

**NASSAU COUNTY PLANNING COMMISSION  
DIVISION OF TRANSPORTATION**

**Downtown Inventory:  
Hewlett**

**June 2006**



**NASSAU COUNTY PLANNING COMMISSION**



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### **Acknowledgement**

This report was prepared by the Nassau County Planning Commission, member of the New York Metropolitan Transportation Council (NYMTC) in cooperation with the Federal Highway Administration, the Federal Transit Administration, and the members of NYMTC. Funding for this project Downtown Inventory: Hewlett, PIN # 05E00.01, was paid for through matching grants from: the Federal Highway Administration and the Federal Transit Administration.

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## I. Community and Transit Data

Hewlett (Census Designated Place)

**Town:**

Hempstead

**Population:**

7,060<sup>1</sup>

**Area:**

0.9 square miles

**Long Island Rail Road Station (LIRR)**<sup>2</sup>

**Station Name:**

Hewlett

**Branch:**

Far Rockaway Branch

**Street Location:**

Franklin Avenue between Broadway and West Broadway

**AM Westbound Peak Boarding Count:**

598 (1998) (Note: Under the Station Use Levels categorized by the LIRR, Hewlett is a Use Level 3 Station serving 1,000 to 1,999 passenger trips.)

**Metropolitan Transportation Authority – Long Island Bus Routes (MTA-LI Bus)**

Table 1		
<b><i>N31 Rockaway-Hempstead via West Broadway</i></b>		
<i>Serves Hempstead, Lynbrook, Five Towns and Far Rockaway</i>		
<b>Service Span (for Hewlett)</b>	<b>To Far Rockaway</b>	<b>To Hempstead</b>
Weekday	6:12 AM to 7:53 PM	6:02 AM to 9:27 PM
Saturday	6:10 AM to 7:08 PM	7:04 AM to 8:02 PM
Sunday	No service.	No service.

Average Weekday Ridership: 2,118 (3rd Quarter, 2005)

Table 2		
<b><i>N32 Rockaway-Hempstead via Broadway</i></b>		
<i>Serves Hempstead, Lynbrook, Five Towns and Far Rockaway</i>		
<b>Service Span (for Hewlett)</b>	<b>To Far Rockaway</b>	<b>To Hempstead</b>
Weekday	5:28 AM to 11:17 PM	6:21 AM to 12:02 AM
Saturday	5:48 AM to 9:58 PM	6:30 AM to 10:45 PM
Sunday	6:18 AM to 8:59 PM	7:07 AM to 9:48 PM

Average Weekday Ridership: 3,993 (3rd Quarter, 2005)

<sup>1</sup> U.S. Census Bureau; Census 2000, Demographic Profile Highlights; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (26 October 2005).

<sup>2</sup> For additional bus/rail schedule information, and bus/rail connectivity, see attachments: Tables 5 through 10.

### **Shuttle Service to LIRR Station**

No

### **Taxi Service**

Yes

Hewlett Taxi has a taxi stand on the LIRR parking lot located on the southeast side of the station and provides an “around the clock” operation.

### **Station Configuration**

High-Level Platform with Station Building

### **Physical Description of Station**

The Station Design Guidelines for the LIRR categorized this station as a ‘Distinctive’ station, meaning that although it is not legally an historic landmark, it does have architectural distinction.<sup>3</sup>



Hewlett is also categorized as a ‘Town Center’ station on the Far Rockaway Branch, which includes stations from Gibson to Far Rockaway.<sup>4</sup> Stations along the Far Rockaway Branch are located in close proximity to each other and trips to Manhattan are generally 40 minutes or less.

The station has a traditional waiting room on the west side of the tracks, which contains a ticket office, several benches inside the waiting room and a bench outside the waiting room. The station has three platform-level shelters, with two located on the New York, or westbound side of the tracks and one located on the Far Rockaway, or eastbound side.

<sup>3</sup> Station Design Guidelines, Long Island Rail Road, 1995.

<sup>4</sup> Ibid.

## **Access to trains**

There are stairways and ramps that provide access for the disabled on each side of the station. There are two high-level platforms serving this station with the tracks at-grade. Also, the platforms on both sides of the tracks are separated from the station by a driveway (pictured below) leading into the largest parking lot for this station.



