

Village of Lindenhurst DOWNTOWN

**MASTER PLAN** 

**April 2020** 

Prepared by



In association with **BJH Advisors, LLC** 



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# Letter from the Mayor, Village of Lindenhurst

(631) 957-7500 (FAX (631) 957-4605



## INCORPORATED VILLAGE OF LINDENHURST

430 SO. WELLWOOD AVENUE - LINDENHURST, NEW YORK 11757

MAYOR MICHAEL A. LAVORATA

ADMINISTRATOR CLERK DOUGLAS MADLON

BOARD OF TRUSTEES JOAN M. MASTERSON PATRICK M. PICHICHERO RICHARD J. RENNA MARYANN WECKERLE

April 30, 2020

To Whom It May Concern:

On behalf of the Village of Lindenhurst Board of Trustees, I would like to express my support for the Downtown Master Plan completed by Greenman-Pedersen Inc. (GPI) for the Village of Lindenhurst.

The Village of Lindenhurst is focused on creating a vibrant, safe, and thriving downtown. The Village is confident that the recommendations in the plan, such as the redevelopment of underutilized/vacant properties, improvement to pedestrian safety, and updates to infrastructure, will help to obtain these goals. GPI worked with the Village Board, the Lindenhurst Economic Development Committee, Village Administration, and community members to obtain feedback throughout the process of developing the plan. Because of the well-rounded nature of the input received from the community, I believe this plan will be very successful in molding the Village's downtown into exactly what our residents would like to see.

The Village of Lindenhurst is proud to stand behind the Downtown Master Plan.

Sincerely,

Michael A. Lavorata

Mayor

# **Letter from Lindenhurst Economic Development Committee**

(631) 957-7500 FAX (631) 957-4605



# INCORPORATED VILLAGE OF LINDENHURST 430 SO. WELLWOOD AVENUE - LINDENHURST, NEW YORK 11757

April 30, 2020

#### To Whom It May Concern:

In 2016, the Lindenhurst Economic Development Committee (LEDC) was given the task of researching, reviewing and presenting recommendations to the Lindenhurst Village Board on issues of economic growth and the future development of the Village of Lindenhurst. In the early stages, the committee performed surveys, interacted with the Suffolk Planning Commission, reviewed the Regional Planning Associations recommendations for the Village, and really began the conversation for the revitalization of our community. Then in 2017 the Village received grant funding for a Walkability Study, which was completed by Greenman-Pedersen Inc. (GPI), which would help us lay the foundation for a successful downtown. After the walkability study was underway, the Village sought the assistance of GPI once again, to take on the Downtown Master Plan.

GPI has put a focus on community input with both the Walkability Study and the Master Plan. GPI has hosted several community events and offered different ways that the community could contribute to the ideas seen in the Master Plan. The Downtown Master Plan, along with the Walkability Study, is a path forward for our community and will be an invaluable tool as we continue to apply for grants to improve our downtown. The LEDC is proud of the great work done by GPI and endorse this document and its findings.

Thank you,

Richard J Renna Chairperson, LEDC

Richard J. Kenna

# Acknowledgements

## **Suffolk County Legislator Kevin McCaffrey**

#### Village of Lindenhurst

Michael A. Lavorata, Mayor

Maryann Weckerle, Deputy Mayor

Joan M. Masterson, Trustee

Patrick M. Pichichero, Trustee

Richard J. Renna, Trustee

Honorable John Bopp, Village Justice

Douglas Madlon, Village Administrator Clerk

Rick Sorrentino, Superintendent of Public Works

Raymond Fais, Public Safety/Emergency Management Coordinator

#### **Lindenhurst Economic Development Committee**

Richard J. Renna, Chairperson

Sammy Chu, Committee Member

Marian Conway, Committee Member

Meg Danaher, Committee Member

Robert Sweeney, Committee Member

Katherine McCaffrey, Secretary

#### **Lindenhurst Chamber of Commerce**

**Lindenhurst Business Improvement District** 

**Mayor's Beautification Society of Lindenhurst** 

Consultant Team – Greenman-Pedersen, Inc. (GPI)



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# **EXECUTIVE SUMMARY**

The Downtown Master Plan is the strategic plan that guides the downtown revitalization efforts in the Village of Lindenhurst through the year 2035. It provides the basis for the Village's decision-making on land use and economic development as well as transportation and parking.

The Plan was developed throughout 2019 and the beginning of 2020. Its completion coincided with the start of the Covid-19 pandemic. The impacts on people's lives and the economy have been severe. As we have been facing unprecedented challenges, the strength of the community in supporting each other has stood out. Moving forward, the downtown revitalization efforts in Lindenhurst should continue to engage the strong and resilient Lindenhurst community.

# **Strong Sense of Community**

There was tremendous interest in the community to support the development of the Downtown Master Plan and advancing the revitalization of Downtown Lindenhurst – the heart of this 27,000-resident Village on Long Island's South Shore.

It was imperative to develop the Downtown Master Plan in a bottom-up manner allowing for the extensive engagement of the Lindenhurst residents and stakeholders. An online survey was offered allowing residents and stakeholders to provide input and suggestions. It generated more than 1,100 responses from community members of all ages. Three public meetings – a community visioning workshop, a stakeholder workshop, and a community meeting to review the master plan draft recommendations – drew more than 275 residents and stakeholders who provided valuable contributions. Community input provided substance, creativity and critical reflection for the development of a vision, strategies and implementation actions for Downtown Lindenhurst.

## Vision for Downtown Lindenhurst

The Village Board approved the following vision for Downtown Lindenhurst in 2035:

"A healthy, vibrant and thriving downtown on Long Island's South Shore, attractive for businesses, visitors, and residents alike – a place that is safe and walkable, and widely known as a premier dining, entertainment and shopping destination."



There are several underutilized properties in the downtown area which could serve as locations for new housing, commercial space, and/or mixed-use development. Since the Village has over 1,200 single-family residences located within the extreme risk area, the Lindenhurst downtown also provides potential housing opportunities for residents who may need to relocate from the southern areas of the Village, and want to remain in Lindenhurst, should their properties become inhabitable due to the effects of rising sea levels or more frequent coastal flooding.

**Transportation and Parking**. Common to Long Island, Lindenhurst is a car-dependent community. For example, more than two-thirds of the occupied housing units had two or more vehicles in 2016, and nearly four out of five people who work in the Village use a single-occupied vehicle for their commute. Village officials and many residents call for the promotion and facilitation of active transportation – walking, cycling, public transit – in Lindenhurst. There is currently a gap of 3.6 miles of sidewalks to achieve continuous sidewalk availability, there are no marked or protected bike lanes, and transit via bus is limited. The Downtown Master Plan is building on Long Island's first Downtown Walkability Improvement Study which was adopted by the Lindenhurst Village Board in August of 2019 – a strong indication of the Village's ambition to strongly rely on active transportation in revitalizing its downtown.

Safety is a major concern among Lindenhurst residents. A downtown crash analysis supports these concerns. It showed that 12 crashes with pedestrians led to 11 injuries and four fatalities between January 2013 and August 2018 revealing the vulnerability of pedestrians.

A 2019 parking utilization study in Downtown Lindenhurst indicates that there is adequate parking available to support current uses. For example, on a typical weekday, the utilization of municipal parking lots averaged 55% and the overall weekday parking utilization for commuter lots averaged 78%. However, with the ongoing revitalization of the downtown and numerous new businesses moving in, more downtown visitors and hence increased parking demand are expected.



A diverse set of implementation actions grouped under four themes is recommended:

## Theme A: Downtown Diversity and Development

Downtown revitalization implies drawing people back to the heart of Lindenhurst and enticing them to shop, dine, play and spend time there in many other ways.

Mixed-use development and land use diversity accommodate several functions, including residential, office, retail, and personal services, as well as parks and open space. More restaurants and retail stores as well as the redevelopment of underutilized or vacant properties are means to revitalize Downtown Lindenhurst and offer a diverse set of functions and amenities to fulfill the needs of Lindenhurst residents.

**Implementation Actions:** A1: Encourage mixed-use development; A2: Promote redevelopment of underutilized and vacant properties; A3: Support more restaurants and retail stores; A4: Activate and expand public spaces

**Theme B:** Accessible and Connected Downtown – Vibrant and thriving places have in common that they are accessible for people of all ages and ability and well-connected to other places as well as within. A multi-modal approach enables access to the downtown functions and services via multiple transportation modes. The Village is recommended to prioritize active transportation (walking, cycling, public transit) to revitalize its downtown.

**Implementation Actions:** B1: Improve transit options; B2: Optimize pedestrian connectivity; B3: Develop bicycle network and infrastructure; B4: Calm traffic and provide safe downtown access for all; B5: Require developments to support active transportation; B6: Improve connectivity between the downtown and the waterfront

**Theme C: Updated Downtown Infrastructure** – Lindenhurst's downtown revitalization requires the maintenance and update of existing infrastructure to meet the needs of the Lindenhurst community today and in the future. Typically built to last for several decades, new infrastructure needs to be flexible enough to adapt to future societal, environmental, technological, or regulatory developments.

**Implementation Actions:** C1: Manage parking infrastructure; C2: Future-proof transportation infrastructure; C3: Prioritize aesthetics and maintenance; C4: Establish higher sense of safety and security

**Theme D: Downtown as a Brand** – Lindenhurst and its downtown need a positive image, one that reflects the core identity of the community. A community-driven brand would be the foundation that helps to make Downtown Lindenhurst a destination of choice, desirable as a business location, visitor destination or a place to call home.

**Implementation Actions:** D1: Create a downtown identity; D2: Develop a downtown marketing strategy; D3: Promote Lindenhurst as a healthy and sustainable Village

A short-term implementation plan was developed and recommends actions that the Village of Lindenhurst can implement within 18 months of plan adoption, thereby creating an immediate positive impact on the Lindenhurst downtown.

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# **BACKGROUND**

# The Village of Lindenhurst Downtown

Lindenhurst is a village in Suffolk County, NY, located on the southern shore of Long Island. With a population of nearly 27,000, Lindenhurst is the largest village in Suffolk County and the seventh largest in the State. Like many other suburban communities on Long Island, the Village aims to enhance its downtown and further stimulate economic activity. The storefront vacancy rate, which was as high as 18% in 2010, has been declining and the downtown is recently experiencing an increase in businesses, with at least fourteen new establishments opening since January 2018.

To accommodate this growth sustainably, and to guide future revitalization efforts, the Village undertook two major planning efforts recently — Downtown Walkability Improvements Study and its first ever Downtown Master Plan. Both studies support the overall vision of the Village to make downtown Lindenhurst a destination of choice which is safe, thriving and accessible.

The Village identifies its downtown as the central business district at the heart of the Village along the Wellwood and Hoffman Avenues, comprising of approximately 0.26 square miles or 165 acres. The boundaries of the downtown have been determined to be N 4th Street and S 4th Street to the west, Harrington Avenue, Fremont Street and Charles Street to the north, N. Alleghany Avenue and S. Pennsylvania Avenue to the east, and Gates Avenue and Kent Avenue to the south. The same extent of downtown area has been considered as the study area for the master plan.

# **Planning Context**

This section provides an overview of past planning studies and efforts undertaken by the Village of Lindenhurst since 2014, including the respective study objectives, major findings and recommendations.

# Village of Lindenhurst Downtown Walkability Improvement Study

The Downtown Walkability Improvement Study, enabled by a grant from Suffolk County, plays a crucial role in the village's aim to revitalize its downtown by improving its walkability and connectivity in the downtown area.

The study's participatory planning approach included downtown walk audits (LindenWalks) with residents, business owners, and village representatives; mobility related public event, and a customized online public engagement tool on the study website (lindywalks.net) that allowed the community stakeholders to submit their likes, concerns and offer suggestions on a map-based interface. The community also had the opportunity to view high quality visualizations and immerse themselves in virtual reality scenarios to digitally experience the proposed improvements and provide valuable feedback.

The study documented the existing walkability and traffic conditions in the downtown area, reviewed national and international best practices, reviewed the Regional Plan Association's recommendations from the 2016 Lindenhurst Downtown Opportunity Analysis, and identified a diverse set of traffic calming, pedestrian safety, and placemaking improvements to achieve improved walkability.

All improvements were qualitatively assessed and validated via consultations with stakeholders and decision makers of the Village of Lindenhurst. An implementation plan laid out the suggested phasing for the walkability improvements distinguishing between short-term (up to 2 years) and midto long-term implementations (2+ years). It also discussed potential funding sources and proposed a framework for the evaluation and update of the walkability study. The study concluded with strategic recommendations that are laid out for the Village to most effectively implement the suggested walkability improvements and make a long-term positive difference for the community and their downtown.

# **RPA Lindenhurst Downtown Opportunity Analysis**

RPA's 2016 downtown opportunity analysis built on the 2015 Lindenhurst Downtown Business District Analysis, and went further into documenting the downtown character, pedestrian experience and real estate market analysis.

The analysis led to the identification of several priorities, including redesign of East Hoffman Avenue, consolidating "main street" activity in the northern portion of S. Wellwood Avenue and the southern portion of N. Wellwood Avenue, promotion of mixed—use redevelopment of the Waldbaum's site, enabling contextual infill development throughout the downtown, and creation of a new greenway corridor along the Heling and Neguntatoque Creeks. The assessment also developed a brief implementation plan and identified potential sources of funding to advance the identified priorities.





It also recommended additional strategies for the Village to consider which included zoning code updates to promote compact and mixed-use downtown development, established better designed pedestrian connections within the downtown, introduce traffic calming and bike infrastructure along Wellwood and Hoffman Avenues, and engaging village groups including the Business Improvement District (BID) and Chambers of Commerce into future downtown planning and marketing efforts.

## **LEDC Downtown Survey Summary**

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

The respondents made it very clear that they were unhappy with the current state of the downtown, with over 75% respondents rating the quality of the downtown at a 5 or below on a scale of 1 to 10, with 10 being the most desirable. The top three things that respondents did not like about the downtown were the empty storefronts, the lack of parking, and the quality of the shops/restaurants. The concern over lack of parking led 74% of respondents to somewhat or strongly agree that it was a reason they did not shop in the downtown. An overwhelming number of respondents indicated the Village of Babylon is a community they admire or visit most often.

#### **Lindenhurst Downtown Business District Analysis**

Suffolk County Planning Commission did a study of the Village's downtown in 2000, which was then updated in 2015 to review the downtown's current situation. The study included a demographic review of census data on population, housing, income and employment. The analysis also included a brief market study for the Lindenhurst downtown, including existing land use, storefront uses and vacancy rates.

Further, the analysis provided an inventory of parking, including municipal, on-street, private and commuter parking within the downtown. The inventory also included disabled parking spaces. A parking utilization study conducted as part of the analysis investigated parking occupancy for municipal, commuter, and on-street parking and concluded that parking

utilization averaged to about 45%, 49%, and 80% for municipal, on-street, and commuter parking, respectively.

# Village of Lindenhurst NY Rising Community Reconstruction Plan

Lindenhurst is one of the 9 NY Rising communities in Suffolk County, among the 22 NY Rising communities in Long Island. The Village of Lindenhurst NY Rising Community Reconstruction (NYRCR) Plan, completed in March 2014, is a vital step towards rebuilding a more resilient community.

The planning exercise involved assessment of the storm damage from Hurricane Irene, Tropical Storm Lee, and Superstorm Sandy; development of inventory of critical assets and risk assessment; identification of recovery and resiliency needs; development of a series of comprehensive reconstruction and resiliency strategies; and identification of projects and implementation actions to help fulfill those strategies. The projects and actions set forth in this NYRCR Plan include 12 projects that are proposed for funding through Community Development Block Grant Disaster Recovery Program funding, involving repairs and resiliency improvements to the existing storm water drainage system south of Montauk Highway, emergency preparedness plan, and economic development action plan.

Risk assessment indicates that approximately 1,234 single-family residential structures are located within the extreme risk areas and 205 single-family residential structures are located within the high-risk areas. The report states that the housing stock within the Village, especially south of Montauk Highway is characterized by a mix of building eras. Many have been improved over time but not constructed to accommodate modern flood and wind loads. A need for more resilient construction and elevation of homes in high risk areas to eliminate inundation was noted. Additional hardening measures for the existing housing stock, such as tree maintenance/pruning, and ground filling to minimize damage from less common but catastrophic flooding and wind events was also encouraged.

Over the series of public engagement events held for the NYRCR Plan, community members indicated that there is a lack of affordability and diversity to accommodate young people and seniors. As a result, more affordable options as well as suitable locations for those who wish to relocate within the Village from extreme or high-risk areas are needed. It was also noted that appropriate locations would include sites that are proximate to transportation, retail shopping and office centers.





#### The Downtown Master Plan

The Downtown Master Plan will serve as the Village's strategic plan to guide the on-going downtown revitalization and identify opportunities for redevelopment. The plan:

- Documents the current conditions in the downtown area in terms of demographics, land use and zoning, transportation and parking, and market conditions;
- Incorporates the insights of the Walkability Study and the findings of other past planning studies and plans;
- Examines the re-use potential of underutilized properties in the downtown area;
- Recommends implementation actions under four complementing themes of economic development and diversity, connectivity and accessibility, infrastructure upgrades, and branding and marketing;
- Proposes strategic recommendations for the Village that supports the master plan vision and the implementation actions identified to achieve that vision: and
- Provides implementation time frames, cost estimates, funding sources and evaluation framework for the implementation actions identified within the master plan.

The approach for the Village of Lindenhurst Downtown Master Plan development was structured into four overlapping consecutive tasks, and one horizontal task that was conducted through-out the project duration.

The existing conditions analysis builds on the thorough analysis of the downtown conducted as part of the downtown walkability improvement study. It reviews land use, zoning and market conditions; transportation, accessibility and connectivity; and parking in the downtown. The existing conditions analysis also highlights key stakeholder input gathered from the community visioning workshop, the online master plan survey, and the stakeholder workshop with the Business Improvement District, the Lindenhurst Chamber of Commerce, the Mayor's Beautification Society, and the Village Board.

The second task, Land Use Assessment and Strategies, assesses the current land use patterns as well as the development of strategies to make best use of vacant and underutilized properties within the downtown.

Based on stakeholder and community input as well as the outcomes of the previous tasks (existing conditions analysis and the land use strategies), the master plan includes strategic recommendations and clearly defined action-oriented implementation plan.

#### **EXISTING CONDITIONS ANALYSIS**

#### LAND USE ASSESSMENT AND STRATEGIES

DEVELOPMENT OF RECOMMENDATIONS AND DESIGN SUGGESTIONS



Figure 1: Planning and Community Engagement Approach





# DOWNTOWN TODAY: POTENTIAL AND CHALLENGES

# **Downtown Demographics**

**Population.** The population of Lindenhurst has been steady over the last several decades, post significant influx of families during the 1940-1960s. The most recent U.S. Census Bureau estimates indicate that the Village has a population of 27,153 residents, which represents minor change (0.4%-decline) since 2010. [1] Lindenhurst's population is aging. The median age decreased between 1950 and 1970, due to the influx of young families. Since then, the median age has slowly continued to increase. It was 40.2 years in 2010 and 42.3 years as per 2012-2016 ACS 5-year estimates. In 2016, 13.9% of the population was senior population (65 years and over), growing by approximately 22.8% from 3,083 to 3,786 between 2000 and 2016.

Lindenhurst is one of most densely populated communities in all of Suffolk County with 7,248 persons per square mile, second to North Amityville with 8,559 persons per square mile. In comparison, the Village of Babylon's population density is 4,976 persons per square mile. The average household in Lindenhurst has three persons per household, which matches the Suffolk County average. The population is equally distributed between the sexes, with about 50.1% males and 49.9% females. The population is largely white (79%), followed by Hispanic which accounts to 16% of the population. [1]

Housing and Vehicle Ownership. The number of housing units in the Village of Lindenhurst is estimated to be about 9,791 [1] and is expected to continue to increase very slowly in the coming years as houses are built on a few remaining vacant lots, and as redevelopment of older existing residences or other buildings may occur. In terms of housing stock, 79% of Lindenhurst's homes are single-family units with 77% being detached units. There is also a relatively large percentage of 2-family homes comprising about 16.8% of all housing units. [1] Approximately 92% (9,013 units) of the housing units are occupied, within these 75% of the homes are owner occupied and 25% are renter occupied. Vacant houses account for approximately 8% of

the housing units, the rate being lower compared to Suffolk County (14.1%) and New York State (11.3%). [1] The median value of owner-occupied housing units in the Village is \$345,700, which is about 20% higher when compared to median value in NYS and 10.5% below the Suffolk County median value of \$386,400 for owner-occupied housing unit.

More than two-thirds of the occupied housing units had two or more vehicles in 2016. About 6.5% of the occupied housing units had no vehicle availability – which amounts to over 580 housing units in the Village. [1]

Income and Poverty. Lindenhurst residents earn more on average annually compared to overall New York State residents, with a median household income of \$83,594, 1.4 times the amount in New York State but about 12% lower than Suffolk County. The Village includes a diverse range of individual wage earnings. About 29% of Lindenhurst's households have an annual income of less than \$50,000, while the income of about 32% of the households are in the range of \$50K to \$100K. Approximately 34% of Lindenhurst households fall in the range of \$100K to \$200K. Fewer Lindenhurst residents live below the poverty line (6.4%) compared to Suffolk County (6.8%) and New York State (14.1%). [1]

**Employment and Place of Work.** While workers residing in the community supported a diverse array of industries, approximately 60% of all industries represented include: Construction, Retail Trade, Administration & Support, Waste Management and Remediation, Educational Services, and Accommodation and Food Services compose. Educational Services and Retail Trade are the top two industry sectors by employment with 17% and 12% of the workers employed respectively.

About 7.9% of the Lindenhurst residents work within the Village, and nearly all residents work somewhere within New York State. 50.6% of the Village residents work in Suffolk County and about 24.6% in Nassau County. Nearly one out of fifteen Lindenhurst residents travel off Long Island and beyond the New York City boundaries to their workplace. For 2016, driving was the most dominant means of transportation to work for the 11,384 workers in the Village. Over three quarters of these workers, aged 16 years and over, drive alone to work and about 11% use public transit – primarily the railroad (10%) for their journey to work. About 300+ workers, amounting to 2.2% of the total Village workers, walked to their place of employment and only 10 workers (0.1% of the workers) used bicycle as their primary mode of transportation to work. [2]





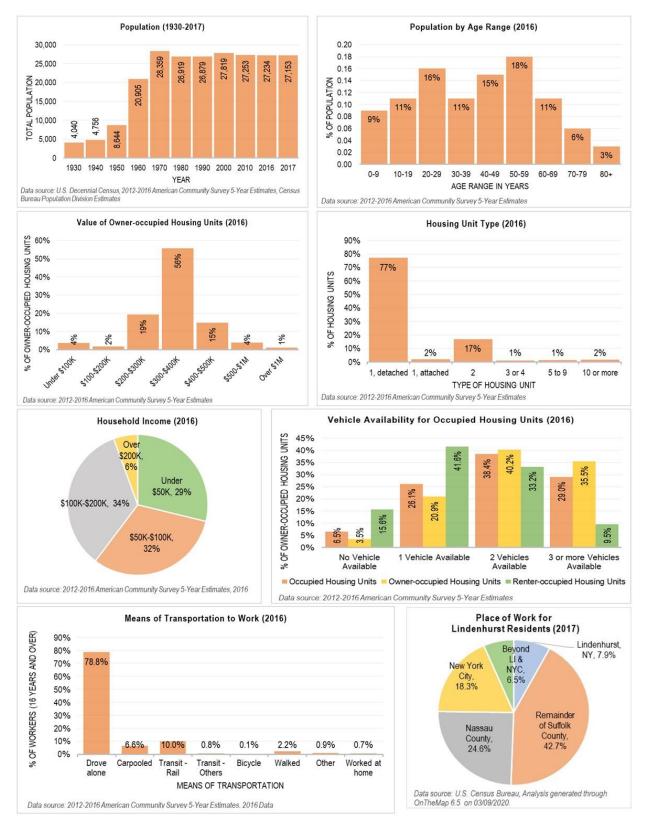


Figure 2: Downtown Demographics





# **Land Use and Economic Development**

**Land Use and Zoning.** The most dominant land use in the study area is transportation, covering nearly 34% of the study area and includes roadways, railroad, and municipal and commuter parking.

The second most common land use in the study area is residential at nearly 32%, with about two-third high density residential and one-third medium density residential uses within the study area. Suffolk County categorizes its residential density based on dwelling units (d.u.)/acre. Low density </= 1 d.u./acre, medium density >1 to <5 d.u./acre, and high density >/= 5 d.u./acre.

Other land uses include commercial at about 16%, recreation and open space at about 6%, industrial uses at about 6%, and institutional uses at about 5% of the study area. Vacant undeveloped land totaled to just 1.3% of the study area. [3]

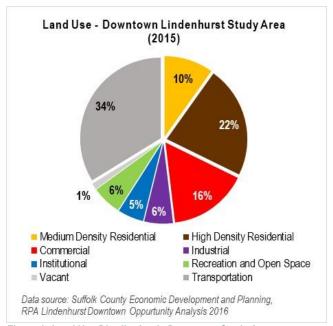


Figure 3: Land Use Distribution in Downtown Study Area

Figure 4 shows the transition from commercial to industrial uses east of the downtown along Hoffman Avenue and directly across from the Lindenhurst train station. The downtown commercial land use is mostly surrounded by medium to high density residential uses.

Most of the village is zoned as B and C Residence District, with the Business district primarily along the Hoffman and Wellwood Avenues, as seen in Figure 5. Recent rezoning within the Village includes rezoning from Business / Industrial district to Senior Citizen Multi-Unit Residential district.

