



**DRAFT**

# Parking Management Workshop Report Amityville, NY

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# ACKNOWLEDGEMENTS

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## 1. Introduction

In the spring of 2015, NYMTC sponsored a series of Parking Management Workshops that were held in Suffolk and Westchester Counties. The workshops featured a collaborative format that intended to engage key community representatives to develop a customized approach to parking management and maximize public and private parking resources. A key element throughout these workshops was to identify and develop incremental strategies that optimize management and allocation of parking supply.

The Village of Amityville workshop was held on April 28, 2015 from 1:00 pm to 5:00 pm at the Amityville Village Hall. Key stakeholders included representatives from the Village, local businesses, developers, residents, and Suffolk County.

The purpose of the study is to assist the Village in identifying parking management strategies to address existing deficiencies, as well as future growth and support economic development throughout the village.



## 2. Existing Conditions

The workshop study area focused on the area bounded by Sterling Place to the north, Avon Place to the south, Birch Place to the west, and the parking lots east of Broadway (Route 110). The figure below shows the study area, along with ownership type (i.e. public, private or school/church), and typical weekday peak occupancy of existing parking lots. The occupancy reflects observations by the Downtown Revitalization Committee (DRC) during the midday peak on Wednesday February 18, 2015.

### Existing Parking Supply and Demand

There are approximately 1,200 parking spaces within the study, of which about 700, or about 60%, were occupied. This includes the private and public on-street and off-street parking spaces, except for the school parking spaces at Park Avenue School, St Martin's and St Mary's. The schools add another 171 spaces. See Table 1 for a summary of parking spaces and occupancy. In general, parking occupancy is well below 85% in most lots and block faces, except the south side of the LIRR and west side of Broadway/Park Avenue between Greene Avenue and Ireland Place which were at 90% or over. Correspondingly, finding a parking space is generally not a challenge during any part of the day or week.



**Table 1  
Existing Parking Supply and Demand**

		Lot	Total Spaces	Occupied Spaces	Utilization
<b>Public Lots</b>					
1)		LIRR Station (North)	326	210	64%
2)		LIRR Station (South)	165	148	90%
		<b>LIRR (Combined)</b>	<b>491</b>	<b>358</b>	<b>73%</b>
3)	east	9/11 Lot	30	5	17%
4)	east	N/S Oak St (behind CitiBank)	61	22	36%
5)	east	Parking Area 5 (Oak - Union)	80	34	43%
6)	west	Library Lot	90	47	52%
7)	west	Old Village Lot (Greene-Oak)	35	19	54%
8)a)	west	Old Police Lot	27	22	81%
8)b)	west	Village Hall East(back of Park Ave)	31	29	94%
9)	west	Village Hall	25	15	60%
			<b>379</b>	<b>193</b>	<b>51%</b>
<b>On-Street</b>					
10)		Broadway (Avon - LIRR)	56	37	66%
11)		Park Avenue	20	18	90%
12)		LIRR (Broadway - St Johns)	60	14	23%
		<b>Total (On-Street)</b>	<b>136</b>	<b>69</b>	<b>51%</b>
<b>Private Lots</b>					
16)a)	east	21 Greene Avenue	7	3	43%
16)b)	east	25 Greene Avenue	12	12	100%
17)	east	Union Avenue	37	14	38%
18)	east	Old A&P	74	29	39%
19)	west	Peter's Bay Village Diner	26	13	50%
			<b>156</b>	<b>71</b>	<b>46%</b>
		<b>Subtotal (public and Private)</b>	<b>1162</b>	<b>691</b>	<b>59%</b>
<b>School Lots</b>					
13)	east	St Mary's Church	23		0%
14)	east	St Martin of Tours	44		0%
15)	west	Park Ave School	104		0%
			<b>171</b>		
		<b>Total Study Area</b>	<b>1333</b>	<b>691</b>	<b>52%</b>

Note: Some public lots include a limited number of nested private spaces.

### Existing Parking Management

#### Downtown

Parking in the downtown is generally managed through posted time limit restrictions. Parking regulations throughout the downtown generally reflect 2 hour limits for on-street spaces, with some 20 and 30 minute spaces near land uses such as Dry Cleaners and Village Hall respectively. Off street spaces generally reflect 2-4 hour limits, or unlimited. These regulations appear sensible and appropriate for the mix of uses and existing demands downtown. Short term spaces are found on street in front of shops, restaurants and businesses to allow customers the most convenient access, while longer term spaces are allocated in off-street lots and only a bit further from the businesses. Typically, a space could be found for any user within a block or less of their destination.

