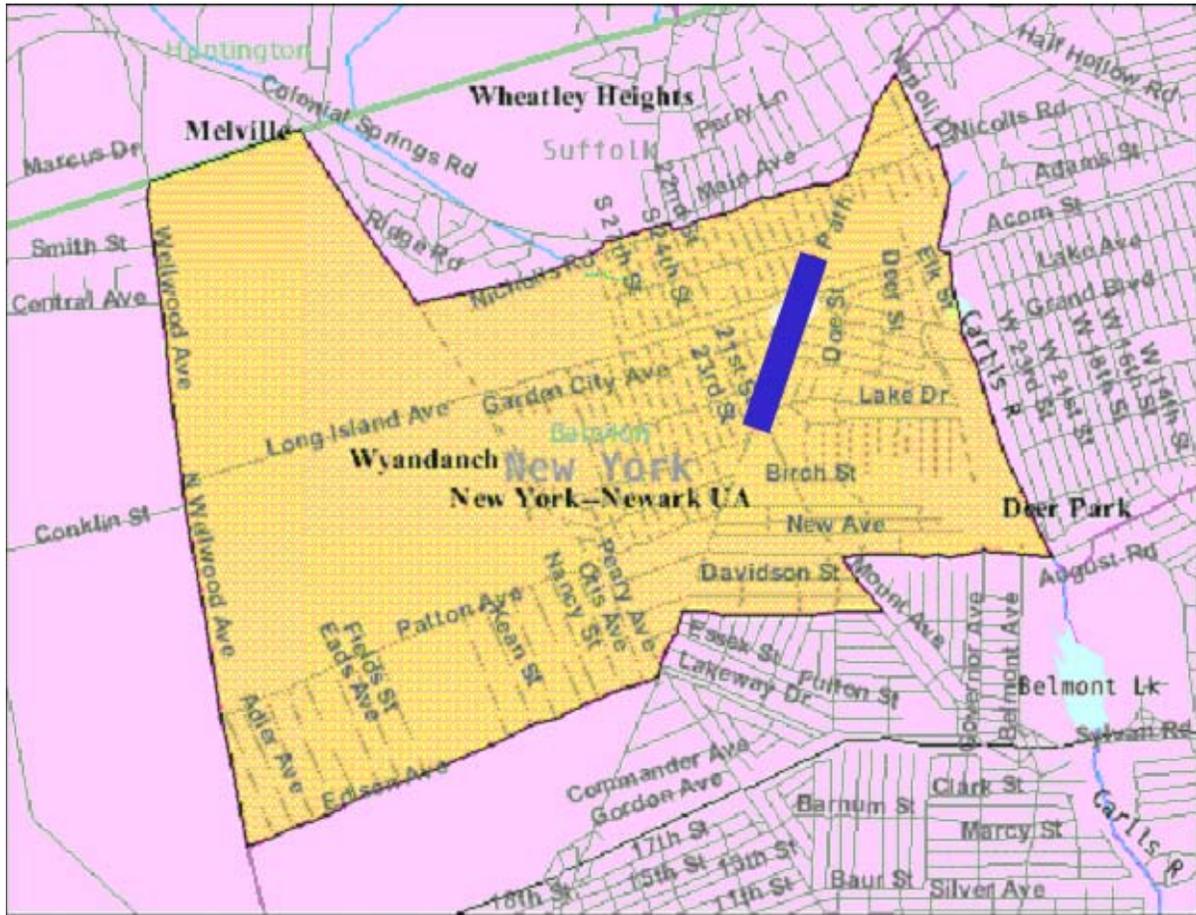
§ 213-178. Applicability to TC-R and TC-B Districts.

Notwithstanding any of the provisions contained within this article controlling a TC Industrial District, if a plot zoned TC-I Industrial is nevertheless built and used in accordance with all the provisions of the pyramid zoning, then, in that case, the provisions which apply to the respective articles may be applied as though the subject premises were in fact zoned TC-R or TC-B and thereafter said TC-R or TC-B zoning shall apply to the parcel.

§ 213-180. Outside storage and display. [Added 1-18-1977; amended 1-17-1978]

In a G Industrial District, the outside storage and display of merchandise intended for retail sale and which is displayed for that purpose is hereby prohibited; however, a forty-five-day temporary permit may be issued in the discretion of the Chief Building Inspector.

STUDY AREA



Area of Concentration "Downtown Wyandanch"
 Wyandanch Census Defined Place (CDP)

Wyandanch is not a legal entity or a municipality. It is a hamlet part of the Town of Babylon. It is identified as Census Defined Place (CDP) for demographic purposes. The figure above illustrates the boundaries of the CDP. Much of the data contained herein reported as "Wyandanch" is reflective of these boundaries. Although the entire Wyandanch community is involved and the health and welfare of the entire community is a concern, this Plan will concentrate its efforts on the revitalization of Wyandanch's most critical central artery; it's would-be downtown. This area is concentrated along Straight Path; deviating about 500 feet in either direction; bounded by Washington Avenue on the north, and Brooklyn Avenue on the south. The vicinity of the target area is depicted in the map above as the red shaded line.

The Straight Path Corridor is an organic community center; sitting at the junction of two major roads – Long Island Avenue and Straight Path. The community was borne out of the Long Island Railroad Stop; such stops still define the downtowns of most Long Island communities, and Wyandanch is no different. The only major difference is that Wyandanch’s community center is struggling. It is a community struggling with high crime rates, with low commercial occupancy, with struggling small businesses, with prevalent trash and a vacuous public realm. While many people live in the vicinity, and myriad commuters use the L.I.R.R. parking lots adjacent to the train station, the physical space is depleted and underutilized.



STRAIGHT PATH

The street corridor as visible from where it crosses the Long Island Rail Road tracks, looking south.



LONG ISLAND RAIL ROAD

The Long Island Rail Road stop that gave birth to the town. The station is very scantily appointed; it is a weak focal point of the community and is surrounded by a sea of commuter parking.

INDUSTRIAL ZONING

The future of the existing industry is a somewhat difficult issue. Wyandanch seeks to improve its property values, clean up its image, and change the character of its downtown from vacant lots, low value commercial businesses and light industrial properties. Yet, while community members do not wish to see their industrial base dry up or dissipate, many observed that some of the businesses reduce their quality of life and potential growth in other economic sectors. Many also felt that they could better utilize the services of local community members and have more of a meaningful connection with the hamlet. Most echoed the sentiment that they did not wish to extirpate successful business from their community, but that they would like such businesses to be good neighbors. Most realized that as the land values in Wyandanch rise with its attendant revitalization, light industrial use will be priced out of the market. For now, residents would like to see existing business preserved while new industrial development should be discouraged in favor of higher-value uses like retail and residential in the core of downtown.

The largest concentration of light industry in the Rail Road area is north of the tracks. Along the Straight Path corridor south of the Rail Road tracks there is only one existing industrially-zoned parcel. The use appears to have been spot zoned (possibly as pre-dating the zoning ordinance) as there are no other such similar uses adjacent. The property is currently occupied by Dura-Vault and a taxi-cab base and dispatch facility. This parcel should be rezoned outright to the new TC-B zoning district. The other industrial properties should be rezoned TC-I, fully described *infra*, to more fully integrate with the Town Center overlay district.

There are three options for dealing with the presence of light industrial zoning within and near Wyandanch's town center:

1. Rezone Industrial Parcels to General Commercial, Mixed Use or Multi-Family Residential:

Rezoning provides the most direct way to influence a parcel's use. It makes legal only specific uses that may not be now existing. Of course, a decision to rezone existing light industry will not result in the immediate termination of such businesses.

WHAT IS A NON-CONFORMING USE?

Non-conforming uses can result anytime a municipality enacts a zoning ordinance in an established community, rezones by amendment, or changes permitted or special uses in an existing district. Non-conformity status allows a now illegal use to continue legally. Common parlance calls this effect "grandfathering." To qualify as a non-conformity, the structure or use must have been legally commenced prior to the zoning change.

Any existing industry not in an industrial zone would become a legal non-conforming use and be allowed to continue in perpetuity as long as the business use did not lapse.⁴⁹ If any such company ceased operations, the use would no longer be permitted.⁵⁰ The Town can also amortize, or discontinue, non-conforming uses over time if it chooses. For more information about how the Town Code deals with non-conforming uses, see [§ 213-22, Continuation of legal nonconforming use. \[Added 6-7-1977\]](#).

Allowing legal non-conforming uses appears to be a compromise as it permits existing business to remain while slowly changing the character of an area by changing the legal permitted uses to more desirable classifications – for downtown Wyandanch, retail, office, other commercial and residential uses. Often, however, it creates harsh constraints for existing business and sometimes forces them to move or limits their operations.

On any industrial property proposed to convert to commercial or residential uses, there will be issues of possible contamination and expensive cleanup costs. We certainly would not like to create vacant brownfields where now functioning industries exist as a byproduct of the desire to see a gradual change in use to commercial and residential development. If industrial uses are terminated due to nonconforming use, we could be left with vacancies if there is a weak market for commercial and residential space, and/or if these new uses are not appropriate or economically feasible.

2. Pyramid Zone for any appropriate use:

Pyramid zoning is more flexible than traditional Euclidian single-use zoning because it allows the market to make a determination as to what the most appropriate use of property is. It creates a hierarchy of uses with single-family residential at the top and heavy industry at the bottom. All uses above the enumerated zone are permitted. If the town amends the industrial zoning to a light-industrial pyramid scheme, commercial and residential development would be permitted should such use become economically advantageous, but it would not create the burden, hardships or possibility of creating vacancies that Euclidian rezoning to higher uses would.

Potential pitfalls: If the incentives and market do not materialize, industry could be perpetuated and the hamlet's revitalization could be stalled.

3. Create Town Center Industrial Zone permitting specifically enumerated appropriate uses

Even if the best course of action is to leave legal existing industrial uses, their operations, potential expansion or potential sale and reuse should be regulated differently in the Wyandanch town center than would be for the Town of Babylon as a whole. It must be

⁴⁹ A "legal **nonconforming use**" is a **use** of land or structure which was legally established according to the applicable zoning and building laws of the time, but which does not meet current zoning and building regulations. A **use** or structure can become "legal **nonconforming**" due to rezoning, annexation, or revisions to the Zoning Code.

⁵⁰ Town of Babylon Code, [§ 213-22, Continuation of legal nonconforming use. \[Added 6-7-1977\]](#) "Any legal nonconforming use may be continued; provided, however, that a legal nonconforming use shall not be abandoned or changed unless changed to a conforming use. A legal nonconforming use, if changed to a conforming use, may not be thereafter changed to any nonconforming use."

recognized that industrial uses in mixed-use districts present special challenges regarding nuisances from noise to industrial pollutants. The proposed zoning changes, *infra*, include restrictions appropriate to the scale and character of the Wyandanch hamlet.

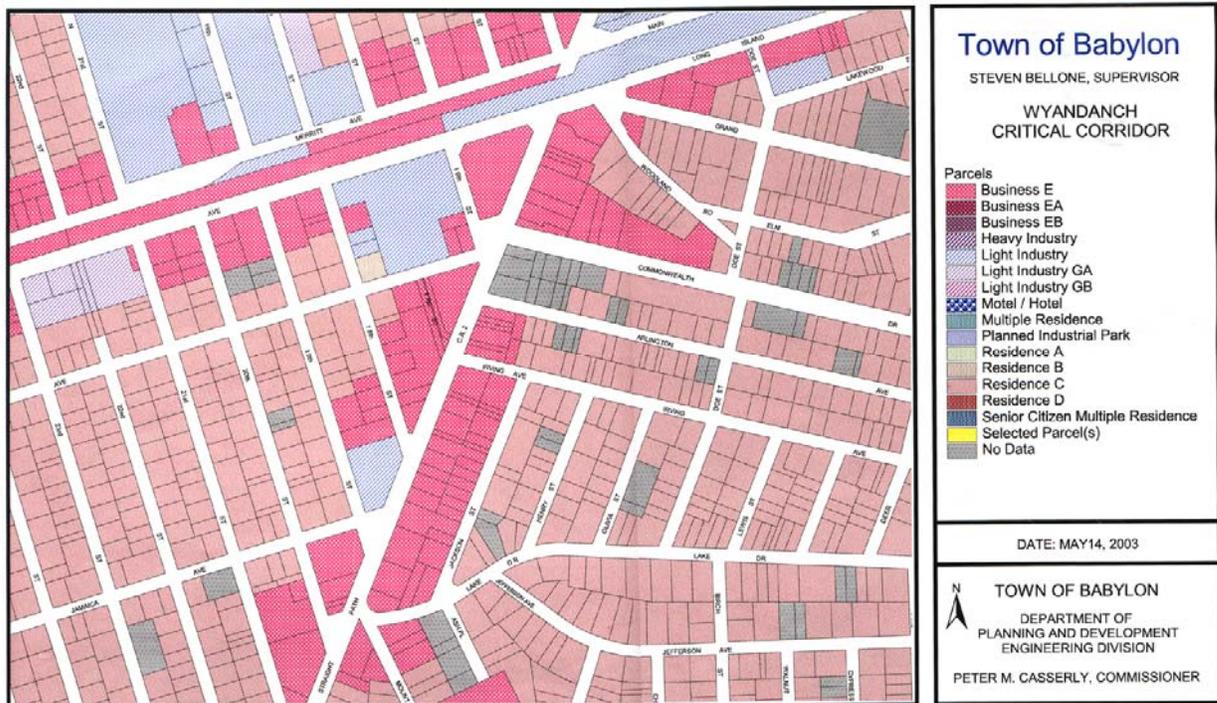
Recommendation:

Zoning should be changed according to a combination of options 2 and 3. The Pyramid zoning scheme presents the best option at present, as it does not unduly restrict existing business and yet it also allows for superseding development to occur as Wyandanch builds out. In addition, the new zoning category should include only specifically enumerated uses compatible with a mixed-use town center. Lot size and layout should support pedestrian oriented design features and accessibility for trucks and autos necessary for business operations. Effective buffers are also different from what would be indicated in outlying town areas. For instance, businesses might not have the necessary lot area for berms and plantings – nor would they contribute to the type of scale that Wyandanch is seeking to promote. Fencing and walls might better protect neighbors’ property values, peace and quiet in a mixed-use urban center. Lot area dimensions and driveways would have differing requirements, deliveries and operations should be restricted to certain hours; and some uses that might not be considered offensive in an industrial park should be prohibited in the hamlet center.

FUTURE LAND USES

For a Complete Copy of the Existing and Altered Zoning Code, Please see the chapter on Zoning Changes. This section will analyze the preferred zoning changes and future land uses.

Land use along the Straight Path corridor is primarily retail commercial, with some multi-family residential, office commercial and institutional uses scattered throughout. A large number of vacant lots abound. A majority of the community's land is single-family residential. The majority of these areas will remain in single-family use and zoning. Heavy Industry lies north of the rail road tracks east of Straight Path and between Patton and Edison Avenues in the southwestern part of the CDP. That area is not taxed as part of Wyandanch, but rather as West Babylon. It is not part of the official study area, and as such, will remain as zoned and existing. The critical area of study, between the rail road tracks and Mount Avenue will have the greatest changes proposed.



The Straight Path corridor is currently zoned "Business E." The Town Code of the Town of Babylon prescribes permitted uses, setbacks and building requirements in the Business E zone. One parcel along Straight Path, the Dura-Vault property, is zoned Light Industry. North of the Rail Road Tracks, and directly south of the tracks along Long Island Avenue, one can find Light Industrial zoning prevalent. Businesses are currently operating on these parcels. The remaining land in Wyandanch is zoned Residence C. The Babylon zoning code envisions each of these land uses as a separate and specific zone. No residential dwellings are permitted in the commercially or industrially zoned areas. The community clearly envisions that changes be made to this scheme; the demand for residential housing is too great to be ignored and must be accommodated in the areas that

are currently zoned exclusively for business; and the community realizes that its revitalization is tied to a vibrant downtown; to wit; residential development can aid in creating demand for a revitalized commercial core to Wyandanch.

Provision should be made for access to rear of buildings for trash storage/transport, deliveries/loading, and general parking; when available and necessary through required easements for alleyways; but development should not be restricted in areas where such access is prohibitive. Side yards are unnecessary in commercial districts and the traditional downtown building pattern allows buildings to be attached at the side lot.

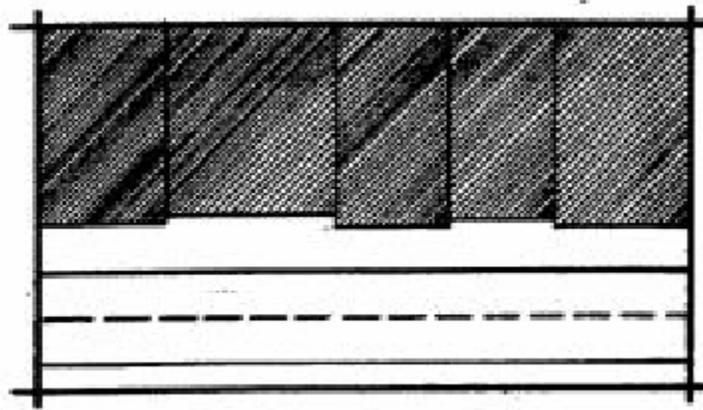


Figure 6 - Diagram of typical building setbacks in a Mixed Use Area – there are no minimum setbacks⁵¹

b.