Major Rezoning and Developments. One of the biggest and recent zoning changes within the Village included rezoning industrial parcels situated between South Smith Street and South Pennsylvania Avenue on the west and east, respectively and between East Hoffman Avenue and East Gates Avenue on the north and south, respectively. The parcels were rezoned to include a Downtown Redevelopment District (DRD) Floating Zone, that was created to encourage residential and mixed-use development and redevelopment on site within walking distance of the Long Island Rail Road station and the central business district of the Village.

The redevelopment on the 7-acre site across the LIRR station, named as 'The Wel', is being constructed by Tritec. It is expected to add 260 residential units over the next three years. The construction of this \$102.6 million investment started in Fall 2019 and is expected to be completed by Spring 2021. The designs feature a mix of studios, one-bedroom, two-bedroom, and three-bedroom units. There will be 26 apartments for workforce housing. According to Tritec, they anticipate the new residents will contribute between \$5 million and \$7 million annually to the local economy.

**Downtown Vacancy.** The Village of Lindenhurst has identified several underutilized properties in Downtown Lindenhurst, discussed in more detail under Market Conditions. One of them is the former Waldbaum's site on 50 East Hoffman Avenue on the north side of the LIRR station. The public is eagerly looking for the redevelopment of this property which has been vacant since 2015. The underutilized properties could serve as locations for new housing, commercial space, and/or mixed-use development. The community survey revealed that residents wants to see more restaurants, high-end retail stores and commercial recreational uses within the downtown.

Downtown Residential Development Potential. The Village has approximately 1,234 single-family residential structures that are located within the extreme risk areas and 205 single-family residential structures are located within the high-risk areas. [4] The three underutilized properties (discussed under Market Conditions), in addition to the Tritec project, and other sites that may become available in the Downtown area over time, could provide housing options for residents who may need to or choose to relocate from the southern areas of the Village, and yet wish to remain in Lindenhurst, should their properties become uninhabitable due to the effects of rising sea levels and more frequent coastal flooding.





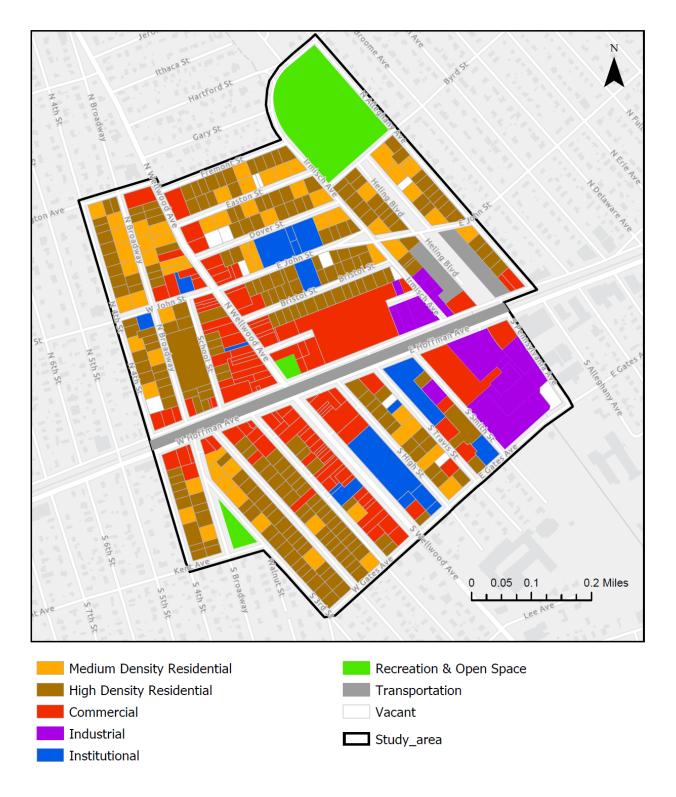


Figure 4: Village of Lindenhurst Downtown Land Use Map





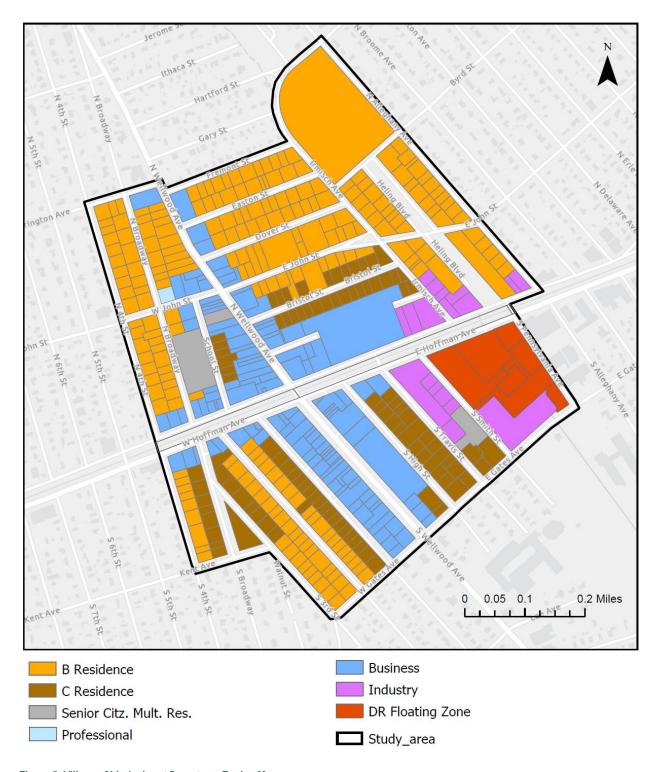


Figure 5: Village of Lindenhurst Downtown Zoning Map





#### **Market Condition**

The market analysis for the Village of Lindenhurst was carried out to understand the strengths and weaknesses of its market and determine the types of industries that may fare well in the Downtown. The analysis used Bay Shore and Patchogue as reference cases, as these Long Island communities share some socio-economic and geographic characteristics with Lindenhurst and are commonly seen as recent success stories for downtown revitalization on the South Shore.

**Retail Market.** The retail market in Lindenhurst is much less developed compared to Bay Shore. Currently, there are 194 retail establishments in Lindenhurst which is lower than Bay Shore (326), but higher than Patchogue (177). Lindenhurst's retail market currently has a vacancy and available space rate of 3.5% and 4.4%, respectively and a positive change in occupancy of 26,807 square feet over five years (5-year absorption). The existing inventory for the retail market is 943,206 square feet. Currently, there is no new retail space under construction. Lindenhurst's triple net rent of \$27.04 per square foot (entailing all property expenses, including real estate taxes, building insurance, and maintenance) is higher than Patchogue's, \$21.85, but lower than Bay Shore's \$28.16.

According to the retail gap analysis, food and beverage, general merchandise, and motor vehicle and parts have the largest retail gap in Lindenhurst. Downtown Lindenhurst would be an ideal place to host new restaurants and similar establishments, and such new businesses would reinforce the ongoing revitalization of the community.

According to feedback from the community, they wish to see more grocery stores, restaurants, and family-oriented recreational opportunities in Lindenhurst. The Waldbaum's supermarket, located at 50 E Hofmann Avenue closed in 2015, and the property has been vacant ever since. The closest full-scale grocery store is now in West Babylon, about two miles away from Downtown Lindenhurst, but residents still would like a grocery store in their own neighborhood.

Commercial Office Market. Lindenhurst's commercial office market currently has a vacancy of 4.5% and contains 4.5% available space. Lindenhurst had a positive 1-year net absorption (4,450 SF) and there is currently no new office space under construction. Lindenhurst's commercial office gross rent per square foot (GSF) is relatively high at \$22/GSF in comparison to Bay Shore and Patchogue's at \$15/GSF and \$18/GSF, respectively.

**Multifamily Housing Market.** Lindenhurst's multifamily market has 69,264 square feet of existing inventory with a positive net absorption. The Tritec project, The Wel, on East Hoffman started construction in Fall 2019 and will add 309,260 square feet and 260 units to the inventory over the next three years. Bay Shore has 77,028 square feet of new multifamily under construction. The effective rent of \$27.36 per square feet is relatively comparable to Bay Shore's, \$27.00, but lower than Patchogue's \$29.28 per square feet.

**Underutilized Properties.** The Village has identified three underutilized properties within the downtown. The first two properties are adjacent to one another and are owned by Our Lady of Perpetual Help Roman Catholic parish. 260 South Wellwood Avenue is located behind the church's former convent, in a Business zone, that would allow multifamily new construction. 179 South High Street is a parking lot in a Residence C zone that allows single family residences only.



Figure 6: Underutilized Properties near the OLPH Church



Figure 7: Former Waldbaum's Site and Underutilized Property

The third property, 50 East Hoffman Avenue, is the former Waldbaum's building and is in a Business zone. These properties could serve as locations for new housing, commercial space, and/or mixed-use development.





Table 1: Retail Market Inventory

Goography	Existing Inventory		Vacant Space	Available Space	NNN Rent	Net Absorption		Under Construction	
Geography	# Buildings	Square Feet	%	%	\$/SF	5 Year (SF)	1 Year (SF)	# Buildings	Square Feet
Lindenhurst	136	943,206	3.5%	4.4%	\$27.04	26,807	-3,516	0	0
Bay Shore	232	2,684,830	0.9%	2.2%	\$28.16	-8,510	37,124	0	0
Patchogue	192	1,170,756	8.1%	11.0%	\$21.85	-7,678	-7,297	0	0
Suffolk	7,953	75.6 M	4.0%	6.4%	\$29.08	379,293	458,981	28	451,381

NNN Rent - Triple Net Rent; Source: CoStar

Table 2: Retail Gap Analysis

Industry	Demand	Supply	Retail Gap	Number of Establishments
Food & Beverage	\$68,508,885	\$12,074,953	\$56,433,932	11
General Merchandise	\$47,040,243	\$681,599	\$46,358,644	1
Motor Vehicle & Parts	\$77,883,158	\$40,682,940	\$37,200,218	24
Clothing & Clothing Accessories	\$34,794,044	\$7,057,609	\$27,736,435	16
Gasoline Stations	\$37,765,449	\$17,405,253	\$20,360,196	4
Health & Personal Care	\$32,590,641	\$17,956,086	\$14,634,555	6
Food Services & Drinking Places	\$44,200,256	\$30,596,208	\$13,604,048	65
Furniture & Home Furnishings	\$14,576,940	\$2,144,731	\$12,432,209	5
Non-store	\$12,994,423	\$745,894	\$12,248,529	2
Building Materials, Garden Equipment & Supply	\$25,911,266	\$17,078,980	\$8,832,286	16
Sporting Goods, Hobby, Book & Music	\$11,648,004	\$5,464,653	\$6,183,351	7
Miscellaneous	\$14,920,765	\$12,668,374	\$2,252,391	27
Electronics & Appliance	\$15,424,683	\$13,898,411	\$1,526,272	10

Source: ESRI Retail Analysis

Table 3: Commercial Office Market Inventory

Geography	Existing Inventory		Vacant Space	Available Space	Gross Rent	Net Al	bsorption	Under Co	onstruction
	# Buildings	Square Feet	%	%	\$/SF	5 Year (SF)	1 Year (SF)	# Buildings	Square Feet
Lindenhurst	43	256,055	4.5%	4.5%	\$20.24	49,050	4,450	0	0
Bay Shore	126	866,773	2.0%	3.0%	\$15.63	20,747	-16,581	0	0
Patchogue	98	576,618	0.8%	1.6%	\$18.46	18,801	-106,760	0	0
Suffolk	3,087	27.3 M	6.1%	7.7%	\$22.00	424,971	-111,738	11	563,344

Source: CoStar

Table 4: Multifamily Housing Market

Goography	Existing Inventory			Vacant Space	Effective Rent	Net Absorption		Under Construction			
Geography	# Buildings	Units	AVG SF	SF	%	\$/SF	5 Year (Units)	1 Year (Units)	# Buildings	Units	SF
Lindenhurst	8	104	666	69,264	1.3%	\$27.36	31	0	1	260	309,260
Bay Shore	54	2,051	786	1.6 M	2.3%	\$27.00	108	37	2	98	77,028
Patchogue	34	1,774	762	1.4 M	2.2%	\$29.28	192	3.4	0	0	0
Suffolk	633	41,356	904	37.4 M	2.1%	\$26.04	2,854	613	16	3,239	2.9 M

Source: CoStar





# **Transportation and Parking**

Road Hierarchy. The study area is centrally located in the Village, accessible to many surrounding communities. The prominent north-south street in the study area Wellwood Avenue connects the downtown to major highways - NY27 and Southern State Parkway in the north and NY27A in the south. Wellwood and Hoffman Avenues are the two minor arterial streets in the study area that feed to principal arterials – NY27 and Southern State Parkway, beyond the study area. E. John Street is the only major collector street in the study area with all other streets being local roads. [5]

Pedestrian Infrastructure. The Downtown Walkability Improvement Study assessed the condition of the sidewalk within the downtown. It was observed that conditions of the sidewalk along Wellwood Avenue and Hoffman Avenue were mostly in good condition with only a few sections in fair condition. However, local roads serving residential properties either had sidewalks mostly in fair to poor condition or were missing sidewalks. Out of the existing 9.7 miles of sidewalks in the study area – approximately 58% are in good condition, 37% are in fair condition and 5% are in poor condition. The streets in the downtown study area need about 3.6 miles of additional sidewalks to fill the missing sidewalk gaps and achieve continuous sidewalk availability. Most of the curb ramps, approximately 53%, within the study area were found in fair condition. 38% of the existing curb ramps were in good condition and about 9% were in poor condition. There were 45 locations where a curb ramp was not provided. Further, pedestrian crossings are available at 11 locations on North & South Wellwood, and East Hoffman Avenues. More than half of these crosswalks, 13 out of 25, are uncontrolled crosswalks.

Pedestrian Crash Analysis. Over 40 pedestrian crashes occurred in the village leading to 8 fatalities between January 2013 and August 2018 as per NYSDOT data. Out of these, 12 crashes were reported to have occurred within the study area. These crashes primarily occurred along Wellwood and Hoffman Avenues. The 12 crashes led to 11 injuries and 4 fatalities. Two of the four fatalities occurred at the same location — South Broadway and West Hoffman Avenue. Crash clusters were observed at three locations — Hoffman Avenue and Wellwood Avenue intersection, West Hoffman Avenue and South Broadway Intersection and Wellwood Avenue. Apparent factors attributed to the four fatalities include backing unsafely, failure to yield right of way, and driver inattention.

**Bike Infrastructure.** There are no shared-use paths, bicycle lanes or bicycle routes within the study area. Hoffman Avenue is identified as an unsigned connecting route in the Long Island Bikeways and Trailways Map. [6] It is part of the unsigned connecting route that connects Bethpage Parkway Bikeway with a hiking trail to Belmont Lake State Park.

Five bike racks are available at the Lindenhurst LIRR Station. Field survey observations indicated moderate usage of the bike racks.

**Transit.** There is direct access to the LIRR and the Suffolk County Transit Bus S20 within the study area. Lindenhurst LIRR station, located at Wellwood Avenue and East Hoffman Avenue, is a station on the Babylon branch of the Long Island Rail Road rail service. Commuter parking available to railroad users is discussed in the parking section. Escalators are available just west of the station building, from street level to platform. Elevators or accessibility ramps are not available at the station, limiting the station's accessibility. Connection to Suffolk County Transit Bus S20 is available at the intersection of Wellwood Avenue and East Hoffman Avenue and along East John Street. Bus S20 connects Lindenhurst downtown to South Bay shopping center, Babylon LIRR Station in east and to Copiague LIRR, Amityville LIRR stations and Sunrise Mall on the west. S20 service is available Monday through Saturday only.

**Parking.** There are over 2,000 parking spaces within the downtown that can be classified into multiple categories as seen in table below.

Table 5: Downtown Parking Inventory

Type of Parking	Total Spaces	Disabled Parking Spaces
Municipal Parking (other than commuter parking)	365	21
On Street Parking (Wellwood and Hoffman Ave)	335	4
Commuter Parking	543	16
Private Parking	1150*	N.A.
Total	2393	41

\*estimate (includes currently vacant Waldbaum's site)

A 2019 parking utilization study indicates that there is adequate parking available to support current uses. On a typical weekday, the utilization of municipal parking lots averaged 55% and the overall weekday parking utilization for commuter lots averaged 78%. However, with the ongoing revitalization of the downtown and numerous new businesses moving in, more downtown visitors and hence increased parking demand are expected.





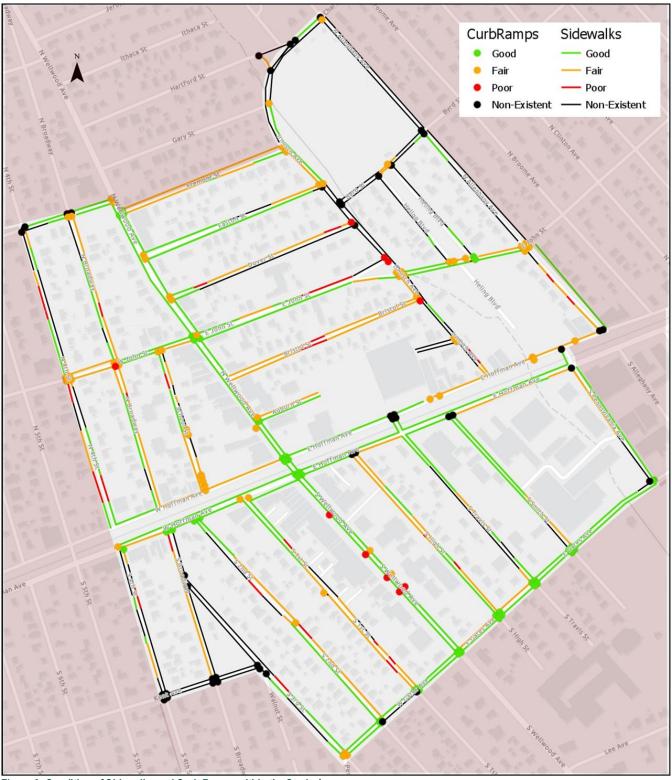


Figure 8: Condition of Sidewalks and Curb Ramps within the Study Area





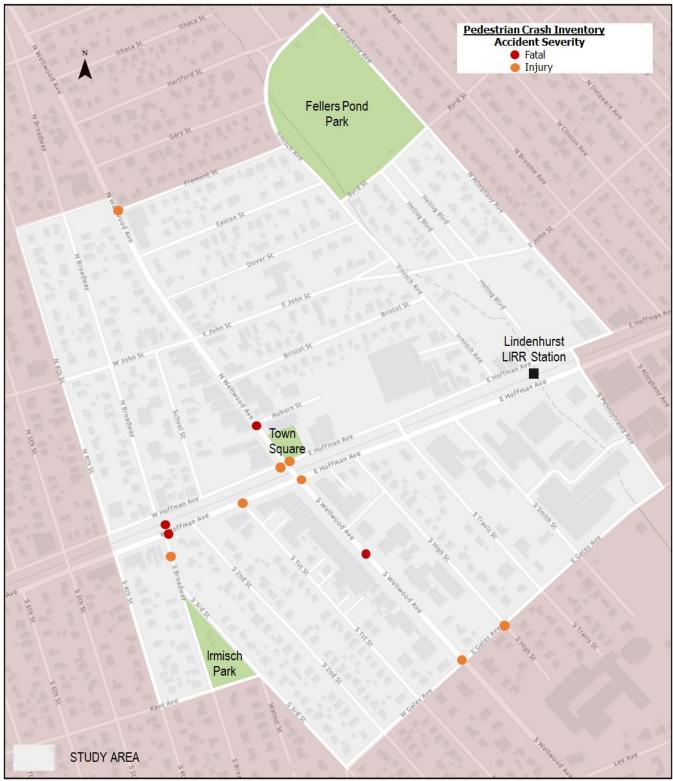


Figure 9: Vehicle-Pedestrian Crash Inventory (2013-Aug 2018)







Figure 10: Parking Inventory by Type





# DOWNTOWN TOMORROW: VISION, STRATEGIES, ACTIONS

#### **Vision and Goals**

The Village of Lindenhurst strives to be equally welcoming to young families and seniors, as it is accommodating to new residents and those who have lived in Lindenhurst all their lives. The Village also stated its desire to encourage a greater shared sense of the Lindenhurst community as a valued place to live, work, attend school, and enjoy our recreational amenities.

The Village's downtown is the heart of the community. During the development process of the Downtown Master Plan residents and stakeholders expressed their vision for downtown Lindenhurst via workshops and the community survey. The word cloud below displays the 22 words that were submitted 25 times or more by community members, that best captured their vision for the downtown.



Figure 11: Word Cloud - Downtown Visioning Input

The top six most-often mentioned words with the number of responses are as follows: retail (183), restaurants (173), walkable (172), parking (158), vibrant (158), and affordable (149). The adjectives walkable, vibrant, affordable, lively, thriving, green, beautiful, and family-oriented are standing

out as features of a downtown that is also envisioned to provide excellent dining, entertainment, and business and shopping opportunities.

The following **strategic vision for Downtown Lindenhurst in 2035** was derived from the community input and approved by the Village Board:

"A healthy, vibrant and thriving downtown on Long Island's South Shore, attractive for businesses, visitors, and residents alike – a place that is safe and walkable, and widely known as a premier dining, entertainment and shopping destination."

The Downtown Master Plan goals are:



Figure 12: Downtown Master Plan Goals

# Establish Lindenhurst Downtown as a Destination of Choice

The goal is to revitalize, diversify, and promote the downtown economy. Redevelopment of underutilized / vacant sites along the key corridors – Hoffman and Wellwood Avenues, will promote investment, provide an opportunity to diversify the downtown economy, increase street-level activity, and add to the vibrancy of the downtown. Diverse uses will help in maintaining the downtown activity levels through-out the day. The master plan recommends the Village to encourage mixed use developments and support more restaurants and retail stores moving forward. There's potential to increase development density along Hoffman and Wellwood Avenues, and particularly along the LIRR station, including the currently vacant Waldbaum's site.





# Offer Safe and Multi-Modal Travel Choices to and around the Downtown for Residents and Visitors

The goal is to improve how people get to and then, once they arrive, around the downtown. This includes improving access to transportation alternatives through public transit, as well as pedestrian and bike infrastructure and services. Higher pedestrian usage attracts retail and makes for a more vibrant downtown. Managing parking demand within the downtown through parking pricing and offering better parking design and access to support optimal usage of existing parking facilities is vital to support the downtown revitalization. Parking infrastructure is expensive and takes away valuable downtown real estate from higher and better uses. The master plan recommends the Village to continue to pursue walkability improvements, facilitate development of bike network and infrastructure, and increase transit options within the downtown. Traffic calming along the Hoffman and Wellwood Avenues will address speeding and improve safety for motorists, pedestrians and cyclists. The master plan also recommends requiring all new developments to support active transportation as well as emerging transportation modes, such as electric vehicles.

# Improve the Quality of Public Realm – Streets and Public Spaces

The goal is to offer high quality public spaces and streetscapes within the downtown that support community livability and downtown vibrancy. The master plan recommends the Village to activate and expand its Village Square, located at the heart of the downtown. The master plan also recommends prioritizing façade and streetscape improvements to harmonize and maintain the downtown character and branding. Infilling underutilized sections of streetscapes increases cohesiveness and walkability of the downtown. Getting around the downtown can be confusing with no wayfinding system now. Gateways and a wayfinding system would reinforce the downtown character and address various information needs of a diverse user-base and effectively get people to and from multiple parking facilities. transit, and downtown destinations. Better lighting within public spaces and streetscape along the Hoffman and Wellwood Avenues can further improve the quality of the public realm and establish a higher sense of safety.

# **Strategies**

The Downtown Master Plan is a strategic plan with a 15-year planning horizon. A set of overarching strategies is recommended to the Village of Lindenhurst to support achieving the vision for Downtown Lindenhurst of becoming a healthy, vibrant and thriving downtown by 2035.

## **Commit to a Smart Growth Planning Approach**

Smart growth is a development approach that promotes walkable, inclusive, and transit-oriented communities, as well as the land use and transportation policies and investments needed to make those communities flourish. [7] The smart growth approach encourages citizen and stakeholder engagement in development decisions as one of its principles. Furthermore, it supports a mix of building types and uses, diverse housing and transportation options, and sustainable development within existing neighborhoods. [8]

The Village of Lindenhurst should continue to follow smart growth principles. The adoption of the Village's Downtown Walkability Improvement Study in August 2019 is a statement to create a walkable downtown neighborhood in Lindenhurst. The Village should go a step further and formally commit to prioritizing active transportation, i.e. walking, cycling and public transit in downtown and Villagewide development projects. Furthermore, it is recommended that the Village formally adopts a complete streets policy ensuring that all transportation related projects are checked against and comply with the basic principle that streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. [9] A complete streets policy also represents an opportunity to demonstrate readiness to accommodate or integrate emerging transportation trends, such as e-scooters, bike-sharing, electric vehicles, and autonomous vehicles.

## **Continue to Thoroughly Engage the Community**

The two most recent downtown planning projects of the Village – the Downtown Walkability Improvement Study and this Downtown Master Plan – have been developed following a participatory planning approach. Residents and stakeholders had multiple opportunities to provide their input and feedback throughout the development processes. This was widely appreciated by the public, as it added creativity and credibility to the process and support for the planning documents. The Village should continue to thoroughly



#### DOWNTOWN MASTER PLAN



engage the community in similar planning and development projects and even smaller projects close to the heart of the public, such as on downtown or Village beautification measures.

## **Enable Dynamic Downtown Master Planning**

The short-term actions recommended in the section on Short-term Recommendations are intended to be implemented within two years of plan adoption. The Village of Lindenhurst should keep track of the implementation progress and transparently report the implementation status (based on key indicators outlined in section on Measuring Implementation Progress) to the residents and stakeholders, for example in a dedicated section on the Village website. The Village should review and update the Downtown Master Plan and its implementation plan at least every two years in order to properly account for new information, local developments, as well as technological, societal, economical, and environmental changes and trends. The continuous update of the Downtown Master Plan allows the Village to capture future challenges and trends. It ensures that the plan intentions and aspirations are based on trends and information that are locally and time relevant.