Due to the balanced demands, enforcement is infrequent and not conducted on a regular basis, typically in response to specific complaints if an area is perceived to become abused. As in many downtowns with infrequent enforcement, many employees park at on-street spaces all day and occupy spaces intended for customers and visitors.

#### LIRR

Parking is free at all lots except the LIRR station area, where spaces are provided for permit holders or at metered spaces. Permits for the LIRR spaces are currently \$30 for residents, and \$250 for non-residents. Metered parking for LIRR spaces is currently twenty-five cents for 3 hours up to one dollar per day. Both permit and metered spaces are underutilized, with about 25% vacant based on the one day survey in February.

#### Circulation and Access

Broadway, and to a lesser degree Oak Street, are barriers to safe and pleasant walkability through downtown, making access and “park once” a challenge. Broadway and Oak Street have long sections of roadway without a marked or controlled crosswalk, typically resulting in numerous unsafe pedestrian crossings.



There are some alleyways and driveways connecting from the rear lots to the street frontages along Broadway, however most of these are not inviting with poor lighting and wayfinding. Some alleyways have been closed off to the public over time. However many businesses do provide some signs indicating their rear entranceways. Overall, these conditions could be contributing to unnecessary short auto trips and circulation to access

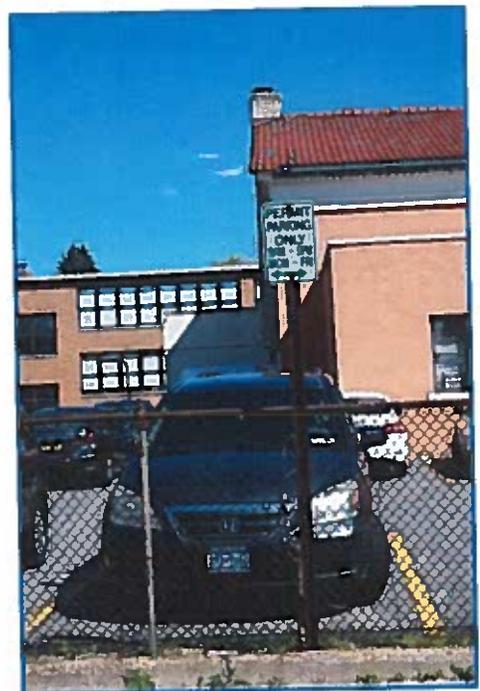
different destinations within downtown, which could easily be made by walking. Furthermore, improving these connections and walkability will add to the attractiveness of downtown as a favored destination and increase linked trips.



Some wayfinding signs are provided throughout downtown and at parking entrances, however improved placement, content, and design would benefit the parking management system overall. The signs are not consistently placed, and some along Broadway are small and do not stand out against other streetscape elements. Furthermore, the content of the signs is incomplete and often supplemented by other signs within the lots. Improved signs will particularly assist infrequent visitors to the downtown, limiting circulation and hesitant access to lots due to uncertainty.

Summary

Overall, the downtown has an effective parking management approach for the existing low demand conditions. This is basically accomplished through regulations in effect that limit long term parking in the more desirable spaces close to retail and offices. As demands increase, regular enforcement would likely be the next step toward proactive parking management, along with improvements to the walking environment.



It should be noted that although the parking demand appears low throughout downtown, relative density and commercial occupancy rates are also generally low for both office and retail, and the perceived low parking demand is reflective of these conditions. This is particularly true east of Broadway. Historically, during periods of higher occupancies, some spaces in public lots were reserved for employee permit holders. Some signs are still in the lots indicating these spaces, although the policy is no longer in effect.

### 3. Recent Efforts in Amityville

The Downtown Revitalization Committee was formed in 2013 to address growth and renewal strategies for downtown Amityville. Parts of their efforts have focused on assessing existing parking and circulation deficiencies that can be improved to provide the framework for revitalization. Some of their recent efforts in Amityville to address parking issues have included ongoing discussions among key stakeholders. Some have advanced to the concept-planning stage and reflected in a report prepared by the Regional Plan Association (RPA), commissioned through the Suffolk County Industrial Development Corporation.

Recognizing that the downtown supply is currently adequate to serve existing demands, the efforts have focused on creating better access and pedestrian connections, while also activating some of these connections. Examples include the following which is summarized in further detail in Appendix A which includes concepts and renderings from the Draft RPA report. Many of these general ideas, and specific concepts were emphasized during the Parking Workshop.

