

Wyandanch Rising: A Community's Transformation



April 2016

Acknowledgments

TOWN OF BABYLON

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THE NEW YORK STATE DEPARTMENT OF STATE BROWNFIELD OPPORTUNITY AREAS PROGRAM GRANT

CONSULTANT TEAM

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Barrett, Bonacci and Van Weele

Downtown Works / Rob Wolcheski

EGC Group, Inc.

Global Arts Media, Inc.

National Development Council

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VHB

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OVERVIEW



IN 2000, THE SUFFOLK COUNTY PLANNING COMMISSION NAMED WYANDANCH THE MOST ECONOMICALLY-DISTRESSED COMMUNITY ON LONG ISLAND. IN 2013, THE ALBANESE ORGANIZATION, A PRIVATE DEVELOPMENT FIRM, BROKE GROUND ON THE FIRST TWO BUILDINGS OF A PROJECTED \$500 MILLION DEVELOPMENT INITIATIVE IN DOWNTOWN WYANDANCH.

In the years between the Planning Commission's pronouncement and the first shovels in the ground on Wyandanch Village, the Town of Babylon used grants from the New York State Brownfield Opportunity Areas Program to undertake a comprehensive, community-based planning and revitalization effort in Wyandanch.

These BOA grants, totaling \$1,742,228, led over time to an additional \$21 million in federal, state and local grants, \$14 million in low-cost financing, \$11 million in fee waivers, \$15 million in Town infrastructure investment, \$70 million in private investment to date, and a projected \$500 million total private investment as future development unfolds.



BACKGROUND & HISTORY

THE STORY OF WYANDANCH RISING FOLLOWS A SINGLE IDEA: THAT NEIGHBORHOOD PLANNING AND DESIGN OF THE HIGHEST-QUALITY, ROOTED IN A COMMUNITY VISION AND BASED ON A HANDFUL OF SIMPLE AND TRADITIONAL PRINCIPLES, HAS THE POWER TO TRANSFORM AND UPLIFT AN ENTIRE HAMLET AND ITS RESIDENTS. ALTHOUGH FACED WITH SIGNIFICANT REDEVELOPMENT CONSTRAINTS, WYANDANCH HAD TWO KEY ASSETS AROUND WHICH TO GROW: A DEDICATED GROUP OF CIVIC LEADERS COMMITTED TO BETTERING THEIR COMMUNITY, AND A TRAIN STATION. OVER TIME, THESE ASSETS WOULD BE THE FOUNDATION UPON WHICH REVITALIZATION WAS BUILT.

S. 21st St.

Straight Path

AbOP
Master
in Design
2009

SPOT
My Care
Camp
2009

WYANDANCH AT A GLANCE

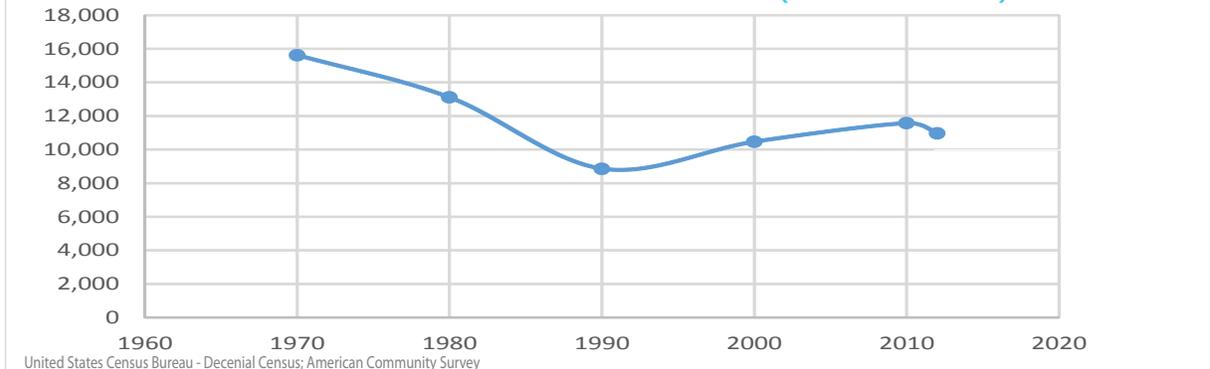
TOTAL
POPULATION

SUFFOLK
COUNTY
 1,493,350

TOWN OF
BABYLON
 213,603

WYANDANCH
 11,647

WYANDANCH POPULATION CHANGE (1970-2012)



RACE AND ETHNICITY



65%
BLACK OR
AFRICAN
AMERICAN



28.2%
HISPANIC
OR LATINO
OF ANY RACE



16.4%
WHITE
(NON-HISPANIC)



4.1%
TWO OR
MORE RACES



1.2%
ASIAN



1%
AMERICAN
INDIAN AND
ALASKA NATIVE



0%
NATIVE HAWAIIAN
AND OTHER
PACIFIC ISLANDER

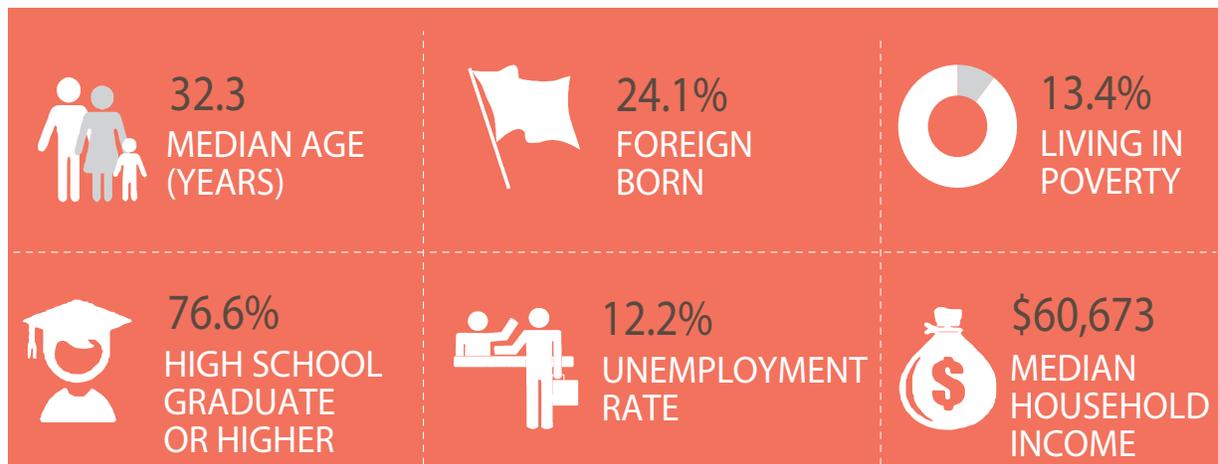


Figure 0-1

DEMOGRAPHICS AND HISTORICAL SETTING

Wyandanch is an unincorporated hamlet of 11,000 located in the Town of Babylon in western Suffolk County, less than 40 miles east of Times Square and a one-hour train ride from Penn Station on the Long Island Rail Road.

Economic decline and disinvestment in Wyandanch dates at least to the 1970s, when the population of Wyandanch began to fall precipitously, dropping by over 40% to just under 9,000 in 1990 from a high of nearly 16,000 in 1970. The population recovered slowly over the next two decades, but began to show signs of decline once again between 2010 and 2012, likely due to the lingering effects of the foreclosure crisis of 2008-2010, during which Wyandanch suffered some of the highest foreclosure rates on Long Island. Today, 65%

of Wyandanch residents identify as African-American, 16.4% identify as White, and 28.2% identify as Hispanic or Latino. The Latino population in Wyandanch has grown in recent years.

