



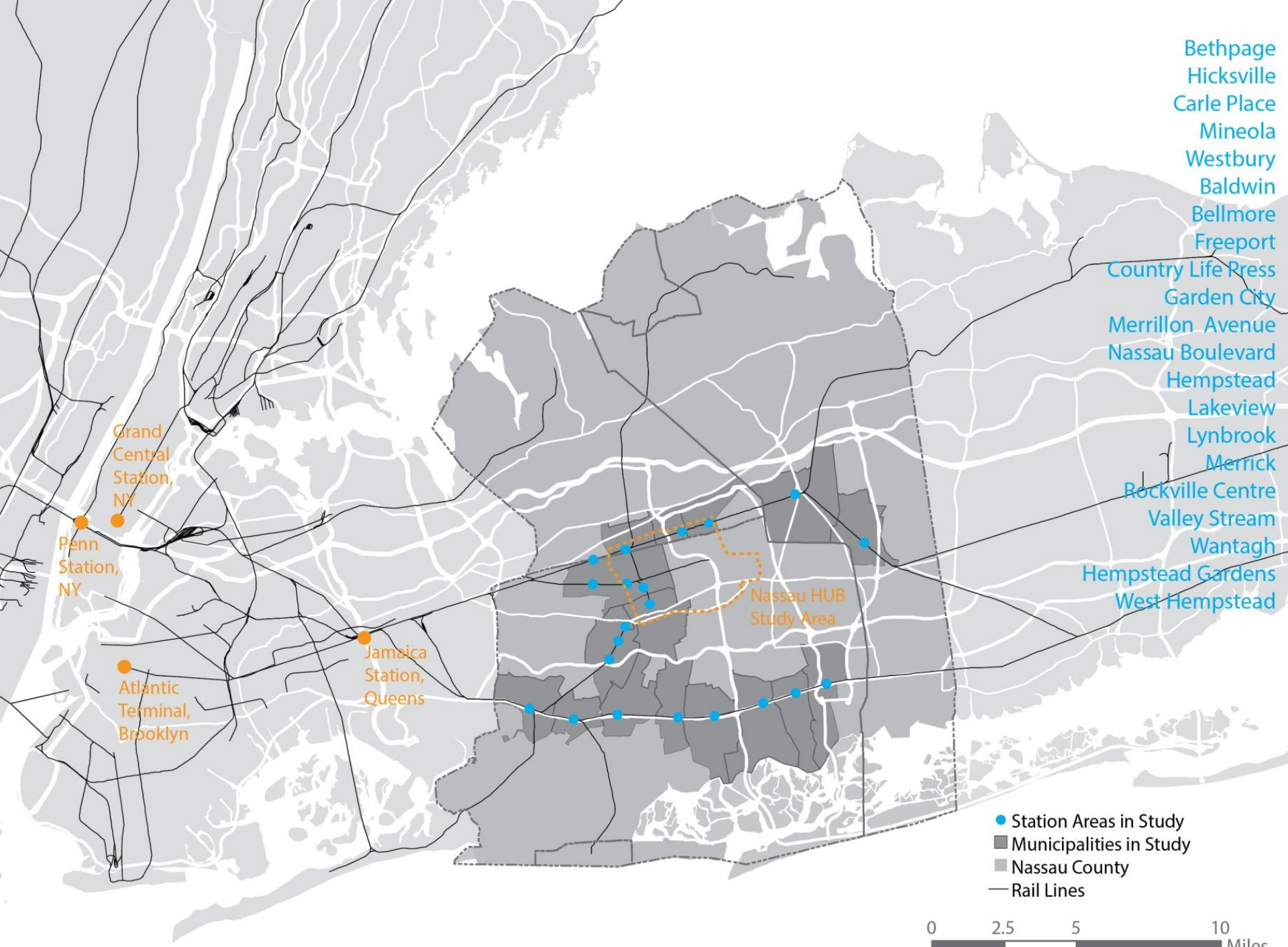
Nassau County **Cultivating Opportunities** **for Sustainable Development**

Nassau County Infill Redevelopment Feasibility Study

NY-CT Sustainable Communities Steering Committee Meeting

March 14, 2014





- Bethpage
- Hicksville
- Carle Place
- Mineola
- Westbury
- Baldwin
- Bellmore
- Freeport
- Country Life Press
- Garden City
- Merrillon Avenue
- Nassau Boulevard
- Hempstead
- Lakeview
- Lynbrook
- Merrick
- Rockville Centre
- Valley Stream
- Wantagh
- Hempstead Gardens
- West Hempstead

- Grand Central Station, NY
- Penn Station, NY
- Atlantic Terminal, Brooklyn
- Jamaica Station, Queens

Nassau HUB Study Area

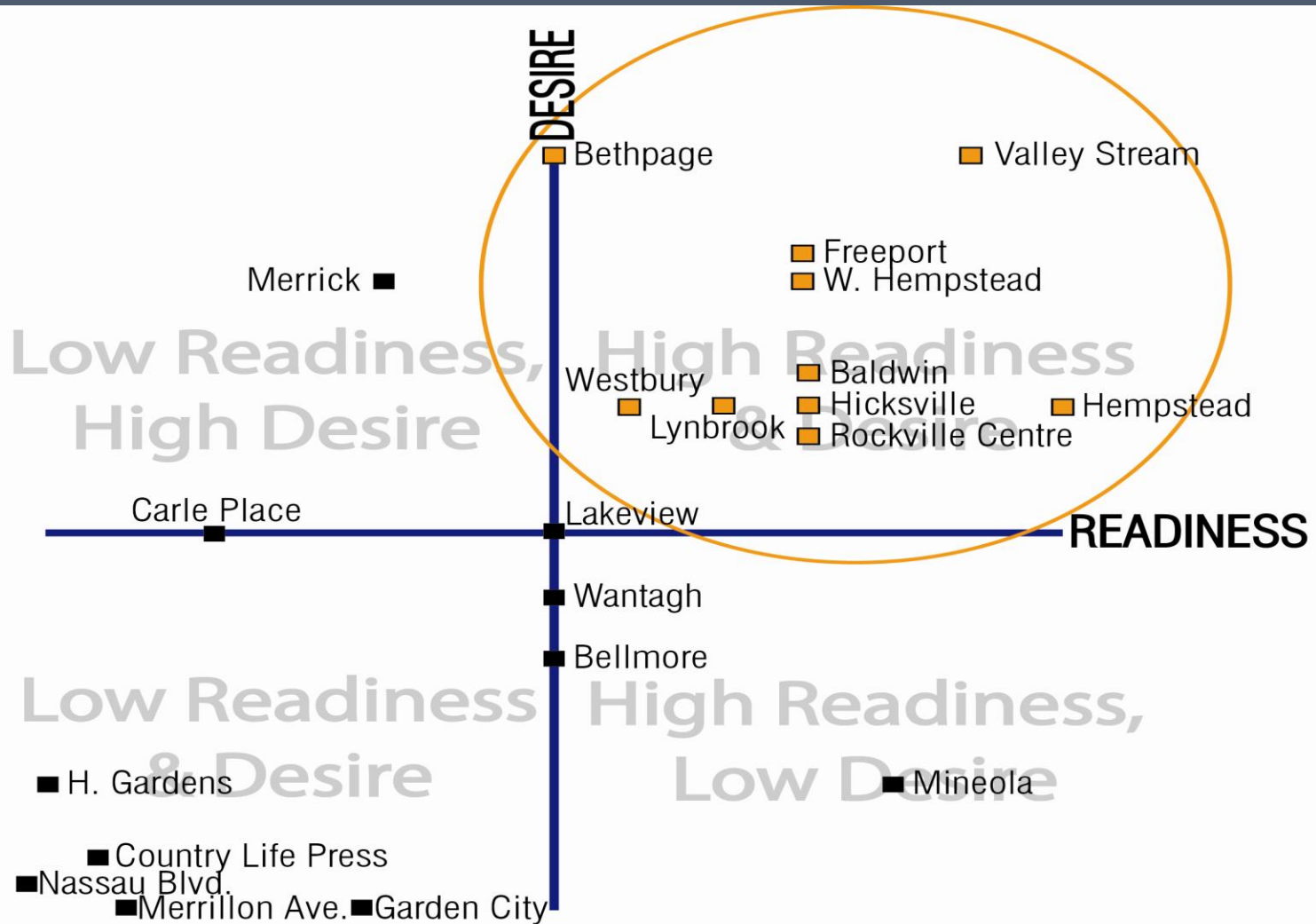
- Station Areas in Study
- Municipalities in Study
- Nassau County
- Rail Lines



