



Livable Communities & Transit Supported Development

Nassau County Infill Redevelopment Feasibility Study

Community Focus Group Meeting



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- **Grant / Project Overview**
- **What is Livability & Transit Supported Development**
- **Why TOD for Long Island?
Why Now?**
- **What are we here to do today?**



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■ Grant / Project Overview

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The Initiative

THURSDAY, AUGUST 16, 2012

HUD.GOV
U.S. Department of Housing and Urban Development
Secretary Shaun Donovan

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Sustainable Communities Regional Planning Grants [Print Friendly Version](#) [SHARE](#)

Overview

The federal government's Partnership for Sustainable Communities is intended to coordinate federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution.



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NY-CT Sustainable Communities Consortium



<http://www.sustainablenyct.org/>



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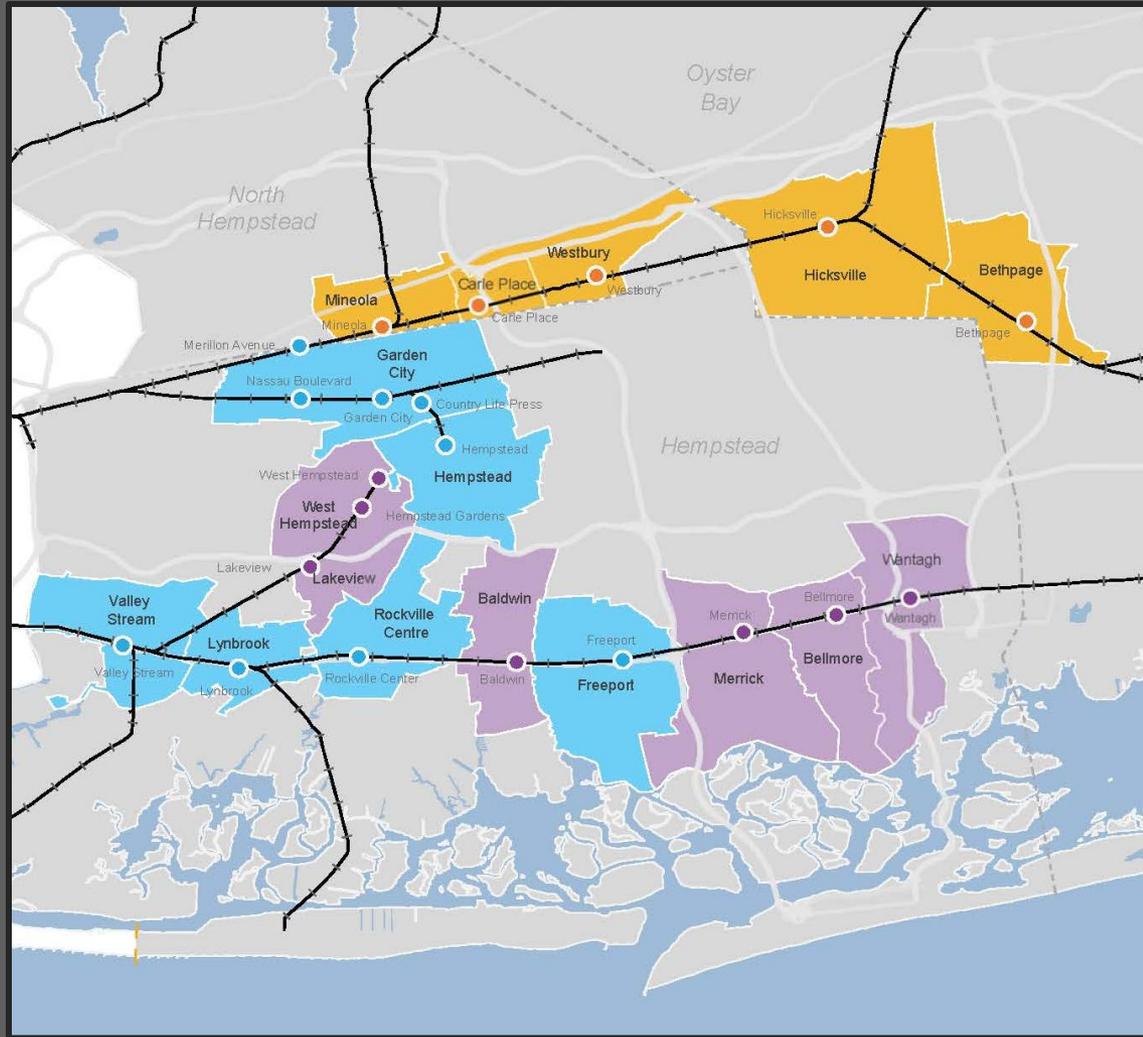
Station Areas Under Review