Though nearby communities have historically been stable and relatively affluent, Wyandanch has suffered from high concentrations of poverty, high crime rates, and a general lack of new development and growth. These problems have been compounded by geographic and land use conditions that include a concentration of brownfields and heavy industrial uses along Straight Path (the central business corridor) and in the downtown area, auto-centric development patterns that have led to a hostile pedestrian environment, and a high water table and lack of sewer infrastructure that have made business and economic development prohibitively costly.

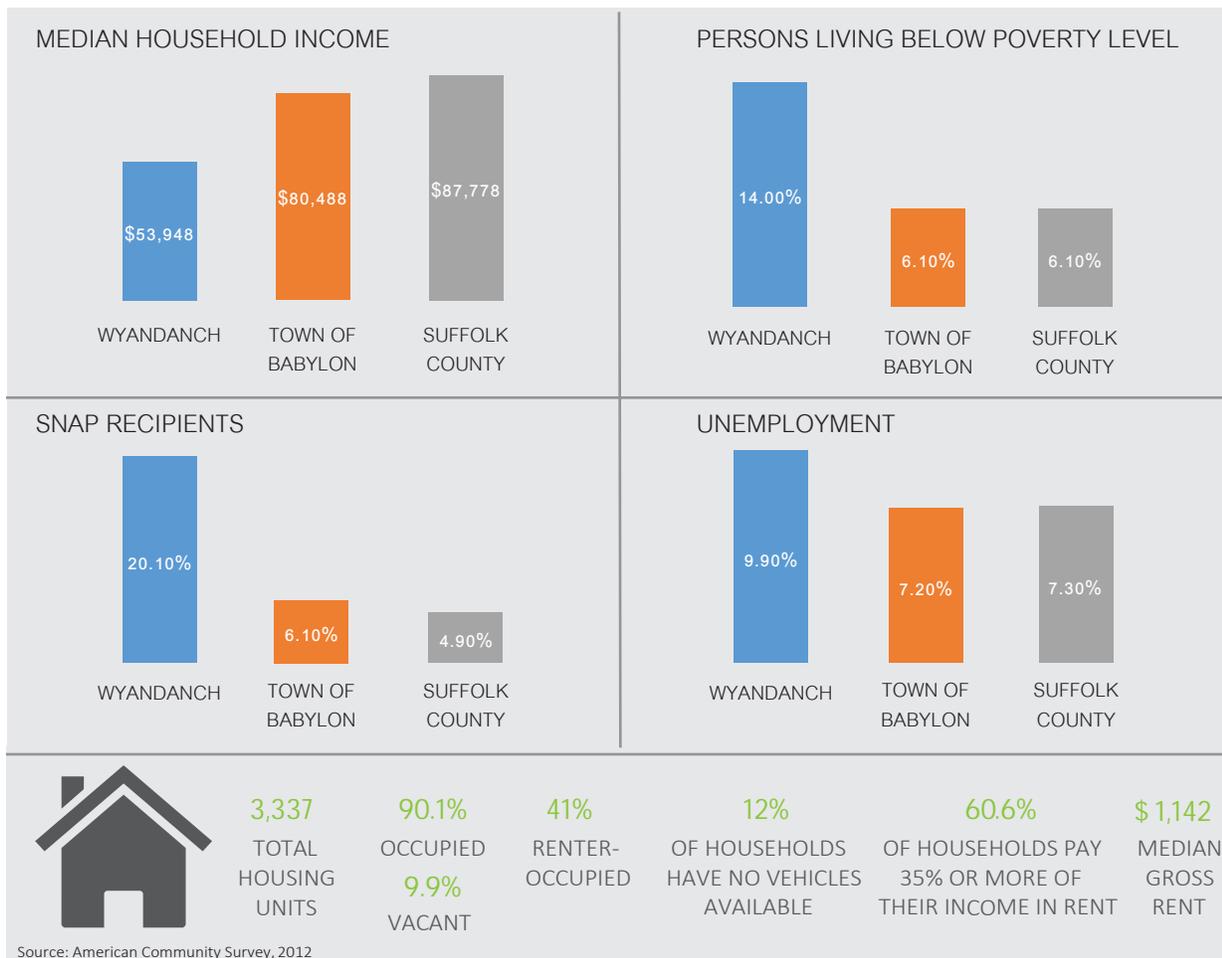


Figure 0-2

BACKGROUND & HISTORY

EARLY PLANNING PROCESS

In 2002, the Town of Babylon took the first steps towards an extensive revitalization initiative, beginning with the development of a comprehensive plan through a community visioning process led by Sustainable Long Island. This process took place over the course of five days in June, 2003, and brought together residents, business and property owners, civic groups, labor, clergy, seniors, homeowners, renters, government officials and youth to create a vision for a revitalized downtown Wyandanch.

Led by renowned planner and walkability expert Dan Burden of Walkable Communities, this visioning was attended by over 600 participants, and identified a community desire to redevelop the downtown Wyandanch area surrounding the train station into a pedestrian-friendly, mixed-use neighborhood with new housing, retail and office space in a traditional downtown style.

These community recommendations were documented in the Wyandanch Hamlet Plan, adopted by the Town Board in 2004. The Plan laid out an Action Item list that included completing traffic engineering studies, instituting pedestrian safety improvements, adopting an urban renewal plan, and evaluating the existing zoning code and design guidelines to determine whether they would permit the type of development envisioned in the Hamlet Plan.

Around the same time, the Wyandanch Rising Implementation Committee was established, comprising a core group of residents, business owners, clergy and civic leaders to work with the Town to oversee the implementation of the community vision. This Implementation Committee has met continuously for over ten years to guide the revitalization and act as liaisons between the Town and the Wyandanch community.

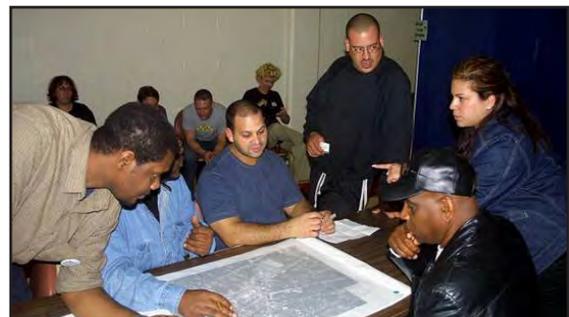
PARTNERSHIPS & PUBLIC COMMITMENT

From early in the revitalization initiative, it was evident that comprehensive change would require not only investment from the Town, but also the commitment of every level of government and regional agencies like the Long Island Rail Road. It would be important, therefore, for the Town to lead the way and demonstrate its own commitment first and foremost.

This commitment had begun in 2004 with Babylon Town Supervisor Steve Bellone's creation of the Office of Downtown Revitalization, a municipal team specifically dedicated to planning and development efforts in the Town's historic and emerging downtowns. Over the course of the Wyandanch Rising initiative, the Office of Downtown Revitalization would be directly responsible for the local management of the many grants, studies, and municipal actions undertaken in Wyandanch.

At the same time, the Town began building a case for renewed investment in Wyandanch to federal, state and local agencies. By presenting Wyandanch Rising not only as a comprehensive, community-based revitalization of Long Island's most distressed community, but as a regional model for sustainable redevelopment around transit stations, Supervisor Bellone was able to achieve recognition and commitment from all levels of government to help carry out the Hamlet Plan vision. The Town's own commitment continued over the next decade, as the Town gradually assembled property throughout the downtown area in order to facilitate future redevelopment.

Completing a true transit-oriented development in accordance with the community's vision would also not have been possible without the commitment and partnership of the Long Island Rail Road. With nearly 1,000 commuter parking spaces in the downtown area, the Rail Road was the largest single user of prime redevelopment land immediately surrounding the train station. The creation of a high-density, mixed-use downtown walking distance from the train station would, by necessity, involve the relocation of a large number of commuter parking spaces and the development of land in close proximity to the LIRR right-of-way. The LIRR embraced the Town's vision for a rejuvenated Wyandanch downtown, and the two entities forged a partnership to strategically plan for redevelopment.