## **Amenities**

Ticket Office Hours:

Monday through Friday

6:10 AM to 1:45 PM

Closed 10:45 AM to 11:15 AM

Saturday, Sunday and Holidays

Closed

Benches (inside the station and one bench outside)

Bicycle Rack (for three bicycles)

Covered bulletin board (one inside the station and one outside)

Ticket Machines (two outside of the waiting room)

USPS mailbox

Vending machines

## **Station parking lots** (see Map 5)

There are seven free and unrestricted parking facilities located within walking distance (less than ¼ mile) of the Hewlett LIRR station. There is no fee or permit required to use them. The parking facilities provide capacity for 837 automobiles.

There are two additional parking lots in the downtown Hewlett area (lots H-2 and H-11) with time restrictions that provide an additional 89 parking spaces (see Table 3), although these are almost exclusively used for local purposes and not the LIRR.

Table 3

<b>Hewlett Station Commuter Parking<sup>5</sup></b>				
<b>Parking Field</b>	<b>Location</b>	<b>Capacity</b>	<b>Restriction</b>	<b>% Occupancy</b>
H-2	Harris Avenue and West Broadway	79	3 hours	Not Available
H-3	Mill Road and West Broadway	108	None	91.90%
H-4	Franklin Avenue and Railroad Avenue	295	None	100%
H-5	Franklin Avenue and Railroad Avenue	63	None	100%
H-6	Broadway and Franklin Avenue	261	None	60.80%
H-7	Franklin Avenue, New Street and Hewlett Plaza	26	None	113.30%
H-8	Franklin Avenue and Railroad Avenue	56	None	177%
H-9	Franklin Avenue and West Broadway	28	None	100%
H-11	Franklin Avenue and Broadway	10	1 hour	Not Available

## II. Description of Station Environs

Station boundaries include West Broadway, Everit Avenue, Broadway, and Franklin Avenue. The station is primarily bordered by parking lots and there are no uses in the surrounding area that generate a significant traffic volume. (See Map 1 and 2)

### Land Use

The land uses in the Hewlett downtown area include: business, residential, parking and light manufacturing. The Hewlett downtown area is composed of scattered business strips and residential clusters. It should also be noted that Hewlett does not have a major employment center.

**Broadway** (from Crescent Street to Everit Avenue) is the main street in Hewlett and it has multiple land uses including: residential and business (dining establishments, motor vehicle services, banking, office buildings, and other miscellaneous services). There are two shopping strips located on both sides of Broadway, between West Broadway and Everit Avenue. In addition one of the commuter parking lots is located off Broadway on Ives Road. It should also be noted that the intersection of Broadway and West Broadway has very high levels of congestion during the morning and evening peak hours.



<sup>5</sup> See page 21 for a Commuter Parking Map.

**West Broadway** (from Serena Road to Broadway) has a variety of businesses including “Mom & Pop” stores, restaurants and a gas station. There are also office buildings on this street, which are one to three stories high. On the north side of West Broadway there are private residences, primarily single-family homes. In addition, one of the commuter parking lots is located off West Broadway on Mill Road.

**Franklin Avenue** stretches approximately half a mile long and crosses through Hewlett in a diagonal direction north-west to south-east. Seven out of the nine commuter parking lots are on this street as well as the Hewlett Fire Department, a few restaurants, personal care services and religious services. Adjacent to the LIRR station are light manufacturing and industrial uses.

**Everit Avenue** from Vian Avenue to Broadway is zoned for business and parking land uses. The largest shopping strip in Hewlett is located on this block; it includes: restaurants, a grocery store and other retail stores.

Downtown Hewlett can be described as a compact mixed-use development area. It has the convenience of a walkable community, with a mix of services and retail activity. An attractive quality of downtown Hewlett is its street wall of businesses lining Broadway, which offers housing on the floors located above the businesses that are at street level. It also offers residents the opportunity to live, shop, access services and be connected to the rest of the region through mass transit, within walking distance. However, as previously mentioned Hewlett does lack a major employment center as well as a public open space.

**Zoning** (See Map 3)

**LIRR to West Broadway**

Business  
Parking Field  
Residential (Res. C)

**LIRR to Broadway**

Business  
Light Manufacturing  
Parking Field  
Residential (Res. C-A)

**Franklin Avenue to Serena Road and Frost Street**

Business  
Light Manufacturing  
Parking Field  
Residential (Res. C-A)

**Franklin Avenue to Everit Avenue**

Business  
Parking Field  
Residential (Res. C-A)



### III. Non-Motorized Access and Amenities

#### Pedestrian Infrastructure

The sidewalks around the station on Franklin Avenue and Railroad Avenue are well maintained. Those on Broadway and Franklin Avenue have recently been paved and landscaped. There is street lighting on the sidewalks around the downtown area and throughout the station area.

