



Nassau County **Cultivating Opportunities** **for Sustainable Development**

The Methodology behind the
Nassau County Infill Redevelopment Feasibility Study

Presentation to the Long Island Regional Planning Council

June 4, 2013



Project Goals

- **ENGAGE** the public
- **IDENTIFY** the station areas most suitable for sustainable development
- **PARTNER** with local municipalities
- **PILOT** sustainable development throughout Nassau County

The Initiative



THURSDAY, AUGUST 16, 2012

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U.S. Department of Housing and Urban Development
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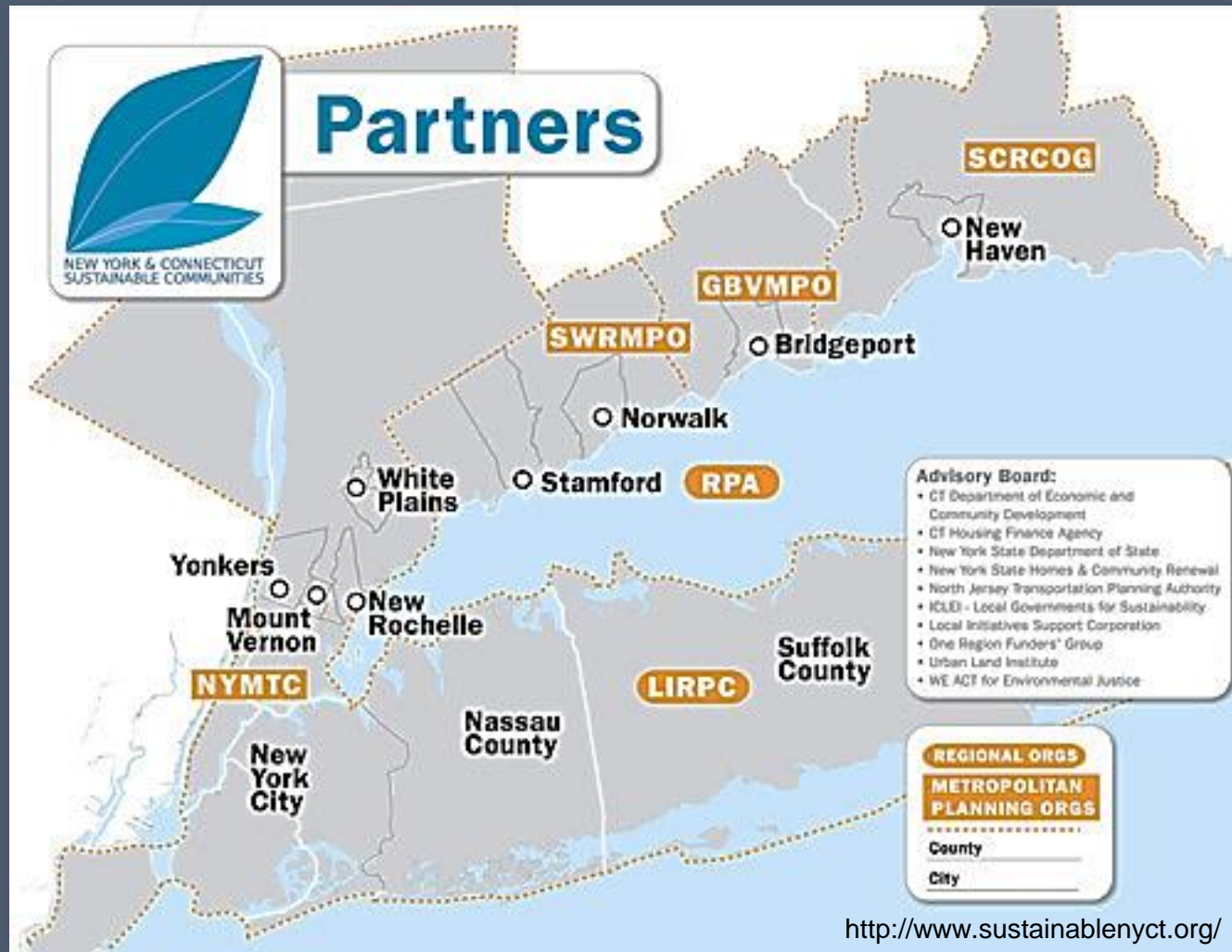
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Sustainable Communities Regional Planning Grants