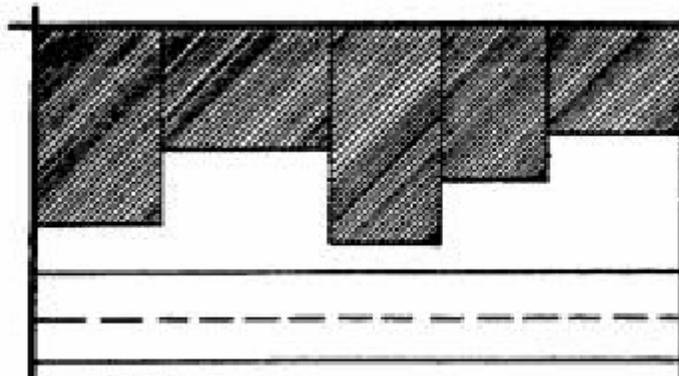


Figure 7 – Relatively similar setbacks are better than widely varying setbacks; but any space between the sidewalk and the building should be utilized for pedestrian activities only; no curb-cuts should be allowed. This frontage can be planted; landscaped with hard and soft surfaces; provide outdoor seating for establishments like restaurants, and contribute to a softer streetscape than if buildings come up to lot line uniformly.

⁵¹ University of Wisconsin Model Ordinance

TRANSIT-ORIENTED DEVELOPMENT

Peter Calthorpe is the visionary planner who spawned the concept of Transit-Oriented Development, or TOD. The TOD is defined as a mixed-use community with an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, open space, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car. In other words, TOD is a new acronym for an old idea – the development of our built environment in the form of distinct villages, towns and neighborhoods.

What is a Transit-Oriented Development (TOD)?

Calthorpe lists the following basic design principles for TOD:

- Areas within walking distance of light rail or high frequency bus transit should contain a mix of moderate- to high-density residential, commercial and employment uses that create a place with a high degree of pedestrian activity and a focal point for transit trips.
- Place commercial and civic uses next to transit stops so that a number of errands can be done with only one stop.
- Provide multiple and direct street connections from neighborhoods to transit stops and local commercial destinations.
- Design for pedestrians and transit, without excluding the auto.
- Bring natural features into the urban area and connect to regional green spaces.

Benefits of TOD

These principles can be applied both to existing urban areas and to newly developing areas. Across the country, communities are realizing that TOD brings many benefits:

- Increased transportation choices and access, especially for those without cars.
- Reduction of traffic congestion, air pollution, and energy consumption.
- Reduced need for costly road widening.
- Revitalization of compact urban communities and reduction of sprawl development.

Increased ability to manage growth by planning land use in relation to transit.

Wyandanch's core advantage is that it is a natural transit hub with an enormous amount of undervalued and underutilized land very near its center. This advantage is shaped by history; since the train station in fact gave birth to the village, it is foretelling that it would generate its rebirth. Transit-Oriented Development is a new concept that is gaining popularity nation-wide; in the New York area we have been practicing TOD without knowing it for the last two hundred years.

Even though it has not been at the forefront in visionary planning recently, the New York Metropolitan area represents the greatest opportunity for TOD in the country because of the excellent interconnectedness and heavy reliance region-wide on transit. We remain a highly-centered region with New York City and Manhattan retaining a large majority of the population and jobs.

TOD can work in Wyandanch because the rest of the region is already adjusted to such a concept. 90% of commuters to Manhattan rely solely on public transit to get there; and about 40% of all commutes region-wide are made by mass transit. 5.9 million persons ride transit in the New York MSA each day; the New York area accounts for 29% of all transit passengers nationwide on an annual basis. 87.9% of workers commute by private automobile in the entire United States, while 4.7% use public transit. In Wyandanch alone, 11.6% use public transit, over double the national average.⁵² But in some Long Island communities that more closely follow the TOD model, transit ridership rates approach 30%.⁵³ These statistics are relevant, because high commutation by train allows for more efficient land use patterns; reduces reliance on the automobile; creates less traffic, less pollution, and reduce the impact of sprawl. Places built around the human scale create the vibrant village environment we all know and love across Long Island, raise property values and create distinct communities.

Recommendation:

TOD concepts should be echoed in subsequent changes to the Babylon zoning ordinance for the Wyandanch hamlet. Planning, roadway design and site design should seek to accommodate pedestrians, bicyclists and transit riders as well as provide for safe and efficient access for private automobiles.

The concept of TOD is nothing new on Long Island. Almost every train station is built in the center of a downtown with characteristics of a walkable environment. The more dense and pedestrian friendly a particular downtown, the higher the transit ridership statistics. This is important to note, because it alleviates some of the problems that density is typically assumed threaten the quality of life. Although TODs are being created from scratch in newly developing communities, Long Island's towns were the original TODs. Many towns' early development was spurred by the construction of the Long Island Rail Road. In recent years, we have become less reliant on rail transportation and instead have allowed sprawl development, based exclusively on automobile transport, to dominate our landscape. Principles of planning based on private auto transport dominate the laws of most Long Island towns. Babylon's zoning ordinance is an auto-oriented statute. The law requires that parking be provided for every resident and patron; requires setbacks from the street envisioning high-speed arteries; and requires large parcels for development.

Transit-oriented development is an alternative – “it is a way to locate people near transit services and to decrease their dependence on driving...The purposes of TOD are to reduce the use of single-occupant vehicles by increasing the number of times people walk, bicycle, carpool, vanpool, or take a bus, streetcar or rail. TOD development brings potential riders closer to transit facilities rather than building away from population centers and making people more dependent on roads and automobiles.”

Because the demand for rapid access to the region's Central Business District (Manhattan) is already high, providing opportunities to live near direct access to the City

⁵² <http://www.metrokc.gov/kcdot/alts/tod/whatistod.htm>

⁵³ Great Neck Plaza, 28. [QT-P23. Journey to Work: 2000](#) Data Set: [Census 2000 Summary File 3 \(SF 3\)- Sample Data](#) Geographic Area: Great Neck Plaza village, New York, 28.8%

is a marketable prospect. TOD is also more equitable than auto-oriented development since it puts transportation within reach of citizens who cannot afford to drive. Building jobs and housing around train stations allows those without a car to get to work and get home without one. As other TOD centers are revitalized across Long Island, it will become possible to travel from Wyandanch to other towns without using the private automobile, creating a regional network accessible by a variety of travel modes.



TOD DEVELOPMENT IS OCCURRING

Across the nation, the concept of the mixed-use transit supported development is experiencing a resurgence not seen since before World War II. Because much of Long Island’s infrastructure predates 1941, LI already has the pieces in place to make TOD a renewed reality. The photo at left is a development in Oregon.



A STATION WITHOUT A TOWN

The frequent direct service provided by the Long Island Rail Road is the ingredient necessary to make TOD work. Instead of utilizing the land around the station as parking lots, building homes and businesses can increase ridership, decrease dependency on automobiles, increase property values, and build a sustainable community.



TRANSIT ORIENTED DEVELOPMENT

TOD implies that people will walk within the community, ride bicycles and commute by train. Wyandanch residents already exhibit many of these propensities. Improving the downtown will only reinforce these behaviors and compliment the patterns of the community quite well.



SMART STATION

Many towns were built around the train station before the advent of the automobile. Here we see the Douglaston station and nearby mixed-use buildings.



PARKING LOT FRENZY

Stations built for automobile access encourage auto-domination and dependency. The large acreage required for parking is a low-value use and limits the number of people who can benefit from the access to the train. In the high value landscape of Long Island, this lot is a patent waste. The same number of cars could be accommodated in a multi-story garage or commuters could ride transit to or be dropped off at the station.



SMART GROWTH ABOUNDS

This shot of Woodmere station shows apartment buildings within immediate proximity to the rail line. Wyandanch should aim to promote the type of environment that towns such as these cultivate.

AUTO FACILITIES

Even the most Transit-Oriented Developments of all require that access for automobiles be safe, convenient and quick. Despite the community's desire to see Wyandanch de-emphasize planning for the automobile in future site and street design, the reality is that 90% of all Long Islanders commute by car. If Wyandanch is to revitalize, it must be able to accommodate the automobile with grace and ease. There are two central components to automotive convenience – good roads and parking.

PARKING

Providing safe, convenient and attractive parking is essential to the success of Wyandanch. The problem is that currently parking is disconnected, haphazard, inconvenient and unsafe. A complete assessment of parking demand and supply should be completed.

PARKING RECOMMENDATIONS

1. Encourage existing parking lots to be shared for public use
2. Speak with underutilized lot owners about opening their lots for public use or sale of lots to central authority that could enforce regulations, as well as provide maintenance and insurance.
3. Pursue strategies to limit parking along Straight Path to short periods and institute effective enforcement.

On-Street Parking

Long Island Rail Road

Although no study investigating the residence of Wyandanch's train station parking lots has been done, it is clear that the train patronage constituency is largely disparate from the people who actually live in Wyandanch. The number of luxury automobiles present in the lots is staggering considering that the Wyandanch area ranks as one of the most economically stressed on Long Island. Drawing only reasonable assumptions leads one to believe that the free parking is being heavily utilized by residents from adjacent wealthier neighborhoods such as Dix Hills and Wheatley Heights.

The parking lots at the Long Island Rail Road Station are owned, operated and maintained by two governmental authorities. The County of Suffolk owns the large lot on the north side of Acorn Street bounded by Straight Path. The Town of Babylon currently owns the parking that abuts the tracks on either side of the tracks.

The Town and the County currently do not restrict parking to any particular class of users and does not charge for the privilege. This policy is in force at a distinct minority of stations around Long Island. Unfortunately, the relatively low cost of Wyandanch land has enabled to governments to purchase the lots for use as free parking. Land values in most of the rest of Long Island's downtowns are higher, and consequently parking is provided, if at all, for a fee, or is restricted to some class of citizens. Often land is used

more efficiently as parking is provided in decks instead of surface lots. All of these tactics are options for parking in Wyandanch.

Allowing free parking lots at Wyandanch train station is not beneficial to the hamlet of Wyandanch for a number of reasons. The land itself is more valuable as housing, commercial property, and other intensive uses; as it sits at the center of the downtown. Secondly, if the land is to be used for parking, making it free and unrestricted is unfair to the citizens of the hamlet as most other Towns do not allow itself to be taken advantage of in this way. Changes should be made that could greatly enhance the hamlet of Wyandanch. Immediate changes can be implemented on the lots owned by the Town of Babylon. Changes on the lots owned by Suffolk County would need to be negotiated.

RECOMMENDATIONS REGARDING TRAIN STATION PARKING

1. Institute parking restrictions on the lots near the train station:

OPTIONS:

- Limit parking to hamlet/town/district residents
- Limit to residents and charge for parking
- Charge disparate amount for resident and non-resident parking
- Make parking free for certain class (residents); charge non-residents

2. Re-zone parking lots to encourage infill mixed-use development on such lots.

3. Restrict certain amount of parking closest to Straight Path (particularly the spaces along the tracks) for short-term shopper use. Meters could be erected if the demand became great enough to warrant.

- Receipts from charges could go to support the Wyandanch community's revitalization efforts.
- One possibility is to set up a Business Improvement District as repository of the parking receipts.



OVERFLOW

The parking lots at the Wyandanch train station are heavily used; in fact, people park in illegal areas along the roadways regularly. Instituting charges and regulating parking would create a safer and less disorganized environment in the lots, and a fairer return on the community's real costs of provision of free parking for anyone in the area.



ENDLESS SEA

A large acreage in the most critical part of Downtown Wyandanch, just north of the tracks, is taken by commuter parking that gives nothing, either in business or funding, back to the community.

Existing Town of Babylon Parking Requirements:

ARTICLE XXIII, Off-Street Parking and Loading [Added 9-5-1973]

§ 213-286. Number of parking spaces required. [Amended 10-7-1980]

The following minimum number of off-street parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building, structure or premises which shall hereafter be erected, enlarged or altered for use for any of the following purposes:

- A. One-family and two-family dwellings: two spaces for each dwelling unit and one parking space for each unit with a lot size of less than 5,000 square feet.
- B. Multiple dwellings: See § 213-118.
- C. Trailer parks: two spaces for each permanent trailer or temporary trailer station.
- D. Hotels, motels, tourist homes, cabins, lodging, rooming and boarding houses: one space for each guest sleeping room or suite plus one space for each two employees on the maximum work shift.
- E. Hospitals, nursing homes and convalescent homes: one space for each two beds, plus one space for each professional staff member, plus one space for each two other employees on the maximum work shift.
- F. Funeral homes: one space for each 100 square feet of gross floor area.
- G. Theaters, auditoriums, stadiums, churches and other places of public assembly not classified elsewhere in this section: one space for each four permanent seats or the equivalent floor area which is or may be made available for four temporary seats.
- H. Elementary schools, nursery schools, day schools and camps: one space for each teacher or instructor, plus one space for each two other employees

on the maximum work shift.

I. Secondary schools and colleges, whether public or private, business or commercial: one space for each six permanent classroom seats or the equivalent floor area which is or may be made available for six temporary classroom seats, plus one space for each teacher or instructor, plus one space for each two other employees on the maximum work shift.

J. Medical, dental and other professional offices, including business, government, semipublic, sales and general offices, banks and financial institutions: One space for each 150 square feet of gross floor area. In the case of medical, dental and chiropractic offices or other similar professional offices, there shall also be required one space for each professional and staff employee. [Amended 6-7-1983]

K. Bowling alleys: six spaces for each alley. [Amended 6-7-1983]

The Babylon Code requires that private, off-street parking be provided for all prospective uses. This limits the potential development in the Wyandanch area because the lot sizes and arrangements are not sufficient to support the parking requirements. Assemblage was required to allow for the building of the Compare Foods market, in order to meet the current requirements for building size and parking. Under current physical conditions, development is limited.

Recommended Code Changes:

- For the new TC district, no off-street on-premise parking shall be required.

- Parking requirements shall be met by one of three methods:

1. Provision for cash in lieu for the development of municipal lots to be placed in a fund and for provision of parking lots owned and maintained by 1) a separate parking authority; or 2) the town of Babylon or 3) a business improvement district or other such Wyandanch-specific community development corporation.

HOUSING

SINGLE FAMILY HOMES

Wyandanch is a typical Long Island community in that its housing stock is comprised almost entirely of single family homes. As discussed in the housing existing conditions section *supra*, Wyandanch has a population of 10,478 individuals in occupied housing. 5,558 of those citizens are in owner-occupied homes and 4,920 are in renter-occupied housing; comprising 53% owners and 47% renters respectively. There is opportunity for the currently rented homes to become owner occupied over time and as the wealth of Wyandanch residents increases. Encouraging home ownership in Wyandanch can be an important component of a revitalization strategy.



TYPICAL NEW HOME

A typical well-kept home in Wyandanch. Many such homes exist; there is no reason to expect that the zoning or character of the single-family areas will change. Single-family zoning in areas in the immediate vicinity of Straight Path and Wyandanch’s downtown may need to one day be reassessed as land values rise and the character of the neighborhood changes to more urban over time. Such appreciation in value would accrue to homeowners in the area.



TYPICAL HOME

Wyandanch contains homes of many different ages, styles, and size. A large percentage of them are in excellent condition.

Through the use of certain innovative methods, such as second mortgages, Section 8 vouchers and individual development accounts, the home ownership gap can be bridged. “Lower-income families are constrained by a lack of information about how to buy a home, by their inability to provide sufficient, stable income streams for debt service, by their lack of initial equity, and by their inability to find an affordable home of adequate quality in a desirable location.⁵⁴” Evidence is plentiful that homeownership has positive influences on families and neighborhoods.

Rohe and Stewart (1996) found an association with home ownership and property maintenance. Amongst the positive social indicators researchers have identified with homeownership include: home owners have more positive indications of life satisfaction and self esteem⁵⁵ and homeownership is correlated with participation in community organizations and voting.⁵⁶ Whether there is causation or just correlation is a matter of debate; some have gone so far as to say that there is correlation between educational achievement of children and homeownership.⁵⁷ For low income families, the potential to build wealth is central to the benefits of homeownership. Tabulations of the 1995 Survey of Consumer Finances show home owners under age 65, with income 80 percent or less

⁵⁴ J. Michael Collins and Doug Dylla, [Mind the Gap - Overcoming the Information, Income, Wealth, and Supply Gaps Facing Potential Buyers of Affordable Homes](#)

⁵⁵ Rossi and Weber (1996)

⁵⁶ DiPasquale and Glaeser (1997)

⁵⁷ Boehm and Schlottmann (1999)

of median area, have \$57,060 in net wealth. Renters under 65, in the same income group, have a median net wealth of \$4,930 - 1/12 the level of comparable owners.⁵⁸

Homeownership does not have to come only in the form of single-family residences. Many other communities have opportunities to invest and purchase in the form of apartment residences as condominiums, cooperatives or townhouses. There are even opportunities to mix ownership options with rentals in the same apartment building, although such an arrangement might be seen as a more tenuous investment for the purchasers in the building. Attached single-family and multi-family dwellings fit the character and scale of proposed development in Wyandanch's downtown.