The intersections on Broadway/Franklin Avenue and West Broadway/Franklin Avenue have the “zebra” stripes crosswalks and both intersections have traffic and pedestrian signals. It should be noted that Broadway and West Broadway are fairly narrow streets and in combination with the pedestrian signals, both facilitate an easy crossing for pedestrians. Franklin Avenue is a wider street, and at the intersection of West Broadway it has a width of 50 feet, but it also has traffic and pedestrian signals. Table 4 shows the street widths for the crosswalks in the vicinity of the Hewlett Station. For example, on average an elderly individual would require 11 seconds to cross West Broadway at Franklin Avenue, the time that is allowed at this intersection is 17 seconds, therefore they would have more than sufficient time to cross this street. All the crosswalks at these two intersections allow for sufficient crossing time for the four pedestrian groups listed on Table 4.

Table 4.									
<b>Crossing Times (in seconds) by Pedestrian Groups for Crosswalks in the Vicinity of the Hewlett Station</b>									
Pedestrian Group	Crossing Speed	West Broadway at Franklin Ave (33 feet)	Time allowed for crossing	Franklin Ave at West Broadway (50 feet)	Time allowed for crossing	Broadway at Franklin Ave (33 feet)	Time allowed for crossing	Franklin Ave at Broadway (43 feet)	Time allowed for crossing
Average	4 ft./sec	8.25 sec.	17 sec.	12.50 sec.	63 sec.*	8.25 sec.	21 sec.	10.75 sec.	47 sec.*
More common	3.5 ft./sec.	9.43 sec.	17 sec.	14.29 sec.	63 sec.*	9.43 sec.	21 sec.	12.29 sec.	47 sec.*
Older/ seniors	3.0 ft./sec.	11.00 sec.	17 sec.	16.67 sec.	63 sec.*	11.00 sec.	21 sec.	14.33 sec.	47 sec.*
Mobility impaired	2.5 ft./sec.	13.20 sec.	17 sec.	20.00 sec.	63 sec.*	13.20 sec.	21 sec.	17.20 sec.	47 sec.*

\* Represents the red interval, not the "walk" and pedestrian clearance (pedestrian clearance, flashing "Don't Walk" signal) intervals.

Passengers heading to the Manhattan bound trains can be dropped off on Railroad Avenue at the sidewalk. However if they are dropped off at the station they have to walk across the driveway to the parking lot adjacent to the station and over the tracks to get to the westbound platform. Those heading toward Far Rockaway can be dropped off at the parking lot neighboring the station building; however they too have to walk across the driveway to get to the eastbound platform. There are railroad crossing markings on the street, on both sides of the track.

## **Bus Shelters**

There are several bus stops within the downtown area with benches; however there are no bus shelters. The sidewalks in the downtown Hewlett area are narrow (on average seven to ten feet wide) and do not make it feasible to provide bus shelters that are in compliance with the American Disabilities Act (ADA) sidewalk clearance requirements. According to the U.S. Department of Transportation, “Wheelchairs require a 0.9-meter (3-foot) minimum clearance width for continuous passage, so sidewalks should have a minimum clearance width of at least 1.5 meters (5 feet).”<sup>6</sup>

## **IV. Overview of Service Area**

### **Demographics** (See Map 4)

According to the 2000 Census, Hewlett has a population of 7,060. The median age is 41.1 (which is higher than the Nassau County figure of 38.5) and 75.9 percent of Hewlett residents are 18 years of age or older.<sup>7</sup> Of those 16 years of age and older, 59.7 percent are in the workforce and the mean travel time to work is 31.5 minutes.<sup>8</sup> The median household income in Hewlett (\$66,550) is lower than Nassau County (\$72,030), but significantly higher than New York State (\$43,393) and the national median (\$41,994).<sup>9</sup>

Hewlett has a much higher population density than Nassau County, with 7,936 persons per square mile and 4,655 persons per square mile, respectively.<sup>10</sup> Most blocks in Hewlett have 50 to 100 people per block and for blocks immediately surrounding the downtown business area there are 100 or more people per block.