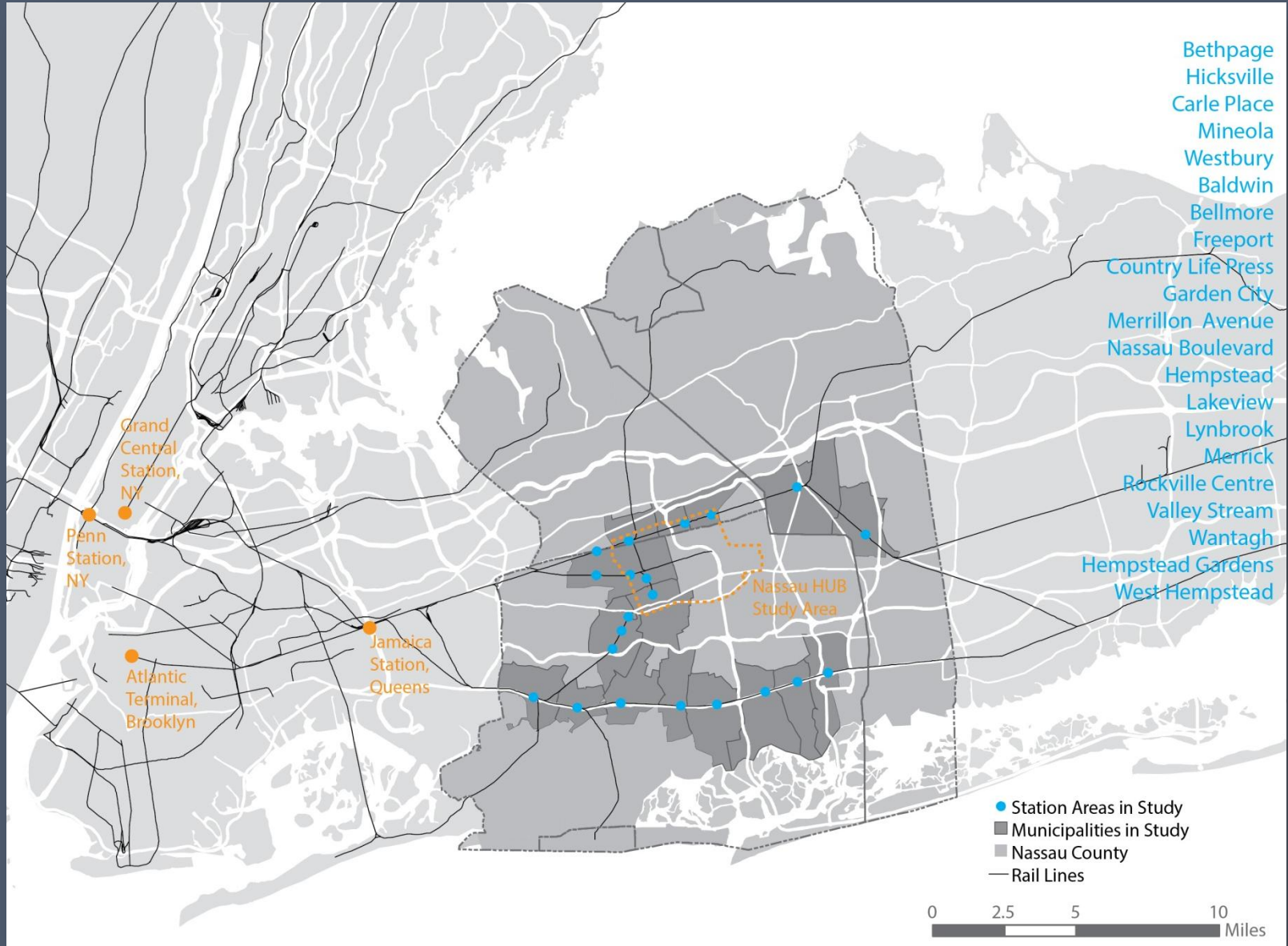
Overview

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.

