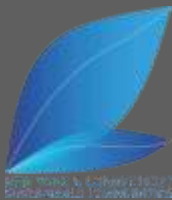




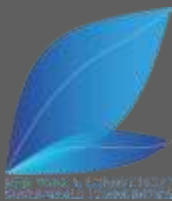
# Livable Communities & Transit Supported Development

Nassau County Infill Redevelopment Feasibility Study  
Presentation to the Municipal Advisory Group  
August 22, 2012



**PARSONS  
BRINCKERHOFF**

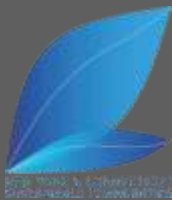
- Introduction
- What is Livability & Transit Supported Development
- What are we here to do today?



**PARSONS  
BRINCKERHOFF**

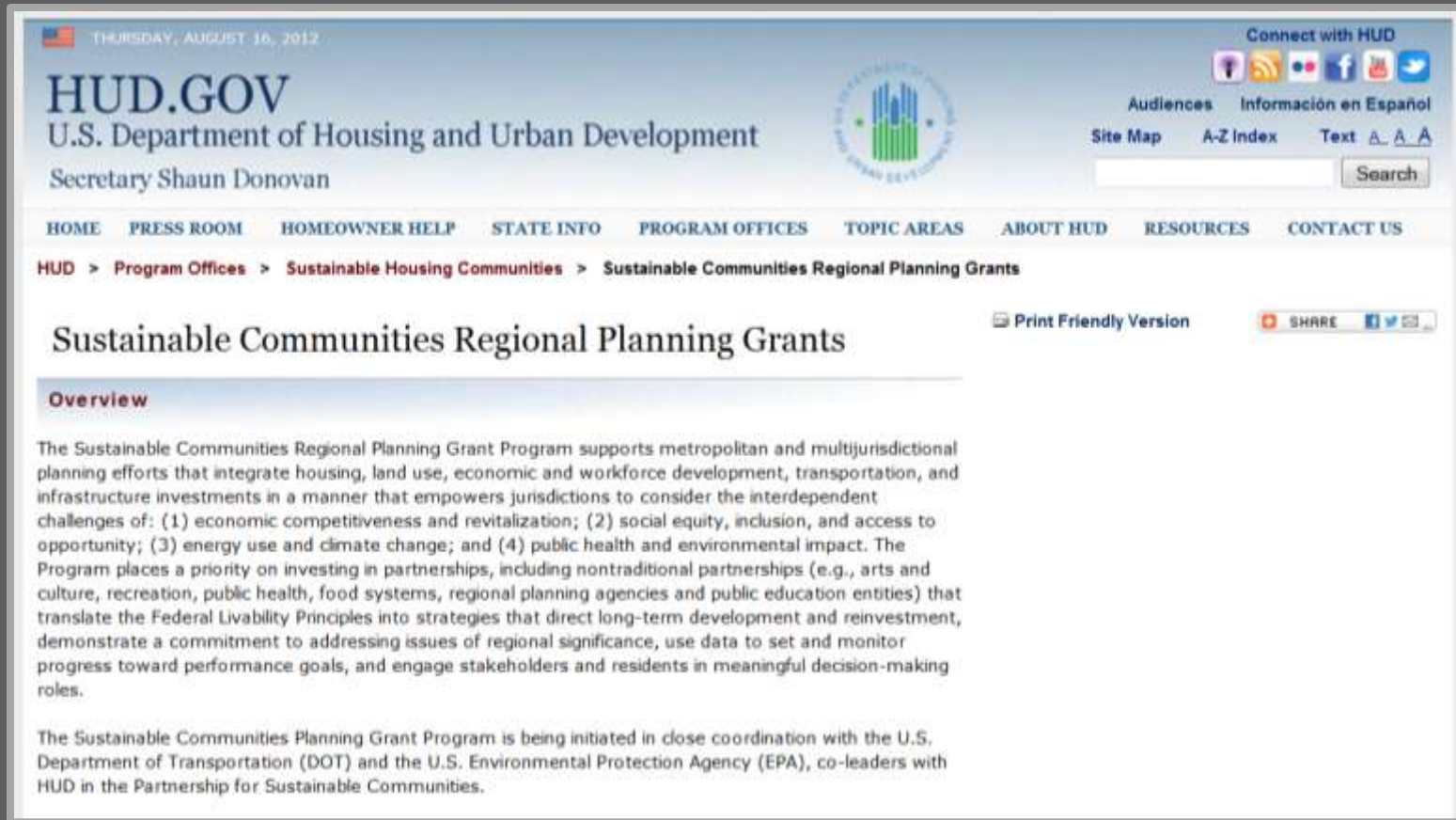
# ■ Introduction

- What is Livability and Transit Supported Development?
- What are we here to do today?