The housing stock of Hewlett is comprised of mostly single family homes built prior to 1959. According to the 2000 Census, 20.7 percent of the housing stock in Hewlett consists of housing with 10 or more units.<sup>11</sup> There are very few households in Hewlett without a vehicle, in 1999 most households had two vehicles available (43.6 percent had two vehicles, 33.3 percent had one vehicle and 14.7 percent had 3 or more vehicles).

### **Parking** (See Map 5)

As previously mentioned, there are seven free and unrestricted parking facilities located within walking distance (less than ¼ mile) of the Hewlett LIRR station and they provide parking

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<sup>6</sup> United States. Department of Transportation, Federal Highway Administration. FHWA Course on Bicycle and Pedestrian Transportation, Lesson 17 – Pedestrian With Disabilities. 24 January 2006 <[http://safety.fhwa.dot.gov/ped\\_bike/univcourse/swless17.htm](http://safety.fhwa.dot.gov/ped_bike/univcourse/swless17.htm)>.

<sup>7</sup> U.S. Census Bureau; Census 2000, Demographic Profile Highlights; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (26 October 2005).

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> U.S. Census Bureau; Census 2000, Population Housing Units, Area and Density; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (26 October 2005).

<sup>11</sup> U.S. Census Bureau; Census 2000, Profile of Selected Housing Characteristics; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (3 January 2006).

capacity for 837 automobiles. Five of the seven parking facilities are adjacent to the station; the others are within walking distance. When observed on two different occasions in the early mid-morning/early afternoon the parking lots closest to the station seemed to be at or close to capacity, whereas the other two, located on Mill Road/West Broadway and Broadway/Franklin Avenue, were less used. All parking facilities are maintained by the Town of Hempstead, including snow removal and any other maintenance issues.



## **Roads**

Broadway and West Broadway are the principal roads in Hewlett. These are also two major County roads. Traffic counts for this area demonstrate a similar pattern with the rest of the region, with high use between the hours of 7 am and 7 pm weekdays. The most recent traffic counts were completed in February 2006; for Broadway (between Woodmere Blvd and West Broadway) the AADT was 17,219 and for West Broadway (between Woodmere Blvd and Mill Rd) the AADT was 15,137. The speed limit on both of these roads in the Hewlett Downtown Area is 30 mph. According to the most recent speed count data collected in February 2006, the average speed for both of these streets fall within the speed limits (Broadway-Northbound: 26.9 mph, Broadway-Southbound: 24.6 mph; West Broadway-Eastbound: 27.7 mph, Broadway-Westbound: 28.2 mph).

It should be noted that this area has suffered from congestion problems and will soon be the focus of a study (the Hewlett Traffic Study) to identify what is causing the congestion and will provide up to three alternatives to alleviate the congestion. The Hewlett Traffic Study is being funded through the New York Metropolitan Transportation Council's, Unified Planning Work Program.

## **V. Conclusion**

Hewlett is a traditional small suburban community that has developed in a way that can encourage the use of transit services. The Hewlett Station, although not in the center of the Community, is within walking distance of mixed land uses. There is adequate parking scattered throughout the downtown area to encourage park and ride. There are also bus stops throughout the downtown area that are strategically located near shopping centers and major intersections.

The housing stock in Hewlett is comprised mostly of single-family, owner-occupied homes. The housing stock in the area immediately surrounding the Hewlett Station is primarily single family homes; however on Broadway there are multiple housing units above businesses lining the street. Also, on Franklin Avenue (east of Broadway) and on Broadway and Everit Avenue, there are two apartment complexes that provide multi family housing within walking distance of the train station.

The design and the mixed land uses in the area surrounding the Hewlett Station provide services that can meet daily needs of transit riders. Hewlett's downtown area is densely developed; the businesses on Broadway create a street wall on both sides of the street. The streets in Hewlett are short and most streets in the downtown area have crosswalks. The sidewalks are fairly well maintained, they are wide and those on Broadway do offer buffers (with landscaping) and edges. All of these factors have created a walkable downtown, but they have not created a sense of place. This may be due to the fact that there is no central location or public space in Hewlett.

