Places to Grow

An Analysis of the Potential for Transit-Accessible Housing and Jobs in Long Island's Downtowns and Station Areas

Report Prepared by Regional Plan Association

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LONG ISLAND INDEX

Good information, presented in a neutral manner, can move policy

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Executive Summary

Even in the midst of recession, Long Islanders continue to confront the question of what type of place the Island will become over the next generation. As a mature suburban region whose era of rapid population growth is well behind it, there is a persistent question of ***how much and what type of new development is both desirable and achievable.*** While the subject stirs intense debate, polls and planning processes indicate that there is consensus around a number of key themes. Residents want to maintain the essential suburban character of Long Island. They want to keep housing costs and taxes affordable. They want both younger families and a growing older population to be able to stay here. They want to protect as much of the Island's remaining open space as possible.

Increasingly, Long Islanders have been embracing the idea that these goals can best be met by focusing new housing, stores and offices in our existing downtowns, commercial strips or industrial areas rather than in largely residential neighborhoods or in undeveloped farmland or open space. However, this general consensus often breaks down over questions of which places are most appropriate for new development and how much these communities can absorb. When Long Islanders look around their existing downtowns, many wonder if there is really enough space to meet these needs and how growth would affect their own neighborhood and experience.

This analysis delves into the question of whether or not Long Island has sufficient redevelopment capacity in our downtowns. Using a combination of land use, demographic and infrastructure data, redevelopment potential was evaluated for areas within a half mile of downtown centers and Long Island Rail Road stations. A key finding was the identification of over 8,300 acres of vacant land and parking lots that could be used for new housing, commercial development and public spaces and facilities. This is equivalent to approximately 13 square miles or 1.1% of Long Island's land mass. In sports terms, it is equal to 7,580 football fields. In comparison to New York City, it is roughly equivalent to Manhattan below 50th Street. When seen from these comparative perspectives, 8,300 acres represents a lot of possibilities.

Assuming a combination of different multi-family building types, the report sees the possibility to create tens of thousands of new housing units and jobs across the region, all located in our downtowns. In fact, the need to build up our downtowns has reached the tipping point for Long Island. If we were to allow every single acre of unprotected open space to be developed for low-density single-family homes, we could build another 90,000 new homes. **By contrast, that same number, 90,000 units, could be achieved by building a mixture of townhouses, garden apartments and apartment buildings on about half of the 8,300 acres of unbuilt land in downtown areas.**

There are limitations to this type of analysis; while potential available land can be seen, local conditions, needs and markets can only be determined through extensive site-by-site analysis. Therefore, as local factors are analyzed in greater detail, some of the report's assumptions will need to be updated and modified. Local factors could limit the feasibility of developing in a place that is identified as having High Potential, or alternatively, there could be more opportunities than were revealed and a downtown's potential may be greater than indicated in this report.

The goal of this report is to further the conversation about how Long Island can grow by focusing on the underdeveloped asset of our downtowns. There are many reasons to focus on the downtowns, from the environmental to the economic to the social. For example, a comparison of two regions that pursued opposing development patterns—one focused on transit-oriented development and open space preservation (Portland, Oregon), the other focused largely

Comparison of Quality of Life Measures in Portland, Oregon and Atlanta, Georgia (mid-1980's–'90s)

Measure	Portland	Atlanta
Population Growth	26%	32%
Job Growth	43%	37%
Income	72%	60%
Government Revenue	34%	56%
Property Tax	-29%	22%
Vehicle Miles Traveled	2%	17%
Single Occupant Vehicle	-13%	15%
Commute Time	-9%	1%
Air Quality in Ozone Days	-86%	5%
Energy Consumption in BTUs per Capita	-8%	11%
Neighborhood Quality	19%	-11%

on developing land and building roadways (Atlanta, Georgia)—saw very different outcomes. In a study by Arthur C. Nelson, "Effects of Urban Containment on Housing Prices and Landowner Behavior"[1], he demonstrated greater job growth, lower property taxes, fewer cars, better environmental outcomes in Portland, which pursued the more contained development strategy. Above are a few of the comparisons.

Other studies have corroborated this point and shown that compact, mixed-use development is generally tax-positive, bringing in more tax revenues than the cost of new services. Both national and local studies have shown that typical multi-family and mixed-use developments produce more tax revenue and fewer school-age children than single-family housing developments (see details in footnote 4).

Long Island has some serious choices to make in its immediate future. How do we want to plan for the future? Can we reinvigorate our economy? Will we create an environment that welcomes newcomers from different backgrounds as well as new employers? Will we find a way to keep young adults here and offer housing alternatives for young and old? Hard questions but they are being faced by cities, towns and villages across the country. There is a race and some communities will succeed and some will fail. Long Island has the "bones" in its downtowns to be one of the success stories. In fact, newer communities often create downtowns from scratch and design a character to go along with it that is based on an invented idea of place or history. Many have succeeded in creating a lot with very little. Yet, Long Island's downtowns were once the envy of other regions of the country. We have the character, the historical significance, the natural beauty of our surroundings and a strong sense of place. Today the question for us to ask is how can we continue to do so little with so much? The race is on and Long Island has yet to write its future.

Research Methodology

This study, conducted by Regional Plan Association (RPA), attempts to address this issue by examining the capacity for potential development in each of Long Island's downtowns and near each of Long Island Rail Road's stations. It builds on prior research, including analyses by Nassau and Suffolk Counties, the Long Island Regional Planning Council (LIRPC), the New York Metropolitan Transportation Council (NYMTC) and others. It expands on previous reports and products of the Long Island Index, including vacancy surveys of downtown commercial areas, the land use and demographic information in the Index's interactive maps, and a 2008 special analysis, "Long Island's Downtowns—An Underutilized Regional Asset." It also draws from land use analysis conducted by RPA for the Long Island 2035 Visioning Initiative, a part of the LIRPC's Comprehensive Regional Sustainability Plan.

In addition to drawing on previous research, the study also developed and analyzed new data. An updated commercial vacancy survey by the Long Island Index was conducted for an expanded number of downtowns. Also, the amount of surface parking was calculated for downtowns and station areas as an overlay to the land use data available from the interactive maps. Three case studies—one on Long Island, one in New Jersey and one in Virginia—are included to demonstrate what might be possible in similar places in Nassau and Suffolk.

1. Nelson, Arthur C., "Effects of Urban Containment on Housing Prices and Landowner Behavior," Lincoln Institute of Land Policy, Land Lines, *May 2000.*

PART I:
The Need for Housing and Jobs on Long Island

Long Island's capacity for sustained economic growth is a central issue that affects everything from property taxes to housing prices to open space. Even before the national recession took hold at the end of 2007, Long Island's rates of job growth and housing production were slowing. Private sector jobs have shown almost no growth between 2000 and 2009. Average wages decreased by 2.6% on Long Island over this period, compared to a 4.9% increase for the U.S. as a whole. Housing production, which has been well below the rate of other parts of the New York metropolitan area for more than a decade, declined to only 3,000 new building permits in both 2007 and 2008.

At the same time, concerns over rising taxes and housing costs, the outmigration of young adults, growing highway congestion and dwindling open space were raising questions about Long Island's future as a mature suburb. Two years of job losses and housing foreclosures may have temporarily muted questions of long-term trends, even though these are important for both the strength and durability of the recovery.

Lurking underneath these problems are a shrinking supply of land for new development and a shortage of highway capacity and transit connections. Less than 9% of Long Island's land—about 70,000 acres—is undeveloped and without government restrictions that prevent it from being developed. Much of this land is in environmentally sensitive areas or has limited transportation access. Long Island's highway network was largely completed decades ago, and much of it becomes bottlenecked in periods of heavy traffic. The Long Island Rail Road provides extensive east-west service, but is of little use in travelling between north and south or to many of the auto-oriented job centers that have developed over the last half century.

While these are not the only factors behind recent trends, they constrain what is possible and affect both the pace and character of change. Even before addressing the issues of where and how much new development should occur on Long Island, there is the more fundamental question of whether any new development is needed at all. With so much of Long Island already developed, with roads congested, water supply threatened and open space scarce, why don't we just maintain and improve on what we have for the people who are already here? Why should we add any buildings, residents or density in our downtowns? These are fair questions. However, there are several reasons why substantial new, transit-accessible development is both needed and desirable:

Long Island already has a persistent shortage of workforce and rental housing. Without providing more housing that is affordable to younger families and low- and moderate-income workers, we will not be able to retain either the people or jobs that are already here.

As reported in the 2010 Long Island Index, the housing cost burden is among the highest in the nation with 38% of Long Island households needing to pay more than 35% of their income for housing, compared to 29% for the U.S. Only 17% of housing units are rentals, compared to 33% for the U.S., making it particularly difficult for young adults without the capital or credit for home ownership. The size of Long Island's young adult population is shrinking faster than the nation as a whole or comparable areas in the New York region, making it difficult for employers to find workers in many sectors of the economy.

Even if the size of Long Island's population and employment base stays the same, the region will still need new homes, offices and stores to replace obsolete structures and address the evolving housing and space needs of a changing population and economy.

About half of Long Island's housing stock was built before 1960, and many office parks and shopping malls are becoming dated and obsolete. In addition, demographic and economic changes point to the need for a new model of suburban development for both Long Island and the nation as a whole. An older population, delayed marriage and smaller family sizes all point to the need for smaller, less expensive housing than what exists today. According to one national projection, there will be a 22 million surplus of single-family homes on large lots by 2025.[2] Rising energy costs, roadway congestion and government actions to curtail global warming are likely to create more incentives for job and home locations that are energy-efficient and reduce auto use.

Growth is likely to occur even if communities on Long Island try to limit it.

Forecasts vary, but natural population growth, longer life expectancy and continued immigration is expected to expand population in both the U.S. and the New York metropolitan area. This will create growth pressures in both urban and suburban areas throughout the nation and region. According to one source, Woods and Poole,[3] the U.S. population will grow by 95 million over the

2. Lee, Evelyn, "Residential Real Estate Improving, but Still Troubled," NJBiz, *November 19, 2009.*

3. 2010 Complete Economic and Demographic Data Source (CEDDS), Woods & Poole Economics, Inc., Washington, D.C. Copyright 2009.

next 25 years while the New York region adds 3.6 million new residents. It is highly unlikely that Long Island can stop new residents from coming while the rest of the region expands, even with increases in open space protection and other measures to discourage development. Without additional housing in its downtowns, more of this growth will come in the form of illegal housing and continued sprawl in undeveloped areas.

An expanding economy is needed to hold down property taxes and broaden prosperity.

Less housing production has led to higher costs as demand has outpaced supply. Higher housing costs and limited transportation capacity discourage businesses from locating or expanding on Long Island. This also puts upward pressure on property tax rates as there are fewer commercial and residential taxpayers to share the burden. This problem will only be exacerbated as the elderly population grows and there are fewer working age residents and employers to support them. An expanding job base and wages are also needed to expand opportunities for those residents struggling to enter or remain in the middle class.

The Case for Transit-Accessible Housing

Transit-accessible housing and commercial development provide the best opportunity for meeting these needs. Downtown revitalization and transit-oriented development is a growing trend in other parts of the U.S., and has begun to gain momentum on Long Island. Well-designed projects have been shown to have a number of benefits, including the following:

By using existing infrastructure, these developments can reduce the need to build new roads, sewers, schools and other buildings, holding down the costs of providing new homes and workplaces.