Multi-Family Housing

As Wyandanch grows, it will become necessary to introduce multi-family housing into the mix of housing opportunities in town. Many Long Island towns already have apartment-living opportunities in their downtowns. Such uses compliment the commercial and retail core uses of a downtown well, providing live bodies for patronage of the establishments, eyes on the street to ensure safety at all times, and add depth and vitality to a street. The development of denser multi-family housing is complimentary to the growth of Wyandanch's downtown, but the most pressing reason to allow for and to build such housing is the need and the commercial viability of housing development itself.

Residents at the Visioning told us time-and-time again of the severe need for housing, particularly affordable housing, in Wyandanch. We know that housing in Wyandanch is unaffordable and unavailable, where 57% of renters cannot afford an apartment on their salaries. These two problems are intertwined. It is clear from economic theory that as supply is increased, holding demand constant, prices will fall. With a constrained supply, prices rise, as has been happening all across the Tri-State area. Wyandanch is largely built out as a single-use community. The only way to accommodate the needs of the people is to build multi-family housing.

They key is to ensure that the construction is of high quality, amenities are second-to-none, and landscaping and design superb. The overlay zone for Wyandanch will include a new category for Mixed-Use development, allowing apartments to be built above stores; a new residential category drawn to allow the development of single-family attached dwellings (rowhouses); and a revised multi-family dwelling zone, allowing for the development of apartment buildings. All three forms of multi-family housing are currently prohibited by the Town of Babylon Zoning Code.

⁵⁸ Collins and Dylla Ibid.



Existing Multi-Family

Wyandanch doesn't have much multi-family housing. A few apartment buildings along Straight Path are all that exist. This is one of the larger ones. Key to improving the desirability of apartments is upgrading their amenities, improving the area generally, and building attractive buildings.



Redefining Multi-Family

As the example on the left demonstrates that multi-family housing need not be unattractive or create blight on the Straight Path corridor. Well designed, maintained, and appropriately priced multi-family housing should be central to the revitalization of Wyandanch. Consider this Colorado example of live work space in the downtown Boulder, Colorado.



Existing Multi-Family

Although this apartment could be said to be cleverly disguised as a large house, many of its features are in poor proportion. Wyandanch's new design guidelines will require more durable materials and designs in keeping with traditional urban design.



Redefining Multi-Family

As the example on the left demonstrates, multi-family housing need not be unattractive or create blight on the Straight Path corridor. This attractive design received the 1996 Smart Growth award from then-governor Roy Romer, initiator of Colorado's Smart Growth program. (Designed by Duany Plater-Zyberk & Company)

Construction

The median build year of a Wyandanch home is 1963.⁵⁹ While most of the area was built out in the 50s and 60s, developers have been snatching up the relative bargains to be found in Wyandanch, knocking down existing run-down structures and building new homes. 305 homes were built in Wyandanch since 1990. That indicates that 11% of Wyandanch's housing stock has been rebuilt since 1990. In comparison, Suffolk County, with its still wide-open spaces, had 10% of its stock built in the last full decade. A better proxy for Wyandanch is Nassau County since it lies in the western part of Suffolk, which has a development history that mimics Nassau's better than eastern Suffolk's. Nassau has only seen 3% of its housing stock built since 1990. The entire New York Metro area, including CMSA New Jersey and parts of Pennsylvania has had 7% built since 1990. Underscoring the development in Wyandanch is that this is a new phenomenon. From 1980-1990 the number of new homes just matched Nassau County's rate of 4%; it paled in comparison to Suffolk's 11%. Development is improving the neighborhood's stability substantially, but there are still many vacant and undervalued structures yet to be redeveloped. New home sales prices appear to range in the low-to mid \$200,000 range. With a current average income of about \$55,000 the question of gentrification cannot be ignored.



HI-RANCH

This home was built in 1999, has 5 bedrooms, 3.5 baths and was built in 1999 – now up for resale at an asking price of \$239,500.



BOOMTOWN

New Construction of a ranch home that will be 5 BR, 2 Baths and 2,600 square feet. For sale at \$249,000 this home will carry annual property taxes of \$5,500.

MLS # 1518088

⁵⁹ U.S. Census Bureau 2000 - H35. MEDIAN YEAR STRUCTURE BUILT [1] - Universe: Housing units
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data



BUILDER’S SPECIAL

“The Samantha” will be built at 312 State Street in Wyandanch by Primes Home Group, to be sold for \$229,000.

Wyandanch	Homes Built
Total:	2,799
Built 1990 to Mar. 2000	305
Built 1999 to March 2000	22
Built 1995 to 1998	99
Built 1990 to 1994	184
Built 1980 to 1989	122
Built 1970 to 1979	466
Built 1960 to 1969	820
Built 1950 to 1959	625
Built 1940 to 1949	360
Built 1939 or earlier	101

Table 10 - Homes built by year in the Wyandanch CDP⁶⁰

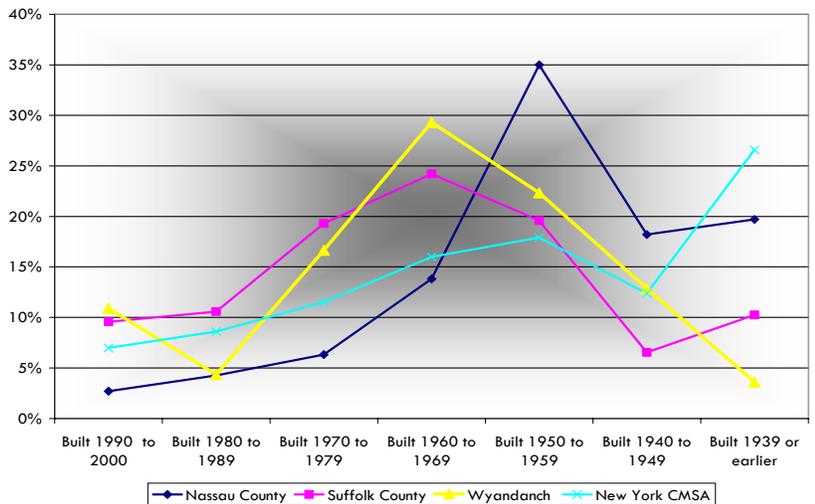


Figure 8 - Percentage of Homes Built by Decade

HOME OWNERSHIP RATES

Wyandanch has a population of 10,478 individuals in occupied housing. 5,558 of those citizens are in owner-occupied homes and 4,920 are in renter-occupied housing; comprising 53% owners and 47% renters respectively. Compared to the town as a whole and Suffolk County, Wyandanch is much more heavily comprised of rental housing. In Suffolk County and the town of Babylon, the homeownership rate is 83% and 79%. Only 17% and 21% of homes are rental properties. Having a high percentage of owner-occupied properties is generally assumed to be a significant component of a stable community. Encouraging home ownership in Wyandanch can be an important component of a revitalization strategy. Through the use of certain innovative methods, such as second mortgages, Section 8 vouchers and individual development accounts, the home ownership gap can be bridged. “Lower-income families are constrained by a lack of information about how to buy a home, by their inability to provide sufficient, stable income streams for debt service, by their lack of initial equity, and by their inability to find an affordable home of adequate quality in a desirable location.⁶¹” Evidence is plentiful that homeownership has positive influences on families and neighborhoods.

⁶⁰ U.S. Census Bureau 2000 - H34. YEAR STRUCTURE BUILT [10] - Universe: Housing units
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

⁶¹ J. Michael Collins and Doug Dylla, **Mind the Gap - Overcoming the Information, Income, Wealth, and Supply Gaps Facing Potential Buyers of Affordable Homes**

Rohe and Stewart (1996) found an association with home ownership and property maintenance. Amongst the positive social indicators researchers have identified with homeownership include: home owners have more positive indications of life satisfaction and self esteem⁶² and homeownership is correlated with participation in community organizations and voting.⁶³ Whether there is causation or just correlation is a matter of debate; some have gone so far as to say that there is correlation between educational achievement of children and homeownership.⁶⁴ For low income families, the potential to build wealth is central to the benefits of homeownership. Tabulations of the 1995 Survey of Consumer Finances show home owners under age 65, with income 80 percent or less of median area, have \$57,060 in net wealth. Renters under 65, in the same income group, have a median net wealth of \$4,930 - 1/12 the level of comparable owners.⁶⁵

	Suffolk	Babylon	Wyandanch	Suffolk	Babylon	Wyandanch
Total population in occupied housing units:	1,390,780	209,206	10,478			
Owner occupied	1,154,879	165,154	5,558	83%	79%	53%
Renter occupied	235,901	44,052	4,920	17%	21%	47%

Table 11 - Housing by Tenure Type

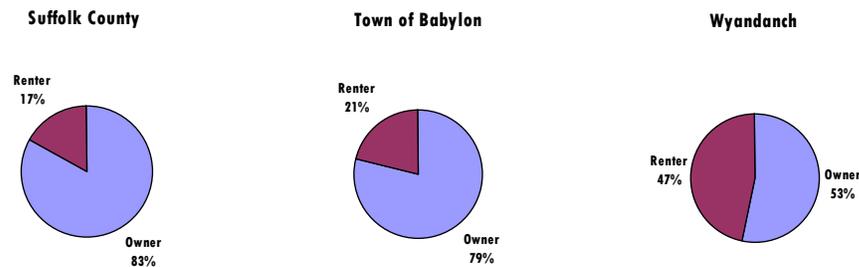


Figure 9 - Comparison of Ownership / Rental Rates⁶⁶

HOUSING OVERCROWDING

A strained housing stock is a major problem for all of Long Island and the New York metropolitan area. These statistics underscore what we know about this region. Housing is in high demand and low supply. The laws of economics dictate that a tight market equals high prices.

⁶² Rossi and Weber (1996)

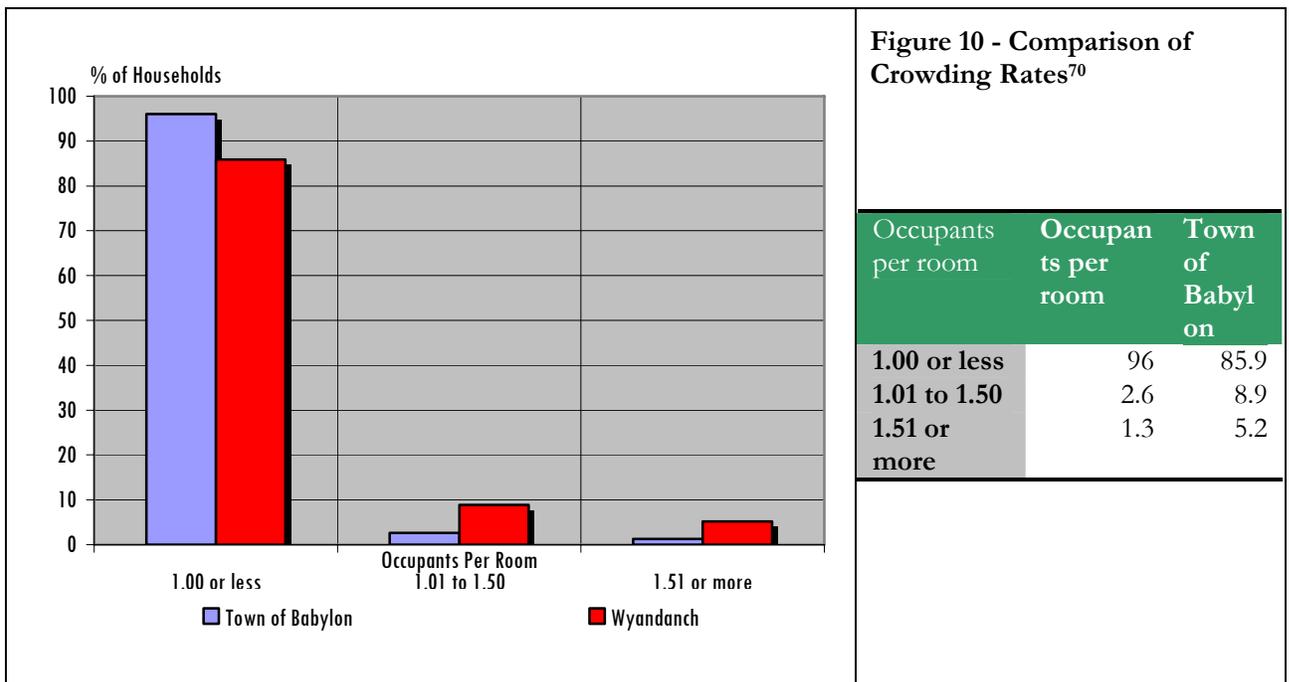
⁶³ DiPasquale and Glaeser (1997)

⁶⁴ Boehm and Schlottmann (1999)

⁶⁵ Collins and Dylla Ibid.

⁶⁶ Total Population in Occupied Housing Units by Tenure, Census 2000 Summary File 3 (SF 3) - Sample Data

An NYU report on housing in the metropolitan area echoes this concern: “[O]ne of the principal causes of unaffordable housing is the fact that supply of housing in [New York City and surrounding areas] has not kept up with demand.”⁶⁷ As a result of the high prices, people living on low incomes often overcrowd residences illegally. The census bureau defines overcrowding as occupancy of more than one person per room. In Wyandanch, there is an average of 6.2 rooms per house and 85% of homes have one or fewer occupants per room. That indicates that 15% of homes are overcrowded.⁶⁸ 5.2% of homes are occupied by more than 1.5 persons per room.⁶⁹ Crowding is a problem metro-region wide; over 14% of households live more than one person to a room within the five boroughs. Compared to the Town of Babylon, though, Wyandanch appears quite crowded – in Babylon as a whole only 4% of the town’s residents live more than one person to a room.



HOUSING AFFORDABILITY

Housing costs as a percentage of total household income is another significant indicator of housing distress. The NYU study on housing costs indicated that “[l]arge proportions of all households in [the New York area] pay extremely high shares of their income for rent or the costs of homeownership. High housing cost-to-income burdens are not only a problem of the [area’s] poor families; instead they affect households throughout the income spectrum.”⁷¹ The current definition of housing affordability is housing which

⁶⁷ Jerry J. Salma, Michael H. Schill and Martha E. Stark, “Reducing the Cost of New Housing Construction in New York City,” The New York University School of Law – Center for Real Estate and Urban Policy, 1999.

⁶⁸ U.S. Census Bureau defines “overcrowding” as more than one person per room. Note that HUD defines overcrowding as more than two persons per room.

⁶⁹ U.S. Census Bureau, Table DP-4. Profile of Selected Housing Characteristics, Wyandanch CDP, 2000

⁷⁰ Ibid.

⁷¹ Ibid. Salma

requires no more than 30% of household income to pay for rent. Of homeowners in Wyandanch, just under 50% pay more than 30 per cent of their incomes for housing. 50% of homes are unaffordable to the families that live in them. The average income in Wyandanch according to the 2000 census was \$40,664.⁷² While that sounds outrageous, the situation in more expensive Babylon is also egregious. Town-wide, 35 percent of residents pay more than 30 per cent of their incomes, despite a median income of \$60,064.⁷³

⁷² Census Bureau of the United States, Table DP-3. Profile of Selected Economic Characteristics, Wyandanch CDP

⁷³ Census Bureau of the United States, Table DP-3. Profile of Selected Economic Characteristics, Babylon

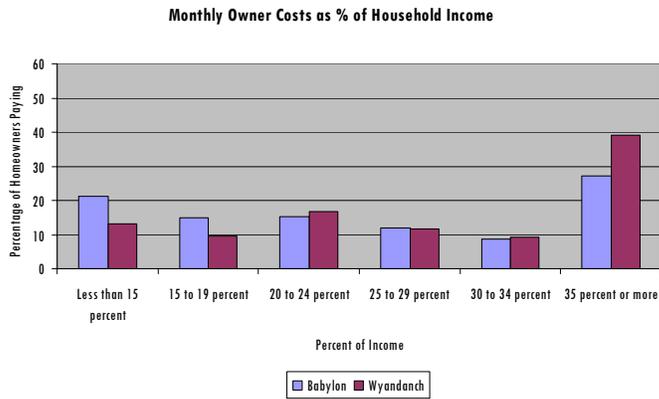


Figure 11 – Owner Cost Per Month

Percentage of Owners That Pay X% of Income	Babylon	Wyandanch
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Table 12 – Owner Cost Per Month

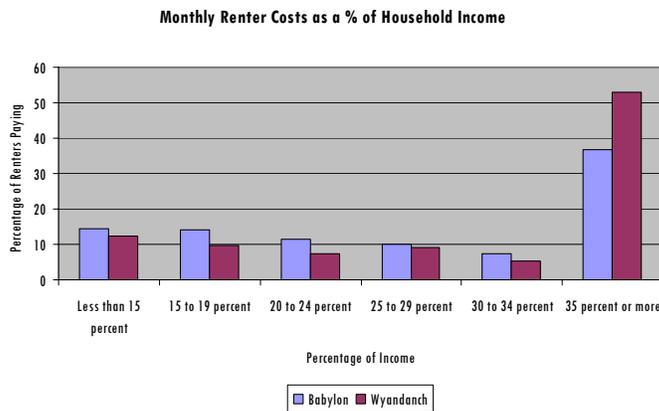


Figure 12 – Renter Cost Per Month

Percentage of Renters That Pay X% of Income	Babylon	Wyandanch
Less than 15 %	14.4	12.4
15 to 19 %	14	9.8
20 to 24 %	11.6	7.4
25 to 29 %	9.9	9
30 to 34 %	7.5	5.4
35 % or more	36.8	52.8

Table 13 – Renter Cost per Month



SPLIT-BOARD

This split-family home has all the windows cracked and boarded up; obviously abandoned. Fundamentally, the house looks structurally sound. The wasting of housing stock is a significant problem in Wyandanch. The 47% of vacant properties in the Census Bureau’s data that are “other vacant” include properties that are abandoned or not on the market for alternative reasons.