■ Phase I

- Assessment of Existing Conditions – 21 Station areas
- Station Area Evaluations

■ Phase II

- Pilot Station Area Plans



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Phase I: Existing Conditions

- Methods: Research, Surveys and Focus Group Meetings
- Station Area Assessment
 - Land use
 - Zoning
 - Transportation conditions
 - Recent development projects
 - Plans and Studies



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Phase I: Station Area Evaluation

- Determine Transit Supported Development Potential
 - Identify transit supported development preparedness
 - Physical Suitability
 - Public Sector Readiness
 - Developer Interest
 - Leadership In Place
- Identify issues and opportunities around your station area

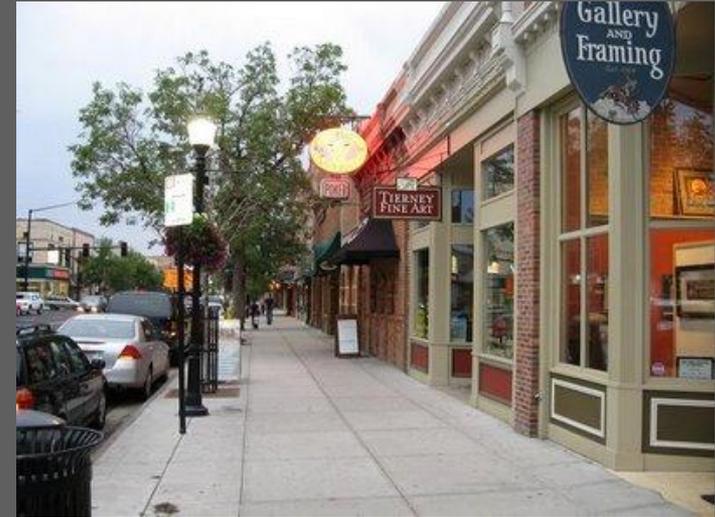


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Phase I: Station Area Evaluation (Cont.)

- March, 2013: Report to the NY-CT Sustainable Communities Consortium and federal agencies on local planning efforts and impediments to implementation
 - Potential for future federal funding and regulatory relief for projects cited in the report
 - HUD provides “Preferred Sustainability Status” points to certain grant applications
 - FY2013 EPA Brownfield Assessment and Cleanup grants recognize Sustainable Communities

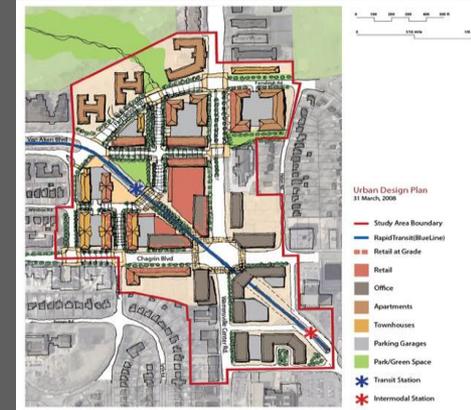
- Select 3 Station Areas for Pilot Plans



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Phase II: Pilot Station Area Site Plans

- Develop Station Area Plans
 - Prepare designs and technical report for 3 pilot stations
 - Sites identified by the community
 - Form partnerships with municipality and local organizations



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We are Here to Assist our Station Area Neighborhoods



- BALDWIN*
- BELLMORE*
- BETHPAGE*
- CARLE PLACE*
- COUNTRY LIFE PRESS*
- FREEPORT*
- GARDEN CITY*
- HEMPSTEAD*
- HEMPSTEAD GARDENS*
- HICKSVILLE*
- LAKEVIEW*
- LYNBROOK*
- MERILLON AVENUE*
- MERRICK*
- MINEOLA*
- NASSAU BOULEVARD*
- ROCKVILLE CENTRE*
- VALLEY STREAM*
- WANTAGH*
- WESTBURY*
- WEST HEMPSTEAD*



