Long Island 2035

Regional Visioning Workshop - Findings Report

March 26, 2009

Acknowledgments

The Long Island 2035 Visioning Initiative is an intergovernmental effort funded by the New York Metropolitan Transportation Council (NYMTC) and is an integral component of the Long Island Regional Planning Council's (LIRPC) Long Island 2035 Sustainability Plan. The goal of the visioning initiative is to develop a regional public consensus for where the next generation of Long Islanders could live and work, the transportation systems needed to support these settlements, and the institutional actions required to ensure a prosperous, equitable and environmentally sustainable Long Island. The project will incorporate the results of numerous community visioning and multi-jurisdictional projects, such as the Sustainable East End Development Strategies, to encourage cooperative efforts throughout the Island.

Thanks to all of the facilitators and participants who worked together to find common ground on where to place Long Island's projected growth in population and employment at the LI2035 Visioning Workshop. They are listed below.

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Introduction

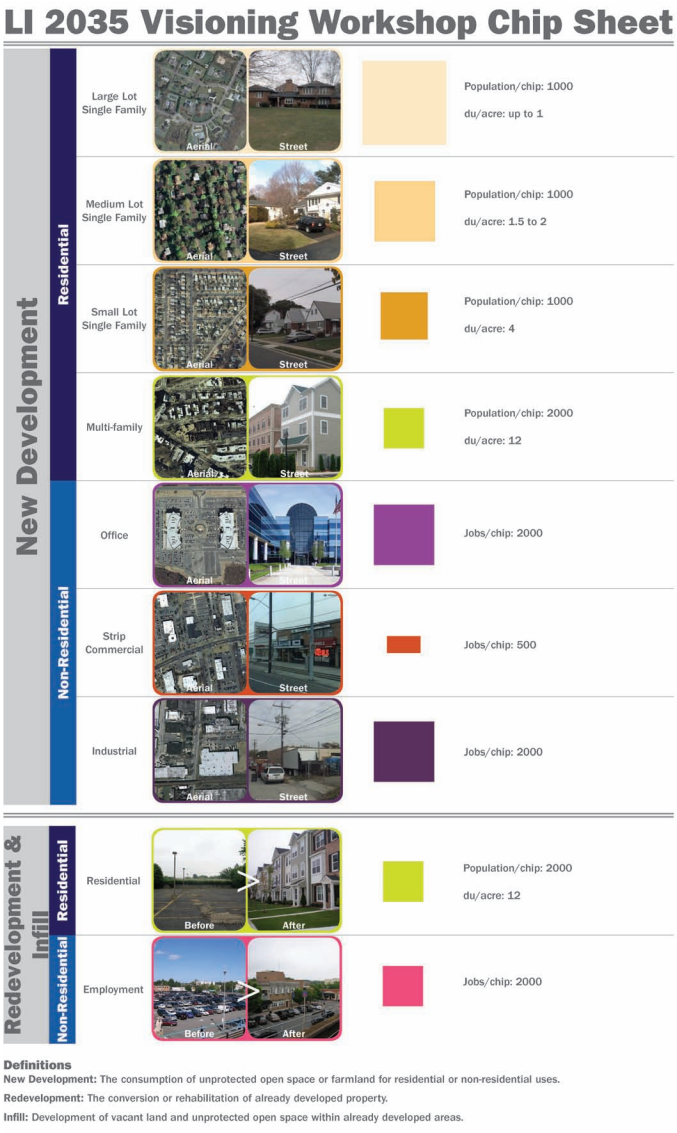
On March 26, 2009, the Long Island 2035 Visioning Initiative held a visioning workshop at the Melville Marriott in Melville, NY. Included as part of the Long Island Regional Planning Council's first annual Planning Summit, the workshop was to designed to bring together leaders from different sectors to articulate alternative scenarios for how Long Island should develop over the next 25 years. Participants included a diverse cross-section of over 100 elected officials, civic, business and environmental leaders from across the island.

Participants worked in thirteen groups to develop island-wide strategies for accommodating projected residential and employment growth on Long Island, while considering the many important values that development patterns will influence, including economic prosperity, social equity and environmental quality.

Participants expressed their strategies by placing chips representing people and jobs in different types of development—new single and multi-family neighborhoods, new commercial and industrial development, infill development and redevelopment of existing commercial or residential areas—onto large maps showing existing development patterns and open space on Long Island. Many groups also illustrated transportation strategies they envision for the island.

Findings from the workshop will be consolidated into alternative scenarios that will be evaluated for the impact on traffic congestion, housing affordability, storm water runoff and other indicators. This information will help inform ongoing municipal, county and regional planning initiatives, in particular the LI2035 Sustainability Plan currently being developed by the Long Island Regional Planning Council.

The Long Island 2035 Study Team will consolidate findings from the workshop into alternative scenarios and evaluate their impacts on land use, infrastructure, natural resources, equity and other issues facing the island. This will help inform an ongoing dialogue on the future of Long Island and the LI2035 Sustainability Plan.