Compact, mixed-use development is generally tax-positive, bringing in more tax revenues than the cost of new services. For example, research by Rutgers University, Regional Plan Association and others has shown that typical multi-family and mixed-used developments produce more tax ratables and fewer school-aged children than single-family housing developments.[4]

With transit access, employers can draw from a larger labor pool, making Long Island more economically competitive.

Household costs can be reduced. Nationally, combined housing and transportation costs are significantly less in households in places with transit than those in more auto-dependent places. While families in auto-dependent neighborhoods spend 57% of their income on transportation and housing, families in transit-rich neighborhoods spend only 41%.[5]

Compact development can also minimize the use of scarce open space and encourage energy efficiency. For example, one study for the Chicago region found that suburban transit-oriented development produced 10% less carbon emission from transportation than other suburban developments.[6]

New transit-oriented development can also offer more than simply expanding the supply of housing and commercial space. By layering in a rich mix of public amenities (i.e., public plazas, open space, art, benches, street trees), it can enhance the quality of living for residents, workers and visitors throughout the surrounding area. It can stabilize communities and encourage people to reinvest in their businesses, storefronts and the surrounding neighborhoods. As such, their design is as important as their size and location.

With over 100 downtowns and nearly as many rail stations, Long Island has a wide range of places that could support a pattern of development, one that builds on what is already here and helps improve quality of life throughout Nassau and Suffolk.

4. *Several studies document the positive fiscal impacts of the types of development usually found in transit-oriented development projects:* The Costs of Sprawl—2000, *a multi-author study led by Robert Burchell, of Rutgers University (TCRP Report 74, Transportation Research Board) found that growth in developed areas yielded higher net revenues than growth in undeveloped areas. In* Who Lives in New Jersey Housing?, *David Listokin,* et al., *found extremely low numbers of school children in 10 transit-oriented development projects—a total of 47 students in 2,183 units (Center for Urban Policy Research, Rutgers University, November 2006). Regional Plan Association modeled fiscal impacts for different housing types in Fairfield, CT, found positive fiscal impacts for proposed mixed-use development including multi-family housing, retail and office development.*
5. *Center for Transit-Oriented Development,* Realizing the Potential: Expanding Housing Opportunities Near Transit, *April 2007.*
6. *Forthcoming report by the Center for Neighborhood Technology.*

PART II:
Where Can We Build It?

Downtown redevelopment may be the best opportunity to address Long Island's housing and job needs, but this raises a number of key questions. Which places are most appropriate for new development, and how much capacity for growth do they have? What kind of development is appropriate in each place? What are the most effective and equitable means for encouraging it?

Ultimately, these questions can only be answered by a place-by-place analysis and planning for individual communities. The variety of considerations are too numerous and complex to develop specific targets without that level of fine-grained analysis. However, there are a few factors—location, the amount of potentially developable land, existing land use and level of current infrastructure capacity—that are threshold criteria for evaluating which places are likely to have the most potential for growth. The following analysis uses available data on land use, demographics, transit use, wastewater infrastructure and commercial activity to identify places with a strong potential.

A total of 156 places were studied. These included 111 places that were classified as downtowns, essentially the central commercial or mixed-use district for a village, city or unincorporated residential area. These were identified from surveys previously conducted by the Long Island Index and from the Nassau and Suffolk County Planning Departments. For almost half of these districts, 53, a Long Island Rail Road (LIRR) station is located within a half mile of the center of the downtown. The study also analyzed an additional 45 LIRR station areas that were located outside of core downtown areas. For each of these 156 places, data was collected and analyzed for areas within a half mile of the LIRR station or downtown center.

It should be emphasized that the results should only be used to help identify potential that can be either verified or discounted with more intensive analysis of specific places. In many cases, the findings confirm downtowns that have already been identified by the counties, towns and others on Long Island as places that should be targeted for new uses or development. It also provides a means of looking at Long Island's overall potential for meeting its needs through downtown and transit-oriented development.

What Are Our Downtowns Like Today?

Long Island's downtowns represent a diverse set of communities ranging from small East End communities to large mixed-use centers in places like Mineola and Hempstead. Many of these are built around stations for the Long Island Rail Road, the most heavily used commuter rail system in the U.S.. Unlike Westchester, northern New Jersey and much of Connecticut, there are no city centers comparable in size to places like Stamford, White Plains or Jersey City. However, there are a number of downtowns that combine a concentrated mix of commercial activity, residential neighborhoods and good transit access, both by rail and bus. These places constitute a network of centers connected by rail and road, both to each other and to Manhattan and other urban centers to the west.

Appendix A indicates the variety of size and functions of downtown and station areas by five characteristics—population, distance to a train station, daily LIRR ridership, number of stores and vacancy rates. In terms of number of residents, Hempstead, with over 16,000 residents within a half mile of its train station is considerably larger than the second largest center, Freeport, which has nearly 12,000 residents. Predictably, most of the largest places are in Nassau County. Two places, Long Beach and Great Neck, have between 9,000 and 10,000 residents while population size in the remainder gradually tapers to less than 500 for a number of East End centers and station areas.

The size and function of the commercial area does not always correspond with population size. Some places with large numbers of stores, such as Great Neck and Hempstead, also have large residential populations living in and near the downtown. Others, such as Huntington or Southampton, have large retail concentrations relative to their population size. A few, such as Mineola, have high concentrations of office employment relative to both residential and retail.

Distance to a rail station and volume of transit ridership also affect the function and character of a place. Transit hubs such as Mineola, Hicksville and Ronkonkoma contrast with places like Melville that are almost entirely dependent on automobile access and bus service, or places like Riverhead with access to train service but little transit ridership.

These differences result in a range of places that have different functions—regional job centers like Mineola, residential concentrations like Freeport, retail/recreation centers like Huntington or Port Jefferson, mixed-use centers like Great Neck, or local downtowns like Greenport or Bayville. All are important to a healthy regional economy that provides a diverse set of community, life style and business choices.

Table 1: Demographic and Housing Characteristics of Downtowns and Station Areas Compared to All of Long Island, 2000 and 2008

	Downtowns and Station Areas, 2000*	Long Island, 2000	Long Island, 2008
Population	589,082	2,759,737	2,863,849
25–34 Year Olds	13.6%	12.9%	10.0%
55+ Population	23.2%	22.8%	26.6%
Median Household Income**	$48,122	$68,351	$88,644
% White	71.2%	76.4%	71.7%
% Black or African-American	10.1%	8.1%	8.8%
% Hispanic or Latino	14.2%	10.3%	13.3%
% Asian	4.1%	3.5%	5.0%
% Other	0.4%	1.7%	1.2%
% Multi-family Housing Units	28.1%	20.3%	20.9%
% Renter-Occupied	28.8%	20.0%	17.3%

Source: 2000 U.S. Census, 2008 American Community Survey.

**Data is for areas within a half mile of 156 downtown centers or LIRR stations. Data not available past 2000.*

***For Downtowns and Station Areas, Median is a weighted average of census block groups within these areas.*

Nearly 600,000 people, about 21% of Long Island's population, lived within a half mile of downtown centers and rail stations in 2000, the last year that such data is available. Although more current data for these areas is not yet available, the size of Long Island's population has grown only slightly since then, and the downtown share is likely to be relatively similar to what it was in 2000. In addition to differences in size and function, these downtowns also include diverse communities that cover a wide range in terms of age, income, race and ethnicity and housing types.

On average, people living in downtowns tend to have slightly more young adults (those aged 25–34) and slightly more of those over 55. Places that have particularly high concentrations of young adults include Hempstead, Westbury, Mineola, Patchogue, Huntington and Montauk. Those with high concentrations over 55 include a number of East End towns, including Shelter Island, Southold and East Hampton, and a number of larger Nassau downtowns, including Great Neck, Garden City and Rockville Center. In many cases, these places have housing that is specifically intended for senior citizens.

Household incomes cover a wide range, from places with incomes well above Long Island's 2000 median—Cold Spring Harbor, Stony Brook, Manhasset, Syosset, Port Washington and Garden City, for example—to large Nassau villages and small East End downtowns with low incomes. **The weighted average of $48,122 is significantly below the Long Island average of $68,351, in part because of a few large, poorer downtowns like Hempstead and Freeport.** There are also several downtowns with incomes close to the Long Island median, such as Bethpage, Babylon and Port Jefferson. By 2008, Long Island's median income had risen to $88,644, and downtown incomes were likely to have increased substantially as well.

Downtowns tend to be more racially and ethnically diverse, with a wide degree of variation. More African-Americans and Hispanics live in downtowns. In 2000, the population in downtown areas was 10.1% African-American and 14.1% Hispanic, compared to the Long Island averages of 8.1% and 10.3%, respectively. However, more than a third of downtowns and station areas had populations that were over 90% non-Hispanic White. These places were mostly small, but included some larger downtowns such as Garden City, Massapequa and Stewart Manor. Roosevelt, Wyandanch, Hempstead, Freeport and Uniondale had high shares of both Hispanics and African-Americans. Syosset, Stony Brook and New Hyde Park had the highest Asian population shares. The racial and ethnic composition of many of these places was likely to have changed since 2000, especially with the growth of Hispanic and Asian populations across Long Island.

Downtowns have more multi-family and rental units than Long Island as a whole, although single-family homes still predominate in most downtowns and station areas. In 2000, 29% of downtown households rented their homes. For Long Island as a whole, 20% of households rented in 2000, while the 2008 American Community Survey estimated that 17% of households rented their homes. Places with high shares of rentals tended to be places that are either relatively poor—such as Hempstead, Freeport and Patchogue—or places with high concentrations of young adults—Mineola, Long Beach, Huntington, Glen Cove and Montauk, for example.

How Much Land Is Available in the Downtowns for Rebuilding?

These downtowns and station areas also provide a range of possibilities for accommodating new jobs, workforce and senior housing, new public spaces and recreational facilities. Each place is unique, and needs to consider a range of factors including local demand for jobs, housing and services, property tax impacts, environmental issues, infrastructure costs and community preferences.

One of the main considerations is the amount and location of land that can be reused to accommodate new housing, commercial development or public uses. In many instances, underutilized shopping malls, industrial areas or commercial strips can be economically redeveloped for new uses. More frequently, the most easily developed land is either vacant or used for surface parking. For transit-oriented development, parking lots are particularly important because they are frequently located near the train station. While station parking is obviously important, many new developments have accommodated need with structured parking, or reduced the need by putting more residents and destinations within walking distance of the station.

For this analysis, RPA identified and measured any areas within a half mile of a rail station or a downtown center that were either vacant or used for vehicle parking. These included properties that were classified by Nassau and Suffolk Counties as either vacant or open space. Using aerial photography, these also included any additional areas being used to park cars, trucks or other vehicles. In all cases, any protected open space or other property where development is prohibited by government regulations or easements was excluded.

These properties may be publicly or privately owned, and many may already be serving an important function or may not be suitable for redevelopment. Surface parking, which constitutes 52% of the total, covers a broad range of utilization whose value must be compared to alternative uses and the feasibility of providing structured parking or other alternatives. Vacant land, 26% of the total, ranges from small properties patchworked among residential, commercial and other uses to larger areas of subdivided land that has never been developed. Unprotected open space, which constitutes 22% of the total, includes active and passive recreation uses, such as golf courses and parks, as well as unused property. Golf courses, for example, occupy 215 of the 1,900 acres of unprotected open space, with most of it in three places—Plandome, Cold Spring Harbor and Amagansett.