57% of renters cannot reasonably afford to live in Wyandanch on their salaries, while 41% cannot afford to live in Babylon as a whole. What is clear from Figure 3 and Figure 4 is that a larger percentage of Babylon homeowners and renters pay less than 15% of their incomes than Wyandanch residents, despite the \$20,000 differential in median income. The rental figures are less dramatic. One should also consider that Wyandanch figures into the Babylon data. With the poorest community extricated from the data, the numbers would likely be more disparate.

Despite this fact, these statistics underscore what we know about the Long Island region in general. This is a very expensive place to live, and even our lowest-income quarters are extremely high priced. The largest percentage of homeowners and renters pay over 35% of their incomes for housing in the Town of Babylon. It is clear that housing is unaffordable to a large percentage of renters and homeowners throughout the region, which makes the situation in economically depressed communities like Wyandanch all the more acute.

VISION PLAN HOUSING RECOMMENDATIONS

Western Suffolk County and Wyandanch in particular is experiencing a severe and acute housing shortage. This shortage is occurring in all market levels, from high-end to the most affordable. Wyandanch should seize the opportunity to provide housing for its existing struggling citizenry as well as people of all ages and demographics looking to live on Long Island. As evidenced from other factors, Wyandanch is a prime location for development with its superb transit access to New York City and proximity central to jobs and entertainment on the Island. Wyandanch and the Town of Babylon must look to see how it can accommodate and encourage this type of development.

Barriers must be overcome; new zoning allowing dense multi-family housing must be enacted; a sanitary sewer system must be installed to handle the new and existing domestic waste; and financial incentives need to be placed to encourage private developers to enter the market. It is essential that the principles of mixed-income-housing theory be followed so that Wyandanch can benefit from the economic assets of middle and upper-income individuals. In particular, Wyandanch should seek to overcome its problems with its school system by actively encouraging young singles and the elderly to locate in this new housing. Such individuals would be less likely to be dissuaded by the school district's troubles and would instead seek low-cost attractive housing that was conveniently located.

The Attraction of Mixed-Income as a Solution to Housing Crisis on Both Ends

Mixed-income developments can accomplish certain goals whether they involve moving poor people out of low-income neighborhoods to mixed-income developments in more affluent areas or developing mixed-income housing in low-income communities. The latter is considered the more formidable challenge in terms of both marketing success and potential overall success since the neighborhoods themselves may lack many of the services and opportunities that wealthier locales provide. Wyandanch most certainly is a low-income community compared with its competition on the rest of Long Island. Benefits are derived from the improvement in the neighborhood itself. Alstair Smith,

from the Joint Center for Housing Studies of Harvard Univ.-Neighborhood Reinvestment Corporation contends that what building mixed-income in low-income communities does offer is three fold: Improving negative behavior, offering more life choices, and the potential to build healthy communities.

THE EXTERNAL EFFECTS OF MIXING INCOMES IN LOW-INCOME AREAS

Avoiding Negative Behavior

- High-poverty neighborhoods and housing developments have traditionally been associated with negative social behavior such as violent crime or drug use. Mixing incomes alleviates the tendency to engage in these behaviors by discouraging them and providing positive role models for residents. "Higher-income households will not tolerate crime or drug trafficking in their housing development...place pressure on police or management...or confront tenants that engage in negative behavior."

Offer More Life Chances

- Mixed-income housing is intended to encourage positive, upwardly mobile behaviors. This positive behavior, as well as new life chances, is thought to occur for low-income families through both observation of, and interaction with, higher-income families.
- Working, and the transfer of a work ethic, is at the core of the rationale for mixed-income housing.

Rebuild Healthy Communities

- Building attractive mixed income housing in a distressed neighborhood may encourage those individuals who may not have lived in the neighborhood to move and invest there. The presence of those higher-income individuals and quality housing may infuse additional improvement and investment by catalyzing private property owners to upgrade the condition of their properties and further attract higher-income individuals. Although some call this process gentrification, the attraction of new investment, jobs and services and the corresponding reduction in crime, improvement in schools and political clout transform the neighborhood and can effectively bring a certain percentage of the population that was struggling out of poverty. The key is to maintain investment in truly mixed-income properties and ensuring that they remain affordable to the neediest of residents.



Mixed-Income housing in Atlanta looks like this. In fact, this complex, built on the site of a former housing project rife with drugs and crime, has two pools, tennis courts, and washer/dryers in every apartment.

From the Website of the Atlanta Housing Authority:

A blighted public-housing project was demolished and replaced by a new one, named Centennial Place. Where barracks-style buildings once dominated the scene, attractive town houses now stand. Low-income tenants with subsidized rents occupy about 60 percent of the neighborhood, with the rest going to middle-class residents who pay the going rate for an apartment. The result: a safe, vibrant streetscape so different that four condominium high-rises were built nearby, and a tourist-attracting \$200 million aquarium is in the works.

Smith charts that mixed-income housing works very well in tight markets because people who can afford market rate rents are less choosy and willing to live in a community of mixed incomes.⁷⁴ In fact, so little new multi-family housing is constructed on Long Island, that the market is completely unsatisfied; the greatest public concern of development of any housing in Wyandanch will be that prices are bid up to unaffordable levels immediately after construction. Enforcing mixed-income requirements – mandating that a certain number of the units be identical to market-rate but be affordable is one way of hedging against rapid appreciation. Smith asserts that mixed-income housing projects in fact work best in places with an exorbitant cost of living and tight housing market. The specific types he focuses on are: ‘moderate-income inclusion,’ ‘low-income inclusion,’ and ‘broad-income inclusion.’ In ‘moderate-income inclusion’ housing a small minority (10 to 20 %) of the units are set at below-market prices. Prices are set to be affordable to households at about 80% AMI, and many of these are developed as co-ops or condos. These are typically needed to provide work-force housing in high cost areas. Development of these projects can be facilitated by zoning changes such as density bonuses.

The Local Initiative Program in Massachusetts fast-tracks the development review process if 25 % of the units are affordable to households under 80% of AMI and are indistinguishable from market-rate units. The ‘Low Income Inclusion’ model has most of the units at market-rate prices, but affordable units include more deeply low-income people that can only afford 50% of AMI. These types of developments allow less subsidy to be implicated, located in low-poverty areas of relatively high income, and the low-income units would be indistinguishable from the market rate units. Including market-rate rents creates a more hospitable environment for approvals from local governments. The City of New York has an 80/20 program that offer tax-exempt status for projects that set aside 20% of the units for households with less than 50% AMI.

⁷⁴ **Mixed-Income Housing Developments: Promise and Reality**

Alastair Smith - Joint Center for Housing Studies of Harvard Univ.-Neighborhood Reinvestment Corporation

Original at - <http://www.nw.org/network/lessonsLearned/pdf/mixedIncomeStudy.pdf>

‘Broad Range Inclusion’ projects have an even balance of market-rate and affordable units, and the affordable units are targeted to residents with 50 % of AMI. Funding for these projects may include federal government funds. The key to all of these types of projects is that affordable housing can be built, with relatively little community opposition and with relatively little or no outside subsidy. The unfortunate fact however is that 80% or even 50% of AMI on Long Island is still very expensive and would only be affordable to stable, middle-income earners. Although certainly a help to many people, these strategies leave out the most needy populations and those wage-earners for whom Long Island’s housing prices are completely out of reach. Major subsidies in the form of special abatements or direct assistance may have to be found to enable developers to provide quality housing that provides for the lowest-wage earners found in the area.

SMART POLICY OPPORTUNITIES

CODE CHANGES

The Town of Babylon should enact a Town Center (TC), Downtown District (DD), Traditional Neighborhood (TND) or Hamlet District (HD) code specifically to overlay in the Wyandanch – Straight Path area and, perhaps, in other traditional town centers of the Town. The purpose of such a code revision would be to encourage the scale, density and character of these traditional downtown areas and to allow the improvement of the town center environment and stem suburban-scale intrusions into the fabric of the historic communities. The present code is inadequate in these Hamlet Districts, as is evidenced by the out-of-scale intrusions into the streetscape proffered by new commercial development in Wyandanch. Both the new Compare Foods Supermarket and the Spin City Laundromat are evidence of this trend. Although development is encouraged, these uses are set back from the street, with parking in front of the structures, disrupting the overall historic pattern of Wyandanch’s downtown.

Design Guidelines

WYANDANCH HAMLET DESIGN REVIEW GUIDE

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- A. Crime Prevention Through Environmental Design ("CPTED") is the proper design and effective use of the built environment in order to lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life.
- B. CPTED involves the design of a physical space so that it enhances the needs of bona fide users of the space. This emphasis on design and use deviates from the traditional "target hardening" approach to crime prevention.
- C. Owners, managers and community users have a joint responsibility by reporting to the police all suspicious activities and criminal occurrences; without this, the effectiveness of CPTED is minimized. Creating and maintaining partnerships with the community and the Town of Babylon will aid in improvement of quality of life issues and make for a safer environment and a more productive community.
- D. For CPTED to be successful, it must be understandable and practicable for the normal users of the space. The normal users know more about what is going on in the environment and they have a vested interest (their own well-being) in ensuring that their immediate environment operates properly. The "Three-D" approach to space assessment provides a simple guide for the normal users in determining the appropriateness of how their space is designed and used.

The Three-D concept is based on the three functions or dimensions of human space:

- All human space has some designated purpose.
- All human space has social, cultural, legal or physical definitions that prescribe the desired and acceptable behaviors.
- All human space is designed to support and encourage the desired behaviors.



WYANDANCH HAMLET DESIGN REVIEW GUIDE

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (continued)

A. Crime Prevention Through Environmental Design ("CPTED") is the proper design and effective use of the built environment in order to lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life.

The physical design of your neighborhood, its layout and built environment, can affect the levels of crime and fear in your neighborhood. Many people have studied this relationship. They have pinpointed some basic design principles that seem to reduce fear and prevent crime in communities.

Crime Prevention Through Environmental Design (CPTED) is based on the premise that "proper design and effective use of the physical environment can produce behavioral effects that will reduce the incidence and fear of crime, thereby improving the quality of life. These behavioral effects can be accomplished by reducing the propensity of the physical environment to support criminal behavior"

SOURCE: *Crowe, T. (1991) Crime Prevention Through Environmental Design: Applications of Architectural Design and Space Management Concepts. Stoneham, MA: Butterworth-Heinemann.*

- Note the physical layout and design of the area
 - Visit the site during the day and night to see what types of activities take place. Identify activity generators (e.g., businesses) and their impact, both positive and negative
 - Activities may be different on different days of the week, weeks of the month or seasonally. Determine or speculate how activities may cycle and how that may affect the area.
 - A safety audit (work with the Police Department on this)
- Locations on the edges of different types of areas often have higher crime rates (e.g., an alleyway between a commercial area and a residential area). Identify areas with likely "edge effects."

WYANDANCH HAMLET DESIGN REVIEW GUIDE

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (continued)

B. CPTED involves the design of a physical space so that it enhances the needs of bona fide users of the space. This emphasis on design and use deviates from the traditional "target hardening" approach to crime prevention.

User Identification & Site Review

- Identify stakeholder and shareholder groups currently use the area (residents, workers, young people, elderly people, etc.).
- Consider previous users and their activities. Take into account cultural behaviors and habits
- Review how the area is being used for work, play, entertainment or other purposes. Ascertain why certain paths, sidewalks or streets are being used or not being used (e.g., a path that is overgrown, no lighting at night, loitering site, etc.)
- Look for areas where there are conflicts among user groups (e.g., an elderly person walking to a grocery store on the same sidewalk used by a bicyclist in the afternoon after school).
- Research alternatives to reduce or eliminate conflicts

- Note the physical layout and design of the area
- Visit the site during the day and night to see what types of activities take place.
- Identify activity generators (e.g., businesses) and their impact, both positive and negative
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WYANDANCH HAMLET DESIGN REVIEW GUIDE

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (continued)

C. Owners, managers and community users have a joint responsibility by reporting to the police all suspicious activities and criminal occurrences; without this, the effectiveness of CPTED is minimized. Creating and maintaining community partnerships with all stakeholders will aid in improvement of quality of life issues and make for a safer environment and a more productive community.

Natural Surveillance:

Humans feel safer in places where they can see what is going on around them. Law abiding citizens also feel safer in settings where they are visible to other law abiding people who they believe would help them in situations of danger. Perpetrators of crime, in contrast, prefer settings that are not visible to law abiding people who might assist their victims.

The more the physical environment of your neighborhood enables people to survey their surroundings and to be visible to other law abiding people, the safer your neighborhood will feel and be. In areas where there is poor natural surveillance other types of surveillance may help.

Examples of non-natural surveillance are police presence and surveillance cameras. These non-natural strategies can help to compensate for the lack of natural surveillance, but they are often far more expensive.

Here are a few examples of design features that promote natural surveillance:

- Good lighting of streets, alleys and parking areas
- Landscaping that does not provide hiding places for would-be perpetrators. The "3-8 rule of thumb." (Hedges and shrubs no higher than three feet and tree canopies starting no lower than 8')
- See-through types of fencing
- Windows that look out upon streets and alleys, bay windows especially
- Non-recessed doorways

WYANDANCH HAMLET DESIGN REVIEW GUIDE

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (continued)

D. For CPTED to be successful, it must be understandable and practicable for the normal users of the space. The normal users know more about what is going on in the environment and they have a vested interest (their own well-being) in ensuring that their immediate environment operates properly. The "Three-D" approach to space assessment provides a simple guide for the normal users in determining the appropriateness of how their space is designed and used.

The Three-D concept is based on the three functions or dimensions of human space:

- All human space has some designated purpose.
- All human space has social, cultural, legal or physical definitions that prescribe the desired and acceptable behaviors.
- All human space is designed to support and encourage the desired behaviors.

At the most basic and personal level, this means that people in the neighborhood should be encouraged to put their personal touches on their homes, apartments, and businesses. Here are a few examples:

- Bright flowers in planters in business districts.
- Seasonal decorations in commercial districts

Optimizing territorial behavior through design means encouraging such features as:

- Front porches on houses and apartment buildings
- Development that does not dwarf the current physical scale of the neighborhood
- Traffic plans that avoid one way streets through neighborhood business districts
- Neighborhood traffic calming
- Institutional architecture that respects and contributes to neighborhood identity
- Design transition and demarcation between private, semi-private and public areas

WYANDANCH HAMLET DESIGN REVIEW GUIDE

Wyandanch is enhancing its quality of life and recreating a vibrant downtown. This Design Review Guide is a direct result of the Town of Babylon's community visioning process in Wyandanch that identified key community values and design principles. One of the many factors that will make Wyandanch a great place to live and work is the community's renewed attention to detail, and respect for its setting, heritage and quality design.

Wyandanch's Design Review process strives to enhance the community's unique qualities and strong sense of place by carrying out community-wide development and design objectives. The purpose of this *Design Review Guide* is to help applicants in preparing projects to be reviewed by the Community Development Agency and the Town of Babylon Planning Commission. Through materials such as this, the Department of Planning & Zoning seeks to make information available well before the final design of a project saving the applicant, and the town, time and money.