- Improved wayfinding signs – this effort has advanced to implementation. New signs have been designed and have begun to be installed in public lots.
- Improved Lighting in parking lots
- Pedestrian infrastructure and amenities
  - Oak Street Bus Shelter – Potential rerouting and relocation to Sterling Place
  - Triangle Park – expand median north to crosswalk
  - Bulb-out sidewalks at intersections along Broadway
  - Improve alley ways to parking,



- particularly lighting
- Bike lanes
- Pedestrian Greenway below LIRR from Wellington Estates to LIRR station

The image below illustrates one of the ideas that have come out of recent discussions in Amityville. This is an example of the suggestions currently “on the table,” which include a vision for the downtown, ideas for parking improvements, and an overview of the developable properties that could be included in the parking management strategies.



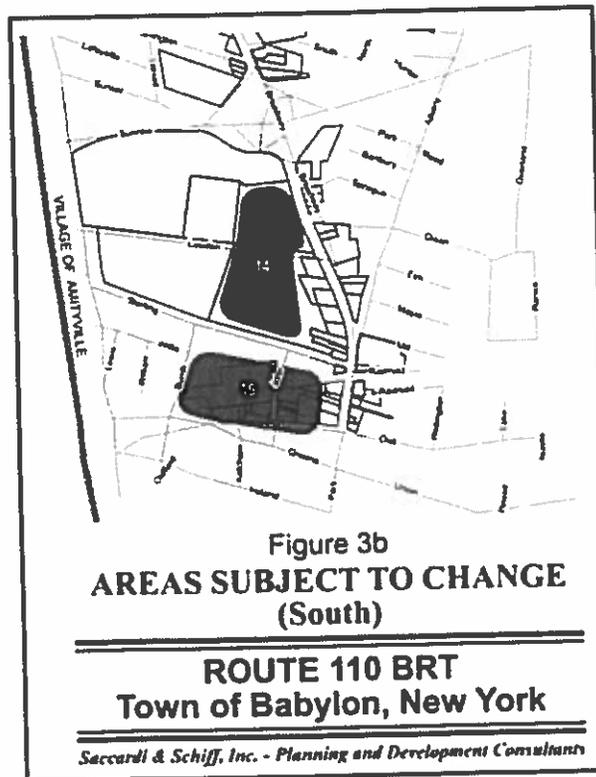
Developers with experience in developing walkable, mixed-use, transit oriented projects; such as ArtSpace Lofts, and Renaissance Downtowns; have shown recent interest in downtown Amityville. The parcels highlighted below provide one example of potential developer interest.

To assist in accommodating mixed use, transit oriented development, the Village has also begun considering and developing code revisions to accommodate a downtown overlay district.



Other public transportation projects that Amityville can directly benefit from include:

- Connect LI – Suffolk County’s initiative to provide non-auto choice transportation alternatives associated with smart growth opportunities.
- Route 110 Bus Rapid Transit – Part of Connect LI is implementation of bus rapid transit (BRT) routes throughout Suffolk, particularly connecting north south destinations.
- East Side Access – Provides expanded rail service to/from NYC.
- Other LIRR Improvements – 2<sup>nd</sup> Track and Third Track projects which will particularly enhance reverse commute opportunities.



## 4. Presentation Overview

### Workshop Summary

On Tuesday April 28, 2015, community members, local elected officials and representatives from the Village of Amityville, the Amityville business community, Downtown Revitalization Committee, Suffolk County, and the New York Metropolitan Transportation Council (NYMTC) gathered in the Amityville Village Hall to participate in a Parking Management Workshop led by Greg Del Rio and Eric Swenson from The RBA Group. The goal of the workshop was to present the latest best practices in parking management, provide case studies in their implementation, obtain feedback on parking issues in the village, and to develop an understanding of parking management strategies and the importance and potential benefits of implementing parking management within the Village. The half-day workshop funded by NYMTC brought community members together to identify opportunities to improve parking conditions for all users.

The Workshop focused on the following agenda items:

- Context of parking management as a tool for revitalization and growth
- A discussion of parking management goals
- Sample projects
- A case study (Westport, CT)
- A discussion of the best practices of nationwide parking management
- Specific observations of the Amityville downtown and LIRR station areas
- A walking tour throughout the downtown to identify possible areas of concern, observe successes, and identify opportunities

Following introductions, a presentation was provided to the group on the background and context of the Parking Management Workshop series, strategies used to implement comprehensive parking management, as well as case studies and examples. Participants were given the opportunity to provide feedback on current issues and brainstorm opportunities to improve the parking experience for residents and visitors of Amityville.

The walking tour proceeded from Village Hall after the initial presentation, which included the route shown below.