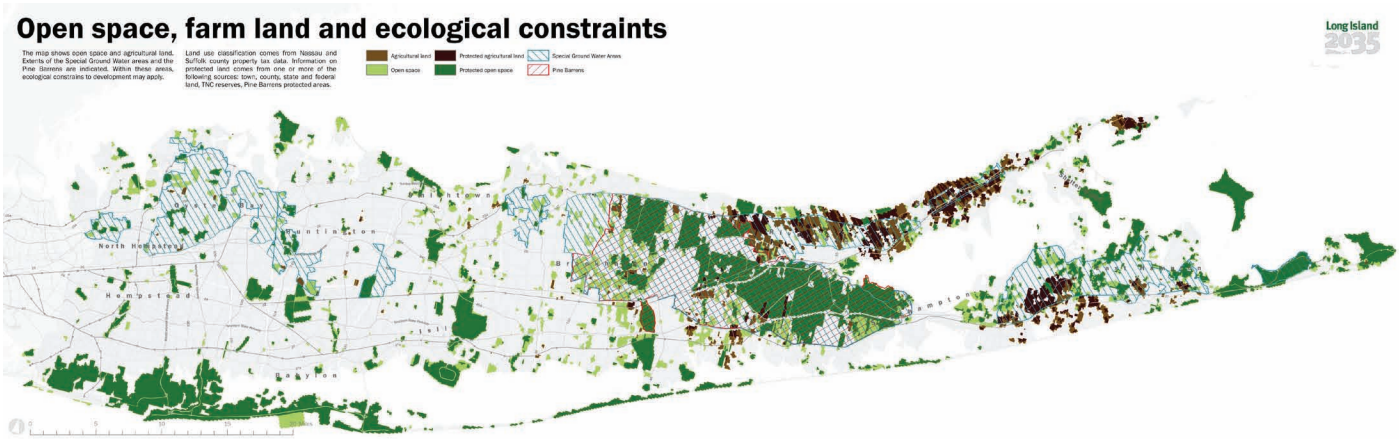


Assets & Challenges

In developing visions for Long Island, participants worked within the context of various assets and challenges. These were represented in an atlas of the following maps to help guide discussion:

- Long Island rail and road network, highlighting areas within a half-mile of Long Island Rail Road stations and a quarter-mile of bus routes.
- Existing employment centers
- Areas with high poverty concentrations
- Population concentrations by race and ethnicity
- Protected and unprotected open space and farmland
- Sewered areas

NYMTC 2035 Projections			
Nassau		Suffolk	
Population	Employment	Population	Employment
+154,000 residents	+82,000 jobs	+307,000 residents	+177,000 jobs



Issues & Findings

Housing the Next Generation of Long Islanders

Where to develop new housing? What types of housing to develop in what kinds of neighborhoods?

A common theme on almost all tables was the focus on redeveloping already-developed areas rather than developing entirely new neighborhoods in open spaces. Most participants selected more intense mixed-use development around existing downtowns and Long Island Railroad Stations as a good way to accommodate growth, although there was variation in the degree of intensity they advocated in these areas. Many groups emphasized infill development of existing neighborhoods.

Although most groups focused on multi-family housing and infill development, a few envisioned some new single-family housing development. They generally advocated that this take place on small-to-medium lot sizes rather than large estates.

Most groups identified large-scale redevelopments, such as the Nassau Hub, Pilgrim State Psychiatric Center and unused airports, as good sites for mixed-use development. Many groups expressed a particular need to develop housing accessible at a variety of income levels, including housing for seniors, young people, and empty-nesters. Several participants believed projected levels of population growth and a more compact development pattern were not appropriate for Long Island.

Main Points from the Tables

- Mixed-use, affordable housing in all LI downtowns
- Larger developments in places like Nassau Hub, Pilgrim State Psych
- Riverhead as an East End Hub
- Add some residential along Route 110
- Find acceptable places to build vertically (not too high)
- Maintain character of existing communities
- Develop to integrate diversity, workforce/affordable housing
- Encourage sustainable downtowns and denser populations, including residences for young people, empty-nesters, assisted living
- Prefer mixed-used development
- Redevelopment at old airports, institutions, Riverhead, Patchogue
- Accommodate aging population of Baby Boomers
- Keep most new housing in proximity to services
- Prioritize areas already developed and where projects are proposed
- Housing centered around transit, especially train stations
- Almost no use of single-family
- East End - small condo developments 8-10 units at a location.
- Housing concentrated in centers, near rail, universities, and facilities
- We should use redevelopment – not develop greenfields
- Build a variety of housing types
- Young people need smaller, more affordable units in centers
- Accommodate immigrants communality: side lot/accessory units
- Develop in existing downtowns with transit opportunities
- Large lot development mostly not appropriate, except on East End
- It's important to invest in communities that have been left behind
- Want to develop nodes of housing and employment along roads too
- People should be able to live and work in the same area
- Workforce housing for the East End, to fill the income gap
- Very little (if any) medium- and large-lot single family
- Mixed-use development downtown and around train stations
- No more McMansions
- Start at downtowns and existing transportation corridors
- Infill mixed-use housing in old industrial parks, barren office parks
- Can fill old airports with housing
- Research / university hubs key locations to start mixed use communities – so recent graduates will stay in town
- East End needs affordable multi-family housing for the workforce
- Mostly in hamlets/downtowns/near LIRR
- Multi-family and small lot residential
- Some extension of existing densities (medium density)
- Redevelop empty motels in Montauk, housing on North Fork bluffs
- Preserve farmland to the south
- "Downtowns, downtowns, downtowns"
- Maybe some in industrial parks
- Generic infill squares (Brookhaven, Islip, TNH, Southold)
- Housing infill along strips on Rt. 25
- Fill-in around Rt. 112 (N-S)
- Fill-in near LIRR line between Deer Park and (some multi-story)
- East-West on South shore
- Cohesive business/employment center along Rt. 112
- Areas of development : Speonk/Gabreski
- Build around train stations
- Use existing community supported plans
- Used large lot chips along North Shore communities
- 50% Infill development
- Higher density around the Hub, Hempstead and Hicksville
- NASSAU:

-Multi-family, mixed-use in more affluent neighborhoods near jobs
-Mixed-use along transit hubs, near major roadways and industry
-More multi-family developments by college campuses
-More mixed-use development on South Shore near transportation
-Develop around transit hubs
-Medium-sized single family developments not too close to transit
-Farmingdale more multi-family housing units

- SUFFOLK:

-Need for workforce housing
-Develop mixed-use, multi family in Calverton and Grumman
-Multi-family developments on unused lots - MacArthur; Pilgrim St

Issues & Findings

Jobs for the Next Generation of Long Islanders

What types of employment sites to develop? Where to develop new employment sites?

Most groups identified existing employment centers or transit-accessible locations as targets for employment intensification in a mixed-use setting. Many focused on large-scale development and redevelopment of employment at sites including old airports, the Nassau Hub, and Pilgrim State. They also identified university neighborhoods and the Brookhaven Labs as opportunities to build on existing technology-driven employment centers. Most groups discouraged new strip commercial development. Many participants pointed out that the more intense development types will not be possible where there are no sewers.