NY-CT Sustainable Communities Consortium



Station Areas Under Review



Station Selection Process

- **Phase 1: Readiness & Desire**

- Assessment of existing conditions – 21 Station areas
- Station area evaluations based on **readiness** and **desire**
- Develop station shortlist of 7 station areas

- **Phase 2: Impact & Influence**

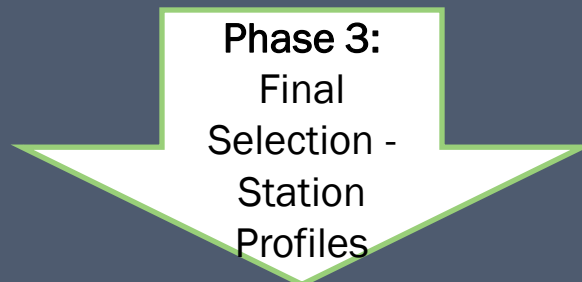
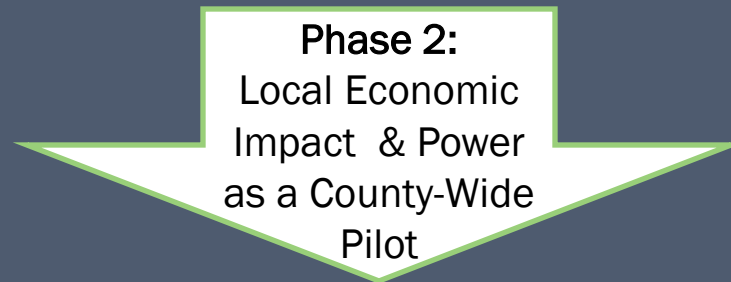
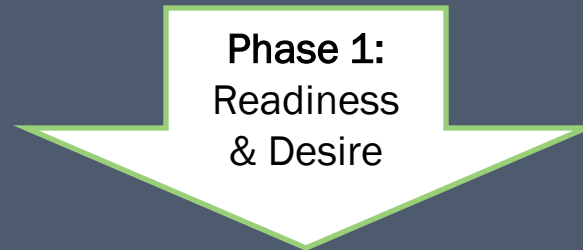
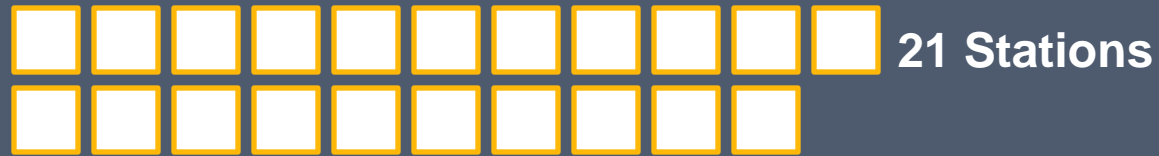
- Local economic impact & opportunity
- Power as a county-wide project

- **Phase 3: Final Selection**

- Selection of 3 stations based on Phase I & II
- Develop station area plans and development feasibility reports



Selection Progression



Phase 1: Readiness & Desire

- **Research, Surveys, and Focus Group Meetings**
 - Municipal Advisory Group
 - Civic Focus Groups
- **Station Area Assessment**
 - Land use
 - Zoning
 - Transportation conditions
 - Recent development projects
 - Plans and Studies

Nassau County Infill Redevelopment Feasibility Study



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?