**PARSONS  
BRINCKERHOFF**

# The Larger Regional Effort



THURSDAY, AUGUST 16, 2012

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

Connect with HUD  
Audiences Información en Español  
Site Map A-Z Index Text  Search

HOME PRESS ROOM HOMEOWNER HELP STATE INFO PROGRAM OFFICES TOPIC AREAS ABOUT HUD RESOURCES CONTACT US

HUD > Program Offices > Sustainable Housing Communities > Sustainable Communities Regional Planning Grants

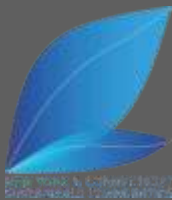
[Print Friendly Version](#) [SHARE](#)

## Sustainable Communities Regional Planning Grants

### Overview

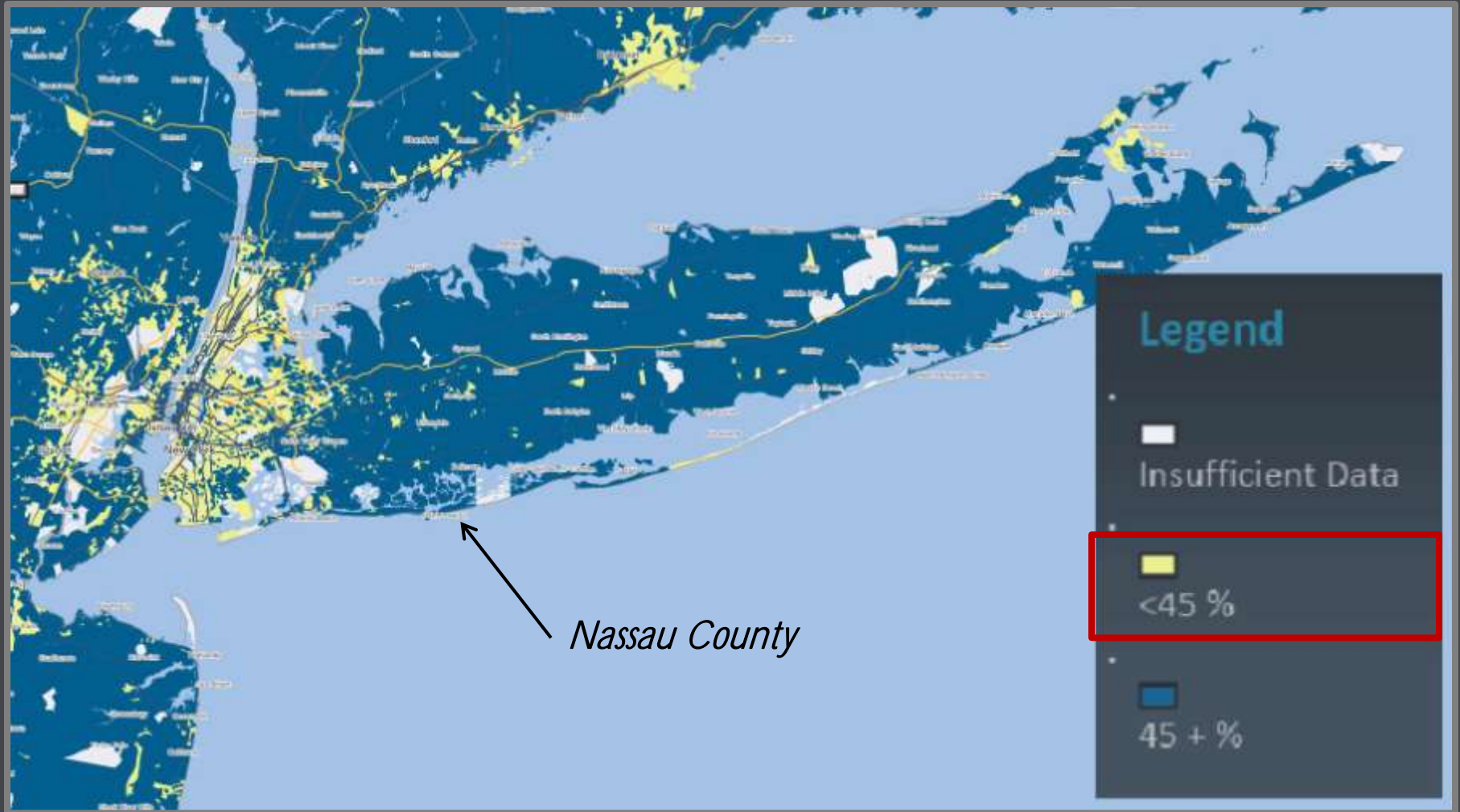
The Sustainable Communities Regional Planning Grant Program supports metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. The Program places a priority on investing in partnerships, including nontraditional partnerships (e.g., arts and culture, recreation, public health, food systems, regional planning agencies and public education entities) that translate the Federal Livability Principles into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, use data to set and monitor progress toward performance goals, and engage stakeholders and residents in meaningful decision-making roles.

The Sustainable Communities Planning Grant Program is being initiated in close coordination with the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA), co-leaders with HUD in the Partnership for Sustainable Communities.