## **Expand Planning Approach to Entire Village**

Building on the Master Plan for the Lindenhurst's downtown, the heart of the community, the Village should expand its master planning approach to the entire village. 'Downtown accessibility and connectivity' is one of four action themes identified for the pursuit of the downtown vision. Community input demonstrated a strong desire to better connect the downtown with other destinations as well as economically and socially important areas within the Village territory, such as Montauk Highway and the shorefront communities to the south. Furthermore, a village-wide master planning approach would provide an opportunity to build on the New York Rising Community Reconstruction Plan (NYCRP) that was developed for the Village of Lindenhurst in 2014. Considering rising sea levels and the anticipation of more frequent and violent weather events, thorough resiliency planning, including the implementation and possible update of NYCRP-proposed actions should be carried out by the Village of Lindenhurst.

# **Implementation Actions**

A diverse set of implementation actions grouped under four themes have been identified and detailed to achieve the established vision and goals of the downtown master plan:

- Downtown Diversity and Development
- Accessible and Connected Downtown
- Updated Downtown Infrastructure
- Downtown as a Brand

The table below lists the implementation actions identified under each of the four themes. These are discussed in more details under Section 4 Implementation Plan.

#### Table 6: Implementation Theme and Actions

#### A: Downtown Diversity and Development

- A1: Encourage mixed-use development
- A2: Promote redevelopment of underutilized and vacant properties
- A3: Support more restaurants and retail stores
- A4: Activate and expand public spaces

#### **B: Accessible and Connected Downtown**

- B1: Improve transit options
- B2: Optimize pedestrian connectivity
- B3: Develop bicycle network and infrastructure
- B4: Calm traffic and provide safe downtown access for all
- B5: Require developments to support active transportation
- B6: Improve connectivity between the downtown and the waterfront

#### C: Updated Downtown Infrastructure

- C1: Manage Parking Infrastructure
- C2: Future-proof transportation infrastructure
- C3: Prioritize aesthetics and maintenance
- C4: Establish higher sense of safety and security

#### D: Downtown as a Brand

- D1: Create a downtown identity
- D2: Develop a downtown marketing strategy
- D3: Promote Lindenhurst as a healthy and sustainable Village





# RECOMMENDED ACTIONS

# A. Downtown Development and Diversity

The Village of Lindenhurst has identified downtown revitalization as the premier goal of its Downtown Master Plan. Within 15 years, Lindenhurst is striving to develop the healthiest and most vibrant and thriving downtown on Long Island's South Shore. The Village can rely on strong leadership and community support in this endeavor.

In a community survey, Lindenhurst residents were asked to rate the importance of land use and economic development goals. Redevelopment of the unused and vacant sites within the downtown (important or very important to 95% of survey respondents), activation of the downtown with more shopping and dining opportunities (94%), introduction of more neighborhood services such as grocery stores and day cares (91%), and development of more outdoor green space and enhancement of existing downtown green space (85%) were identified as the most important land use and economic development goals for the downtown.

The downtown market analysis revealed that the downtown area currently does not offer enough functions and amenities to fulfill the needs of Lindenhurst residents. Every year, millions of dollars leave the Village and its downtown to be spent in other Long Island communities.

The following four actions have been identified to revitalize Lindenhurst downtown and make it the envisioned destination on Long Island for residents and visitors alike.

# A1 | Encourage Mixed-Use Development

A succeeding downtown is a lively place, full of energy generated by people who are engaged in social interactions and economic activities. Downtown revitalization comes down to drawing people back to the heart of Lindenhurst and enticing them to shop, dine, play and spend time there in many other ways.

The Village is also fortunate that it can build on a favorable framework to achieve a successful downtown revitalization. This includes the second highest population density among Suffolk County communities as well as the recently (August 2019) adopted downtown walkability improvement study

which lays out the plan for pedestrian friendly design. Land use diversity is another favorable factor, as it brings more people to the downtown during different times of the day, which can support businesses, improve safety, and enhance the vitality of an area. [9]

Mixed-use development or land use diversity accommodates more than one type of function within a building, a set of buildings, or a specific area, such as the Lindenhurst downtown. These functions include residential, office, retail, and personal services, as well as parks and open space.

It will be important to balance the community's sentiments of wanting to preserve the unique character of Lindenhurst as a historically grown, family-oriented and close-knit Village on Long Island's Great South Bay while also encouraging economic development and downtown revitalization.

In June 2017, the Village adopted a Downtown Redevelopment District (DRD) ordinance for a floating zone to encourage residential, mixed-use development and redevelopment within the downtown. Such zoning regulations encourage smart growth developments which can further advance the Village's goal of downtown revitalization. The Village should continue to encourage new investments in the downtown using this regulation and integrate design guidelines within the DRD ordinance.

The vacant property of the former Waldbaum's site in the heart of the downtown and adjacent to the Lindenhurst LIRR station is the most obvious choice for a mixed use and transit-oriented development in Lindenhurst. A development that combines residential and office use with the offering of a highly desired downtown grocery store would bring in new residents, but also provide current residents opportunities to run errands and keep economic activities within Lindenhurst. A 10,000-20,000 sq. ft. grocery store or supermarket would be feasible in the mixed-use development.

# A2 | Promote Redevelopment of Underutilized and Vacant Properties

The Village of Lindenhurst has identified three underutilized properties in Downtown Lindenhurst: 260 South Wellwood Avenue, 179 South High Street, and 50 East Hoffman Avenue. These properties could serve as locations for new housing, commercial space, and/or mixed-use development. A rezoning that increased the effective density would allow for the development of additional housing and other uses.





Table 7: Underutilized Properties

Underutilized Property	Address	Property Owner	Zoning
Former convent	260 S Wellwood Avenue	Our Lady of Perpetual Help	Commercial
Parking lot	179 S High Street	Our Lady of Perpetual Help	Residential
Former Waldbaum's	50 E Hoffman Avenue	-	Commercial

Table 8: Underutilized Properties' Characteristics

Address	Zoning Category	Lot Area	Development Potential per Zoning*
260 S Wellwood Avenue	Business	14,810 SF	17
179 S High Street	C Residential	31,798 SF	3
50 E Hoffman Avenue	Business	200,812 SF	200

The 260 South Wellwood Avenue property could be developed with a small number of residential apartments-approximately 17 units- and under current zoning would be limited to 2 stories in height. Development of 2-story apartments may not be economically viable, though townhouse development probably would be. A rezoning to allow 3 to 4 stories, with residential uses only, would increase the density and unit yield and allow the construction of economically viable rental housing that is seen in other Suffolk County developments. The 179 South High Street property could likewise be rezoned to a Business and the allowed height increased to 3 to 4 stories.

The 50 East Hoffman Avenue property could be rezoned to allow heights of up to 5 stories, with one story of retail/commercial uses and either 3 or 4 stories of residential uses, which would present a development opportunity that would be economically viable and consistent with other projects in Suffolk County, such as Wyandanch, Ronkonkoma and Patchogue. The ground floor retail could be mandated to contain a space suitable for a grocery store of a minimum size, and other support retail spaces. Parking could be provided in a mix of surface and structured parking, and a reduced parking ratio could be considered given the site's proximity to the LIRR station.

## A3 | Support More Restaurants and Retails Stores

A retail gap analysis showed that food and beverages sector followed by general merchandise have the highest retail gaps in the Village of Lindenhurst. This means that demand exceeds supply in these sectors. The analysis suggests that Lindenhurst residents are leaving the Village to buy those goods elsewhere.

The findings from the community survey support the results of the retail gap analysis, as 56% of survey respondents felt that the downtown was lacking in retail / shopping options and the two words most often associated with a vision for downtown Lindenhurst were retail and restaurants.

Residents expressed a strong desire for a full-scale grocery store to allow for a truly local every-day shopping opportunity in the Lindenhurst downtown.

The community wants to see more restaurants, high-end retail stores and commercial recreational uses within the downtown. Survey respondents also expressed the need for a larger variety of restaurants and family-oriented uses within the downtown.

Downtown Lindenhurst would be an ideal place to host new restaurants and similar establishments, and such new businesses would reinforce the ongoing revitalization of the community. Community input suggests the desire for interesting and unique (niche) stores. This would represent an opportunity to develop the image of a healthy and sustainable Village (see action D3 for more detail). The Village may use tax incentives to attract the desired restaurants and retail stores to the downtown area.

# A4 | Activate and Expand Public Spaces

Public Space, parks and plazas are critical components of our urban environment. Public spaces give identity to neighborhoods and rewards of a well-designed and maintained public space go way beyond just the space. It enriches the lives of its users, enhances its surrounding buildings and neighborhood, and contributes to the community's social, economic and environmental health. They often act as anchors and provide a sense of character and a forum for public activities – all adding to greater community livability.

Extending the public space at the Village Square will require closing off access to East Hoffman Avenue from Wellwood Avenue for about 110 feet towards east, on the north side of the LIRR tracks. Additionally, the space below the LIRR





trestle on the opposite side will also be incorporated in the extended public space.

Activation of this space can be an added attraction to the downtown and would create a better connection between the downtown, south and north of Hoffman Avenue and the LIRR. The extension of the public space at the Village Square will include:

- Addition of 3,260 sq. ft. of public space by repurposing the right-of-way on East Hoffman Avenue south of the existing Village Square;
- Addition of sidewalk to connect the sidewalk on east side of North Wellwood Avenue to space under the LIRR trestle on east side of the intersection; and
- Vertical gardens on two LIRR trestles located opposite Village Square.



Figure 13: Extension of the Village Square



## B. Accessible and Connected Downtown

Vibrant and thriving places have in common that they are accessible for people of all ages and ability and well-connected to other places/locations as well as within.

The Village of Lindenhurst has pursued the courageous step of pursuing walkability improvements for its downtown. The adoption of their Downtown Walkability Improvement Study in August 2019 is an important milestone that is expected to make the Lindenhurst downtown more accessible and connected, and ultimately more attractive for residents, visitors and businesses alike.

Walkability improvements are inseparable from (pedestrian) safety. The Lindenhurst community, when asked to rate nine transportation goals on their importance to achieve their vision of downtown Lindenhurst, stated as their number one goal the establishment of a high level of walkability and pedestrian safety within the downtown. 92% of Lindenhurst residents endorse this goal.

However, downtown accessibility and connectivity goes well beyond walkability improvements. It requires a multi-modal approach that enables access to the downtown functions and services via multiple transportation modes. This Downtown Master Plan emphasizes the importance of active transportation to make downtown Lindenhurst more accessible and connected. Active transportation includes safe and secure walking, cycling, and use of public transit (as many people using buses and trains typically walk or cycle to and from their transit stops).

Specific attention is placed on the Village's desire to better connect the two destinations that draw the most people to Lindenhurst: the downtown and the Great South Bay waterfront.

## **B1 | Improve Transit Options**

Transit access is an important part of the vision of a compact, mixed-use place that is more walkable and less auto oriented.

Public transit in Lindenhurst is primarily associated with the Long Island Railroad. 10% of the Lindenhurst working population is using the LIRR for their commute. Fewer than 1% of workers rely on buses. There are opportunities to improve transit options in terms of the railroad and buses.

The Long Island Rail Road station is located about 1,200 feet (about 4-5-minute walk) from the downtown center at intersection of Hoffman and Wellwood Avenue.

The first stairs on the west side are located just 760 feet (about 3-4-minute walk) from the Hoffman and Wellwood Avenue intersection. When compared to other Suffolk County downtowns this is a shorter walk. Babylon LIRR is about 5-6-minute walk from the downtown center and Patchogue LIRR is about 7-8-minute walk from its downtown. However, with the potential redevelopment of the vacant Waldbaum's site as a transit-oriented development, there is an opportunity to enhance the transit access. Pedestrian enhancements at the intersection of Travis Street and Hoffman Avenue can be considered. Shared use or mobility paths for pedestrians, cyclists, people using e-scooters, etc. that connect to the LIRR station, Wellwood Avenue and other parts of the downtown can be part of the new development.

The East-Side-Access (opening of Grand Central Station for the railroad from the East / Long Island), a new dynamic of railroad use is expected. The Village is encouraged to lobby the LIRR for more frequent stops at the Lindenhurst station and direct/faster connections to both Penn Station and Grand Central Station.

Presently, Suffolk County Transit provides bus service through its S20 Route that runs along East John Street, North Wellwood Avenue, and West Hoffman Avenue within the downtown. Currently, there is no transit stop directly serving the LIRR station. Furthermore, none of the stops within the downtown have bus shelters or prominent wayfinding. Upgrading the bus stops to include bus shelters can be an improvement that the Village can consider.

The Village can work with the MTA/LIRR and Suffolk County Transit to pursue infrastructure improvements at the train station and bus stops. The Village is encouraged to negotiate for a multi-modal station. In addition to walking and cycling amenities, this calls for S20 bus route changes that provide direct access to the LIRR station, for example via the East Hoffman Avenue Service Road, as illustrated in Figure 14.

#### **B2 | Optimize Pedestrian Connectivity**

Sidewalk infrastructure is a key component of urban street design that supports walking. It separates pedestrians from vehicular traffic and contributes significantly to enhance connectivity and creates a pedestrian friendly environment. Safe, accessible, well-maintained and continuous sidewalk availability with accessible curb-ramps are a necessary investment towards a more walkable and attractive





downtown. The streets in the downtown area need about 3.6 miles of additional sidewalks to fill the missing sidewalk gaps and achieve continuous sidewalk availability. Further, there are 45 locations within the downtown that are missing curbramps.

Developing pedestrian alleyways along Wellwood Avenue can help with providing pedestrian access to Wellwood Avenue from parking and developments between School Street and Wellwood Avenue as well as between Hoffman Avenue and Gates Avenue on either side. South Wellwood Avenue from Gates Avenue to Hoffman Avenue is nearly 1,200 feet with no intersecting streets. Also, North Wellwood Avenue from West John Street to West Hoffman Avenue is about 760 feet with no intersecting streets on the west side.

Currently, there is a parking lot on west side of North Wellwood Avenue between Mr. G's Pizzeria and Elite Dance Studio that connects to the bigger parking lot for Lindenhurst Commons along West Hoffman Avenue and a small parking lot along School Street behind Tennessee Jeds restaurant. Better wayfinding signage, lighting and general upkeep will bring all three parking lots to the attention of the Lindenhurst community and its visitors. These measures will improve user's feelings of safety and security as well as help in accessing and navigating to-and-from within these three parking lots in the center of downtown Lindenhurst.

On the west side of South Wellwood Avenue next to the Fire Department, an alleyway offers pedestrian access from Main Street to and from a rear municipal parking lot on South 1st Street. This alleyway on the north side of the firehouse was completed in 2015. It is in good condition and well maintained. Another municipal parking lot, located between South 1st Street and South 2nd Street, is only about a one-minute walk away (approx.130 feet). The addition of a new walkway, as illustrated in Figure 14, connecting the existing pedestrian alleyway that wraps around the firehouse to the sidewalk on South 1st Street, with a new marked crosswalk on South 1st Street, added lighting and well-placed wayfinding signage can encourage the community to use both municipal lots conveniently.

On the east side of South Wellwood Avenue there is pedestrian walkway next to the church connecting to South High Street. However, a pedestrian access through the former CVS lot, to be occupied by Sand City Brewing Co., offers a better placed connection to South High Street that is closer to the municipal lot located at the corner of South High Street and East Hoffman Avenue. The Village should encourage the development of a well-lit, safe and welcoming pedestrian walkway within the redeveloped site plan for the former CVS lot to retain connectivity between the South High Street municipal parking lot and South Wellwood Avenue.



Figure 14: The Lindenhurst LIRR Station as a Multi-Modal Station





Figure 15: Addition of Walkway and Crosswalk for Better Access to the South 1st Street Municipal Parking Lot

Furthermore, access to the LIRR from the Tritec development 'The Wel' needs to be examined closely. As a mixed-use development, its proximity to the LIRR will generate pedestrian crossings of East Hoffman Avenue. The current site plan indicates that the main entrance will be west of South Pennsylvania Avenue. This will encourage mid-

block crossings since pedestrians will seek the shortest distance to cross East Hoffman Avenue. Therefore, a midblock crossing with a HAWK beacon (High-intensity Activated crossWalK beacon) should be considered to provide a safe and effective crossing, as illustrated in Figure 16.



Figure 16: Addition of Mid-block Crosswalk for Better Access to the LIRR from 'The Wel'





A HAWK beacon, also known as a Pedestrian Hybrid Beacon, is a traffic control device used to stop road traffic and allow pedestrians to cross safely. Research suggests that HAWK beacons create safer crossings, reduce crashes and increase driver compliance with crosswalk laws.

Further, redevelopments in the southern part of the study area (along South Wellwood Avenue, just north of Gates Avenue) are likely to occur as the downtown becomes more active and new businesses open. The Village should consider installing a new crosswalk and extending the bulbouts and RRFB (Rectangular Rapid Flashing Beacons) treatment at a mid-block location between the Fire Department and Gates Avenue, as and when warranted by the redevelopment. RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system. RRFBs can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts. [10]

## **B3 | Develop Bicycle Network and Infrastructure**

There are currently no shared-use paths, bicycle lanes or bicycle routes within the Downtown of Lindenhurst. Despite a few bicycle racks, there is no infrastructure that would support cycling, let alone safe cycling. This is currently hindering downtown accessibility and connectivity. However, many community members have expressed their strong desire to being able to safely cycle in Lindenhurst. In the context of the downtown walkability study development, the Village already called for suggestions to develop bicycle infrastructure in the Village downtown. The Village organized mobility events that featured bicycling education, and it saw Suffolk County Executive Steve Bellone announce the County's bike share program at the Village Square in the summer of 2018.

The downtown area is an ideal place to install various bicycle infrastructure elements, such as protected bike lanes, shared-use paths, shared lanes, bicycle boxes<sup>1</sup>, and additional bicycle parking racks.



Figure 17: Bicycle Lane on East Hoffman Avenue and Sharrows on Travis Street

<sup>&</sup>lt;sup>1</sup> Designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.



#### DOWNTOWN MASTER PLAN



The Village is encouraged to establish bike connectivity within the downtown, including:

- A protected bike lane along East Hoffman Avenue East of Travis Street potentially connecting to the Village of Babylon and Argyle Lake.
- Shared Right of Way on Travis Street, East Gates Avenue, and the Hoffman Avenue Service Road connecting the (extended) Village Square to the LIRR station and places East of it as well as the Southern part of the Downtown.
- Bike boxes at the intersection of South Wellwood Avenue and East Gates Avenue, and intersection of East Hoffman Avenue and Travis Street.
- Addition of bicycle parking racks within the extended public square.

Once some basic bicycle infrastructure is installed, the Village should lobby to become a location for the Suffolk County Bike Share Program Bethpage Rides. These efforts will also depend on how well the Downtown is connected – ideally via protected bicycle lanes along the South Wellwood Avenue to Montauk Highway and the Great South Bay waterfront to the south.

#### B4 | Calm Traffic and Provide Safe Downtown Access for All

The community revealed grave concerns about pedestrian safety in several downtown areas, often related to street design that allows speeding, especially along S. Wellwood Avenue and S. First Street. Other concerns relate to difficulties safely crossing streets in the downtown area and dangerous situations created by vehicles carrying out U-turn maneuvers or backing out of the angled parking spots on S. Wellwood Avenue

Multiple pedestrian safety improvements are identified as relevant to downtown Lindenhurst, which include some traffic calming measures. The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. These measures can be implemented at an intersection, street, neighborhood, or area-wide level.

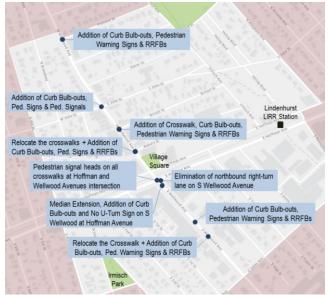


Figure 18: Traffic Calming Improvements on Wellwood Avenue

Curb-bulb-outs, lane removal, median barrier, pedestrian warning signs, Rectangular Rapid Flash Beacon (RRFB), Pedestrian Signal heads have been recommended to improve pedestrian safety along Wellwood Avenue. Additional traffic calming recommendations, such as narrowing of travel lanes and raised intersections are recommended for Hoffman Avenue.

Design recommendations under B3 also serve as traffic calming measures, such as the curb bulb-outs and HAWK beacon connecting the LIRR Station and the Wel.

#### B5 | Require Developments to Support Active Transportation

Looking for alternatives to using the car to access downtown Lindenhurst, the Village is already widely recognized as a strong promoter of walkability. It has the chance to become a true promoter of active transportation (see also recommendation D3 on promoting Lindenhurst as a healthy and sustainable Village) which, in addition to walking, includes cycling and public transit.

As there is continued and potentially increased interest from businesses and developers to invest in the downtown area, the Village has an extraordinary opportunity to link these new developments to active transportation support. The Village is recommended to require new developments to include pathways that provide safe and convenient access and connections to other locations and destinations within the downtown. Business and developers should be required to





provide bicycle amenities, such as lockers and bike racks within their sites to facilitate cycling. Transit-oriented developments should be allowed to apply a reduced parking ratio and offset parking spaces for alternative uses.

#### B6 | Improve Connectivity Between the Downtown and the Waterfront

The Village expressed specific interest in providing unimpeded and convenient access from the waterfront to the downtown, and thereby connecting the two key Village destinations.

The Village should consider developing a shuttle service providing connections within the downtown and beyond, potentially to waterfront destinations. During the summer months and other times of potentially high demand, such as weekend nights throughout the year, a shuttle service can offer rides to downtown destinations like Village Square, restaurants on Wellwood Avenue, LIRR Station, Fellers Pond Park, Municipal Parking Lots, etc. as well as waterfront destinations like Shore Road Park, and Charles J Cowan Marina.

Wellwood Avenue provides the most direct connection between the waterfront and the downtown. The Village should consider developing S Wellwood Avenue as a multimodal promenade with sidewalks and protected bicycle lanes. Developed as a true gateway, the intersection of Montauk Highway and Wellwood Avenue could serve as an entry point to the downtown to the North and the waterfront to the South.



Figure 19: Conceptual Stops for Lindenhurst Shuttle Service



#### C. Updated Downtown Infrastructure

Well-functioning infrastructure is crucial for the development of Downtown Lindenhurst. Infrastructure for transportation, parking, telecommunication, utilities, etc. needs to be maintained and updated to meet the needs of the Lindenhurst community today and in the future. Infrastructure investments are strategic investments, as what is built today is intended to last for decades to come. It is a challenge to provide infrastructure that is flexible enough to adapt to future societal, environmental, technological, or regulatory developments.

#### C1 | Manage Parking Infrastructure

Parking – or the perceived lack thereof – is a concern shared by many Lindenhurst residents. In fact, 85% of the community survey respondents stated that the development of additional downtown parking is important or very important to achieve their downtown vision.

A 2019 parking utilization study indicates that there is adequate parking available to support current uses. The study found that the parking utilization for the curbside parking spaces averaged 47% for a typical weekday and 46% for a typical weekend. For the municipal parking lots, the study found that the utilization averaged 55% for a typical weekday and 44% for a typical weekend. Further, the overall average weekday parking utilization for commuter lots was at 78%.

The discrepancy between perceptions of parking shortages and studies that indicate enough parking availability is a common occurrence. Moreover, the Villages strong desire and actions to improve walkability should reduce parking demand while, on the other hand, the ongoing revitalization of the downtown and numerous new businesses moving in, raise expectations that there will be more downtown visitors and hence increased parking demand.

The Village should consider evaluating their parking demand and supply as and when warranted by the upcoming developments within the downtown.

In the short-term, the Village should consider measures that improve the design of the parking lots as well as general awareness about location and access to the existing downtown parking lots.

Improvements to the existing parking lots can include resurfacing and restriping the lots, maintenance of the landscaping, improved lighting and signage directing motorists to the parking lot location. Parking lots that can be safely accessed, maintained and well-lit are more conducive to use.

Figure 20 depicts the existing and proposed redesigned circulation and parking layout for the Lindenhurst Commons parking lot, located at the corner of School Street and West Hoffman Avenue. The redesign allows for addition of 15 new parking spots, including two electric vehicle designated spots with potential charging infrastructure, and six handicap parking spots. The redesign also includes placement of a wayfinding kiosk, lighting fixtures, bike racks, and a potential bikeshare docking station.

Awareness about the parking locations can be enhanced by development of a downtown parking map. Each parking lot can be designated a unique ID either numerical or alphabetical or based on its street / landmark location. This map can be displayed along Hoffman and Wellwood Avenues at entry points of the downtown as well as on the Village website for potential visitors seeking parking information. Additionally, improved wayfinding signage for parking can address the perceived parking deficiency and lead to a better utilization of the available parking spaces in the downtown area.





#### **NORTHERN LOT**

TOTAL SPACES = 19 REGULAR SPACES = 18 HANDICAP SPACES = 1

#### **EASTERN LOT**

TOTAL SPACES = 19 REGULAR SPACES = 17 HANDICAP SPACES = 2

#### LINDENHURST COMMONS

TOTAL SPACES = 52 REGULAR SPACES = 48 HANDICAP SPACES = 4

#### MUNICIPAL LOT E TOTALS

TOTAL SPACES = 90 REGULAR SPACES = 83 HANDICAP SPACES = 7



#### LINDENHURST COMMONS MUNICIPAL LOT DETAILS

TOTAL SPACES = 67 REGULAR SPACES = 59 HANDICAP SPACES = 6 ELECTRIC VEHICLE = 2

#### PARKING AISLE - 24' WIDE PARKING STALL - 9' x 19'

PROVIDES GREATER
CONNECTIVITY AND CIRCULATION
BETWEEN THE LINDENHURST
COMMONS LOT AND THE
EASTERN/NORTHERN LOTS.

REDUCES THE NUMBER OF DRIVEWAY OPENINGS ALONG SCHOOL STREET FROM 3 TO 2.

INCREASES NUMBER OF PARKING SPACES.