Residents participated in a three-day design charrette in June, 2003.
Source: Town of Babylon

RISING UP: THE WYANDANCH POST OFFICE

As planning efforts in the community gathered momentum, the revitalization efforts seemingly were given a major boost when the United States Postal Service announced its intention to construct a new Post Office in the heart of downtown Wyandanch. However, excitement in the community was quickly dampened when initial plans revealed a building set back off Straight Path behind a parking lot and chain link fence, completely in conflict with the design principles established in the Hamlet Plan.

The Town repeatedly requested design changes to bring the Post Office site plan into conformance with the overall revitalization efforts, to no avail. Ultimately, with no notice to the Town, the Postal Service began mobilizing for construction one day in the summer of 2007.

Town Supervisor Steve Bellone quickly called together community leaders and stakeholders and presented them with two options: the Town could allow construction to proceed, mindful that, although not in accordance with community design objectives, the project did represent one of the largest investments in new development in the community in decades, or the Town could redouble its efforts and signal its commitment to revitalization on the community's terms, possibly losing the Federal investment altogether.

After a unanimous community stakeholder vote, the Town filed a lawsuit in Federal court the very next day to halt construction on the Post Office. The attention garnered by the lawsuit and the unwavering support of U.S. Senator Charles Schumer ultimately resulted in a major victory for the community. A new site plan was developed, and today, the Wyandanch Post Office sits prominently on Straight Path in a manner that supports, rather than detracts from, the community's vision.





ADVANCING PLANNING EFFORTS

THE WYANDANCH HAMLET PLAN IDENTIFIED NOT ONLY A DESIGN AND REVITALIZATION COMMUNITY CONCEPT; IT ALSO IDENTIFIED THE OBSTACLES TO ITS IMPLEMENTATION. THESE OBSTACLES INCLUDED PHYSICAL CONDITIONS — THE LACK OF SANITARY SEWER INFRASTRUCTURE, THE PRESENCE OF A HIGH WATER TABLE, AND THE PREPONDERANCE OF INDUSTRIAL USES AND BROWNFIELDS — AS WELL AS STATUTORY CONDITIONS, INCLUDING RESTRICTIVE AND OUTDATED ZONING AND A LENGTHY AND COSTLY DEVELOPMENT REVIEW AND APPROVAL PROCESS. IT WAS EVIDENT THAT A COMPREHENSIVE PLANNING EFFORT WOULD BE NEEDED TO OVERCOME THE MANY CHALLENGES AHEAD.



BOA II

An award under Step II of the New York State Department of State BOA Program proved critical to advancing revitalization in Wyandanch and implementing the goals of Wyandanch Rising. The Town, in partnership with Sustainable Long Island and the Wyandanch Community Development Corporation, completed a BOA Step II Nomination in 2008 that included a Blight Study, Economic and Market Trends Analysis, Comprehensive Site Plan, Urban Renewal Plan and Generic Environmental Impact Statement (GEIS).

Through these studies, a Project Area of approximately 105 acres, largely comprising the downtown area of the Wyandanch hamlet, was identified. This Area was confirmed to contain substandard and blighted conditions including underutilization, inappropriate land uses, outdated zoning, insufficient sewer capacity, environmental contamination, and other factors that together demonstrated a significant need for restoration and redevelopment. This same boundary defined the Wyandanch Urban Renewal Area for the purposes of Urban Renewal.

The work performed under Step II also included the identification of seven Strategic Sites and recommendations for appropriate land uses to foster revitalization, foremost among which was Site A, immediately north of the Long Island Rail Road station. This site was viewed under the Wyandanch Hamlet Plan as the northern gateway to Wyandanch's central business district and under Step II became the envisioned core of the Transit-Oriented Development area. Other Strategic Sites were generally located within a ¼-mile radius of the train station or south along the Straight Path commercial corridor towards the limits of the Urban Renewal Area boundary. Recommended



The Wyandanch Intermodal Facility as originally conceived in 2008.
Source: Town of Babylon

RISING UP: THE WYANDANCH DOWN PAYMENT ASSISTANCE PROGRAM



As the Town advanced plans for revitalization, a primary concern was that, given the relatively low rates of owner-occupied housing within Wyandanch relative to the rest of the Town, increasing property values resulting from community redevelopment would allow absentee landlords to realize a windfall profit while simultaneously encouraging them to force out long-time residents. The Town and community's objective was that the benefits of redevelopment should accrue to existing residents as much as possible.

Accordingly, in 2010, the Town committed developer fees from its Affordable Housing Trust Fund to the Wyandanch Rising Down Payment Assistance Program, a program designed to assist long-time renters from the Wyandanch community in purchasing a home in Wyandanch. Eligible first-time homebuyers could receive up to \$10,000, forgivable after five years of occupancy, towards the down payment and closing costs for purchase of a home in Wyandanch. This program also offered ancillary services such as debt and credit counseling to help residents better position themselves for future homeownership. Six Wyandanch families have achieved homeownership through this program, while many more have begun steps towards debt repayment and credit repair.

uses for these sites ranged from dense mixed-use and commercial buildings close to the train station, to lower-density residential further down Straight Path.

With a GEIS in place, the Town was able to remove a major hurdle in the development process that would ordinarily be faced by private developers; all development proposals received for the study area falling under the thresholds of the GEIS would automatically be considered compliant with State Environmental Quality Review requirements. At the same time, the Town continued to assemble property, mindful that negotiations with a large number of individual property owners would also serve as an obstacle to redevelopment by the private market.

FEDERAL TRANSIT ADMINISTRATION PLANNING

An early commitment came in the form of a multi-year earmark from the Federal Transit Administration, who in 2004 awarded the Town over \$3.7 million for planning and design of an Intermodal Facility in the downtown Wyandanch area. This Intermodal Transit Facility comprised seven components: a new structured parking garage, new public open space with new and relocated bus stops, a pick-up/drop-off area for commuters, a new street network to provide access to these facilities, off-site roadway and streetscape improvements on Straight Path, drainage improvements, and the installation of signage and wayfinding elements, all specifically in the area immediately north of the Wyandanch Train Station. The planning and design of these features was coordinated with the BOA planning efforts by the Town's Office of Downtown Revitalization.

This new plaza, roadway network and consolidated parking area was designed to provide the framework around which new development would take root, relying on traditional design principles of interconnectivity and walkability.

SEWER PLANNING

The Wyandanch Hamlet Plan had noted that 95 percent of housing units and many small businesses in Wyandanch used on-site septic systems to treat wastewater. Since on-site wastewater treatment can be cost-prohibitive to developers and limit the density necessary for catalytic economic development, the lack

of sewer infrastructure was a critical factor in the lack of a commercially viable downtown.

Therefore, as part of its planning work, the Town also undertook a sewer feasibility study using funding from the United States Environmental Protection Agency (EPA) to continue taking steps towards a public sewer connection for downtown Wyandanch. That study recommended construction of a sewer extension to connect to the existing sewer district two miles south of downtown Wyandanch and provided a cost estimate of approximately \$15 million for installation, providing a target towards which the Town could begin assembling funds.

GEIGER PARK PLANNING & RENOVATION

To complement the planned redevelopment of the Straight Path corridor, the Town also began to invest in the renovation of nearby Geiger Park, a Town facility located ½-mile east of the train station. This roughly 20-acre park had contained several dated and underutilized features, including a swimming pool and a lake around which invasive species had begun to grow. Immediately north of the park was the Town's Department of Public Works pad site, which held sand and salt used on Town roads during winter months, as well as other items.