Main Points from the Tables

- Develop jobs at already-developed sites, particularly "Tech Centers"
- Suggested areas include airports, Pilgrim State, near Stony Brook University, existing industrial centers like Yaphank, Brookhaven
- Use Empire State industrial area development
- Develop all LI downtowns
- Develop the Nassau Hub with high –rise development
- Riverhead as an East End Hub
- Intensify the Route 110 corridor in nodes
- No new commercial strip
- Concentrate employment growth in downtowns and where there is empty real estate
- Interested in mixed-use development, as opposed to strip malls
- Support the Lighthouse and Heartland projects (near Nassau Coliseum), other large-scale redevelopment of airfields, mental institutions, etc.
- Interested in developing Rt. 110 corridor
- In Nassau and Western Suffolk mostly infill employment
- In Eastern Suffolk is where they advocated some new (non-infill) employment
- Place jobs near infill housing and around train stations
- Link employment with residential centers
- Put some industry in town centers that are accessible by transit –will help workers get there, people should be able to walk to employment
- Develop Pilgrim State with high density residential and employment – transit village
- HUB should get lots of high density residential and employment.
- Reactivate rail line into Nassau Collisseum
- The Lighthouse and Brookhaven Labs
- Office parks in Stony Brook
- One commercial infill chip for each LIRR station
- Infill in places like Roslyn, where the historic main street has many vacancies
- Envision Yaphank as the new Hauppauge, an industrial park that also has recreational attractions
- Potential Technology Center in Brookhaven, to take advantage of proximity to the Brookhaven National Laboratory
- At Calverton, mixed-use, recreational, potential for movie studios, but how to deal with bad rail access + transportation in general?
- Mixed use development downtown and around train stations
- Commercial hubs needed throughout island
- Maybe start with redeveloping malls
- Concentrate it near housing
- Downtowns are the take-off point for employment as well
- Existing or potential destination locations / transportation hubs
- What "feels natural"
- Can fill old airports with employment. Good location to intensify industrial jobs
- More opportunities in the East End than people let on
- Add jobs to depressed areas
- Mostly infill commercial at downtowns/transportation nodes
- Downtowns
- Intensify industrial parks
- Pilgrim State/Brookhaven
- Gabreski Airport
- Major opportunities: employment centers along Rt. 112
- Employment centers along transit corridors
- No more strip development
- High-rise density employment/housing in Nassau Hub
- Use existing community supported plans
- On the southern portion of the Yaphank Site
- Used all of the employment chips
- Create smaller employment centers in denser community
- Build additional jobs in existing job centers
- Housing developments near universities, mixed-use, nightlife
- Office parks near mixed-use and multi-family developments (i.e. at the Lighthouse Project, near Hofstra)
- Industrial development intensified in existing industrial sites (by Yaphank, Brookhaven National Laboratory)
- Housing near employment, especially for young people
- Enhance existing nodes with "quality" office jobs, commercial, retail (i.e. Brookhaven)
- Hempstead potential for more commercial activity

Issues & Findings

Transportation for 2035

What transportation system to develop for 2035?

All groups' transportation visions focused on public transportation options rather than strategies to accommodate personal motor vehicles. Several groups proposed re-opening or constructing new Long Island Rail Road stations, while others expressed support of system-wide rail improvements such as East Side Access and construction of a third track on the LIRR Main Line. Improving North-South connectivity along corridors such as Route 110 and Route 112, through light rail or bus rapid transit, was also a common suggestion. Several participants were concerned that intensification of existing developments would cause additional congestion. Others advocated maintaining parking supplies around train stations.

Main Points from the Tables

- See through East Side Access, Third Track and other main line improvements
- Create rail shuttles/light rail on both North Fork and South Fork
- New rail station at Center Moriches to support growth downtown
- Express bus between Riverhead and Ronkonkoma
- Don't over-redevelop commercial strip without having parallel roads for autos to find relief
- Greatly enhance bus systems and routes – particularly in Suffolk, with bus loops between new commercial/mixed-use nodes on current commercial strip
- Connect the Nassau Hub to surrounding rail stations and improve roads around it
- Consider Light Rail or BRT for Route 110 and Route 112
- Consider eco-friendly ferry shuttles/water taxis to connect North and South Fork downtowns to each other and to Riverhead (only consensus if affordable and eco-friendly)
- Great concern over transportation during conversations about both housing and employment
- Concentrate housing and employment growth near LIRR stations
- Community members are concerned about maintaining parking around railroads—the mentality is to drive to the railroad
- Good transit is especially important for the elderly
- General enthusiasm for trains: "Trains will make some places work"
- A train or BRT might be good for Rt. 110
- Add train station to Center Moriches
- Make use of existing right of way sold to LIPA for the LIRR out to Riverhead
- Better North-South connections
- Gabreski Airport envisioned as transportation hub, linking Sunrise Highway.
- Reactivate rail line into Nassau Coliseum
- Discussion focused around existing transit lines and stops
- Capitalize on LIRR service by orienting growth around stations
- Look into restored service on abandoned branches/stations (Sag Harbor, etc)
- Build north-south lines
- New monorail along the LIE
- New North-South LIRR line from Port Jefferson to Ronkonkoma (New stations and communities)
- BRT or light rail on Rt. 110 (New stations and communities)
- LI needs more north-south connections.
- Hubs throughout island should be linked in some way via transit
- Transportation is key to successful mixed-use developments
- Anywhere with a transit station should get some infill
- Expand railroad service at Eastern Suffolk
- Supplement with on-demand bus/shuttle service
- North-South transit needed
- Trolley along NY 112
- Lack of inter-connectivity North-South
- Opportunity for "looping" E-W and N-S transit
- Move train stations i.e. Syosset and Yaphank
- New north south routes
- Reduce the number of vehicles and eliminate sprawl development
- Encourage development of transportation hubs to complement mixed-use, multi-family developments
- Better transportation options out east (now road congestion)
- Create Transit Oriented Developments (i.e., Massepequa Park, commercial and multi family units)

Issues & Findings

The Future of Long Island's Open Space

How much open space to preserve? How to balance desire for open space and development needs?

