2019 DRI Application

Applications for the Downtown Revitalization Initiative (DRI) must be received by the appropriate Regional Economic Development Council (REDC) by **4:00 PM on May 31, 2019** at the email address provided at the end of this application.

The subject heading on the email must be "Downtown Revitalization Round 4."

Applicant responses for each section should be as complete and succinct as possible. Additional information is available in the 2019 DRI Guidebook, available at www.ny.gov/DRI.

Applicants should make every effort to engage the community in the development of the application. Prior to submission, applicants must have held a minimum of one meeting or event to solicit public input on the community vision and potential projects and should demonstrate that any input received was considered in the final application.

BASIC INFORMATION

Regional Economic Development Council (REDC) Region: Long Island

Municipality Name: Village of Amityville

Downtown Name: Village Downtown Commercial District

County Name: Suffolk

Applicant Contacts: Catherine Murdock, Village Clerk/Treasurer 631-264-6000

Applicant Contacts: cmurdock@amityville.com and MayorSiry@amityville.com

VISION FOR DOWNTOWN

Provide a brief statement of the municipality's vision for downtown revitalization.

The Village of Amityville has been proactively advancing several issues with the goal of becoming a vibrant downtown and a Long Island destination. The Village is working to improve the quality of life and economic opportunity by creating a thriving downtown, preserving its historic charm, and accentuating its scenic waterfront area along the Great South Bay. Village officials, residents, business owners, and community leaders have identified the revitalization of the downtown as its top priority. In 2013, the Village formed the Downtown Revitalization Committee (DRC), comprised of a cross-section of local business owners and Village residents. The DRC worked with Village officials in securing a grant to create a downtown plan. With the funding, the

Village retained the Regional Plan Association in order to make recommendations and create a vision for the downtown that all have since embraced. The vision is as follows:

- Promote compact mixed-use developments on underutilized parcels in the vicinity of the railroad station and the larger downtown area, particularly by revising outmoded provisions of the Village's zoning code.
- Create context-sensitive development by using design guidelines that would give developers a clear set of rules that would advance a coherent vision for the downtown.
- Create a vibrant downtown by improving pedestrian conditions, by creating new connections within the downtown and from surrounding neighborhoods, and from improved wayfinding
- Take advantage of the market for housing and local shopping with a mixed-use development that meets the high demand for rental apartments in close proximity to transportation and nearby employment centers.

The goals of the downtown revitalization efforts are to strengthen the local economy and provide housing for the workforce that is needed within the nearby employment centers, provide local jobs, expansion of the tax base, and utilize placemaking techniques to improve the quality of life. The funding will lead to a sustainable mixed-use, transit-oriented development community that will make the village an attractive destination where people want to shop, socialize, work, and enjoy themselves.

JUSTIFICATION

Provide an overview of the downtown area nominated for the DRI program, highlighting the area's defining characteristics and the reasons for its selection. Explain why the downtown is ready for Downtown Revitalization Initiative (DRI) investment, and how that investment would serve as a catalyst to bring about revitalization.

Amityville has a rich history that reflects different eras of Long Island; from a popular tourist destination in the early 20th century, to a growing village for young families and commuters after World War II; and to an increasing diverse place with the potential to take advantage of the growing desire for attractive and walkable village living. Yet Amityville is also a distinct place on the Long Island landscape. Its location at the nexus of the southern terminus

of the Route 110 corridor, its proximity to one of Long Island's most important employment centers, and the south shore communities that provide home to many of its workers and shoppers. Amityville's compact downtown, Long Island Railroad station, and bay front location are assets that can be leveraged to create an even higher amenity destination.

The Village's assets are well-aligned with the demands of Long Island's changing economy and demographics, from its walkable downtown to its multicultural community. Its location by the Great South Bay has drawn residents and visitors even before it became a village in 1894. Its strategic location centered by a train station can allow the Village a potential to become an attractive TOD location. The station is located along the Long Island Railroad's (LIRR) heavily used Babylon line that offers 53-minute peak hour commutes to Manhattan. It has been observed that this convenience has attracted several young professionals. Its location at the southern end of the NYS Route 110 major employment corridor, positions Amityville in a unique advantageous location, which alone would be a factor resulting in stronger growth for the village. The LIRR's East Side Access which will provide service on the LIRR directly to Grand Central Station will put the Village within easier commuting distance to over a million jobs in east midtown Manhattan. The Suffolk County Bus Rapid Transit System (currently in the planning and design stage) that will operate along the Route 110 corridor would create improved access to Long's Islands major employment centers in Melville and East Farmingdale. This will have a dual effect of allowing those Amityville dwellers access to Long Island's job center in Melville and East Farmingdale, as well as for those from this area that will travel to the Village to work and shop.

An RPA study known as "The Fourth Plan Organization" indicates that a 15 mile stretch on NY Route 110, provides 30% of all jobs in Suffolk County. Amityville, with a quick commutable proximity to this employment center will become a strategic downtown for access to jobs and transportation as its LIRR station and Suffolk bus systems will connect to the corridor. With smart planning and investments, Amityville can increase economic development by attracting new businesses, while providing housing choices and amenities that meet the needs of and create an attractive downtown for all residents and visitors alike.