Project Goals

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

Selection Progression



Station Profiles

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.



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.

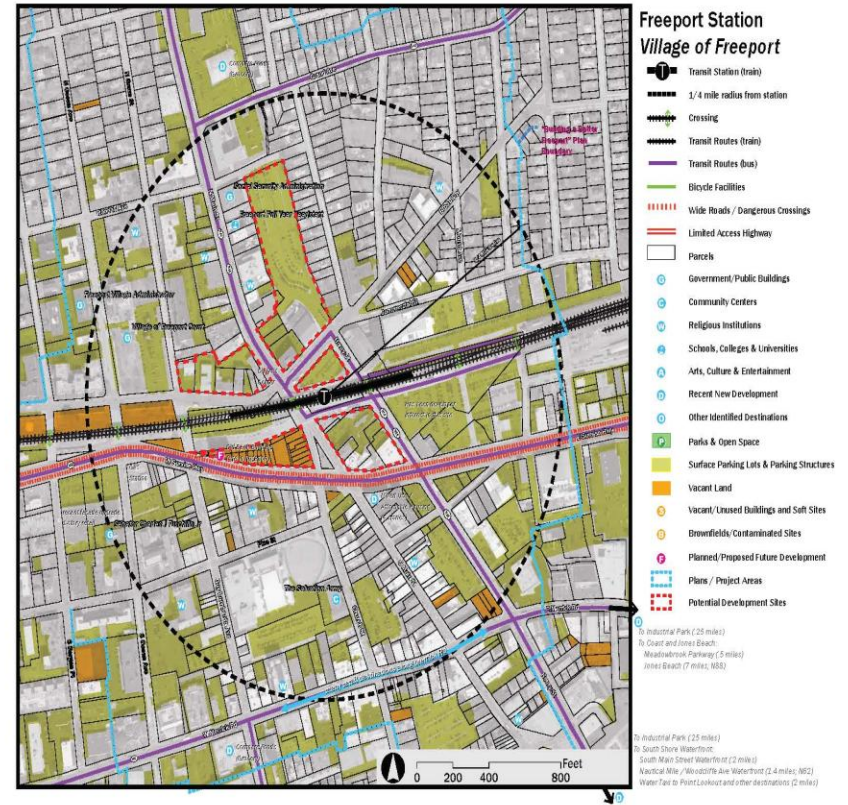
Additionally, Freeport residences were heavily affected by Hurricane Sandy, with many of them potentially looking for new homes away from the bay and canals. While the station area's close proximity to the Nautical Mile and Jones Beach are certainly attractions, sustainable development within Freeport 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