On the other hand, these are also not the only properties where redevelopment could occur. Many, if not most, redevelopment plans also include reuse or demolition of underutilized or dilapidated buildings. However, a high proportion of unbuilt land does indicate which places are likely to have the most capacity to accommodate new housing, jobs, services and public spaces.

As shown in Appendix B, the amount of unbuilt land varies widely among downtowns. Thirteen places have over 100 acres, or more than one-fifth of the total acres, in a half-mile radius. These include places with a large amount of parking, particularly in places like Hempstead, Hicksville, Mineola and Ronkonkoma that have heavily used LIRR stations. It also includes downtowns and stations, mostly on the North Shore or East End, with large amounts of unprotected open space in their surroundings. On the other end of the scale are places with little unbuilt land, often in densely populated villages or station areas like Franklin Square or Stewart Manor.

In total, there are over 8,300 acres of parking, vacant land or open space in these downtowns. This represents 11% of all land in these areas. About half of these acres are used for parking. How much of this land can or should be redeveloped, and for what use, are questions that can only be answered through a process that combines regional needs with community-level analysis and input. However, Table 2 on the following page illustrates how much housing development would be possible using a range of assumptions. Each line shows how many housing units could be built if a certain percentage of these properties are developed at densities that are typical of different types of development—small-lot single-family homes (4 units/acre), townhouses (10–15 units/acre), garden apartments (20–25 units per acre) and mid-rise apartment buildings (30–45 units per acre).

Table 2: "What If" Scenarios for Developing Parking and Vacant Land in Downtowns and Station Areas

% of Total	Acres	4 Units/Acre (Small-lot Single-family)	12 Units/Acre (Townhouse Apartments)	24 Units/Acre (Garden Apartments)	36 Units/Acre (Mid-rise Apartment Buildings)
100%	8,338	33,352	100,056	200,112	300,168
90%	7,504	30,017	90,050	180,101	270,151
80%	6,670	26,682	80,045	160,090	240,134
70%	5,837	23,346	70,039	140,078	210,118
60%	5,003	20,011	60,034	120,067	180,101
50%	4,169	16,676	50,028	100,056	150,084
40%	3,335	13,341	40,022	80,045	120,067
30%	2,501	10,006	30,017	60,034	90,050
20%	1,668	6,670	20,011	40,022	60,034
10%	834	3,335	10,006	20,011	30,017

Source: Regional Plan Association.

At the low end, developing 10% of this land for small single-family homes would yield about 3,300 new units of housing. At the upper end, developing all of this land for mid-rise apartment buildings would yield 300,000 units of housing. Clearly, not all of this land will be turned into residential property, and mid-rise apartment buildings would only be acceptable in a minority of the downtown locations.

A more plausible scenario would see a portion of this land developed at a range of densities. **For example, a mixture of densities (40% townhouse, 40% garden apartments, 20% mid-rise apartments) on half of this land would yield 90,000 new housing units. This is nearly equivalent to the amount of housing that could be produced if ALL of Long Island's remaining unprotected open space was developed for medium- and large-lot single-family homes.**

It is also important to note that other properties may be important parts of redevelopment plans, including under-utilized manufacturing and transportation facilities and aging shopping centers. Adding to existing structures, such as building apartments over storefronts, are also strategies that have been used effectively to revitalize many downtowns. Table 3 illustrates how land is currently used. Residential use is by far the most common, covering 34,000 acres. Transportation is the next highest use, with over 14,000 acres. This includes highways and streets as well as large facilities such as bus depots. Commercial, industrial and institutional combined constitute another 7,000 acres, some portion of which could be appropriate for redevelopment.

Table 3: Land Use Within a Half Mile of Downtown Centers and LIRR Stations

Land Use Type	Acres
Agriculture	644
Commercial	3,094
Industrial	1,029
Institutional	3,095
Single-family Residential	30,905
Multi-family Residential	3,008
Mixed Use	646
Transportation	14,058
Utilities	508
Unprotected Open Space	1,818
Vacant	2,180
Parking	4,341
Protected Land	6,735
Water	1,892
Total	***73,951***

Source: Data compiled by Regional Plan Association from Nassau and Suffolk Counties, the U.S. Geological Service, the U.S. Fish and Wildlife Service, the New York State Departments of Environmental Conservation, Parks and Transportation, the Nature Conservancy, the Trust for Public Land, and aerial photographs from Google Earth.

Which Downtowns Have the Greatest Potential?

In addition to how much land there is to develop, there are a number of other factors that indicate which places are most appropriate for transit-oriented development. These include:

- How much existing infrastructure capacity is there to support additional development?
- How well-connected is the place to concentrations of jobs, workers and other destinations?
- How much demand is there for different types of activities?
- How will it affect water quality, air quality and other environmental factors?
- How well will different forms of transit-oriented development fit with the existing context of the place?
- How will it affect regional issues of segregation and disparities in services, taxes, housing and job opportunities?

These questions can only be definitively answered through local and regional planning that considers the specific needs, market and context of individual places. However, by combining several factors, we can identify places that are most likely to be suitable for the kind of redevelopment that can expand the Island's economy, tax base and housing choices with the least environmental impacts. These include transit ridership, which indicates that a place has transit services that take people to desired destinations. It also includes existing residential and commercial density that indicates both existing demand and an agglomeration that can support new activity.

The following tables indicate which places are most likely to serve particular functions based on the amount of unbuilt land, existing transit ridership, and the existing mix and density of residential and commercial uses. It also takes into account places that have been identified by other studies and planning initiatives, including the Nassau County Master Plan process, growth areas targeted by the Suffolk County Planning Department, priority growth areas of the New York Metropolitan Transportation Council, the Sustainable East End Development Strategy (SEEDS), and high-priority town initiatives.

Table 4: Downtowns With *High* Potential for Redevelopment

Downtown	Downtown Size—Commercial and Residential	Acres of Parking, Vacant and Open Space	Average Daily LIRR Ridership	Existing Uses	Previously Identified Growth Area
Amityville	Large	124	2,581	Medium	Yes
Hempstead	Large	120	3,231	High	Yes
Hicksville	Large	118	14,442	High	Yes
Mineola	Large	108	10,331	High	Yes
Freeport	Large	86	5,365	High	Yes
Rockville Centre	Large	74	5,761	High	Yes
Huntington Station	Large	74	10,432	High	Yes
Westbury	Large	70	3,669	High	Yes
Babylon	Large	63	6,368	High	No
Valley Stream	Large	55	3,999	High	Yes
Port Washington	Large	50	7,191	High	Yes
Long Beach	Large	49	7,332	High	Yes
Baldwin	Large	48	5,912	Medium	Yes
Great Neck	Large	42	9,500	High	Yes
Port Jefferson Station	Mid-Sized	131	1,562	High	No
Bay Shore	Mid-Sized	104	1,649	High	Yes
Wyandanch	Mid-Sized	100	3,532	Medium	Yes
Patchogue	Mid-Sized	97	2,208	Medium	Yes

(continued)

Table 4: Downtowns With *High* Potential for Redevelopment *(cont'd)*

Downtown	Downtown Size—Commercial and Residential	Acres of Parking, Vacant and Open Space	Average Daily LIRR Ridership	Existing Uses	Previously Identified Growth Area
Smithtown	Mid-Sized	87	1,299	High	No
Greenport	Mid-Sized	86	56	Medium	Yes
Southampton	Mid-Sized	80	138	Medium	Yes
Glen Cove	Mid-Sized	76	343	Low	Yes
Garden City	Mid-Sized	74	1,213	Medium	Yes
New Cassel	Mid-Sized	64	3,669	Medium	Yes
Farmingdale	Mid-Sized	60	4,091	Medium	Yes
Syosset	Mid-Sized	56	4,916	High	Yes
Roosevelt	Mid-Sized	41	5,365	Medium	Yes
Westhampton Beach	Small	106	78	Medium	Yes
Riverhead	Small	98	82	Medium	Yes

Source: Regional Plan Association, ridership from 2006 provided by Long Island Rail Road.

Table 4 shows the downtowns identified as having High Potential for redevelopment based on four attributes—the amount of unbuilt land (surface parking, vacant property and unprotected open space), average daily LIRR ridership, density and mix of existing uses, and prior identification as a growth area or place with redevelopment opportunities. For the first three attributes—unbuilt land, ridership and existing uses—each place was given a ranking of High, Medium or Low. Existing Uses is itself a composite that includes population size, number of stores and inbound morning rail passengers. Any place that was ranked High in at least two of these categories and at least Medium in the third was considered to have High Potential overall. In addition, if a place was otherwise considered to have at least Moderate Potential (at least Medium in all three categories or one High and one Medium), but was part of a growth area that had previously been designated by one of the counties, a town, NYMTC or SEEDS, then its overall ranking was raised to High. This adjustment takes into account the fact that these places were identified through planning processes that considered factors beyond the scope of this study, including local conditions and the potential to redevelop existing building sites.

Table 5: Downtowns With *Moderate* Potential for Redevelopment

Downtown	Downtown Size—Commercial and Residential	Acres of Parking, Vacant and Open Space	Average Daily LIRR Ridership	Existing Uses	Previously Identified Growth Area
Lynbrook	Large Center	24	4,396	High	Yes
Manhasset	Large Center	49	5,489	Medium	No
Bellmore	Mid-Sized Center	56	5,258	Medium	No
Copiague	Mid-Sized Center	48	2,335	Medium	Yes
Elmont	Mid-Sized Center	43	792	Low	Yes
Hampton Bays	Mid-Sized Center	68	79	Medium	Yes
Huntington	Mid-Sized Center	57	10,432	Medium	No
Lake Ronkonkoma	Mid-Sized Center	69	14,653	Medium	No
Merrick	Mid-Sized Center	50	6,079	Medium	No

(continued)

Table 5: Downtowns With *Moderate* Potential for Redevelopment *(cont'd)*

Downtown	Downtown Size—Commercial and Residential	Acres of Parking, Vacant and Open Space	Average Daily LIRR Ridership	Existing Uses	Previously Identified Growth Area
Port Jefferson	Mid-Sized Center	51	1,562	High	No
Sayville	Mid-Sized Center	82	1,105	Medium	No
Wantagh	Mid-Sized Center	90	4,953	Medium	No
Bridgehampton	Small Center	70	80	Medium	Yes
Cutchogue	Small Center	72	79	Low	Yes
East Hampton	Small Center	58	126	Medium	Yes
East Hampton North	Small Center	60	126	Medium	Yes
East Patchogue	Small Center	81	2,208	Low	No
East Quogue	Small Center	36	79	Low	Yes
Halesite	Small Center	60	10,432	Low	No
Medford	Small Center	83	32	Medium	No
Melville	Small Center	21	3,405	Medium	Yes
North Babylon	Small Center	23	6,368	Medium	No
Quogue	Small Center	56	78	Low	Yes
Sag Harbor	Small Center	24	80	Medium	Yes
St. James	Small Center	45	486	Medium	Yes
Shelter Island Hgts. 1	Small Center	41	56	Low	Yes
Shelter Island Hgts. 2	Small Center	37	56	Low	Yes
Southold	Small Center	66	24	Medium	Yes
Stony Brook	Small Center	88	1,393	Low	No
Water Mill	Small Center	20	138	Low	Yes
West Islip	Small Center	36	6,368	Medium	No

Source: Regional Plan Association, ridership from 2006 provided by Long Island Rail Road.

Twenty-nine downtowns were identified as having a High Potential for attracting new housing and jobs while encouraging transit use and using very little of Long Island's remaining open space. These places ranged from large commercial and mixed-use centers like Mineola and Hempstead to smaller downtowns in places like Riverhead and Wyandanch.