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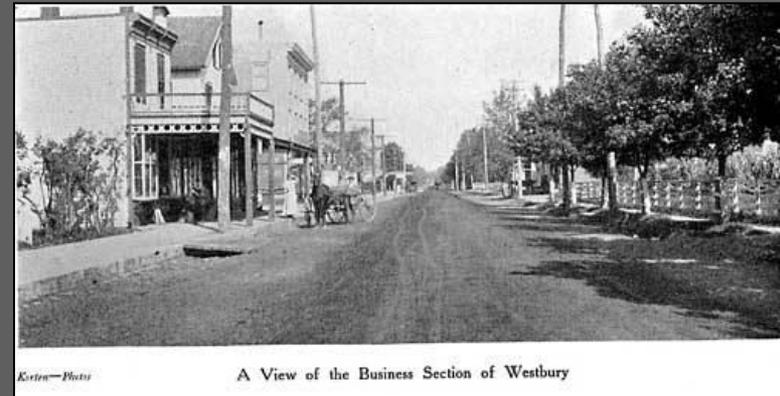


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Six Livability Principles

(Partnership for Sustainable communities, HUD-DOT-EPA)

- Provide more transit choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value Communities and Neighborhoods



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Dallas, TX



Portland, OR



Los Angeles, CA

Sustainable communities are places that have a variety of housing and transportation choices, with destinations close to home.

As a result, they tend to have lower transportation costs, reduce air pollution and stormwater runoff, decrease infrastructure costs, preserve historic properties and sensitive lands, save people time in traffic, be more economically resilient and meet market demand for different types of housing at different prices points ... these strategies will look different in each place depending on the community's character, context, and needs.

- Partnership for Sustainable Communities



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Multi-Modal Station Access



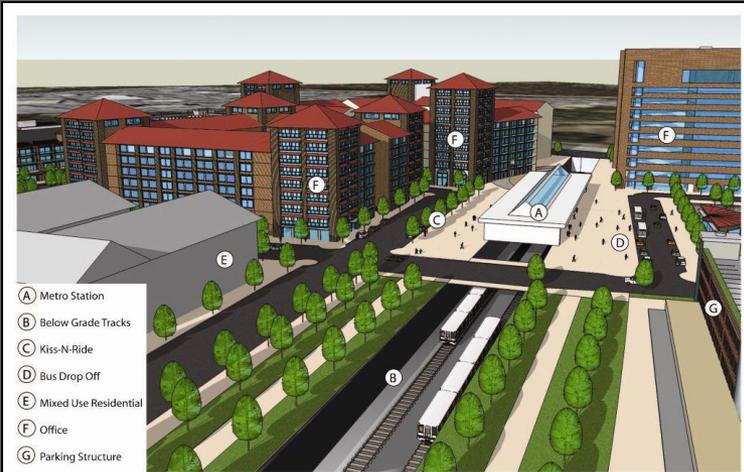
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Active Streets



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Transit and Land Use Integration



- (A) Metro Station
- (B) Below Grade Tracks
- (C) Kiss-N-Ride
- (D) Bus Drop Off
- (E) Mixed Use Residential
- (F) Office
- (G) Parking Structure

Long Term Improvements

Branch Avenue Metro Station TOD Study



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Community



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Six Principles for TOD

- Medium to higher density (contextual)
- Mix of uses
- Compact & pedestrian-oriented
- Active defined center
- Managed parking
- Public leadership



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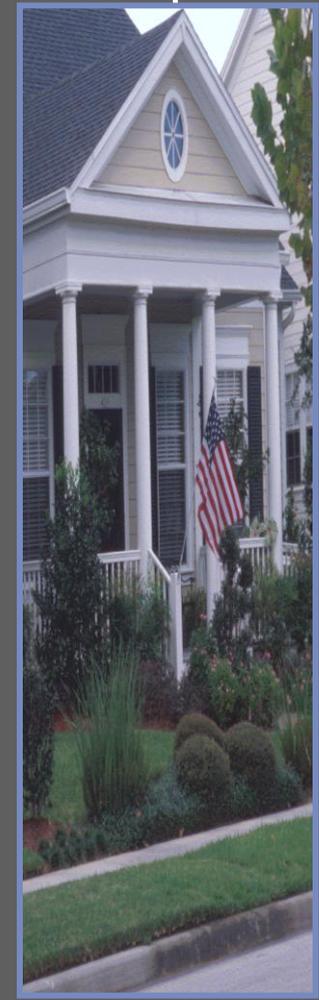
TODs Behave Differently

Daily car trips for 50 dwellings

■ SF	500
■ MF	333
■ TOD MF	177

❖ *TOD housing generates 50% less traffic than conventional housing*

10 Trips



6.67 Trips



3.55 Trips



Multifamily
TOD

Multifamily

Single
Family



Source: "Effects of TOD on Housing, Parking, and Travel," Report 128, Washington, DC: Transit Cooperative Research Program, National Research Council, 2008.