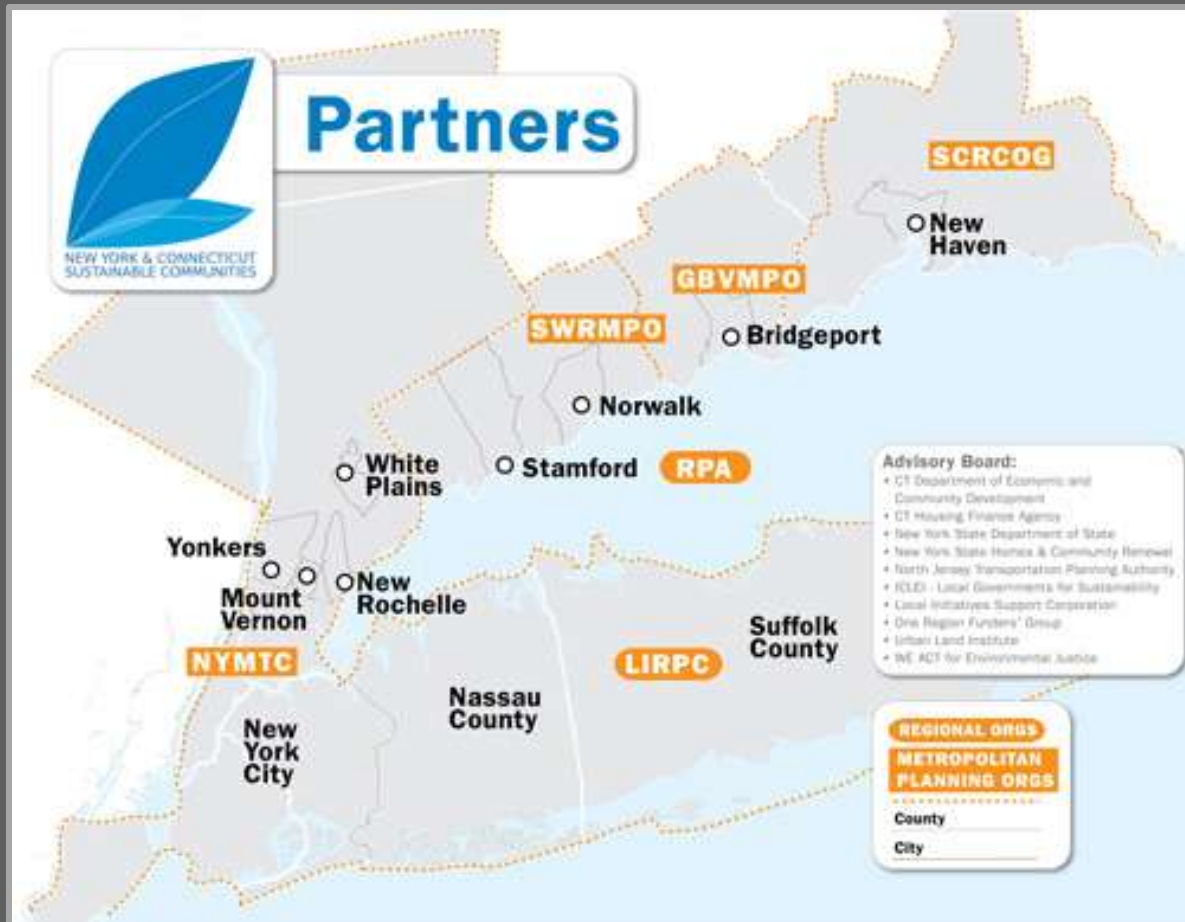
**PARSONS  
BRINCKERHOFF**

# Housing & Transportation Costs

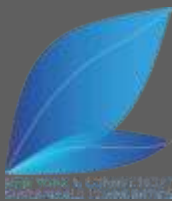


Combined Housing and Transportation Costs as a % of Household Income

# The Larger Regional Effort



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



**PARSONS  
BRINCKERHOFF**

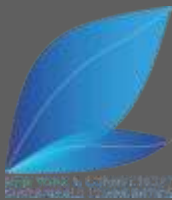
# Our Project Scope

## *Phase I*

- Existing Conditions
- Station Area Evaluations

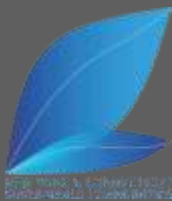
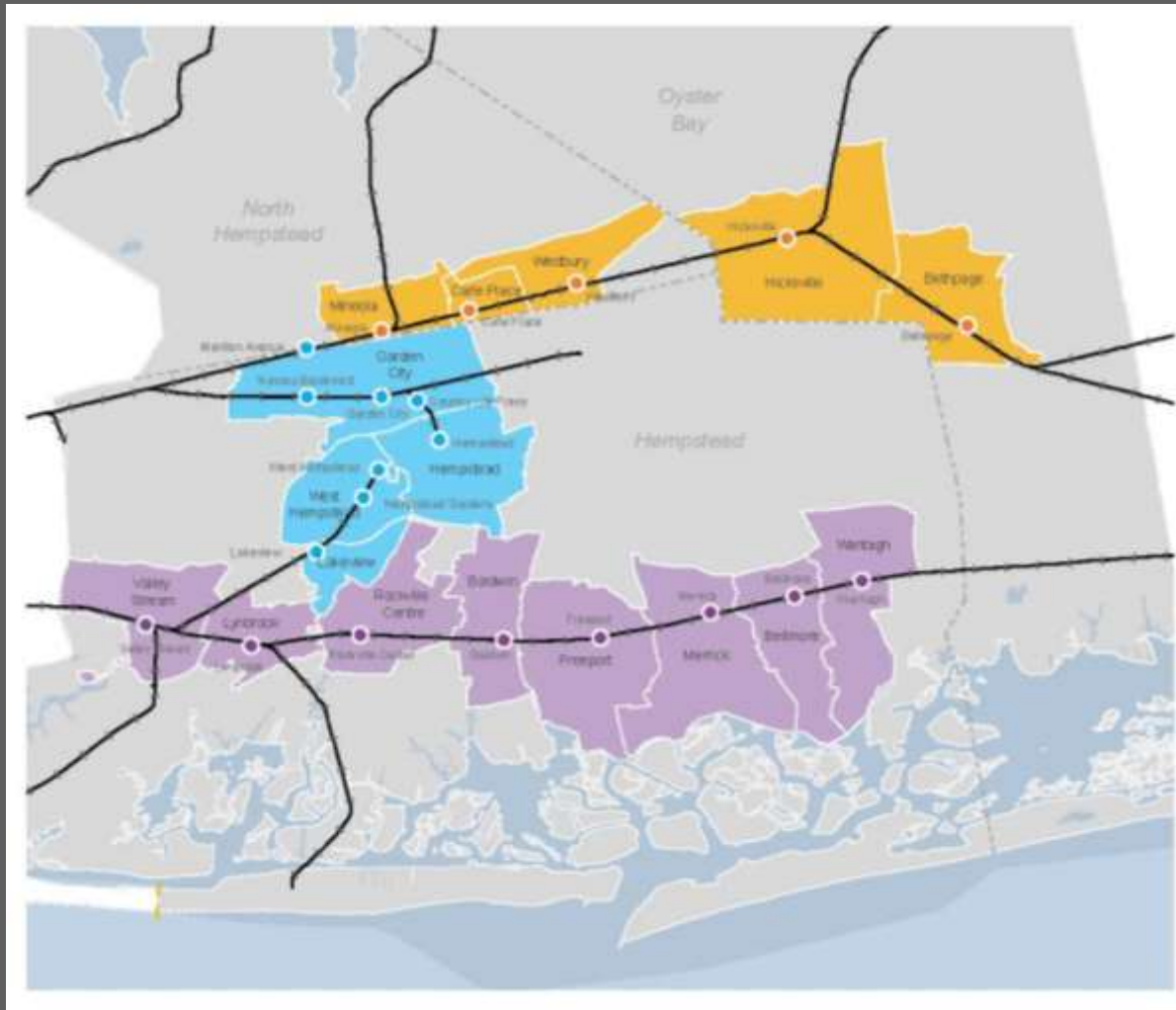
## *Phase II*

- Pilot Station Area Plans



**PARSONS  
BRINCKERHOFF**

# Municipalities & Stations

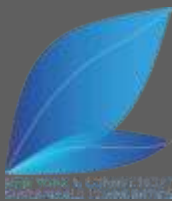