Three large downtowns rank high on all four criteria used to identify potential. Mineola, Freeport and Hicksville each has relatively high densities of residential and commercial uses within a half mile of their train stations. All three already have high transit use, and all have a large amount of surface parking and vacant land. All have been identified in the Nassau County Master Plan process as downtowns that could attract new residents and employers. In spite of these similarities, these are three distinctly different places. Mineola is a commercial hub with a middle-income population that is well underway in implementing a master plan to better utilize its land and infrastructure. Freeport is a low-income downtown that has recently completed a visioning initiative and is working with Nassau County to revitalize its train station area and its North Main Street corridor. Hicksville is an unincorporated area that is both a rail and bus hub with the second busiest Long Island Rail Road station in Nassau or Suffolk Counties, but no formal planning process to take full advantage of its potential.

In addition to these three places, there are 11 other large downtowns with High Potential to anchor a new generation of economic growth and quality housing choices. Two of these, Hempstead and Amityville, have over 100 acres of surface parking, vacant land and open space. Six are

well-established, transit-oriented centers with between 50 and 75 acres of unbuilt land—Huntington Station, Port Washington, Babylon, Rockville Center, Valley Stream and Westbury. The other three—Great Neck, Long Beach and Baldwin—also combine commercial and residential uses with high transit use, and have between 40 and 50 acres of unbuilt land.

Fifteen small and mid-sized downtowns are included in the places with High Potential. Four of these—Bay Shore, Port Jefferson Station, Wyandanch and Westhampton Beach—have over 100 acres of unbuilt land. While most of this consists of surface parking in Bay Shore and Port Jefferson Station, in Wyandanch, it is evenly divided between parking and vacant land. In Westhampton Beach, most unbuilt land is either vacant or unprotected open space. The other small/mid-sized centers include the East End downtowns of Riverhead, Southampton and Greenport, and several places in western Suffolk and Nassau—Patchogue, New Cassel, Farmingdale, Smithtown, Syosset, Garden City, Roosevelt and Glen Cove.

Of these 29 High Potential downtowns, 23 are in sewer districts. For the six places that are not—Huntington Station, Port Jefferson Station, Smithtown, Wyandanch, Southampton and Westhampton Beach—redevelopment costs could be significantly higher to build appropriate sewage and wastewater treatment capacity to handle higher densities. However, this does not have to be an insurmountable barrier. Wyandanch, for example, is a major focus for redevelopment by the Town of Babylon.

Using the same criteria, an additional 31 downtowns were identified as having Moderate Potential to accommodate new housing and jobs (see Table 5). In general, these places ranked well on some but not all criteria, or had more modest capacity for new development. As with the places with High Potential, these covered a broad range of places in terms of size, location and character. They include places such as Lynbrook with a high density of transit-oriented uses but a small amount of unbuilt land, and places like East Patchogue with a large amount of development capacity but low densities of existing uses and low transit ridership or access.

The remaining 61 downtowns have Low or Unknown Potential. The data available for this study did not reveal significant potential for new development in these places. However, in many cases there could be conditions that could not be identified—underused shopping malls or industrial areas, growing demand for retail or other services—that represent opportunities for redevelopment.

In addition to these places, there are several station areas located outside of core downtowns that could potentially support transit-oriented development. Appendix C shows land availability and LIRR ridership for the 45 stations more than a half mile from the center of a downtown, as well as whether or not it is in a previously identified growth area. Several are noteworthy. Ronkonkoma, with the busiest LIRR station on Long Island and 108 acres of surface parking and vacant land, is already a large transit hub. Planning is already underway for major redevelopment at Yaphank in Suffolk County. The Cold Spring Harbor Station is close to a major employment center in Cold Spring Harbor Labs and has 153 acres of unbuilt land, although much of this consists of open space used for golf courses and other active recreation uses. Carle Place and Country Press Life stations are in the "Nassau Hub" area and could be part of a long-range redevelopment plan for the area.

Beyond current possibilities, new transit investments could significantly expand the potential for transit-oriented development. The East Side Access project will soon connect the Long Island Rail Road directly to Grand Central Terminal, cutting commuting times for thousands of riders by as much as 45 minutes a day. This should enhance the attractiveness of many rail-centered downtowns, and make it possible to develop new housing there with less auto traffic than before. For some places, this could represent a major opportunity by making it feasible for far more people to commute into Manhattan by train. Possible future investments, such as Main Line improvements on the LIRR or rapid bus service on Route 110, could significantly enhance intra-Long Island travel by transit and create the potential for larger employment as well as residential centers.

PART III:
Case Studies

Capitalizing on the country's busiest commuter rail system, a number of Long Island's leaders and communities are taking steps to look back to the future by focusing new development and redevelopment around the rail stations of some of Long Island's downtown communities. Evidence can be found in the individual efforts made by Mayors at the Village level, the Town-wide efforts of Supervisors to identify transit-oriented development (TOD) opportunities in their communities and county-wide and bi-county efforts to plan sustainably for the future in key transit-oriented downtowns.

In the past five years alone, multi-family developments have sprouted up around train stations in the Villages of Patchogue, Westbury and Valley Stream, with future projects planned for Rockville Centre, Freeport, Lynbrook and Farmingdale, amongst others. Many of these projects were ushered in through public planning processes that involved stakeholders and members of the community working to determine a unified vision for their Villages.

Similar efforts and results have taken place at the Town level. In Brookhaven, the Town recently underwent a planning process to study the opportunities for transit-oriented development around the Ronkonkoma Rail Hub—the busiest rail station on Long Island. The Town is now looking to develop a land use plan and environmental impact statement for the study area. The Towns of Islip and Babylon have also advanced transit-oriented development in communities including Bay Shore and Copiague, and along with the Town of Huntington are looking ahead to new opportunities for growth in the Sagtikos Corridor (Pilgrim State). Babylon has teamed up with Huntington to advocate for the reopening of the Republic Airport Station in East Farmingdale as part of the overall effort to better serve the Route 110 Corridor with transit. Additionally, Babylon recently secured federal funding to help bring sewers to the Wyandanch community in its effort to develop a showcase transit-oriented hub in the Town.

At the county level, efforts to update the Master Plan were recently completed in Nassau County and just launched in Suffolk County. Master planning at the county level provides an important framework to develop policies and manage growth at the local level. Nassau's plan places an emphasis on growth in transit-oriented downtowns. Meanwhile, the bi-county effort to develop a sustainability plan—currently being conducted by the Long Island Regional Planning Council—is envisioning a future Long Island with sustainable communities developed around robust transportation systems.

All of this mounting evidence indicates that Long Island is increasingly open to new patterns of development around rail. But it is also important to note that many of the projects described above are in very early phases. It will take sustained leadership, increased public support and reliable sources of financing to ensure the full potential of transit-oriented development. It will also take more than a handful of communities to accommodate Long Island's projected growth, particularly if it is to provide the housing and employment centers necessary to attract the next generation.

It is useful, then, to look into successful models of transit-oriented development for lessons that can be learned as Long Island embraces this type of development once again.

The following case studies examine development and planning in three areas that can provide models for effective transit-oriented development on Long Island. Close to home, Mineola, NY serves as an example of how downtowns can use their existing commercial base to encourage development. Just to the west, South Orange, NJ demonstrates how a downtown can take advantage of major transit improvements. And finally, looking to the south, Fairfax County, VA offers a lesson in comprehensive, forward-looking planning.

Table 6: Case Study Demographic Comparisons

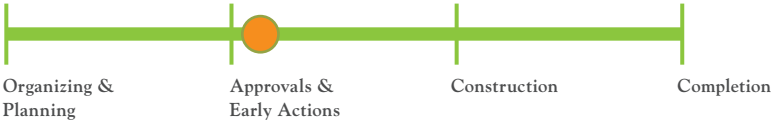
	Mineola, NY	South Orange, NJ	Fairfax County, VA	Long Island
Population by Age (%)				
0–24	27.6%	39.7%	32.9%	32.9%
25–34	16.5%	10.7%	15.5%	12.9%
35–54	31.2%	29.6%	34.7%	31.5%
55+	24.7%	20.0%	17.0%	22.8%
Population by Race (%)				
White	79.5%	58.2%	64.4%	76.4%
Black or African-American	1.0%	30.4%	8.4%	8.1%
Asian	1.7%	3.9%	13.0%	3.5%
Hispanic or Latino	13.1%	4.9%	10.9%	10.3%
Other	4.7%	2.6%	3.4%	1.7%
Income				
Median Household Income	$60,706	$83,611	$81,050	$68,351

Source: 2000 U.S. Census.

The Village of Mineola
Transforming a Regional Employment and Transportation Hub into a Mixed-Use Center

Size: 1.9 square miles | **Population:** 19,234 | **Population Density: 10,123 per sq mi**

Revitalization Progress:



Overview

Located 20 miles due east of Midtown Manhattan, the Village of Mineola is centrally located in Nassau County, where a portion of the Village is included in the "Nassau Hub"—an area that, for decades, has been touted for its potential as a regional economic and residential center. With a population around 19,000 the nearly two-mile square Village has a population density close to 10,000 people per square mile, which is well above the average Long Island downtown population density (2008 Long Island Index).

Mineola serves as a regional transit hub for Long Islanders using both rail and bus services. The Long Island Rail Road (LIRR) is the busiest commuter railroad in the country and the Mineola station is among the top five busiest stations on Long Island. Located on the Main Line of the LIRR, Mineola residents have access to 135 trains every weekday. Additionally, the recently opened MTA/LIRR Mineola Intermodal Center allows for connections between LIRR trains and seven different MTA Long Island Bus routes, while providing over 700 spaces for commuter parking. There is also free shuttle service for the nearby Adelphi University and Hofstra University campuses.

The Village of Mineola is a mature, well-developed, primarily residential suburban community. Compared to many other Long Island downtowns, Mineola is unique in that it has a significant number of downtown office buildings. According to the 2008 Long Island Index study of 30 Long Island downtowns, Mineola had by far the greatest number of office buildings in the downtown. These buildings and the Winthrop University Hospital help to account for the over 40% increase in daytime population in Mineola.

The Process: Decline to Revitalization

As an aging suburb, Mineola has been facing issues familiar to many suburban communities: a changing commercial base, unattractive corridors, traffic congestion and a traditional downtown in need of new definition. The presence

View of the Intermodal Transit Hub
Source: Regional Plan Association.

of the hospital and large private and nearby governmental office centers are assets to the region, but pose particular challenges to the Village. Each of these uses generates significant volumes of traffic and workers during the daytime, but very little pedestrian traffic in the downtown or activity after the business day. The downtown area is further challenged by an aging inventory of housing and lack of connectivity to the rest of the village.

Seeking to facilitate improvements to its downtown, corridors and business districts, the Village formed the Mineola Community Planning Committee in 2002. After receiving some initial funding for station-area streetscape improvements and a redesign study for the rail station, the Village in 2004 set out to develop a comprehensive Master Plan to identify opportunities for mixed-use and residential redevelopment. The plan placed particular emphasis on focusing development around the rail station while maintaining the integrity of the residential neighborhoods.

The Master Plan was followed in 2007 with the adoption of an "overlay district" in the downtown that helps to facilitate negotiations with developers. The district enables mixed-use or residential development proposals within the district to bypass the usual red-tape-burdened permitting process and

go straight through to the Board of Trustees for approval, providing a significant incentive for developers. Even if the proposals don't comply with the Village's zoning code (i.e., they are higher than three stories or are a residential use in the commercial zone), the Village Board has the authority to consider exceptions in return for the applicant providing amenities to the Village.