TODs Mitigate Traffic Increases

- TOD residents are:
 - Twice as likely not to own a car as US households
 - 5 times more likely to commute by transit than others in the region
- Self-selection:
 - Responsible for up to 40% of TOD ridership bonus



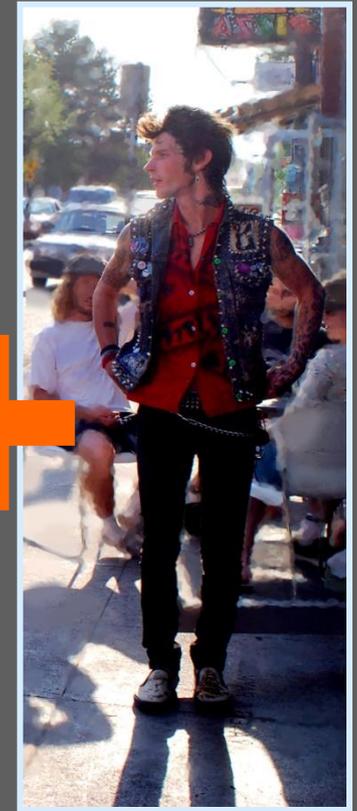
Source: "Effects of TOD on Housing, Parking, and Travel," Report 128, Washington, DC: Transit Cooperative Research Program, National Research Council, 2008.



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Teens are Deferring Driving

- Large decline in teens with drivers licenses
- 1978 – 2008
 - 16 year olds: **-38%**
 - 17 year olds: **-35%**
 - 18 year olds: **-21%**
 - 19 year olds: **-16%**



Source: "Transportation and the New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy." US PIRG, April, 2012



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TOD & Property Values

- Washington D.C.
 - + \$2 to \$4 per foot for commercial
- San Jose
 - +23% for commercial
- Portland
 - +10% rent premiums
- Dallas
 - +39% for residential
 - +53% for office values



Washington



San Jose



Dallas

Source: "Transit-Oriented Development in America: Experiences, Challenges, and Prospects," Report 102, Washington, DC: Transit Cooperative Research Program, National Research Council, 2004.



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Why TOD on LI? Why Now?

- Bring jobs and residents to LI downtowns
- Capitalize on existing LIRR service and steady increase in ridership
- Capitalize on ongoing transit investment and improvements on LIRR



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Benefits of East Side Access



- Improved access to jobs
- Reduction in commute time
- More reliable service into Manhattan
- Direct connection between LIRR and Metro-North trains
- Reduced Highway congestion and air pollution
- Support for local businesses

Source: LI Index "How the Long Island Rail Road Could Shape the Next Economy" (January 2013)