The major barriers to implementing parking improvements that were discussed included the following:

- Broadway as a physical barrier to walkability and circulation
- Signs are inconsistent both in content and location
- Limited number of developable off-street lots

Several opportunities for addressing the Village's major parking issues were identified in the workshop, including the following:

- Create a downtown zoning overlay district addressing parking, circulation, and streetscape requirements
- Shared parking of school lots during evenings and weekends
- Potential expanded parking in underdeveloped lots such as St Martins lot on Avon Place
- Create more pedestrian crossings along Broadway (between W Oak Street and Sterling Place), as well as W Oak Street (between Broadway and Ketcham Avenue)
- Create walkway as part of driveway between Laundromat and Christian Bookstore

Notes taken during the workshop identifying stakeholder concerns and issues are included in Appendix F.

## 5. Strategies

The following conceptual strategies are based on the observations made during the pre-visit and workshop, as well as anecdotal evidence gathered from workshop participants. The goal of these strategies is to build upon current efforts and provide a framework for community stakeholders to advance realistic and implementable initiatives that address the Village's priorities. The strategies are outlined to address parking management in an incremental approach and build upon the concepts of Reduce, Reuse, Recycle as outlined below.

- Reduce existing and future demand
  - Urban Design improvements – traffic calming, lighting, wayfinding, shared streets, bicycle amenities
- Reuse existing parking supply more efficiently
  - Physical improvements to lots,
  - enforcement and employee parking,
  - shared parking,
  - shared streets,
  - technology,
  - pricing,
- Recycle properties to provide increased supply
  - Zoning - Downtown Overlay District
  - Shared Parking Agreements
  - New and Expanded physical parking areas

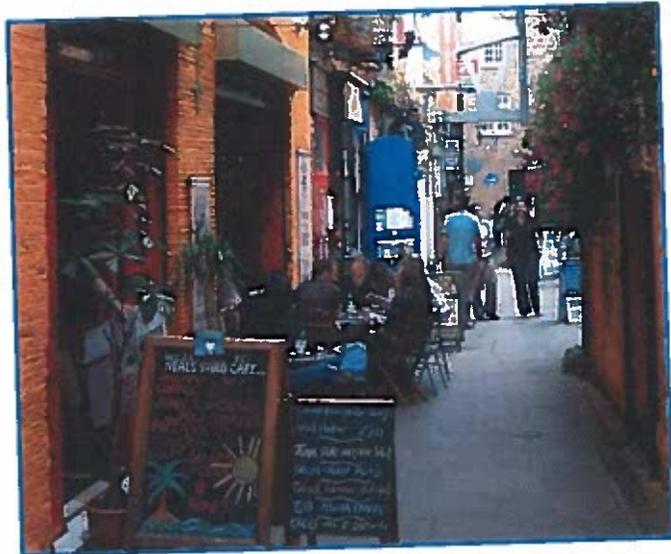
A detailed parking study and monitoring program is recommended to prioritize and advance these strategies as applicable. This should also include an inventory of real estate occupancies, so that parking rates can be estimated and monitored as land uses change and grow.

## “Reduce” Strategies

*“Reduce existing and future parking demand”*

### *Urban Design Approach - Pedestrian Facilities and Connections*

Many of the potential early action items revolve around an urban design approach based on improving walkability and wayfinding. While generally thought of as an approach to sustainability, the increase of the pedestrian mode share for trips to and from downtown Amityville can reduce the demand for parking. Urban design considerations that promote walkability and encourage walking over driving play a large role in this recommendation, which



really is situated at the nexus of many different domains, including urban design, environmental sustainability, economic revitalization, civic engagement, and transportation. Besides an inviting environment along existing pedestrian corridors, safe activated passageways are important to reconnect more remote parking areas by bringing life to otherwise neglected corners.

The figure below summarizes many of the potential improvements envisioned to promote walkability and help manage parking demands.

There exists long stretches of roadway on both Broadway and Oak Street, where pedestrians cannot cross safely, particularly north of Oak Street and west of Broadway. Several locations for adding crosswalks and bulb-outs to sidewalks are shown for consideration.

**Broadway** - The two potential locations for crosswalks along Broadway are shown as part of new pedestrian corridors. Either option can be considered separately, or together to develop a true pedestrian grid connecting existing and future uses, as well as transit. A signalized crosswalk would be justified and integrated as part of either corridor.