However, many challenges exist. The downtown core is located along Broadway (NYS Route 110)/Park Avenue just south of Sunrise Highway (NYS

Route 27) to Salt Box Path/Cedar Street (see project boundary map). The pattern of development is typical of a traditional downtown where a heavily traveled vehicular corridor has challenged walkability and has led to increased vacancies and high turnover rates. Although centrally located, the LIRR station lacks a strong linkage to Broadway and the center of town even though it is nearby. Other than the Village Triangle Park, there are few public spaces in the downtown core. Commuter parking, residential, office, and light industrial uses surround the station, but there are no mixed-use buildings present in the proposed TOD zone.

Figure 1: ***Broadway NYS 110***

Downtown Amityville developed along Broadway (NYS Route 110) as post World War II suburban development grew. The traffic grew as well and in the 1960's, Broadway was widened to four lanes as far south as Ireland Place. The width and traffic speeds now work against the pedestrian experience. The Village has been active in implementing streetscape improvements, but traffic calming projects within the Complete Streets framework would be paramount to a creation of a mixed-use pedestrian friendly downtown.

The railroad station and the areas underneath the LIRR viaduct are unattractive and surrounded by asphalt. The pedestrian experience at the LIRR station needs attention. Parking areas and connections need rehabilitation. The Village has received a federal Transportation Alternatives grant to address the area at the station west of Broadway. Although, a bike lane, pedestrian path, bike lockers and lighting improvements are planned, funding will be needed to upgrade the entire railroad station site and provide well-designed pedestrian connections.

Figure 2: ***Conditions at the Railroad Station***

In 2015, the RBA Group working with NYMTEC, studied the Amityville downtown parking arrangement. The survey found that the downtown municipal parking lots were less than 60 percent occupied. At the railroad

station, the lots were 60 to 80 percent occupied. Although it appears that downtown parking can support redevelopment, there are improvements needed regarding access to parking and pedestrian connections; particularly from the parking areas to the retail areas. The recommendations included need for improved wayfinding signage, improved lighting, bulb(bump)-outs at intersections along Broadway and creating more pedestrian crossings.

Broadway (NYS Route 110) has been identified as the most significant obstacle in preventing a walkable downtown. The four-lane highway divides the heart of the commercial area infringing on the traffic/pedestrian experience. It must be resolved with a traffic-calming effort in order to transform the downtown experience. The Village has traffic data on hand obtained from the NYSDOT that indicates that in a two-year period from 2013 to 2015, there were 285 accident events on Broadway and the downtown intersections. The accidents resulted in 78 injuries, 200 occurrences of property damage, and 1 fatality.

Current Redevelopment Opportunities

There are two large adjoining vacant sites in the Village that will be redeveloped. These catalyst sites have the potential to transform the area by creating a demand for services offered in the Village that will directly provide employment opportunities and contribute to the overall economic health of the Village. In addition, indirect jobs created by the development will also provide revenue and economic opportunity. One such site is the 7.7-acre former Brunswick Hospital property; now a highly visible vacant parcel located at the northwest corner of Loudon Avenue and Broadway (NY SR 110). The hospital, which closed in 2005, once employed 1,400 people and at that time represented 7% of the Village's assessed valuation. On this site, AvalonBay has submitted an application to the Village for a 338-unit rental complex with a percentage set aside as affordable units. On the south side of Louden Avenue directly opposite the former Brunswick site, is a 4.59-acre vacant lot which served as the hospital's parking lot.

Figure 3: ***Brunswick Hospital Site***

AvalonBay has recently expressed interest in this site as well.

The above sites are located just south of Sunrise Highway and are within easy walking distance to the train station, and the more concentrated commercial area. The site is also located along the planned route of the Suffolk County Bus Rapid Transit system. This can obviate the need for vehicle use by the residents of the new complex.

Figure 4: ***Brunswick Hospital Parking site***

There is an application to the Village for a mixed-use complex at the former Amityville cinema. The former cinema site located at the southeast corner of Broadway (NYS Route 110) and Oak Street has been underutilized and part vacant for several years. A developer will soon appear before the zoning board with a proposed mixed-use development consisting of 33 apartment units on the top floors and retail shops at the street level. The proposed development has created a sense of excitement in the Village. A percentage of the units will be affordable.

Figure 5: Amityville Theater Site

In April 2018, the Village Board authorized selection of a Master Developer, known as Tritec Development. On June 25, 2018, the Village Board adopted a local law to establish a transit-oriented zoning district adjacent to the railroad station. This area is illustrated in the boundary map. The adoption of the TOD provides new zoning to guide future density and mixed-use development with appropriate parking and pedestrian features conducive to a walkable and active downtown. At community meetings, this plan received positive feedback from the residents.

GreenTek Living, LLC, is proposing to build 38 studios, 65 one-bedroom units and 12 two-bedroom units in the TOD adjacent to the railroad station. A percentage of the units will be designated as affordable. The developer has filed permits to the Village and expects to begin construction in the summer of 2019. The Village of Amityville has been selected by Vision Long Island a

2019 Smart Growth Award in the strengthening communities category for the GreenTek Living development.

At another site within the proposed TOD zone, there is the potential to build an additional 65 units if the property owners choose to take advantage of the provisions of the new district.

It is anticipated that the increased spending by the additional residents generated by these developments will be a considerable economic boost for the downtown businesses.