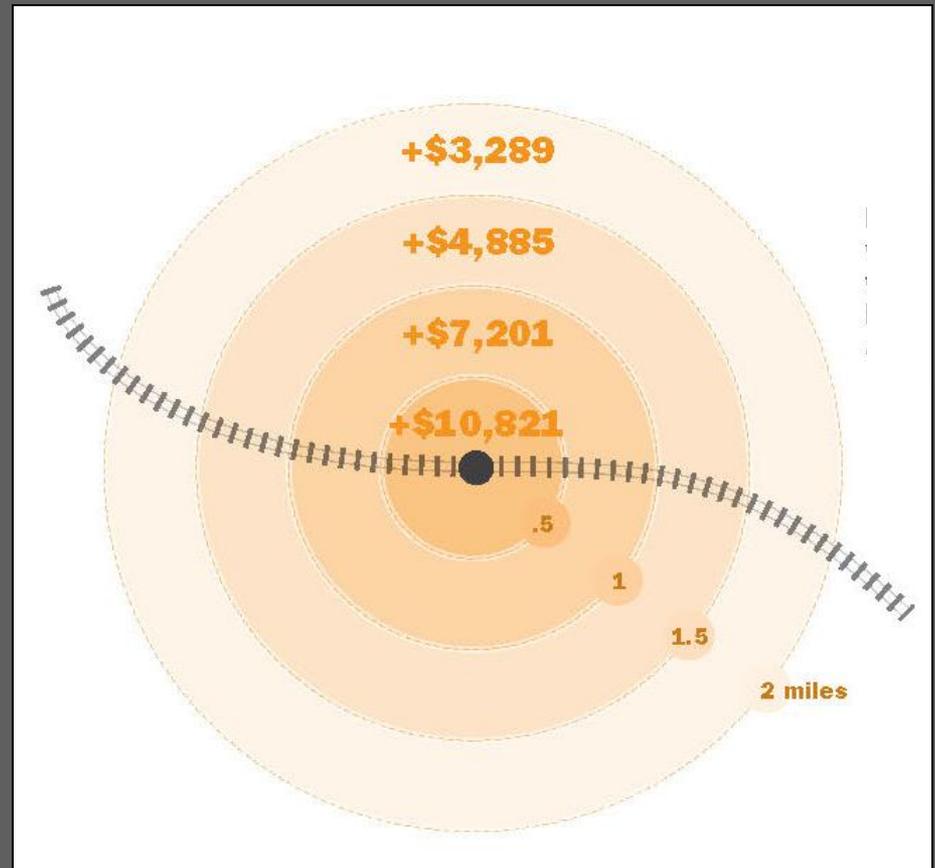


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Better Transit Access = Higher Property Values

East Side Access will increase housing values by

- *An average of \$7,300 per home within 2 miles of a station.*
- *Nearly \$11,000 for homes within ½ mile of a station.*



Source: RPA “Rail Rewards: how LIRR’s Grand Central Connection will Boost Home Values” (January 2013)

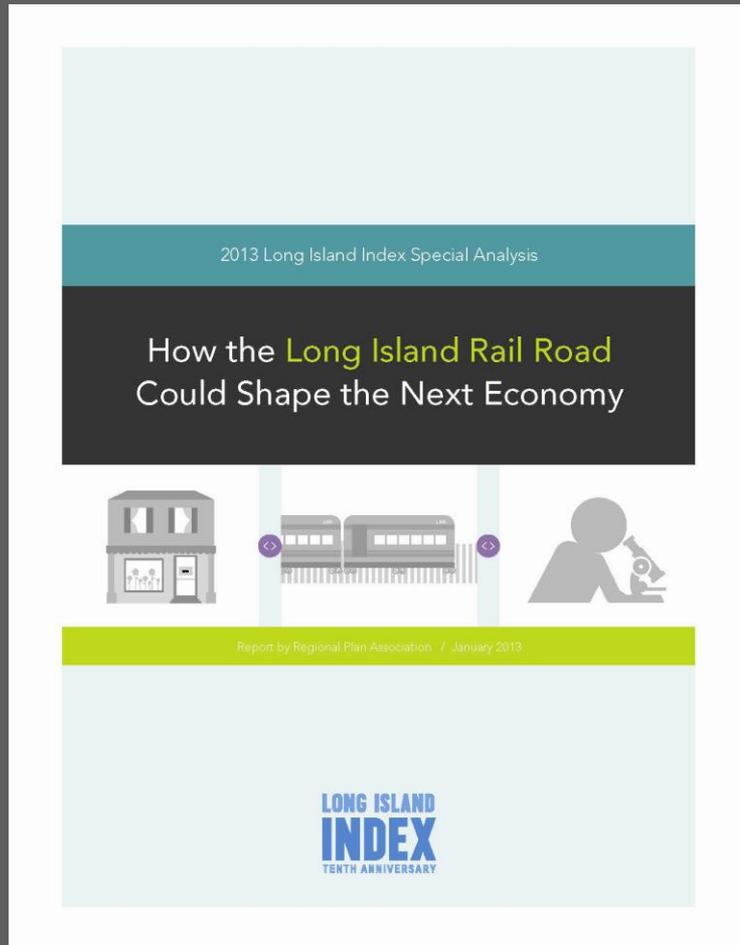


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Our Economic Future is Tied to Transit

jobs, housing & transportation

The type and location of jobs and housing, and the transportation infrastructure that connects them, form an ecology that can either accelerate or erode prosperity, quality of life and a healthy environment.”



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TOD opportunity

“compact, mixed-use development is generally tax-positive, bringing in more tax revenues than the cost of new services.”