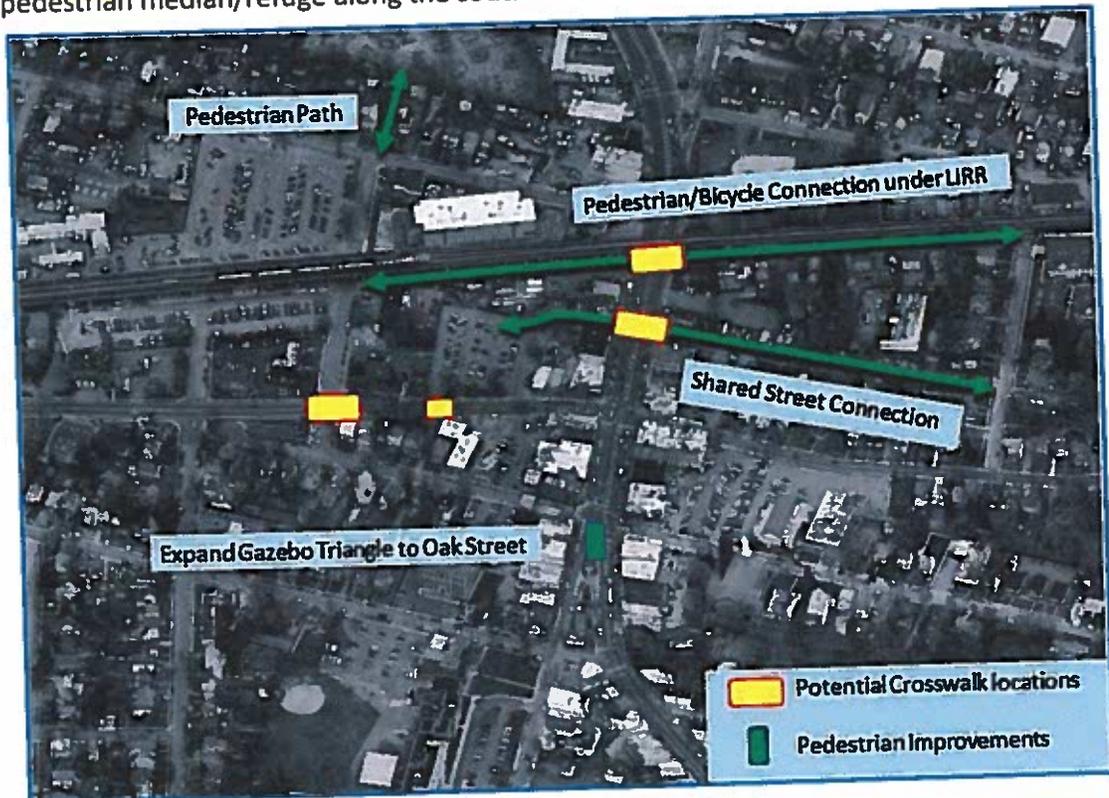
- Create a pedestrian/bicycle corridor under/adjacent to the LIRR. This concept would provide a convenient connection from the LIRR station, and future Route 110 BRT, to/from destinations to the east including: shops, existing and future

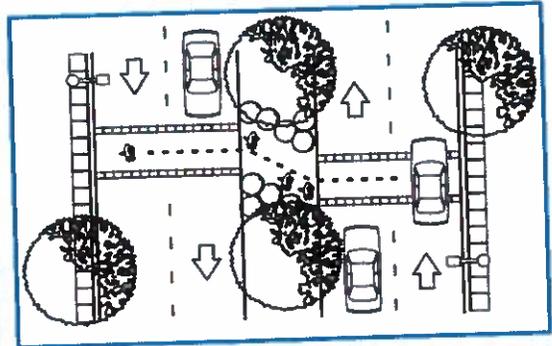
residential, and Peterkin Park. The space can be repurposed during evenings and/or weekends for special events.

- Similarly, the driveways/easements that connect from the back of the library lot to Wellington Place can be considered as a shared street. Developers have shown interest in several parcels to the east along this corridor, which would provide the opportunity to redesign the space and provide an active corridor that transforms the space from dark and uninviting to a series of active nodes.

**Oak Street** - Other traffic calming and pedestrian enhancements are envisioned along Oak Street between Broadway and County Line Road. There are no crosswalks along Oak Street between Broadway and County Line Road. Two locations in particular have been identified along pedestrian desire lines to improve safety and walkability, as well as access to transit. Crosswalks at the Library lot curb cut, as well as at the John Street intersection should be considered. Both of these would calm traffic and promote walkability between the LIRR Station, library, bus transit stops, and southern downtown destinations.

**Village Triangle** – Extend Triangle Park north to Oak Street intersection to create a pedestrian median/refuge along the southern crosswalk.





**Pedestrian Paths and Alleyways** – An opportunity should be investigated to connect the existing and future developments along Louden Avenue to the north, as part of the redevelopment of the Brunswick Hospital site. Some workshop attendees identified the possible existence of a public right of way between the existing homes along Sterling Place. This would shorten an existing half mile walk to Louden Avenue to just a quarter mile.