The background to the creation of the TOD occurred in 2015-2016. The Mayor and the Village Board were committed to creating an attractive and vibrant transit-oriented development community where people live, work and play. At that time, through an RFQ and an RFP process, they solicited potential Master Developers. The RFQ response validated Amityville's redevelopment opportunities with responses from four (4) of the regions most accomplished real estate organizations. The Board previously hired a law firm who has negotiated a Master Developer agreement. As set forth in the RFP, the Master Developer will be required to implement the following:

A. *Development Plan – prepare an overall plan that includes the proposed uses and densities, possible site layout(s), overall character of the development, the ability to meet parking demand and how the plan meets the Village's goals and objectives. The Village strongly encourages the development of a plan that balances maintaining the historic character and appropriate scale with the integration of vibrant mixed-use development. The plan may include alternative developments that are guided by market conditions. The plan will describe the following:*

- *The proposed mix of uses, percentage of residential, retail/restaurant uses, office and any other uses*
- *Preliminary Phasing Plan*
- *Demonstrated Market Feasibility including target markets*
- *Proposed public improvements including streetscape, parking, traffic calming, pedestrian connectivity to the LIRR, etc.*
- *Initial analysis of environmental assessment and proposed mitigation measures, as necessary, for issues related to traffic, parking, schools, etc.*
- *Initial identification of private and public financing opportunities and sources to advance and implement the Master Development Plan*

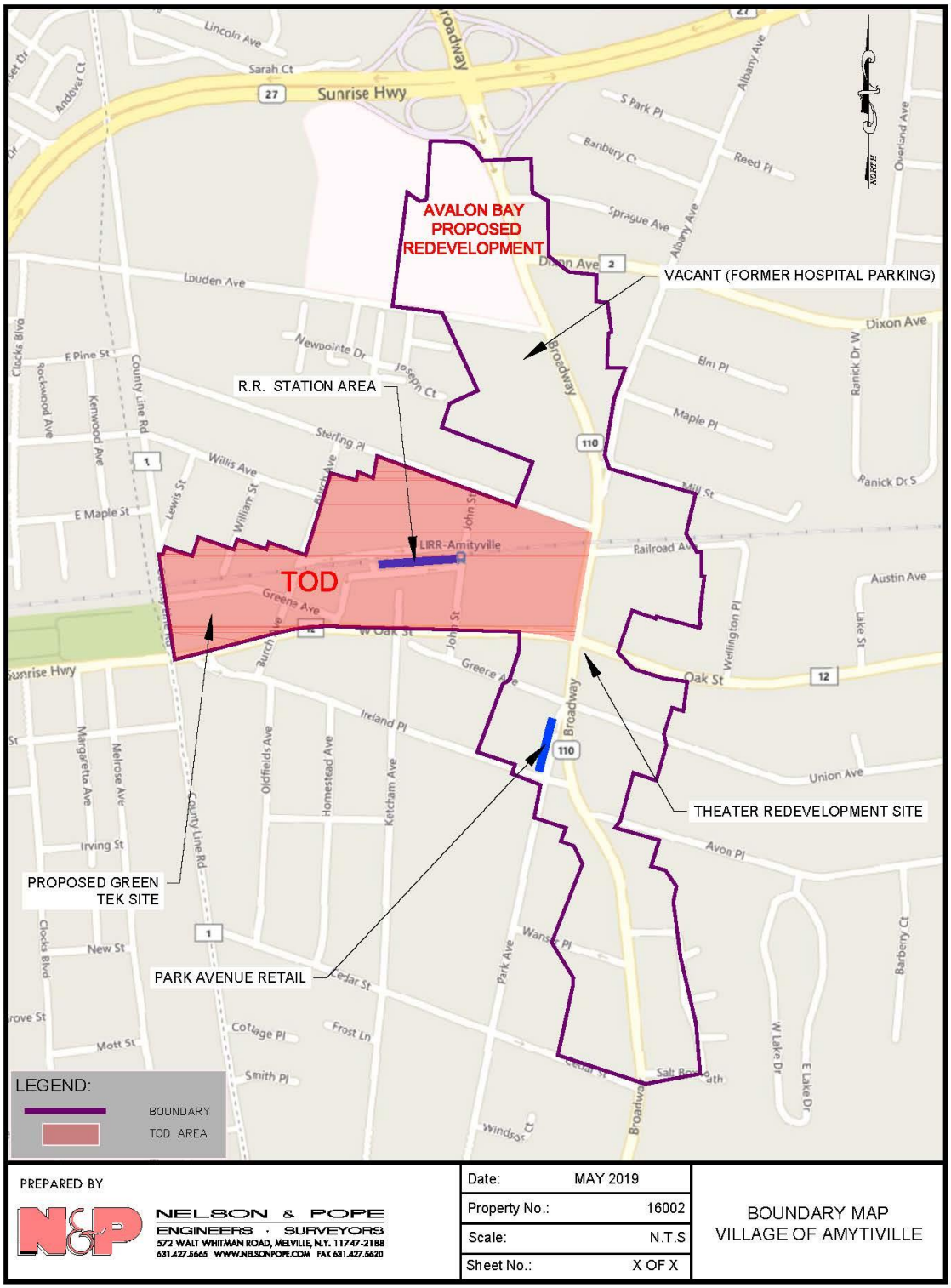
B. Community Outreach – the developer shall coordinate and facilitate key stakeholder meetings throughout the process. The stakeholders are anticipated to include business groups, community and civic organizations, special interest groups, property owners and municipal entities. Additionally, the creation of a dedicated website associated with the Master Development Plan shall be implemented and maintained throughout the duration of the implementation process.