Since the district was adopted, four major residential development proposals within walking distance to the rail station have been fast-tracked to approval—despite their noncompliance with the underlying existing code—and include such negotiated compensations as streetscape improvements, capital funds for future projects and the development of senior housing and structured parking. Overall, the Master Plan and the ensuing overlay district have created incentives for investment in the Village's downtown and lay the groundwork for an expanded tax base.

Approved Projects	Negotiated Compensations
Village-approved 285-unit condominium complex within walking distance to train	Streetscape improvements around the site and leading to downtown and the rail station Purchase of new Village fire truck Façade retrofit of adjacent building Construction of 36-unit senior housing Construction of a four-story, 272-space parking garage for residents with shared municipal parking (40 dedicated metered spaces) $3 million towards future capital improvements in the Village
Approved and constructed 22-unit condominium development in the heart of downtown	Brick pavers, enhanced street lighting, benches and trash receptacles on Main Street $150,000 towards future capital improvements in the Village
Approved project to convert current office building and retail space into 28 one-bedroom apartments as well as retail space; three stories high with 42 residential parking spaces on the site	Historical design standards to reflect surrounding buildings and façade improvement
Village-approved 257-unit condominium development within walking distance to train; 63 one-bedroom units, 184 two-bedroom units and 10 three-bedroom units	TBD

Proposed 285-unit development
Source: Polimini International, LLC.

Proposed 257-unit development
Source: 250 Old Country Road, LLC.

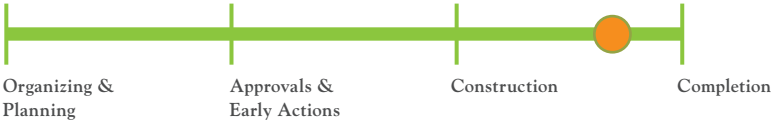
Long Island Relevance

Mineola serves as a good example for other Long Island downtowns that seek to explore redevelopment opportunities around a busy transit hub. Other hubs, such as Hicksville, Ronkonkoma, Hempstead and Freeport, are popular parking, pass-through and transfer stations, but have potential to develop more transit-oriented residential and mixed-use activities around the stations. Like Mineola, these downtowns could recognize the leverage they have and focus on creating more livable, walkable places around the station. Like Mineola, they could ensure the integrity of the surrounding single-family neighborhoods is preserved while fast-tracking development proposals through an overlay district. The potential of many of Long Island's downtowns are great for revitalization, if the assets of the community are realized.

The Village of South Orange, New Jersey
Revitalizing a Downtown by Improving Public Transportation and Rebuilding a Station Area

Size: 2.8 square miles | **Population:** 16,964 | **Population Density: 5,945 per sq mi**

Revitalization Progress:



Overview

The suburb of South Orange Village is a New Jersey Township located 15 miles due west of Manhattan. With close to 17,000 residents over an area of 2.8 square miles, South Orange has a population density comparable to the average Long Island downtown. A traditional Northeast U.S. suburb, South Orange is largely dominated by single-family homes and has a central business district that developed around the rail station.

The Township is well-served by transit with two commuter rail stations, three bus routes and a jitney service that moves residents along three different routes transporting commuters between the South Orange New Jersey Transit rail station and outlying areas as well as one connecting Seton Hall University's campus to the downtown. The rail station lies at the heart of downtown and is the second busiest station on the Morris & Essex Line with 3,450 weekday boardings on average.

The Process: Decline to Revitalization

Like many suburban municipalities in the New York City metropolitan region, South Orange's history involves early development around the rail system which led to a thriving downtown and the subsequent growth of a surrounding neighborhood of single-family homes. It became one of many bedroom communities to New York City and nearby Newark. As socioeconomic shifts occurred, however—including auto-dependency and the proliferation of large shopping malls and strip centers in newer suburbs and along nearby highways—downtown South Orange suffered significant decline during the 1960's through the mid-1980's. South Orange Avenue—the Township's Main Street—became more oriented to automobiles and it suffered increased retail and service vacancies and significant decline around the station area.

By the early 1990's, local civic groups—frustrated with the degree of decline—began to work with Village officials to bring new life back to the downtown and to focus on diversity and integration. Their efforts were driven, in part, by the announcement of a long-planned-for service improvement to the commuter rail line that would provide South Orange commuters with a direct rail link into New York City. The new "Midtown Direct" service would eliminate the need for commuters to switch trains in Hoboken, NJ and would shave up to 30 minutes round trip off of commute times. Planners at the time anticipated growth in ridership and increased real estate interest in towns along the line, like South Orange.

A New Plan for Downtown

Building on the efforts of groups like Main Street South Orange, the Township commissioned a study in 1994 to propose a redevelopment strategy for the downtown, focusing on areas of opportunity around the rail station. The resulting report made a number of recommendations to achieve compact, transit-supportive, mixed-use development within walking distance of transit. One of that plan's principal recommendations was increasing mixed-use development in the central business district to encourage pedestrian activity and use of existing transportation and infrastructure, while creating a steady customer base for the variety of retail, dining and cultural arts opportunities the township would attract. To accomplish this goal, South Orange created a redevelopment zone, which encouraged use of flexible zoning and public–private partnerships, including the provision of tax incentives to prospective developers in the form of Payments In Lieu Of Taxes (PILOTS). The Township adopted the redevelopment plan and a new zoning ordinance in 1996—the same year that the Midtown Direct project was completed and launched.

The actions taken by the Township to improve the station area—including its participation in the benefits programs

and the adoption of the redevelopment plan—led to a variety of improvements in the downtown and station area, including:

- Modernization of the rail station and retail space under tracks
- Reconstructed plaza, including gazebo, benches and fountain
- Highly successful redeveloped commercial corridor
- Streetscaping, distinctive "gaslight" lighting and urban art
- South Orange Performing Arts Center (SOPAC), including five-screen cinema
- Shared commuter parking
- New destination food market and restaurant
- Jitneys that run free of charge and provide transportation to and from the station and other destinations throughout the Township

Retail center under tracks of NJ Transit Station
Source: Regional Plan Association.

Ridership and Residents

The introduction of Midtown Direct service has had a significant impact on South Orange. In the first year of new service alone, ridership on the entire Morris & Essex line rose by about 20%. Overall, average ridership rose from approximately 28,000 passenger trips on an average weekday before the service improvement to over 50,000 today. Real estate values of homes within a half mile of Midtown Direct stations were also shown to have increased by around $80,000 as compared with those up to five miles away, since the service began[7].

The improved service, along with implementation of the redevelopment strategy, has led to a residential renaissance in downtown South Orange. Since 1999, residential development within 2–3 blocks of the station has included the following:

- 200 new rental units built
- 40 new apartments converted to condos
- 65 rental-unit building undergoing renovation
- 79 new condos under construction
- 20 new condos approved
- 30 new units proposed
- 18-unit condo under consideration

According to the South Orange Village Administrator, those who have moved into the new rental housing include mostly commuters and empty nesters. An informal survey taken at Gaslight Commons (the complex of 200 rental units), revealed that around 70% of the units had at least one person that used the train to commute to New York City. Additionally, with near 100% occupancy in the building, only eight additional children were added to the school system from Gaslight Commons. According to Carole Anzalone-Newman, the Executive Director at Main Street South Orange, both residents and businesses are relocating from New York City to South Orange. "South Orange is a diverse and creative town with beautiful historic buildings," she said. According to Anzalone-Newman, there has been a large migration of Brooklynites to South Orange. "It is the first leafy suburb people see coming out of the City, and Brooklynites see the opportunity to replicate the life they had in Brooklyn in the suburbs."

Long Island Relevance

There are a great number of Long Island downtowns that share both characteristics and a common history with South Orange. Mid-size downtowns—such as Lynbrook, Port Washington, Babylon and Patchogue—have station areas with the potential to accommodate growth and redevelopment as well as "Main Streets" that could be made more pedestrian-friendly. Perhaps the greatest potential for South Orange-like revitalization exists for those downtowns along the Main and Port Washington Long Island Railroad lines where the East Side Access project will connect these stations directly to Grand Central Station. Currently under construction, East Side Access is on target to be completed by 2016 and will reduce daily travel times by up to 40 minutes for those commuting to the east side of Manhattan. With these changes, it will make communities along these lines more appealing to New York City-bound commuters.

7. Michaelson, Juliette (2004), Walk-and-Ride: How MidTOWN DIRECT has affected residential property values within walking distance of train stations. Masters thesis. Columbia University.

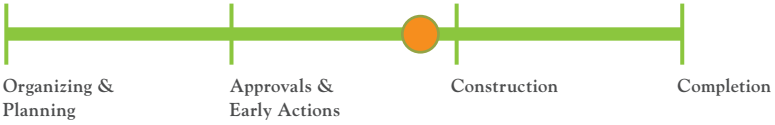
Fairfax County, Virginia
Comprehensive Planning at the Regional Level

Size: 407 square miles

Population: 969,749
(recent surveys estimate population at over 1 million)

Population Density: 2,383 per sq mi

Revitalization Progress:



Overview

Located in the heart of the Washington D.C. metro area, Fairfax County, Virginia is the region's most populous and prosperous suburb. With about 1 million residents, Fairfax County serves as a popular bedroom community for D.C. workers as well as a bustling employment center for technology, defense and other government contracting firms, with some of the strongest retail sales in the nation.

The County is well-served by transit with county bus service, a commuter rail system that runs into Union Station in Washington D.C. and six Washington Metro stops along three separate lines. In addition to these stops, the Dulles Corridor Metrorail Project, or "Silver Line"—currently under construction—will add eight new stations in Fairfax County connecting Washington D.C. to Dulles Airport and bringing public transportation to a rapidly growing urban center at Tysons Corner.

Unfortunately, poor management of growth in the postwar years and lack of foresight in planning for the Metro system in the 1970's have caught up with the County as it struggles with gridlocked roads and a dwindling supply of developable land. In response, the County has re-envisioned its growth plan for the next 30 years and hopes to reap the rewards in new centers—both urban and suburban—developed largely around new and existing transit stations.

The Road to Sprawl

At one time a rural, food-producing region for the Nation's Capital, Fairfax County experienced rapid development beginning in the 1930's and continued through the postwar boom. Fed largely by the expansion of federal government programs over that time, the influx of workers to Fairfax County catalyzed the growth of suburban communities and retail centers across the County. More recently, private industries who sought a greater presence in D.C. chose to settle in Fairfax County, leading to a flood of new enterprise in the region and growth of jobs. As a result, the County's population dramatically increased tenfold from 99,000 in 1950 to over 1 million residents today.