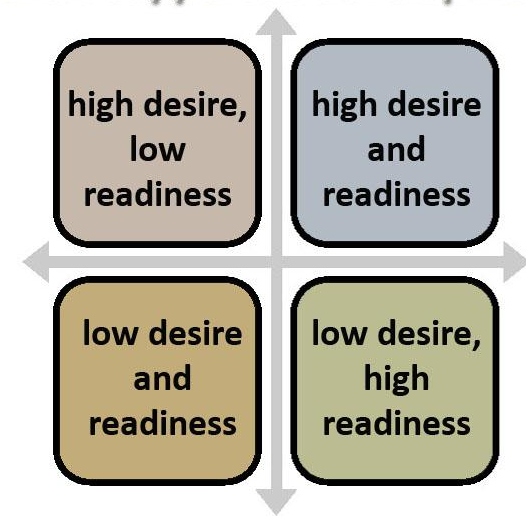


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Phase 1: Readiness & Desire

- **Determine Transit Supported Development Potential**
 - Physical Suitability
 - Public Sector Readiness
 - Developer Interest
 - Leadership In Place
- **Identify issues and opportunities around station areas**
- **Identify community/municipal desire for TSD**

Where do you think the station is in terms of readiness and desire for transit-supported development?



Phase 1 Criteria

Predetermined Criteria

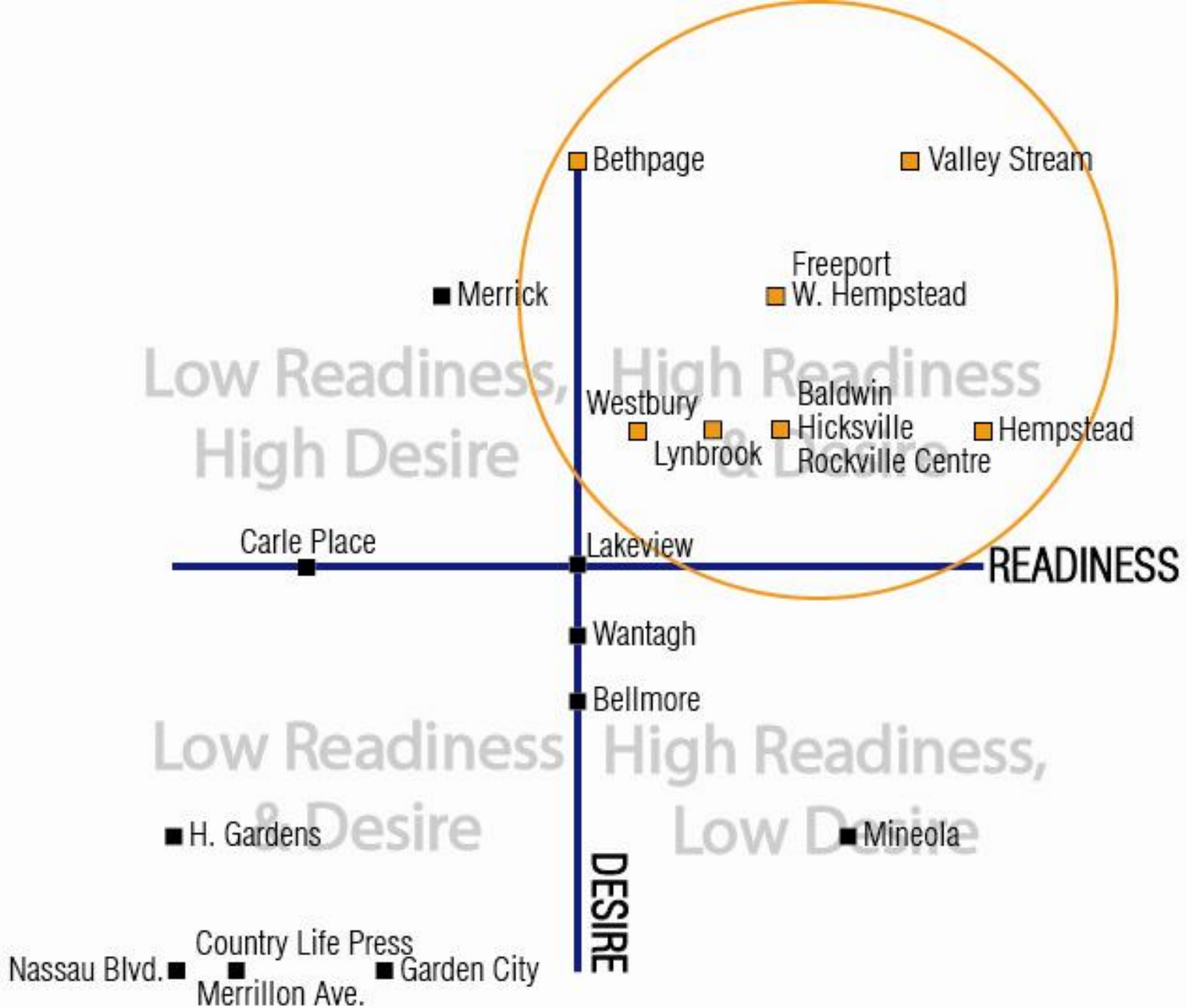
- Three different station areas
- At least one in an unincorporated area
- At least one in an incorporated village
- Varying commercial and residential densities and development types
- No current or planned TSD