# **ATTACHMENTS**

**MTA LI Bus & LIRR**

**LIRR Peak Hour Schedule:**

Effective: March 6, 2006-June 4, 2006

Table 5.			
<b><i>Long Island Rail Road AM Peak Hour Trains</i></b>			
<b><i>Hewlett Station</i></b>			
<b>Depart Hewlett</b>	<b>Arrive Jamaica</b>	<b>Arrive Flatbush Avenue</b>	<b>Arrive Penn Station</b>
5:36	5:57	6:17	6:18
6:08	6:26	6:46	6:47
6:42	7:02	7:23	7:22
6:54	7:16	7:36	7:41
7:22	7:43	8:03	8:05
7:33	7:51	8:11	8:14
8:03	8:20	8:43	8:42
8:24	8:41	9:01	9:05
8:35	8:56	9:16	9:17
9:08	9:25	9:50	9:50

Table 6.			
<b><i>Long Island Rail Road PM Peak Hour Trains</i></b>			
<b><i>Hewlett Station</i></b>			
<b>Depart Penn Station</b>	<b>Depart Flatbush Avenue</b>	<b>Depart Jamaica</b>	<b>Arrive Hewlett</b>
4:31	4:32	4:52	5:11
4:42	4:39	5:08	5:25
5:10	5:11	5:32	5:53
5:32	-	-	6:09
5:46	5:59	6:10	6:31
6:02	-	-	6:43
6:27	6:27	6:49	7:10
6:56	6:59	7:19	7:36
7:54	7:56	8:17	8:38

**LI Bus Peak Hour Schedule:**

Effective: January 8, 2006

Table 7.	
<b><i>N31 Rockaway-Hempstead via West Broadway Bus stop in the vicinity of the LIRR station.</i></b>	
<b>To Far Rockaway</b>	<b>To Hempstead</b>
<i>AM Peak Hour</i>	<i>AM Peak Hour</i>
6:12	6:02
6:33	6:37
6:59	7:01
7:17	7:24
7:33	7:50
7:49	8:10
8:07	8:29
8:26	8:47
8:48	9:05
<i>PM Peak Hour</i>	<i>PM Peak Hour</i>
4:39	4:36
5:00	4:56
5:19	5:16
5:41	5:36
6:14	5:56
6:43	6:26
7:53	6:45
	7:07
	7:42
	8:27

Table 8.	
<b><i>N32 Rockaway-Hempstead via Broadway Bus stop in the vicinity of the LIRR station.</i></b>	
<b>To Far Rockaway</b>	<b>To Hempstead</b>
<i>AM Peak Hour</i>	<i>AM Peak Hour</i>
5:28	6:21
5:48	6:50
6:01	7:14
6:23	7:32
6:41	7:42
6:51	8:00
7:07	8:19
7:25	8:37
7:40	8:55
7:58	
8:16	
8:38	
8:58	
<i>PM Peak Hour</i>	<i>PM Peak Hour</i>
4:29	4:26
4:49	4:46
5:09	5:06
5:29	5:26
5:49	5:46
6:01	6:11
6:29	6:36
7:03	6:57
7:28	7:25
8:23	8:02
8:53	8:57