To begin the park renovation, the Town relocated the pad site and expanded the park into this area, effectively doubling its size. The Town constructed a new spray park and comfort station to replace the aging pool, and undertook the aggressive removal of invasive species from Geiger Lake. At the north end of the site, a previously inaccessible and overgrown portion of the Carlls River feeding into the lake from the former pad site was daylighted and given new prominence with a footbridge and surrounding native plantings. A new orchard, sensory garden and edible garden have been planted in recent years, and future plans call for the construction of a conservatory and the completion of Long Island's first new botanic garden in decades. The Town's horticulturist has worked with the Wyandanch School District to arrange classroom visits and interactive workshops at the park.

URBAN DESIGN AND SITE PLANNING

The Wyandanch plan continued to take shape when the Town brought on board renowned planner, urban designer and downtown expert Jeff Speck of Speck &

ADVANCING PLANNING EFFORTS

Associates. Working off the original concept developed during the Town's BOA Step II and FTA design efforts, Speck developed the first comprehensive downtown master redevelopment plan for the area immediately surrounding the Wyandanch train station. This plan identified a clear, walkable block structure, a series of public green spaces, and a distinct density gradient transitioning from the downtown core into the single-family residential neighborhoods.

Key advances beyond the original BOA and FTA plan in Speck's version included the introduction of a liner building along the central plaza, the offset of the truck bypass road along the eastern edge of the site to slow traffic along this road, and the development of a conceptual plan for the area south of the train tracks.



Figure 0-11: Jeff Speck developed the first comprehensive master redevelopment plan for downtown Wyandanch.
Source: Town of Babylon

RISING UP: BROWNFIELD OPPORTUNITY AREAS SPOTLIGHT COMMUNITY



In 2008, New York State Governor David Paterson and Secretary of State Lorraine Cortes-Vazquez announced Wyandanch as one of three communities across New York to be featured under the Brownfields Smart Growth Spotlight Community Initiative.

This program, designed to demonstrate how New York State programs could be used to support local redevelopment efforts, highlighted communities that had been particularly successful in securing funding from a wide variety of sources, and using that funding to develop a comprehensive, multi-faceted strategy to overcome obstacles to redevelopment.

In March, 2009, the Town hosted Secretary of State Cortes-Vazquez and other state officials at a summit in Wyandanch, which included a community tour and review of planning strategies achieved under BOA up to that point. As a central component of the event, Town officials were given the opportunity to identify priority needs for public funding and present them to State and Federal agencies in attendance, helping both to eliminate revitalization obstacles and ensure efficient use of public resources.

RISING UP: THE PLAZA

As the most conspicuous public space in the entire development, the intermodal plaza needed to be designed in a manner that would rival the best urban parks in the region, make a lasting impression on visitors, and provide for enough programmed space to keep the park active year-round. The plaza would be the core of the downtown and its uniqueness and its design details would directly impact the ultimate success of the Wyandanch redevelopment. It was intended not only to serve as an important amenity for the residents of the new downtown, but to draw people back to Wyandanch again and again.

Accordingly, a great deal of care and consideration was given to the design of this space. Designed by the renowned Olin Studios, this new park and gathering space both unifies the first phase of the Wyandanch redevelopment and reflects its regional context and significance. A curvilinear pedestrian pathway leading from Straight Path to the train station area provides the backbone for several different programming elements, including contemporary benches and lighting, terraced seating, a pavilion, a fountain and stage area for warmer months, and an ice rink and fire pit for winter months, with a convertible skate rental/kiosk area. At the same time, the Plaza makes use of Long Island's unique geologic vocabulary in its expression of two distinct forms: terraced and sculpted seating and structures on the north side of the park evoke the rocky outcroppings and pebbly beaches of the Long Island Sound, while the park's more meadow-like features on its southern half are informed by the alluvial sands and low-lying tidal wetlands of the Great South Bay.

The east portion of the road surrounding the Plaza is constructed of permeable pavers that are at flush grade with the plaza itself. This has the effect of extending the Plaza across the street into the train station area and creating a network of public parks that will one day lead across the train tracks to a pedestrian mall as part of redevelopment of the south side. The resulting space is incontrovertibly the arena of the pedestrian. This supports the surrounding ground floor retail space in the Albanese buildings, and creates a new image upon which to build around for the community. The intention is for this to be an active, claimed space where all can gather and feel comfortable.



The Wyandanch Intermodal Plaza
Source: Town of Babylon

MUNICIPALITY: TOWN OF BABYLON
 NYS REGION: LONG ISLAND



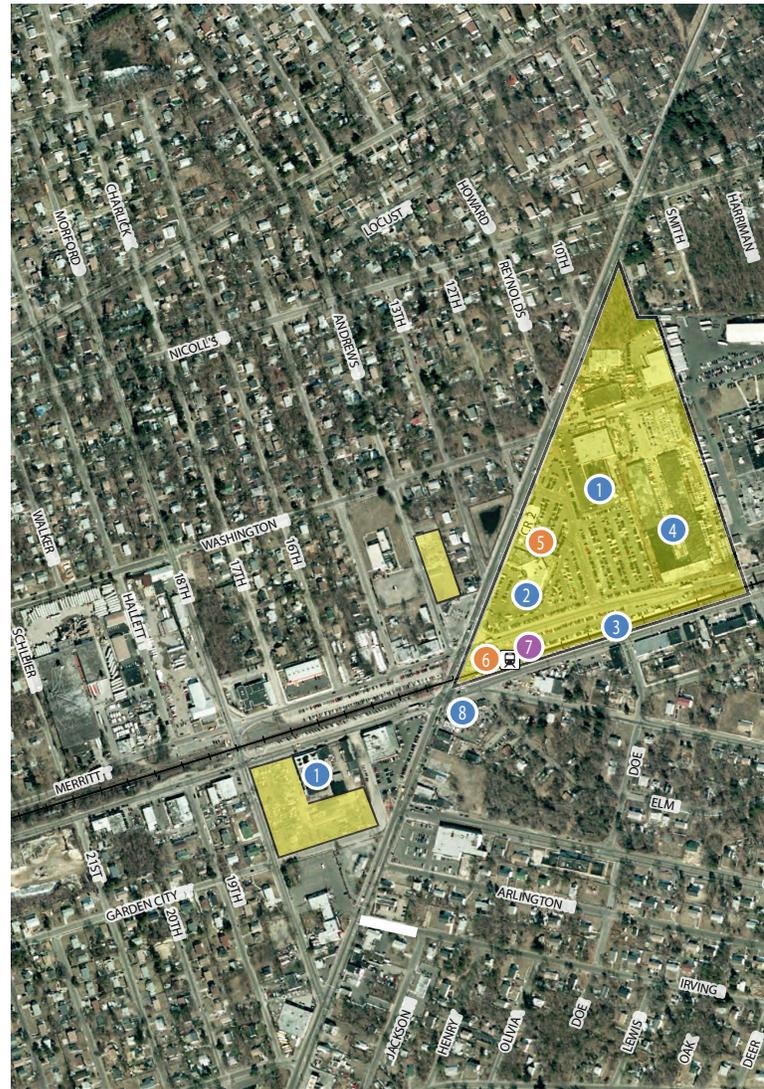
BOA SUCCESS

WYANDANCH BOA

Communities across New York State are using the BOA Program to revitalize communities and attract new uses, residents, and businesses. Since the Town of Babylon received its first Step 2 BOA grant in 2007, more than \$187 million in public and private investment has been made or is committed in the Wyandanch BOA, much of which occurred as a result of the BOA Program planning process. To date, the BOA Program's planning and implementation processes have accomplished the following: the Wyandanch Downtown Revitalization Plan, which includes the BOA Step 2 Nomination Study, an Urban Renewal Plan, Blight Study, Market Study, and Generic Environmental Impact Statement. The revitalization plan also included identification of Strategic Sites for redevelopment within the Wyandanch BOA. Building on the BOA Step 2 process, the Step 3 Implementation Strategy produced an award winning Form-Based Zoning Code and an Area-Wide Plan consisting of Streetscape and Green Design Standards; Transportation and Mobility Analysis; Financial Modeling & Technical Assistance. The Step 3 Implementation Strategy allowed for release of a Request For Qualifications and a Request for Proposals resulting in the selection of a Master Developer for specified Strategic Sites.

