



# REGIONAL PLAN ASSOCIATION, INC.

*... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.*

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### BI-COUNTY PLAN ANTIDOTE TO "SECOND RATE" LONG ISLAND

Regional Plan Association Urges A Broad Civic Coalition To Secure Adoption.

Long Island is in danger of becoming a "second rate" community attracting "second rate" jobs and activities if it does not plan now to deal with its growth problems, Dr. John P. Keith, President of Regional Plan Association, warned today at the Insight Conference sponsored by the Long Island Association. "The principles of the proposed bi-county plan - corridors, clusters and centers - provide the right approach for overcoming Long Island's present disabilities resulting from its geography and haphazard growth. Regional Plan Association strongly endorses the Nassau-Suffolk Comprehensive Development Plan.

"Not every part of the Region shares equally in its wealth", continued Dr. Keith. "Many close-in areas because of congestion, social problems and ugly surroundings have been by-passed by corporations concerned about their image and the environment for their employees. In the competition for clean industry, corporate headquarters and other office jobs, Long Island can easily be passed over in favor of less developed areas. In the hope of inducing office jobs and industry to its communities, the mid-Hudson area, for example, is working with New York State and regional agencies to develop a plan that will

avoid the problems that earlier haphazard development has created for large sections of Long Island."

"Long Island is at a disadvantage in the competition because it is a cul-de-sac with its only transportation directed toward New York City. If corporate jobs leave New York City and increase more rapidly in distant parts of the Region as Greenwich, White Plains, and Wayne, then Long Island residents will find their employment opportunities limited. Not one of the major corporate headquarters that has moved out of New York City has located in Nassau or Suffolk County."

Other points made by Dr. Keith included:

Unless apartments and some housing are clustered and office and industrial employment and commercial activity centered, as recommended in the proposed plan, Long Island will be completely dependent upon the automobile. This will mean even greater and more constant highway congestion or the disruption caused by cutting through new highway corridors.

In low-density residential areas, public transportation is not feasible except for express commuter rides to a major central business district--Manhattan. A recent report on the new city of Columbia, Maryland finds that there is no economical way to give bus or other mass transportation service to Columbia's detached house neighborhoods.

It is only in medium density neighborhoods with an over-all average of 5 to 50 households per acre that mass transportation becomes possible. The threshold of local bus transit is about 7 households per acre.

The objectives of the plan will best serve the needs of a majority of the citizens of the bi-county area and a citizen coalition should be organized to press for adoption. Newsday, the Long Island Press, and the Long Island Association provide a base and to it should be added, conservationists, proponents of public transportation, minority and poverty groups, sponsors of special schools, builders and political leaders advancing a broad community viewpoint.

State agencies such as the Metropolitan Transportation Authority, the Transportation Department, Urban Development Corporation and Pure Waters Authority will play an important role in implementing the plan. The State Office of Planning Coordination should be given authority to make certain that all of their actions conform to the plan.

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