- 8300 acres of developable land within ½ mile of Long Island Rail Road stations

Places to Grow

An Analysis of the Potential for Transit-Accessible Housing and Jobs in Long Island's Downtowns and Station Areas

Report Prepared by Regional Plan Association

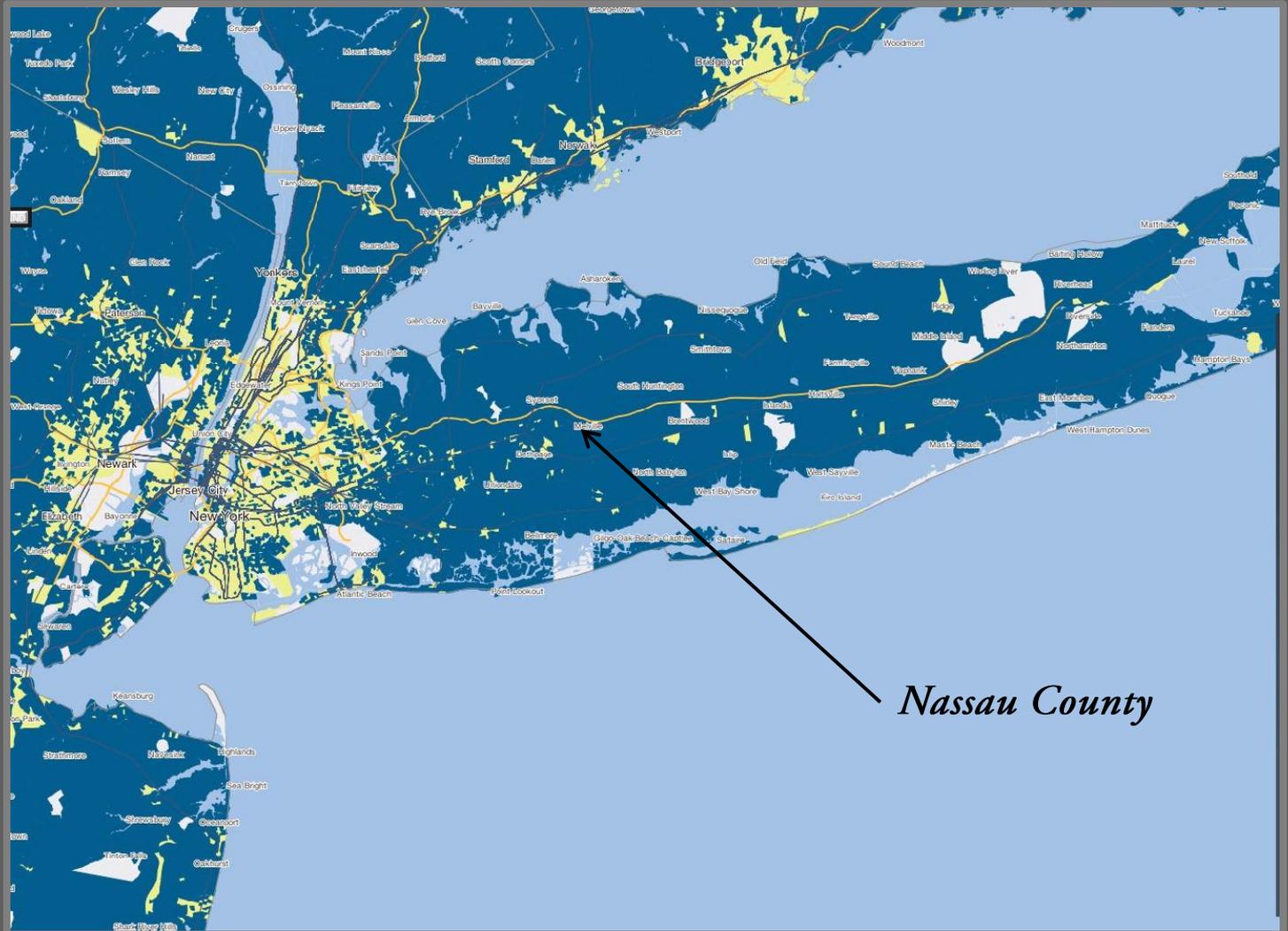
January 2010

LONG ISLAND
INDEX
Good information, presented in a neutral manner, can move policy.



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Housing & Transportation Costs