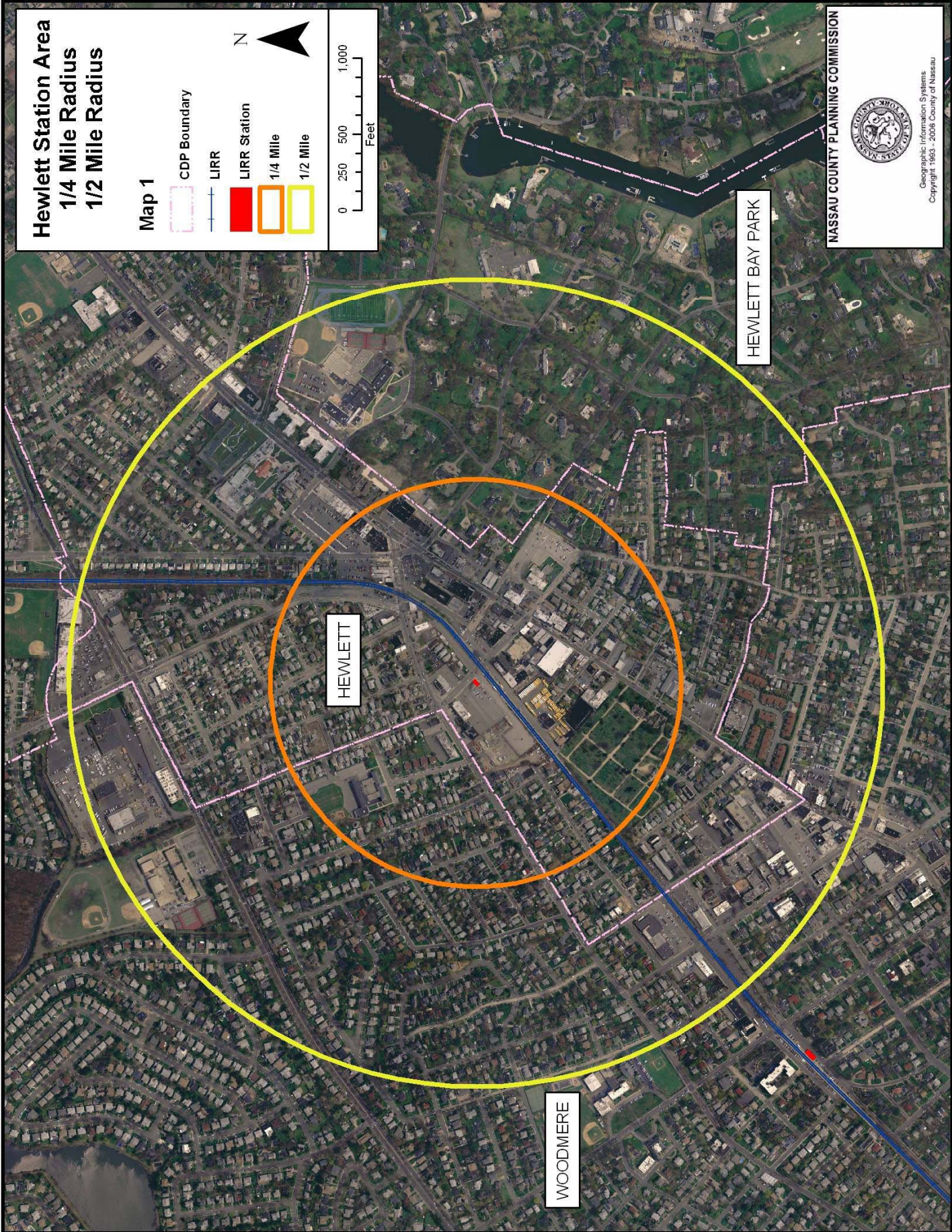
**Bus/Rail Connectivity:**

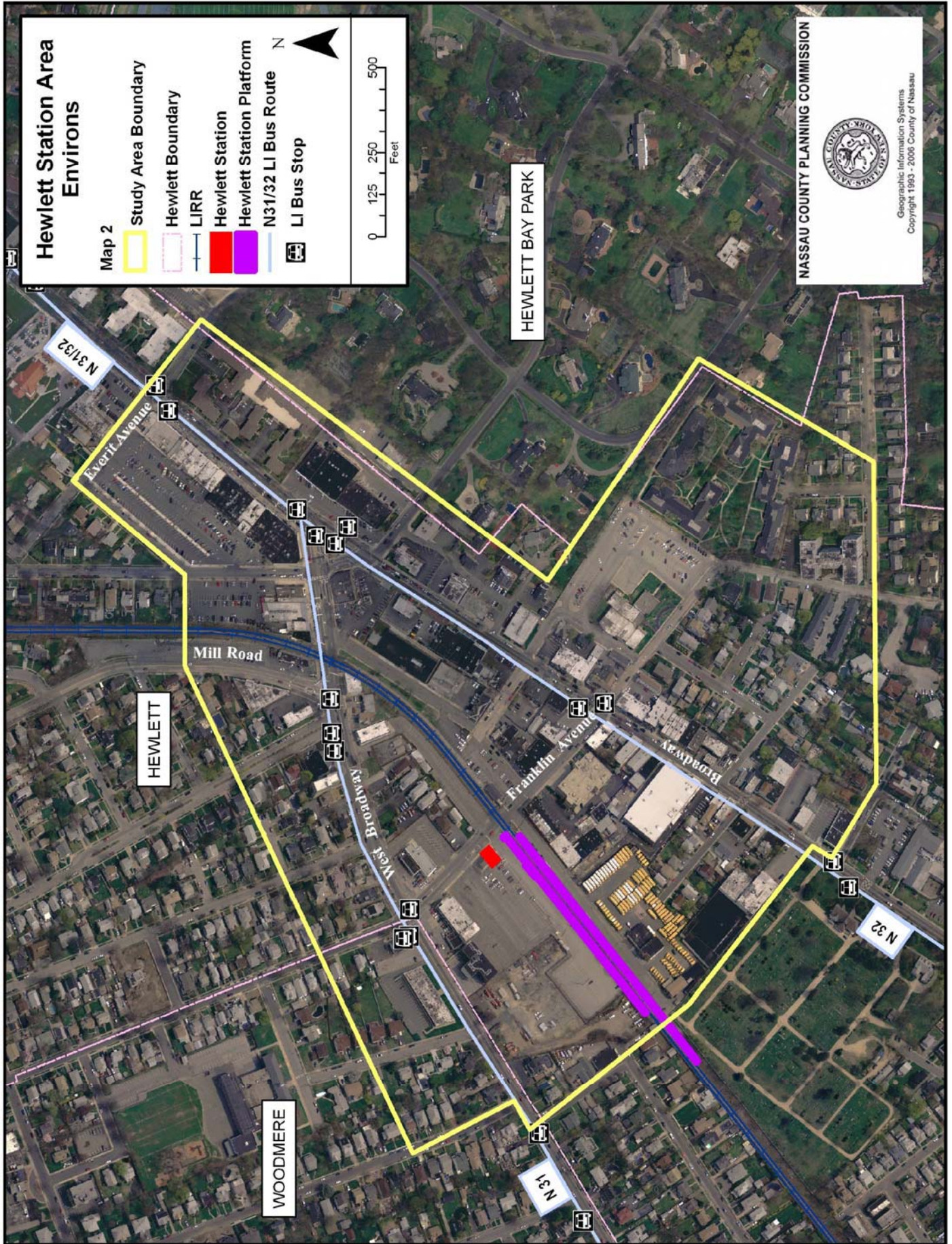
Table 9 and 10 represent the scheduled bus to rail/ rail to bus peak hour connectivity, based on an assumption that allows riders 5 minutes for modal transfer and up to 20 minutes waiting time. For example, someone traveling on the N32 northbound bus arriving at Broadway and Franklin Avenue (the closest bus stop to the Hewlett LIRR station) at 6:21 am can take the 6:42 am train into New York City without having to wait more than 20 minutes for the train to arrive (assuming it arrives on schedule).