**PARSONS  
BRINCKERHOFF**



# Phase I: Existing Conditions

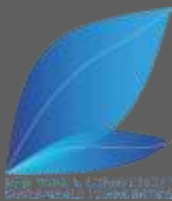
- Analyze existing conditions for the 21 station areas
  - Land use
  - Zoning
  - Transportation conditions
  - Soft Sites
- Identify issues and opportunities



**PARSONS  
BRINCKERHOFF**

# Phase I: Station Area Evaluation

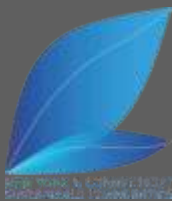
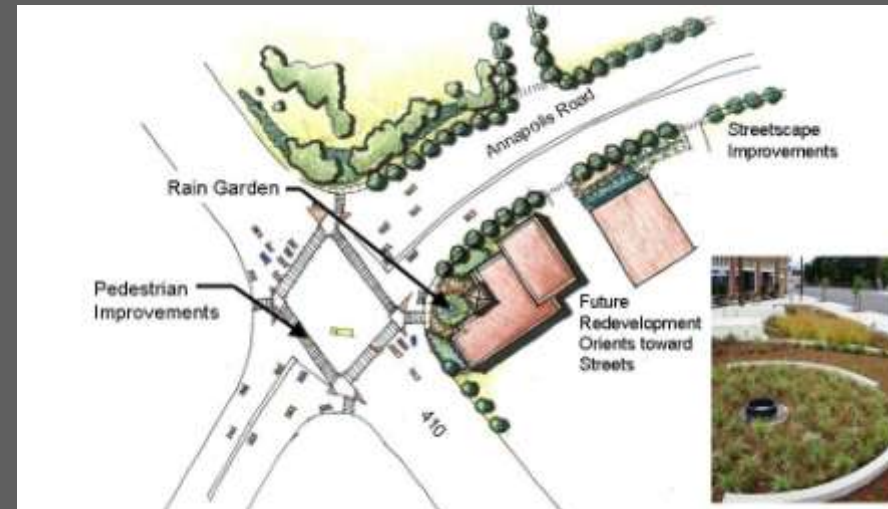
- Determine Transit Supported Development Potential
  - Identify transit supported development preparedness
    - Physical Suitability
    - Public Sector Readiness
    - Developer Interest
    - Leadership In Place
  - Surveys / Public Workshops