Two key development projects underway that were identified as priority catalytic projects during the BOA planning process, include the Straight Path Sewer Line Extension (Public), which is in the final construction phase, and the first phase of Wyandanch Village (Public-Private) — a Transit-Oriented mixed-use development adjacent to the Wyandanch LIRR station. Other projects either underway or nearing design completion that have resulted from the BOA planning process include the Wyandanch Intermodal Facility, a new Wyandanch LIRR Train Station, a public plaza, and a new road network all to be constructed within one Strategic Site as identified in the revitalization plan. These projects will all commence construction in late 2013 or sometime in 2014.

Next steps to foster continued economic growth within the Wyandanch BOA include development of additional Strategic Sites by the selected Master Developer and/or other interested parties (both public and private), as well as development of a Marketing Plan for the overall project and adoption of a Cultural Arts District through the creation of a Cultural Arts Master Plan for the hamlet of Wyandanch as part of the Step 3 BOA Implementation Strategy.



WYANDANCH VILLAGE



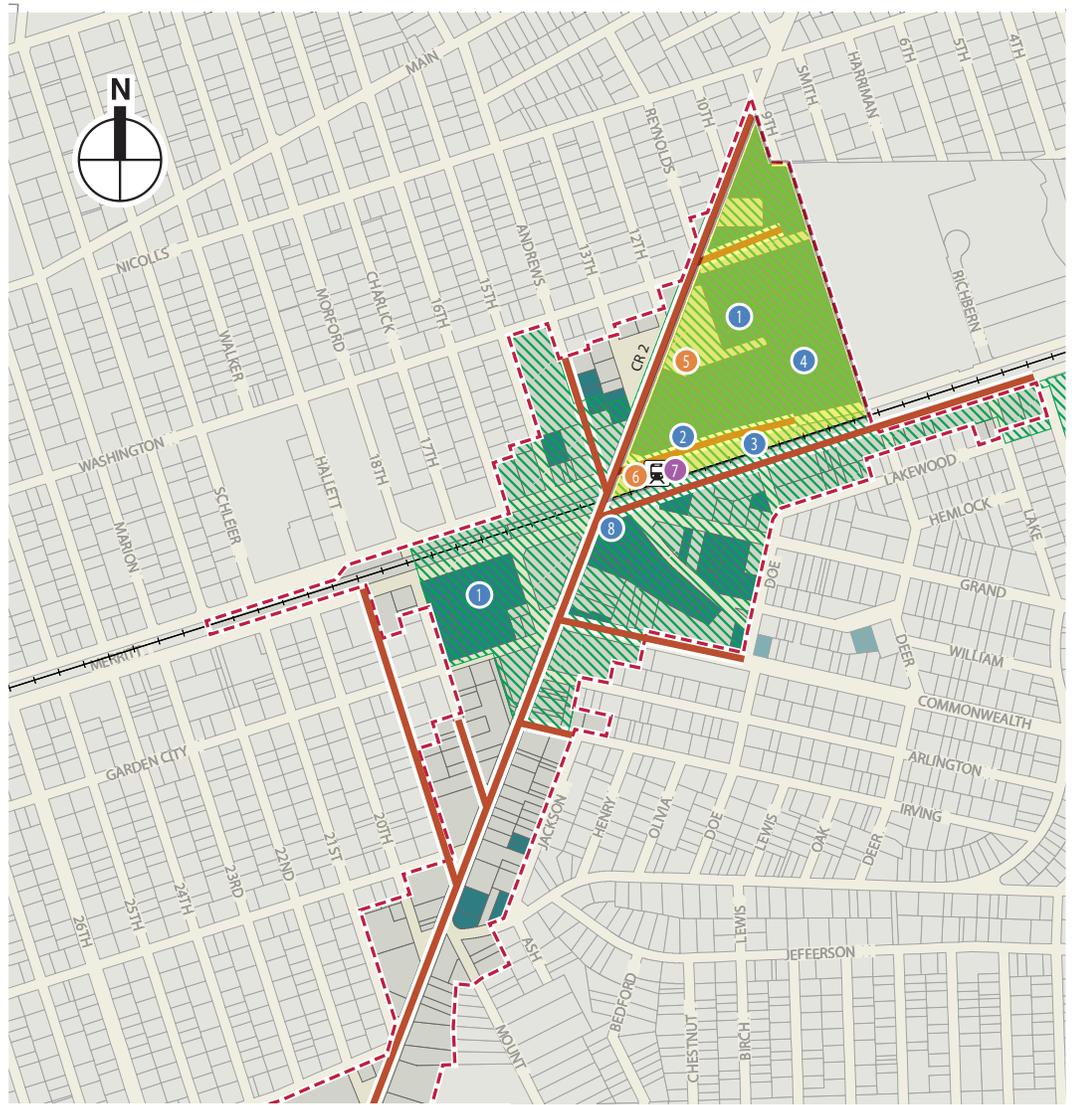
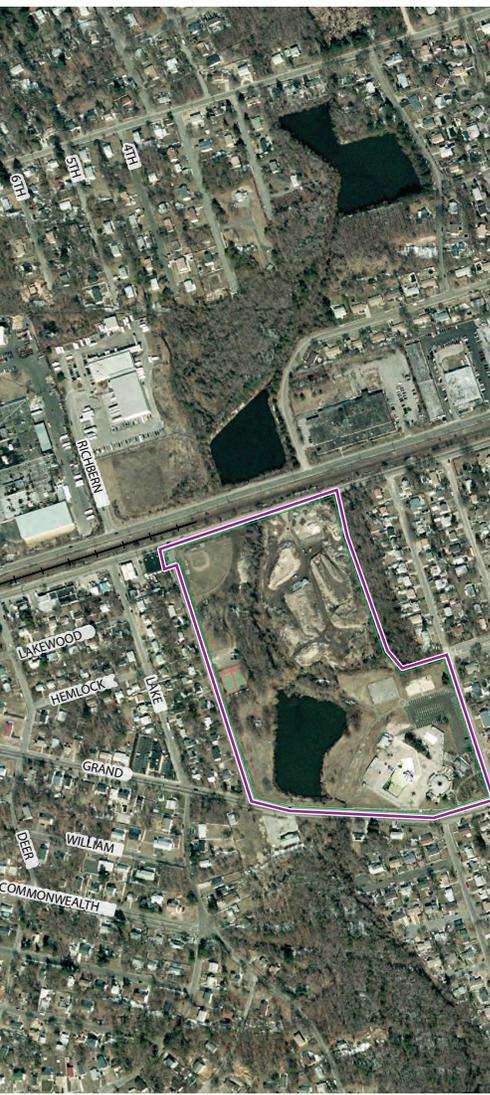
STRAIGHT PATH SEWER
 LINE EXTENSION



WYANDANCH
 PARKING GARAGE

- Wyandanch BOA Boundary
- Site Clearance, Park Roadway Networks
- Existing Train Station
- LEED ND Designation
- Public Project
- Public-Private Project
- Sewer Line Extension
- Private Project
- Geiger Park Improvement
- Land Acquisition by






 WYANDANCH PLAZA
 ...ing Lots, Utilities and
 \$10 MIL (Public)
 ...on \$125 K (Public)
 ...on \$18.5 MIL (Public)
 ...ements \$11 MIL (Public)
 ...Town \$27 MIL (Public)