ALLOWS FOR INCLUSION OF BICYCLE/PEDESTRIAN AMMENITIES.

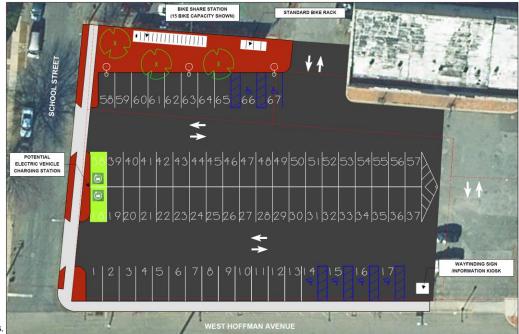


Figure 20: Lindenhurst Commons Parking Lot – Existing Conditions and Proposed Redesign





#### C2 | Future-Proof Transportation Infrastructure

The Downtown Master Plan is a strategic document with a planning horizon of 15 years. The transportation field and the way we move is rapidly changing. It is difficult, if not impossible, to anticipate how and to what extent transportation technologies will impact peoples' life. However, the Village can already plan for some expected transportation changes.

Most notably, the Village is encouraged to install electric charging stations in several key locations throughout the downtown, including (near) the commuter parking lots of the LIRR and the new municipal parking lot on East Hoffman Avenue. Furthermore, new businesses as well as, potentially, a new mixed-use and transit-oriented development at the former Waldbaum's site should consider installing electric vehicle charging infrastructure.

Other transportation modes, such as electric scooters (escooters) are quickly evolving. The Village is encouraged to stay abreast of the latest technological and policy developments which will influence how quickly escooters are becoming a valid and widely used transportation mode.

#### C3 | Prioritize Aesthetics and Maintenance

Public input indicated a strong need for well-defined community identity and sense of place for the downtown. The broader group of stakeholders expressed the need for façade and streetscape improvements to impart a more cohesive downtown identity.

Design guidelines can be used to review and enforce a uniform aesthetics and character for new development and redevelopment projects within the downtown. These design guidelines can include codes for building facades, architectural features, signage, canopies and green space, and streetscape in front of the properties. New construction should reflect the scale of existing buildings. The guidelines can also encourage and support a mixed-use development by emphasizing retail uses on ground floor.

Building signage should clearly communicate the business name and should be placed consistently. Facades should be enhanced through awnings, decorative signage, unique window dressings and displays to add variety to the street wall. These improvements will enhance the pedestrian experience by offering interesting outposts of stores, eateries and miscellaneous services through a unique visual journey, especially along Wellwood and Hoffman Avenue. Signage

should be consistent in scale and language, appropriate to the surrounding context and oriented to the pedestrian.

Streetscape beautification improvements not only add to the aesthetics, but often results in a greater sense of neighborhood pride. The Village can consider adding light pole banners or flower baskets on the decorative light poles installed along the Hoffman and Wellwood Avenues, in addition to the currently existing planters.



Figure 21: Examples of Street Pole Banners and Flower Baskets



Figure 22: Parklet - Nova Scotia, Canada. (Idea submitted by a Lindenhurst resident)







Figure 23: Clock Park along Main Street in Nova Scotia, Canada. (Idea submitted by a Lindenhurst resident)

However, it is important to consider who is responsible to maintain these improvements over time. Concerns regarding streetscape upkeep and maintenance were also brought up by the community during engagement opportunities. Public and privately sponsored projects must have an agreed-upon maintenance strategy to move forward with permitting and installation. It can be built in the process as a requirement to receive the Village / County permit.

Further, the Village should consider revisiting the current overhead signage on the LIRR trestles at the intersection of Hoffman and Wellwood Avenues. The advertisements signs are put up on the trestles through an agreement between the advertiser and LIRR. Signage at this location should be considered as a representation of the downtown. The Village can coordinate with LIRR to understand their advertisement policies and fees and deliberate on replacement of the advertisements with downtown branding signs.

#### C4 | Establish Higher Sense of Safety and Security

Public spaces and streets should be designed to be safe and secure. Transitions between the public and private realms, orientation to the street and sidewalk, and clear views from inside to out help the pedestrian realm feel safe. Building occupants should be able to see into public and semi-public spaces.

Appropriate quality and placement of lighting can enhance the streetscape environment as well as increase comfort and safety. Proper street lighting also illuminates pedestrian crosswalks and can reduce glare to motorists. Downtown Lindenhurst, particularly along Wellwood Avenue and Hoffman Avenue, has night-time pedestrian activity due to

commercial and transit-related activities. Better designed streetlights and building lights can enhance the ambiance of these area and visibility of pedestrians and bicyclists by motorists. Night-time pedestrian crossing areas, such as the alleyway connecting the Lindenhurst LIRR Station to the commuter lots north of E. Hoffman Avenue should be supplemented with brighter or additional lighting. This includes lighting pedestrian crosswalks and approaches to the crosswalks.

Pedestrian-level lighting placed over the sidewalks along Hoffman and Wellwood Avenues can improve pedestrian comfort, security, and safety. Pedestrian-scale lighting is lower in height (12-16 feet) than standard street lighting and is spaced closer together (~ 60 feet). [27] In 2004, the Village installed decorative pedestrian level street light poles within the downtown. The Village should consider expanding similar lighting on Hoffman Avenue along the following sections: W. Hoffman between N. 4th Street and School Street, W. Hoffman Avenue between S. 4th Street and S. 2nd Street, E. Hoffman Avenue north of the tracks — east of vacant Waldbaum's site to N. Alleghany Avenue. Further, the Village should consider adding brighter lighting in the pedestrian alleyway next to Heling Creek that connects the LIRR train station to the parking lot on west side of the creek.

It was noted by the community and stakeholders that the streets needed brighter lighting. The Village should consider installing LED fixtures. The community also felt that more patrolling within the commuter parking lots and public spaces like the Village Square would help to curb littering and undesired occupancy and activities.

Traffic calming measures to address speeding and enhance traffic safety on streets are discussed in Section B4 and pedestrian and bicycle safety recommendations are discussed in Sections B2 and B3 respectively.





#### D. Downtown as a Brand

Branding is the process of selling a positive image of the downtown. Branding is more than words and logos. It's about the core identity and expectations that are intended to be communicated to the community, businesses, and the visitors.

According to CEO for Cities, "A brand — clear, compelling and unique — is the foundation that helps to make a place desirable as a business location, visitor destination or a place to call home. Development of a brand strategy for a city or downtown leverages the features of that place to provide a relevant and compelling promise to a target audience. It is not an ad campaign or a tagline. Rather, the branding strategy is a deeper, more emotionally shared vision that influences actions."

There are many reasons why it is important for a place to have a brand strategy. The most common reason is to stimulate economic growth. A strong brand for the downtown can shift the perception of the downtown, create a common vision, provide a consistent representation of the downtown, and enhance its local and regional awareness and position.

These in-turn can help the Village to pursue bigger and regional funding opportunities and have a stronger foundation and representation to compete.

#### D1 | Create a Downtown Identity

Gateways, cohesive façade and streetscape improvements, and consistent wayfinding – all help to create and impart a unified downtown identity.

The purpose of a gateway is to provide an overall image of the downtown, build a community brand, mark edges or entry points, and give information about directions, destinations, or the downtown in general. Currently, a gateway exists at S. Wellwood and Montauk Highway. Additional gateways can be added on Hoffman Avenue, at S. 5th Street on the west and at S. Alleghany Ave on the east. Another gateway can be added on N. Wellwood Avenue at Fremont Street.

Wayfinding / Signage Improvements enhance pedestrian circulation and sense of place. Examples of wayfinding include pedestrian-oriented maps and directional signs. Pedestrian-oriented maps usually show the pedestrian's current location and the surrounding streets and destinations, such as parks, trails, transit centers, businesses, cultural resources, parking, other community amenities and government offices.

Information kiosks can be used to display interactive pedestrian-oriented maps. Directional signs usually list one or more destinations along with an arrow, and maybe the estimated distance to the destination.



Figure 24: Direction Sign Sample Based on Walk [Your City] Signs

As an example, wayfinding signage for the Fellers Pond Park can be added at the Lindenhurst LIRR Station indicating a 6-minute walk to the Park, or at the Village Square indicating a 9-minute walk through North Wellwood Avenue and Easton Street.

Façade and streetscape improvements are discussed in more detail in section C3.

#### D2 | Develop a Downtown Marketing Strategy

A successful branding process involves research, design and maintenance. If done well, it can result in attracting residents, businesses and visitors, boosting retail traffic and aid downtown revitalization and economic development.

The Village should consider marketing Lindenhurst's unique characteristics and offerings. People come downtown to participate in activities, visit destinations and to have an enjoyable experience. Marketing should focus on both downtown activities as well as downtown as a place.

A communications plan is a key part of marketing. Regular communication with the public, press, and downtown businesses is essential to maintain the brand. All stakeholders must be able to recognize, relate to and promote a consistent brand message. The communication plan should also detail the type and frequency of outreach including advertisements, promotions, public relations and special events.

The Village should consider leveraging the organizational strength of the many groups that are actively supporting the downtown revitalization, like Lindenhurst Economic Development Committee, Lindenhurst Chamber of Commerce, and Business Improvement District, to develop





and strengthen partnerships with businesses and other stakeholders to advance cohesive marketing of the brand.

#### D3 | Promote Lindenhurst as a Healthy and Sustainable Village

People choose carefully where they want to live or work. Similarly, businesses select with a lot of caution where to invest or locate. Lindenhurst strives to be the most attractive place for people and businesses. As the Village is competing with other municipalities on Long Island, in the New York metropolitan area and beyond, it needs to find ways to set itself apart.

Attributes such as walkable, bicycle-friendly, healthy, livable, safe, inviting, innovative and sustainable are associated with places that are considered attractive to people and businesses alike.

A strong political commitment to active transportation is a steppingstone towards being recognized as healthy and sustainable place to live and work. It is recommended that Lindenhurst promotes the Village as a healthy and sustainable community. This requires a continued commitment to encouraging and facilitating walking.

It also requires moving ahead in making cycling a safe and convenient transportation mode in the Village via the implementation of cycling infrastructure and, eventually, the participation in Suffolk County's regional bike share program.

The Village may also consider supporting active transportation activities during public events, such as cycling events, bicycle clinics, community walks and runs.



### SHORT-TERM IMPLEMENTATION PLAN

The Downtown Master Plan identifies a wide range of targeted strategies and action items. These require sequencing to effectively move forward and achieve the desired outcome. Many Master Plan recommendations can be implemented right away and create an immediate positive impact on the Lindenhurst downtown.

#### **Short Term Implementation Actions**

The short-term actions that should be prioritized for implementation within 18 months of the Plan adoption in order to maintain momentum and partnerships created by the downtown master planning process are listed below.

#### A. Downtown Development and Diversity

- Create an inventory of existing buildings and opportunity sites for redevelopment. Use the Plan's community input to inform the redevelopment and future uses.
- Continue to engage local stakeholders and the community in the project development and planning process, for all redevelopment projects and actions identified within the Plan, as discussed in section on Strategic Recommendations.
- Conduct traffic study to evaluate the impact of closing the west section of East Hoffman Avenue between Wellwood Avenue and the District Court, on north of the LIRR tracks, to evaluate the impacts of Village Square extension on the vehicular movements.
- 4. Use tactical urbanism to illustrate expansion of the Village Square, and gauge stakeholder and community support. Demonstrate low-cost temporary changes to the west section of East Hoffman Avenue, between Wellwood Avenue and the District Court, enabling the use of the street and area under the Trestle as a flexible and programmable outdoor public space.

#### B. Accessible and Connected Downtown

 Design and execute traffic calming and pedestrian safety treatments at intersections along Wellwood Avenue, as identified within the Plan recommendations.

- Coordinate with Tritec, Suffolk County, and EDC to assess the need for a pedestrian crossing near the entrance to 'The Wel', and conduct traffic study to evaluate its impact.
- Conduct traffic study to evaluate the impact of connecting North and South Broadway and installing a traffic signal at Broadway and West Hoffman Avenue.
- 4. Pilot a trolley service on weekends during the summer months connecting the downtown to the shorefront. The service could follow an advertisement-funded business model, thereby not incurring any costs to the Village. Evaluate the success and expand as warranted.
- 5. Encourage the Chamber of Commerce, Business Improvement District, and EDC to build sponsorship for establishing Bike Share stations within the downtown, ideally at the LIRR Station (or proposed mobility hub), the library, Fellers Pond Park as well as the Marina and other shorefront destinations, as proposed within the Plan recommendations. Further, engage with the Town of Babylon and the Suffolk County Department of Economic Development and Planning to advance this effort.
- 6. Initiate talks with Suffolk County Transit on rerouting S20 to service the LIRR Station, and 'The Wel'.

#### C. Updated Downtown Infrastructure

- Develop and install a downtown parking map kiosk and coordinated parking wayfinding signage through-out the downtown.
- Redesign the parking layout, optimize the circulation patterns and enhance lighting at the Lindenhurst Commons parking lots – the bigger lot along West Hoffman Avenue, parking lot on west of intersection of North Wellwood Avenue and Auburn Street, and the smaller parking lot along School Street.
- 3. Review and update zoning codes to align with the vision of the downtown master plan. Identify zoning conflicts and revise the zoning code and make corresponding changes needed in the Village code. In general, front and side setbacks, building heights, and the location of certain zoning districts should be revisited to ensure that what is codified reflects the existing character that the town is trying to build upon—balanced with the need for economic development and placemaking opportunities.
- 4. Draft streetscape design standards for the downtown. Engage the Mayor's Beautification Society of





- Lindenhurst to lead this effort in coordination with the Lindenhurst Economic Development Committee. Mayor's Beautification Society might be able to contribute financials towards this action.
- 5. Develop design guidelines for reviewing and enforcing uniform aesthetics and character for new developments, including building facades, signage, canopies, windows, entrances, lighting, parking and landscaping. These are meant to be requirements. Separately adopted design guidelines that address architectural design are generally left to discretionary review – often by an appointed Design Review Board or Planning Board.

#### D. Downtown as a Brand

- 1. Engage the community to create a Downtown Brand, that is distinctive and communicates a sense of place.
- 2. Develop a downtown marketing strategy and a communication plan, that details the type and frequency of outreach including advertisements, promotions, public relations and special events.

#### **Partners and Responsibilities**

Many of the Plan's recommendations and actions require partnerships to move forward. Roles and responsibilities of primary partners, influencers, and supporting partners need to be clearly laid out to allow for the successful implementation of the Plan recommendations and actions.

**Primary Partners.** Primary partners are keepers of the new vision and plan for Lindenhurst Downtown. They should work in close coordination with each other as the primary implementers and funders of the plan projects. They will be responsible for securing funding, implementing the projects, regularly measuring progress during implementation, communicate success with downtown stakeholders and community. Primary partners identified for this Plan are the Village Board and the Economic Development Committee.

**Influencers.** Influencers are supporting partners in many strategies and recommended projects throughout the Plan. Given their influence community-wide, they also serve as advocates for the continued development of Lindenhurst Downtown.

- Lindenhurst Chamber of Commerce
- Village of Lindenhurst Business Improvement District

- Mayor's Beautification Society of Lindenhurst
- Lindenhurst Union Free School District
- Lindenhurst Memorial Library
- Rainbow Senior Center
- Lindenhurst Rotary Club
- Lindenhurst Kiwanis Club

**Supporting Partners.** Supporting partners are integral to successful implementation of the strategies and recommended actions. These partners have jurisdiction over properties on which the Plan actions are recommended, and their approval is required for implementation. The Village needs to coordinate with the following supporting partners:

- Suffolk County Economic Development and Planning
- Suffolk County Department of Public Works
- Suffolk County Transit
- Metropolitan Transportation Authority Long Island Rail Road

#### **Sources of Funding**

Various federal, state and local funding sources and policies are available to support the implementation of the Plan's actions.

#### **Federal Funding Opportunities**

U.S. Department of Housing and Urban Development (HUD) Funds. U.S. Department of Housing and Urban Development awards discretionary funding through over 20 grant programs that support HUD initiatives, including Affordable Housing Development and Preservation; Community and Economic Development; Environment and Energy; Fair Housing; Homelessness; Homeownership; Rental Assistance; and Supportive Housing and Services. The Village should evaluate its eligibility towards the funding opportunities to aid development of affordable housing, redevelopment of central business districts, and economic development in within the downtown.

Surface Transportation Block Grant Program (STBG). The Fixing America's Surface Transportation (FAST) Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program. STBG, administered by the Federal Highway Administration (FHWA), offers funds for bicycle, pedestrian and recreational trails infrastructure and safe routes to school projects. Funding can also be used for access enhancements to public





transportation. Estimated funding for 2020 for all states is over \$12 Billion.

**Transportation Alternatives (TA).** In 2015, the FAST Act eliminated the former Transportation Alternatives Program (TAP) and replaced it with two opportunities - Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA). TA offers funding for programs and projects that advance alternatives to automobile transportation and entails:

- planning, design, and construction of on-road and offroad trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- planning, design, and construction of infrastructurerelated projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
- community improvement activities, including inventory, control, or removal of outdoor advertising; and
- landscaping, amenities like benches and water fountains, and pedestrian scale lighting, generally if part of a larger pedestrian / bicycle plan.

Estimated funding for 2020 for all states is \$850 million.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). The CMAQ Program funds surface transportation improvements or transportation programs that improve air quality and mitigate traffic congestion. Projects and activities include access enhancements to public transportation, pedestrian and bicycle infrastructure. Furthermore, electric vehicle infrastructure is eligible as a proposed activity. Estimated funding for 2020 for all states is about \$2.5 billion.

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities. The Federal Transit Administration (FTA) Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities. It provides funds for transportation projects and/or programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and complementary para-transit services under the Americans with Disabilities Act (ADA). Projects can be funded through this program include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features, and improving signage, or way-finding technology.

Bus and Bus Facilities Program.

This FTA program funds capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators, state or local governmental entities. The Village can work with Suffolk County Transit to secure funding for new or improved passenger shelters and bus signage.

#### **New York State Funding Opportunities**

New York State's Downtown Revitalization Initiative (DRI). New York State's Downtown Revitalization Initiative (DRI) is transforming downtown neighborhoods into vibrant communities where New Yorkers want to live, work and raise families. In 2020, the DRI is in its fifth year. It is investing \$100 million per year into ten downtown neighborhoods across the state. Communities submit applications to their Regional Economic Development Council (REDC). Each REDC nominates one community to participate after a thorough evaluation of the downtown's potential for transformation. With technical assistance provided by the state, each participating community develops a Strategic Investment Plan that identifies specific projects that align with a unique vision for revitalization of the downtown area. Local planning committees oversee the effort. \$9.7 million will be awarded in each DRI community to advance the most transformative projects from the Strategic Investment Plan. Additional projects may be implemented through other funding sources. The Village of Westbury, the Village of Hicksville, Central Islip, and Baldwin were the selected Long Island communities in in the first four DRI rounds.

New York State Consolidated Funding Application (NYS CFA). New York State CFA streamlines and expedites the grant application process to improve NY's business climate and expand economic growth. Economic development projects can use the CFA as a support mechanism to access multiple state funding sources through one application, making the process quicker, easier, and more productive. In 2019, there were over 30 programs available through 10 state agencies, including Empire State Development; NYS Canal Corporation; NYS Energy Research and Development Authority; Environmental Facilities Corporation; Homes and Community Renewal; New York Power Authority; Office of Parks, Recreation and Historic Preservation; Department of





State; Department of Environmental Conservation, and Council on the Arts. The Governor had directed over \$750 million in State resources to be made available in 2019 to support the economic development priorities of the regions and spur job creation across the state, including \$225 million in competitive funds from Empire State Development.

Empire State Economic Development Fund (EDF) offers financial assistance for projects that promote New York State's economic health by facilitating job creation and/or retention, or increased business activity in the state. EDF funds assist with construction, expansion and rehabilitation of facilities, acquisition of machinery and equipment, working capital, and training full-time / permanent employees. Funds can be used for real estate and land acquisition, demolition, construction and renovations, site and infrastructure, machinery and equipment, inventory, construction-related planning and design, training, soft costs (non-construction-related costs, such as fees), and feasibility planning studies.

Community Development Block Grant (CDBG). CDBG program provides grants to communities that wish to sponsor community development and economic development activities that create or retain jobs for low- and moderate-income persons, and/or address local public infrastructure and public facilities issues. Applicants for CDBG funds are required to meet citizen participation requirements by issuing a public notice and holding a public hearing prior to submitting an application, and New York Main Street program applicants must provide a formal resolution in support of the application from the municipality in which the project is located. Up to \$20 million funding for CDBG programs was available for the 2019 CFA round.

New York Main Street Program (NYMS). NYMS provides resources to invest in projects that provide economic development and housing opportunities in downtown, mixeduse commercial districts. A primary goal of the program is to stimulate reinvestment and leverage additional funds to establish and sustain downtown and neighborhood revitalization efforts. Up to \$6.2 million funding for New York Main Street Program was available for 2019 CFA round.

Tax Increment Financing (TIF). New York State's tax increment financing law, authorizes municipalities to pledge their future property tax revenue to finance a broad list of redevelopment projects, including land acquisition, demolition, site preparation, and the construction of public

infrastructure and open space. The current TIF policy should be reviewed for consideration of priorities. Some topics to consider include standardizing downtown building and streetscape design, expanding and activating public spaces, and supporting mixed use development within the downtown.

Economic Development Purposes Grants. Economic Development Purposes Grants, administered by Empire State Development, provide funding for economic development initiatives and projects that create or retain jobs, generate increased economic activity and improve the economic and social viability and vitality of local communities. The funds may be used for acquisition or leasing of land / buildings, acquisition of existing businesses and/or assets, demolition and environmental remediation, planning and feasibility studies, as well as site and infrastructure development.

#### **County Funding Opportunities**

Suffolk County Downtown Revitalization Grant. The Suffolk County Downtown Revitalization Grants program offers partial funding of capital projects located in, or adjacent to, downtown areas on municipal-owned property. Since 1997, the County has awarded over \$12.1 million in funds for downtown revitalization initiatives, with past award amounts ranging from \$10,000 to \$100,000. A pool of \$500,000 has been made available for the 18th round of these grants in 2020. Past awards include projects, such as public parking facilities, curb and sidewalk construction, pedestrian walkways, street lighting, public restrooms, disabled accessibility, renovations to existing structures, and cultural facilities.

Suffolk County Jumpstart Grants. The Jumpstart program is a part of a comprehensive economic development plan designed to encourage the development of regionally significant projects in and around Suffolk County's downtowns. Since 2013, the County has awarded more than \$11 million in jumpstart funding, to improve upon blighted areas, invest in infrastructure, and create downtowns that are more pedestrian friendly. These funds can be used for projects that lead to economic development of the downtown.





#### **Local Funding Opportunities**

Village General Fund Budget. The Village should consider prioritization within its General Fund Budget to implement Catalyst Projects and other capital recommendations from the Master Plan. Funding appropriations should be prioritized to implement short-term catalyst projects identified within the short-term implementation plan, including multiple traffic studies, pedestrian safety improvements, parking design enhancements, as well as zoning and design code updates.

Chamber of Commerce (CoC) and Business Improvement District (BID) Revenues. While the Chamber of Commerce and Business Improvement District revenues are limited, the Downtown Master Plan may provide new options and priorities on how the CoC and BID funds are utilized. In addition, Downtown property owners should consider future increases in rates/BID funds as investment is attracted and real estate values grow.

Mayor's Beautification Society Funds. While the Mayor's Beautification Society funds are limited, they should prioritize and support the development of downtown streetscape guidelines and implementation of the downtown branding.

**Private Development Funding.** Larger real estate developers can help offset the additional burdens their projects create on infrastructure and services through exactions either in form of impact fees, fees-in-lieu, or improvement/dedication of land. The Village can look into setting up such mechanisms to ensure that new uses created by a development is adequately served by public facilities such as parks, utilities, and roadways.

#### **Measuring Implementation Progress**

It is important for the Village to track the progress of implementation to understand which actions are working and which may need to be adapted to achieve the desired outcome. The Village Board and the Economic Development Committee should, upon adoption of the plan, establish baselines for each implementation theme.

They should use the suggested indicators below to measure progress annually within the downtown towards the plan goals:

#### A. Downtown Development and Diversity

- Downtown housing by type
- Number of downtown affordable housing units
- Downtown store front vacancies
- Number of new businesses and type

#### B. Accessible and Connected Downtown

- Linear footage of upgraded/new sidewalk
- Linear footage of new bike facilities
- Transit ridership
- Crash Statistics
- Walk and Bike score
- Uptake of new transportation option (bike share / trolley)

#### C. Updated Downtown Infrastructure

- Parking occupancies
- Number of vehicle electric charging facilities
- Number of new street beautification improvements
- Feedback from visitors via a perception survey
- Reduced police calls regarding safety

#### D. Downtown as a Brand

- Number of new wayfinding kiosks and signage
- Type and frequency of brand marketing including advertisements, promotions, and press events.
- Number of new retail / dining / entertainment establishment consistent with the branding.
- Number and attendance at special downtown events.

The Village should also consider utilizing these metrics and indicators to create a "Downtown Scorecard" that can be used to promote Downtown and aid the business community in its economic development efforts. Documenting progress will also help the Village showcase its readiness for larger funding opportunities.



#### **APPENDICES**

**Summary of Stakeholder Engagement** 

Technical Memorandum on Existing Conditions Analysis and Land Use Assessment

**Technical Memorandum on Downtown Parking Study** 



**Summary of Stakeholder Engagement** 



#### **Downtown Master Plan Survey (May-August 2019)**

A custom online survey was developed to collect community input on visioning for the downtown master plan. The survey was launched on May 3, 2019 and was active until August 18, 2019. 1,115 survey responses were received. The input was summarized to inform the downtown vision, goals and master plan recommendations.



