Livable Communities & Transit Supported Development

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

What is Livability & Transit Supported Development

What are we here to do today?
Introduction

- What is Livability and Transit Supported Development?
- What are we here to do today?
The Larger Regional Effort

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.
Housing & Transportation Costs

Combined Housing and Transportation Costs as a % of Household Income

Source: Center for Neighborhood Technology. H+T Affordability Index
The Larger Regional Effort

http://www.sustainablenyct.org/
Our Project Scope

Phase I

• Existing Conditions
• Station Area Evaluations

Phase II

• Pilot Station Area Plans
Municipalities & Stations
Phase I: Existing Conditions

- Analyze existing conditions for the 21 station areas
  - Land use
  - Zoning
  - Transportation conditions
  - Soft Sites
- Identify issues and opportunities
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
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
We are Here to Assist our Station Area Neighborhoods

NASSAU COUNTY
Introduction

What is Livability & Transit Supported Development

What are we here to do today?
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
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
Multi-Modal Station Access
Pedestrian/Bike Accommodations
Active Streets
Transit and Land Use Integration
Community
What Do We Mean by Transit-Oriented Development?
Six Principles for TOD

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

Daily car trips for 50 dwellings

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<thead>
<tr>
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<tbody>
<tr>
<td>SF</td>
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<tr>
<td>MF</td>
<td>333</td>
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<tr>
<td>TOD MF</td>
<td>177</td>
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- **TOD housing generates 50% less traffic than conventional housing**

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

 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%

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

The Montclair Connection

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

Source: RPA’s “How better transit boosts home values & local economies”
- Introduction
- What is Livability and Transit Supported Development
- What are we here to do today?
Existing Conditions

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

Nassau County Infill Redevelopment Feasibility Study
Station Area Evaluations

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

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<tr>
<th>QUESTION</th>
<th>SCORE</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>1. A mix of uses, vertically (no apartments above stores) or horizontally</td>
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<td>2. A compact and pedestrian-oriented built environment (building design centered to the street and allows for easy transit and pedestrian access)</td>
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<td>3. A parking strategy that limits parking footprint and integrates parking strategy into development context (is parking requirement less than typical for the County?)</td>
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<td>4. Highly connected street networks (high intersections per road length, small blocks, and no cul-de-sacs)</td>
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<td>5. Well connected parks and open space</td>
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<td>6. Direct and effective connection(s) to an associated activity node</td>
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<td>7. Available infrastructure capacity (sewer, water, traffic volumes, parking, etc.)</td>
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<td>8. Available land suitable for redevelopment?</td>
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<td>9. Underutilized sites or marginal land use?</td>
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<td>10. Existing public transit (LIRR, NICE bus) ridership</td>
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**SUBTOTAL**

**TOTAL SCORE** (subtotal/2)

### Public Sector Readiness

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<tr>
<th>QUESTION</th>
<th>SCORE</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>1. Does current zoning allow for mixed-use and relatively higher density housing?</td>
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<td>2. Does current plan call for downtown mixed-use development? (does the land use or infrastructure plan call for increased development around the transit station?) Is there an existing station area plan? Are there parking management strategies (e.g., increased or shared parking plans) in place?</td>
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<td>3. Are there development incentives or financing in place? (for incentives, a funded RFP)</td>
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<td>4. Is there funding allocated for non-motorized transportation or open space improvements in the station area?</td>
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<td>5. Is there funding allocated for other infrastructure improvements in the station area (e.g., parking, traffic calming/circulation)</td>
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**TOTAL SCORE**

### Developer Interest

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

### Leadership in Place

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

**TOTAL SCORE** (for all four factors)
**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?

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

<table>
<thead>
<tr>
<th>High desire, low readiness</th>
<th>High desire and readiness</th>
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<tbody>
<tr>
<td>Low desire and readiness</td>
<td>Low desire, high readiness</td>
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Thank You

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