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

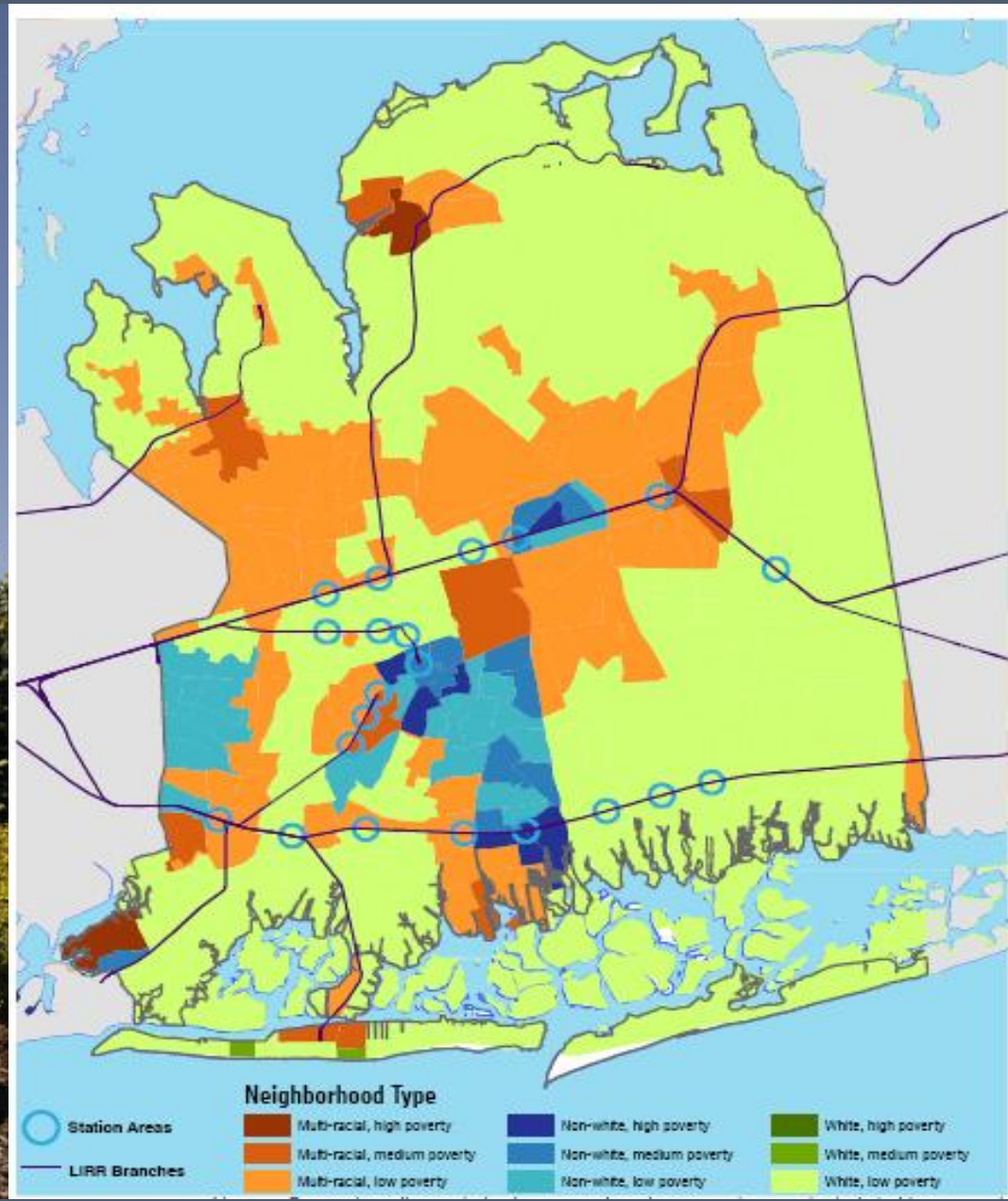
Recent/ongoing plans & studies

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

Potential projects



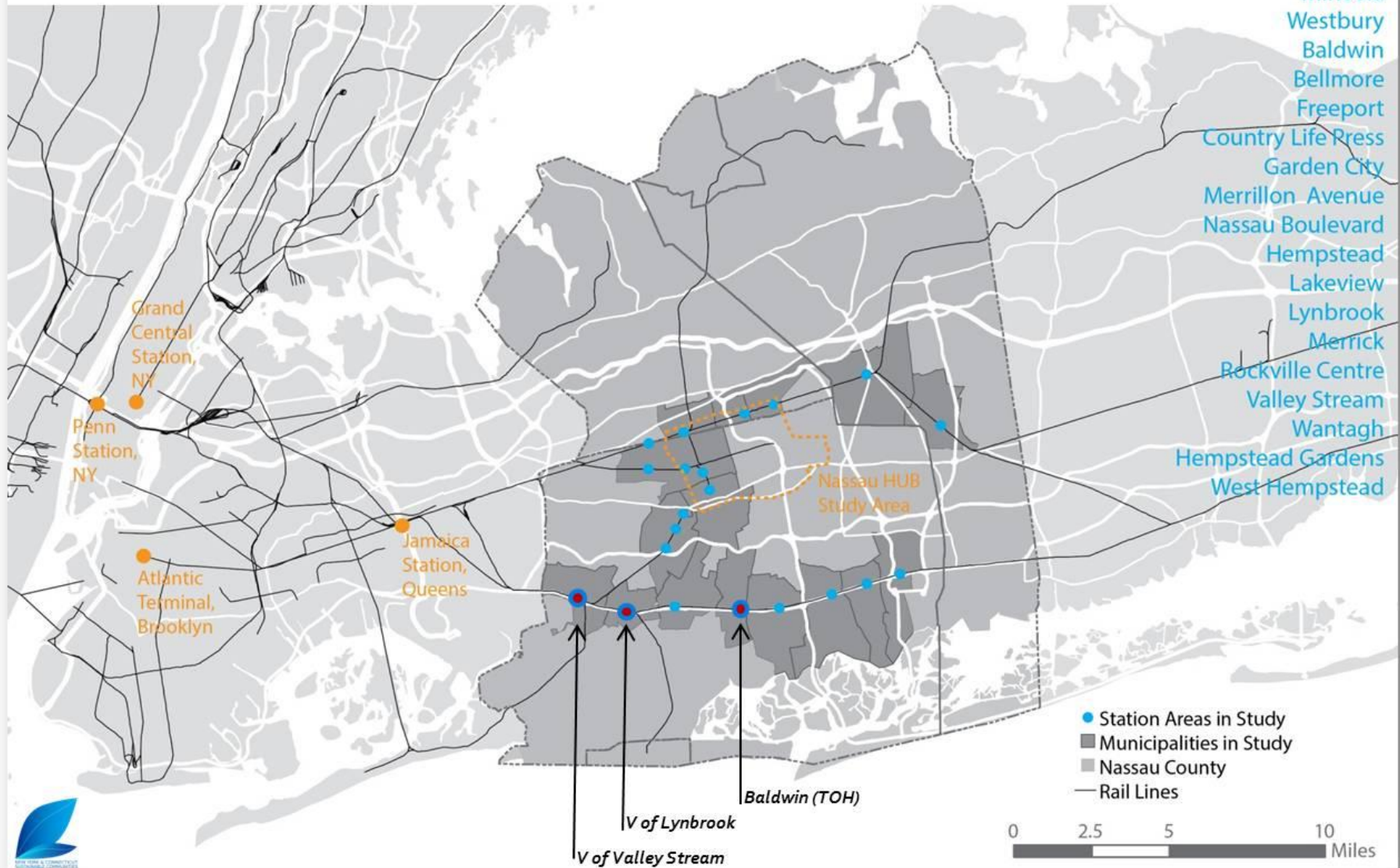
Coordination with FHEA



Nassau County Infill Redevelopment Feasibility Study

Selected Station Areas

- Bethpage
- Hicksville
- Carle Place
- Mineola
- Westbury
- Baldwin
- Bellmore
- Freeport
- Country Life Press
- Garden City
- Merrillon Avenue
- Nassau Boulevard
- Hempstead
- Lakeview
- Lynbrook
- Merrick
- Rockville Centre
- Valley Stream
- Wantagh
- Hempstead Gardens
- West Hempstead