Figure 25: Downtown Master Plan Survey

Summary of all input received is discussed in detail in 'Technical Memorandum on Existing Conditions Analysis and Land Use Assessment', also attached as an appendix to this report.

#### Community Visioning Workshop (May 15, 2019)

The visioning workshop help in the middle school gymnasium was attended by 120+ community members, mostly village residents and business owners. The workshop included a brief presentation on the master plan's goals and intent of the visioning workshop. The participants were then encouraged to visit four stations: My Downtown - My Community; Transportation; Parking; Land Use and Economic Development.



Figure 26: Presentation at the Community Visioning Workshop



Figure 27: Participants at the Community Visioning Workshop

Each station offered interactive opportunities for the participants to provide their input. Some activities asked the participants to rate importance of pre-defined goals or provide additional goals to achieve their vision in the particular aspect – transportation, parking and land use / economic development. Other activities asked for open ended input, including downtown likes and dislikes, and general input on transportation, parking, land use and economic development. A survey station offered tablets as well as paper copies to complete the downtown survey.



# MY DOWNTOWN, MY COMMUNITY I LIKE THIS I WANT TO CHANGE THIS Filter Park URB Square Filter Street Filter S

Figure 28: Downtown Likes and Dislikes as Marked by Participants at the Community Visioning Workshop

#### WHAT KIND OF LAND USE / ECONOMIC DEVELOPMENT WOULD YOU LIKE IN THE DOWNTOWN?



Figure 29: Land Use and Economic Development Goal Preferences as marked by participants at the Community Visioning Workshop



#### LAND USE AND ECONOMIC DEVELOPMENT MODERATE PRICEN Places for kids to go, like a yMCA, state rink, bowling alley, etc. More green spaces Replace ment for Activities for TRADER S er market Teen's ages 14-18 Diversion of traffic around Wandbaurs Food 5600 MUSIC VENUE town A IMPROVED LIGHTING GROCERY STORE NEED COMMUNITY/ GREEN SPACE We need a grocery store in the CHUPLEN CENTER. CONTINUITY IN CIE PARKS + GREENWAYS LOCAL, ORGANIC downtown. Destroation Stone PRODUCE. \* Solicit THDERENDENT AFFORDADLE HOUSING PERFORMING ARTS ICE SKATING / ROLLER A "Spoon replanment since there is a flight of the liberal because that he been forcest: INDOOR RINK GLOCELS It was great for a meeting for coffee of this well to go to meet each IN FORMER WALDBAUMS To Wald baur - Senius - Youngpanu // Park. other BILE Activities for Let's not get COMMINIM Darden - Con teens -Overrun w bars, vacant broweries -L.C.C. (and 11) LEARN FROM o them Fillin space - \* Uillage misself - who shanned of problem that me shanned of mentioned to years and to the shanned to the shanned of a mention that the shanned of a will come to be free it too late? More Greenery utilize the areas under Trestle area Professional Uses to the reilroad - parks, bike/walking paths, art possibilities on the R/R supports - sculpture garden draw in more working needs major Tree's New "Trader be's" Policesiands to spi cleaning Like Store constant inte.

Figure 30: Land Use and Economic Development Desires and Ideas Received at the Community Visioning Workshop

#### HOW IMPORTANT ARE THESE TO ACHIEVE YOUR VISION FOR TRANSPORTATION IN THE DOWNTOWN?



Figure 31: Transportation Goal Preferences as Marked by Participants at the Community Visioning Workshop



#### HOW IMPORTANT ARE THESE TO ACHIEVE YOUR VISION FOR TRANSPORTATION IN THE DOWNTOWN?



Figure 32: Transportation Suggestions and Ideas Received at the Community Visioning Workshop



Figure 33: Parking Suggestion and Ideas Received at the Community Visioning Workshop



#### Stakeholder Workshop (June 12, 2019)

A joint workshop was held with multiple stakeholder groups including Lindenhurst Chamber of Commerce, Village of Lindenhurst Business Improvement District and the Mayor's Beautification Society of Lindenhurst, and the Village Board.

About 35 representatives from the above groups participated in the workshop for downtown visioning to achieve consensus on issues and opportunities.





Figure 34: Stakeholder Workshop - June 2019

The workshop included a summary presentation by GPI on the input received, to that data, through the master plan survey, and findings from the market analysis. A facilitated live survey was conducted to validate the group's awareness and understanding of the downtown issues. It was followed by facilitated discussion on vision, issues and opportunities, with the participants broken down in two groups.

The two groups identified the following goals for the plan (in order of priority expressed by the participants):

- Walkability
- Traffic calming and safety
- Vibrant and inviting downtown
- Economic development
  - Diversity
  - Retain new businesses

- High-end office space
- Establish as a regional destination
- Optimization of parking (angled parking) and development of additional parking
- Cohesive urban design
- High quality pedestrian and biking infrastructure
- Mixed-use developments with multiple residential options
- Enhance 'Lindy Pride'

Other key points from the meeting are summarized below:

- Priorities for Traffic / Pedestrian Safety:
  - Hoffman and Wellwood Avenue Intersection
  - Broadway and West Hoffman Avenue
  - Crosswalk at the Tritec Development
- Priorities for Urban Design:
  - Uniform streetscape treatments
  - Public Art / Murals on LIRR trestles
- Priorities for Transportation Improvements:
  - Updating Sidewalks
  - Trolley connecting parking and destinations
  - Biking Infrastructure
- Roles that each group can play:
  - Village of Lindenhurst Business Improvement District
    - The mission of the BID is to assist businesses and property owners in the business improvement district with projects that improve and/or upgrade their business properties.
    - The BID provides matching fund monetary assistance for commercial projects along Hoffman and Wellwood Avenue. Projects could include signage, lighting, safetycameras etc.
    - The budget is about \$45,000 / year
  - Lindenhurst Chamber of Commerce
    - The CoC actively participates in promotion of Village businesses through marketing.
    - CoC also hosts multiple events within the Village, including Farmer's Market, Ales to the Rails, and Lindenhurst Spring Fest.
    - Lindenhurst CoC has about 100 members and a budget of \$10-15,000 / year
    - CoC can support the Downtown Master Plan through advocacy and outreach assistance.
  - o Mayor's Beautification Society of Lindenhurst



#### DOWNTOWN MASTER PLAN

- Mayor's Beautification Society is dedicated to enhancing appearance of the community village-wide.
- MBS's budget is about \$15-18,000/year, funding landscaping / beautification projects.
- MBS can also organize fund raising events and collaborate with CoC and BID on beautification ideas.

#### Public Meeting (January 28, 2020)

A public meeting was held in late January 2020, to present the draft recommendations to the public and gather their feedback. The meeting was attended by about 120 people, mostly residents, joined by business owners and people employed within the Village. The meeting included a summary presentation on the master plan survey input and draft recommendations. The presentation was followed by questions and discussions with the community members.

Comment cards were also available for the community to provide additional feedback to the Village.





Figure 35: Public Meeting - January 2020

Feedback and suggestions received from the community at the meeting, that relate to the Downtown Master Plan scope and recommendations, are summarized below:

Strong community support was received for these recommendations:

- Walkability improvements
- Traffic calming recommendations
- o Bike share and biking infrastructure
- Vertical gardens at the Village Square
- Shuttle to waterfront

#### Vehicular Traffic:

- Consider reconnecting North and South Broadway and installing a traffic signal at the Broadway and West Hoffman Avenue intersection.
- Limitations of heavy trucks on Wellwood Avenue
- Reconnecting Auburn Street when the former Waldbaum's site is redeveloped.

#### Businesses in Downtown:

- Consider development of designated employee parking lots.
- A participant expressed the need to provide incentives for start-up businesses
- Concern for mom/pop stores being driven out by large corporations like CVS.

#### Downtown Identity:

- Consider branding Lindenhurst Downtown as a shoreline community. Use landscaping to reflect that using tall grasses and wildflowers, and incorporate bay related uses – seafood restaurants etc.
- Zoning code updates that reflect community input and desired land uses.
- Dog-friendly community square idea

#### Parking:

- Consider development of designated parallel parking for pick-up trucks, vans and large SUVs on South Wellwood Avenue
- Suggestion to consider a parking garage close to the LIRR station to offset commuter parking at the intersection of Hoffman and Wellwood Avenues, in lieu of lost spaces for Village Square extension.
- Consider development of a parking garage at either of these locations: part of Waldbaum's site, catholic school playground, or chase drivethrough.
- Another suggestion was to meter the parking spaces on the S1st Street lot.

#### ■ Transit – LIRR Station

- Waiting room at LIRR stations need upgrading both at ground and the platform level
- The bird-poop problem at the LIRR station stairs and below the trestles need to be taken care of.

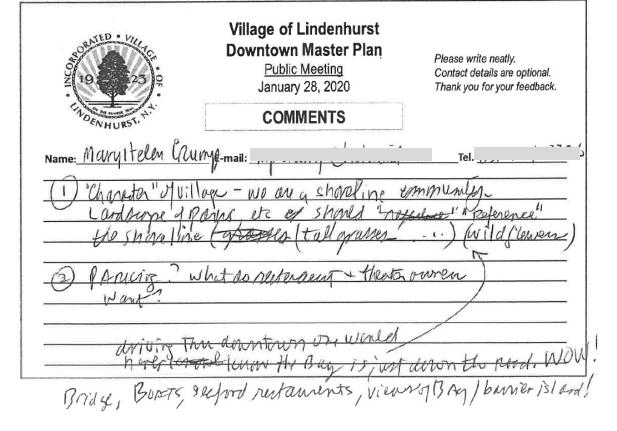


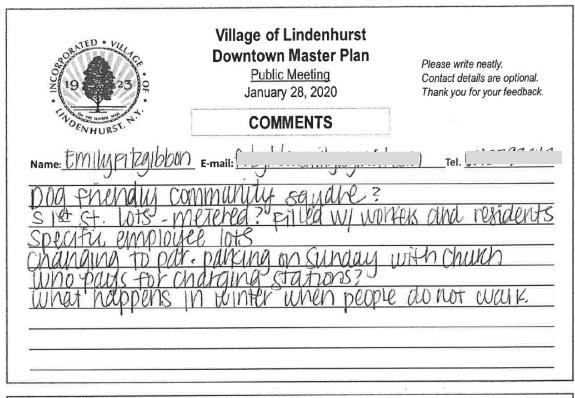
#### Comment Cards received at the Public Meeting:

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#### Village of Lindenhurst Downtown Master Plan

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#### Village of Lindenhurst Downtown Master Plan

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#### Village of Lindenhurst Downtown Master Plan

Public Meeting January 28, 2020 Please write neatly. Contact details are optional. Thank you for your feedback.

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Technical Memorandum on Existing Conditions Analysis and Land Use Assessment



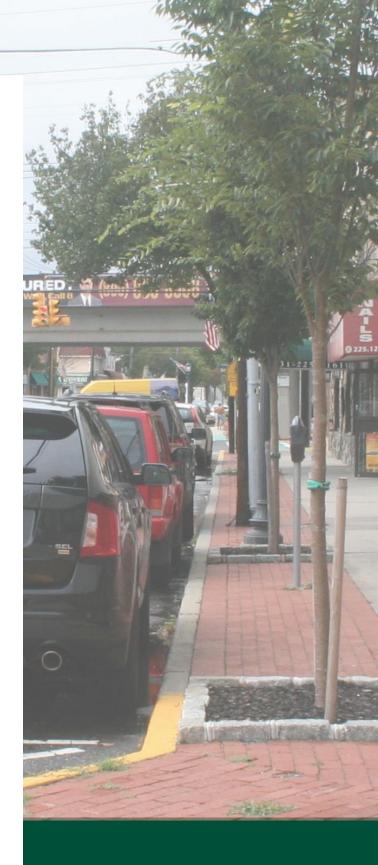
### Village of Lindenhurst Downtown Master Plan

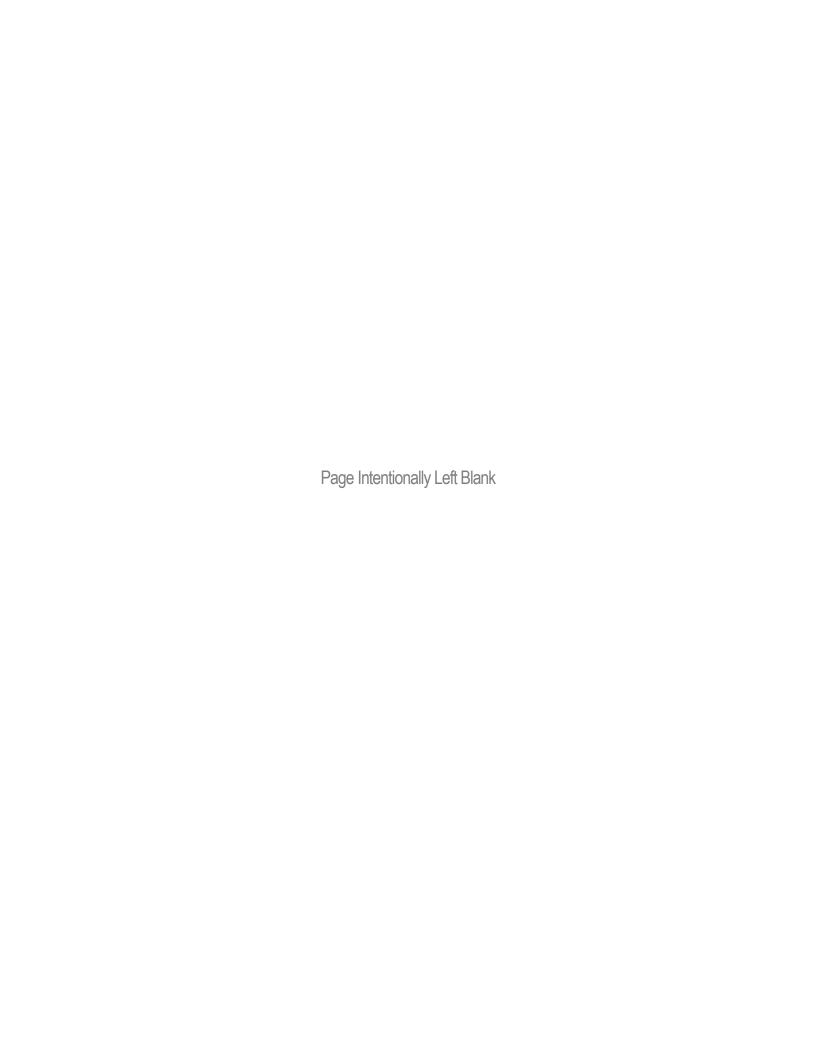
## **Existing Conditions Analysis and Land Use Assessment**

December 23rd, 2019



Greenman-Pedersen, Inc.





#### **Existing Conditions Analysis and Land Use Assessment**

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#### **Executive Summary**

The Village of Lindenhurst has called for a Downtown Master Plan which will serve as the Village's strategic plan to guide the on-going downtown revitalization and identify opportunities for redevelopment. The Existing Conditions Analysis and Land Use Assessment memorandum provides an extensive review and assessment of the transportation, parking, land use and market conditions in the downtown area and thereby establishes the baseline for the Downtown Master Plan.

There is tremendous interest in the community to support the development of the Downtown Master Plan and advancing the revitalization of the Downtown Lindenhurst – the heart of this 27,000-resident community on Long Island's South Shore. As part of a thorough public engagement process, a Downtown Master Plan survey was offered allowing residents and stakeholders to provide input and suggestions. It generated more than 1,100 responses from community members of all ages which were used to back up the findings from the existing conditions analysis and develop a draft strategic vision for Lindenhurst Downtown.

Transportation. Common to Long Island, Lindenhurst is a car-dependent community. For example, more than two-thirds of the occupied housing units had two or more vehicles in 2016, and nearly four out of five people who work in the Village use a single-occupied vehicle for their commute. Village officials and many residents call for the promotion and facilitation of active transportation (walking, cycling, public transit) in Lindenhurst. There is currently a gap of 3.6 miles of sidewalks to achieve continuous sidewalk availability, there are no marked or protected bike lanes, and transit via bus is limited.

Parking. A 2019 parking utilization study in Downtown Lindenhurst indicates that there is adequate parking available to support current uses. For example, on a typical weekday, the utilization of municipal parking lots averaged 55% and the overall weekday parking utilization for commuter lots averaged 78%. However, with the ongoing revitalization of the downtown and numerous new businesses moving in, more downtown visitors and hence increased parking demand are expected.

Land Use and Economic Development. The Village recently rezoned industrial parcels within walking distance of the Long Island Rail Road station and the central business district and created a Downtown Redevelopment District Floating Zone to encourage residential and mixed-use development and redevelopment on site. Along E Hoffman Avenue, Tritec started construction of 'The Wel' in Fall 2019. This development is expected to add 260 units over the next three years.

The Village of Lindenhurst has identified underutilized properties in Downtown Lindenhurst. One of them is the former Waldbaum's site on 50 E Hoffman Avenue. The public is eagerly looking for the redevelopment of this property in proximity to the LIRR station which has been vacant since 2015. The underutilized properties could serve as locations for new housing, commercial space, and/or mixed-use development. The community survey revealed that residents wants to see more restaurants, high-end retail stores and commercial recreational uses within the downtown.

The Village has approximately 1,234 single-family residential structures that are located within the extreme risk areas and 205 single-family residential structures are located within the high-risk areas. The three underutilized properties, in addition to the Tritec project, and other sites that may become available in the Downtown area over time, could provide housing options for residents who may need to or choose to relocate from the southern areas of the Village, and yet wish to remain in Lindenhurst, should their properties become uninhabitable due to the effects of rising sea levels and more frequent coastal flooding.

Strategic Vision. Building on the existing conditions analysis and derived from community input, a draft strategic vision for Downtown Lindenhurst in 2035 is suggested.

Create the healthiest and most vibrant and thriving downtown on Long Island's South Shore, attractive for businesses to invest and people to visit from near and far – a place that is safe and walkable and widely known as Long Island's premier dining, entertainment and shopping destination.

This draft strategic vision will be subject to review and revision by Village officials and the public before it will be included in the Downtown Master Plan.



#### 1 Introduction

The Village of Lindenhurst clearly laid out its expectation for the Downtown Master Plan in its Request for Proposals. The Village expects a document that 'provides a basis for decision-making about land use planning and redevelopment, budget preparation, capital improvement planning for public facilities and services, and economic development'. It sets a 10-15-year planning horizon making the Downtown Master Plan a truly strategic document.

The Village envisions 'a healthy and thriving Downtown, a Village welcoming to young families and seniors, as it is accommodating to new residents and those who have lived in Lindenhurst all their lives'. It desires 'to encourage a greater shared sense of the Lindenhurst community as a valued place to live, work, attend school, and enjoy our recreational amenities.'

#### 1.1 Intent / Objectives of the Plan

The Downtown Master Plan will serve as the Village's strategic plan to guide the on-going downtown revitalization and identify opportunities for redevelopment. The plan will:

- Document the current conditions in the downtown area in terms of a) land use and zoning, b) transportation, accessibility and connectivity, and c) parking;
- Incorporate the insights of the Walkability Study and the findings of other past planning studies and plans;
- Suggest land use strategies, including the re-use potential of underutilized properties in the downtown area and residential relocation opportunities within the Village;
- Propose recommendations and identify community-validated design alternatives;
- Provide information on demographic status and trends, current real estate market conditions, viable development projects; and
- Provide cost estimates and time frames for the implementation of the preferred alternatives over the next 10-15 years.

The Downtown
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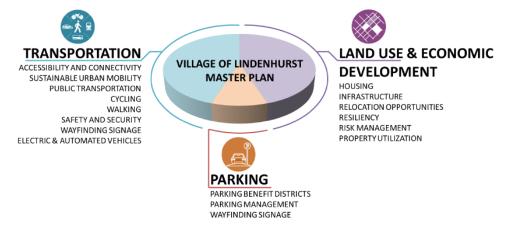


Figure 1: Key Areas of Study within the Downtown Master Plan



# 1.2 Planning Approach

The approach for the Village of Lindenhurst Downtown Master Plan is structured into four overlapping consecutive tasks, and one horizontal task that is conducted through-out the project duration, as shows in Figure 2.

The existing conditions analysis builds on the thorough analysis of the downtown conducted as part of the downtown walkability improvement study and reviews the downtown in terms of a) land use, zoning and market conditions; b) transportation, accessibility and connectivity; and c) parking. The existing conditions analysis also highlights key stakeholder input gathered from the community visioning workshop, the online master plan survey, and the stakeholder workshop with the Business Improvement District, the Lindenhurst Chamber of Commerce, the Mayor's Beautification Society, and the Village Board.

Important aspects of developing the Downtown Master Plan are the evaluation of current land use patterns as well as the development of strategies to make best use of vacant and underutilized properties. The second task, Land Use Assessment and Strategies, will assess the land use opportunities in the Lindenhurst downtown, and recommend land use strategies in close coordination with the Village to ensure that the plan provides a clear, realistic and sustainable approach to support the long-term goals.

Based on stakeholder and community input as well as the outcomes of the previous tasks (existing conditions analysis and the land use strategies), the recommendations will focus on the three identified sections - land use and zoning, transportation, and parking and linked to a clear and realistic implementation plan.

Community
engagement is key
for the plan
development.

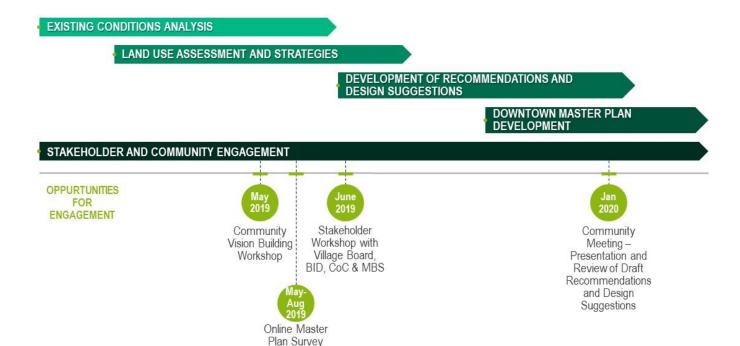


Figure 2: Planning Approach for the Downtown Master Plan

# 1.3 Past Planning Studies

This section provides an overview of past planning studies and efforts undertaken by the Village of Lindenhurst since 2014, including the respective study objectives, major findings and recommendations.

Village of Lindenhurst Downtown Walkability Improvement Study

The Downtown Walkability Improvement Study, enabled by a grant from Suffolk County, plays a crucial role in the village's aim to revitalize its downtown by improving its walkability and connectivity in the downtown area. The study, completed in August 2019, thoroughly engaged multiple stakeholders including residents, business owners, and village representatives in an open exploration of issues and opportunities pertaining to walkability within the downtown.

The participatory planning approach enabled the members of the Lindenhurst community to share their concerns and offer suggestions via a series of complementary engagement tools. This included downtown walk audits (LindenWalks) with residents, business owners, and village representatives; mobility related public event, and a customized online public engagement tool on the study website (lindywalks.net) that allowed the community stakeholders to submit their likes, concerns and offer suggestions on a map-based interface. The community also had the opportunity to view high quality visualizations and immerse themselves in virtual reality scenarios to digitally experience the proposed improvements and provide valuable feedback.

The study documented the existing walkability and traffic conditions in the downtown area, reviewed national and international best practices, reviewed the Regional Plan Association's recommendations from the 2016 Lindenhurst Downtown Opportunity Analysis, and identified a diverse set of traffic calming, pedestrian safety, and placemaking improvements to achieve improved walkability.

All improvements were qualitatively assessed and validated via consultations with stakeholders and decision makers of the Village of Lindenhurst. An implementation plan laid out the suggested phasing for the walkability improvements distinguishing between short-term (up to 2 years) and mid- to long-term implementations (2+ years). It, furthermore, discussed potential funding sources for the Village and proposed a framework for the evaluation and update of the walkability study. The study concluded with strategic recommendations that are laid out for the Village to most effectively implement the suggested walkability improvements and make a long-term positive difference for the community and their downtown.

## RPA Lindenhurst Downtown Opportunity Analysis

Under a contract to the Suffolk County Industrial Development Agency (IDA), Regional Plan Association (RPA) worked with the Village of Lindenhurst, Suffolk County Economic Development and Planning (SCEDP), and the Suffolk IDA to analyze existing conditions and identify opportunities for downtown revitalization in 2016.

Walkability
promotion and
downtown
revitalization are
closely linked in
Lindenhurst

**GPI** 

RPA's downtown opportunity analysis built on the 2015 Lindenhurst Downtown Business District Analysis, and went further into documenting the downtown character, pedestrian experience and real estate market analysis.

The analysis led to the identification of several priorities, including redesign of East Hoffman Avenue, consolidating "main street" activity in the northern portion of S. Wellwood Avenue and the southern portion of N. Wellwood Avenue, promotion of mixed—use redevelopment of the Waldbaum's site, enabling contextual infill development throughout the downtown, and creation of a new greenway corridor along the Heling and Neguntatoque Creeks. The exercise also developed a brief implementation plan and identified potential sources of funding to advance the identified priorities.

It also recommended additional strategies for the Village to consider which included zoning code updates to promote compact and mixed-use downtown development, established better designed pedestrian connections within the downtown, introduce traffic calming and bike infrastructure along Wellwood and Hoffman Avenues, and engaging village groups including the Business Improvement District (BID) and Chambers of Commerce into future downtown planning and marketing efforts.

The Lindenhurst
Downtown
Opportunity
Analysis suggests
the redesign of
East Hoffman
Avenue.

## LEDC Downtown Survey Summary

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

The respondents made it very clear that they were unhappy with the current state of the downtown, with over 75% respondents rating the quality of the downtown at a 5 or below on a scale of 1 to 10, with 10 being the most desirable. The top three things that respondents did not like about the downtown were the empty storefronts, the lack of parking, and the quality of the shops/restaurants. The concern over lack of parking led 74% of respondents to somewhat or strongly agree that it was a reason they did not shop in the downtown. An overwhelming number of respondents indicated the Village of Babylon is a community they admire or visit most often.