Nearly all groups prioritized open space preservation. Some groups sought to preserve nearly all existing open space, or "as much as possible," while others envisioned developing some of the open land while still preserving the remainder. Several tables were particularly interested in preserving farmland and other open space on the East End. Several tables suggested a transfer of development rights program to help preserve open space. Although many groups advocated residential infill development, some participants were concerned that this would take away from neighborhood pocket parks.

Main Points from the Tables

- Preserve East End open space
- Cluster development in Brookhaven
- TDR program for Kings Park Psychiatric Center
- Preserve pocket parks in neighborhood infill (important to community, can use to grow food locally)
- Neighborhood infill redevelopment should focus on those "grayfields" (gas stations and parking lots)
- Enthusiasm to preserve as much open land as possible, understanding this requires density elsewhere
- Leave it alone—preserve what open space currently exists
- Rt. 51 from 27 to LIE: preserve farmland and sod farms
- Committed to preserving land and fisheries
- Preserve agricultural land on the North Fork
- Perceived lack of "recreational" opportunities, things for young people to do, major "draws" on the island
- Wished there was a "recreation" chip
- Don't use open space for low-density developmentgo for mixed use
- Where are the green chips? The open space preservation chips. Fifty years ago we made a mistake by not preserving some areas.
- Maintain at least 50% open space on island
- Preserve coastline and inland waterways. Increase accessibility
- Concentrate industrial/office in existing locations
- Preserve almost all open space on East End
- Keep as much open as possible – fill the cities to expected capacity (or just under) before taking over the open spaces.
- Preserve larger open spaces, environmentally sensitive areas
- Infill smaller neighborhood lots
- Preserve all of it
- All open space on the North Fork was "off the table"
- Focus on developing under-utilized areas first;
- Transit-oriented development, then to open spaces
- Leave the twin forks alone
- Preserve open space on the East End
- Preserve farm land for industry wine and tourism
- Integrate open space and greenways with future developments, including play areas.
- Build sustainable greenways around new housing, commercial
- Vertical farms, urban agriculture
- Sustain water tables out east

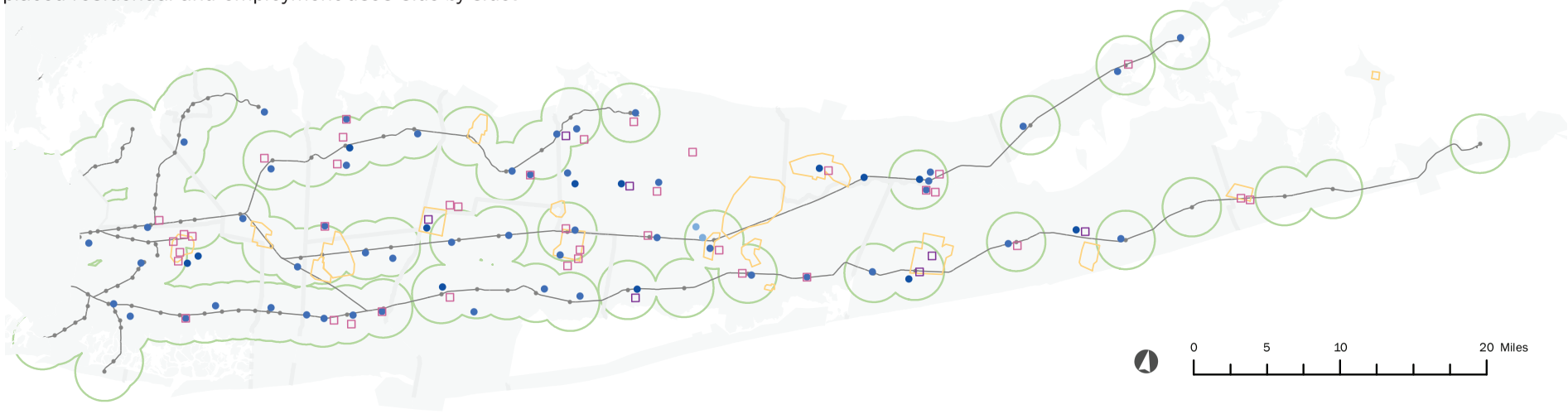
Appendix: Allocations by Table

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
1	77%	10%	13%	23%	54%	22%	50%	22%	28%
2	72%	10%	18%	26%	62%	11%	38%	36%	26%
3	76%	6%	18%	51%	41%	8%	55%	30%	15%
4	96%	4%	0%	46%	42%	13%	65%	19%	16%
5	85%	6%	9%	40%	36%	24%	76%	9%	15%
6	64%	20%	17%	24%	60%	16%	38%	36%	26%
7	52%	32%	15%	29%	54%	17%	30%	39%	31%
8	53%	27%	20%	23%	60%	18%	18%	50%	33%
9	65%	16%	19%	28%	58%	14%	45%	30%	25%
10	79%	8%	13%	32%	56%	12%	56%	27%	17%
11	61%	21%	18%	36%	59%	5%	30%	44%	26%
12	73%	11%	16%	33%	47%	20%	42%	35%	23%
13	53%	27%	20%	34%	44%	22%	20%	47%	33%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
1	85%	15%	15%	58%	26%	17%	51%	32%
2	88%	12%	12%	60%	28%	11%	48%	41%
3	89%	11%	38%	51%	11%	31%	49%	20%
4	97%	3%	26%	64%	10%	28%	40%	32%
5	93%	7%	44%	39%	17%	69%	15%	15%
6	88%	12%	31%	55%	15%	38%	38%	25%
7	77%	23%	32%	47%	20%	9%	57%	33%
8	75%	25%	23%	58%	19%	21%	46%	33%
9	71%	29%	24%	61%	14%	29%	46%	26%
10	93%	7%	22%	66%	12%	16%	52%	32%
11	88%	12%	30%	59%	11%	51%	24%	24%
12	96%	4%	32%	45%	24%	28%	42%	31%
13	76%	24%	22%	50%	28%	23%	54%	23%

Allocation of development by table 1

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.