Selected Awards & Designations



2015 Merit in Urban Design and Master Planning Award - American Institute of Architects



2015 Charter Award - Congress for New Urbanism



2014 Driehaus Form-Based Code Award - Form-Based Codes Institute



2015 Transit Project of the Year - American Society of Civil Engineers



2014 BOA of Distinction - New Partners for Community Revitalization



2009 BOA Spotlight Community - New York State Department of State

- 1 Environmental Remediation \$250 K
- 2 Public Plaza \$10 MIL
- 3 New Train Station \$4.0 MIL
- 4 Wyandanch Parking Garage \$30 MIL
- 5 Wyandanch Village 40 Station Drive \$37.5 MIL
- 6 Wyandanch Village 10 Station Drive \$37.5 MIL
- 7 Phase II Assessment \$31 K
- 8 Resource Center \$1 MIL



IMPLEMENTATION

THE FINAL STEPS TO IMPLEMENTATION BEGAN IN 2010, WHEN THE TOWN RECEIVED NEARLY \$1.5 MILLION UNDER STEP III OF THE BOA PROGRAM TO ADVANCE SITE DESIGN ALTERNATIVES FOR DOWNTOWN WYANDANCH, ADOPT A NEW ZONING CODE FOR THE AREA, SOLICIT PROPOSALS FROM DEVELOPMENT FIRMS AND GENERATE FINANCIAL FEASIBILITY ANALYSES FOR STRATEGIC SITE REDEVELOPMENT. FUNDING UNDER THIS GRANT ALSO ALLOWED THE TOWN TO PLAN FOR THE MARKETING AND REBRANDING OF DOWNTOWN WYANDANCH AS A REGIONAL DOWNTOWN DESTINATION FOR THOSE SEEKING A MORE URBAN, CAR-FREE LIFESTYLE, AS WELL AS A HUB FOR ARTS AND CULTURAL ACTIVITIES.



IMPLEMENTATION

SITE DESIGN ALTERNATIVES & FORM-BASED CODE

The Town procured Torti Gallas and Partners, an award-winning urban design and architecture firm, to complete a Conceptual Area Plan and Form-Based Code for the core redevelopment area that built on previous efforts, including the design done under the Town's FTA grant and the work done by Speck & Associates in shaping a downtown core. A week-long public charrette was held in April, 2010 to develop a conceptual plan for Downtown Wyandanch and the strategic sites identified in the previous BOA study.

The Torti Gallas conceptual plan included a series of site design alternatives, each of which reflected a pragmatic development program rooted in an analysis of market conditions and gave ample consideration to the role of mass transit in revitalization. These site plans, influenced by precedents across Long Island, all called

for a mix of uses and housing types, a well-developed street grid, ample public space, and a vibrant and well-designed streetscape. The core area envisioned under the site plans could accommodate between 800 and 1,200 residential units, 160,000 square feet of retail space, 7,300 square feet of office space, and nearly 50,000 square feet of civic space. Building off a concept originally developed under the Town's FTA planning process, the core area also included an approximately one-acre Transit Plaza adjacent to the train station to support a commuter kiss-and-ride, bus station and intermodal connections.

In order to ensure that redevelopment would take place in accordance with the Conceptual Plan, the Torti Gallas team formalized the preferred alternative site plan in an extensive Form-Based Code (which has since gone on to win the Driehaus Award for Form-Based Codes) that was adopted by the Babylon Town Board in 2011. As early as the Wyandanch Hamlet Plan, the Town had recognized that its traditional zoning districts would



The master redevelopment plan developed by Torti Gallas and Partners over the course of a week-long charrette seamlessly integrated a dense core around the train station, a connected open space network, and lower-density residential areas.
Source: Town of Babylon

not permit buildout of the specific physical form that is critical in creating a walkable, compact, sustainable community. Form-based codes, which regulate physical form and result in more predictable outcomes, are one of the most effective devices to address this issue by establishing a detailed set of development rules and procedures that will result in a compact and walkable transit oriented development.

The Downtown Wyandanch and Straight Path Corridor Form-Based Code supersedes and replaces the traditional Euclidean zoning that had regulated development in downtown Wyandanch. It details and defines an urban transect, a regulating plan, development standards, thoroughfare standards, architecture standards, and green building and site planning.

OPEN SPACE MASTER PLAN

The inclusion of passive and active recreational opportunities within the redevelopment area would be key to establishing a strong sense of place and attracting new businesses. The Area Plan included an extensive Open Space Master Plan for the BOA area, comprising existing and proposed natural vegetation and water, streets, parks, plazas, and a central green. In particular, the Open Space Master Plan identified a network of open spaces to be developed along with the private build-out within the BOA area.

The Town has begun to implement the recommendations of this Master Plan with the construction of the Intermodal Plaza, identified in the Open Space Master Plan as the center of the community. This plaza will foster connections to future planned open spaces, including the train station area, the South Plaza, and the South Lawn. The Town has also continued to implement new features at Geiger Park, including a new spray park, pavilion and botanic garden.

MASTER DEVELOPER SELECTION PROCESS

Funding under BOA Step III also allowed the Town to prepare materials to professionally market its Strategic Development Sites through the preparation of a Request for Qualifications and a Request for Proposals from private development firms to act as Master Developer for downtown Wyandanch. The Town worked with Arcadia

RISING UP: WYANDANCH PARKING FACILITY



In August 2015, the Long Island Rail Road opened the Wyandanch Parking Facility, a 920-space garage supporting both the anticipated growth in demand on the LIRR's Main Line in coming years as well as the Wyandanch Rising TOD vision.

This structure is a physical manifestation of the unprecedented collaboration between the Town of Babylon and the Long Island Rail Road. The LIRR embraced a design concept by esteemed planner Jeff Speck, developed by the Town of Babylon with a grant from the Federal Transit Administration, for a monumental elevator tower welcoming people into the community. This tower design was dramatically enhanced when the LIRR worked with the Metropolitan Transportation Authority's Arts in Design program to commission a 50-foot tall laminated-glass artwork by Moe Brooker, entitled 'Just Jazz,' for the tower's northern curtain wall. The cascading, switch-back staircase designed by Jeff Speck, besides enticing the garage user to make the healthy choice to use the stairs, now also acts as a series of viewing platforms for this significant piece of art.

This garage has been designed to grow with the community. The garage's engineering accommodates future horizontal expansion, for an increased parking capacity of 1,500 cars.

IMPLEMENTATION

Land Company, a real estate consulting firm, to assist in communicating the community's vision to potential development firms in a formal solicitation process. Arcadia was also tasked with including all necessary and relevant project information in the Requests, and marketing these Requests to ensure that the Town received high-quality responses grounded in market realities from capable and accomplished development teams. Arcadia was also responsible for organizing and hosting a Developer RFQ Information Session during the bid process that included a community bus tour and a presentation on major elements of the redevelopment plan. Finally, Arcadia assisted in answering questions received by the Town from potential bidders while bids were out.

The Wyandanch Rising Request for Qualifications, an open solicitation, was released in February 2011, and included a detailed discussion of project goals, Town investments and initiatives in support of private development, the new form-based zoning code, anticipated project labor and community benefit

requirements, programmatic requirements, design standards, and financial elements. With fifteen responses to this proposal, a higher number than expected, the Town was in a prime position to invite a select number of firms to submit responses to a more in-depth Request for Proposals. Ultimately, following a round of submissions and interviews under this RFP, the Town selected the Albanese Organization as the Master Developer, executing a Designation Agreement in October 2011.