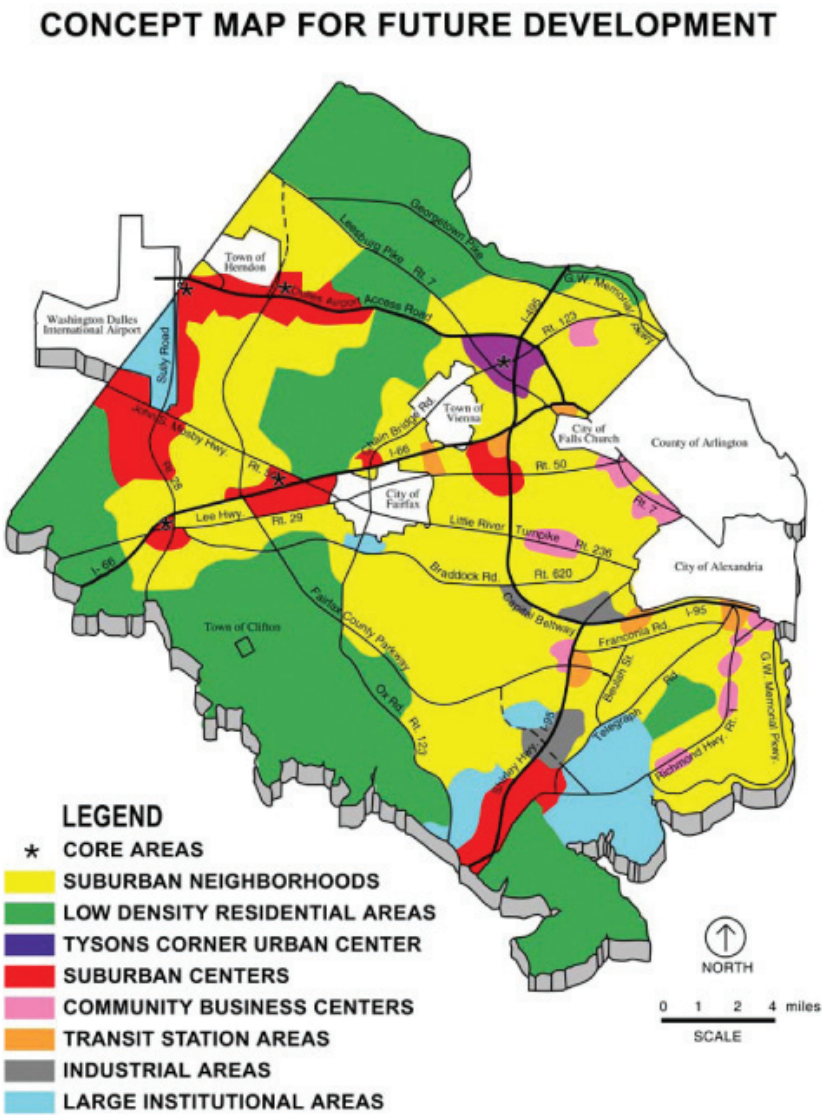
But growth at such a rapid rate has come with some significant costs. While the County has successfully fostered residential and employment centers, unfettered growth in the 1950's and 60's created a landscape of sprawl across the County. Vast tracts of land were developed with single-family homes at low densities and connected to each other—and to D.C.—via a network of highways. But it was a misjudgment in the 1970's—during the planning stages of the Washington Metro—that helped to ensure the County would struggle with congested roadways and diminishing developable land today.

As the Washington Metro Orange Line was being planned, Fairfax County chose to follow the advice of Metro planners and build its segment of the line and its three stations aboveground in the median of the busy Interstate 66. Neighboring Arlington, on the other hand, successfully fought to sink the majority of its stretch of the Orange Line and all but one of its stations are underground along nearby Wilson Boulevard to allow for greater neighborhood development around the stations. The differences between the two counties' station areas are evident today. Arlington's Rosslyn-Ballston corridor (the stretch of land above the Metro) has blossomed into a walkable office, residential and retail environment that has not only been more resistant to the crippling rise of traffic that plagues most of Northern Virginia (average daily traffic on Wilson Boulevard shrank by 1,000 vehicles between 1980 and 2000 despite population growth), but it is also one of the few places in the country that has weathered the economic storm with great success. Meanwhile, Fairfax County suffers from debilitating traffic and has not had the same success of development around its Metro stations—due in part to its location in the median.

Taking the Comprehensive View

By the 1990's—as the County realized that it would soon reach its capacity to develop residential land—they adopted a new approach within the Comprehensive Plan to encourage specific development types in appropriate places throughout the County. Following this approach, the County was divided into either Mixed-Use Centers—including Urban Centers, Suburban Centers, Community Business Centers and Transit Station Areas—or Institutional and Industrial Areas. Within each of these areas, land use was studied for its best use and development recommendations were made. The Plan was updated again in the early 2000's as plans for the new Silver Line included the construction of eight new stations within the County. This led the County to take an even more transit-oriented approach to development along the Metro line that will eventually connect Dulles Airport to downtown Washington D.C.

In addition to its existing suburban neighborhoods, Fairfax has designated certain growth areas in the County. These are listed below.



Source: Fairfax County Dept. of Planning and Zoning.

Tysons Corner Urban Center

- Mix of high-density office, retail and residential uses in a pedestrian-oriented, urban environment
- Characterized by one or more high-density station transit-oriented development (TOD) areas including multi-story towers with lessening densities moving away from the TOD areas
- Residential densities up to 100 dwelling units/acre (residential towers) in TOD area and 8 to 45 dwelling units/acre (townhouses and garden apartments) in outlying areas

Long Island areas of opportunity:
Growth at this scale could occur at places like the Nassau Hub and Sagtikos Corridor (site of the Pilgrim State Psychiatric Center).

Proposed rendering of Tysons Corner Urban Center
Source: Fairfax County Dept. of Planning and Zoning.

Suburban Centers

- Complementary mix of office, retail and residential uses in a consistent, low to moderate density
- Characterized by TOD areas with relatively greater density and urban-like qualities and less dense non-TOD areas
- Residential densities of up to 40 dwelling units/acre (garden and mid-rise apartments) in the TOD area and 5 to 25 dwelling units/acre (townhouses and garden apartments) in the non-TOD area

Long Island areas of opportunity:
Nassau Hub, Sagtikos Corridor (site of the Pilgrim State Psychiatric Center) and Yaphank center.

Proposed Merrifield Suburban Center
Source: Fairfax County Dept. of Planning and Zoning.

Community Business Centers

- Retail, office, cultural and residential uses with a pedestrian-oriented, community scale
- Serve as community focal points with cultural, recreational and institutional uses
- Mid-rise commercial densities at center, with residential densities of 5 to 25 dwelling units/acre (townhouses and garden apartments) in outlying area

Long Island areas of opportunity:
Route 110 Corridor and Office Parks along Long Island Expressway (i.e., Plainview) and Jericho Turnpike (i.e., Hauppauge).

Proposed Baileys Crossroads Community Business Center
Source: Fairfax County Dept. of Planning and Zoning.

Transit Station Areas

- Areas where development opportunities around rail stations are optimized, while maintaining stability of adjoining land uses
- Mixture of residential, office and retail uses
- Low to moderate density of buildings with residential densities of 8 to 45 dwelling units/acre (townhouses, garden and mid-rise apartments) or higher around the station area depending on individual approach for station

Long Island areas of opportunity:

Downtowns with high development capacity include: Valley Stream, Long Beach, Mineola, Port Washington, Rockville Centre, Roosevelt, Syosset, Westbury, Garden City, Glen Cove, Greenport, Southampton, Westhampton Beach, Bay Shore, New Cassel, Patchogue, Wyandanch, Riverhead, Amityville, Baldwin, Freeport, Great Neck, Hempstead, Hicksville, Babylon, Smithtown.

Station areas with high development capacity include: Farmingdale, Huntington Station, Port Jefferson Station, Ronkonkoma, Deer Park, Yaphank.

Long Island Relevance

Both Nassau and Suffolk Counties have some similarities to Fairfax County, Virginia. Each of them started as rural counties that experienced rapid rates of growth throughout the 20th century. And like Fairfax County, remaining developable land in both Nassau and Suffolk is limited if not fully consumed. Guided by a Comprehensive Plan with roots going back decades, Fairfax was able to take a new approach to development by looking for opportunities within the County as a whole. Given the desire to protect stable residential neighborhoods, Fairfax looked to existing centers and station areas for intensification. While neither Nassau nor Suffolk may wish to intensify at the levels of Fairfax County, the process by which growth areas were classified and development recommendations issued is insightful. Both Nassau and Suffolk Counties have identified

Proposed MetroWest Development
Source: Fairfax County Dept. of Planning and Zoning.

a number of growth areas where they would like to focus development (including the Nassau Hub and Bethpage Industrial Park in Nassau and the Sagtikos Corridor and Yaphank in Suffolk), but there is much of the Island that remains unclassified. Nassau County's recently released Master Plan—with its 90/10 solution—begins to attempt a Fairfax-like planning effort. Further efforts could be taken to develop specific land-unit recommendations for development, so that the Counties' best interests are ensured as development proposals are made.

It must be noted that one impediment to the success of County-level land use planning in Nassau and Suffolk Counties is the difference in governance structures compared to Fairfax, Virginia. Unlike New York State, Virginia's governance is such that there is no "home rule" authority granted to its local governments. Instead, governance is highly centralized under what is called the "Dillon Rule" and the state is divided into one of two primary governments—cities or counties, with no overlapping boundaries. As a result, Fairfax County has far greater control over land use decisions than does Nassau or Suffolk County, helping to ensure greater oversight over development and faster approvals of development proposals.

Conclusion: Where Do We Go From Here?

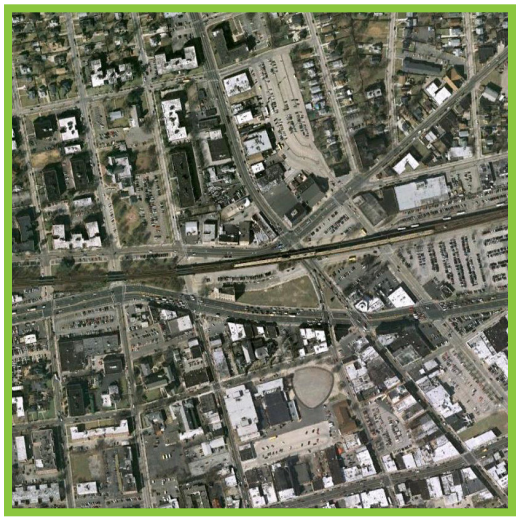
Rethinking Long Island's Parking Lots—The Case of Freeport

While there are over 8,300 acres of potentially developable land in the heart of Long Island's downtowns, it is important to remember that this number is divided amongst over 150 different communities. It is useful then to consider redevelopment opportunities of these areas through the lens of an actual downtown. The opportunities for redevelopment in the Village of Freeport are significant. With over 85 acres of unprotected, vacant space and parking areas, in addition to the redevelopment potential of existing buildings, the Village has a number of options for accommodating new residential, commercial and open space areas.

A community-driven effort currently underway to develop a Master Plan for the area's North Main Street Corridor and station area (a half-mile radius) **envisions using about half of the existing parking areas to develop new residential and mixed-uses** as well as some commercial, civic and open space uses. The recommended residential development would include a mix of townhouses, garden apartments and some mid-size apartment buildings that would largely be built on the existing municipally-owned large commercial parking fields at an average of around 20–25 units/acre. Parking spaces lost to development would be accommodated in structured parking offsite and within the new buildings. It is anticipated that a number of the residential buildings would also include mixed uses, like retail—particularly around the rail station—to help create a vibrant live–work area and shopping destination.

A hotel is recommended for one of the large parking lots, directly across from another lot that would become the local "Village Green" park. A number of ideas were also generated for those parking areas underneath the elevated rail tracks, including enclosing one section with glass to create a new civic or cultural space, and maintaining the parking use at another section during the week while using it for events like farmers' markets or craft fairs on the weekends. For those vacant and parking areas not recommended for redevelopment, landscaping and vegetation improvements were suggested to better incorporate these often barren spaces into the community.