C. Implementation Plan – the developer shall prepare an implementation plan that facilitates the execution of an approved Master Development Plan. The implementation plan is anticipated to include draft zoning requirements, design guidelines and supporting SEQR documentation that would allow the Village to adopt the Master Development Plan and subsequent phased project(s) within the defined Revitalization Target Area. The plan shall include a proposed schedule that defines the preparation of a Master Development Plan, milestone community outreach meetings and time parameters for project(s) entitlement and build-out. The identification of private and public financing sources that will support the project implementation shall also be defined.

DOWNTOWN IDENTIFICATION

1 **Boundaries of the proposed DRI area.** Detail the boundaries of the targeted downtown area or neighborhood, keeping in mind that there is no minimum or maximum size, but that the area should be concentrated and well-defined. Neighborhoods beyond traditional central business districts are eligible if they can meet other criteria making them ripe for investment. Include a map that clearly delineates the area to be included in the downtown revitalization area.

A boundary map is provided here:



The boundary of the DRI generally includes the concentrated commercial area located in the heart of the downtown business district depicted in the

boundary map. It includes the properties along Broadway (NY Route 110) and Park Avenue that constitutes the existing and desired core of the Amityville downtown. The DRI boundary contains an area of approximately 97 acres and represents the essence of the downtown business district, the Long Island Railroad Station, the proposed TOD zone and the redevelopment sites previously mentioned. The boundary map includes areas where pedestrian connections can be implemented to and from the train station and the commercial district. The boundary area does not include single-family housing adjacent to the defined downtown.

The southern boundary of the DRI area, and commercial district is Salt Box Road/Cedar Street. The eastern boundary running north to south is the area on the east of the Broadway (NY 110) business district and the corresponding municipal parking fields east of these areas. The northern boundary is just south of the Sunrise Highway (NY27) interchange, encompassing the Brunswick Hospital site and adjoining vacant lot. The western boundary encompasses all the commercial area, including the railroad station and the proposed TOD zone (extending to County Line Road), and including the parking areas west of Broadway (NY110) and Park Avenue.

2. Past investment, future investment potential. Describe how this DRI area will be able to capitalize on prior private and public investment and catalyze future investments in the neighborhood and its surrounding areas. Describe recent planning efforts that support public and private investment in the proposed DRI area.

Over the past four years there has been a considerable amount of investment in the downtown for streetscape and park improvements, and the resiliency improvements of the shoreline areas. These investments have been made by the Amityville Village government through capital projects and grants, community organizations such as the Downtown Revitalization Committee, and private industry.

The following provides a summary of projects that the Village has obtained grant funding for:

- A streetscape improvement project at Park Avenue through the Suffolk County Downtown Revitalization Grant Program & the State Dormitory Authority.

- A pedestrian and bicycle lane project at the Amityville Railroad station funded through the FHWA Transportation Alternatives Program.
- Parking lot and lighting installation funded through the Community Development Block Grant program.
- Recovery and resiliency projects related to Superstorm Sandy funded through New York Rising to prepare a drainage study for the flood zone areas, for a large storm Bulkhead project, and for the installation of Tide Flex valves.
- Improvements to James A. Caples Park, a large waterfront park and beach through State Dormitory funding (pending receipt of $500,000).

The Village has utilized its own funding for improvements to make the downtown more attractive for private investment: Some examples of this are as follows:

- the Village implements an annual road repaving schedule
- In cooperation with the Downtown Revitalization Committee, the Village accomplished a bump out project and modified curb cuts on Broadway (Route 110) to make the streetscape safer and more attractive for pedestrians.
- The Village has installed signage with a nautical theme in municipal parking lots calling for visitors to the downtown village.

There have been many private investment projects that benefited the community, including:

- In 2016, a local developer built the "Oak Street Villas," a separate two-story building with 24 one-bedroom units. The developer paid for paving, striping, and lighting on an adjacent dilapidated Village parking lot.
- As stated previously, the Village Board will soon be voting on a proposed apartment project put forth by GreenTek Living, LLC." The project site is a 2.4-acre parcel adjacent to the railroad station. As envisioned, the project will consist of 115 units divided between studios and one-bedroom units. Amenities such as a rooftop lounge and a gym have been proposed. The Village adopted a new TOD zoning district to include the site and encompass other nearby properties adjacent to transit. The project is estimated to be a $30 million investment.
- Successful businesses have relocated to the downtown, including Bella Maison, an interior design and home goods store, and Amityville Wellness, an acupuncture, massage and wellness facility. These businesses already had a customer base that followed them to the downtown – thereby

potentially introducing new customers to other downtown businesses. Other new businesses include the Warehouse, a new music venue, and two new yoga studios.

- The Downtown Revitalization Committee worked with the Village and local businesses for the installation of a Village Green pocket park in "dead space" between commercial properties.
- The Village completed a plan with Artspace, a non-profit real estate developer that specializes in creating, owning and operating affordable spaces for artists and creative businesses. There was a high level of interest and engagement from Village residents as well as the Village Board of Trustees (who funded part of the study with their own personal funds) and other key stakeholders. The Village of Patchogue has completed a project with Artspace that included lofts with 45 units of affordable live/work housing for artists and their families, plus nearly 2,500 square feet of retail space on the street level. Artspace identified five parcels in the downtown that can be developed or renovated for artist space and affordable lofts.