Residents
expressed
dissatisfaction with
the Village
downtown in 2015
survey.

## Lindenhurst Downtown Business District Analysis

Suffolk County Planning Commission did a study of the Village's downtown in 2000, which was then updated in 2015 to review the downtown's current situation. The study included a demographic review of census data on population, housing, income and employment. The analysis also included a brief market study for the Lindenhurst downtown, including existing land use, storefront uses and vacancy rates.

Further, the analysis provided an inventory of parking, including municipal, on-street, private and commuter parking within the downtown. The inventory also included disabled parking spaces. A parking utilization study conducted as part of the analysis investigated parking



occupancy for municipal, commuter, and on-street parking and concluded that parking utilization averaged to about 45%, 49%, and 80% for municipal, on-street, and commuter parking, respectively. In June 2019, GPI carried out a parking utilization study as part of the Lindenhurst Downtown Walkability Improvement Study. The results are discussed in section 3.2 of this report.

Village of Lindenhurst NY Rising Community Reconstruction Plan

Lindenhurst is one of the 9 NY Rising communities in Suffolk County, among the 22 NY Rising communities in Long Island. The Village of Lindenhurst NY Rising Community Reconstruction (NYRCR) Plan was completed in March 2014. It is an important step towards rebuilding a more resilient community.

The planning exercise involved assessment of the storm damage from Hurricane Irene, Tropical Storm Lee, and Superstorm Sandy; development of inventory of critical assets and risk assessment; identification of recovery and resiliency needs; development of a series of comprehensive reconstruction and resiliency strategies; and identification of projects and implementation actions to help fulfill those strategies. The projects and actions set forth in this NYRCR Plan include 12 proposed projects that are proposed for funding through Community Development Block Grant Disaster Recovery Program funding, involving repairs and resiliency improvements to the existing storm water drainage system south of Montauk Highway, emergency preparedness plan, and economic development action plan.

Risk assessment in the NYRCR Plan indicates that in the Village of Lindenhurst approximately 1,234 single-family residential structures are located within the extreme risk areas and 205 single-family residential structures are located within the high-risk areas. The report states that the housing stock within the Village, especially south of Montauk Highway is characterized by a mix of building eras. Many have been improved over time but not constructed to accommodate modern flood and wind loads. A need for more resilient construction and elevation of homes in high risk areas to eliminate inundation was noted. Additional hardening measures for the existing housing stock, such as tree maintenance/pruning, and ground filling to minimize damage from less common but catastrophic flooding and wind events was also encouraged.

Over the series of public engagement events held for the NYRCR Plan, community members indicated that there is a lack of affordability and diversity to accommodate young people and seniors. As a result, more affordable options as well as suitable locations for those who wish to relocate within the Village from extreme or high-risk areas are needed. It was also noted that appropriate locations would include sites that are proximate to transportation, retail shopping and office centers.

Resiliency strategies for a waterfront community are a must.



# 2 Land Use and Economic Development

## 2.1 Downtown Demographics

Demographic and socio-economic analysis includes reviews of census data on population growth, age distribution, housing type, housing ownership and value, household income, poverty levels, employment industry and location, and transportation to work patterns for Village of Lindenhurst residents.

## **Population**

The population of Lindenhurst has been steady over the last several decades, post significant influx of families during the 1940-1960s. The most recent U.S. Census Bureau estimates indicate that the Village has a population of 27,153 residents, which represents minor change (0.4%-decline) since 2010. [1]

Lindenhurst is one of most densely populated communities in all of Suffolk County with 7,248 persons per square mile, second to North Amityville with 8,559 persons per square mile. In comparison, the Village of Babylon's population density is 4,976 persons per square mile. The average household in Lindenhurst has three persons per household, which matches the Suffolk County average. The population is equally distributed between the sexes, with about 50.1% males and 49.9% females. The population is largely white (79%), followed by Hispanic which accounts to 16% of the population. [1]

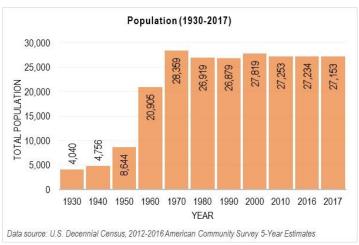


Figure 3: Population (1930-2016)



Figure 4 shows the Village's population age distribution for the year 2016. Lindenhurst's population is aging. The median age decreased between 1950 and 1970, due to the influx of young families. Since then, the median age has slowly continued to increase. It was 40.2 years in 2010 and 42.3 years as per 2012-2016 ACS 5-year estimates.

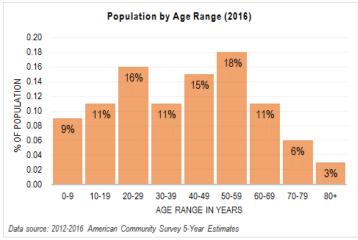


Figure 4: Population by Age Range (2016)

Figure 5 shows the change in population age distribution between the years 2000 and 2016. Lindenhurst's senior population (65 years and over) has grown by approximately 22.8% from 3,083 to 3,786 between 2000 and 2016.

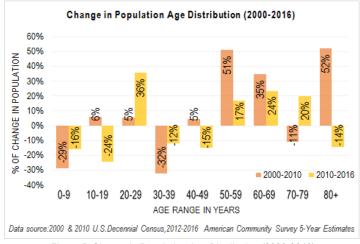


Figure 5: Change in Population Age Distribution (2000-2016)

In 2016, 13.9% of the population was 65 and over, it will continue to grow as baby boomers age and as life expectancy increases.



## Housing

The number of housing units in the Village of Lindenhurst is estimated to be about 9,791 [1] and is expected to continue to increase very slowly in the coming years as houses are built on a few remaining vacant lots, and as redevelopment of older existing residences or other buildings may occur. In terms of housing stock, 79% of Lindenhurst's homes are single-family units with 77% being detached units. There is also a relatively large percentage of 2-family homes comprising about 16.8% of all housing units. [1]

Nearly 4 out of 5 Lindenhurst homes are single-family units.

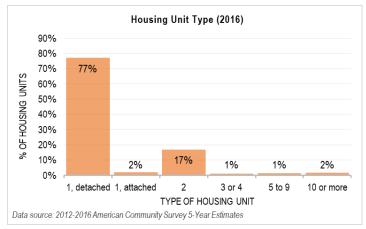


Figure 6: Distribution of Type of Housing Units (2016)

There are 9,791 housing units within the Village of Lindenhurst, of which approximately 92% (9,013 units) of the housing units are occupied. Within these, 75% of the homes are owner occupied and 25% are renter occupied. Vacant houses account for approximately 8% of the housing units, the rate being lower compared to Suffolk County (14.1%) and New York State (11.3%). [1]

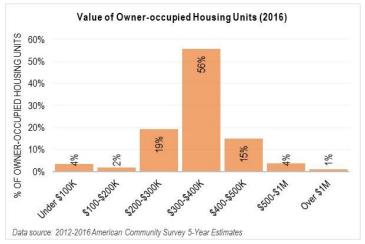


Figure 7: Value of Owner-occupied Housing Units (2016)

The median value of owner-occupied housing units in the Village is \$345,700, which is about 20% higher when compared to median value in NYS and 10.5% below the Suffolk County median value of \$386,400 for owner-occupied housing unit.



## Vehicle Ownership

More than two-thirds of the occupied housing units had two or more vehicles in 2016. About 6.5% of the occupied housing units had no vehicle availability – which amounts to over 580 housing units in the Village. [1]

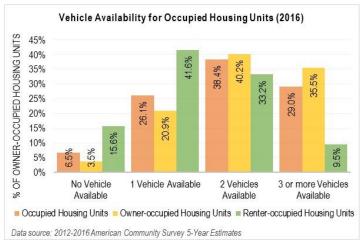


Figure 8: Vehicle Availability for Occupied Housing Units (2016)

## Income and Poverty

Lindenhurst residents earn more on average annually compared to overall New York State residents, with a median household income of \$83,594, 1.4 times the amount in New York State but about 12% lower than Suffolk County. Fewer Lindenhurst residents live below the poverty line (6.4%) compared to Suffolk County (6.8%) and New York State (14.1%). [1]

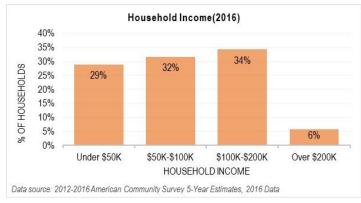


Figure 9: Median Household Income (2016)

The Village includes a diverse range of individual wage earnings. About 29% of Lindenhurst's households have an annual income of less than \$50,000, while the income of about 32% of the households are in the range of \$50K to \$100K. Approximately 34% of Lindenhurst households fall in in the range of \$100K to \$200K.

When compared to Suffolk County, about 26% of County's households have an annual income of less than \$50,000, while the income of about 26% of the households are in the range of \$50K to \$100K. Approximately 33% of County's households fall in in the range of \$100K to



\$200K. About 15% of the households in the County have an annual income over \$200K, compared to only 6% of the households in Lindenhurst.

## **Employment and Transportation to Work**

About 6.6% of the Lindenhurst residents work within the Village, and nearly all residents work somewhere within New York State. 51.3% of the Village residents work in Suffolk County and about 24.8% in Nassau County. Nearly one out of eight Lindenhurst residents travel off Long Island and beyond the New York City boundaries to their workplace.

1 out of 8 Lindenhurst residents commute to work beyond New York City.

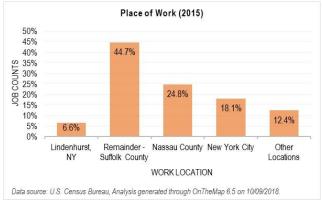


Figure 10: Place of Work for Lindenhurst Residents (2015)

Driving is the most dominant means of transportation to work for the 11,384 workers in the Village. Over three quarters of these workers, aged 16 years and over, drive alone to work and about 11% use public transit – primarily the railroad (10%) for their journey to work.

About 300+ workers, amounting to 2.2% of the total Village workers, walked to their place of employment and only 10 workers (0.1% of the workers) used bicycle as their primary mode of transportation to work. [2]

79% of people who work in the Village use a single-occupied vehicle for their commute.

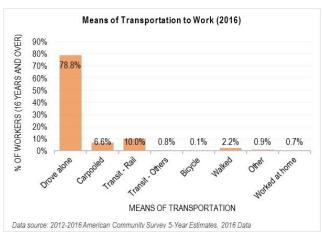


Figure 11: Means of Transportation to Work (2016)

While workers residing in the community supported a diverse array of industries, approximately 60% of all industries represented include: Construction, Retail Trade, Administration & Support, Waste Management and Remediation, Educational Services, and Accommodation and Food Services compose. Educational Services and Retail Trade are the



top two industry sectors by employment with 17% and 12% of the workers employed respectively.

# 2.2 Land Use and Zoning

#### Land Use

The most dominant land use in the study area is transportation, covering nearly 34% of the study area and includes roadways, railroad, and railroad parking.

The second most common land use in the study area is residential at nearly 32%, with about two-third high density residential and one-third medium density residential uses within the study area. Suffolk County categorizes its residential density based on dwelling units (d.u.)/acre. Low density </= 1 d.u./acre, medium density >1 to <5 d.u./acre, and high density >/= 5 d.u./acre.

More than 1/3 of the downtown land use is dedicated to transportation.

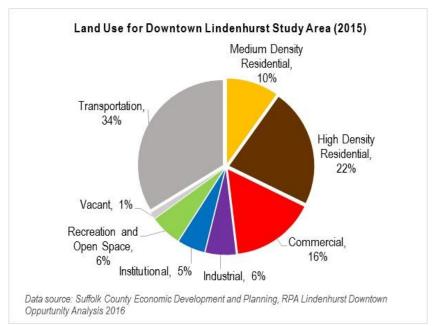


Figure 12: Land Use Distribution in Downtown Study Area (2015)

Other land uses include commercial at about 16%, recreation and open space at about 6%, industrial uses at about 6%, and institutional uses at about 5% of the study area. Vacant undeveloped land totaled to just 1.3% of the total study area. [3]

The land use analysis conducted by Suffolk County Economic Development and Planning in 2015, presented in Figure 13 shows the transition from commercial to industrial uses east of the downtown along Hoffman Avenue and directly across from the Lindenhurst train station. The downtown commercial land use is mostly surrounded by medium to high density residential uses.





Figure 13: Land Use in Downtown Lindenhurst Study Area (2015)

Most of the Village is zoned as B Residence and C Residence District, with the Business district primarily along the Hoffman and Wellwood Avenues. Recent rezoning within the Village includes rezoning from Business / Industrial district to Senior Citizen Multi-Unit Residential district. One of the biggest and recent zoning changes within the Village included rezoning industrial parcels situated between S Smith Street and S Pennsylvania Avenue on the west and east, respectively and between E Hoffman Avenue and E Gates Avenue on the north and south, respectively. The parcels were rezoned to include a Downtown Redevelopment District (DRD) Floating Zone, that was created to encourage residential and mixed-use development and redevelopment on site within walking distance of the Long Island Rail Road station and the central business district of the Village.



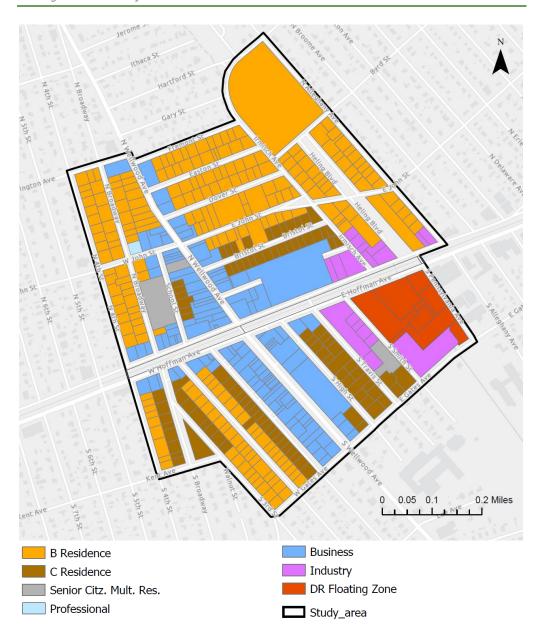


Figure 14: Zoning Districts in Downtown Lindenhurst Study Area (2015)



## 2.3 Market Conditions

#### Retail Market

A retail gap analysis was carried out for the Village of Lindenhurst to understand the weaknesses and strengths of Lindenhurst's retail market and suggest the types of industries that may fare well in the Downtown.

The analysis used Bay Shore and Patchogue as reference cases, as these Long Island communities share some socio-economic and geographic characteristics with Lindenhurst and are commonly seen as recent success stories for downtown revitalization on the South Shore.

The retail market in Lindenhurst is much less developed compared to Bay Shore. Currently, there are 194 retail establishments in Lindenhurst which is lower than Bay Shore, but higher than Patchogue.

Table 1: Number of Retail Establishments 2017

	Lindenhurst Village	Bay Shore	Patchogue Village
No. of Retail Establishments	194	326	177

Source: ESRI Retail Analysis

Lindenhurst's retail market currently has a vacancy and available space rate of 3.5% and 4.4%, respectively and a positive change in occupancy of 26,807 square feet over five years (5-year absorption). The existing inventory for the retail market is 943,206 square feet. Currently, there is no new retail space under construction. Lindenhurst's triple net rent of \$27.04 per square foot (entailing all property expenses, including real estate taxes, building insurance, and maintenance) is higher than Patchogue's, \$21.85, but lower than Bay Shore's \$28.16.

Table 2: Retail Market Inventory

Geography	Existing		Vacant Space	Available Space	NNN Rent		Net Absorption	-	Under Construction
Geo	# Buildings	Square Feet	%	%	\$/SF	5 Year (SF)	1 Year (SF)	# Buildings	Square Feet
Lindenhurst	136	943,206	3.5%	4.4%	\$27.04	26,807	-3,516	0	0
Bay Shore	232	2,684,830	0.9%	2.2%	\$28.16	-8,510	37,124	0	0
Patchogue	192	1,170,756	8.1%	11.0%	\$21.85	-7,678	-7,297	0	0
Suffolk	7,953	75.6 M	4.0%	6.4%	\$29.08	379,293	458,981	28	451,381

NNN Rent - Triple Net Rent; Source: CoStar



If an industry has a positive retail gap, i.e. demand exceeds supply, it suggests that Lindenhurst residents are leaving Lindenhurst and buying those goods elsewhere. A negative retail gap would indicate a surplus of available goods. According to the retail gap analysis, food and beverage, general merchandise and motor vehicle and parts have the largest retail gap in Lindenhurst.

These findings suggest sectors within which there is the potential to attract additional retail establishments to the Village. Downtown Lindenhurst would be an ideal place to host new restaurants and similar establishments, and such new businesses would reinforce the ongoing revitalization of the community.

Table 3: Retail Gap Analysis

Industry	Demand	Supply	Retail Gap	Number of Establishments
Food & Beverage	\$68,508,885	\$12,074,953	\$56,433,932	11
General Merchandise	\$47,040,243	\$681,599	\$46,358,644	1
Motor Vehicle & Parts	\$77,883,158	\$40,682,940	\$37,200,218	24
Clothing & Clothing Accessories	\$34,794,044	\$7,057,609	\$27,736,435	16
Gasoline Stations	\$37,765,449	\$17,405,253	\$20,360,196	4
Health & Personal Care	\$32,590,641	\$17,956,086	\$14,634,555	6
Food Services & Drinking Places	\$44,200,256	\$30,596,208	\$13,604,048	65
Furniture & Home Furnishings	\$14,576,940	\$2,144,731	\$12,432,209	5
Nonstore	\$12,994,423	\$745,894	\$12,248,529	2
Bldg Materials, Garden Equip. & Supply	\$25,911,266	\$17,078,980	\$8,832,286	16
Sporting Goods, Hobby, Book & Music	\$11,648,004	\$5,464,653	\$6,183,351	7
Miscellaneous	\$14,920,765	\$12,668,374	\$2,252,391	27
Electronics & Appliance	\$15,424,683	\$13,898,411	\$1,526,272	10

Source: ESRI Retail Analysis

According to feedback from the community, they wish to see more grocery stores, restaurants, and family-oriented recreational opportunities in Lindenhurst. The Waldbaum's supermarket, located at 50 E Hofmann Avenue adjacent to the Village's LIRR station closed in 2015, and the property has been vacant ever since. The closest full-scale grocery store is now in West Babylon, about two miles away from Downtown Lindenhurst, but residents still would like a grocery store in their own neighborhood.

#### Commercial Office Market

Lindenhurst's commercial office market currently has a vacancy of 4.5% and contains 4.5% available space. Lindenhurst had a positive 1-year net absorption (4,450 SF) and there is



currently no new office space under construction. Lindenhurst's commercial office gross rent per square foot (GSF) is relatively high at \$22/GSF in comparison to Bay Shore and Patchogue's at \$15/GSF and \$18/GSF, respectively.

Table 4: Commercial Office Market Inventory

Geography	7 2 3 4 5 7	Inventory	Vacant Space	Available Space	Gross Rent	Net Absorption			Under Construction
Geo	# Buildings	Square Feet	%	%	\$/SF	5 Year (SF)	1 Year (SF)	# Buildings	Square Feet
Lindenhurst	43	256,055	4.5%	4.5%	\$20.24	49,050	4,450	0	0
Bay Shore	126	866,773	2.0%	3.0%	\$15.63	20,747	-16,581	0	0
Patchogue	98	576,618	0.8%	1.6%	\$18.46	18,801	-106,760	0	0
Suffolk	3,087	27.3 M	6.1%	7.7%	\$22.00	424,971	-111,738	11	563,344

Source: CoStar

## Multifamily Housing Market

Lindenhurst's multifamily market has 69,264 square feet of existing inventory with a positive net absorption. The Tritec project, The Wel, on East Hoffman started construction in Fall 2019 and will add 309,260 square feet and 260 units to the inventory over the next three years. Bay Shore has 77,028 square feet of new multifamily under construction. The effective rent of \$27.36 per square foot is relatively comparable to Bay Shore's, \$27.00 per square foot, but lower than Patchogue's \$29.28 per square foot.

Table 5: Multifamily Housing Market Inventory

Geography		Existing Inv	entory		Vacant Space	Effective Rent	Net Abs	sorption	Under	· Construc	ction
	# Buildings	Units	AVG SF	SF	%	\$/SF	5 Year (Units)	1 Year (Units)	# Buildings	Units	SF
Lindenhurst	8	104	666	69,264	1.3%	\$27.36	31	0	1	260	309,260
Bay Shore	54	2,051	786	1.6 M	2.3%	\$27.00	108	37	2	98	77,028
Patchogue	34	1,774	762	1.4 M	2.2%	\$29.28	192	3.4	0	0	0
Suffolk	633	41,356	904	37.4 M	2.1%	\$26.04	2,854	613	16	3,239	2.9 M

Source: CoStar



## **Underutilized Properties**

The Village of Lindenhurst has identified three underutilized properties in Downtown Lindenhurst: 260 South Wellwood Avenue, 179 South High Street and 50 E Hoffman Avenue.

Table 6: Underutilized Properties

Underutilized Property	Address	Property Owner	Zoning
Former convent	260 S Wellwood Avenue	Our Lady of Perpetual Help	Commercial
Parking lot	Parking lot 179 S High Street		Residential
Former Waldbaum's	Former Waldbaum's 50 E Hoffman Avenue		Commercial

Table 7: Underutilized Properties' Characteristics

Address	Zoning Category	Lot Area	Development Potential per Zoning*
260 S Wellwood Avenue	Business	14,810 SF	17
179 S High Street	C Residential	31,798 SF	3
50 E Hoffman Avenue	Business	200,812 SF	200

<sup>\*</sup> Based on BJH review of the Village of Lindenhurst Zoning Code, Article IX Business Districts have the equivalent of approximately 1 FAR (Floor Area Ration) of development allowed, based upon a maximum height of 24 feet (Section 193-94) and 50% lot coverage (Section 193-98). More precise development analysis would require completion of a proposed development plan and review by an architect. The estimated 200 units at 50 E Hoffman Avenue may not be fully achievable once all height, setback, parking and other controls are factored in, and development economics. C Residence districts are single family zones with an approximately 10,000 SF per unit minimum lot size. Assumed that new development for apartments would be approximately 850 square feet per unit, and that the property is substantially developed to its highest and best use which would be residential.

The first two properties are adjacent to one another and are owned by Our Lady of Perpetual Help Roman Catholic parish. The first property, 260 South Wellwood Avenue is located behind the church's former convent and the second property, 179 South High Street, is a parking lot. 260 South Wellwood is in a Business zone that would allow multi-family new construction. 179 South High Street is in a Residence C zone that allows single family residences only. The third property, 50 E Hoffman Avenue, is the former Waldbaum's building and is in a Business zone. These properties could serve as locations for new housing, commercial space, and/or mixed-use development. A rezoning that increased the effective density would allow for the development of additional housing and other uses.

The 260 South Wellwood Avenue property could be developed with a small number of residential apartments- approximately 17 units- and under current zoning would be limited to 2 stories in height. Development of 2-story apartments may not be economically viable, though townhouse development probably would be. A rezoning to allow 3 to 4 stories, with residential



uses only, would increase the density and unit yield and allow the construction of economically viable rental housing that is seen in other Suffolk County developments. The 179 South High Street property could likewise be rezoned to a Business and the allowed height increased to 3 to 4 stories.



Figure 15: Underutilized Properties near the Our Lady of Perpetual Help Church

The 50 E Hoffman Avenue property could be rezoned to allow heights of up to 5 stories, with one story of retail/commercial uses and either 3 or 4 stories of residential uses, which would present a development opportunity that would be economically viable and consistent with other projects in Suffolk County such as Wyandanch, Ronkonkoma and Patchogue. The ground floor retail could be mandated to contain a space suitable for a grocery store of a minimum size, and other support retail spaces. Parking could be provided in a mix of surface and structured parking, and a reduced parking ratio could be considered given the site's proximity to the LIRR station.





Figure 16: Former Waldbaum's Site and Underutilized Property

These underutilized properties, in addition to the Tritec project, and other sites that may become available in the Downtown area over time, could provide housing options for residents who may need to or choose to relocate from the southern areas of the Village, and yet wish to remain in Lindenhurst, should their properties become uninhabitable due to the effects of rising sea levels and more frequent coastal flooding.



# 3 Transportation and Parking

# 3.1 State of Mobility

The study area is centrally located in the Village, accessible to many surrounding communities. The prominent north-south street in the study area Wellwood Avenue connects the downtown to major highways - NY27 and Southern State Parkway in the north and NY27A in the south. Wellwood and Hoffman Avenues are the two minor arterial streets in the study area that feed to principal arterials – NY27 and Southern State Parkway, beyond the study area. E. John Street is the only major collector street in the study area with all other streets being local roads. [4]

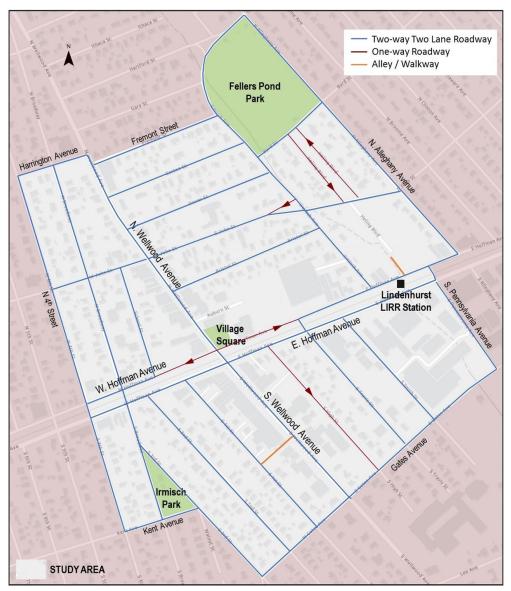


Figure 17: Traffic Flow in Downtown Lindenhurst Study Area



## Sidewalks and Curb Ramps

Figure 18 below shows the availability and condition of sidewalks and curb ramps within the study area.