INFILL DEVELOPMENT GUIDELINES

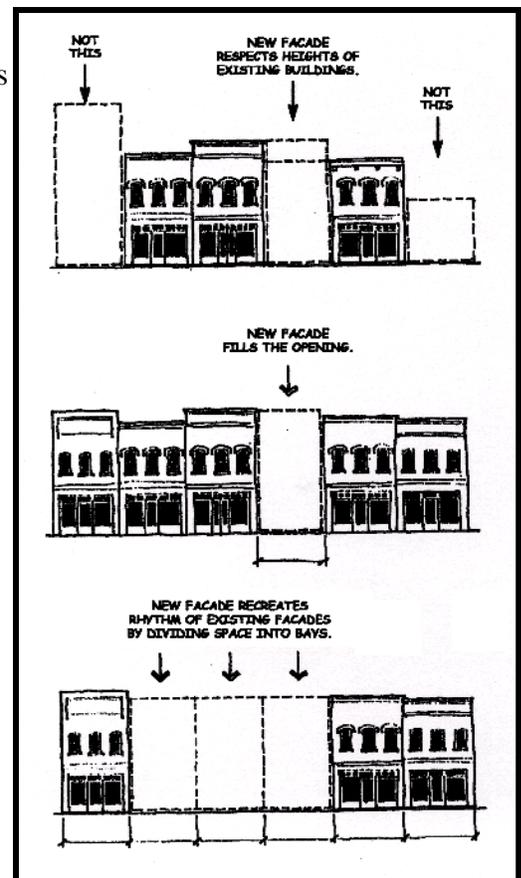
Infill Structures

New construction on vacant lots in the central business district should be encouraged. The success of these buildings can be enhanced by recreating the original rhythm of existing building facades. It is important that individual buildings act as part of the entire street facade.

When a building is missing and a vacant lot or parking lot takes its place, the streetscape is disrupted. This creates a "hole" in the streetscape.

The design of new buildings must be appropriate and compatible with neighboring buildings. Their appearance should be sensitive to the characteristics of the surrounding buildings and overall character of the corridor.

Infill structures must take design cues from newly established Design Requirements established in the Wyandanch Overlay District.



INFILL DEVELOPMENT GUIDELINES Part 2

Infill Structures

Proportion

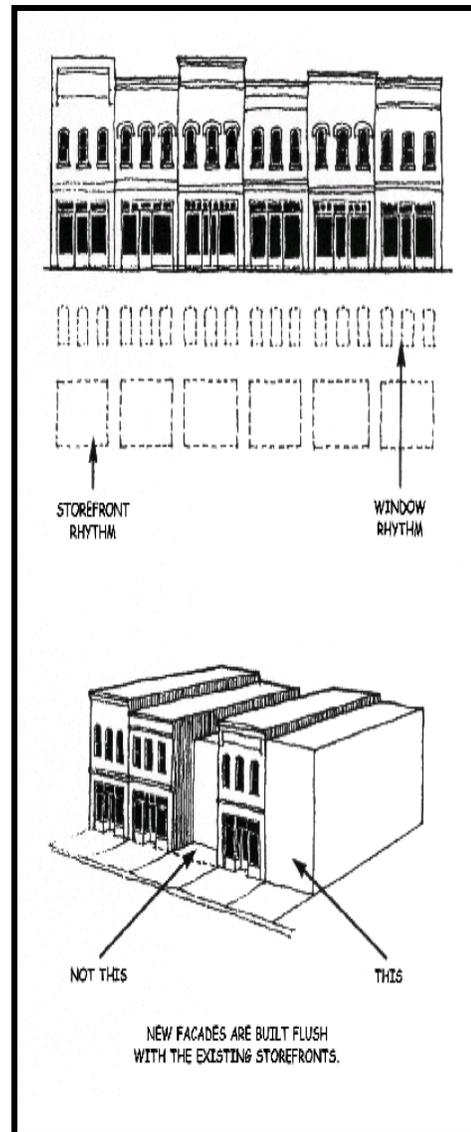
Width should fill the entire void between buildings. If the void is very wide, the facade should be broken up into discernible bays which mimic the rhythm of facades on the streetscape.

Building Setback

Infill structures should align their facades flush with the adjacent buildings to reinforce the rhythm and consistency of the streetscape.

Materials

The most dominant building material in downtown Wyandanch is brick. Infill facades should be constructed with materials similar to the material in adjacent facades.



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EXTERIOR LIGHTING DESIGN GUIDELINES

LIGHTING CONCEPTS AND ISSUES

There are several concepts and issues that you need to understand before adding lighting to your property. It is the combination of all of these factors that creates a quality lighting application that will benefit you and the community.

- **What is the purpose of the light?**
- **What kind of light is already around me?**
- **Do I really need to add more outdoor light – will it improve visibility or make my property more secure?**
- **How much light do I really need, and what are the long-term energy costs?**



Glare

When light shines directly into your eye, visibility is reduced to glare.

Glare causes contrasts to be washed out and objects become much harder to see.

Causes of glare include using too much light and improperly aimed fixtures

WYANDANCH HAMLET DESIGN REVIEW GUIDE

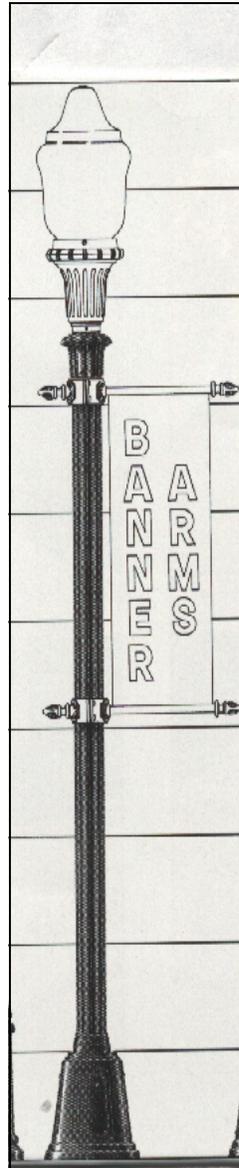
EXTERIOR LIGHTING DESIGN GUIDELINES

Part 2

The solution is to use only as much light as you need, direct the light to where it is needed, and shield the lamp from view. Cutoff fixtures are often the best choice. Cutoff fixtures are shielded so that the light is focused exactly where it is needed (one can also use reflectors inside the lamp to aim the light). Finally, the height of the fixture helps define the area that is lit. Surprisingly, it's better to have more lights at a lower height, than fewer high up. If they're too high, they will light the area directly around the light, not the area on the ground that needs it. By focusing the light directly onto what you want illuminated, you're not wasting energy or money and contributing to an over-lit environment.

Uniformity & Security

While the human eye can adjust to a wide range of light conditions, it can only adapt to one at a time - typically the brightest. This causes everything else to appear very dark in comparison. If your neighbor has a really bright light, your yard by comparison probably feels very dark. This kind of over-lighting is increasingly common, and creates areas that are very bright and very dark. Competing light levels detract from our sense of safety and security, and the overall character of a neighborhood.



Energy Efficiency

Not all lights are created equal. There are wide ranges in efficiency based on both the amount of light produced per watt, and the life-span of the lamp.

Factors which may affect energy efficiency include: how much light is used, the amount of misdirected light and the color of the light desired. The bottom line is that no-one wants to spend more than we really need.

WYANDANCH HAMLET DESIGN REVIEW GUIDE

EXTERIOR LIGHTING DESIGN GUIDELINES

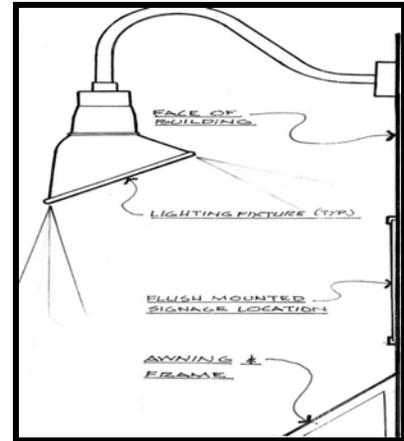
Part 3

Personal safety and site security are some of the most common reasons people add light. However, it is the quality of the light, not the quantity, that improves our sense of security the most.

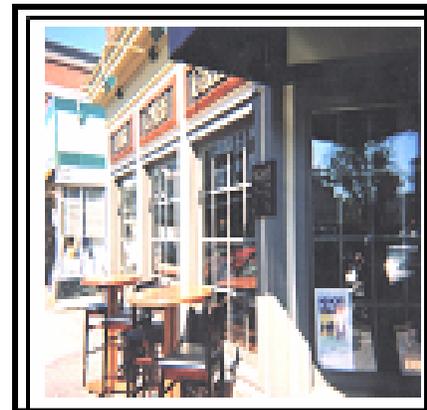
SELECT THE MOUNTING STYLE YOU PREFER, EXAMPLE NO. 37.
 THEN SELECT THE STYLE AND SIZE SHADE YOU PREFER, EXAMPLE NO. 481. THE COMPLETE MODEL NO. WILL BE 37481.

MOUNTING STYLES						FOR INDOOR USE	
Models Available						No. 40	No. 41
No. 34 BRACKET		No. 35 BRACKET		No. 36 BRACKET		STEM MOUNT	CORD MOUNT
No. 241		No. 441		No. 641		No. 261	No. 461
No. 271		No. 471		No. 681		No. 291	No. 691

(Gooseneck Signage Lighting)



Typical Façade Lighting for use with canopy or signage as shown below



WYANDANCH HAMLET DESIGN REVIEW GUIDE

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SIGNAGE DESIGN GUIDELINES

Identity. Image. Style. Quality. Service.

These are the messages that can be instantly projected through the use of a *sign*. There are many "tricks" used in order to maximize visibility; moving parts, misspelled words, logos, bigger, brighter, etc. This type of sign "competition" however is not appropriate in Burlington where we place a high value on our heritage and visual environment.

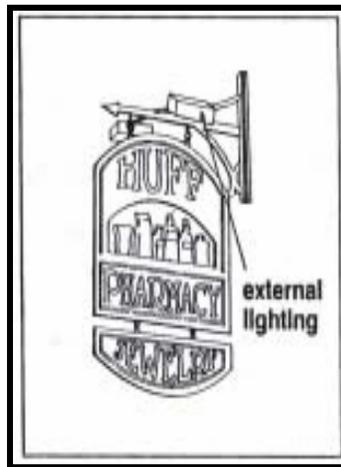
DESIGN ISSUES

Purpose

Signs should complement, not overwhelm, the overall picture of your business. A sign's greatest effect comes when the overall design of the building, property and other signs nearby are considered together. This means that placement, size, materials, method of lighting, and even colors, are brought together to achieve the best possible effect – for both the business and the community. When the 'big picture' is taken into consideration, an attractive and inviting street experience is created for customers.

Because of this, size, height and quality are particularly important sign characteristics. All buildings have architectural details - some more obvious than others. Even the simplest building has design elements which should be respected.

Especially in older buildings, a "sign band" was actually included as part of the facade. Its proportion, in relationship to the storefront and the passerby, were all carefully considered. Proper placement of signs is critical to the successful renovation of historic buildings.



SIGNAGE DESIGN GUIDELINES

Part 2

Types of Signs

Signs come in many different forms. Signs can be freestanding or attached, single or multiple-sided, part of an awning or painted on the building or window. The type of sign you choose should depend on what will work best with your building and site. However, signs with moving or movable parts, and those with flashing animated or intermittent illumination are not allowed. Using awnings as signs is an effective method in many cases. Not only are you getting your message out, but you're also providing a decorative element to a window or doorway – emphasizing the *main* entry, while providing shade and cover.

Lighting: Making your sign legible at night is another issue. The first thing to consider is “Does the sign need to be illuminated at all?” There may be ambient light from store windows or nearby street lights that will provide adequate light for your sign already. If lighting is necessary, be sure that the light doesn't create glare by being too bright. To cut down on energy costs, turn the sign lights off when the business is closed or during those hours when it is not needed for security purposes. The only internally illuminated signage encouraged under these guidelines consists of an opaque background material allowing light to pass through only at the lettering. The background material may be brushed aluminum, stainless steel, porcelain enamel, or colored as noted above. Internally illuminated sign boxes with transparent or translucent face panels are specifically not encouraged.

Externally illuminated signage:

Lighting fixtures should be shielded and directed solely to the face of the sign, away from windows, people at street level, or adjacent properties.

“Halo Signs”: Signage consisting of opaque individual letters with backlighting directed at the face of the building producing a halo of light around the letters are acceptable.

Neon Signs: Proposed neon signage is required to go through the full review process, using neon tubes to outline the perimeter of show windows is discouraged. Flashing signs, moving signs, signs with moving lights or digital/electronic displays should be prohibited by the Town of Babylon Wyandanch Overlay District Code.

Materials: Natural materials are preferred, such as engraved and painted wood, Bas Relief carved wood, Engraved stone, porcelain enamel, individual cast metal letters, and stainless steel or other metals for building of architectural character which depend on these materials for their distinctive style, such as iconoclastic/theme signage.

SIGNAGE DESIGN GUIDELINES

Part 3

Message: The most important rule here is “simple is better.” Signs are meant to be read quickly and to offer identification. Don’t confuse the reader with more than they need. The name of the business and street address is often all that is necessary. Information such as product names, hours of operation, prices, specials, and even phone numbers may change—why invest in making them a permanent part of your sign?

Color: Color exerts a strong design influence on the overall appearance of a building and should be chosen carefully to avoid high contrast or garish combinations. No more than two colors, (plus white or black for secondary lettering, shading, or trim), should be used on any one sign. In regards to signage there are three areas of color to be considered.

Background, Lettering, Logo. The Background color of the sign should not clash with the material of the building it is mounted on, generally more muted shades (darker), colors are preferable over bright highly saturated colors. Lettering should be limited to one color for the primary title and either the same color for smaller secondary lines of text or black, white or gilded. Acceptable colors for the primary title include, gilded, white, black, navy blue, forest green, brick red, & grays. Color for logos is often predetermined therefore background colors and lettering colors should be chosen to harmonize with the logo colors as much as possible. Logos should be limited in size so that they fit within a square, 24 inches/side.

OBJECTIVES FOR SIGNS

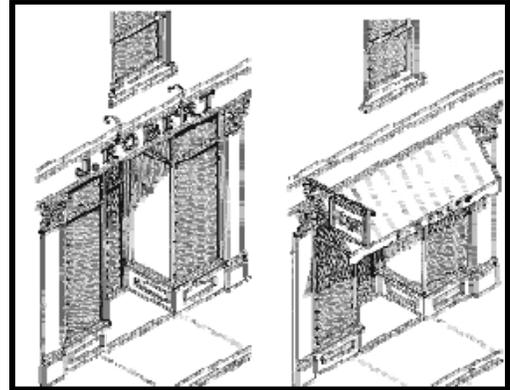
- A sign should be an enhancement to Wyandanch’s heritage, visual character and environment.
- Signs should enhance architectural elements of a building, not obscure or obliterate them.
- Signs should identify the business, not advertise brand names.
- Signs should be simple and neat with minimal wording to improve legibility.
- Sign materials should be harmonious in color, materials and lighting with the building.
- Signs must not be distracting to motorists.



SIGNAGE DESIGN GUIDELINES

Part 4

- Sign lighting fixtures should be compatible in design and finish with the architectural theme of the building or project.
- Lighting should be concentrated and focused on the sign area and not diffused over the entire building.
- Sign lighting shall be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets.
- Bare bulb light fixtures such as flood and spot lights shall not be used for sign lighting.
- Moving, flashing, rotating, twinkling, exposed neon accent lights are prohibited and should not be used as signage.
- Over-illumination of signs should be avoided. Over-illumination creates visual hot spots that detract from the overall appearance of the street and the effectiveness of neighboring signs.
- All electrical wiring required for the lighting should be hidden or located in as unobtrusive a location as possible. Any visible conduit or wires should be painted out to blend with the ground.
- Existing sign lighting that does not conform with these standards will be required to be upgraded to conform as a condition of approval for a new or remodeled sign.



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LANDSCAPE DESIGN GUIDELINES

DESIGN ISSUES

Landscaping is much more than window dressing, it is an important consideration in the Design Review process. Plants and trees add accent and value to a property, improve air quality, provide wind breaks and shade, and can be used for screening.

Planned into a Project

Too often landscaping is the last part of a project to be planned and the first to be cut when the project is over budget. The result can be disastrous for the property as well as the neighborhood. Use your landscaping to serve a purpose such as emphasizing a style or design element, screening an object, or defining an area. Trees in the front yard and greenbelt help frame buildings and add a sense of privacy from the road. Size, placement, color and/or texture of your plantings should compliment the building and site year round.

Choosing Appropriate Plants

Consider using plants to meet specific design needs. Consider a barberry hedge or other type of "living fence." It will keep people and pets out, and you don't have to paint it like a picket or stockade fence.

Maintenance

Nothing is maintenance free and landscaping is no exception. The maintenance required to keep various plants vigorous should be part of the initial planning and design. Don't use high maintenance or very sensitive plants if you don't have the time and resources to care for them! An easy way to minimize maintenance is to use native landscaping materials when appropriate. Periodic pruning, especially in the plant's early growth, will set the stage for a long healthy life by ensuring the tree or shrub develops a strong branching pattern. Finally, remain on the lookout for signs of insects or disease which may damage or even kill your valuable investment. Regular watering will help your plants get through the droughty periods.



Jason Grant

LANDSCAPE DESIGN GUIDELINES

Part 2

TREATMENT OBJECTIVES

Landscaping is an important investment. It should be used to add value and function to your project. Plantings can effectively be used to form barriers, define areas, screen objects or emphasize a design objective. It is typically a small investment compared to the total project, but its benefits really do grow over time!