Readiness

- Physical Suitability
- Public Sector Readiness
- Developer Interest
- Leadership in Place

Desire

- Participation at MAG and/or CFG meetings and follow-up with County
- Expressed desire for TSD



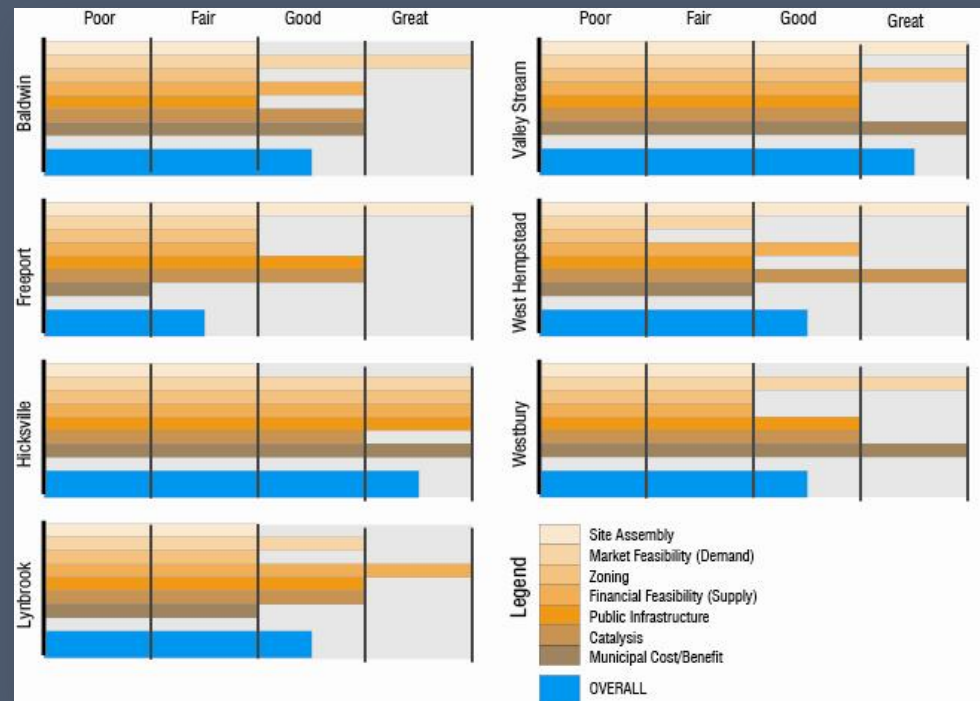
Impact and Influence

- Evaluate local economic impact for “shortlisted” stations
- Evaluate power of each station as a county-wide project
- Select 3 station areas for further design and analysis