**PARSONS  
BRINCKERHOFF**

# 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
  - Community workshops

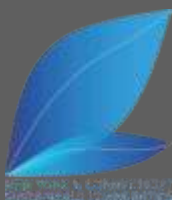


**PARSONS  
BRINCKERHOFF**

# We are Here to Assist our Station Area Neighborhoods

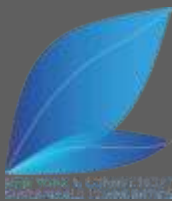


**BALDWIN**  
**BELLMORE**  
**BETHPAGE**  
**CARLE PLACE**  
**COUNTRY LIFE PRESS**  
**FREEPORT**  
**GARDEN CITY**  
**HEMPSTEAD**  
**HEMPSTEAD GARDENS**  
**HICKSVILLE**  
**LAKEVIEW**  
**LYNBROOK**  
**MERILLON AVENUE**  
**MERRICK**  
**MINEOLA**  
**NASSAU BOULEVARD**  
**ROCKVILLE CENTRE**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



**PARSONS  
BRINCKERHOFF**

- Introduction
- **What is Livability & Transit Supported Development**
- What are we here to do today?

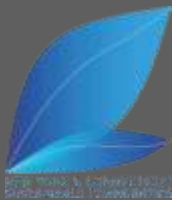


**PARSONS  
BRINCKERHOFF**

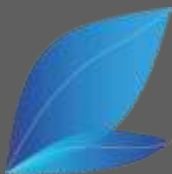
# Six Livability Principles

(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



**PARSONS  
BRINCKERHOFF**



**PARSONS  
BRINCKERHOFF**



Dallas, TX



Portland, OR

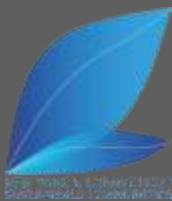


Los Angeles, CA

## **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.

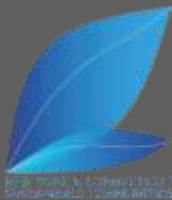
*- Partnership for Sustainable Communities*



**PARSONS  
BRINCKERHOFF**

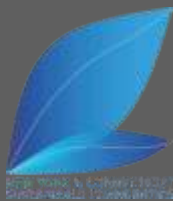


# Multi-Modal Station Access



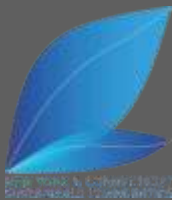
**PARSONS  
BRINCKERHOFF**

# Pedestrian/Bike Accommodations



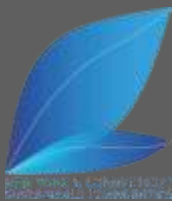
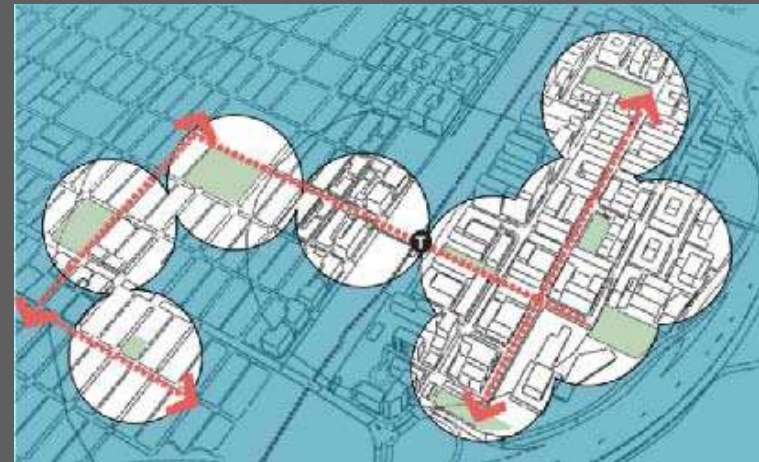
**PARSONS  
BRINCKERHOFF**