Specific points the Town will be considering when reviewing your plans include:

- **Have you made every effort to save and protect existing trees and landscaping?**
- **Is your landscaping part of the overall design or a last minute add-on?**
- **Will landscaping be used as screening for utility meters and other objects?**
- **Is the amount of landscaping appropriate (not too little or too much) to the site?**
- **Have you chosen appropriate plant materials for the site and the intended purpose?**



*Before – After
Streetscape Improvements
Rendering by Office of William Kuhl*



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WINDOW DESIGN GUIDELINES

PURPOSE

Windows bring two worlds together, they enable an interaction between what is happening on the inside and the world outside. Windows allow occupants to share in the beauty of the yard or activity on the street, and invite the outside to become part of the interior.

This is especially true for commercial buildings. Storefront display windows serve to both enliven a street, and draw us into the establishment. The inside of most retail stores are designed to take advantage of our tendency towards impulse buying. The same holds true for the design of the outside. By being able to see inside, we are encouraged to enter and explore further.

Windows are also an important climate control and energy management tool. Windows on a southern exposure allow for passive solar gain reducing winter heating bills. Windows that open allow fresh air exchange without fans and ventilation systems. However, a poor choice of windows or improper maintenance can create significant energy loss.

SIZE AND LOCATION

Windows are an integral part of the design structure. They are specifically sized and spaced depending on the size of the building, and in coordination with the doors—especially the main entry.

The placement of the first floor windows set the rhythm for other floors. Especially on the front façade and the sides, it is important to lineup the upper story windows with those on the first floor.

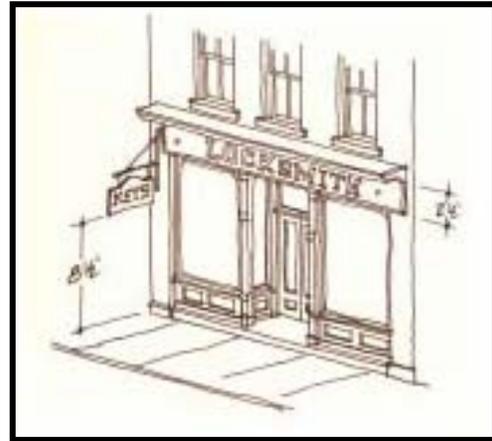
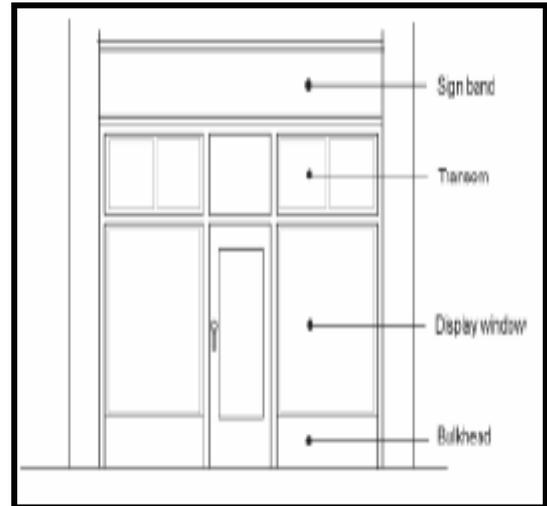
In addition, typically the largest window of a house appears on the first floor. This placement is balanced against the overall size of the building, and avoids a “top heavy” look.

WINDOW DESIGN GUIDELINES

Part 2

Design Objectives

- Windows should be symmetrical across the building façade, and proportional to the size of the structure.
- Windows should provide a high degree of energy efficiency.
- Windows should have a consistent size, shape, and style.
- Ground floor commercial uses should include display windows along the streetscape.
- The windows of older buildings should retain their original placement, dimensions and materials to the greatest extent possible.



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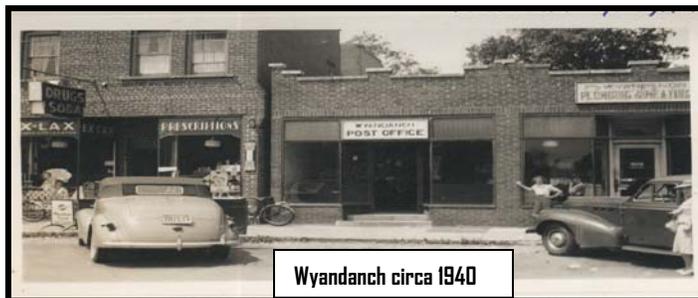
FACADE DESIGN GUIDELINES

Facade design should be complementary to a buildings original design materials (when practical) as well as to those of adjacent buildings

Terra cotta, brick and stone convey permanence and should be used when architecturally appropriate.

When using new brick, care should be taken to match the color and type of original brickwork, to the extent possible.

Use of vinyl or aluminum siding is discouraged. Materials used near sidewalks and adjacent to building entrances should be highly durable and easily maintained while compatible with other exterior building materials. The dominant building material type in Straight Path is brick.



FACADE DESIGN GUIDELINES

Part 2

Key features to consider:

The storefront should be composed almost entirely of glass. Glass should be clear. Tinted glass, even low-E glass makes it more difficult to see into the storefront and defeats the purpose of having a display window. If glass is not appropriate for the business, consider the use of window treatments as a solution.



Avoid large unbroken facade surfaces at the storefront level. This can be achieved in a number of ways including: (a) dividing the facade into a series of display windows with smaller panes of glass; (b) constructing the facade with small human scale materials such as brick or decorative tile along bulkheads; (c) providing traditional recessed entries; (d) careful sizing, placement, and overall design of signage; and (e) providing consistent door and window reveals.

Facade Color & Materials

1. The use of light, subdued or neutral (earthtone) colors and natural building materials, such as brick, wood or stone are encouraged.
2. Adjacent buildings should be painted different, but complementary colors.
3. One base color should be used for the entire facade. Different trim colors are encouraged, but should not exceed three different colors.
4. Different window frame and sash colors are encouraged but should complement the main color of the building.
5. Primary colors are prohibited on facade exteriors.
6. Stripes, polka dots, checkerboard patterns and other distracting paint combinations are prohibited

Implementation

Vision Plan

Vision Plan Matrix

Vision Plan

This portion of the report further explains the principles and details included in this plan.

Development Patterns

Speaking from their hearts, participants identified the elements that comprise a walkable village atmosphere. They asked for attractive streets where they would feel safe walking, places to gather, stores that sell daily necessities, and housing that meets the needs of those in the community.

In the past the development pattern in Wyandanch emphasized convenience for the automobile. Straight Path has four wide travel lanes that encourage high speeds and make pedestrian crossings difficult. The vacant lots (holes in the streetscape) along Straight Path are plentiful. They create “dead” space that collects trash and does nothing to attract walkers or invite people to enjoy the street. Or there are strip malls of stores with asphalt parking in front, making these stores convenient for cars and not for people. This is typical of the suburban-style development pattern that caters to automobiles and weakens the streetscape of downtowns. Further, such placement does nothing to contribute to the sense of place participants envision for the Wyandanch of the future.

Many times during the participatory events the Design Team asked people to identify the “heart” of Wyandanch. Where is its center, the place people say is Wyandanch? Where is the place that bonds



Straight Path, Wyandanch's 'Main Street,' was narrowed in 2001. The corridor is currently zoned for residential use in some areas and retail use in other segments.



The building in the photo above is set back from the edge of the sidewalk to allow parking in front. This style of development is common in suburban areas that favor cars over foot traffic



The building above has a “footprint,” or edge, closer to the sidewalk. This is more typical of a walkable environment.

THE PURPOSE OF CITIES

Cities are an invention to maximize exchange of goods, culture, friendship, knowledge and to minimize travel.
The role of transport is to maximize exchange.
.....David Engwicht

A. Straight Path Corridor Improvements

Street Design

Straight Path is a dominant factor in determining how people experience Wyandanch.

Preliminary

research indicates that current traffic levels could be accommodated on a well-designed, two-lane street. The excess space formerly dedicated to travel lanes could be allocated to a mix of wider sidewalks, and bicycle lanes, to narrow the street. Because Straight Path is a critical link between major roadway arteries and public transportation linkages, the Town of Babylon in partnership with Suffolk County could pursue funding for the necessary engineering and traffic studies, and improvements. Each element of the street envisioned is described in the following pages.

Implementation can be incremental, as shown in the diagrams below, but an essential first step is a comprehensive traffic analysis of the concepts proposed in the Vision Plan. Engineers could gather current and forecasted travel data to ensure that the street and surrounding network will support the additional development and proposed reconfiguration without generating traffic congestion and delay. Diagram 1 below shows how the street could be restriped to provide two travel lanes, a center turn lane, a 7' buffer or bike lane, and a 6' parking bay. In the next phase, diagrams 2 and 3 can be implemented. Diagram 1 and 2 both fit into existing curb-to-curb paved areas. The configuration in diagram 3 would require negotiation with property owners as areas are revitalized. Each street element is explained in detail in the following pages.

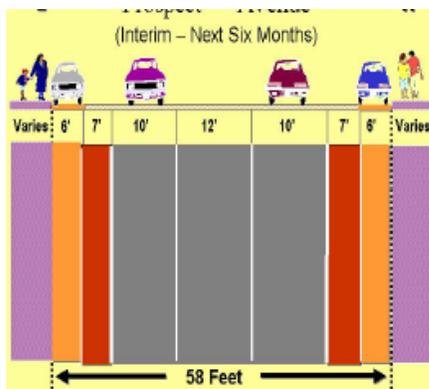


Diagram 1

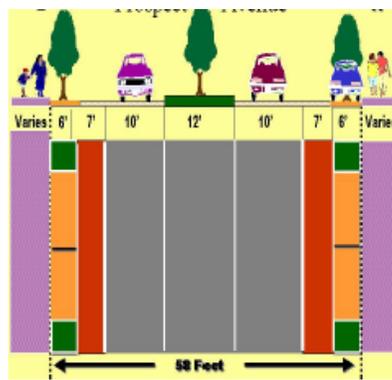


Diagram 2

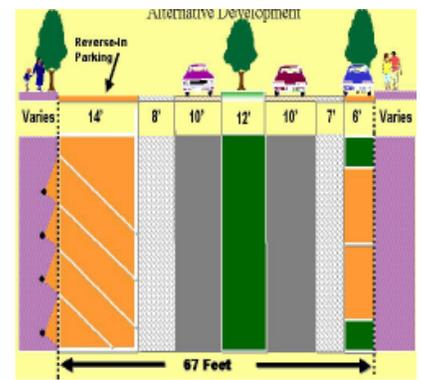


Diagram 3

Travel Lanes

Two travel lanes of 10 feet are proposed for Straight Path. Narrow lanes shorten pedestrian crossing distances and provide space for the other amenities.

The pedestrian zone is...specifically reserved for pedestrian travel. It should be completely free of obstacles, protruding objects and vertical obstructions.
Designing Sidewalks and Trails for Access, Federal Highway Administration



Bike racks should be located outside the walking area of the sidewalk at highly visible locations convenient to likely destinations. Racks in obscure, inconvenient, poorly lit areas are not likely to be used.



Atlanta, Georgia

At major turning points left-turn pockets could be provided in the median.

This treatment enables management of access points along the road so that full access is provided at major generators while partial-to-no left turn access is provided at lesser driveways. Medians provide pedestrians safer, more comfortable and convenient refuges as they cross streets.

Access Easements

Driveways on Straight Path could be limited in number and width. This strategy reduces the number of conflict points with people on sidewalks, maximizes curb parking, and aids in the smooth flow of traffic. The pooling of off-street parking facilitates driveway sharing.

Sidewalks

Youth and adults cited the need for a continuous system of smooth sidewalks along Straight Path. Some participants asked for brick sidewalks. Sidewalk materials can vary, but could always result in a smooth surface free of cracks or ridges. Concrete is the most popular material, often lasting 50-80 years with light maintenance. Concrete can also be colored, patterned, or otherwise textured in ways that do not negatively impact wheelchairs and other uses. Each of these materials can last decades, if

properly placed, designed and treated. Materials can be varied to create unique characteristics of each area in the corridor. For example, brick could be used at central nodes, with concrete connecting the nodes.

Sidewalks could be as wide as possible. Sidewalks in commercial areas could be at least 8 feet wide and a minimum of 5 feet wide in residential areas.

Sidewalks should be compliant with the American with Disabilities Act and building occupants must be careful not to obstruct the walkway with signs, newspaper racks, street furniture, or other features added after construction.

Curb ramps could be perpendicular to the street and drainage could be provided nearby to prevent water from pooling in the ramp.



Sidewalks can be constructed of many materials, but they should always result in a smooth surface.

The pedestrian zone is...specifically reserved for pedestrian travel. It should be completely free of obstacles, protruding objects and vertical obstructions.

Designing Sidewalks and Trails for Access, Federal Highway Administration



Bike racks should be located outside the walking area of the sidewalk at highly visible locations convenient to likely destinations. Racks in obscure, inconvenient, poorly lit areas are not likely to be used.



Atlanta, Georgia

Bike racks could be provided in highly visible, convenient locations. Trash receptacles could be provided to discourage litter. All street furniture should be located outside the walkway.

Planter strips/materials

The area between the sidewalk and curb, referred to as a “planter strip,” can bring streets to life with the beauty of landscaping and space for attractive street furniture, lighting, and other amenities as space permits. Ideally, planter strips are mirrored pairs, creating balance and harmony to streetscapes.

Planter strips provide places outside sidewalk space for traffic signs, fire hydrants, utility boxes, and other operational elements of streets. Planter strips also provide space for snow storage.

Sitting Places



Participants described undesirable “loitering” on the street, and wanted ordinances to prohibit people from standing on the street. But there is also a need to welcome people to the community and the street, make them comfortable, and invite them to stay. The sense of place that people envisioned for Wyandanch is not created only by physical attributes; it is also created by the people who are present in the public space.



The principle of improving security by encouraging citizens to watch over the street is widely accepted in programs such as the Neighborhood Watch.



In both residential and commercial areas, the presence of people observing the space can be a deterrent to crime. In retail areas like those pictured below, the presence of people is a sign of success. Sitting places can be formal or casual, just like sitting places in our homes. A mixture of sitting places is best, and can include benches, ledges, leaning rails and even fold-out sitting places attached to

buildings. Sitting places could include lighting, trash receptacles, shade and other amenities. These places encourage people to enjoy public space and are essential

for the mobility and health of disabled and elderly populations.

The idea of sitting encourage loitering. The an option.



Benches, ledges, and other sitting areas provide a sense of welcome. When selecting locations for sitting places, consider the visibility and comfort of the site. People like to sit where they can see and be seen, and where there is shade (orsunshine in the winter).



Provide a bench at all transit stops.

Sitting places might be organized on all blocks, especially at transit stops, on popular corners and in open locations where many eyes are on the street. Older populations need sitting places arranged even closer, typically every 200 feet.

Transit Shelters



Shelters offering the safety, comfort, convenience, and welcome so essential to the success of Wyandanch, could be strategically located at bus stops on the far side of intersections near pedestrian destinations. Shelters could be enclosed on three sides with transparent material and complete with benches, trash receptacles. Graphics could be limited to route maps and sponsor name.



The photo above shows how a stripe can be placed to create a "buffer" or safety zone between the parked car and the travel lane. The photo below shows the principle of a colorizing the buffer area for greater distinction between the buffer and travel lane.

On-Street Parking and Buffer Zones

On-street parking is crucial to the success of retail businesses, even in a walkable village-style development. Parking spaces six-feet wide encourage drivers to park close to the curb. Buffer zones or bicycle lanes provide clearance between moving and parked cars on the redesigned Straight Path. This space is marked with a stripe located six feet

from the curb face to designate the width of the parking bay. A second stripe is placed



seven feet from the edge of this line. The distance between the stripes, called the buffer zone (or bicycle lane), is seven feet. Special colorized paving material can be used to accentuate the area.

The buffer zone has multiple benefits. First, it aids drivers entering and exiting parking spaces. It provides a way to exit vehicles without stepping directly into the travel lane. It enables drivers entering from side streets to see approaching vehicles more easily. And, finally, it offers a buffer between the active lane and parked cars for the operational needs of standard and oversized vehicles and mirrors. The zones could also be designated as bicycle lanes.

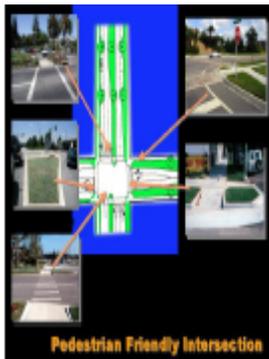
Although the Americans with Disabilities Accessibility Guidelines (ADAAG) do not contain technical specifications for accessible parallel parking spaces,

the buffer zone (or bicycle lane) provides an access aisle as recommended for on-street ADA accessible parking spaces. A curb ramp can also be provided at the head or foot of the vehicle parking space. If the accessible space is adjacent to a street crossing, a curb ramp on the bulb out may be adequate. Additional study could produce further suggestions for on-street parking along Straight

Path.