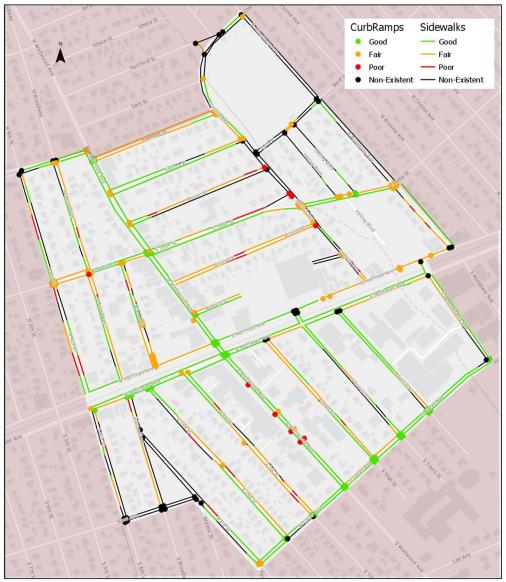


Figure 18: Condition of Sidewalks and Curb Ramps within the Study Area

Sidewalks were assessed and rated in the following three categories:

- Good Sidewalks with no tripping hazards and no broken/ heaved section;
- Fair Sidewalks with smooth surface, without large cracks and only minor heaved sections;
- Poor Sidewalks with broken, majorly upheaved, overgrown segments.

Curb ramps were assessed and rated in the following three categories:

- Good good condition detectable warnings and maintained slopes;
- Fair fair condition detectable warning still visible to the pedestrians, maintained slopes;



Poor - broken detectable warnings, overgrown and uneven sloped ramps.

It was observed that conditions of the sidewalk along the main arterial roads – Wellwood Avenue and Hoffman Avenue were mostly in good condition with only a few sections in fair condition. However, local roads serving residential properties either had sidewalks mostly in fair to poor condition or were missing sidewalks.

Out of the existing 9.7 miles of sidewalks in the study area – approximately 58% are in good condition, 37% are in fair condition and 5% are in poor condition. The streets in the downtown study area need about 3.6 miles of additional sidewalks to fill the missing sidewalk gaps and achieve contiguous sidewalk availability.

Most of the curb ramps, approximately 53%, within the study area were found in fair condition. 38% of the existing curb ramps were in good condition and about 9% were in poor condition. There were 45 locations where the curb ramp was not provided.

## Crosswalks and Traffic Signals

All crosswalks and traffic control signals in the downtown study area are located along Wellwood and Hoffman Avenues. 3-color traffic signals are present at the following intersections: John St. and N. Wellwood Ave., Hoffman Ave. and S. Wellwood Ave., S. Wellwood Ave. and Gates Ave., E. Hoffman Ave. and Travis St., and E. Hoffman Ave. and S. Pennsylvania Ave.

Additionally, an emergency signal is present on S. Wellwood Avenue in front of the Fire Department. This signal normally flashes yellow to Wellwood Avenue traffic and can be preempted by the Fire Department to stop traffic to allow safe egress by responding fire vehicles. The preemption signal is currently not functioning properly.

Pedestrian crossings are available at 11 locations on N. & S. Wellwood, and E. Hoffman Avenues. More than half of these crosswalks, 13 out of 25, are uncontrolled crosswalks. An uncontrolled crosswalk is one where motorists do not have to stop for a stop sign or a traffic signal. Only four intersections have pedestrian signals, which notify the pedestrians when pedestrians may cross the street.

Figure 19 shows the pedestrian-related regulatory, warning and school signs located within the study area. Most of the signs are placed adjacent to the street, except one mid-block instreet sign on S. Wellwood Avenue.

3.6 miles of additional sidewalks are needed for a gapfree sidewalk network.



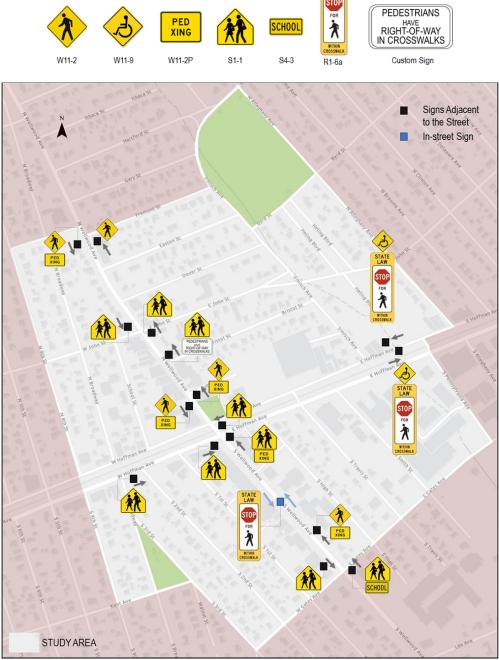


Figure 19: Traffic Control Signs within the Study Area



## Pedestrian Crash Analysis

Over 40 pedestrian crashes occurred in the Village of Lindenhurst leading to 8 fatalities since 2013 as per NYSDOT data on pedestrian crashes. Out of these, 12 crashes involving fatalities and injuries were reported to have occurred within the study area.

These crashes primarily occurred along Wellwood Avenue and Hoffman Avenue. Location and severity for each of the 12 crashes is depicted in Figure 20.



Backing unsafely, failure to yield right of way, and driver inattention were attributed to recent (2013-2018) crash fatalities in downtown Lindenhurst.

Figure 20: Vehicle-Pedestrian Crash Inventory (2013-Aug 2018)

The 12 crashes led to 11 injuries and 4 fatalities, as summarized in Figure 21. Two of the four fatalities occurred at the same location – S. Broadway and W. Hoffman Avenue. Apparent factors attributed to the four fatalities include backing unsafely, failure to yield right of way, and driver inattention.



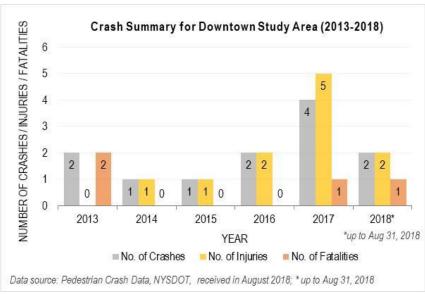


Figure 21: Crash Summary for Downtown Study Area (2013-2018)

Crash clusters, summarized in Figure 22, were observed at three locations – Hoffman Avenue and Wellwood Avenue intersection, W. Hoffman Avenue and S. Broadway Intersection and N./S. Wellwood Avenue.

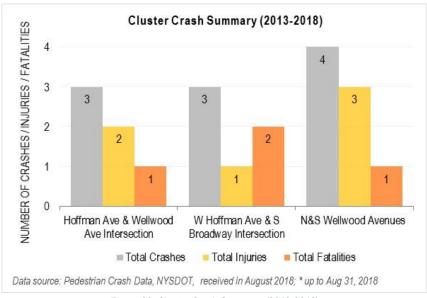


Figure 22: Cluster Crash Summary (2013-2018)

Crashes in the downtown occur in three location clusters.



Table 8: Cluster Crash Summary (2013-2018)

Cluster	Total Crashes*	Total Injuries*	Total Fatalities*	Traffic Control	Road Surface Condition	Lighting Condition	Apparent Factor
Hoffman Ave & Wellwood Ave Intersection	3	2	1	Traffic Signal	Dry	Day Light / Dark with Road Lighted	Backing Unsafely / Failure to yield right of way
W. Hoffman Ave & S. Broadway Intersection	3	1	2	None	Dry	Day Light / Dark with Road Lighted	Driver Inattention
N. & S. Wellwood Avenues	4	3	1	2- None, 1-Traffic Signal	Dry	Day Light / Dusk	Failure to yield right of way / Driver Inattention

<sup>\*(2013-</sup>Aug 2018)

#### Bike Infrastructure

There are no shared-use paths, bicycle lanes or bicycle routes within the study area. Hoffman Avenue is identified as an unsigned connecting route in the Long Island Bikeways and Trailways Map. [5] It is part of the unsigned connecting route that connects Bethpage Parkway Bikeway with a hiking trail to Belmont Lake State Park.

Five bike racks are available at the Lindenhurst LIRR Station. Field survey observations indicated moderate usage of the bike racks.

# No bicycle lanes in the Village's downtown.

#### **Transit**

There is direct access to the LIRR and the Suffolk County Transit Bus S20 within the study area, as shown in Figure 23.

Lindenhurst LIRR station, located at Wellwood Avenue and E. Hoffman Avenue, is a station on the Babylon branch of the Long Island Rail Road rail service. Commuter parking available to railroad users is discussed in the parking section. Escalators are available just west of the station building, from street level to platform. Elevators or accessibility ramps are not available at the station, limiting the station's accessibility.

Connection to Suffolk County Transit Bus S20 is available at the intersection of Wellwood Avenue and E. Hoffman Avenue and along E. John Street. Bus S20 connects Lindenhurst downtown to South Bay shopping center, Babylon LIRR Station in east and to Copiague LIRR, Amityville LIRR stations and Sunrise Mall on the west. S20 service is available Monday through Saturday only.





Figure 23: Transit Access in Downtown Lindenhurst Study Area



# 3.2 Parking Inventory and Utilization

## **Parking Inventory**

Parking within the downtown study area can be categorized into the following types: municipal, on-street parking (metered / unmetered), commuter parking (includes municipal parking) and private parking.

Figure 24 shows the location of municipal parking lots (including commuter lots) as well as metered on-street parking. The figure also displays the location of handicap spaces in each parking lot and metered on-street parking.



Figure 24: Parking Inventory by Type



Table 9: Downtown Parking Inventory

Type of Parking	Total Spaces	Disabled Parking Spaces
Municipal Parking (other than commuter parking)	365	21
On Street Parking (Wellwood and Hoffman Ave)	335	4
Commuter Parking	543	16
Private Parking	1150*	N.A.
Total	2393	41

<sup>\*</sup>estimate (includes currently vacant Waldbaum's site)

Municipal parking includes Village and County-owned parking lots as well as parking bays under the LIRR viaduct. The parking spaces available at Fellers Pond Park are also considered in the inventory of municipal parking. Figure 24 shows these areas, labeled as A to J. Together, these ten lots / bays provide 908 marked parking spaces, including 37 handicap spaces.

The Village of Lindenhurst has two commuter parking lots across from the LIRR station, labeled as 'B' in Figure 24. Residents and non-residents can park in these lots with a commuter parking permit. Additionally, commuter parking permits are required for all parking bays under the LIRR viaduct from Wellwood Avenue to Delaware Avenue, labelled as 'C' in Figure 24.

Commuter spaces in Lots B and Bays C account to 543 parking spaces, including 16 handicap spaces. Additionally, metered railroad parking is also available near the Lindenhurst LIRR Station.

Lindenhurst Village residents can purchase a commuter parking permit at any time during the year. Non-Resident parking permits are sold on a limited basis via lottery held once a year. Of those submitted, about 150-200 people are selected. Throughout the year, non-resident applicants that have been put on the waiting list (not selected in the lottery) are called and offered the pass. 1,879 resident parking permits and 479 non-resident parking permits were sold in 2017. 1,891 resident parking permits and 524 non-resident parking permits were sold in 2018.

There are 286 metered on-street parking spaces serving downtown Lindenhurst as of May 2019, which generally allow vehicles to park for a maximum of two hours between the hours of 9AM and 6PM, except Sundays and holidays. These marked metered on-street parking spaces are located along Wellwood and Hoffman Avenues, Auburn Street and Bristol Street.

#### **Parking Utilization**

A parking utilization study was conducted in June 2019 to determine the overall parking utilization for curbside / on-street, commuter lot, and municipal lot parking within the downtown. All downtown parking lots except the one at Fellers Pond Park were considered in the parking lot survey. Curbside surveys included sections of N. and S. Wellwood Avenue and E. and W. Hoffman Avenue, that lay within the downtown study area.

The total number of non-private parking spaces available to the community in downtown Lindenhurst is 1.259.

**GPI** 

In addition, curb-side metered parking on two side-streets on N. Wellwood Avenue - Bristol Street and Auburn Street, were also included.

The study found that the parking utilization for the curbside parking spaces averaged 47% for a typical weekday and 46% for a typical weekend. For the municipal parking lots, the study found that the utilization averaged 55% for a typical weekday and 44% for a typical weekend. Further, the overall average weekday parking utilization for commuter lots was at 78%. More details on the survey methodology and findings are available in Appendix C. Parking Utilization Study.

These results are broadly consistent with the parking utilization assessment conducted by the Suffolk County Department of Economic Development and Planning in early December 2015, with observed average overall utilization rates of 49% for curb-side parking, 45% for municipal parking lots, and 80% for the commuter parking lots. [6]

These parking utilization rates indicate that there is adequate parking available within the Lindenhurst downtown to support current uses. However, with the ongoing revitalization of the downtown and numerous new businesses moving in, it is expected that there will be more downtown visitors and hence increased parking demand. The Village should consider evaluating their parking demand and supply as and when warranted by the upcoming developments within the downtown.



# 4 Community Visioning

The Lindenhurst community was offered opportunities to share their input to inform visioning for their downtown via an online survey and an in-person community visioning workshop. Additionally, multiple stakeholder groups – Chambers of Commerce, Business Improvements District and the Mayor's Beautification Society – were engaged in a joint workshop to conduct a visioning exercise and achieve consensus on issues and opportunities.

# 4.1 Community's Perceptions and Preferences for the Downtown

Over 1060 community members rated the Village of Lindenhurst Downtown as average, resulting in an average score of 2.66 on a scale of 1-5, where 1 being the lowest and 5 being the highest. 470 survey takers rated the downtown below '3', 408 survey takers rated the downtown as a '3', and 187 survey takers rated the downtown as '4' or '5'.

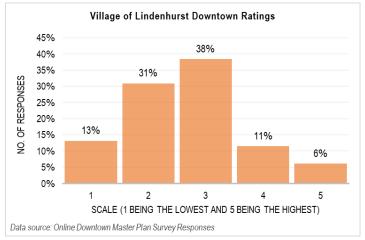


Figure 25: Village of Lindenhurst Downtown Ratings, as rated on the Online Master Plan Survey

The neighboring Village of Babylon, followed by Farmingdale and Bay Shore are the towns/villages where Lindenhurst residents currently go to shop and obtain services, outside of Lindenhurst.

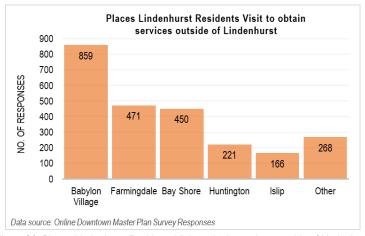


Figure 26: Places Lindenhurst Residents Visit to obtain services outside of Lindenhurst



The positive qualities for the Lindenhurst Downtown as identified by the community included facilities like the schools and library, transportation access, parks and open spaces, special events, bars and restaurants, and attachment to the community. Over 73% of the 1,115 responses agreed that the community facilities including the library and schools are one of the positive qualities of the Village.

The community felt that the downtown is lacking in retail/shopping options, parking, and downtown character. About 56% of the 1,115 responses felt that the downtown was lacking in retail / shopping options, and about 40% felt that parking and downtown character needed improvements.

Looking into future, the community was also requested to submit three words that best capture their vision for Downtown Lindenhurst in the year 2030-35. The word cloud below displays the 22 words that were submitted 25 times or more by the survey takers.



Figure 27: Word Cloud - Three Words that represent the Vision for the Downtown Lindenhurst

The top six most-often mentioned words with the number of responses are as follows: retail (183), restaurants (173), walkable (172), parking (158), vibrant (158), and affordable (149).



# 4.2 Transportation and Parking

## **Transportation Patterns**

The survey asked to reveal how often a person visits Downtown Lindenhurst. Almost 73% of the survey takers responded that they visit the downtown at least once a week.

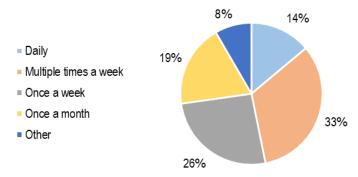


Figure 28: Frequency of Downtown Visits

About 65% of the respondents generally drive to get to the downtown. Other 24% walk and only 8% bike to the downtown. Very few people, about 1%, use the bus to get to the downtown.

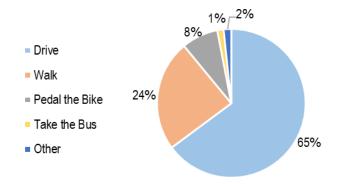


Figure 29: Travel Mode to get to the Downtown

Once the respondents are in the downtown, most of them, about 63% park once and then walk to get around the downtown. Another 20% walk or bike to get around the downtown.

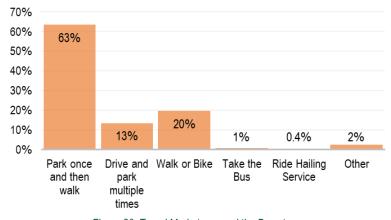


Figure 30: Travel Mode to around the Downtown



## Preference on Transportation Goals

The community was asked to rate nine transportation goals on their importance to achieve their vision for the downtown. The nine goals are listed on the left in the figure below. Establishing high level of walkability and pedestrian safety within the downtown, improving overall parking experience and design, and developing additional parking within the downtown were identified as the most important transportation goals for the downtown.

Over 85% of the respondents felt that walkability, pedestrian safety, improved parking design and experience as well as additional parking were essential to achieve their vision for the downtown.

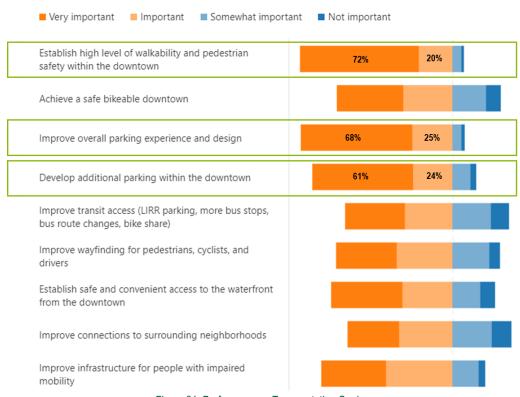


Figure 31: Preferences on Transportation Goals

## **Paying for Parking**

At the community visioning session, community members were briefed on the concepts of establishing a Parking Benefits District for the Lindenhurst Downtown, and were asked to vote on how much would they be willing to pay for parking per hour in the proposed parking district.

53 community members responded (a small and statistically insignificant sample size). Under the assumption that the parking revenue would be reinvested into sustainable transportation within the Lindenhurst Downtown, 32% of respondents felt that \$0.25 / hour was an acceptable parking rate. Majority of respondents, 51% would be willing to pay parking rates \$1.00 / hour or more, including 11% who would be willing to pay as much as \$4.00 / hour.



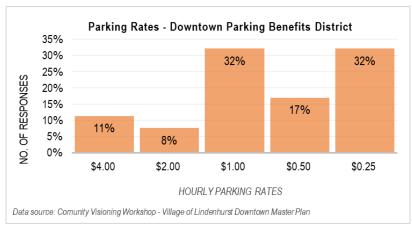


Figure 32: Parking Rates – Downtown Parking Benefits District

# 4.3 Land Use and Economic Development

The community was asked to rate eight land use and economic development goals on their importance to achieve their vision for the downtown. The eight goals are listed on the left in the figure below. Redevelopment of the unused and vacant sites within the downtown, introduction of more neighborhood services such as grocery stores and day cares, and activation of downtown with more shopping and dining opportunities were identified as the most important transportation goals for the downtown.

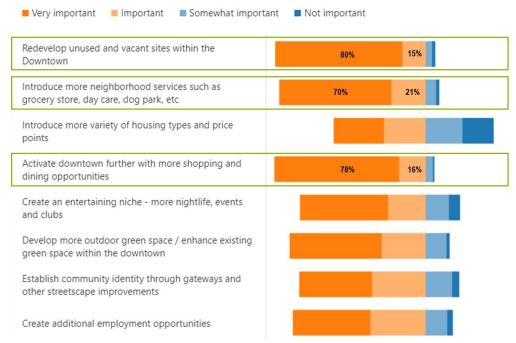


Figure 33: Preferences on Land Use and Economic Development Goals



The survey indicates that the community wants the Village to encourage single-family / 2-family attached homes, townhouses, and senior housing communities within the downtown. These are the top three residential development types preferred. Not much behind are apartments / condominiums and mixed-use developments.

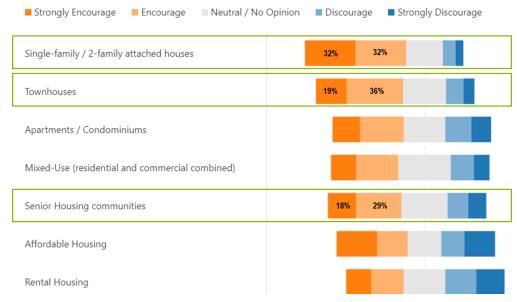


Figure 34: Preferences on Type of Residential Development

Further, for the non-residential development type, the community wants to see more restaurants, high-end retail stores and commercial recreational uses within the downtown. The community expressed the need for family-oriented uses within the downtown.

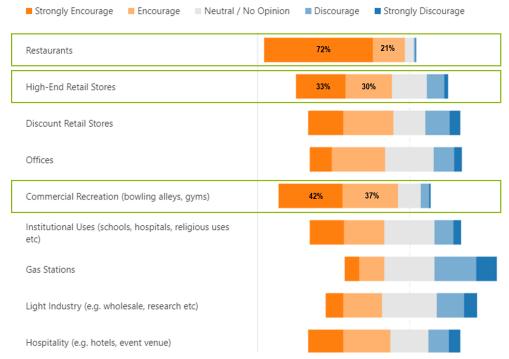


Figure 35: Preferences on Type of Non-Residential Development



The community was also asked to rate three resiliency goals on their importance to achieve their vision for the downtown. The survey indicates that implementing resiliency improvements to existing infrastructure and developing an emergency preparedness plan for the Village are important to improve the resiliency of the Village against adverse weather conditions.



Figure 36: Preferences on Resiliency Goals



#### 4.4 Draft Strategic Vision and Master Plan Goals

The Village of Lindenhurst strives to be equally welcoming to young families and seniors, as it is accommodating to new residents and those who have lived in Lindenhurst all their lives. The Village also stated its desire to encourage a greater shared sense of the Lindenhurst community as a valued place to live, work, attend school, and enjoy our recreational amenities.

The Village's downtown is the heart of the community. During the development process of the Downtown Master Plan, via workshops and the community survey, residents and stakeholders expressed their vision for downtown Lindenhurst.

The adjectives walkable, vibrant, affordable, lively, thriving, green, beautiful, and family-oriented are standing out as features of a downtown that is also envisioned to provide excellent dining, entertainment, and business and shopping opportunities.

The following **draft strategic vision for Downtown Lindenhurst in 2035** will be subject for review by Village officials and the public before it will be finalized and included in the Downtown Master Plan:

The healthiest and most vibrant and thriving downtown on Long Island's South Shore, attractive for businesses to invest and people to visit from near and far – a place that is safe and walkable and widely known as Long Island's premier dining, entertainment and shopping destination.

The **Downtown Master Plan goals** are:

Downtown revitalization

- Assess the re-use potential of underutilized properties
- Identify opportunities for improved and/or additional parking in the downtown
- Evaluate residential relocation opportunities for residents south of Montauk Highway

Connectivity and accessibility

- Provide unimpeded access from the waterfront to the downtown
- Enhance transit connectivity between the LIRR, bus and parking

Promotion of Traffic and Pedestrian Safety

Introduce traffic calming and pedestrian safety measures

The downtown is the heart of the community.



#### **Bibliography**

- [1] U.S. Census Bureau, "2012-2016 American Community Survey 5-year estimates," 2017.
- [2] U.S. Census Bureau, "Sex of Workers by Means of Transportation to Work American Community Survey 5-year estimates," 2012-2016.
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- [5] New York State Department of Transportation, "Long Island Bikeways and Trailways," 2016. [Online]. Available: https://511nyrideshare.org/documents/50030/50214/Long+Island+Bikeways+and+Trailways/bb9ec2f9-bab9-4fa3-bb17-4d35430f8f6d. [Accessed September 2018].
- [6] Village of Lindenhurst, "Downtown Business District Analysis," 2015.



**Technical Memorandum on Downtown Parking Study** 



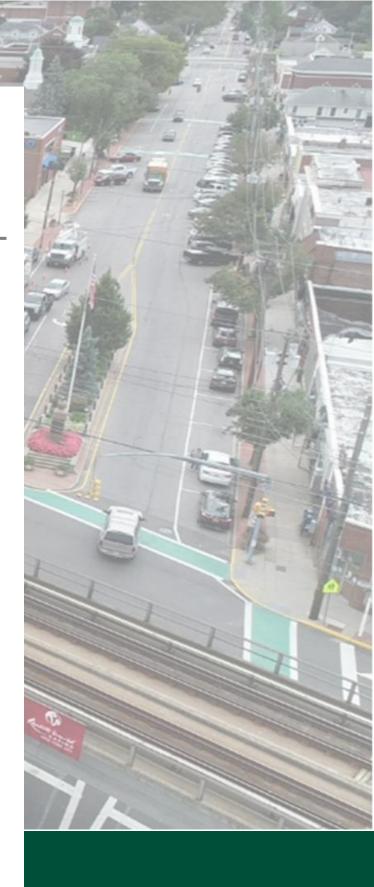
# Village of Lindenhurst Downtown Walkability Improvement Study

# Technical Memorandum on Downtown Parking Study

August 12th, 2019



Greenman-Pedersen, Inc.