Population (residents)

- 1,000
- 2,000
- 3,000 - 6,000
- 7,000 - 15,000

Employment (jobs)

- 500 - 2,000
- 3,000 - 4,000
- 5,000 - 8,000

- Key development sites
- Two mile radius from stations

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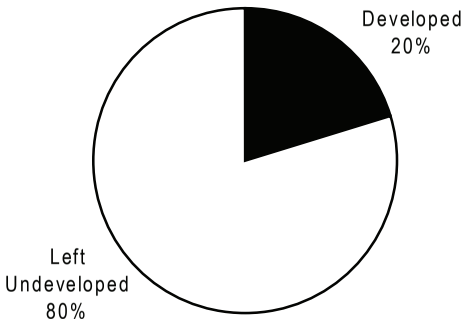
Neighborhood Infill



Allocation of development by table 2

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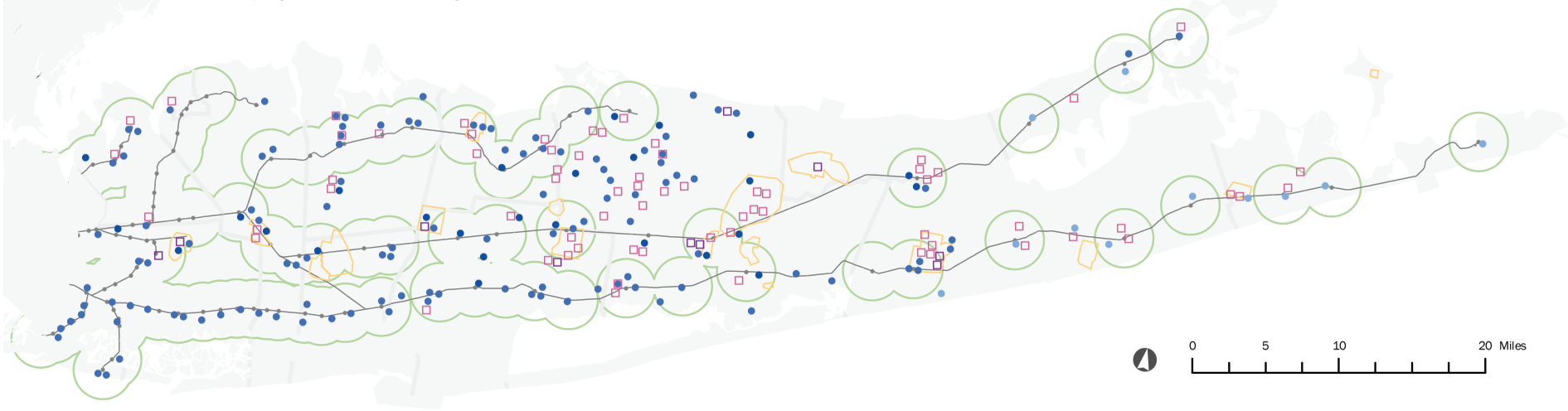

Population (residents)
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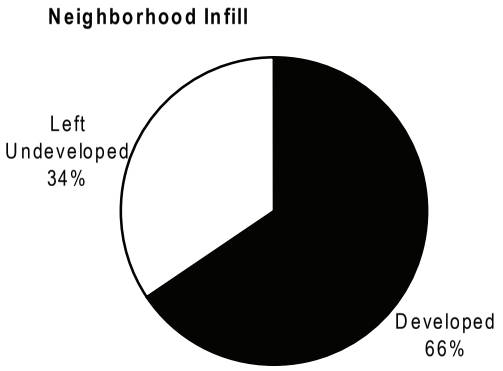
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
2	88%	12%	12%	60%	28%	11%	48%	41%



Allocation of development by table 3

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

Population (residents)

- 1,000
- 2,000
- 3,000 - 6,000
- 7,000 - 15,000

Employment (jobs)

- 500 - 2,000
- 3,000 - 4,000
- 5,000 - 8,000

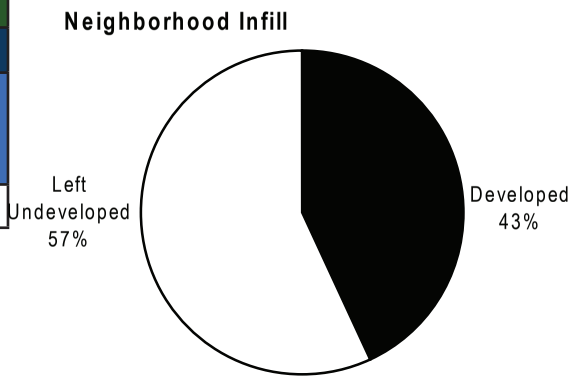
- Key development sites
- Two mile radius from stations

Population Allocations (% allocated)

By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
3	76%	6%	18%	51%	41%	8%	55%	30%	15%

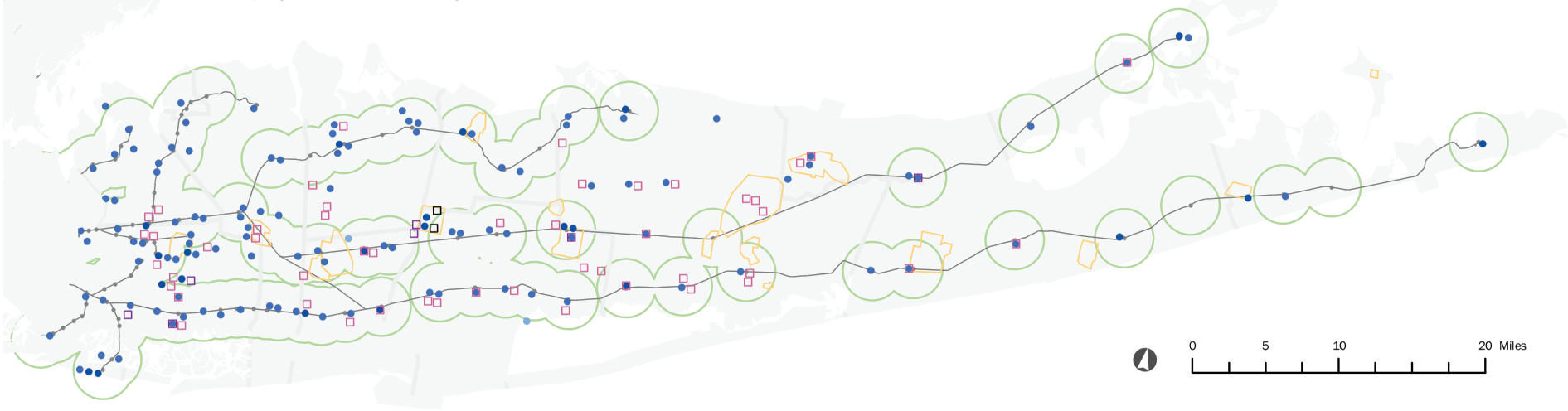
Employment Allocations (% allocated)