The Village contains numerous assets that can help set the stage for future smart growth. These assets include the following:

A. An important attribute of the Village is that large population centers in the region are accessible to the Amityville downtown. Furthermore, the distance from the downtown to the following Long Island thoroughfares exhibits how Amityville is near jobs and a population that can work in or visit the Village. The distance to the main Long Island thoroughfares is as follows:

- Sunrise Highway: ½ mile
- Southern State Parkway: 2 miles
- Bethpage State Parkway: 3.7 miles
- Seaford Oyster Bay Expressway: 4 miles
- Wantagh State Parkway: 5.5 miles
- Long Island Expressway: 7 miles
- Northern State Parkway: 8.3 miles.

B. The Amityville railroad station on the LIRR's Babylon branch provides access to Penn Station during peak hours in less than one hour (typically 53 minutes). The Suffolk County Bus Rapid Transit will provide north-south mass transit connecting Amityville to locations along the Route 110 corridor. Currently this area is served by the Suffolk County S-1 bus

service. The downtown is easily accessible especially from the surrounding communities of East Farmingdale, Massapequa, Copiague and Lindenhurst which are all within a 10 to 15-minute drive.

C. The demographic data within the DRI boundary vicinity (provided through ESRI) indicates that the 2018 population of the DRI area is 2,517. The 2018 daytime population is 6,263 of which 4,732 are workers, and 1,531 are residents. The data indicates that there is a demand for a range of housing units. There are 897 housing units of which 38.7% are owner occupied, 44.4% are rentals, and 16.6% are vacant.

The 2018 median household income was $51,769 and per capita income of $31,252; both are below that of Suffolk County as a whole. The County's 2018 median income was $99,894 and the per capita income was $42,729.

D. The Village is multi-cultural as the ESRI 2018 population data in the DRI boundary area indicates that the black alone population is 14.5% and the Hispanic origin population is 21.1%. Nine percent of the individuals are below the poverty level. There are numerous minority-owned retail establishments in the heart of the downtown.

E. The physical assets include a charming, quaint downtown environment with specialty shops and several quality restaurants that attract people from inside and outside the Village. These include the Park Avenue Grill, Vittorio's Italian Steak House and Carney's Irish Pub and Restaurant. Between the job center to the north in East Farmingdale and Melville, and the shoreline to the south, where there are parks, beaches and private marinas, the Village can become more of an active restaurant/specialty shop area. There are apparel and accessory stores including the Amityville Men's Shop which has been in business since 1911; as well as Cameta Camera, which is well known and established resource for amateur and professional photographers. There are 5 home improvement type stores, professional offices, health care, professional offices, legal, dance studio, and banking. In the past three years, new retail and dining establishments have opened. These include Amity Ales (a pub and restaurant); Anchor & Co.; Carney's (mentioned above); Flipflopogram, a woman's clothing and shoe store; Kitchen Co-Op; a commercial incubator kitchen for startup cooks and Gerald's Market Gourmet Deli & Catering establishment. In addition, there are now two yoga studios in town and an art school for kids known as "Key to My Art." There is also the Amityville Apothecary, known

for meditation, astrology, reiki, a shop for essential oils and other rejuvenation items.

F. The downtown is becoming a hub for the local music scene as evidenced by the Amityville Music Hall at 198 Broadway, the Revolution Bar and Music Hall at 140 Merrick Road, the New York Academy of Music located at 16 Broadway, and the Warehouse located at 203 Broadway. There are regular music performances, classes, and rehearsal room rentals at these spaces.

*Figure 6: **The Warehouse***

G. Through the course of the year, the Village hosts many community events that draw visitors to the downtown.

- A Farmers Market at the 9-11 Memorial Park (located south of the LIRR on Broadway (NY110) from the Spring to the Fall
- An Apple fest sponsored by the Rotary Club
- Junior League Holiday Homes Tour
- Spring Historical Fair, which features docent-led trolley tours of the Village's historical homes and sites.
- Christmas Tree Lighting at Triangle park
- Veterans Day and Memorial Day celebrations
- Arbor Day as the Village is a designated Tree City USA
- Halloween Window Painting Contest
- Public Art as established by the newly formed Public Arts subcommittee. This committee was formed in 2018 as a sub-committee to the Downtown Revitalization Committee. This initiative will entail projects that range from physical improvements, displays/exhibits to programming activities for seasonal events such as a scarecrow contest around Halloween
- July 3rd Family Fun Day and July 4th Parade
- Town of Babylon Solider Ride benefitting Wounded Warrior Project (through Amityville Village).

- Beach Bash
- Little Libraries – Children's book take-out locations

There are other open spaces within proximity to the commercial area such as Avon Park, Peterkin Park, a passive park with a pond, the Delano Nature Trail and the 9/11 Memorial Park. Creating more pedestrian friendly open spaces will be one of the projects discussed later in this document.

H. A listing of the Village Zoning Code Districts is as follows:

- B-1 Retail Business District
- B-2 General Business District
- H Historical
- Industrial
- B Residence
- Transit-Oriented District

3. **Recent or impending job growth.** Describe how recent or impending job growth within or near the DRI area will attract professionals to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.

The U.S Census Bureau's American Factfinder data (by zip code) indicates that unemployment in Amityville was 6.2% in 2011 and dropped to 5.6% in 2016 and 5.4% in 2018. The number of business establishments in 2010 was 759 and dropped slightly to 754 in 2016.