Local Economic Impact Criteria

- Site Assembly
- Market Feasibility (Demand)
- Zoning
- Financial Feasibility (Supply)
- Public Infrastructure
- Catalysis
- Municipal Costs/Benefits

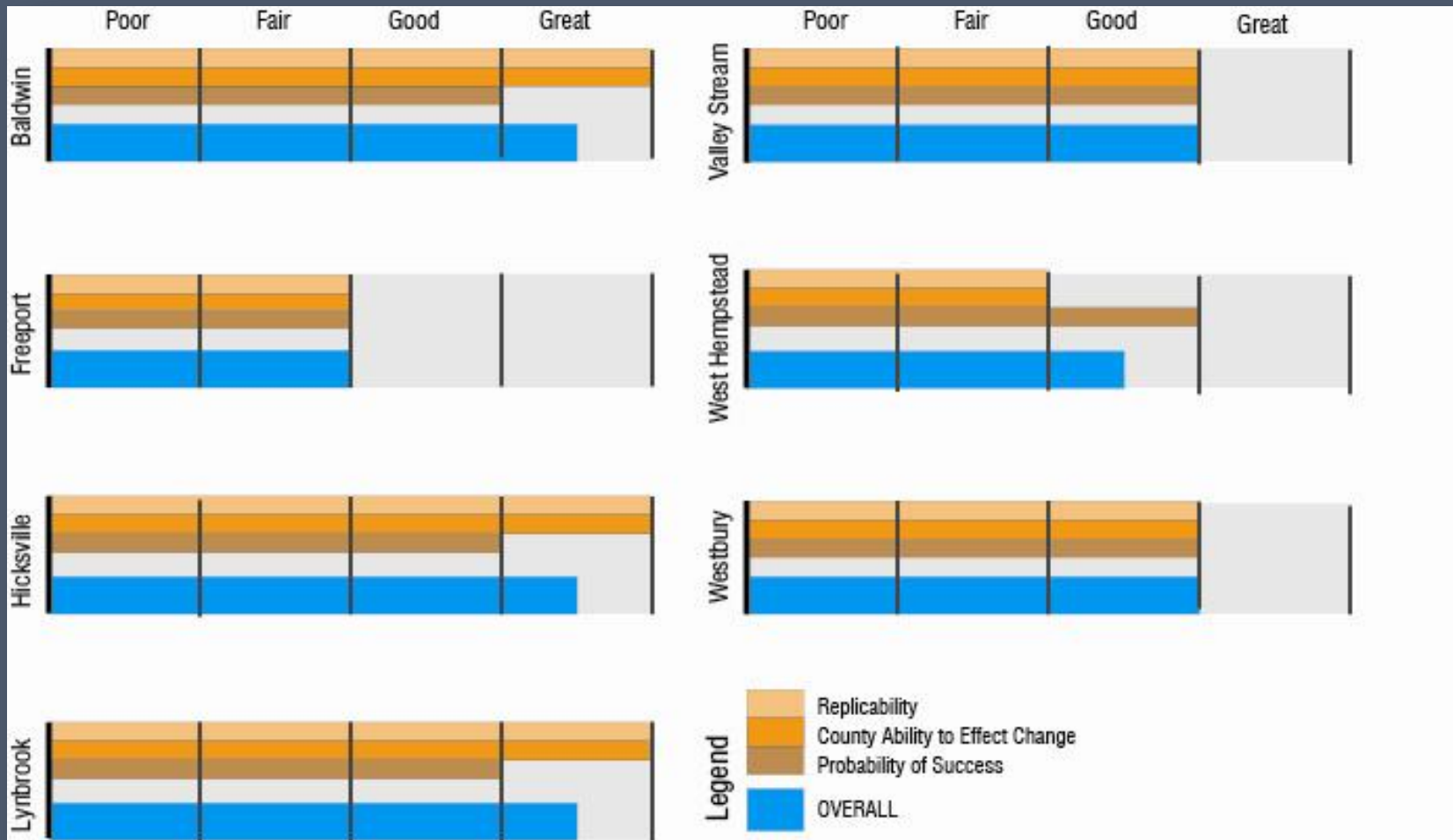


Phase 2.2 Evaluate Impact Potential

- **“Replicability”**
 - Does the project provide a replicable process to overcome common barriers?
- **County’s Ability to Influence**
 - Is there a clear role for the county?
- **Probability of Success**
 - Could the project be implemented quickly?
 - Is there a clear implementation strategy?
- **Overall Pilot Potential**
 - Poor/Fair/Good/Great



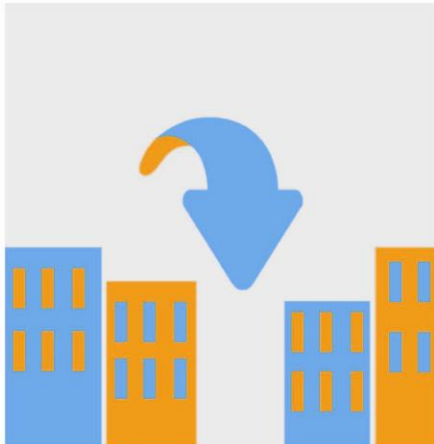
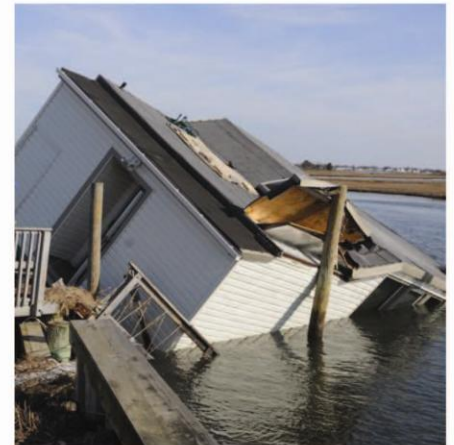
Power as a County-Wide Pilot



Benefits of the Process

- **ANALYZE** existing conditions thoroughly
- **IDENTIFY** opportunities for sustainable development
- **ESTABLISH** relationships between the public, municipalities, and county
- **POSITION** communities for funding

Cultivating Opportunities FOR SUSTAINABLE Development



Nassau County Infill Redevelopment Feasibility Report



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Station Profile Example

Freeport Station • Village of Freeport

Incorporated. Babylon Branch.

The Village of Freeport has one LIRR station, located on Sunrise Highway near the central business district. The station averaged 1,236 west-bound morning commuters in 2006, much less than neighboring stations Baldwin (2,744) to the west and Merrick (3,381) to the east. These ridership numbers are surprising given Freeport's large population, which numbered 42,860 residents in 2010, much greater than Baldwin's 24,033 or Merrick's 22,097. These numbers speak to Freeport's strong potential to expand on the Village's already active commercial base with the addition of TSD, possibly by introducing mixed-use development or a hotel. Land use around the station area is already diverse, making any such development well in line with the character of the community. The Freeport Station track, running parallel to Sunrise Highway, is incorporated into the larger street grid.

Additionally, Freeport residences were heavily affected by Hurricane Sandy, with many of them potentially looking for new homes away from the bay and canals. While the station area's close proximity to the Nautical Mile and Jones Beach are certainly attractions, sustainable development within Freeport could be supplemented by residents relocating from the waterfront closer to the station. Freeport's candidacy is further strengthened by the several developable parcels that exists in within the station area, highlighted



Freeport's station area and downtown features an active commercial base and main street.