By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
3	89%	11%	38%	51%	11%	31%	49%	20%



Allocation of development by table 4

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.



Population (residents)
- 1,000
- 2,000
- 3,000 - 6,000
- 7,000 - 15,000

Employment (jobs)
- 500 - 2,000
- 3,000 - 4,000
- 5,000 - 8,000

- Key development sites
- Two mile radius from stations

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
4	96%	4%	0%	46%	42%	13%	65%	19%	16%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
4	97%	3%	26%	64%	10%	28%	40%	32%

Neighborhood Infill

Left Undeveloped 100%

Allocation of development by table 5

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

Population (residents)

- 1,000
- 2,000
- 3,000 - 6,000
- 7,000 - 15,000

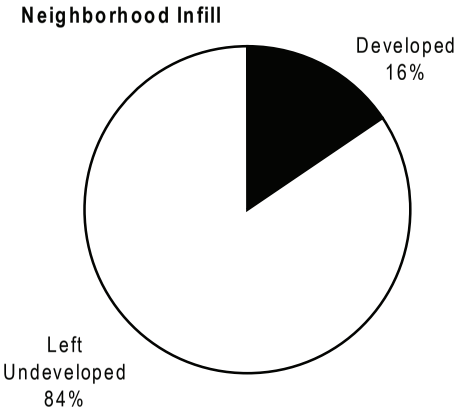
Employment (jobs)

- 500 - 2,000
- 3,000 - 4,000
- 5,000 - 8,000

- Key development sites
- Two mile radius from stations

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
5	85%	6%	9%	40%	36%	24%	76%	9%	15%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
5	93%	7%	44%	39%	17%	69%	15%	15%

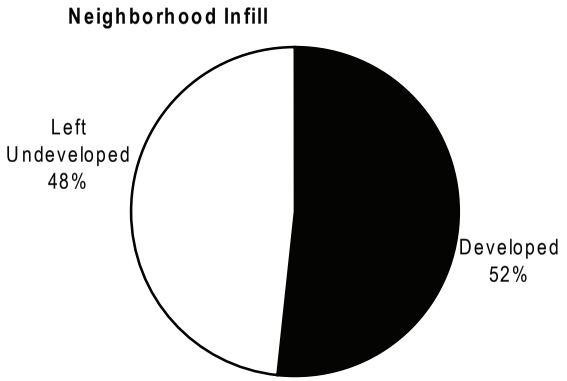


Allocation of development by table 6

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
6	64%	20%	17%	24%	60%	16%	38%	36%	26%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
6	88%	12%	31%	55%	15%	38%	38%	25%

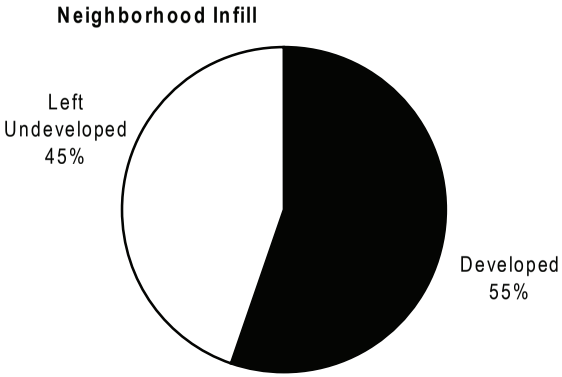


Allocation of development by table 7

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
7	52%	32%	15%	29%	54%	17%	30%	39%	31%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
7	77%	23%	32%	47%	20%	9%	57%	33%

