Nassau County
Cultivating Opportunities for Sustainable Development
Nassau County Infill Redevelopment Feasibility Study
NY-CT Sustainable Communities Steering Committee Meeting
March 14, 2014
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

Phase 1:
Readiness & Desire

Phase 2:
Local Economic Impact & Power as a County-Wide Pilot
- 21 Stations
- 7 Stations
- 5 Stations

Phase 3:
Final Selection - 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 weekday 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 26,033 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 TSO, 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 exist within the station area, highlighted 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
Coordination with FHEA
Nassau County Infill Redevelopment Feasibility Study

Selected Station Areas
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.

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

Development Scenario Components

<table>
<thead>
<tr>
<th>Use</th>
<th>Total SF / Units (Floor)</th>
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</thead>
<tbody>
<tr>
<td>Site A Residential</td>
<td>155,600 SF (2-5)</td>
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<tr>
<td></td>
<td>155 Units</td>
</tr>
<tr>
<td>Site B Retail</td>
<td>49,200 SF (1st)</td>
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<tr>
<td>Site B Structured Parking</td>
<td>645 Spaces</td>
</tr>
<tr>
<td></td>
<td>(372 commuter / 273 program)</td>
</tr>
<tr>
<td>Site C Surface Parking</td>
<td>128 Spaces</td>
</tr>
<tr>
<td></td>
<td>(128 commuter)</td>
</tr>
</tbody>
</table>

Additional Development Opportunity
Development Scenario 2

**Development Scenario Components**

<table>
<thead>
<tr>
<th>Use</th>
<th>Total SF / Units (Floor)</th>
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</thead>
<tbody>
<tr>
<td><strong>Site A</strong></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>131,600 SF (2-5) 130 Units</td>
</tr>
<tr>
<td>Retail</td>
<td>5,000 SF (1st)</td>
</tr>
<tr>
<td>Surface Parking</td>
<td>90 Spaces (0 commuter / 90 program)</td>
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<tr>
<td><strong>Site B</strong></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>178,000 SF (2-5) 178 Units</td>
</tr>
<tr>
<td>Structured Parking</td>
<td>690 Spaces (372 commuter / 318 program)</td>
</tr>
<tr>
<td><strong>Site C</strong></td>
<td></td>
</tr>
<tr>
<td>Surface Parking</td>
<td>128 Spaces (128 commuter)</td>
</tr>
</tbody>
</table>
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

Recommend strategies to shape future development

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

Source: CoStar, HR&A Advisors. Photo: Long Island Herald
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.

- **South Norwalk, CT**
  - Defining a Unique Identity
  - Developer Incentive Programs

- **South Orange, NJ**
  - Downtown Rezoning
  - Use of PILOT's

- **Rahway, NJ**
  - Rebranding as Arts Hub
  - Mixed-Use Zoning
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
Discontinuity between north side and south side of Sunrise Highway.

Grand Avenue
Sporadic retail patterns

Central Business District
Major Thoroughfare Crossings / Ped Safety
Lack of walkability

Access to Open Space
Community-identified potential development sites:

Key Soft Sites

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

**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