	POOR	FAIR	GOOD	GREAT
community desire	■	■	■	
physical suitability	■	■	■	
public sector readiness	■	■	■	
developer interest	■	■	■	
leadership in place	■	■	■	
overall	■	■	■	

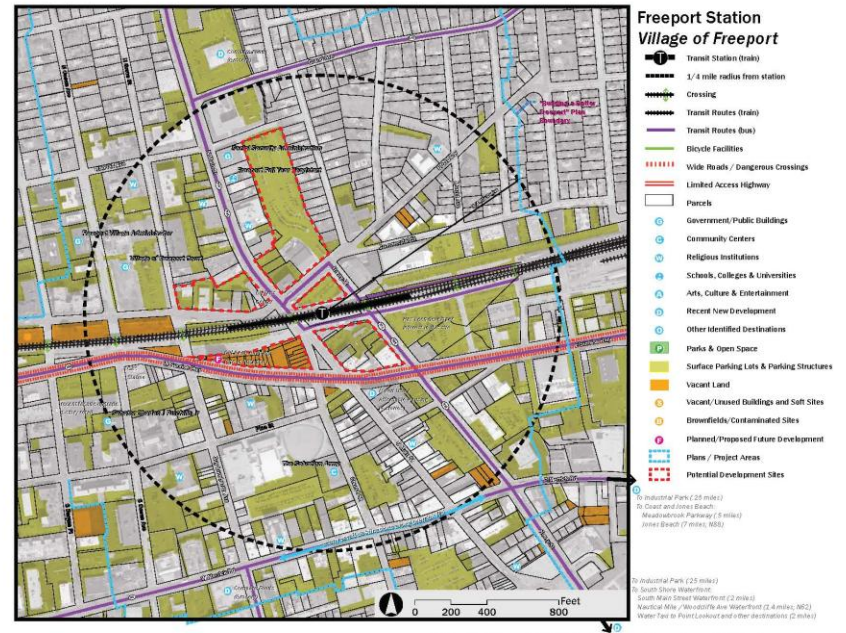
by the large "old bank building" site between the station area and Sunrise Highway, which is currently in litigation.

The community of Freeport is anxious to see their station area realize its full potential as a high density commercial destination along Nassau County's south shore. While barriers exist, such as the Village's existing zoning laws, Freeport has the readiness and desire to successfully implement sustainable development that acts as a pilot project for the rest of the County.

Recent/ongoing plans & studies

- Building a Better Freeport: The Master Plan for the North Main Street Corridor and Station Area of the Village of Freeport, 2012

Potential projects



The Benefit of Collaboration

Regional Consortium

- Provides the funding
- Monitors and evaluates the process

County Government

- Liaison between the regional body and the local municipalities
- Ensures equitable and efficient allocation of resources

Partner Agencies (LIRR)

- Increases ridership
- Enhances Station environment
- Coordinates goals and priorities

Local Municipalities

- Ultimately control zoning and approval of developments
- Collaborate with the County to implement projects

Implementation

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TIGER Grants

2013 Webinar Series

Please join us for a series of online webinars on the FY 2013 TIGER application process. There are no registration fees for these sessions, however space is limited so **advance registration is required**. Register for the webinars by clicking on the webinar topics listed below. Recordings and presentation materials are available for past sessions.

- May 3: Application Preparation Guidance Seminar ([recording](#) | [slides](#))
- May 6: Benefit Cost Analysis Guidance Seminar ([recording](#) | [slides](#))
- May 10: Port Outreach Seminar ([recording](#) | [slides](#))
- May 23: Tribal Outreach Seminar ([slides](#))

FY 2013 TIGER Grants

TIGER GRANTS

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3. **Livability**: Increasing transportation choices and access to transportation services for people in communities across the United States. DOT will consider whether the project furthers the **six Livability Principles** developed by DOT with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) as part of the Partnership for Sustainable Communities.

Thank You

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