Valley Stream

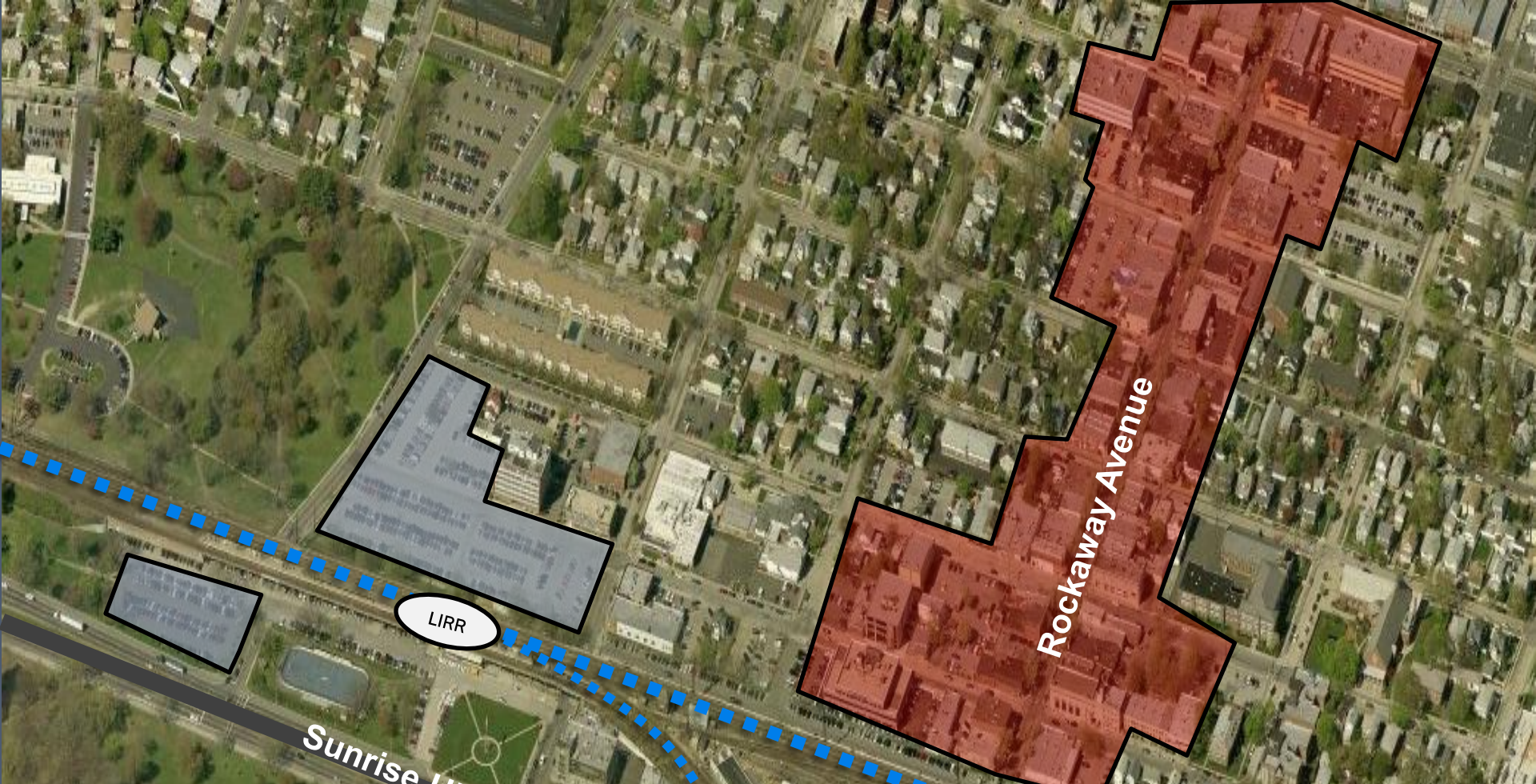
Realizing Transit-Supported Development



The Valley Stream community and Village leaders seek to revitalize the Downtown by encouraging residential and mixed-use development



1. **Provide** new housing options to strengthen the Downtown.
2. **Capitalize** on increased LIRR service stemming from East Side Access.
3. **Leverage Village proximity** to JFK Airport and Long Island beaches.
4. **Improve pedestrian safety** across Sunrise Hwy and LIRR station area.



1% of Valley Stream's 651 multifamily units within ¼ mile of station

Most multifamily developments between 25-75 years old

4% of village population lives within LIRR Station Area (¼ mile)

Redevelopment focus sites selected by Valley Stream are adjacent to the LIRR and a short walk from Village Green Park and the Rockaway Avenue commercial corridor.



SITE A

113 Parking Stalls

SITE B

258 Parking Stalls

SITE C

128 Parking Stalls

Relevant Site Conditions

- 35-foot buried aqueduct on **Site B**
- 371 spaces for LIRR commuter parking will need to be replaced at **Sites A and B**

Development Scenario 1

LEGEND

- Residential
- Ground Level Retail
Upper Level Parking
- Structured Parking
- Landscaped Area
- Recently Purchased Parcel
- Existing Surface
- Parking



Development Scenario Components

	Use	Total SF / Units (Floor)
Site A	Residential	155,600 SF (2-5) 155 Units
Site B	Retail	49,200 SF (1st)
	Structured Parking	645 Spaces (372 commuter / 273 program)

Additional Development Opportunity

Site C	Surface Parking	128 Spaces (128 commuter)
---------------	-----------------	------------------------------

Development Scenario 2



Development Scenario Components

	Use	Total SF / Units (Floor)
Site A	Residential	131,600 SF (2-5) 130 Units
	Retail	5,000 SF (1st)
	Surface Parking	90 Spaces (0 commuter / 90 program)
Site B	Retail	19,800 SF (1st)
	Residential	178,000 SF (2-5) 178 Units
	Structured Parking	690 Spaces (372 commuter / 318 program)

Additional Development Opportunity

Site C	Surface Parking	128 Spaces (128 commuter)
---------------	-----------------	------------------------------

To move forward with redevelopment, Nassau County and its team have identified three next steps for Valley Stream.

Identify incentive programs and sources of discount financing to attract developer interest (structured parking).

Conduct outreach efforts to local property owners and small businesses potentially affected by the project.