The Village is striving to create an upturn in the number of business establishments and those that are employed here by creating opportunities for higher density mixed use developments. Other transit-oriented development communities in the United States have enjoyed success in attracting professionals and businesses into downtowns that have access to transit. These communities have enjoyed an increase in local jobs. As a result of enacting the TOD district and overlay zone, more housing units of different types can be constructed, including affordable units and more upscale units for professionals. These units will attract those that commute by rail, and those that work in the Melville and East Farmingdale job centers along Route 110. The apartment units that will be developed at the

Brunswick Hospital the Amityville Cinema, and the GreenTek TOD development sites, will contribute to retail and professional office climate in the downtown. More investment in retail will be created in support of the population increase in the DRI area.

The ESRI data indicates that only 37% of the population within the neighborhoods surrounding the DRI boundary have college degrees or higher. As part of the redevelopment process, the Village will make an effort in coordinating job training with the Suffolk (County) One-Stop Employment Center. The center provides job counseling, job readiness and job training. One of the great resources in the Village is the Island Drafting and Technical Institute. This training facility is located on Broadway (NY Route 110) near the DRI area. The curriculum includes electronics and computer service degrees, and computer aided design/AutoCAD. The facility maintains an active job placement component. Nearby SUNY Farmingdale located on Route 110 is a learning center in many technical fields such as Engineering Technology, Business Health Sciences, Applied Mathematics, Renewable Energies, and others.

4. Attractiveness of physical environment. Identify the properties or characteristics that the DRI area possesses that contribute, or could contribute if enhanced, to the attractiveness and livability of the downtown for a diverse population of varying ages, income, gender identity, ability, mobility, and cultural background. Consider, for example, the presence of developable mixed-use spaces, varied housing types at different levels of affordability, walkability and bikeability, healthy and affordable food markets, and public parks and gathering spaces.

Sections of the DRI area represent a small-community downtown feel that draw both residents and visitors to Amityville to shop, eat and utilize professional services. One section that is representative of how the entire downtown could look, is the retail area on Park Avenue where it splits from Broadway (NY110) south to Ireland Place. On the west side of Park Avenue there is a well-designed, neat row of stores, restaurants and professional offices. There are attractive brick pavers covering the width of the sidewalks and decorative lighting. There is on-street parking and a well-

Figure 7: ***Park Avenue***

designed alleyway with businesses that leads to a municipal parking lot behind the row of stores. On the east side of Park Avenue is the Triangle Park with benches and a gazebo, and an additional row of businesses with brick facades that back up against Broadway (NY Route 110). On the south side of this array of establishments is the William Lauder Museum, a local history, cultural and education institution housed in the Amityville Historical Society Building. Because of the concentration of attractions, shopping and eating places and public space, the area is a popular gathering space. Through Complete Streets and traffic calming projects discussed in the Transformative project listing section, this area provides a successful model that the entire downtown can build upon. This model will allow Amityville the opportunity to become a more walkable, bicycle friendly downtown with green spaces.

Fig. 8: Alleyway to municipal parking.

Figure 9: ***Amityville Historical Society***

Within the downtown and throughout the community there are many commercial buildings and residences that represent the Village's 19th Century Victorian-style. Those structures located in the historic district fall under Article III of the Code "Architectural Review of Structures" and are being preserved. One of the goals of the Downtown Revitalization Committee is in preserving and bringing back particular architectural design features; so that any new construction can be consistent with existing architectural attributes. The developable spaces that provide opportunity for mixed use have been identified as the Brunswick Hospital site on Louden Avenue, and the adjoining vacant parking lot. The former Amityville theater site at Broadway (NY110) and Oak Street. Other attractive physical improvements discussed in Part 7 may attracted an anchor store and additional cultural facilities that would help draw people to the area. The proposed TOD zoning

district at the railroad station would help the Village take a big step forward in its downtown revitalization efforts.

5. **Quality of Life policies.** Articulate the policies in place that increase the livability and quality of life of the downtown. Examples include the use of local land banks, modern zoning codes, comprehensive plans, complete streets plan, transit-oriented development, non-discrimination laws, age-friendly policies, and a downtown management structure. If policies that support livability and quality of life in downtown are not currently in place, describe near-term efforts by the municipality to create and implement such policies.

The previous planning efforts and the onset of retaining a Master Developer has created a sense of excitement in the downtown among residents, downtown organizations, civic groups, the Village Board members, and community members who have championed for the long-needed downtown revitalization.

These efforts began with the Artspace "Preliminary Feasibility Report" in February 2015 followed by the "Parking Management Workshop Report" by RBA in April of 2015. In August of 2016, a more detailed plan was developed by the Regional Plan Association's downtown plan for Amityville. This plan incorporated ideas from the previous plans and laid the foundation for a modern Transit Oriented Development community. The positive community support that resulted from the downtown planning efforts led to the creation of the Downtown Revitalization Committee. These actions prompted the Village Board to solicit proposals for a Master Developer.

The community is striving to develop a stronger sense of pride, improve the social climate and foster a sense of place.

6. **Public support.** Describe the public participation and engagement process conducted to develop the DRI application, and the support of local leaders and stakeholders for pursuing a vision of downtown revitalization. Characterize the commitment among local leaders and stakeholders to preparing and implementing a strategic investment plan.

The Downtown Revitalization Committee has spearheaded the revitalization efforts and held public meetings on November 5, 2014 and on October 25,

2015. Village residents attended and voiced their thoughts, suggestions and ideas about the future of the downtown. There were community meetings relative to RBA/NYMTEC Plan and meetings with the Master Developer. In addition, the Downtown Revitalization Committee meets once a month and discusses public comments that they have received.

During the past two years, the DRC has made several subsequent presentations to smaller community forums.