Legend

Insufficient Data

<45 %

45 + %

Nassau County



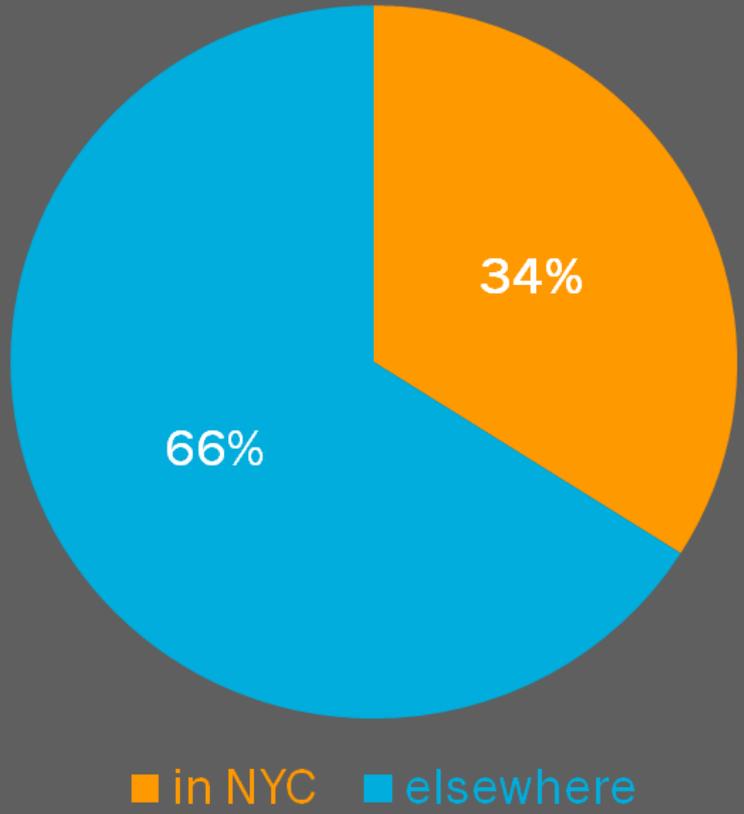
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Combined Housing and Transport Costs as a % of Household Income

Source: Center for Neighborhood Technology. H+T
Affordability Index

The LI economy is tied to transit

Income Earned by Nassau Residents



Source: LI Index "How the Long Island Rail Road Could Shape the Next Economy" (January 2013)

Commuting on Long Island



30% of employed Nassau Residents commute to NYC for work, 1/3 of them take the LIRR



It would require 10 new traffic lanes to convey all commuters to New York City



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Source: RPA, "How LIRR's Grand Central Connection will Boost Home Values." 2013.

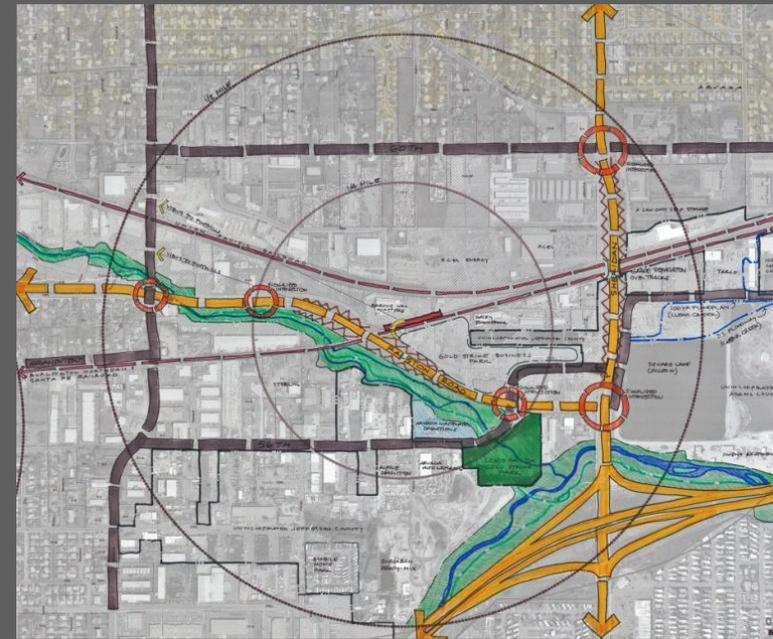
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Existing Conditions

- Current studies & actions
- Issues with stations & station areas
- Base map omissions
- Major landmarks, destinations, & attractions
- Vacant & underutilized land
- Issues & opportunities



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**Land Use
Baldwin Station**



T Transit Station (train)
 - - - - Quarter-Mile & Half-Mile Radius



**Baldwin Station
Town of Hempstead**

- Transit Station (train)
- Crossing
- Transit Routes (train)
- Transit Routes (bus)
- Bicycle Facilities
- Wide Roads / Dangerous Crossings
- Limited Access Highway
- Parcels
- Government/Public Buildings
- Community Centers
- Religious Institutions
- Schools, Colleges & Universities
- Arts, Culture & Entertainment
- Additional Identified Destinations
- Identified Future Development/Destinations
- Parks & Open Space
- Surface Parking Lots & Parking Structures
- Vacant Land
- Vacant/Unused Buildings and Soft Sites
- Brownfields/Contaminated Sites
- Potential Development Sites (please identify)

Recent & Current Plans and Projects

Grand Avenue Urban Renewal Plan, Town of Hempstead, 2007 (single use and mixed use scenarios).