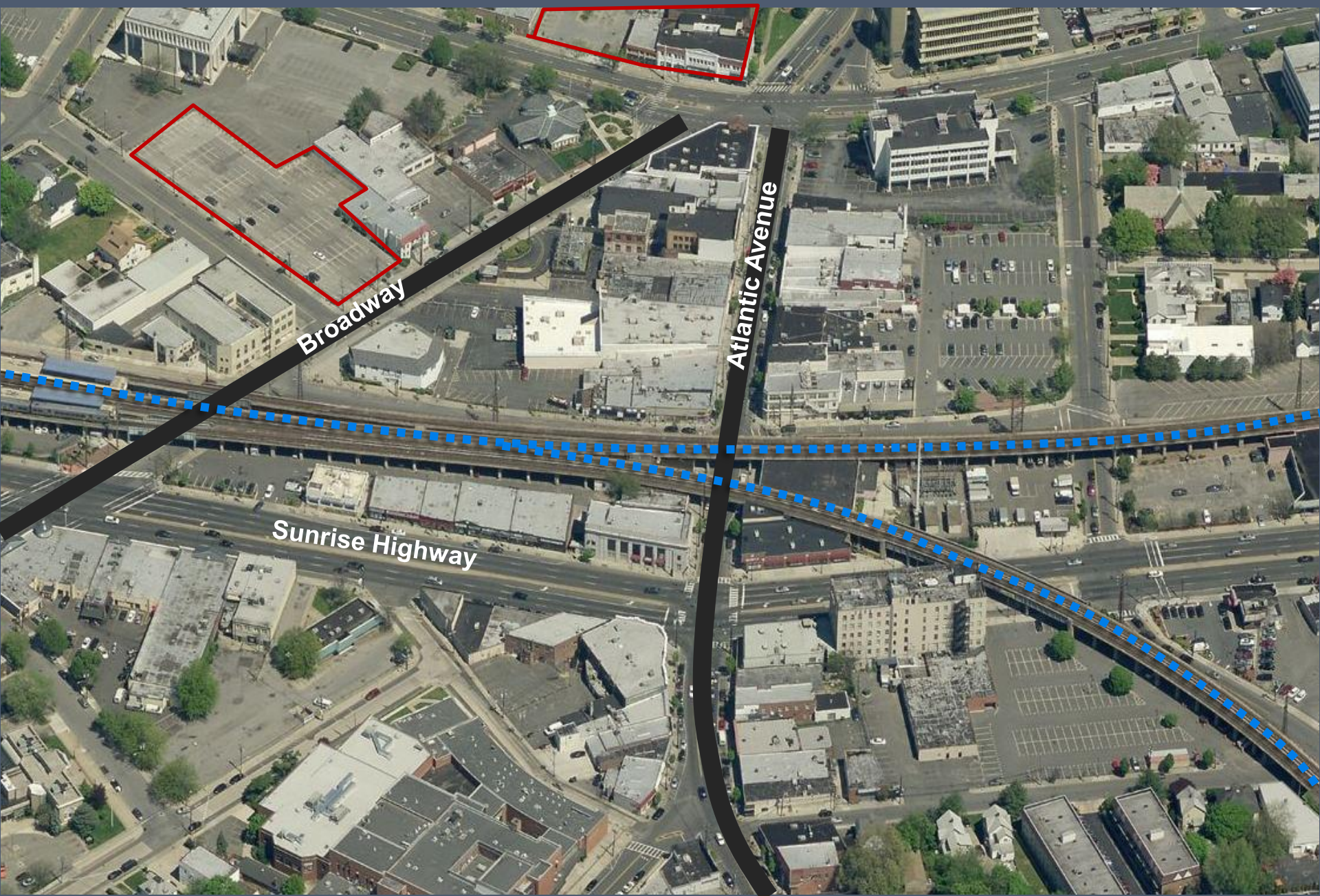
Develop an RFP for disposition of Village property in order to cultivate development opportunity.

Lynbrook

Reimagining a Longstanding Downtown



Lynbrook Pilot Project



Local market analysis and public policy recommendations to facilitate Lynbrook's revitalization and ensure success of catalytic projects.

Evaluate real estate market conditions in Downtown Lynbrook

A white downward-pointing arrow with a green outline, indicating a flow from the first step to the second.

Recommend strategies to shape future development

A white downward-pointing arrow with a green outline, indicating a flow from the second step to the third.

Suggest next steps for Lynbrook's leaders and citizens

Real estate market conditions in Downtown Lynbrook show strength for Retail, lagging demand for Office, and limited activity or supply for Residential.



Retail: 318,000 SF (36% of Village)

Rent in Downtown Lynbrook higher than Village and County average (\$27/sf vs. \$23/sf and \$25/sf, respectively)

Office: 498,000 SF (60% of Village)

Higher vacancy rate than Nassau County average

Multifamily: limited supply

Most recent construction built in 1962

Nassau County and its team identified three strategies that the Village can implement to guide further development in Downtown Lynbrook.

**Define
a unique identity**

for downtown Lynbrook

**Explore
housing options**

to add vibrancy to retail

**Offer
incentive programs**

to attract developers

Three regional case studies used to support recommended strategies for consideration by Lynbrook Village officials and the community.



Nassau County and its team suggest three next steps for Lynbrook to consider.

Commission a branding study for Downtown Lynbrook.

Create a zoning overlay that includes best practices from recent local rezoning initiatives.

Work with Nassau County to identify incentive programs that can attract developer interest.

Baldwin

Complete Streets, Strong Downtown



Opportunities for Complete Streets



- Strong **desire** and **readiness** on the Part of the local civics
- **Transit connection to NYC** and improved walkability within the Hamlet
- Several *soft sites* and adopted **Urban Renewal Area** along Grand Avenue.
- Connect with the on-going **NY Rising Community Reconstruction Program**

Baldwin Station Town of Hempstead



- Transit Station (train)
- 1/4 mile radius from station
- Transit Routes (train)
- Crossing
- Potential Development Sites
- Key Commercial Corridors
- Barriers to Movement
- Priority Pedestrian Improvement Locations
- Major Intersection