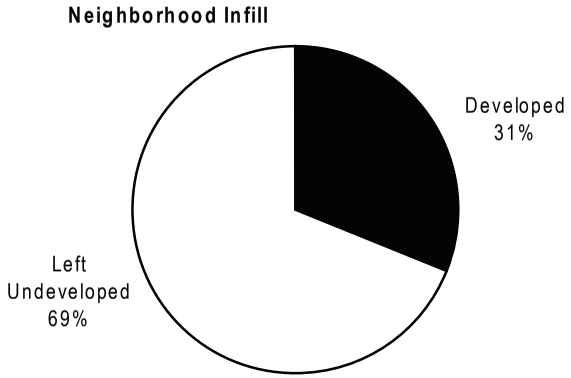


Allocation of development by table 8

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

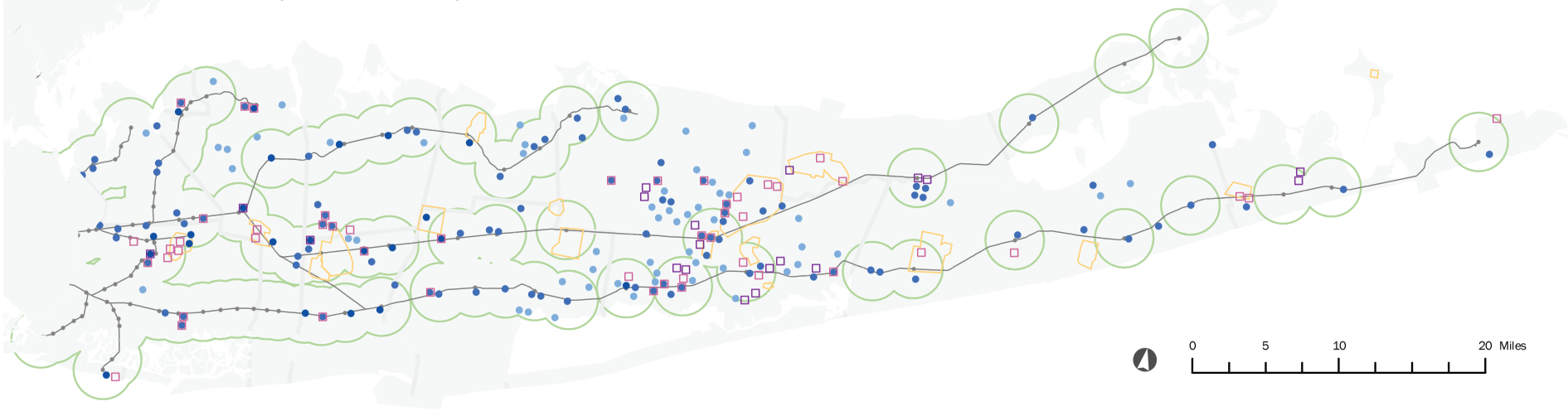
Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
8	53%	27%	20%	23%	60%	18%	18%	50%	33%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
8	75%	25%	23%	58%	19%	21%	46%	33%



Allocation of development by table 9

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.



Population (residents)

- 1,000
- 2,000
- 3,000 - 6,000
- 7,000 - 15,000

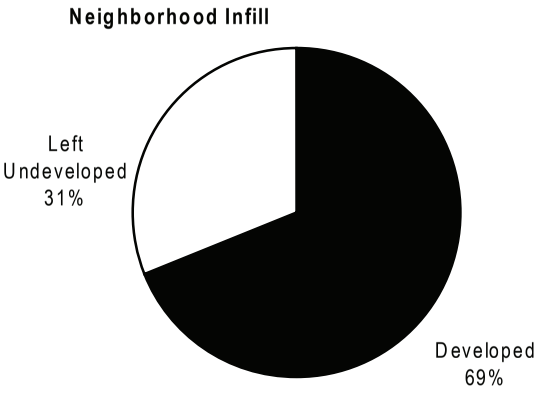
Employment (jobs)

- 500 - 2,000
- 3,000 - 4,000
- 5,000 - 8,000

- Key development sites
- Two mile radius from stations

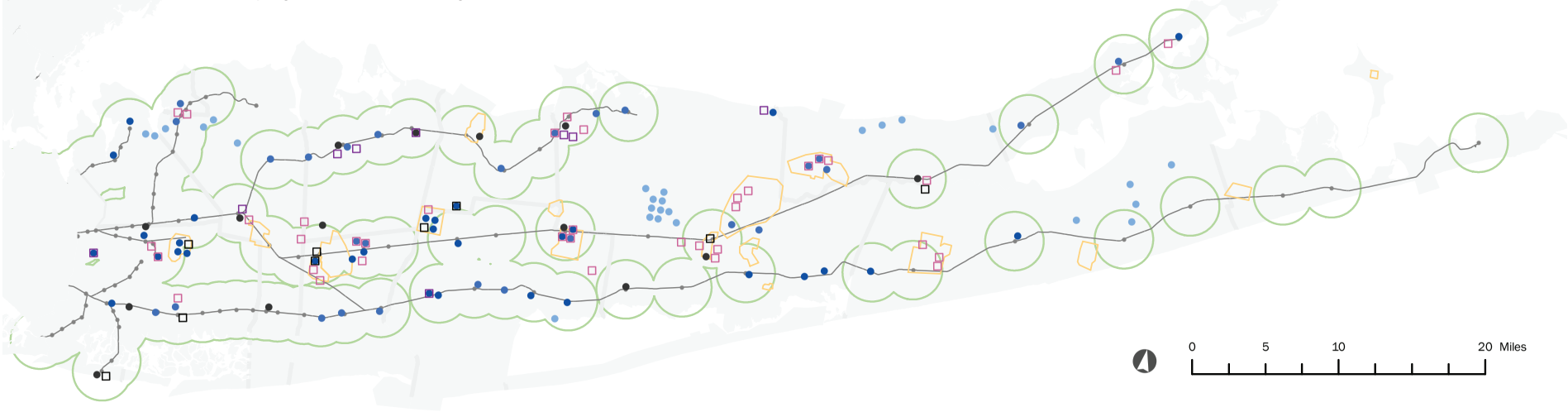
Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
9	65%	16%	19%	28%	58%	14%	45%	30%	25%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
9	71%	29%	24%	61%	14%	29%	46%	26%



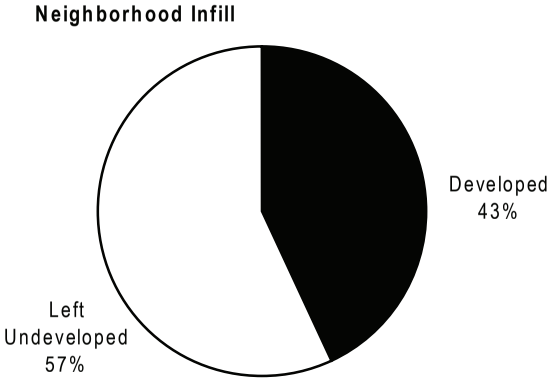
Allocation of development by table 10

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.