ECONOMIC DEVELOPMENT

The Town of Babylon had used its BOA III grant to enlist the National Development Council to review and evaluate the financial capacity demonstrated by development teams in their responses to the Town's RFQ and RFP. As one of the nation's leading non-profits in bringing development to underserved areas, NDC provided invaluable assistance in identifying pre-development issues. Now, with the Albanese



The Wyandanch Open Space Master Plan
Source: Town of Babylon

RISING UP: THE WYANDANCH COMMUNITY RESOURCE CENTER

In order to better connect residents with opportunities generated by redevelopment, the Town opened the Wyandanch Community Resource Center in November 2009. The Center, located steps from the Wyandanch Train Station at 1585 Straight Path, offers GED-equivalency programs, job training and placement services, credit and housing counseling, small business development counseling, workforce development services, crisis management, and a wide variety of other resources to strengthen individuals and families in the community.



Organization on board, work began on immediately on putting together a financial package for a feasible development based on the program developed under the Site Design and Form-Based Code. NDC performed financial modeling for potential development and assisted the Town in identifying and securing public financing sources.

ARTS & CULTURE PLANNING

It was also hoped that with the creation of a world-class Transit Oriented Development surrounding the Wyandanch station, there would be an opportunity to attract tourists and investment into downtown Wyandanch by creating a cultural hub that includes non-profit and for profit art related enterprises. Options that the Town would like to explore include the creation of a designated cultural arts district and a methodology and strategy for attracting artists and arts related

activities within the district. The convergence of arts and cultural activities in downtown Wyandanch provides an opportunity to create a strong identity and “creative place-making” for downtown Wyandanch.

Town planners took several steps towards this end in advance of the creation of a formal Arts & Culture Master Plan by allowing for a wide variety of performance and cultural spaces in the design of public downtown elements. The plaza was designed to include a small stage for live performances and spaces for the installation of public art or other cultural events. By removing bollards and excluding vehicular traffic, the plaza itself can be enlarged to extend across the surrounding Station Drive and extend into the area adjacent to the train station for larger performances.

The Town worked with the MTA Arts for Transit (now known as Arts & Design) program to include art installations in both the parking garage and the

IMPLEMENTATION

train station. The former features an over 50-foot-tall laminated glass installation on the garage's elevator tower, while the latter will include a terrazzo floor mosaic.

Finally, a significant step forward in establishing Wyandanch as a cultural arts destination was made when the Long Island Music Hall of Fame announced in October 2014 that they would establish their permanent museum location within the Wyandanch Village redevelopment. The location of this major regional institution in Wyandanch will bolster the profile of the redevelopment, and attract residents from across Long Island to the emerging downtown district.

To consolidate these various assets into a cohesive framework for thinking about the role of the arts in Wyandanch and integrate them into the community's existing cultural landscape, the Town recently began an Arts & Culture Master Planning process using BOA Step 3 funding. Goals of this plan include conceptualizing an identity for downtown Wyandanch locally and regionally as a cultural arts destination, to quantify the impact of cultural arts as an economic generator, to create a pathway for future inclusion of art in the environment's physical redevelopment, and to develop the mechanisms for a Wyandanch Cultural Arts District. This plan, led by AKRF, is expected to be completed in fall of 2016.

BRANDING & MARKETING

Despite the significant ongoing positive work in the community, Wyandanch continued to struggle locally with negative media attention and an overall poor stigma.

In order to accomplish the community's redevelopment objectives and correct this misperception, it was felt that downtown Wyandanch should be marketed as a desirable location for investment, as well as a regional center for arts, culture, and transit oriented downtown suburban living. Towards this end, the Town applied its BOA funds towards the creation of a new, positive regional identity for downtown Wyandanch. This marketing would build and increase awareness locally and regionally of development opportunities within the BOA area, and create a positive brand and identity for new transit-oriented development underway in Wyandanch.

SEWER CONSTRUCTION & STRAIGHT

PATH ROAD DIET

As discussed earlier, the lack of sewers in the downtown area posed a major obstacle to achieving the kind of density required for transformative redevelopment. Prior planning by the Town had validated the feasibility of extending the local sewer district infrastructure into downtown Wyandanch, and, working with the New York State Environmental Facilities Corporation and Empire State Development, the Town secured over \$16 million in grants and low-cost financing to install a sewer main beneath Straight Path, connecting the core redevelopment area identified in the BOA plan to the existing Southwest Sewer District, approximately two miles south.

The Town also took advantage of the opportunity presented by the excavation and road work required for sewer installation to reconfigure Straight Path in a more pedestrian, downtown-friendly, 'complete' manner. A road diet analysis completed by the Town in 2010 concluded that Straight Path would more adequately serve all roadway users in downtown Wyandanch, including pedestrians, cyclists and transit users in addition to automobile users, by eliminating one travel lane in each direction and introducing a wide central median for much of the roadway. When Straight Path was reconstructed following the installation of the new sewers, these changes were adopted, resulting in a safer downtown corridor that will contribute to economic revitalization.



The LIRR embraced a design concept developed by planner Jeff Speck for a monumental elevator tower welcoming people into the community. The tower also features a 50-foot tall laminated-glass artwork by Moe Brooker, entitled 'Just Jazz.'

Source: John Spoltore/LIRR

RISING UP: WYANDANCH VILLAGE

In June 2013, the first phase of development commenced with a five story mixed use building comprising 91 units of rental residences on four floors, above a floor of retail and residential common areas. The rental units are an array of one-bedroom, two-bedroom and three-bedroom units targeted for a mix of incomes, with 60 of the units designated as affordable to households earning up to 90% HUD Area Median Income.

Construction on a second building, containing 86 residential units and 17,500 square feet of retail, began in February 2014, and was completed in December 2015. This building also contains a mix of one-, two- and three-bedroom apartments with designated affordable units.

A third building, envisioned as an approximately 100,000 square foot office building, will complete the first phase of development. This building will also house the first permanent home of the Long Island Music Hall of Fame, helping to establish Wyandanch as a regional destination for arts and culture.

These three buildings will surround the Wyandanch Intermodal Plaza, a new, one-acre public space being constructed by the Town of Babylon in the heart of the redevelopment area, and form the basis off which the new district will grow.



Source: Albanese Organization

IMPLEMENTATION

FINANCIAL LEVERAGING AND SUPPORT FOR IMPLEMENTATION

While the Town of Babylon had demonstrated significant financial commitment over the years, investing over \$26 million in property assemblage in addition to funding the early planning efforts and creating a dedicated Office of Downtown Revitalization to guide the redevelopment effort, initial estimates projected an additional \$20 to \$30 million in necessary infrastructure investments to lay the groundwork for redevelopment. The Town would continue to commit funding to the project, but it was clear that outside support would be necessary.

Around the same time these needs became evident, New York State Governor Andrew Cuomo announced a new funding initiative, the Consolidated Funding Application (CFA), which aimed both to simplify the grant application processes for the various New York State agencies as well as help target State investments more effectively and efficiently. The Governor created Regional Economic Development Councils across New York State, who were charged with prioritizing investment areas within their region under the CFA process.

The comprehensive planning that had been done for Wyandanch under the BOA Program up to this point proved vital in attracting grants for capital investment under the CFA. The existence of a detailed Area Plan and Form-Based Code, the Town's agreement with a Master Developer, and the sewer work currently underway along Straight Path, gave grantors the confidence that their funds were being used as part of a more substantial effort. As a result, Wyandanch was rewarded with the largest single grant award in New York State, \$6 million, in the first CFA round, including \$3.8 million from Empire State Development, \$1.39 million from NYS Department of Transportation, and \$810,000 from the Environmental Facilities Corporation. Wyandanch continued to perform extremely well in subsequent rounds, garnering an additional \$2.5 million in capital improvement grants from New York State. Furthermore, the Town was able to secure additional funding from the Federal Highway Administration and Suffolk County to help complete infrastructure buildout.

When all totaled, including the cost of the private development, the BOA Program has resulted in \$107 of spending in Wyandanch for each \$1 of BOA planning money – an incredible return on investment by any standard.