- Pertinent Land Use**
- Commercial/Retail
 - Civic

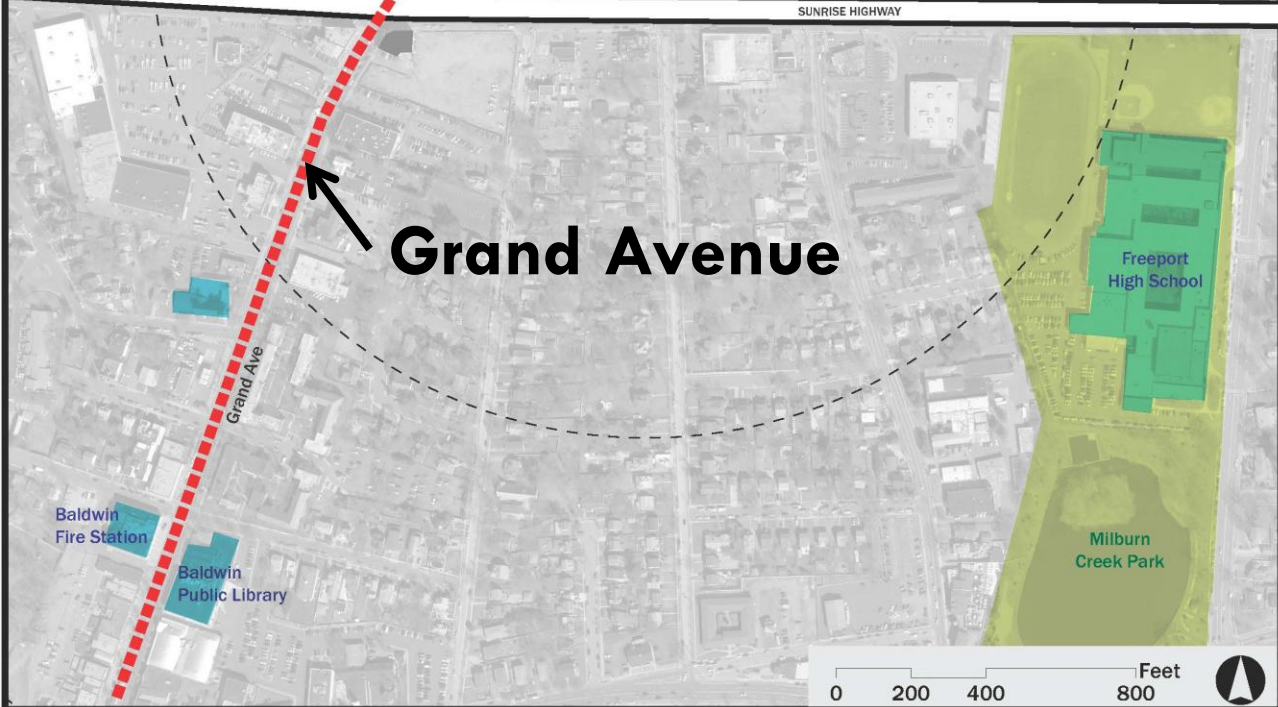


Baldwin Station Town of Hempstead



- Transit Station (train)
- 1/4 mile radius from station
- Transit Routes (train)
- Crossing
- Potential Development Sites
- Key Commercial Corridors
- Barriers to Movement
- Priority Pedestrian Improvement Locations
- Major Intersection

- Pertinent Land Use**
- Commercial/Retail
 - Civic



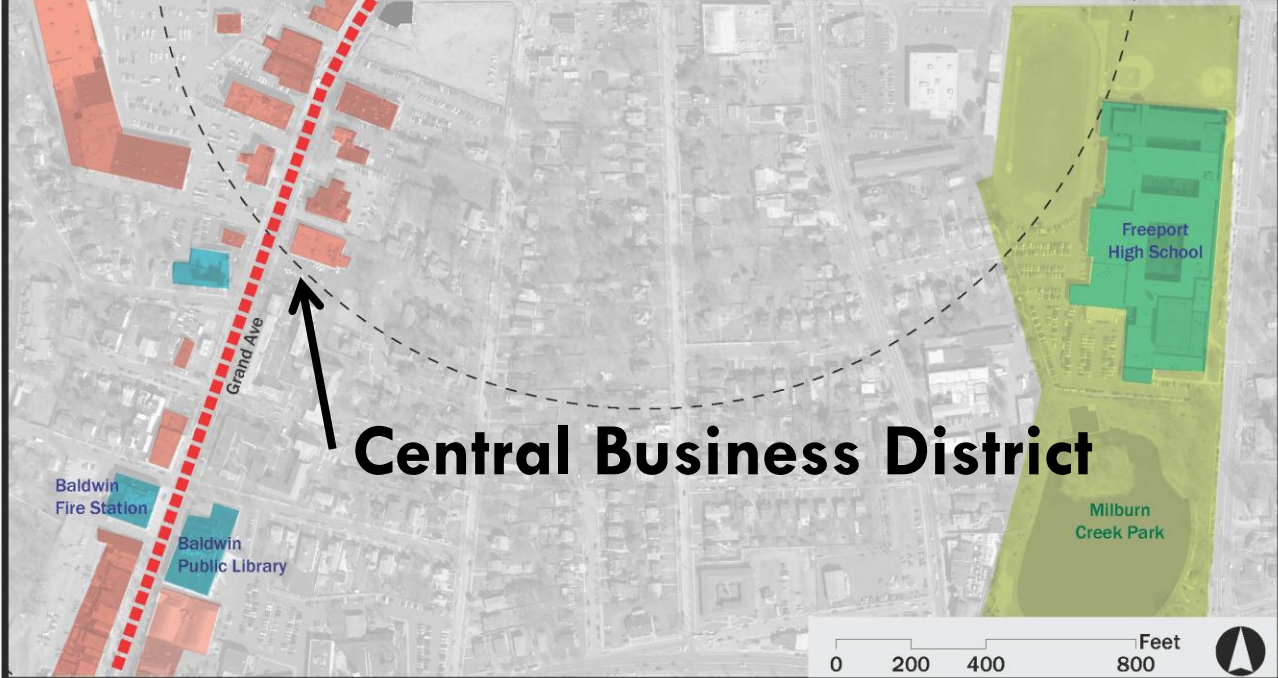
Baldwin Station Town of Hempstead



- Transit Station (train)
- 1/4 mile radius from station
- Transit Routes (train)
- Crossing
- Potential Development Sites
- Key Commercial Corridors
- Barriers to Movement
- Priority Pedestrian Improvement Locations
- Major Intersection