It is anticipated that the DRI Local Planning Committee will consist of the Downtown Revitalization Committee members, the Master Developer, the Chamber of Commerce president, and representatives from the Bay Village Civic Association, the Amity Harbor Civic Association, the Amityville Library, Amityville School District, religious institutions, and other community-based organizations. The DRI Local Planning Committee will also include DuWayne Gregory, the Suffolk County Legislature Presiding Officer who represents Amityville, State Senator John Brooks, Assemblywoman Kimberly Jean-Pierre, and Congressman Peter King. The committee will include a representative from the Long Island Railroad. Other property owners and renters will be included as well. The members of the Downtown Revitalization Committee (DRC) include:

- Tom Howard – Co-Chair. Retired teacher and now Clinical Coordinator of Student Placement at Adelphi University Health & PE Department
- Warren Cohn – Co-Chair. Third generation owner of the Amityville Men's Store.
- Tracey Cullen – Vice President of King Kullen – law degree from St. Johns and MBA from Columbia University
- Sean Ansanelli – Planning consultant in New York City working in economic development and building civic engagement technology. He has attained a Master's Degree in Urban Planning.
- Chris Ceriello – A local resident developer who built the Harbor View Estates in Lindenhurst
- Marguerite Koheler – A local resident who was born and raised in Amityville. She is employed at the Sailing Center in Town and has a Master's Degree in Urban Planning specializing in waterfront planning.
- Liuba Grechen Shirley – an Amityville resident who works as a consultant for Global Health Visions. She has earned a Master's Degree in Economics, Management and Social Innovation and Impact.

- Peter Casserly – Former Village Trustee and Deputy Mayor. Former Planning Commissioner for the Town of Babylon
- Liz Fanning – Former president of the Amityville Chamber of Commerce and owner of a dance education studio in the Village.
- Joanne Fisk – Is a local resident who works as a systems analyst in network and cyber security for Suffolk County. She earned an Associates degree in Engineering Science from SUNY Farmingdale and a certificate in Electronics from Island Drafting in Amityville.
- Mayor Dennis Siry – is a Lieutenant of Specialized Marine Operations of the FDNY. Former Village Trustee, Member, and then Chairman of the ZBA. In 2011 he was a member of the Amityville Code Revision Committee.
- Catherine Murdock - Village Clerk/Treasurer – prior to becoming Village Clerk/Treasurer, Ms. Murdock was a bid manager for an infrastructure services holding company, and previously was a financial analyst for Fidelity Investments. She has attained an MBA.

Including the Master Developer on the committee is of utmost importance in coordination with the Master Developer's plan of action and in coordinating the proposed projects.

7. **Transformative opportunities.** Describe opportunities to build on the strengths described above by providing a list of transformative projects that could be ready for implementation with an infusion of DRI funds within the first one to two years (depending on the scope and complexity of the project). Identify potential development opportunities, such as municipally owned property that may be appropriate for redevelopment. Projects may be public or private, and could address economic development, transportation, housing, and community development needs. It should be recognized that if a DRI award is made to the downtown, the projects identified here, along with any others that may arise during the DRI planning process, will ultimately be vetted by the Local Planning Committee and the State to determine which projects receive DRI grants.

Through the NYS Contractor, hold Visioning sessions with the DRI Local Planning Committee and the community at large. Proposed projects will be further defined. The resulting Action Plan will include the following projects:

- Complete Streets "Re-imaging Main Street." A Traffic calming project would be situated on Broadway (NY110) from Sterling Place/North Railroad Avenue to Avon Place/Ireland Avenue area. The roadway would be reduced to a two-lane highway except for a turning lane in each direction at Oak Street. Reducing the traffic to a single lane in each

direction would permit back-in angled parking at the storefront locations and would "provide notice" to motorists of the change in the street environment indicating downtown environment and a high pedestrian use area (a project sketch is included in the attachments).

- Within the Complete Streets framework, provide easy and safe pedestrian and bicycle passage to and from the railroad station. Provide raised or other attractive crosswalks with signalization within the downtown, bump-outs and LED decorative lighting. The design will include easier pedestrian connections to parking fields, and to the railroad station from Oak Street, Union Street, Ireland Place, Greene Avenue and John Street. Additional pavers and plantings relative to all connections, and wayfinding signage will be provided throughout the DRI to enhance the aesthetics of the pedestrian and streetscape environments.
- A comprehensive multi-modal plan including a car share program, last-mile electric shuttles, and bike/scooter shares.
- In cooperation with the LIRR/MTA, renovate and upgrade the LIRR Station areas including the outdoor waiting area, and the surrounding area by providing pedestrian connections to the commercial area. As an important railroad station in the Route 110 Corridor, and as the focus of the downtown, improvements are needed.
- Renovate and provide attractive, themed and consistent storefronts while preserving exemplary historic architecture. The funding can be leveraged with funding from the property owners and set up in the framework of matching grants or low interest loans.
- Consider building a state-of-the-art automated parking garage. This will allow to transform existing municipal surface parking lot into greenspaces where events such as outdoor concerts and fairs could be held.
- Redesign and/or rehabilitate all municipal parking lots to include LED lighting and a smart parking metering system
- Install smart parking management systems so that users can locate free spaces from smart phones.
- Partnership with companies such as Zipcar to establish EV car-sharing service. Electric cars are rented and left at designated spaces locations for users. This can help reduce car ownership.
- Reduce traffic with a weekend shuttle service to Amityville Beach
- Ferry Service to Gilgo Beach
- Install Public Wi-Fi.