A comparison of Straight Path between October 2007 and April 2015 shows the road diet improvements made in connection with the sewer project, as well as the impact of the new Post Office on the street wall.
Source: Google StreetView, Town of Babylon

BOA DESIGNATION

In April 2015, the Town's success and achievements in Wyandanch were recognized by the New York State Department of State and the Governor's Office when Governor Cuomo officially designated Wyandanch one of the first Brownfield Opportunity Areas in New York State. This designation reflected the Town's successful use of the BOA program to plan for the reuse of dormant and blighted properties, and placed it in a priority position for grants and tax credit incentives for brownfield cleanup.

RISING UP: FIRST SOURCE LABOR AGREEMENT



Once homeless and unemployed, woman lands construction job

July 17, 2014 by CARRIE MASON-DRAFFEN / carrie.mason-draffen@newsday.com



Wyandanch resident Erica Prince, 43, joined the growing number of Long Islanders employed in the construction sector last month. A carpenter, she is helping to build Wyandanch Rising, an apartment and retail complex.

Getting a job changed her life. Prince was unemployed and living in a shelter with the youngest of her three children when she showed up at the Wyandanch Community Resource Center, a Babylon Town facility.

The center was taking applications for a three-month construction course at the Electrical

Training Center in Copiague. Prince signed up and did so well she was voted class valedictorian among the 16 students, who included just one other woman, said Kimberly Jean-Pierre, the center's director.

"It was just an honor to beat out the guys," Prince said.

The Suffolk County Department of Labor paid for the course, which Prince completed in May. Now a working member of Carpenters Local 290, which sends her out on jobs, Prince is able to rent a house and she installs insulation and wall board at the construction site.

"It's not just a job, but a career," she said. "It's made me feel like I am . . . an example for my children."

Source: Newsday

In order to provide a true opportunity for community renewal through redevelopment, the Town considered it essential that local residents be provided with the necessary skills to be employed on-site in new construction activity. Starting in 2010, the Community Resource Center held numerous construction skills training and pre-apprenticeship classes for residents to prepare them for employment in the building trades.

Moreover, the Town's Master Developer Designation Agreement included an innovative First Source Labor Agreement that required all contractors under the Albanese Organization to hire first from a pool of local residents, trained through the Resource Center. This program has been successful in providing employment and union membership to over two dozen local residents.

One such resident was Erica Prince. In 2013, Erica found herself and her children homeless. Through the Wyandanch Community Resource Center, Erica learned of a training program offered by Suffolk County, where she would learn a trade. As Erica describes it, "without taking the time to talk [her]self out of it," she enrolled in the Suffolk County Department of Labor's Electrical Training Center and its Introduction to Construction Pre-Apprenticeship Program.

Two years later, Erica is now OSHA certified and a member of the Carpenters Union Local 290, where she is a laborer employed on the Wyandanch Rising Project, and one of Wyandanch Rising's success stories.



LOOKING AHEAD

WYANDANCH CONTINUES TO GROW IN NEW, EXCITING AND UNEXPECTED WAYS. CONSTRUCTION HAS RECENTLY FINISHED ON A SECOND MIXED-USE BUILDING, 10 STATION DRIVE, AND THE TOWN'S PUBLIC PLAZA IS NEARLY COMPLETE. RECENTLY FORGED PARTNERSHIPS WITH ORGANIZATIONS LIKE THE LONG ISLAND MUSIC HALL OF FAME AND MUSEUM PROMISE TO ATTRACT VISITORS FROM ACROSS THE REGION INTO DOWNTOWN WYANDANCH WHILE SUPPORTING LOCAL EFFORTS TO ESTABLISH WYANDANCH AS A DESTINATION FOR ARTS AND CULTURE. AND THE COMING MONTHS WILL SEE THE OPENING OF THE FIRST NEW RETAIL TENANTS IN THE REDEVELOPMENT AREA.



NEXT STEPS

Beyond the first phase of private development, the Town and the Albanese Organization are working together to implement the remainder of the master plan, including the development of residential areas north of the train station, and the establishment of a connection to the south side of the tracks.

The Town and the LIRR have continued their successful partnership by collaborating on the design of a new Wyandanch Train Station. This Station, to be constructed by the Town of Babylon, will be an architecturally-significant structure centrally located at the head of the Wyandanch Plaza, a testament both to the importance of high-quality public spaces and the importance of transit in this transit-oriented development. Construction is expected to take place throughout the first half of 2016.

The Town is also working with Suffolk County on the relocation of a County recharge basin, located directly across Straight Path from the first phase of development, to a location near the Carlls River. When completed, this relocation will not only free up centrally-located land for redevelopment, but will allow for the construction of a greenway connection between the Wyandanch Train Station and the Geiger Park area, in accordance with the Open Space Master Plan. This greenway will use bioswales and other passive retention systems to manage stormwater while providing an attractive hiking and biking facility between Wyandanch's parks.

CONNECT LONG ISLAND

While the Wyandanch Rising initiative promises to create new opportunities through the construction of new housing, retail, commercial and open space, an even greater revitalization will be realized by integrating Wyandanch into the larger regional economy, reversing the decades of market isolation that sent the community into decline.

Connect Long Island is a regional transportation and development sustainability plan conceived by Suffolk County Executive Steve Bellone to link Suffolk County's diverse assets through mass transit, attract and retain a young professional workforce, and create new options for downtown living. In particular, the plan calls for the development of mixed-use communities around

LIRR stations, investments in transit infrastructure to enhance connections between these communities, and the establishment of the true north-south mass rapid transit, creating a more robust transit network that will link train lines, major educational assets, and downtown communities.

In particular, Wyandanch is poised to take advantage of its close proximity to the Route 110 Corridor. This Corridor, which runs from the north shore to the south shore of Long Island, is home to over 125,000 jobs in finance, technology, manufacturing and retail and is the region's most important economic arterial. Under *Connect Long Island*, a new train station would be opened on Route 110 along the Main Line of the Long Island Rail Road. This station would serve as an intermodal hub with a new Route 110 Bus Rapid Transit service that will serve major employment centers up and down the Corridor. Wyandanch, located on the same LIRR line just two miles and one train station east of Route 110, would thus be connected to the vast opportunities on Route 110 exclusively via mass transit.

Connect Long Island is well on its way to becoming a reality. The Metropolitan Transportation Authority approved funding for the design of a new Route 110 Long Island Rail Road Train Station in its latest Five Year Capital Program. The Town of Babylon recently completed a study outlining transit operating parameters and routing options for the Route 110 Bus Rapid Transit, and is now in the midst of planning for the redevelopment and rezoning of the area surrounding the proposed Route 110 Station. In addition, Suffolk County has received funding to advance planning and design for the 110 BRT in coordination with the Town and is actively pursuing the implementation of BRT elsewhere in the region, as it continues to support major transit-oriented and downtown developments.



THE IMPLEMENTATION OF WYANDANCH RISING STILL FACES CHALLENGES AHEAD, INCLUDING SPANNING THE NATURAL BORDER OF THE TRAIN TRACKS TO ESTABLISH OF SUCCESSFUL DEVELOPMENT ON OTHER STRATEGIC SITES, INTEGRATING NEW DEVELOPMENT WITH THE EXISTING COMMUNITY, AND CONTINUING TO PROVIDE NEW ECONOMIC OPPORTUNITIES FOR LONG-TIME RESIDENTS SO THAT THEY MAY FULLY REALIZE THE BENEFITS OF THE COMMUNITY REVITALIZATION. THE TRANSFORMATION OF WYANDANCH WILL REQUIRE CONTINUED PLANNING AND INVESTMENT AT ALL LEVELS OF GOVERNMENT, BUT THE SUCCESSES REALIZED TO DATE AS A RESULT OF THE NEW YORK STATE BROWNFIELD OPPORTUNITY AREA PROGRAM ARE PROOF THAT THE RISING IS UNDERWAY.