Deliveries

A loading zone for delivery vehicles could be designated on side streets where feasible, behind buildings with through-access, or in on-street parking areas.



Intersections

Several intersections are key sites in the Vision Plan, serving as focus points for new development and activity. Redesign of the intersections at Mount Avenue, Commonwealth and Long Island Avenue could be undertaken to promote pedestrian safety, calm traffic, and



Crossings should be marked on all four legs of intersections.

The photo above shows the principle of a colorizing the buffer area for greater distinction between the buffer and travel lane.

identify their importance.. All intersections on Straight Path could be designed to provide the shortest possible crossing point for pedestrians. As shown in the image on the left, there are many details to consider.

Crosswalks, Markings and Signal Heads

A walkable environment is developed in part by carefully fine-tuning the provisions made for people who are not in cars. Walkers might be more inclined to use designated crossing points when they are “rewarded” for their effort by an enhanced and convenient crossing. At signalized intersections, all four

approaches could be marked and all should have pedestrian signal heads.

Preliminary investigations suggest, crossings at existing intersections are only marked on some approaches, which do not always provide the most convenient route of travel. Signal timing could automatically provide a walk interval for pedestrians, rather than requiring them to push a button. Crossings at signalized intersections, and selected uncontrolled locations could be as short as possible, highly visible, and convenient for those afoot. Marked crosswalks could be well lit and

well marked with long wearing materials. Stop bars show drivers where to stop before reaching a crosswalk and could be provided at both mid-block and intersection crossings. Where no signage/signs are in effect, appropriate signage yielding the right-of-way to pedestrians could be posted.



Existing intersection at Mount Avenue & Straight Path with single leg of intersection marked.

Curb extensions/Bulb outs

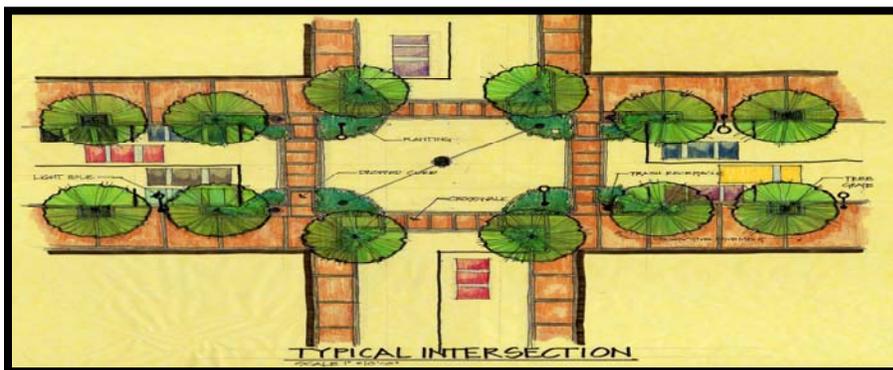
Curb extensions or “bulb outs” are extensions of curbing that reduce the curb-to-curb width across the street. Bulb outs might be used at



appropriate intersections on Straight Path and at sites where mid-block crosswalks are provided. Extending the curb line beyond parking lanes puts the pedestrian in a better position to be seen by drivers and discourages drivers from encroaching on the crosswalk while they wait for a gap in traffic to turn right. Bulb outs also shorten the crossing distance for pedestrians, so they can cross in shorter traffic gaps. Bulb outs at intersections slow turning traffic, provide added space for street amenities, protect parked vehicles, and improve sight lines. Further investigation could indicate the precise placement of bulb outs in relation to the parking lane.

As shown in the illustration below, another benefit of bulb outs is the additional space that facilitates provision of the separated curb ramps. They also add space that could be used for landscaping and street furniture in summer months and snow storage in winter months, define parking areas even when cars aren't present, and protect parked cars.

The illustration shows a typical bulb out at a "T" intersection. At an intersection with four legs, the bulb outs are constructed at every corner as shown in the bottom half of the drawing. Bulb outs may be less convenient for snow removal on the travel lanes, but they do provide space for snow storage. Care could be taken to maintain a clear passage to sidewalks through the plowed snow.



Illustrated By: William Kuhl, FASLA, The Office of William Kuhl

Off-street Parking

Crime Prevention Through Environmental Design (CPTED) practices that create well-lit parking areas that can be seen from the buildings and street can be used to improve security so the tall, unsightly chain link fences may be removed. Property edges could then be defined with a line of trees or low-growing shrubs.

Parking lots could be clearly visible from the building or street, but they should not be located between the front of the building and the sidewalk. Separating pedestrians from the building and catering to cars will not create the walkable environment needed for a village-like atmosphere. Windows and doors in the rear of the buildings provide links to the lots, which contributes to safety. Parking areas and walkways should be well-lit and clean. Comfortable, secure and welcoming passageways are needed to connect parking to the shopping, residences, public space and community services. Policies could require that a minimum of predetermined percentage of area within parking lots be devoted to landscaping and public space.

Garbage areas could be concealed and kept clean. Areas for snow storage and ease of snow removal could also be considered in the overall layout and design of these parking lots. In some cases, permeable materials can be used for overflow parking locations. These may be ideal locations for snow storage.

Policies to effectively manage parking should be put into place now, before the area is revitalized. As properties redevelop, parking should be “pooled” so that properties share facilities. This limits the number of driveways and encourages people to park once and frequent several businesses. A merchants’ association could serve as the overseer of shared parking, with code enforcement and other support from the Town of Babylon.

Utilities

The most essential issue surrounding telephone, cable and power utilities is minimizing their impact on the visual quality of streets. Many communities choose to place utilities underground in order to allow full tree canopies to flourish, minimize power disruption from storms, and increase the visual appeal of streets. Above ground utilities are most often set in planter strips, especially if sidewalks are placed at the back of public rights-of-way. Utilities can also be relocated to alleys, back lots, or utility corridors.

Implementation

Vision Plan For Wyandanch

If utility lines cannot be moved, attention could be given to the type of trees that are planted beneath them and the pruning care that these trees receive. Medium size trees with irregular branching habits might be chosen over large formally branched trees (honey locust versus linden). The irregular branching habit allows selective pruning of branches for proper clearances without ruining overall branching habits of the trees. Utility wires in canopy locations can be sleeved to

reduce friction. Utilities can also be raised to heights where good tree canopies can hide their negative appearances.

Landscaping

Wyandanch is blessed with many mature trees, as well as relatively new trees, although some may not be located in an ideal place. Existing trees should be pruned and cared for, and new trees could be added to create a full canopy and provide a visual separation between the street and sidewalk. A continuous system of street trees could have the greatest impact on the enhancement of the street and sidewalk environment. A structural soil and subsurface drainage system could be placed in the upper 30 inches of backfill beneath the entire sidewalk to provide an enhanced growing medium for street trees. A structural soil is a specially designed blend of larger stones that will support the load of the sidewalk, and a typical planting soil mixture that will support root growth. The investment in the structural soil will be returned with longer living trees and the saving in maintenance of sidewalks heaved by tree roots.

In addition to a continuous line of trees, ground covers and clustered trees and shrubs could be used to emphasize bulb outs. Edge plantings in the urban environment are used to enclose space and provide continuity of line.

Perhaps the most important function of an edge planting is to provide continuity of facades where buildings are missing along the street. Where vacant lots are adjacent to Straight Path a line of major shade or ornamental trees could be planted behind the sidewalk to form a green wall that will visually connect the adjacent facades. Low hedges or shrub plantings might be placed along the sidewalk to screen the view of parked cars from passing pedestrians. Plantings that are pruned maintain a sense of security and 'eyes on the street'. Selection and placement of trees and plant materials could maximize summer shade, minimize maintenance, and assure

that drivers have adequate visibility at entry points. In general, trees could be spaced between 30 and 50 feet apart. Features influencing spacing and placement of trees include overhead and underground utilities and vaults, fire hydrants, sight distances at corners, storefronts, available space and other important views and vistas. A diversity of trees is envisioned to add color and character year round. The need to see buildings and retail stores could be considered during the careful selection of tree varieties.

Lighting



Pedestrian-scale lighting could be provided using new light poles that support banners and hanging baskets.

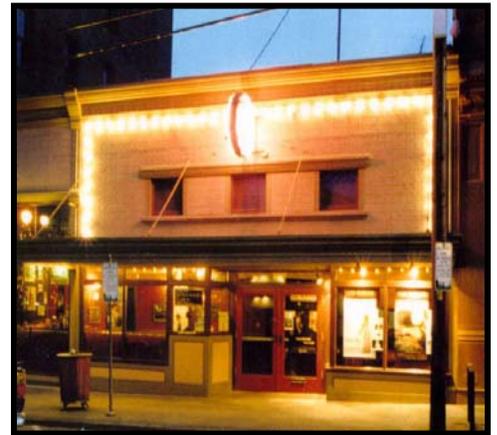
Streets that remain attractive at night have three common lighting elements. The first combines pedestrian-scale and taller vehicle-scale luminaries. The lower, pedestrian-scale lamps provide warm radiant light, creating continuously lit corridors. The higher light poles provide more diffuse, general area lighting.

The second element is theme lighting. Theme lighting often includes lights focused on building edges, crowns, entryways or other locations celebrating buildings and public space. Trees, landscaping, and medians can also be lit.

Whatever features selected to be lit could be universal in design. That is, if building crowns are to be the emphasis, there should be no gaps.

The third lighting element is the warm, radiant glow of interior lighting from ground level establishments similar to that shown in the photo below. These lights can be set on timers and should remain lit until a designated hour, such as

midnight on weeknights, or 2:00 a.m. on weekends. The combination of these three sources of light create welcoming, secure, night conditions inviting evening walks, and appropriate downtown activities.



Buildings

Wyandanch Rising participants were eager for a face-lift for the community that would include new facades for the buildings along Straight Path and either a new building or a new use for the old school building on the Kentucky Fried Chicken site. There are several vacant lots along Straight Path that could be developed. The Vision Plan identifies a number of key areas

and proposes buildings suitable for uses that are congruent with public input during the visioning. Having buildings with similar designs is a trait common to successful commercial areas. When consistent building types are used the street is perceived as highly ordered and cohesive, in spite of significant stylistic variations. As shown in an illustration at the bottom of the page, transitions between commercial and residential use on Straight Path can be achieved with careful planning.



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High quality urban buildings follow very specific site design principles. Without proper site placement, even the most ornate and well-conceived structure would not contribute to the overall quality of a street, a block, or a district. Too often, simple decisions about the location of entrances or parking can make the difference between a lively street and an unpleasant road. Although Wyandanch is not an independent municipality with the ability to pass ordinances, the Town of Babylon could employ a number of strategies to require certain design features for new and refurbished buildings within specified areas of Wyandanch. (Please refer to the Design Requirements for greater detail.)

The drawings above illustrate how buildings could look after a planned renovation. These images demonstrate the potential for Wyandanch buildings. Design Requirements can be adopted to establish facades that create a street perceived as highly ordered and cohesive.



Vision Plan For Wyandanch

These design features and many others can help put the “eyes” on the street that are needed to discourage criminal activity and create a distinct character for Wyandanch.

Single-use Buildings

Straight Path has the spine of a successful downtown with single-use commercial buildings and churches. While ample space is available for commercial use, the size of the community and its proximity to large shopping areas hamper the



ability to attract large retailers. This can be viewed as an asset, since many participants expressed a desire for opportunities that allow local entrepreneurs an environment in which to “home-grow” businesses. Many people said they would like convenient access to specialty shops, a pharmacy, and restaurants. From this perspective, Straight Path is an outstanding opportunity.

Some of these businesses could be located in single-use buildings, but the best use of development opportunities would include multiple uses.

Mixed-use Buildings



Rather than limiting use to retail or offices, mixed-use buildings include residential floors and sometimes parking. For example, an office or training complex could have ground-floor retail that can cater to the needs of other building inhabitants as well as nearby residents. Perhaps a coffee stand, a dry cleaner, and a specialty mailing service could be housed on the ground floor.

Encouraging mixed-income housing as a component of mixed-use in-fill building brings a number of benefits. Allowing more people to live downtown will increase the amount of shopping done there. Allowing employees and business owners to live downtown eliminates the need for commuting, thereby easing traffic and parking needs. Finally, mixed-use housing allows people to

Some of the business types needed in Wyandanch. In a building of its own building. Off-street located in the rear of mixed use buildings could and for diverse housing to live or work in the of mixed use buildings on the street. They are omers for the businesses ants said they would like ch. These residents he tax base, thereby rden, yet not expanding r police, fire or other

occupy the downtown twenty-four hours a day—not just during business hours. Safety is enhanced because there are more people visible on the street and opportunities for social interaction are multiplied.

Implementation

Vision Plan For Wyandanch

Storefronts

Storefronts and interior spaces are important factors in both perceived and real safety. Window signs should cover no more than a predetermined percentage of window space. Interior shelving and displays in storefronts should be no higher than a predetermined height to enhance visibility into the store from the street. This helps create clear visibility between the store and the street. Cash registers should be located so that cashiers have a clear view of those passing by, approaching, and entering the store.

Fences and Edges

Property boundaries can be defined in a number of ways. The use of tall chain link fences creates unfriendly spaces that send a message that a place is unsafe. Low, attractive fences and landscaping features can be used to separate sidewalks from parking lots or yards. These “friendly fences” contribute to the character needed so people feel a sense of ownership for the Straight Path corridor.

Implementation
Action Plan
Implementation Matrix

THE ACTION PLAN

Portions of the Action Plan are included at the beginning of this report. (The complete Action Plan is included in this section. Proposed timelines for each recommended action are provided in the report.)

The Action Plan explains how physical improvements at the identified sites could be done in immediate, intermediate, and long term implementation steps. Additional community programs that would complement the physical improvements are also included in the Action Plan. These include many ideas to build on the community involvement and cooperation that helped create the Vision Plan for Wyandanch.

The Action Plan should be treated as a preliminary summary of some steps that are needed for implementation. It is intended only as a starting point. It is a living document, meant to be altered, expanded, and edited as time goes on. Action Plan items are described below. In this section items are summarized by Immediate, Intermediate, and Long Term phasing concepts.

CREATING A DOWNTOWN

For downtowns to reach their full economic potential there must be a permanent vehicle that allows key constituents to fully visualize, plan and implement a downtown revitalization strategy. The municipality as well as the downtown stakeholders must play an integral role in the new downtown organization.

GROWING & BUILDING THE DOWNTOWN

Community Cleanup Initiative - A volunteer trash pickup and street celebration should be arranged as soon as weather subsides. A celebration to share in the sense of accomplishment and pride should follow. Food, music, and laughter should be plentiful!

Enforcement - Code enforcement and added police emphasis were requested by many participants. Stepped up enforcement will send a clear message to those not in compliance that a new day has arrived in Wyandanch.

Funding - Funding needs and opportunities should be identified. Strategies for seeking public and private investment should be outlined. Community policing presence in a storefront or in the form of foot or bicycle patrol officers was suggested by some participants.

Community Art - The community's artisans should be invited to come together and think of their own plan to develop and place local art in public spaces.

Building Community Assets - Increased training and capacity building is needed for local businesses to facilitate their access to existing and new programs to help grow and maintain their business.

Business Association - A business\merchants association should be re-established. The business association should also encourage voluntary improvements in the appearance of shops. Studies show retail business increases when shops are clean and attractive. Painting, cleaning, window dressing, and planting could go far toward improving appearances and developing a sense of pride among merchants.

Traffic Engineering Study - Proposed street designs for Straight Path must undergo close scrutiny to insure that a safe, smooth flow of traffic can be maintained in a two lane street, particularly in the sensitive area surrounding the Long Island Rail Road crossing at the Wyandanch train station.

Pedestrian Safety - Several immediate steps can be taken to improve walkability. Signals should be timed to allow ample crossing time for pedestrians. Pedestrian walk interval should be automatically provided, rather than requiring pedestrians to activate the signal by pushing a button.

Streetscape Program - The refinement of elements in the Vision Plan should continue with development of detailed plans for improvements. The groundwork for this effort could begin now, with the public involved early in the process. The public should have a voice in the selection of all items. Streetscape plans can incorporate sites for local art, to be commissioned as funds are identified. These details can define the community's culture and character to everyone who lives in Wyandanch and for those visiting.

Gateways - Gateways at both ends of Straight Path should be developed and installed as soon as possible. The gateways may be as simple as a sign beside the street, or a banner. Later, when the street is redesigned, a grander gateway can be installed.

New Codes and Design Guidelines - Existing zoning codes must be evaluated to determine if they permit the type of development envisioned in this plan. Sustainable Long Island and the Design Team have provided specific design guidelines for development within the Wyandanch community, a list of any changes to the Town of Babylon Town Code and/or zoning change(s) which will be necessary in order to implement the Vision Plan, and the steps needed for implementation of the Design Requirements and the Code and Zoning Change recommendations.