- Funding for Pocket Parks Development
- Consider amending Article III of its code "Architectural Review of Structures" to maintain a consistent commercial building appearance.
- Provide incentives for developers to establish loft space for artists consistent with the Artspace report.
- Establish branding & marketing campaign targeting residents, investors, developers, tourists and/or visitors.

8. **Administrative Capacity**. Describe the existing local administrative capacity to manage this planning and implementation initiative, including the ability to oversee contracts for awarded municipal projects using existing staff and resources.

The project will be managed by Catherine Murdock, the Village Clerk/Treasurer under the direction of Mayor Dennis Siry and the Village Board of Trustees. The Village understands the enormity of administering a $10 million grant and the resultant engineering, and construction contracts. The Village with its own funds has existing grants management and engineering contracts in place with Nelson & Pope Engineering of Melville, New York. Jon Klein, the firms Director of Grant Management Services, will assist Ms. Murdock in administering the funding in order to ensure that all funding agency requirements are met including competitive procurement, prevailing wages, soliciting Minority and Women-Owned Business, and other specific financial reporting and progress reporting requirements from each funding agency. Mr. Klein has 30 years of municipal experience, 8 years of experience with Nelson & Pope Engineering including working with the Village on a consultant basis for the past 4 years. He has managed millions of dollars in grant funding projects from both federal & New York State agencies including FEMA Mitigation funding, FEMA Public Assistance Funding, and Federal Highway Administration road construction projects. He has managed both planning and construction funding on the state level with the NYSDEC, NYSDOS, and the New York State Office of Parks, Recreation and Historic Preservation. In addition, and with its own funds, the Village will select a consulting engineer that will provide management and oversite for all design and construction projects. This consultant will represent the Village at all engineering meetings

and construction meetings as well as review, plans and contractor claims for payment. The engineering consultant will report to Ms. Murdock, Mayor Siry, and the Village Board of Trustees.

9. **Other.** Provide any other information that informs the nomination of this downtown for a DRI award.

It is important that along the Route 110 corridor, there is regional connectivity from Huntington to Amityville. This is where the jobs are. The transportation connections and housing choices will ensure the success of the corridor for years to come. Amityville is striving to become a destination along the corridor by developing itself as a transit-oriented community in providing housing, jobs, and a downtown cultural center with successful retail establishments in proximity to the Long Island Railroad Station.

Included as attachment is Downtown Revitalization Committee's mission statement, a rendering of potential LIRR station connectivity upgrades, and a sketch of angled parking for the Broadway section of the Complete Streets project.

SUBMISSION

Applications from interested communities must be submitted electronically to the relevant Regional Economic Development Council at the email address in the table below. Proposals for areas within New York City must be sent to the relevant Office of the Borough President, which will select two applications for submission to the NYC Regional Economic Development Council.

- Capital Region NYS-CapitalDist@esd.ny.gov

  Counties: Albany, Columbia, Greene, Saratoga, Schenectady, Rensselaer, Warren, Washington
- Central New York NYS-CentralNY@esd.ny.gov

  Counties: Cayuga, Cortland, Madison, Onondaga, Oswego
- Finger Lakes NYS-FingerLakes@esd.ny.gov

Counties: Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, Yates

- Long Island LIREDC@esd.ny.gov

  Counties: Nassau, Suffolk

- Mid-Hudson NYS-MidHudson@esd.ny.gov

  Counties: Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, Westchester

- Mohawk Valley NYS-MohawkVal@esd.ny.gov

  Counties: Fulton, Herkimer, Montgomery, Oneida, Otsego, Schoharie

- North Country NYS-NorthCountry@esd.ny.gov

  Counties: Clinton, Essex, Franklin, Hamilton, Jefferson, Lewis, St. Lawrence

- Southern Tier NYS-SouthernTier@esd.ny.gov

  Counties: Broome, Chemung, Chenango, Delaware, Schuyler, Steuben, Tioga, Tompkins

- Western New York NYS-WNY-REDC@esd.ny.gov

  Counties: Allegany, Cattaraugus, Chautauqua, Erie, Niagara

- New York City - Submit to the appropriate office below.
  - Bronx: James Rausse at JRausse@bronxbp.nyc.gov
  - Brooklyn: Josh Levin at JoshuaLevin@brooklynbp.nyc.gov
  - Manhattan: Elka Morety at EMorety@manhattanbp.nyc.gov
  - Queens: Shurn Anderson at SAnderson@queensbp.org
  - Staten Island: Lashay S. Young at LYoung@statenislandusa.com

MISSION STATEMENT

The Amityville Village Downtown Revitalization Committee seeks to establish an economically viable, culturally vibrant, and equitable community for future generations. It is our goal to maintain the distinct charm of our village, continue its nautical 'Bay Village' theme and preserve its inherent architecture. We seek to attain these goals through policy recommendations, physical design, expert advice, and community involvement. Our efforts will realize renewed investment in our downtown and a new perception of the village as a destination and a desirable place to live, shop, work, and play.

THE VILLAGE OF
AMITYVILLE
LONG ISLAND • NY

LIRR UPGRADE & DOWNTOWN CONNECTIVITY

PEDESTRIAN CONNECTION FROM RAILROAD STATION TO ROUTE 110

RAILROAD TRESTLE ARTWORK - PRECEDENT IMAGE
NORTHAMPTON, MA

UPGRADED L.I.R.R. STATION - PRECEDENT IMAGES
SEAFORD, NY

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