Table 9.			
<b>AM Peak Bus to Rail Transfer</b>			
<b>MTA LI Bus N31/N32 to LIRR Far Rockaway Branch (NYC Bound)</b>			
<b>MTA Bus Line</b>	<b>Northbound Bus</b>	<b>Southbound Bus</b>	<b>Train departs to NYC</b>
N31	-	-	5:36
	6:02	-	6:08
	6:37	6:33	6:42
	6:37	6:33	6:54
	7:01	6:59	7:22
	7:24	7:17	7:33
	7:50	7:49	8:03
	8:10	8:07	8:24
	8:29	8:26	8:35
	8:47	8:48	9:08
N32	-	5:28	5:36
	-	5:48	6:08
	6:21	6:23	6:42
	-	6:41	6:54
	7:14	7:07	7:22
	7:14	7:25	7:33
	7:42	7:40	8:03
	-	7:58	8:03
	8:00	8:16	8:24
	8:19	8:16	8:35
8:55	8:58	9:08	

Table 10.			
<b>PM Peak Rail to Bus Transfer</b>			
<b>LIRR Far Rockaway Branch (from NYC) to MTA LI Bus N31/N32</b>			
<b>MTA Bus Line</b>	<b>Train arrives from NYC</b>	<b>Northbound Bus</b>	<b>Southbound Bus</b>
N31	5:11	5:16	5:19
	5:25	5:36	5:41
	5:53		6:14
	6:09	6:26	6:14
	6:31	6:45	6:43
	6:43	7:07	-
	7:10	-	
	7:36	7:42	7:53
	8:38	-	-
	N32	5:11	5:26
5:25		5:46	5:49
5:53		6:11	6:01
6:09		-	6:29
6:31		6:36	-
6:43		6:57	7:03
7:10		7:25	-
7:36		-	-
8:38		8:57	8:53







**Hewlett Station Area Environs**

Map 2

- Study Area Boundary
- Hewlett Boundary
- LIRR
- Hewlett Station
- Hewlett Station Platform
- N31/32 LI Bus Route
- LI Bus Stop

N

0 125 250 500  
Feet

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HEWLETT

WOODMERE

HEWLETT BAY PARK

N 31/32

Mill Road

West Broadway

Franklin Avenue

Broadway

N 32

N 31