- Pertinent Land Use**
- Commercial/Retail
 - Civic

SUNRISE HIGHWAY

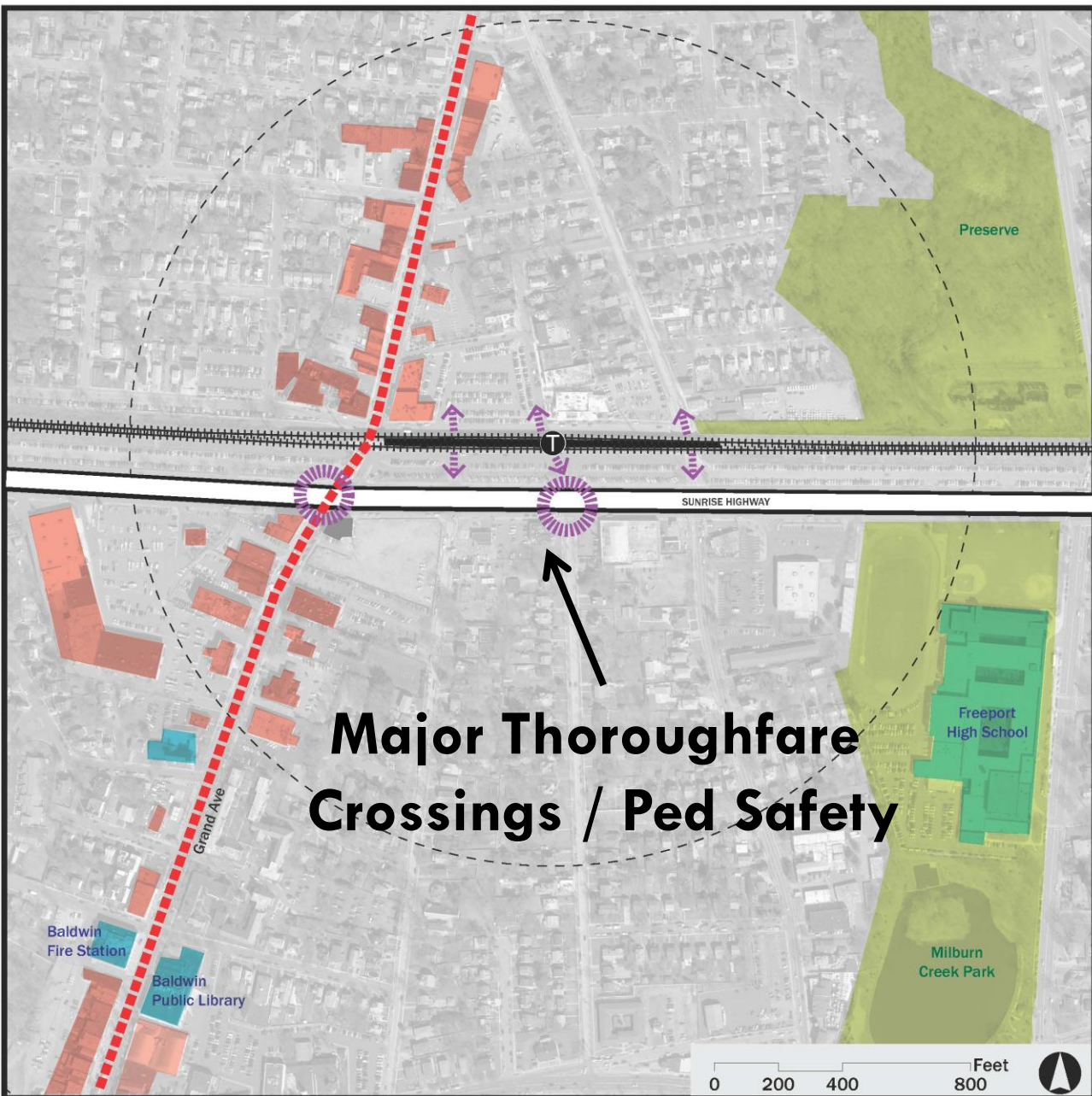


Central Business District

Baldwin Station Town of Hempstead

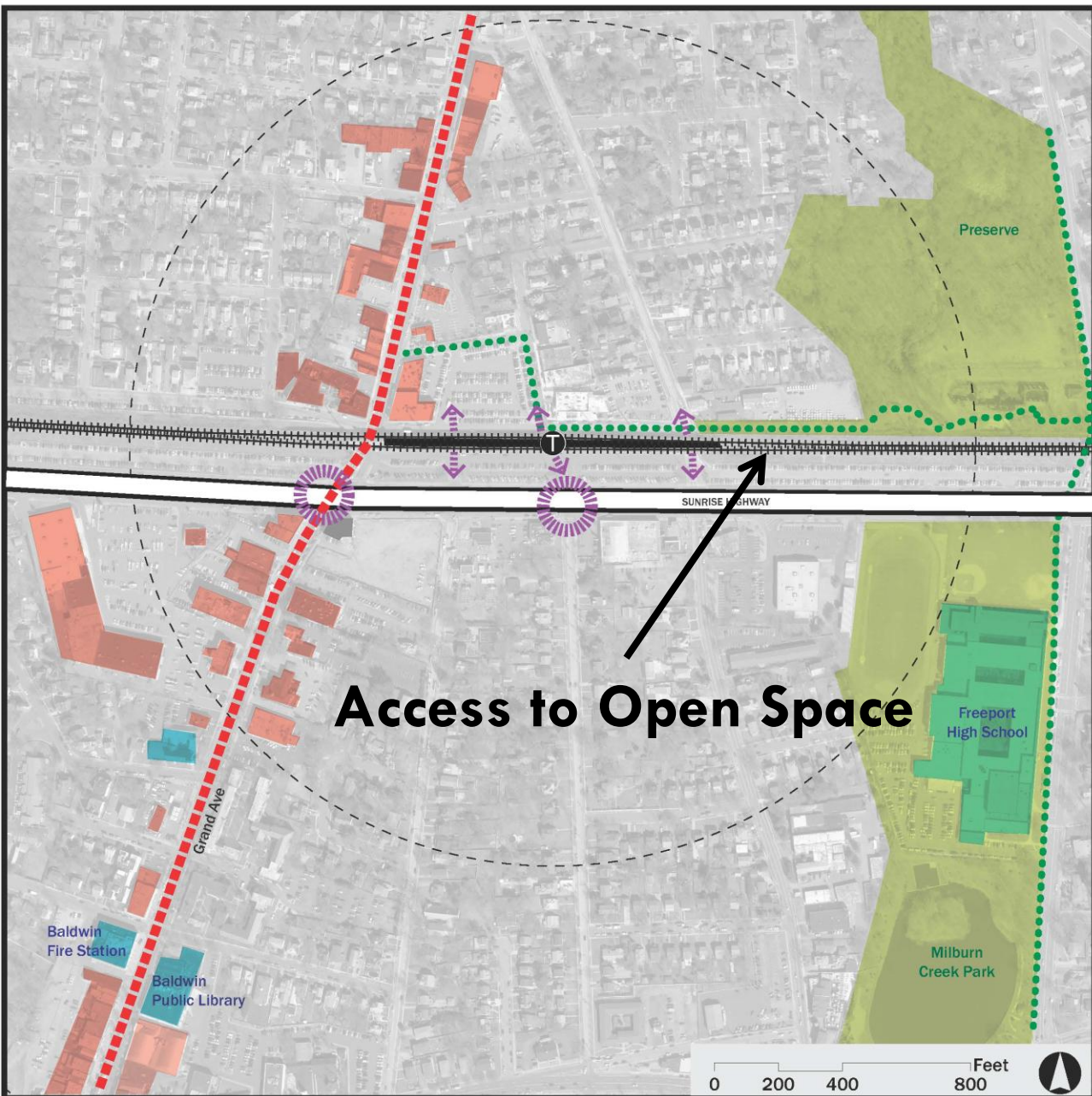
-  Transit Station (train)
-  1/4 mile radius from station
-  Transit Routes (train)
-  Crossing
-  Potential Development Sites
-  Key Commercial Corridors
-  Barriers to Movement
-  Priority Pedestrian Improvement Locations
-  Major Intersection

- Pertinent Land Use**
-  Commercial/Retail
 -  Civic



**Major Thoroughfare
Crossings / Ped Safety**

Baldwin Station Town of Hempstead



- Transit Station (train)
- 1/4 mile radius from station
- Transit Routes (train)
- Crossing
- Potential Development Sites
- Key Commercial Corridors
- Barriers to Movement
- Priority Pedestrian Improvement Locations
- Major Intersection