While a few alleyways currently exist between parking lots and Broadway, most are uninviting and some are hard to find or closed off. Many of the ground floor uses also provide direct access from the rear parking lots, but these are not always well advertised. Opening and improving these alleyways, along with improved lighting and signs is recommended to provide ease of circulation and make some parking spaces more accessible and desirable.

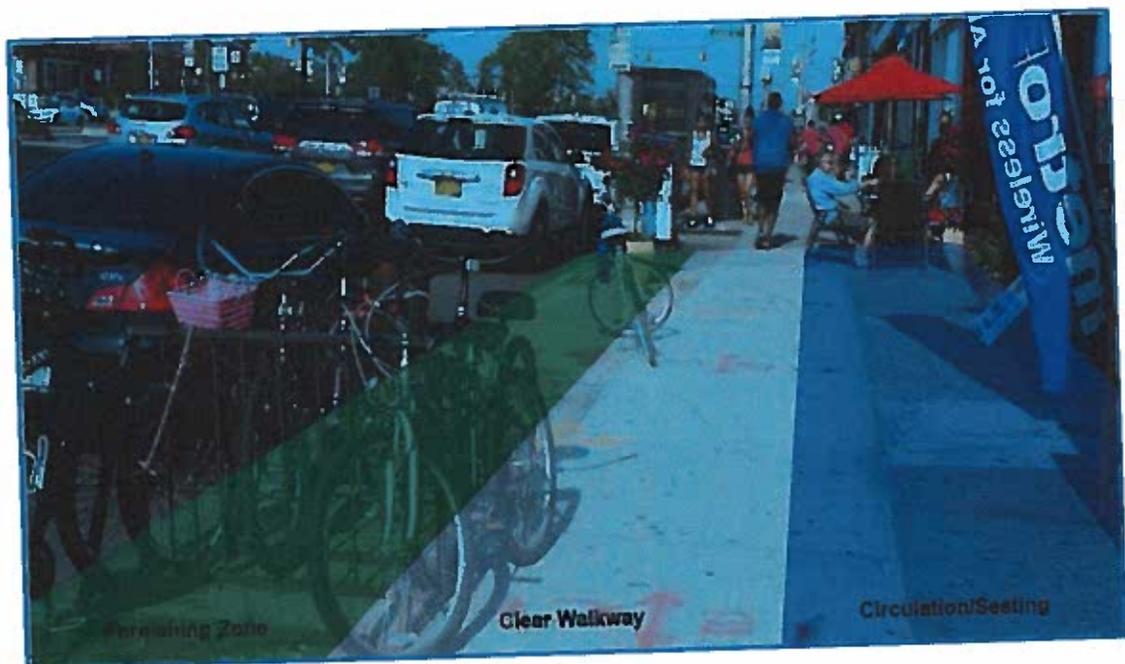


### ***Bicycle Parking***

With the exception of the Library and LIRR station, there are no other bicycle amenities throughout the downtown. Studies have found that a lack of secure bicycle parking is the number one deterrent to bicycling to a given destination. Secure parking can take many forms and can range aesthetically from the purely functional to the artistic. Bicycle racks provide a place to lock a bike securely, storage lockers provide room to store bike accoutrements, and bicycle shelters can double as pedestrian refuge.

The Village can install bicycle racks in appropriate locations in downtown. Ideally, this could be accomplished as part of a coordinated and comprehensive streetscape treatment of downtown streets. Due to the low cost and ease of set up, the installation of bicycle racks can be prioritized as an early action. The Village could also install bicycle parking shelters in visible locations in parking lots and on side streets. Shelters provide space to park and lock up bicycles while also providing protection from the elements.

Site plan guidelines can be developed by the village to manage the installation of bike racks by merchants who desire racks in front of their establishments.



### ***Wayfinding Parking Directional Signs***

While some wayfinding signs exist, it is recommended that a full inventory be conducted and gaps in the system filled. It is also recommended that advance wayfinding signs be added to the system. Currently the predominant signs directly adjacent to intersection where turns are required to access parking lots, with smaller advance signs. Advance signs can provide information and comfort to unfamiliar drivers that parking is ahead.

## “Reuse” Strategies

*“Reuse existing parking supply more efficiently”*

### **Lot Signs, Striping and Markings**

Improved signs, striping, and markings are recommended throughout most of the village lots. These improvements can be made incrementally as part of the Villages overall maintenance program. As stated earlier in this report, there are still signs in Lot Five for example that refer to Permit Parking restrictions that no longer exist. It is recommended that a sign inventory be conducted and a plan set for replacement and improvements. Existing information is sporadic and inconsistent. As part of these improvements, information at all entrance points can be given as to the type of parking provided, such as any restrictions on users or time limits.