# Active Streets



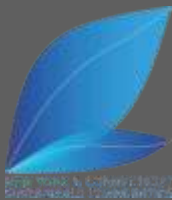
**PARSONS  
BRINCKERHOFF**

# Transit and Land Use Integration



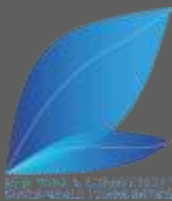
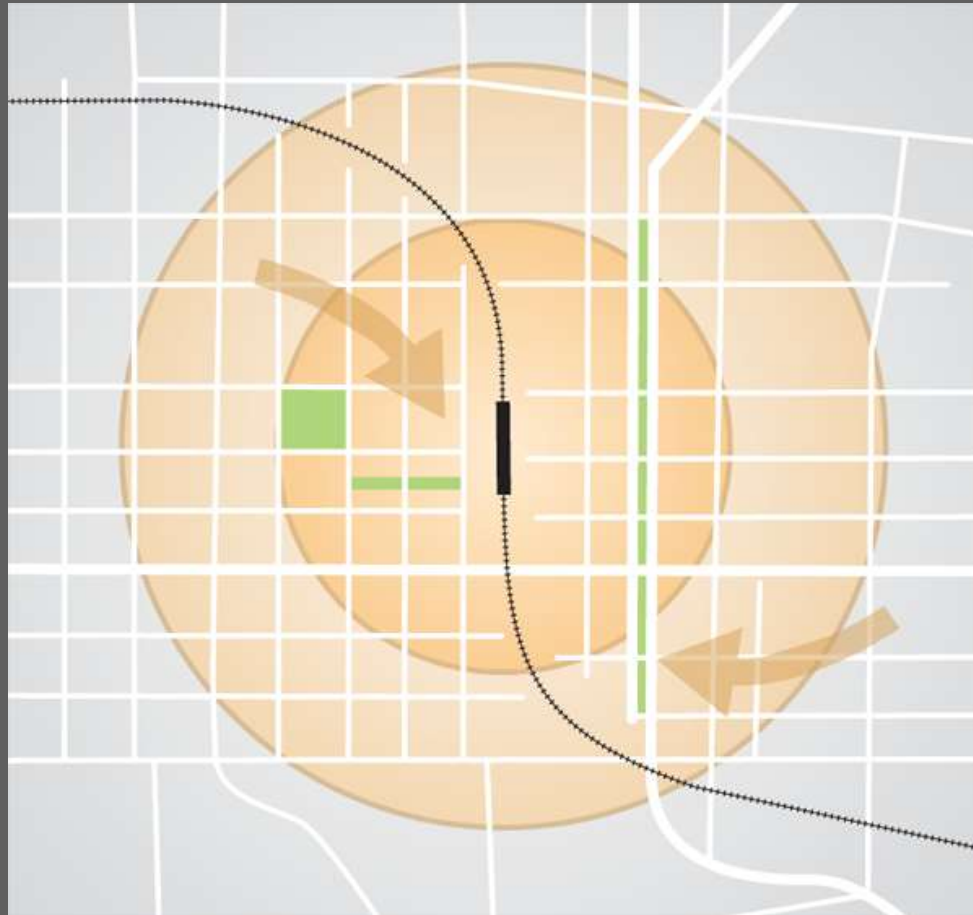
**PARSONS  
BRINCKERHOFF**

# Community



**PARSONS  
BRINCKERHOFF**

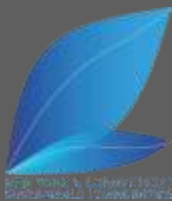
# What Do We Mean by Transit-Oriented Development?



**PARSONS  
BRINCKERHOFF**

# Six Principles for TOD

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



**PARSONS  
BRINCKERHOFF**

# 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



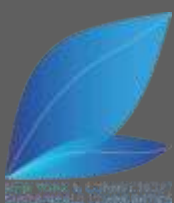
3.55 Trips



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.

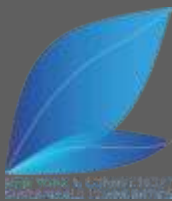


# TODs Mitigate Traffic Increases

- 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



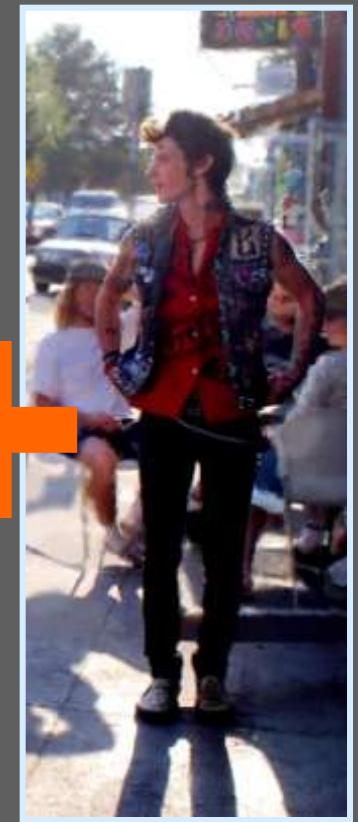
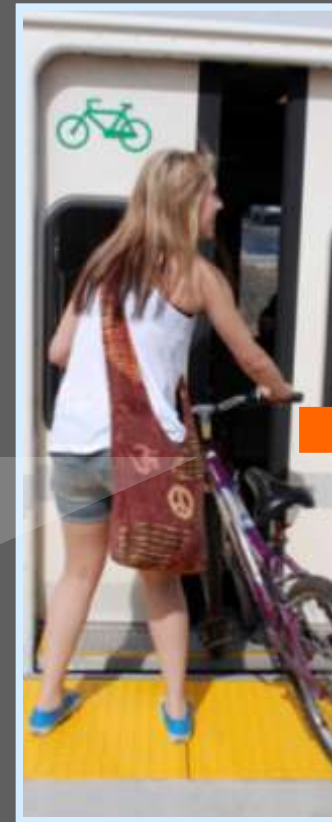
Source: "Effects of TOD on Housing, Parking, and Travel," Report 128, Washington, DC: Transit Cooperative Research Program, National Research Council, 2008.