Baldwin is on the Town of Hempstead (TOH) list of Visioning Communities, per Nassau County / TOH Visioning IMA.

Strategic Plan for Downtown Revitalization, Baldwin Civic Association .

Empty Storefronts Committee, Baldwin Chamber of Commerce.



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Baldwin Existing Conditions

Station Area Evaluations

- Physical suitability
- Public sector readiness
- Developer interest
- Leadership in place



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Transit Supported Development Readiness Questionnaire

This questionnaire is designed to help you evaluate how ready for transit supported development your station is, and what might be needed to stimulate such development if it is desired. We would like to know your opinion on the following questions:

Is there an opportunity for transit supported development at this station area?

If so, what type of development would you like to see? What should it look like and where (sites/parcels) would you like to see it?

What is needed to make such development happen?

How could the county or regional consortium help you make this happen?

What other partners do you need?



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How do you know if your station area is Transit-Supported-Development-Ready?

The station area should have ...

Physical Suitability

The right built environment can make a station area an easier place to implement livable development by providing the right “bones” for new development and limiting the need for reconstruction of infrastructure. Evaluate the physical ability of the station area to support livable development.

Public Sector Readiness

Having the right regulatory framework in place within the station area is an important factor in both the feasibility and potential timeframe for implementing transit-supported development. Evaluate the extent to which the public sector has taken the necessary steps to make the station area development ready.

Developer Interest

In the end, most development is done by the private sector or through public-private partnerships. Evaluate the extent to which there is demonstrated developer interest in the station area.

Leadership in Place

One of the most significant factors in successful livable development is quite simply, people—whether as individuals or part of a larger institution, people can make or break a successful development project, depending on their attitude towards public/private partnerships, innovative solutions, and problem solving. Evaluate the degree to which there is leadership mobilized or who could be mobilized in support of livable development.



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TSD Readiness Questionnaire

Station Area _____

Evaluate The Station Area

Physical Suitability Poor Fair Good Great

- Is there available land suitable for redevelopment?
- Are there underutilized sites or marginal land uses that could be redeveloped?
- Is there a connected street network?
- Are there connection(s) to nearby destinations including parks and open space?
- Is the built environment compact and pedestrian-oriented?
- Are there a mix of uses, vertically or horizontally?
- Is there a parking strategy in place that limits parking footprint?
- Is there available infrastructure capacity (sewer, water, parking, etc.)?
- Is there strong public transit (LIRR, NICE bus) ridership?

Public Sector Readiness Poor Fair Good Great

- Does current zoning allow for mixed-use and relatively higher density housing?
- Do current plans call for downtown mixed-use development?
- Does the local land use or comprehensive plan call for increased development around the transit station?
- Is there an existing station area plan?
- Are there shared-parking or other parking management plans in place?
- Are there development incentives or financing in place (ex. a funded BID)?
- Is there funding allocated for non-motorized transportation or open space improvements in the station area?
- Is there funding allocated for other infrastructure improvements in the station area (ex. parking, traffic calming/circulation)

Developer Interest Poor Fair Good Great

- Are local officials getting inquiries about development, purchase, or permitting redevelopment within the station area?
- Are parcels of land in the station area being optioned or sold?
- Are there privately-led master planning or plan changes underway?
- Is there new development recently completed, in construction, or about to go into construction in the area?
- Are there recent developments that satisfy livability principles for development?

Leadership In Place Poor Fair Good Great

- Is there public support for redevelopment (commercial and/or residential) here?
- Are there local stakeholder or advocacy groups organized around supporting station area redevelopment or transportation improvements?
- Are there leaders in local government who champion / support redevelopment?
- Are leadership groups actively meeting to discuss/plan for improvements?
- Is there a lack of (or have you overcome) organized local resistance or overwhelming obstacles to planning within the community?

Identify Opportunities

Is there an opportunity for transit supported development at this station area?

If so, what type of development would you like to see? What should it look like and where (sites/parcels) would you like to see it?

What is needed to make such development happen?

How could the county or regional consortium help you make this happen? What other partners do you need?



Thank You

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<http://www.nassaucountyny.gov/agencies/Planning/SustainableCommunitiesPlanningGrant.htm>



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