In addition to the infill opportunities offered by vacant and parking areas, there are a variety of redevelopment opportunities at existing, developed sites that would further accommodate new uses downtown. In Freeport, rehabilitation or reconstruction of underutilized buildings, conversion of retail strip centers into mixed-use centers and simple façade enhancements are just some of the recommendations for existing sites coming out of the master planning process. Combined with the vacant and parking areas, these existing site enhancements present downtown Freeport with flexible options for redevelopment and revitalization. All recommendations generated as part of the Freeport master planning process were developed with comprehensive public participation and will continue to be shaped by community input, reflecting the importance of community-level decision-making.



Downtown Freepart today
Source: Google Earth.

Master Plan vision for downtown Freeport
Source: Moule & Polyzoides, RPA and Sustainable Long Island.

In total, opportunities for redevelopment in Long Island's downtowns are obtainable in both existing sites as well as on the abundant acreage of vacant and parking areas. Guided by the community, revitalization and the accommodation of new growth and mixed uses are achievable goals that could be reached in downtowns across the Island.

Linking Local and Regional Visions

As described above, downtown revitalization and transit-oriented development have momentum from a number of county and local planning processes. However, there are a number of actions that could accelerate and assist these efforts. The LIRPC's Long Island 2035 Regional Comprehensive Sustainability Plan, whose first phase should be completed in 2010, can be a vehicle for coordinating and supporting Island-wide efforts. Implementing new master plans in both counties could provide both direction and resources for localities with the interest and will to undertake redevelopment efforts.

The LIRR and Metropolitan Transportation Authority (MTA) are also beginning to play a larger role in working in partnership with municipalities and the counties. One model to examine for a comprehensive TOD program is New Jersey's Transit Villages program. A partnership of New Jersey Transit and several state agencies, the effort is successfully implementing 20 transit-oriented development projects across the state.

The level of citizen education and involvement are also major factors in determining how well Long Island assesses and develops the latent potential of its downtowns and transit system. It is hoped that this report will trigger curiosity and interest into looking deeper into the possibilities of individual places and exploring alternatives for realizing their full potential.

Appendix A: Population, Stores and Transit Ridership for Downtowns and Station Areas

Station or Downtown	Population Within a Half Mile of Station or Downtown Center	Total Stores in Downtown	% Vacant	Distance to Nearest Station (Mile) "—" Indicates Station Within Downtown	Average Daily LIRR Ridership at Nearest Station
Albertson Station	4,657			—	465
Amagansett Downtown	383	51	4%	0.74	55
Amagansett Station	201			—	55
Amityville Downtown	3,432	85	4%	0.67	2,581
Amityville South Downtown	3,880	145	7%	—	2,581
Babylon Downtown	3,757	199	3%	—	6,368
Baldwin Downtown	5,276	122	19%	—	5,912
Bay Shore Downtown	4,844	195	15%	—	1,649
Bayport Downtown	1,865	20	0%	1.88	1,105
Bayville Downtown	2,457			2.82	234
Bellerose Downtown	5,715	111	9%	—	792
Bellmore Downtown	5,121	103	8%	—	5,258
Bellport Downtown	1,442	61	3%	1.15	46
Bellport Station	1,819			—	46
Belmont Park Station	1,369			—	—
Bethpage Downtown	4,907	99	12%	—	4,061
Brentwood Downtown	3,088	46	9%	—	3,202
Bridgehampton Downtown	193	132	8%	—	80
Brightwaters Downtown	2,913	33	0%	0.80	1,649
Carle Place Station	5,059			—	711
Cedarhurst Downtown	6,930	189	10%	—	1,472
Center Moriches Downtown	1,332			3.49	429
Centerport Downtown	2,436	20	15%	1.84	847
Central Islip Station	4,188	42	10%	—	3,422
Centre Avenue Station	8,446			—	832
Cold Spring Harbor Downtown	580	44	5%	2.43	3,405
Cold Spring Harbor Station	687			—	3,405
Copiague Downtown	6,693	47	13%	—	2,335
Country Life Press Station	4,725			—	922
Cutchogue Downtown	402			2.97	79
Deer Park Station	3,894	56	9%	—	4,982
East Hampton Downtown	877	20	0%	0.65	126
East Hampton North Downtown	842	180	6%	—	126
East Islip Downtown	2,337	60	5%	0.80	708

(continued)

Appendix A: Population, Stores and Transit Ridership for Downtowns and Station Areas *(cont'd)*

Station or Downtown	Population Within a Half Mile of Station or Downtown Center	Total Stores in Downtown	% Vacant	Distance to Nearest Station (Mile) "—" Indicates Station Within Downtown	Average Daily LIRR Ridership at Nearest Station
East Meadow Downtown	5,770	167	19%	2.51	3,669
East Moriches Downtown	915			3.19	284
East Patchoque Downtown	2,178	31	16%	1.24	2,208
East Quogue Downtown	997			3.50	79
East Rockaway Station	6,196			—	1,122
East Setauket Downtown	1,221			2.04	1,393
East Williston Station	6,563			—	658
Eastport Downtown	615	32	0%	1.49	284
Elmont Downtown	6,633	62	11%	1.01	792
Farmingdale Station	5,035	120	13%	—	4,091
Farmingville Downtown	3,536	20	10%	1.87	32
Floral Park Downtown	7,889	55	4%	—	2,461
Franklin Square Downtown	8,717			1.44	1,546
Freeport Downtown	11,928	250	12%	—	5,365
Garden City Downtown	2,037	150	6%	—	1,213
Gibson Station	8,336			—	1,042
Glen Cove Downtown	5,396	132	11%	0.62	343
Glen Cove Station	2,581			—	343
Glen Head Station	2,989			—	464
Glen Street Station	5,493			—	449
Great Neck Downtown	9,389	470	7%	—	9,500
Great River Station	1,714			—	273
Greenlawn Downtown	2,409	56	4%	—	847
Greenport Downtown	1,680	134	10%	—	56
Greenvale Downtown	2,918	110	10%	—	237
Halesite Downtown	1,820			2.42	10,432
Hampton Bays Downtown	1,301	156	9%	—	79
Hempstead Downtown	16,331	365	12%	—	3,231
Hempstead Gardens Station	4,833			—	276
Hewlett Station	5,723	125	12%	—	1,311
Hicksville Downtown	3,553	200	11%	—	14,442
Huntington Downtown	3,462	358	6%	1.53	10,432
Huntington Station	5,921	145	10%	—	10,432
Inwood Downtown	5,872			0.72	791

(continued)

Appendix A: Population, Stores and Transit Ridership for Downtowns and Station Areas *(cont'd)*

Station or Downtown	Population Within a Half Mile of Station or Downtown Center	Total Stores in Downtown	% Vacant	Distance to Nearest Station (Mile) "—" Indicates Station Within Downtown	Average Daily LIRR Ridership at Nearest Station
Island Park Station	5,563	60	12%	—	1,880
Islip Downtown	3,952	77	6%	0.62	708
Islip Station	3,916	29	7%	—	708
Islip Terrace Downtown	3,927			1.18	708
Kings Park Downtown	3,238	56	14%	—	1,500
Lake Ronkonkoma Downtown	3,548	110	27%	1.28	14,653
Lakeview Station	5,410			—	653
Lawrence Downtown	3,251	43	12%	0.60	791
Lawrence Station	6,798			—	791
Levittown Downtown	5,844			2.06	4,061
Lindenhurst Downtown	5,302	141	12%	—	2,942
Locust Valley Downtown	1,648	90	3%	—	476
Long Beach Downtown	9,673	176	7%	—	7,332
Lynbrook Downtown	7,860	119	5%	—	4,396
Malverne Downtown	6,378	49	2%	—	217
Manhasset Downtown	3,899	140	8%	—	5,489
Massapequa Downtown	5,342	76	4%	—	3,012
Massapequa Park Downtown	3,063	70	10%	—	4,698
Mastic Beach Downtown	3,785			2.54	429
Mastic-Shirley Station	2,049			—	429
Mattituck Station	836			—	25
Medford Downtown	1,664	63	8%	—	32
Melville Downtown	2,963			2.89	3,405
Merillon Avenue Station	4,665				1,287
Merrick Downtown	4,804	103	12%	—	6,079
Mineola Downtown	6,354	114	7%	—	10,331
Montauk Downtown	593	133	5%	1.05	136
Montauk Station	269			—	136
Nassau Boulevard Station	4,228			—	1,453
New Cassel Downtown	5,129	62	10%	1.71	3,669
New Hyde Park Station	6,912	148	5%	—	2,767
North Babylon Downtown	4,184	29	7%	1.31	6,368
North Lindenhurst Downtown	6,054	66	21%	1.46	2,942
Northport Downtown	2,222	107	5%	1.86	2,176

(continued)

Appendix A: Population, Stores and Transit Ridership for Downtowns and Station Areas *(cont'd)*

Station or Downtown	Population Within a Half Mile of Station or Downtown Center	Total Stores in Downtown	% Vacant	Distance to Nearest Station (Mile) "—" Indicates Station Within Downtown	Average Daily LIRR Ridership at Nearest Station
Northport Station	4,064	98	10%		2,176
Oakdale Downtown	2,087	63	3%	—	406
Oceanside Downtown	6,301	89	20%	0.95	2,268
Oceanside Station	5,309			—	2,268
Oyster Bay Downtown	2,994	130	9%	—	234
Patchogue Downtown	3,940	133	15%	—	2,208
Pinelawn Station	29				77
Plainview Downtown	4,480			2.38	4,061
Plandome Station	1,690			—	843
Port Jefferson Downtown	1,502	165	13%	1.19	1,562
Port Jefferson Station	2,845	116	16%	—	1,562
Port Washington Downtown	5,545	258	11%	—	7,191
Quogue Downtown	471			2.25	78
Riverhead Downtown	1,988	76	46%	0.54	82
Riverhead Station	2,172			—	82
Rockville Centre Downtown	6,512	340	8%	—	5,761
Rocky Point Downtown	1,909	111	32%	6.80	1,562
Ronkonkoma Station	1,120	35	29%	—	14,653
Roosevelt Downtown	8,587	97	9%	1.55	5,365
Roslyn Downtown	2,391	61	18%	0.77	716
Roslyn Station	3,917			—	716
Sag Harbor Downtown	1,077	149	6%	4.27	80
St. James Downtown	2,427	55	13%	—	486
Sayville Downtown	2,992	136	4%	—	1,105
Sea Cliff Station	3,968	154	19%	—	499
Seaford Downtown	5,634			0.78	499
Seaford Station	4,524	135	8%	—	2,990
Shelter Island Hgts. 1 Downtown	179	14	14%	1.37	56
Shelter Island Hgts. 2 Downtown	150	16	0%	1.22	56
Smithtown Downtown	1,969	139	14%	—	1,299
Southampton Downtown	1,408	238	16%	—	138
Southold Downtown	762	98	18%	—	24
Speonk Station	877			—	284

(continued)

Appendix A: Population, Stores and Transit Ridership for Downtowns and Station Areas *(cont'd)*

Station or Downtown	Population Within a Half Mile of Station or Downtown Center	Total Stores in Downtown	% Vacant	Distance to Nearest Station (Mile) "—" Indicates Station Within Downtown	Average Daily LIRR Ridership at Nearest Station
Stewart Manor Downtown	7,537	54	6%	0.58	1,546
Stewart Manor Station	6,421			—	1,546
Stony Brook Downtown	768	33	0%	1.02	1,393
Stony Brook Station	3,135			—	1,393
Syosset Downtown	3,773	96	6%	—	4,916
Uniondale Downtown	8,534	60	8%	1.84	3,231
Valley Stream Downtown	6,596	157	6%	—	3,999
Wantagh Downtown	4,198	94	5%	—	4,953
Water Mill Downtown	172	41	22%	1.99	138
West Babylon Downtown	5,901	56	11%	2.01	3,532
West Hempstead Station	4,974			—	250
West Islip Downtown	3,682	23	0%	0.99	6,368
West Sayville Downtown	2,249	55	9%	0.95	1,105
Westbury Downtown	5,136	185	6%	—	3,669
Westhampton Beach Downtown	1,076	31	6%	0.80	78
Westhampton Station	378			—	78
Westwood Station	7,706			—	523
Williston Park Downtown	8,366	179	6%	0.33	658
Woodmere Station	6,747			—	1,462
Wyandanch Downtown	4,476			—	3,532
Yaphank Station	75			—	9

Sources: Population from 2000 U.S. Census, stores and vacancy from Long Island Index survey, LIRR ridership for 2006 provided by Long Island Rail Road. Calculations by Regional Plan Association.