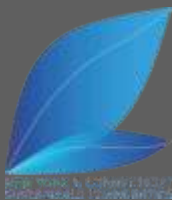
**PARSONS  
BRINCKERHOFF**

# 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



**PARSONS  
BRINCKERHOFF**

# 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



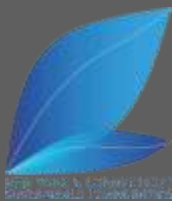
Washington



San Jose



Dallas



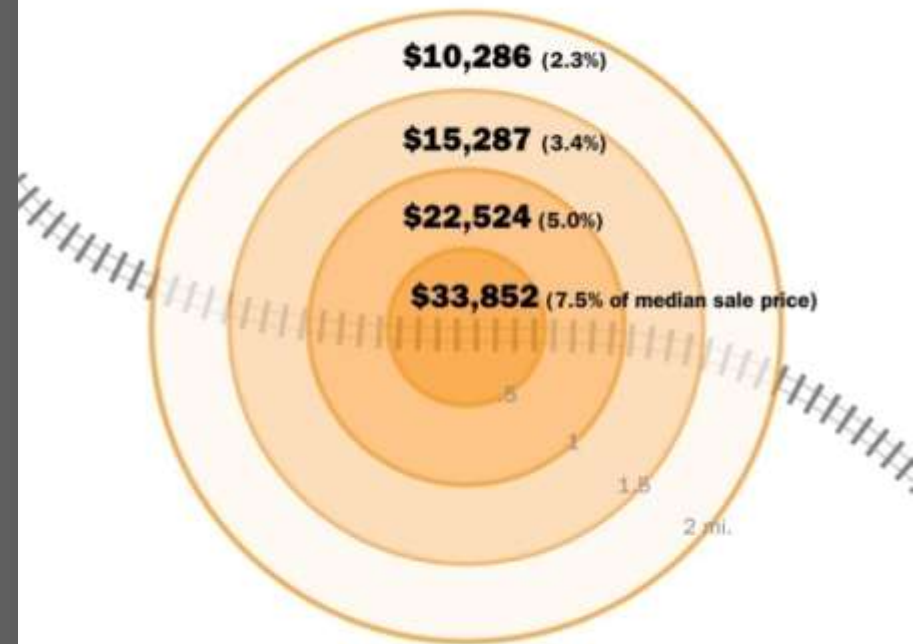
**PARSONS  
BRINCKERHOFF**

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

# The Montclair Connection

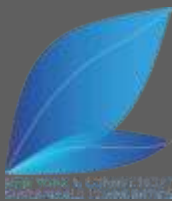
- Real estate impacts of TOD development
  - 5% average increase in home sale prices

Homes near train stations significantly gained in value after Midtown Direct, Montclair Connection and Secaucus Junction – an average of \$23,000 per home, with the highest gains closest to the stations



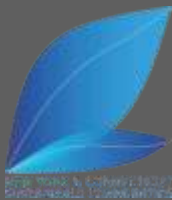
Median sale price (FY09 dollars): \$451,000  
Average trip-time improvement: 12 minutes  
Price increase over 9 years

Source: RPA's "How better transit boosts home values & local economies"



**PARSONS  
BRINCKERHOFF**

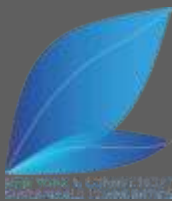
- Introduction
- What is Livability and Transit Supported Development
- **What are we here to do today?**



**PARSONS  
BRINCKERHOFF**

# Existing Conditions

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

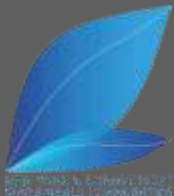


**PARSONS  
BRINCKERHOFF**



## Rockville Centre Station Village of Rockville Centre

-  Transit Station (train)
  -  Crossing
  -  Transit Routes (train)
  -  Transit Routes (bus)
  -  Bicycle Facilities
  -  Roads > 4 Lanes
  -  Limited Access Highway
  -  Parcels
  -  Government/Public Buildings
  -  Community Centers
  -  Religious Institutions
  -  Schools, Colleges & Universities
  -  Arts, Culture & Entertainment
  -  Utilities, Power Stations
  -  Parks & Open Space
  -  Surface Parking Lots
  -  Vacant Land
- Information Needed**
-  Vacant/Unused Buildings and Soft Sites
  -  Brownfields/Contaminated Sites

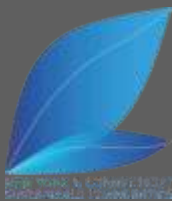


**PARSONS  
BRINCKERHOFF**

## Rockville Centre Existing Conditions

# Station Area Evaluations

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



**PARSONS  
BRINCKERHOFF**



STATION NAME \_\_\_\_\_  
 MUNICIPALITY \_\_\_\_\_

1 Physical Suitability. Is/does the existing station area have ...		
QUESTION	SCORE	COMMENTS
1. a mix of uses, vertically (i.e. apartments above stores) or horizontally?		
2. a compact and pedestrian-oriented built environment? Building design oriented to the street and allows for easy transit and pedestrian access?		
3. a parking strategy that limits parking footprint and integrates parking strategy into land development context? Is parking requirement less than is typical for the County?		
4. highly connected street networks (high intersections per road length, small blocks, and no cul-de-sacs)?		
5. well connected parks and open space?		
6. direct and effective connection(s) to an associated activity node?		
7. available infrastructure capacity (sewer, water, traffic volumes, parking, etc.)?		
8. available land suitable for redevelopment?		
9. underutilized sites or marginal land uses?		
10. strong public transit (LIRR, NICE bus) adjacency?		
<b>SUBTOTAL</b>		
<b>TOTAL SCORE (subtotal/2)</b>		