- Pertinent Land Use**
- Commercial/Retail
 - Civic

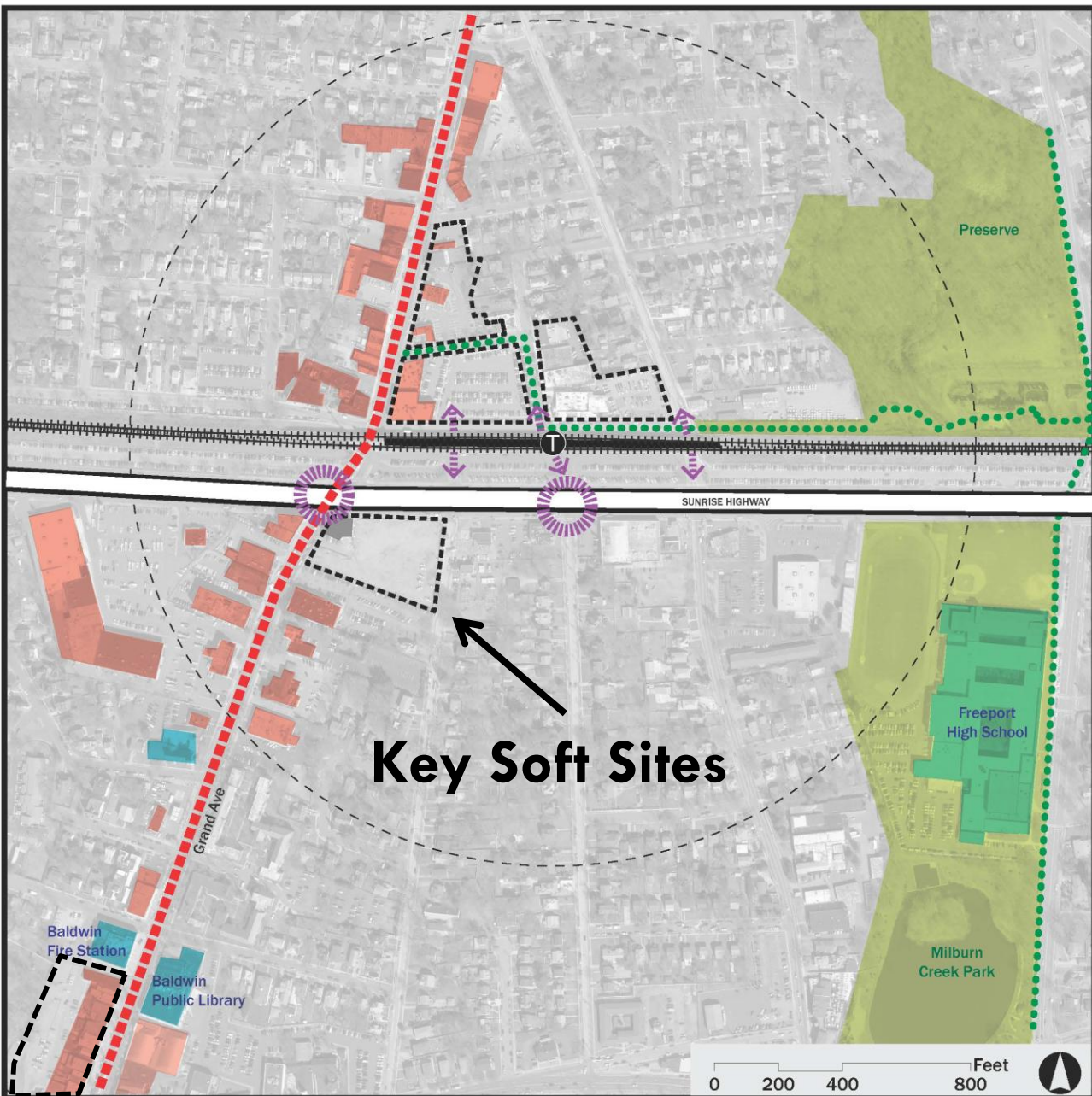
Access to Open Space

Grand Ave
Baldwin Fire Station
Baldwin Public Library

Freeport High School
Milburn Creek Park

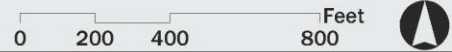


Baldwin Station Town of Hempstead



- Transit Station (train)
 - 1/4 mile radius from station
 - Transit Routes (train)
 - Crossing
 - Potential Development Sites
 - Key Commercial Corridors
 - Barriers to Movement
 - Priority Pedestrian Improvement Locations
 - Major Intersection
- Pertinent Land Use**
- Commercial/Retail
 - Civic

Key Soft Sites



Case studies demonstrated the positive and quantifiable economic benefits of “complete streets” to a community.

★ **University Place, WA**

★ **Hamburg, NY**

★ **Baldwin, NY**

★ **Lancaster, CA**

KEY FINDINGS

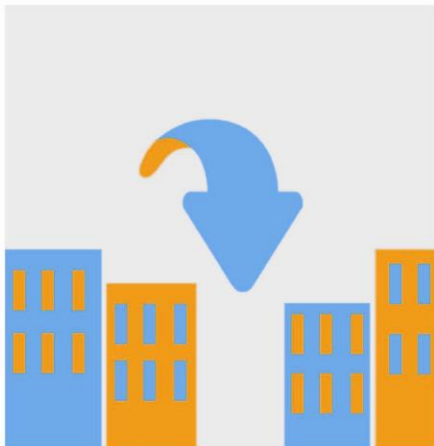
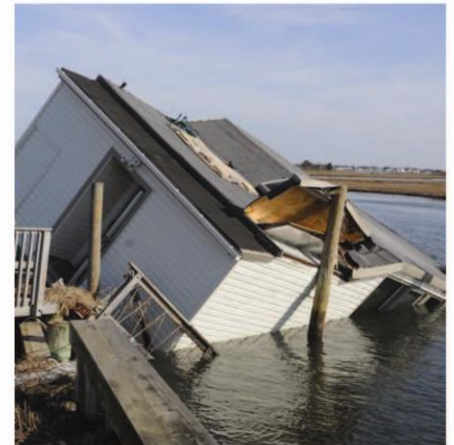
- ❖ **A \$7 to \$10 million investment in “complete streets” can generate returns ranging from \$20 to \$100 million.**
- ❖ **These returns produce tangible outcomes:**
 - ✓ **Creation of new jobs**
 - ✓ **Reduction in retail vacancies**
 - ✓ **Attraction of new businesses**
- ❖ **Small-scale projects can catalyze large-scale revitalization.**



Next Steps.....

- **Technical Feasibility / Grand Avenue Traffic Study**
 - **Engage** Nassau County to gather data on current and projected traffic volumes.
 - **Coordinate** with other agencies involved in creating a complete street (i.e. NYSDOT).
 - **Determine** project Area and potential project phasing.
- **Design**
 - **Identify** a designable and implementable “complete streets” project.
 - **Work** with Nassau County to identify potential funding.
 - **Collaborate** with the community on final design.
- **Construction / Implementation**
 - **Execute** design plan and inform the community of progress.

Cultivating Opportunities FOR SUSTAINABLE Development



Nassau County Infill Redevelopment Feasibility Report



**PARSONS
BRINCKERHOFF**

Thank You

Satish Sood, Deputy Commissioner
Nassau County Department of Public Works
(516)-571-9344
ssood@nassaucountyny.gov

Sean E. Sallie, AICP, Senior Planner
Nassau County Department of Public Works
(516)-571-9342
ssallie@nassaucountyny.gov