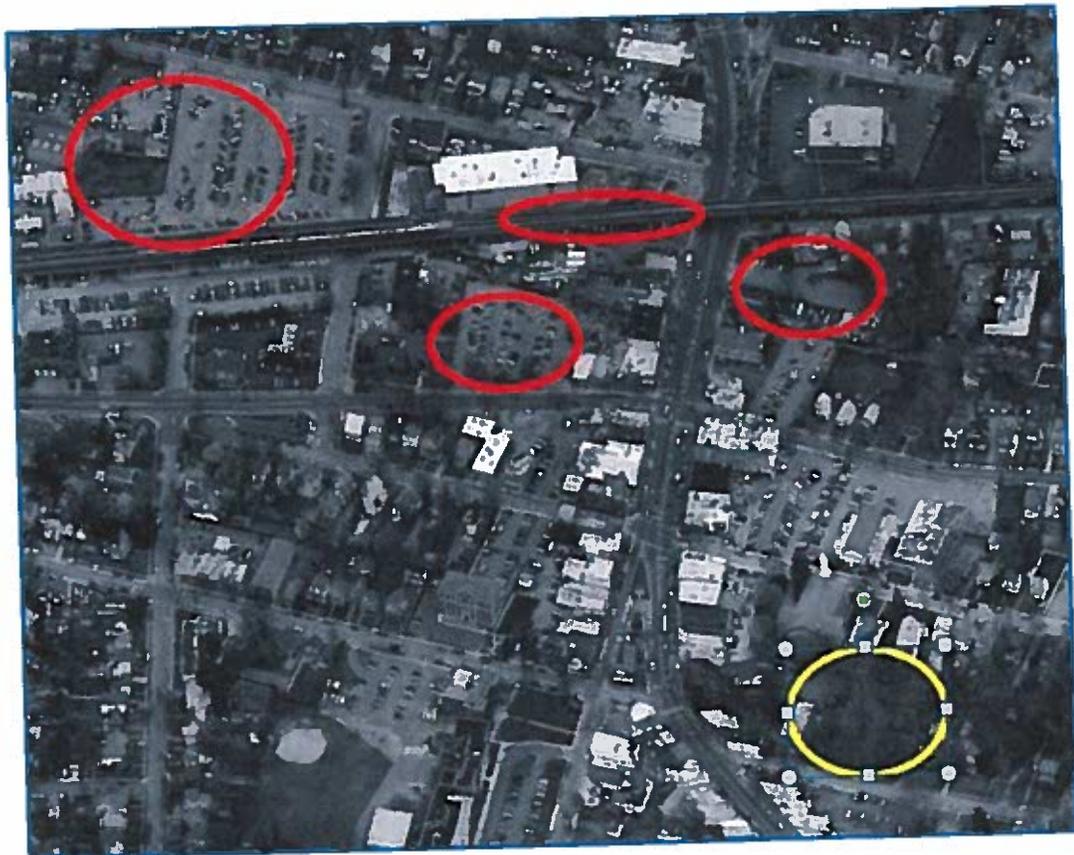
The Library Lot was identified for various improvements including safety enhancements. The figure below demonstrates some of th potential improvements identified, including improving the “Stop” condition existing the lot adjacent to the Entrance Walkway and directional markings. Consideration of reserved spaces for Library Staff, and increasing the number of ADA spaces was also suggested to address the influx of Senior Housing in the service area.



### ***Enforcement and Employee Parking***

Employees of restaurants and shops continue to use prime on-street and off-street spaces. Current enforcement only initiates tickets based on complaints. Enforcing time limits would encourage employees to use longer term and more distant spaces which would provide improved availability prime spaces.

Furthermore, cooperation with employers can promote employees to use peripheral spaces instead of prime spaces, or the Village can consider employee permits for certain peripheral spaces. Longer-term spaces can be located a bit farther in terms of walking distance and should be used primarily by employees of downtown businesses, who generally need to park for longer time periods. If evening and weekend demands increase, then coordination with private lots can also be considered, especially some of the school and church properties. The following figure identifies areas for long term employee parking.



### **Centralized Valet Parking**

As demands increase, valet parking offers the convenience of centrally-located drop-off while also increasing the amount of cars that can be parked in the selected valet lot versus self-parking. Valet parking could be implemented during peak days, seasons, and events—or it could be a more permanent solution depending on demand and utilization.

### **Shared Streets**

One of the main purposes of creating a shared street is to create flexible spaces that pedestrians, bicyclists, and vehicles can use together safely. They also activate key links and reconnect downtown parking areas, in turn reducing the perceived distance between parking areas and downtown destinations, by making walking more conducive.

As discussed earlier, the opportunity for a shared street along east-west alignments adjacent to the LIRR and the easement next to Cameta Camera was identified.