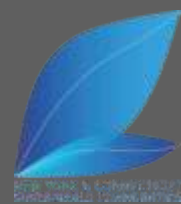
2 Public Sector Readiness.		
QUESTION	SCORE	COMMENTS
1. Does current zoning allow for mixed use and relatively higher density housing?		
2. Do current plans call for downtown mixed use development? <small>(Does the local land use or comprehensive plan call for increased development around the transit station? Is there an existing station area plan? Are there parking management strategies (i.e. metering) or shared parking plans in place?)</small>		
3. Are there development incentives or financing in place? <small>(For instance: a fiscal 2022)</small>		
4. Is there funding allocated for non-motorized transportation or open space improvements in the station area?		
5. Is there funding allocated for other infrastructure improvements in the station area (i.e. parking, traffic calming/circulation)?		
<b>TOTAL SCORE</b>		

STATION NAME \_\_\_\_\_  
 MUNICIPALITY \_\_\_\_\_

3 Developer Interest.		
QUESTION	SCORE	COMMENTS
1. Are local officials getting inquiries about development, purchase, or permitting redevelopment within the station area?		
2. Are parcels of land in the station area being optioned or sold?		
3. Are there privately led master planning or plan changes underway in the station area?		
4. Is there new development recently completed, in construction, or about to go into construction in the station area?		
5. Are there recent developments in the station area that satisfy livability principles for development?		
<b>TOTAL SCORE</b>		

4 Leadership in Place.		
QUESTION	SCORE	COMMENTS
1. Is there evidence of public support for mixed use and downtown redevelopment and investment (commercial and/or residential) here?		
2. Is there a local stakeholder or advocacy group organized around supporting downtown redevelopment or transportation improvements?		
3. Are there leaders in local government who are championing / supporting downtown redevelopment and investment?		
4. Are leadership groups actively meeting to discuss / plan for improvements?		
5. Is there a lack of (or have you overcome) organized local resistance or overwhelming obstacles to planning within the community?		
<b>TOTAL SCORE</b>		

<b>TOTAL SCORE (for all four factors)</b>		
---	--	--



**PARSONS  
BRINCKERHOFF**

TSD Readiness Questionnaire

**FOLLOW-UP QUESTIONS:**

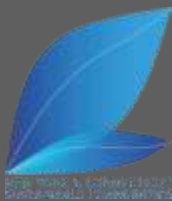
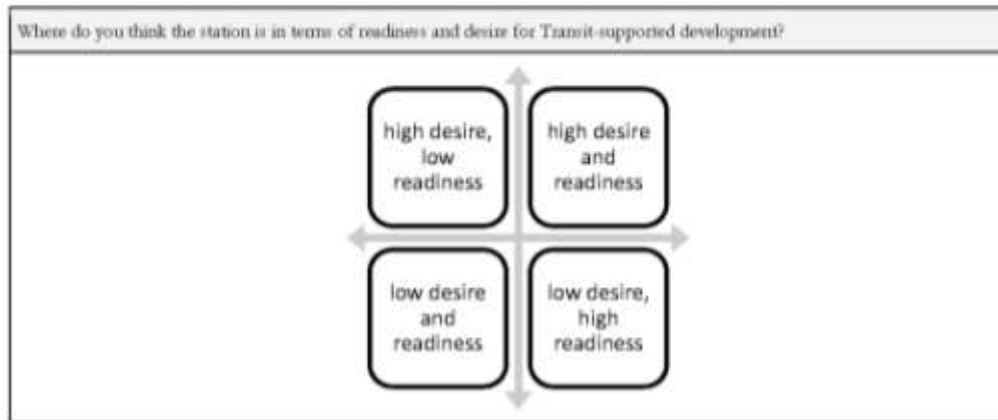
Is there an opportunity for transit supported development at this station area?

If so, what type of development would you like to see? What development is appropriate here?

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?

What are the likely benefits and costs of transit-supported development in this station area?



**PARSONS  
BRINCKERHOFF**

TSD Readiness Questionnaire

# Thank You

**Sean Sallie**

Senior Planner

(516)571-9344

[ssallie@nassaucountyny.gov](mailto:ssallie@nassaucountyny.gov)

**Satish Sood**

Deputy Commissioner for Planning

(516)571-9344

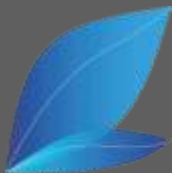
[ssood@nassaucountyny.gov](mailto:ssood@nassaucountyny.gov)

**Nassau County Department of Public Works**

**Planning Division**

1194 Prospect Avenue

Westbury, NY 11590



**PARSONS  
BRINCKERHOFF**