Appendix B: Acres of Unbuilt Land Within a Half Mile of Downtown Centers and Stations

Place	Parking Areas	Unprotected Open Space	Vacant	TOTAL
Albertson Station	15	12	10	38
Amagansett Downtown	5	2	19	27
Amagansett Station	10	42	36	88
Amityville Downtown	92	18	14	124
Amityville South Downtown	9	9	13	31
Babylon Downtown	58	2	3	63
Baldwin Downtown	34	5	8	48
Bay Shore Downtown	82	12	10	104
Bayport Downtown	4	7	9	19
Bayville Downtown	3	20	7	30
Bellerose Downtown	11	11	1	23
Bellmore Downtown	33	18	5	56
Bellport Downtown	13	7	21	40
Bellport Station	26	30	109	164
Belmont Park Station	8	22	0	31
Bethpage Downtown	26	4	11	41
Brentwood Downtown	48	14	10	72
Bridgehampton Downtown	25	19	26	70
Brightwaters Downtown	12	8	4	24
Carle Place Station	69	8	2	79
Cedarhurst Downtown	25	7	5	37
Center Moriches Downtown	22	2	38	63
Centerport Downtown	3	40	17	59
Central Islip Station	51	18	4	73
Centre Avenue Station	10	0	4	14
Cold Spring Harbor Downtown	4	11	16	31
Cold Spring Harbor Station	16	120	18	153
Copiague Downtown	32	2	15	48
Country Life Press Station	66	1	3	70
Cutchogue Downtown	6	16	50	72
Deer Park Station	56	0	9	66
East Hampton Downtown	27	7	26	60
East Hampton North Downtown	12	10	36	58

(continued)

Appendix B: Acres of Unbuilt Land Within a Half Mile of Downtown Centers and Stations *(cont'd)*

Place	Parking Areas	Unprotected Open Space	Vacant	TOTAL
East Islip Downtown	27	4	6	37
East Meadow Downtown	43	4	1	48
East Moriches Downtown	6	19	30	55
East Patchoque Downtown	54	12	15	81
East Quogue Downtown	2	2	32	36
East Rockaway Station	14	17	15	46
East Setauket Downtown	15	14	29	58
East Williston Station	28	5	2	36
Eastport Downtown	13	8	67	89
Elmont Downtown	28	9	6	43
Farmingdale Station	42	14	4	60
Farmingville Downtown	27	3	25	55
Floral Park Downtown	18	2	1	22
Franklin Square Downtown	19	2	4	24
Freeport Downtown	77	2	7	86
Garden City Downtown	51	6	17	74
Gibson Station	16	21	1	37
Glen Cove Downtown	43	19	14	76
Glen Cove Station	19	8	20	47
Glen Head Station	23	37	10	70
Glen Street Station	41	9	15	65
Great Neck Downtown	24	4	14	42
Great River Station	21	2	7	31
Greenlawn Downtown	39	2	8	48
Greenport Downtown	14	65	8	86
Greenvale Downtown	18	7	6	31
Halesite Downtown	22	23	15	60
Hampton Bays Downtown	34	14	20	68
Hempstead Downtown	109	7	3	120
Hempstead Gardens Station	13	23	5	41
Hewlett Station	35	9	6	50
Hicksville Downtown	112	2	5	118
Huntington Downtown	39	15	2	57

(continued)

Appendix B: Acres of Unbuilt Land Within a Half Mile of Downtown Centers and Stations *(cont'd)*

Place	Parking Areas	Unprotected Open Space	Vacant	TOTAL
Huntington Station	62	1	10	74
Inwood Downtown	24	15	10	48
Island Park Station	32	4	12	48
Islip Downtown	40	3	4	48
Islip Station	29	17	4	50
Islip Terrace Downtown	13	12	10	35
Kings Park Downtown	38	7	8	53
Lake Ronkonkoma Downtown	44	10	15	69
Lakeview Station	10	3	7	20
Lawrence Downtown	7	8	7	22
Lawrence Station	24	6	9	39
Levittown Downtown	51	16	1	69
Lindenhurst Downtown	25	11	6	42
Locust Valley Downtown	13	28	28	70
Long Beach Downtown	35	5	10	49
Lynbrook Downtown	16	6	3	24
Malverne Downtown	8	2	5	15
Manhasset Downtown	39	5	5	49
Massapequa Downtown	25	11	5	40
Massapequa Park Downtown	9	0	4	13
Mastic Beach Downtown	6	39	44	89
Mastic-Shirley Station	61	3	32	96
Mattituck Station	30	4	22	56
Medford Downtown	51	7	24	83
Melville Downtown	16	1	4	21
Merillon Avenue Station	36	19	5	59
Merrick Downtown	32	15	4	50
Mineola Downtown	89	18	1	108
Montauk Downtown	11	19	36	66
Montauk Station	6	4	35	46
Nassau Boulevard Station	7	1	4	12
New Cassel Downtown	38	11	15	64
New Hyde Park Station	28	15	6	49

(continued)

Appendix B: Acres of Unbuilt Land Within a Half Mile of Downtown Centers and Stations *(cont'd)*

Place	Parking Areas	Unprotected Open Space	Vacant	TOTAL
North Babylon Downtown	14	3	6	23
North Lindenhurst Downtown	23	0	8	32
Northport Downtown	8	2	8	19
Northport Station	22	4	11	37
Oakdale Downtown	23	7	31	61
Oceanside Downtown	32	2	6	40
Oceanside Station	13	19	15	47
Oyster Bay Downtown	13	5	2	20
Patchogue Downtown	83	6	9	97
Pinelawn Station	36	6	11	52
Plainview Downtown	43	13	1	57
Plandome Station	2	88	48	139
Port Jefferson Downtown	24	16	11	51
Port Jefferson Station	80	24	27	131
Port Washington Downtown	38	6	5	50
Quogue Downtown	7	10	39	56
Riverhead Downtown	36	17	45	98
Riverhead Station	72	5	7	84
Rockville Centre Downtown	70	2	2	74
Rocky Point Downtown	17	1	14	32
Ronkonkoma Station	80	16	11	108
Roosevelt Downtown	22	9	10	41
Roslyn Downtown	22	45	31	97
Roslyn Station	40	22	12	75
Sag Harbor Downtown	11	5	8	24
St. James Downtown	24	5	16	45
Sayville Downtown	54	18	9	82
Sea Cliff Station	4	15	12	30
Seaford Downtown	39	11	13	63
Seaford Station	25	17	3	45
Shelter Island Hgts. 1 Downtown	1	6	34	41
Shelter Island Hgts. 2 Downtown	1	5	31	37
Smithtown Downtown	65	1	21	87

(continued)

Appendix B: Acres of Unbuilt Land Within a Half Mile of Downtown Centers and Stations *(cont'd)*

Place	Parking Areas	Unprotected Open Space	Vacant	TOTAL
Southampton Downtown	55	5	19	80
Southold Downtown	22	15	30	66
Speonk Station	17	2	63	82
Stewart Manor Downtown	11	2	2	15
Stewart Manor Station	10	7	5	21
Stony Brook Downtown	5	70	13	88
Stony Brook Station	16	3	3	22
Syosset Downtown	35	17	4	56
Uniondale Downtown	15	3	9	27
Valley Stream Downtown	50	3	2	55
Wantagh Downtown	40	4	46	90
Water Mill Downtown	6	5	8	20
West Babylon Downtown	7	2	3	12
West Hempstead Station	46	5	4	56
West Islip Downtown	31	3	2	36
West Sayville Downtown	11	24	7	42
Westbury Downtown	53	10	7	70
Westhampton Beach Downtown	22	35	49	106
Westhampton Station	14	0	20	34
Westwood Station	9	8	5	21
Williston Park Downtown	19	5	2	27
Woodmere Station	15	17	7	40
Wyandanch Downtown	49	2	49	100
Yaphank Station	10	1	22	33

Source: Data compiled by Regional Plan Association from Nassau and Suffolk Counties, the U.S. Geological Service, the U.S. Fish and Wildlife Service, the New York State Departments of Environmental Conservation, Parks and Transportation, the Nature Conservancy, the Trust for Public Land, and aerial photographs from Google Earth.

Appendix C: Station Areas Outside of Downtowns, Ranked by Ridership

Station Area	Acres of Parking, Vacant and Open Space	Average Daily LIRR Ridership	In Previously Indentified Growth Area
Ronkonkoma Station	108	14,653	No
Deer Park Station	66	4,982	Yes
Central Islip Station	73	3,422	No
Cold Spring Harbor Station	153	3,405	No
Seaford Station	45	2,990	No
New Hyde Park Station	49	2,767	No
Oceanside Station	47	2,268	No
Island Park Station	48	1,880	No
Stewart Manor Station	21	1,546	No
Woodmere Station	40	1,462	No
Nassau Boulevard Station	12	1,453	No
Stony Brook Station	22	1,393	Yes
Hewlett Station	50	1,311	No
Merillon Avenue Station	59	1,287	No
East Rockaway Station	46	1,122	No
Gibson Station	37	1,042	No
Country Life Press Station	70	922	Yes
Plandome Station	139	843	No
Centre Avenue Station	14	832	No
Lawrence Station	39	791	No
Roslyn Station	75	716	No
Carle Place Station	79	711	Yes
Islip Station	50	708	No
East Williston Station	36	658	No
Lakeview Station	20	653	No
Westwood Station	21	523	No
Sea Cliff Station	63	499	No
Albertson Station	38	465	No
Glen Head Station	70	464	No
Glen Street Station	65	449	No
Mastic-Shirley Station	96	429	No
Glen Cove Station	47	343	No
Speonk Station	82	284	Yes
Hempstead Garden Station	41	276	No
Great River Station	31	273	No
West Hempstead Station	56	250	Yes

(continued)

Appendix C: Station Areas Outside of Downtowns, Ranked by Ridership *(cont'd)*

Station Area	Acres of Parking, Vacant and Open Space	Average Daily LIRR Ridership	In Previously Indentified Growth Area
Montauk Station	46	136	No
Riverhead Station	84	82	Yes
Westhampton Station	34	78	Yes
Pinelawn Station	52	77	No
Amagansett Station	88	55	Yes
Bellport Station	164	46	No
Mattituck Station	56	25	Yes
Yaphank Station	33	9	Yes
Belmont Park Station	31	NA	Yes

Source: Regional Plan Association, ridership from 2006 provided by Long Island Rail Road.