Facade Improvements - A facade improvement program incorporating the architectural design guidelines above should be established. In addition to resources available to private sector, the façade improvement program should include information on resources and technical assistance available to religious institutions that need assistance with façade

improvements. Incentives such as grants or low-cost loans could be used to encourage tenants and property owners to participate. The business/merchants association recommended earlier should be involved in the development of the program to ensure it meets the needs of merchants.

Community Gardening - Senior citizen groups should be encouraged to establish a flower gardening or container planting program. Bulbs for viewing next spring could be started this year, and seniors could be included in efforts to find funding and build a greenhouse. The greenhouse facility would be shared with youth in a mentor program.

Youth Civic Program - The American Planning Association has a number of publications on how youth can be involved in community planning efforts. A school-based youth civic/planning program would provide these young citizens with an opportunity to influence the future of Wyandanch.

Friendly Fences - The voluntary removal of chain link fences should be encouraged as lighting and other security measures are implemented. If feasible, a matching-funds program for replacement of chain link and barb wire fences with attractive, low-maintenance fencing or landscaping could be offered.

Worker Training – Participants repeated many times that worker training is needed. The availability of training should be evaluated to determine if appropriate training is accessible to residents. If such training is available, the general public needs to be more informed of those opportunities. If it is not available or easily accessible, efforts should be made to add the training to existing programs and inform the citizenry.

Window Treatments – Windows should be clean and free of unnecessary clutter (i.e. old posters, advertisements, etc.). If possible, make sure the windows space from about the knees and up is clear so customers can see out and potential customers can see in to assist in the natural surveillance. Keep drapes open during business hours. Don't create a closed environment.

Walking Art Gallery – Vacant or non-retail storefronts can provide a good opportunity for display local artworks. Professional artists can utilize the spaces to gain recognition. Children can also display artwork as a community event. These displays can serve as interim attractions until the space is occupied.

Holiday Lighting Program – A holiday lighting program will bring a festive feel to Straight Path. Raise funds and in-kind services from local businesses and utility companies, seek equipment donations from hardware stores and ask the municipality and utility company to assist in the installation.

Applicability of Setbacks – The use for pedestrian access, outdoor accessory uses, or to facilitate access to rear of the lot for parking and loading. Streetscape plans should be

provided demonstrating that the setback area accomplishes these objectives and creates an inviting environment for pedestrians (i.e. concrete/brick pavers, designated dining or retail areas, street trees and furniture, decorative lighting consistent with equipment used by the municipality). Where rear yard setbacks are required, site plans should demonstrate that appropriate screening is provided (i.e. trees and fencing).

Commercial Area Revitalization District (CARD) – This designation is used commonly by municipalities as a method of targeting downtown for various state and federal grant programs. This designation can be used to complement existing state and federal designations as well as pending designations.

Urban Renewal Plans – Several municipalities in the region have adopted new Urban Renewal Plans to leverage state funding for various downtown improvement projects. These plans involve economic development strategies, property acquisition lists, new development/redevelopment projects, infrastructure improvements, waterfront planning, parking and transportation improvement, and conceptual streetscape designs. This can work as a compliment to the Wyandanch Vision Plan.

Encourage Absentee Landlords to Repair or Sell – Work with absentee landlords to repair buildings or market properties to those who will. Encourage more business owners to purchase buildings by providing low interest financing.

Identify and promote Infill Development Opportunities – Infill development on open parcels and redevelopment parcels that is consistent with the scale and design of existing buildings in the core of downtown should be encouraged. Infill development should be pedestrian oriented, multiple-story (2 to 4), and mixed use with retail/restaurant use of the ground floor and service and residential uses above. Parking should be located on-street to the side or rear of the building where the depth of the property will permit.

MARKETING & PROMOTING THE DOWNTOWN

Downtown Promotional Materials –Creating a *Slogan* and *Logo* downtown can help create a positive symbol for the community that serves as a constant reminder to the public and potential customers. Use the slogan and logo on all advertising and promotional materials. Slogans can be derived from significant community cultural characteristics or historic character.

Marketing Brochures – Work with local businesses, historic commission, the business/merchant association and other organizations to develop and distribute tourist and marketing materials highlighting the community’s businesses, events, cultural and recreational resources, educational opportunities and history.

Posters and Leaflets – Develop posters for windows display at downtown businesses for seasonal events and activities. Posters should include a map of the downtown area. Work with local artists to create background for posters and leaflets.

Downtown Business directory – A full list of downtown businesses should be developed using a business inventory list and GIS maps. This could be distributed as an insert in local papers, to visitors through the business\merchants association, area hotels, and local businesses. Determine distribution volume and work with local printers (including the newspapers) to obtain the best rate.

Annual Report – Annual reports should be provided highlighting the progress in different areas of the revitalization effort. The Annual Report should be attractive with graphics and pictures so that they can be distributed to prospective, as well as existing businesses, property owners and other stakeholders.

Newsletters – These publications should be issued quarterly with updates on local businesses, upcoming events, and various projects underway in the downtown area.

Downtown Events & Celebrations - The municipality should work with the business owners, business\merchant association and other organizations to assess on-going and potential new downtown events and celebrations to enhance the community's and region's image of downtown, attract students to the downtown, attract new customers and demonstrate the viability of the area to prospective businesses.

Provide Regular Events and Entertainment - Provide regular entertainment to supplement existing programs during each season. An Events Committee should be established, “brainstorm”, and decide when, where and how much to reasonably invest in this program. There are numerous opportunities to draw visitors to downtown by building upon existing events and creating new ones. The following are some ideas to consider.

Fall

- Homecoming – Build upon High School Homecomings to included live entertainment, merchandise and food.
- “Taste of” Festival – Create a new event in the fall where downtown restaurants set up buffets along Straight Path and provide samples of their menu. This is an opportunity to introduce downtown restaurants to the community.

Winter

- “Village of Lights” Festival – A celebration of the holiday season with a Christmas stroll along Straight Path with hay rides, craft fairs, ice sculpting, Santa arriving, window display judging, live music, open houses, and tree lighting ceremonies.
- First Night Celebration – Create a New Year's celebration with live music venues, food, and contests.

Spring

- Earth Day Festival – Celebrate this event with downtown cleanup, invited speakers, exhibits, music and food, tree plantings, “green activities” or trade show, human powered kinetic energy vehicle races, etc.
- Clothesline Art Exhibit – Create a regional artists exhibit with booths, demonstrations and activities for children.

Summer

- Farmer’s Market – These are significant draws to downtown and serve as excellent business incubators. Expanded programs can include live entertainment, food products and “juried” arts and crafts shows.
- Fourth of July Celebration – Fireworks and celebration
- “Flicks” at the park – Run movies at a downtown park on Thursdays or Fridays to encourage families to come to downtown. Seek sponsorships from local restaurants and select movies encourage family participation.

Year-Round

- “Music on the Path” Concert Series – Hold musical events on Straight Path with local bands and artists. Target families and students and link with downtown restaurant.
- Cultural Events – Create new cultural events and link them to other events.
- Exhibits – Work with the municipality and local artists to create themed exhibits. Coordinate with art teachers in local schools to create seasonal sidewalks student art exhibits in storefronts. This is a great opportunity to get the parents to come downtown.

BUSINESS DEVELOPMENT & FINANCIAL OPPORTUNITIES

- Attract complementary businesses
- Fill opportunities for targeted customer groups
- Fill gaps in the businesses mix
- Strengthen existing or developing business clusters

Establish a Business Loan Pool - This is a good tool to attract new business and assist existing businesses that want to expand. Grants (i.e. CDBG) and other funds to establish low-interest loan programs for business and property development may be used. Typically these loan programs are used to start-up costs including equipment needs, working capital, renovations or new development. Loans are often made at or below the prime interest rate as an incentive for locating in targeted areas of the community or to attract specific types of business. Private foundations and banks are also means to initiate these programs. Local banks should be encouraged to participate on an annual basis.

Facade and Sign Improvement Program -This program provides matching grants or loans to downtown property owners as an incentive to make façade improvements in keeping with the historic character of the community. They are typically used for exterior renovations as well as high-quality business signs and awnings. The program should include guidelines for building improvements and maintenance to facilitate appropriate renovations. The most successful programs typically provide matching grant funds (such as 50:50 match) with easements placed on the improvements for a number of

years to ensure continued maintenance.

Local Limited Partnerships – A new economic development organization could acquire real estate, make renovations and open businesses to create new job opportunities and tax value. This strategy works well on older vacant buildings.

Joint Ventures – Typically, municipalities assist with the land assemblage and financing, and the developer raises the remaining debt and equity capital, oversees the development process, and manages the project to completion.

Property Assemblage – The municipality can acquire properties through condemnation under its powers of eminent domain with just compensation to property owners if the project is for the public good. Typically this is done to assemble parcels for resale or development for targeted businesses.

Land Cost Write-Downs – In combination with property assemblage, the Town might resell property targeted for economic development for less than the fair market value or original cost to create an incentive for the type of development sought by the community.

Relocation Funds – A pool of funds could be established to relocate existing businesses to more suitable locations thereby creating new opportunities for targeted redevelopment. This strategy may be used to relocate certain operations from the Straight Path corridor to more suitable locations thus opening property for targeted redevelopment projects.

Property Tax Abatement – Property tax can be a significant cost in real estate development projects, particularly in the early years of the operation. If the development is an important community project, it's possible to reduce the tax burden by:

- Tax waivers
- Leaving taxes at pre-development level
- Freezing taxes at pre-development assessed value
- Tax stabilization (incremental increase over a 5-20 year period)
- Combination of the above

In-Kind Services – Various municipal departments and other public entities can provide valuable assistance on important economic development projects by getting involved early in the process. Potential in-kind services include the following:

- General Planning Assistance
- Financial packaging of desired projects
- Grant Applications
- Historic Tax Credit Applications and National Register Nominations
- Certified Local Government Applications
- Municipal labor and materials contribution to an important project
- Vocational/Technical School Labor
- Site Clearance
- Condemnation

- Community outreach program to educate the public about downtown revitalization and redevelopment issues.
- Computer mapping service (GIS System) as a tool for economic development

Provide Informational Service – The municipality may provide studies and reports critical to businesses development decisions. Potential service may be funded through grants and include following:

- Appraisals and Business Plans
- Feasibility Study and Pro Forma Analysis
- Market Studies and Reuse Analysis
- Engineering and Traffic Impact Report
- Track Changes in Property Valuation and Investment Activity

Vision Plan For Wyandanch

GENERAL DEVELOPMENT RECCOMENDATION #1

Encourage diversity in development

- A. Encourage diversity in development to provide a mix of uses, a variety of employment options, social and recreational opportunities, and an assortment of amenities within walking distance of rail and bus access.
- B. Enhance the quality of Wyandanch by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction, and promote public safety.
- C. Preserve and enhance the distinct character of Wyandanch through attractive design of public places; proximity to schools, parks and other services; and community festivals and events

GENERAL DEVELOPMENT RECCOMENDATION #2

Encourage development that builds on existing infrastructure

- A. Strengthen and enhance Wyandanch's downtown area as the urban center of the Hamlet.
- B. Increase the amount and density of housing, office, and retail space in downtown Wyandanch.
- C. Promote greater density by encouraging development of existing "gaps" left by abandoned buildings, (infill development) vacant parcels, and land located behind existing development.
- D. Adopt the Wyandanch Hamlet Plan.
- E. Municipalities or community groups can purchase underperforming land so that it may be developed in attractive ways for community buildings, commercial space, affordable housing, or other needed community services. By developing these parcels in positive ways, communities can help to revitalize areas plagued by abandoned storefronts, and vacant land and make the entire area more attractive to new investors. If the community does not have the capacity to develop such a project, it can acquire the land and sell it at a lower price to a nonprofit agency or a private developer committed to a community-enhancing project.

GENERAL DEVELOPMENT RECCOMENDATION #4

Protect natural resources

- A. Preserve and protect open space, unique natural areas, wetlands, water and woodland resources, scenic views, areas of natural beauty.
- B. Create, preserve, and enhance parks, active and passive recreation facilities, and historic resources;
- C. Protect water quality and quantity in the Town's streams, lakes, and groundwater and consider the potential regional impacts on water supply and wastewater management for all proposed developments.

GENERAL DEVELOPMENT RECCOMENDATION #3

Promote diversity in housing options

- A. Provide for a variety of housing options, workforce housing, traditional suburban, live work space, mixed use, and rental, each with its own distinct style and personality.
- B. Provide and maintain more workforce housing options for very-low, low, moderate income residents, and market rate.

GENERAL DEVELOPMENT RECCOMENDATION #5

Enhance development of local entrepreneurs and local economy

- A. Concentrate appropriate commercial, industrial, and retail development in close proximity to transportation.
- B. Support economic development that employs local workers, provides family-supporting wages and benefits, and offers affordable goods and services.
- C. Provide a climate where businesses, particularly locally-owned ones, can flourish.
- D. Support tourism in the area by encouraging local institutions, businesses, and facilities to better plan, coordinate, and expand tourism-related activities.

GENERAL DEVELOPMENT RECCOMENDATION #6

Promote transportation options that encourage economic health and community vitality

- A. Enhance and promote the use of bicycles and walking as viable forms of transportation by providing safe public access, bicycle routes, bicycle lanes, and well maintained sidewalks.
- B. Enhance transportation options that allow passengers to transfer easily and safely from one mode of transportation to another (e.g., biking to bus service, bus to train, train to bus).
- C. Ensure that development occurs in a manner that maintains the function and safety of the road network in the area.
- D. Promote and advocate transit oriented development.

Implementation

Implementation Matrix

Wyandanch Vision Action Plan Matrix

Action Item	Immediate (present to 6 months)	Intermediate (6-24 months)	Long Term
Community Cleanup	Community Cleanup Initiative: Volunteer trash pickup and street celebration; public education; street sweeping by County; emphasis on code compliance		
Funding	Identify funding opportunities for all Action Plan items.	Continue funding efforts; Establish a Local Development Corporation (LDC); seek public, private investment	Continue funding efforts; Mixed use buildings constructed and occupied
Enforcement	Request increase police patrol and foot officer; increase code enforcement	Maintain code enforcement	
Community Art	Work with school to develop a youth program to contribute art to public space; Conduct a community art contest to help identify local talent.	Begin display of community art; conduct a craft fair featuring arts and craft produced in the community; utilize local talent to conduct art programs	Continue to nurture the arts within the community
Community Asset Building	Identify people, groups, institutions and other community based assets; determine how these assets can contribute to the revitalization of Wyandanch.	Identify gaps in programs and services; match community resources to needs; establish a community technical assistance program.	
Business Association	Establish a Business Association; tasks include developing parking and signing guidelines	Adopt and implement parking and signing guidelines. Develop guidelines for the phasing out security gates in front of shop windows; work with merchants on window displays, night lighting, and other voluntary business district improvements	
Traffic Engineering Study	Complete an engineering study to verify feasibility roadway enhancements around LI Ave., & LIRR. Lower posted speed limit.	Restripe Straight Path to enforce interim crosswalk sections.	Reconstruct Straight Path; bury utilities
Pedestrian Safety	Retime signals to facilitate pedestrian crossings. Establish a program to add missing sidewalks and repair existing	Add high visibility crosswalk markings and pedestrian signal heads as needed.	Add medians and bulbs outs during Straight Path Reconstruction
Streetscape Program	Develop required preliminary plans or obtain permits as necessary. Purchase and distribute trash cans and benches to participating shopkeepers and bus stops. Hang banners.	Install bus shelters; install lighting; purchase and distribute planters	Final phases of streetscape in conjunction with the reconstruction of Straight Path
Gateways	Gateway at Mount Avenue & Straight Path	Bulbouts at Mount Ave, & Long Island Avenue,	Recommendation in process re: improvements at LIRR\LI Ave & Straight Path intersection
New Codes and Design Guidelines	Develop codes and standards to support the vision plan	Establish overlay district; adopt codes and standards	
Façade Improvements	Establish façade program and technical assistance to property owners and shopkeepers	Complete façade improvements	

Wyandanch Vision Action Plan Matrix continued

Community Gardens	Establish a community flower garden or container planting program; plant bulbs in fall; Establish a program for senior citizens to grow plants for public space plantings. Identify a sponsor to help construct a greenhouse and purchase equipment.	Plant annuals grown by seniors; maintain; Construct a greenhouse; distribute plants to community volunteers for planting	Expand program; Develop a mentoring program where young children can team with seniors to learn about gardening.
Youth Civic Program	Establish in-school planning and community-building training program for youth		
Friendly Fences	Establish Friendly Fencing program; remove unnecessary fences		
Worker Training	Identify existing opportunities and obstacles; improve access to existing resources	Identify program and service gaps and methods to improve services.	Continue to expand programs
Parks	Identify pocket park sites; involve the public in developing preliminary plans for low maintenance features.	Host a Volunteer Day and invite the community to help build, plant, and install features; schoolyard improvements	Commonwealth \ Wet Lands
Waste Water & Sewage Treatment Alternatives	Identify alternatives and issues that must be addressed before design and building can be undertaken.	Recommendation in process	Recommendation in process

RESOURCES

Land Use and Zoning Resources

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