# TECHNICAL MEMORANDUM – DOWNTOWN PARKING STUDY

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A parking study was conducted to determine the overall parking utilization for curbside, commuter lot and municipal lot parking within the downtown study area. The intent of the parking study is to determine the existing peak parking demand within the downtown.

# **Curbside Parking Survey**

Curbside parking utilization surveys were conducted for a typical weekday (Thursday) and a typical weekend (Saturday). The survey area included:

- North Wellwood Avenue between Harrington Avenue and West & East Hoffman Avenue
- South Wellwood Avenue between West & East Hoffman Avenue and West & East Gates Avenue
- West Hoffman Avenue between North & South Wellwood Avenue and North & South 4th Street
- East Hoffman Avenue between North & South Wellwood Avenue and S, Pennsylvania Avenue and N Alleghany Avenue

Dates and times of these parking surveys were chosen after discussions with Village officials based on their local knowledge of peak parking demand times in the downtown area.

The parking survey was segregated into a block-by-block sections and individual lot observations. Before conducting this parking survey, all block-by-block legal parking spaces were determined via aerial mapping and then confirmed during the parking study. Curbsides depicting parking restrictions such as Yellow curb paintings, No Standing signs, No Parking signs, etc., were also considered while determining the legal parking spaces within each block. Residential curbside parking spaces were counted based on 20-foot increments, as recommended by the Institute of Transportation Engineers (ITE) Traffic Engineering Handbook, 6th Edition.

Two GPI employees surveyed curbside and municipal lot parking on Saturday, June 15th, 2019 from 5:00 pm to 9:00 pm, as well as Thursday, June 26th, 2019 from 12:00 noon to 8:00 pm. Furthermore, one of the GPI employees conducted a survey of the permit required commuter parking lots for the Long Island Rail Road train station on Thursday June 20th, Friday June 21st, and Thursday June 27th, 2019 between the time periods of 9:30 am to 10:30

am. This helped to understand the temporal distribution of the existing parking demand and utilization during the study periods and determine the peak hour for legal parking space utilization and demand when compared to available parking within the project study area. Illegally parked cars were also observed during this survey and documented.

Figure 1 depicts the existing parking distribution throughout the downtown. Private parking lots for housing developments and businesses were excluded from the parking surveys. GPI identified 335 legally available curbside parking spaces on Wellwood and Hoffman Avenues, 16 metered curbside parking spaces on side streets off North Wellwood Avenue providing a total of 351, as well as 920 parking lot spaces – 555 of which were confined to the Long Island Rail Road commuter lots. A total count of 1,271 was determined as the overall total public parking spaces available within the downtown area.

Table 1 and Table 2 list the observed legal and illegal parking totals for the curbside parking, both during weekday and the weekend. Table 3 and Table 4 depict the curbside utilization percentages during a typical weekday and Saturday within the downtown study area. Average utilization for Thursday curbside parking was 47%. Average utilization for Saturday curbside parking was 46%. These tables indicate that maximum legal parking space utilization occurred between 12:00 noon - 1:00 pm and 7:00 pm -8:00 pm on a typical weekday, with a utilization rate of 51% (or 179/178 observed parking utilization out of 351 available spaces). It is important to note that the legal on-street parking occupancy during a typical weekday varied between 46% and 65% between 12:00 noon to 8:00 pm. The number of occupied spaces for a typical Saturday indicated 52% maximum legal curbside parking occupancy (or 183 observed parking out of 351 available spaces) during 5:00 pm - 6:00 pm.



#### PARKING MAP CURBSIDE & LOT COUNTS Parking Type Commuter Parking Lot Total Curbside Parking (Hoffman): 138 Municipal Lot Non-Metered: 74 Metered: 64 Metered Total Curbside Parking (Wellwood): 197 Handicap Spaces Total Lot Parking\*: 920 Curbside Parking Total Side Street Meter Parking: 16 -2 Hour Parking Limit Total Parking: 1271 Curbside Parking -30 Minute Parking Limit \*Total Lot Parking is the sum of circled numbers Residential Parking \*\*Permit Require Parking Lot outside of Study Area

### MAP SHOWING DOWNTOWN WALKABILITY STUDY AREA

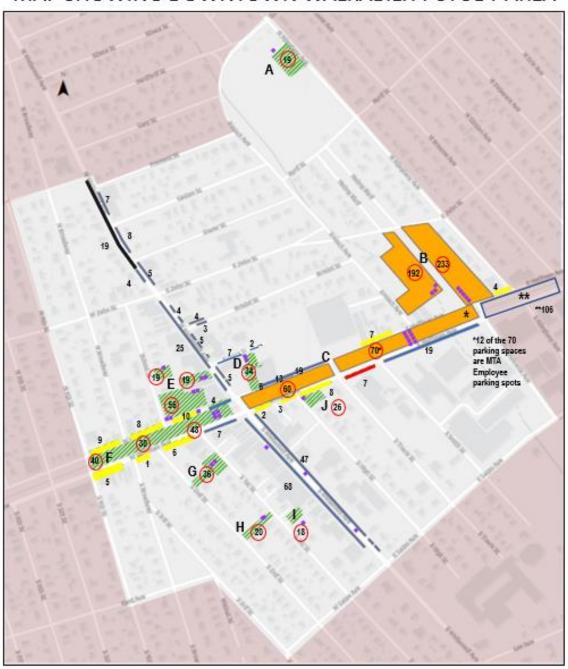


Figure 1: Existing Curbside, Municipal and Commuter Parking Lot Totals



Table 1: Weekday Hourly Parking Totals for Legal and Illegal Curbside Parking – Thursday June 27th, 2019

a		Danisia a				Parking	Utilization			
Street	Street Blocks	_	12:00	-1:00 PM	1:00-2:00 PM		2:00-3	3:00 PM	3:00-4:00 PM	
		Capacity	Legal	Illegal	Legal	Illegal	Legal	Illegal	Legal	Illegal
	Harrington Ave - W John St (W)	23	13		9		10		19	
	Freemont - Easton (E)	7	7		1	1	4		7	
N. Wallusad	Harrington Ave - W John St (W)	3		3		3				
	Dover - E John St (E)	5	4		3		3			
Ave	W John St - W Hoffman (W)	25	11		13		14		14	
	E John St - Bristol (E)	4	3		1					
	Bristol - Auburn (E)	5	5	1	4		4		4	
	Auburn - E Hoffman (E)	5	1		0		1		1	
Delete LOS	(N)	4	3		3		3		3	
	(S)	3	3		0		0		1	
Auburn St	(S)	9	1		1		1		2	
S. Wellwood	(E)	47	14	0	13	0	12	0	13	0
Ave	(W)	68	38	0	39	0	40	1	36	0
	N Wellwood - School St (N)	14	3		1		2		4	1
	School St - N Broadway (N)	8	4		2		4		4	
	Net   Harrington Ave - W John St (W)   23   13   9		5	1	1					
		7	3		3		1		2	
	S 1st St - S 2nd St (S)	6	0		0		0		0	
	S 2nd St - S Broadway (S)	1	3		6	1	5	1	4	
	S Broadway - S 4th St (S)	5	6		4		7		0	
	N Wellwood - Irmisch Ave (N)	45	21		25		20	1	18	
	Irmisch Ave - N Alleghany (N)	4	3		2		4		3	
E Hoffman Ave	S Wellwood - S Travis St (S)	13	10		8		6	1	3	
Bristol St  Auburn St  S. Wellwood  Ave  / Hoffman Ave	S Travis St - S Smith St (S)	7	7		6		4		5	
	S Smith St - S Pennsylvania (S)	19	18		18		16		14	2

Charact		Daukina	23     16     1     16     15       7     3     4     7       8     3     4     2       5     1     3     2       25     8     12     22       4     3     2     4       5     4     5     5       5     0     1     2       4     1     1     2       3     1     2     2       9     2     0     0       47     20     0     26     0     28     0       68     41     2     41     1     41     1       14     2     1     0     0       8     3     1     1     0       8     3     1     1     1       9     0     0     0     0       7     0     4     3     0       6     0     0     0     0       1     4     2     3     1       4     4     0       45     13     14     10							
Street	Street Blocks		4:00-	5:00 PM	5:00-	6:00 PM	6:00-7	7:00 PM	7:00-	3:00 PM
		Capacity	Legal	Illegal	Legal	Illegal	Legal	Illegal	Legal	Illegal
N. Wellwood Ave	Harrington Ave - W John St (W)	23	16	1	16		15		13	
	Freemont - Easton (E)	7	3		4		7		6	
N. Wollward	Easton - Dover (E)	8	3		4		2		1	
	Dover - E John St (E)	5	1		3		2		0	
Ave	W John St - W Hoffman (W)	25	8		12		22		23	
	E John St - Bristol (E)	4	3		2		4		3	
	Bristol - Auburn (E)	5	4		5		5		4	
	Auburn - E Hoffman (E)	5	0		1		2		2	
Deletel Ct	(N)	4	1		1		2		4	
Bristol St	(S)	3	1		2		2		3	
Auburn St	(S)	9	2		0		0		1	
S. Wellwood	(E)	47	20	0	26	0	28	0	32	1
Ave	(W)	68	41	2	41	1	41	1	47	1
	N Wellwood - School St (N)	14	2		1		0		0	
	School St - N Broadway (N)	8	3		1		1		1	
	N Broadway - N 4th St (N)	9	0		0		0		3	
W Hoffman Ave	S Wellwood - S 1st St (S)	7	0		4		3		4	
	S 1st St - S 2nd St (S)	6	0		0		0		0	
	S 2nd St - S Broadway (S)	Legal   Illegal   Illegal   Illegal   Legal   Illegal   Il	3	1	4	2				
	S Broadway - S 4th St (S)	5	4		4		0		0	
	N Wellwood - Irmisch Ave (N)	45	13		14		10		10	
	Irmisch Ave - N Alleghany (N)	4	2		2		0		0	
E Hoffman Ave	S Wellwood - S Travis St (S)	13	7		8		13	1	12	1
	S Travis St - S Smith St (S)	7	4	1	0		0		6	
	S Smith St - S Pennsylvania (S)	19	9		7		6		6	

Table 2: Saturday Hourly Parking Totals for Legal and Illegal Curbside Parking – Saturday June 15th, 2019

Street		Davids a			<u> </u>	Parking	Utilization			
Street	Street Blocks	_	5:00-6	:00 PM	6:00-7	:00 PM	7:00-8	:00 PM	8:00-	9:00 PM
		Capacity	Legal	Illegal	Legal	Illegal	Legal	Illegal	Legal	Illegal
	Harrington Ave - W John St (W)	23	12		11		13		13	
N. Wellwood Ave	Freemont - Easton (E)	7	6		6		7	1	1	
	Easton - Dover (E)	8	3		0		3		2	
	Dover - E John St (E)	5	1		2		5		5	
	W John St - W Hoffman (W)	25	23		25		23		25	
	E John St - Bristol (E)	4	1		3		4		3	
	Bristol - Auburn (E)	5	5		5		5		3	1
	Auburn - E Hoffman (E)	5	2		4		5	1	2	
Bristol St	(N)	4	3		3		2		3	
Diistoi St	(S)	3	0		0		0		2	
Auburn St	(S)	9	4		6		6		9	
S. Wellwood Ave	(E)	47	44	2	14	1	21	0	21	2
S. Wellwood Ave	(W)	68	56	3	31	1	31	2	46	0
	N Wellwood - School St (N)	14	0		0		0		0	
	School St - N Broadway (N)	8	0		1		0		1	
	N Broadway - N 4th St (N)	9	4		4		4		4	
W Hoffman Ave	Street Blocks   Capacity   Capacity   Capacity   Legal   Illegal   Legal   L	5		4						
	S 1st St - S 2nd St (S)	6	0		0		0		0	
	S 2nd St - S Broadway (S)	1	3	1	6		2		5	1
	S Broadway - S 4th St (S)	5	1		3		5		3	
	N Wellwood - Irmisch Ave (N)	45	3		3		5		2	
	Irmisch Ave - N Alleghany (N)	4	2		6	1	2		4	
E Hoffman Ave	S Wellwood - S Travis St (S)	13	5		4		4		5	
	S Travis St - S Smith St (S)	7	1		1		0		0	
	S Smith St - S Pennsylvania (S)	19	6		7		8		7	

Table 3: Weekday Parking Utilization Percentages for Legal Curbside Parking

			Curbside Parl	king Utilization	- Thursday Jui	ne 27th, 2019			
Street	Parking Capacity	12:00-1:00 PM Legal Parking		2:00-3:00 PM Legal Parking					7:00-8:00 PM Legal Parking
N. Wellwood Ave	82	46	34	41	53	38	47	59	52
Percentage Util	ization	29%	21%	25%	33%	24%	30%	37%	33%
S. Wellwood Ave	115	52	52	52	49	61	67	69	79
Percentage Util	ization	45%	45%	45%	43%	53%	58%	60%	69%
W Hoffman Ave	50	21	21	24	15	13	12	7	12
Percentage Util	ization	42%	42%	48%	30%	26%	24%	14%	24%
E Hoffman Ave	88	59	59	50	43	35	31	29	34
Percentage Util	ization	67%	67%	57%	49%	40%	35%	33%	39%
Bristol St	7	6.00	3.00	3.00	4.00	2.00	3.00	4.00	7.00
Percentage Util	ization	86%	43%	43%	57%	29%	43%	57%	100%
Auburn St	9	1	1	1	2	2	0	0	1
Percentage Util	ization	11%	11%	11%	22%	22%	0%	0%	11%
Total Occupancy	351	179	167	168	162	149	157	164	178
Percentage Util	ization	51%	48%	48%	46%	42%	45%	47%	51%

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	Curbside Parki	ng Utilization -	Saturday June	15th, 2019	
Street	Parking Capacity		6:00-7:00 PM Legal Parking		8:00-9:00 PM Legal Parking
N. Wellwood Ave	82	53	56	65	54
Percentage U	Itilization	65%	68%	79%	66%
S. Wellwood Ave	115	100	45	52	67
Percentage U	Itilization	87%	39%	45%	58%
W Hoffman Ave	50	9	18	16	17
Percentage U	Itilization	18%	36%	32%	34%
E Hoffman Ave	88	17	21	19	18
Percentage U	Itilization	19%	24%	22%	20%
Bristol St	7	3	3	2	5
Percentage U	Itilization	43%	43%	29%	71%
Auburn St	9	4	6	6	9
Percentage Utilization		44%	67%	67%	100%
Total Occupancy	351	183	146	158	165
Percentage U	tilization	52%	42%	45%	47%

Table 4: Weekend Parking Utilization Percentages for Legal Curbside Parking

Specific findings for block-by-block peak parking period, number of legal parking spaces, and observed parking utilization are noted below:

- North Wellwood Avenue has a total of 82 legal onstreet parking spaces, consisting of 19 non-metered parking spaces, and 63 metered parking spaces. Bristol and Auburn Streets have a total of 16 metered parking spaces which were counted towards the total legal parking spaces. The peak utilization of the side street parking was observed between 4:00 pm-5:00 pm during the weekday. The observed weekday peak utilization is 63 parking spaces (77%) during 6:00 pm 7:00 pm. The observed peak utilization for Saturday is 73 parking spaces (or 89%) during 7:00 pm 8:00 pm.
- South Wellwood Avenue has a total of 115 legal onstreet parking spaces, the entirety of which are metered parking spaces. The observed weekday peak utilization was 79 parking spaces (67%) during 7:00 pm- 8:00 pm. During the weekday, a total of three tractor-trailers were parked across three or four parking spaces for deliveries along South Wellwood, and one tractor-trailer parked on Lindenhurst Commons lot on West Hoffman. These counts were considered as one vehicle occupying the covered spaces. The observed Saturday peak utilization is 100 parking spaces (87%) during 5:00 pm- 6:00 pm. Our Lady of Perpetual Help typically holds Saturday mass services during this hour, including on the day of the survey. The next

highest observed period of utilized parking for Saturday is 67 parking spaces (or 58%) during 8:00 pm - 9:00 pm.

- West Hoffman Avenue has a total of 50 legal onstreet parking. Seven of these spaces are metered along the South curbside of West Hoffman Avenue, and four spaces are metered along the North curbside of West Hoffman Avenue. Between School Street and North Wellwood Avenue, there are markings and signage for seven angled parking spaces and three parallel parking spaces.
  - The observed weekday peak utilization is 24 parking spaces (or 48%) during 2:00 pm 3:00 pm. The observed Saturday peak utilization is also 24 parking spaces (or 48%) during 6:00 pm 7:00 pm.
- East Hoffman Avenue has a total of 88 legal on-street parking spaces. 19 of these spaces are metered along the south curbside of East Hoffman Avenue, and 38 spaces are metered along the north curbside of East Hoffman Avenue. Between South Pennsylvania and Irmisch Avenues, there is a restricted curbside parking area for taxis only. These taxi spaces were not considered towards the parking survey. The observed weekday peak utilization is 60 parking spaces (or 68%) during 12:00 noon 1:00 pm. The observed Saturday peak utilization is 21 parking spaces (or 24%) during 6:00 pm 7:00 pm.

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# **Parking Lot Surveys**

GPI has designated each of the parking lots within the downtown area a letter and parking type color pattern to distinguish how each parking lot been classified. The Long Island Rail Road commuter lots for instance, indicated in orange, are labeled as lots B & C in Figure 1. The municipal lot labeled A was considered in the total parking lot counts via aerial mapping. However, parking lot A was excluded from the surveys due to its distance from the central portion of the downtown. During the weekday surveys, GPI surveyed lots D-J, beginning at lot D and ending at lot J. Parking lot observation ranged between one – three passes within each hour. For Saturday surveys, GPI began the study observing from the larger lot E of 54 spaces and ended by crossing from D - E to both 19 spaced lots. The block-by-block observed peak period, number of legal parking spaces, and observed parking utilization are noted below:

#### **Commuter Lot Parking Survey**

Commuter Lots B East, B West & C were observed from 9:30 am to 10:30 am, confirming 233 in the eastern B lot, 192 in the western B lot and 130 parking spaces under the

Long Island Rail Road train trestle. On Thursday, 6/20/2019 B East contained 206 utilized spaces (or 88%), lot B West contained 155 (or 81%) and the Trestle lot contained 117 (or 90%). On Friday, 6/21/2019 B West contained 178 utilized spaces (or 76%), lot B East contained 117 (or 61%) and the Trestle lot contained 118 (or 91%). On Thursday, 6/27/2019 B East contained 151 utilized spaces (or 65%), lot B West contained 138 (or 72%) and the Trestle lot contained 106 (or 82%).

It should be noted that school session had ceased for summer vacation for most of New York, during the last week of the survey.

#### **Municipal Lot Parking Survey**

Table 5 and Table 6 depict the municipal lot utilization percentages during a typical weekday and Saturday within the downtown area. Average utilization for Thursday curbside parking was 55%. Average utilization for Saturday curbside parking was 44%. During the peak hour for Thursday from noon – 1:00 pm, 60% of the 346 spaces were occupied. This value was also repeated at 3:00 pm – 4:00 pm. During the peak hour for Saturday from 8:00 pm – 9:00 pm, 52% of the 346 spaces were occupied.

Table 5: Weekday (Thursday) Municipal Parking Lot Utilization

Hourly Counts	Total	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM	6-7PM	7-8PM	Average	Utilization Percentage
D	34	5	3	5	5	3	0	0	0	3	8%
E	94	47	45	56	53	51	55	57	53	52	55%
F	118	79	80	77	80	78	56	46	32	66	56%
G	36	36	36	36	35	36	34	29	31	34	95%
Н	20	13	11	11	11	11	8	6	4	9	47%
_	18	18	15	18	14	15	13	14	14	15	84%
J	26	8	8	9	8	7	9	24	24	12	47%
										Avg	55%

Table 6: Weekend (Saturday) Municipal Parking Lot Utilization

Hourly Counts	Total	5-6PM	6-7PM	7-8PM	8-9PM	Average	Utilization Percentage
D	34	10	5	21	23	15	43%
E	94	50	56	77	79	66	70%
F	118	18	22	24	24	22	19%
G	36	19	13	20	23	19	52%
Н	20	5	2	1	2	3	13%
1	18	16	11	11	11	12	68%
J	26	19	13	17	18	17	64%
						Avg	44%

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- Municipal Lot D has a total of 34 legally available parking spaces. The observed weekday peak utilization was 5 parking spaces (or 15%) during 2:00 pm 4:00 pm. The observed Saturday peak utilization was 23 parking spaces (or 68%) during 8:00 pm 9:00 pm.
- Municipal Lot E was observed as three lots with a total of 92 legally available parking spaces, separated into Eastern and Northern 19 spaced lots and a 54 spaced Lindenhurst Commons parking lot. The observed weekday peak utilization was 17 parking spaces (or 89%) during 6:00 pm 7:00 pm for the Eastern lot, 10 parking spaces (or 53%) during 6:00 pm 8:00 pm for the Northern lot, and 41 parking spaces (or 73%) during 3:00 pm 4:00 pm for the Lindenhurst Commons lot. The observed Saturday peak utilization was 19 parking spaces (or 100%) during 7:00 pm 9:00 pm for the Eastern lot, 19 parking spaces (or 100%) during 8:00 pm 9:00 pm for the Northern lot, and 41 parking spaces (or 73%) during 8:00 pm 9:00 pm for the Lindenhurst Commons lot.
- Municipal Lot F has a total of 118 legally available parking spaces. The observed weekday peak utilization was 80 parking spaces (or 68%) during 1:00 pm 2:00 pm, and 3:00 pm 4:00 pm. The observed Saturday peak utilization was 24 parking spaces (or 20%) during 7:00 pm 9:00 pm.
- Municipal Lot G has a total of 36 legally available parking spaces. The observed weekday peak utilization was 36 parking spaces (or 100%) during 12:00 noon-2:00 pm, and 4:00 pm 5:00 pm. The observed Saturday peak utilization was 23 parking spaces (or 64%) during 8:00 pm 9:00 pm.
- Municipal Lot H has a total of 20 legally available parking spaces. The observed weekday peak utilization was 13 parking spaces (or 65%) during 12:00 noon 1:00 pm. The observed Saturday peak utilization was 5 parking spaces (or 25%) during 5:00 pm 6:00 pm.
- Municipal Lot I has a total of 18 legally available parking spaces. The observed weekday peak utilization was 18 parking spaces (or 100%) during 12:00 noon 1:00 pm and 2:00 pm 3:00 pm. The observed Saturday peak utilization was 16 parking spaces (or 89%) during 5:00 pm 6:00 pm.
- Municipal Lot J has a total of 26 legally available parking spaces. The observed weekday peak utilization was 24 parking spaces (or 92%) during 6:00 pm - 8:00

pm. The observed Saturday peak utilization was 19 parking spaces (or 73%) during 5:00 pm - 6:00 pm.

With the exclusion of parking lots A, B & C; the sum of total curbside parking spaces and lots D through J total is 697 parking spaces. Figure 2 and Figure 3, both illustrate a map compiling the data from this survey to illustrate parking utilization for the municipal lots and streets during the peak hour. The overall Thursday peak hour was determined to be from 12:00 noon until 1:00 pm, with 385 out of 697 (55%) spaces utilized. Although Saturday curbside parking consisted of a higher utilization from 5:00 pm to 6:00 pm, there was an overall greater utilization of parking within the downtown during the hour of 8:00 pm to 9:00 pm, with 345 out of 697 (50%) spaces utilized.

## **Conclusion**

The study found that the parking utilization for the curbside parking spaces averaged 47% for a typical weekday and 46% for a typical weekend. For the municipal parking lots, the study found that the utilization averaged 55% for a typical weekday and 44% for a typical weekend. Further, the overall average weekday parking utilization for commuter lots was at 78%.

These results are broadly consistent with the parking utilization assessment conducted by the Suffolk County Department of Economic Development and Planning in early December 2015, with observed average overall utilization rates of 49% for curb-side parking, 45% for municipal parking lots, and 80% for the commuter parking lots.

These parking utilization rates indicate that there is adequate parking available within the Lindenhurst downtown to support current uses. However, with the ongoing revitalization of the downtown and numerous new businesses moving in, it is expected that there will be more downtown visitors and hence increased parking demand. The Village should consider evaluating their parking demand and supply as and when warranted by the upcoming developments within the downtown.



# EXISTING CONDITIONS INVENTORY

# PARKING UTILIZATION MAP — Municipal Parking THURSDAY PEAK HOUR Peak Hour Determined: 12:00 Noon – 1:00 PM Total Curbside Parking – 186 Parking spots utilized out of 351. Total Municipal Lot Parking – 206 Parking spots utilized out of 346. \*Parking Lots A, B & C have been excluded for the time periods of 12-8PM on Thursday & 5-9PM on Saturday. Municipal Parking 10:19 % \*Parking Lots A, B & C have been excluded for the time periods of 12-8PM on Thursday & 5-9PM on Saturday.



Figure 2: Curbside, Municipal and Commuter Parking Weekday (Thursday) Peak Hour Utilizations



# EXISTING CONDITIONS INVENTORY

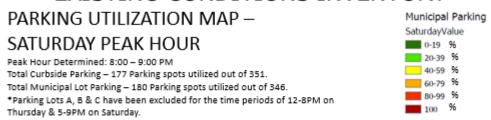




Figure 3: Curbside, Municipal and Commuter Parking Weekend (Saturday) Peak Hour Utilizations



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#### About GPI

Founded in 1966, GPI is a leading engineering consulting firm that specializes in the innovative design and construction of transportation infrastructure and building projects. Our experts provide comprehensive engineering, design, planning, and construction management services to a wide variety of government agencies, municipalities, institutions, industries, corporations, private organizations, and developers.

**Services:** Bridge Engineering, Building Systems Engineering, Civil & Site Engineering, Construction Management, Environmental/Sustainability, GIS/Asset Management, Highway Engineering, Planning & Urban Design, Protective Coatings, Surveying/Mapping, Traffic Engineering, Water/Wastewater

Specialties: Geospatial Services, Laboratory, Training/Continuing Education