The relatively narrow width, low traffic volumes, and slower traffic speeds at these locations make them candidates for conversion into a shared street—while also maintaining the parking supply.

### **Pricing**

As the downtown is revitalized and grows, it may become necessary to implement stronger strategies to manage parking such as fees for parking. One strategy to maintain the desirable 85 percent parking utilization is to adjust the rates charged for parking in areas where demand is high. The price could be set so that parking availability is balanced through pricing strategies. Regular surveys of parking occupancy in various areas can help determine how extensively parking is utilized. Where parking is in such great demand that occupancy exceeds the 85 percent threshold, prices should gradually be raised to return to 85 percent occupancy. Conversely, where occupancy is less than 85 percent—perhaps at parking spaces located farther away—parking can be free or at reduced prices. Parking occupancy should be monitored and adjusted regularly so that changes in conditions and activity are reflected in the current price.

Implementing flexible parking pricing would require a policy change, and a designated entity may be desirable to administer the program. A variety of new parking meter systems exist and are constantly evolving to provide dynamic pricing by time of day if desired. Detailed studies will be necessary to determine the most feasible and economical solution to meet the Village's needs.

Adjustments, and especially increases, to the price for parking should be seen first and foremost as a parking management strategy. Additional revenues that accrue from pay-for-parking programs typically can be returned directly to local streets through

streetscape improvements and improved pedestrian and bicycle facilities, or expanded off-street parking. Such reinvestment can help gain public acceptance of the policy. Some downtowns have been able to leverage new technology to great advantage for downtown diners and shoppers— the cities of Galveston, TX and Ventura, CA, have installed parking metering technology that communicates via WiFi and offer free WiFi to downtown businesses within range of the meters.

The latest technology in single-space meters entails meters that reset themselves after a space has been vacated. Wireless reports can be gathered by handheld receivers or through a WiFi connection and integrated into a central parking management computer system or in a stand-alone system.

Multiple-space meters involve one pay station for parking along a curb, or within parking garages and off-street surface lots. The multi-space meters offer options to pay by space number (typical in lots/garages), or pay and display (typical for curb parking).

### **Technology**

Further into the future, the Village may want to consider implementing a real-time parking information system to provide motorists with real-time information on parking availability. As such, it would also help reduce congestion by preventing cruising for parking. This type of system could involve “smart signs” for the downtown lots and/or using social media or smartphone apps to provide real-time information.



### **Shared Parking in Church and School Lots**

The use of church parking lots adjacent to downtown were noted as potential sites for valet parking or shared parking strategies. As the downtown continues to develop, it is possible that the school and church lots can be part of the solution.

## **“Recycle” Strategies**

*“Recycle properties to provide additional supply”*

### ***Downtown Overlay District and Shared Parking Agreements***

A downtown overlay district is recommended to guide future density and mixed-use development with parking and pedestrian features conducive to a walkable and active downtown.

Zoning changes will allow the Village to impose parking requirements on new development, such as shared parking. There are a number of progressive modifications to traditional zoning that are currently being implemented in various locales across the country. These include form-based codes that contain modified parking requirements for the various zones, parking requirements with no minimum for sites located adjacent to transit, provisions to allow bicycle parking to substitute for a certain percentage of required parking spaces, reduced space requirements for certain qualifying elderly or low-income residential developments, parking supply maximums, the payment of fees in lieu of meeting parking requirements, shared parking requirements, and the establishment of special parking districts and zones.

### ***Off-Street Surface and/or Structured Parking***

In the future, as development and growth continue, the Village may need to consider increasing the parking supply through the creation of off-street parking supply to accommodate a greater number of vehicles in downtown.

Given that maintaining a “village” character is important for downtown vitality and the appeal of Amityville to visitors, the context sensitive design of any future parking deck must be carefully considered. One potential site for off-street surface parking is the undeveloped lot on Avon Place owned by St Martin-Tours. This lot could be developed in the interim implementing sustainable design and green infrastructure, possibly even as a natural bosque design with maintaining some of the existing old growth trees.

## 6. Next Steps

The preparation of this report serves to solidify the observations made and conclusions reached during the workshop. A follow-up meeting with all workshop participants to discuss the continued collaboration between local stakeholders would be beneficial to sustain the momentum of the program. The Town and the Village should coordinate an appropriate meeting date and notify all stakeholders and personnel as needed. It is recommended that this take place when this report is made available, to maintain momentum. Having a core group to assist and having plans in place ahead of time will enable the community to implement the recommended strategies (e.g. apply for funding opportunities as they arise, provide adequate input into the zoning review process for development applications, etc.).