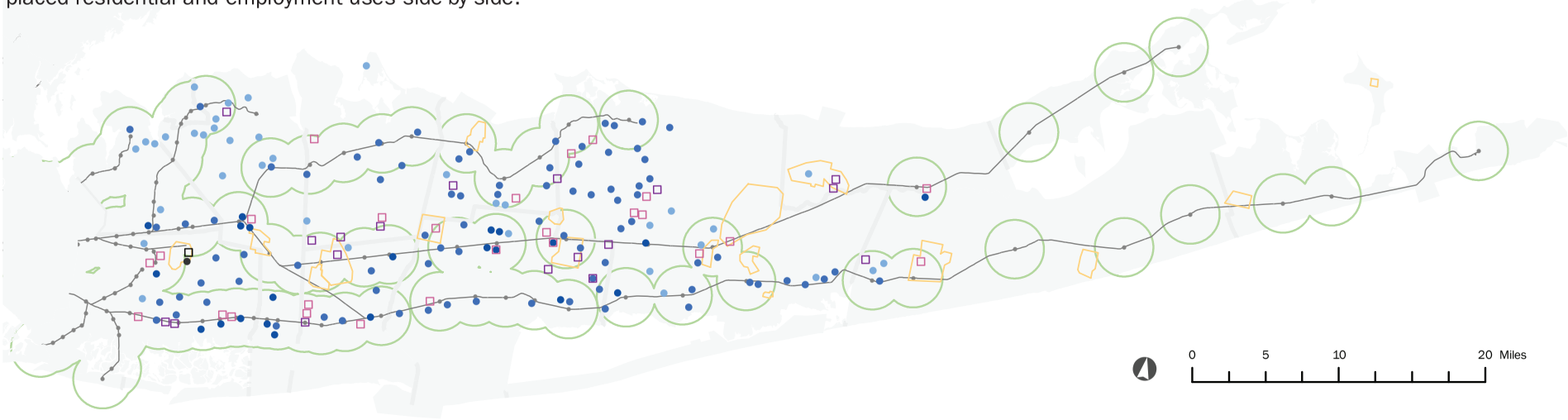
Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
10	79%	8%	13%	32%	56%	12%	56%	27%	17%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
10	93%	7%	22%	66%	12%	16%	52%	32%



Allocation of development by table 11

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.



Population (residents)

- 1,000
- 2,000
- 3,000 - 6,000
- 7,000 - 15,000

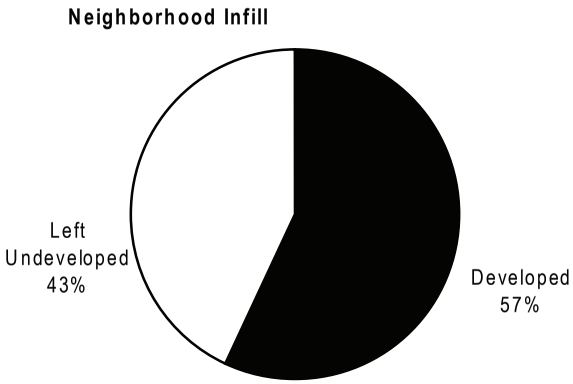
Employment (jobs)

- 500 - 2,000
- 3,000 - 4,000
- 5,000 - 8,000

- Key development sites
- Two mile radius from stations

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
11	61%	21%	18%	36%	59%	5%	30%	44%	26%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
11	88%	12%	30%	59%	11%	51%	24%	24%



Allocation of development by table 12

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

Population (residents)
1,000 2,000 3,000 - 6,000 7,000 - 15,000

Employment (jobs)
500 - 2,000 3,000 - 4,000 5,000 - 8,000

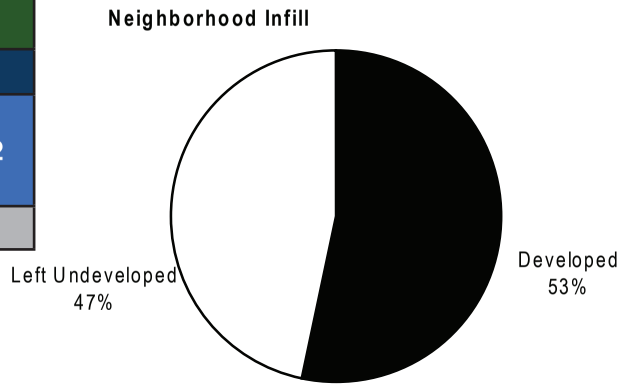
Key development sites
Two mile radius from stations

Population Allocations (% allocated)

By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
12	73%	11%	16%	33%	47%	20%	42%	35%	23%

Employment Allocations (% allocated)

By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
12	96%	4%	32%	45%	24%	28%	42%	31%



Allocation of development by table 13

For this map each marker represents employment (squares) or population (dots) allocated as chips at the workshop. Chips that were placed within half a mile of each other have been grouped together. Mixed-use areas are shown where a dot and a square overlap. In these locations, workshop participants stacked chips or placed residential and employment uses side-by-side.

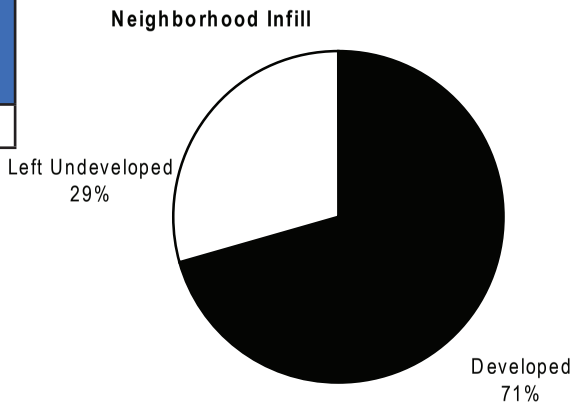
Population (residents)
1,000 2,000 3,000 - 6,000 7,000 - 15,000

Employment (jobs)
500 - 2,000 3,000 - 4,000 5,000 - 8,000

Key development sites
Two mile radius from stations

Population Allocations (% allocated)									
By:	Development Type			Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Infill	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
13	53%	27%	20%	34%	44%	22%	20%	47%	33%

Employment Allocations (% allocated)								
By:	Development Type		Geography			Proximity to Rail		
Table	Redevel-opment	Open Space	Nassau	Western Suffolk	Eastern Suffolk	Less than 1/2 mile	1/2 to 2 miles	More than 2 miles
13	76%	24%	22%	50%	28%	23%	54%	23%



Long Island 2035

LI2035 Executive Committee

Long Island Regional Planning Council
Nassau County
Suffolk County
Federal Highway Administration
New York State Department of State
Metropolitan Transportation Authority
Long Island Railroad

LI2035 Study Team

Regional Plan Association
Sustainable Long Island
University Transportation Research Center
Vision Long Island

Findings Report prepared by Regional Plan Association

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