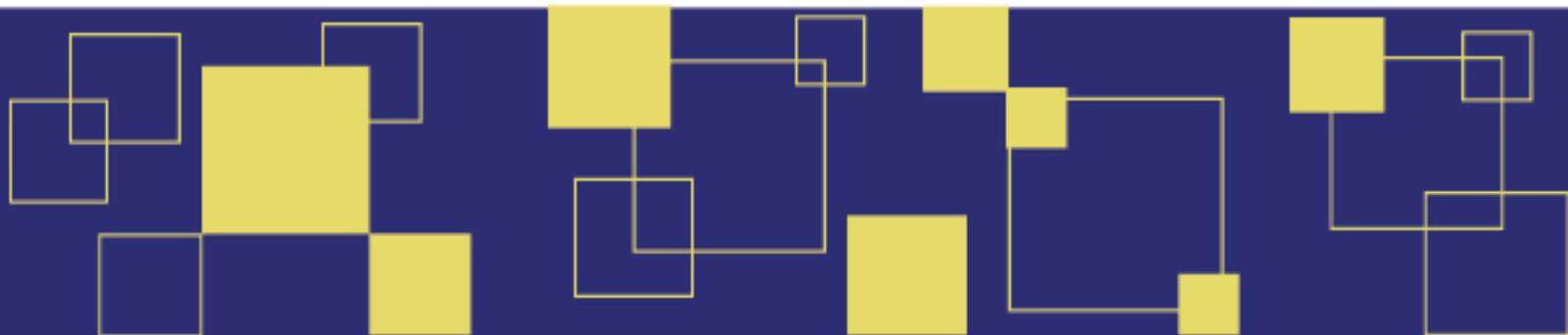


NASSAU COUNTY MASTER PLAN UPDATE

TRENDS ANALYSIS

2008

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Nassau County Executive



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2008 Master Plan Updated adopted on April 3, 2009

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The Nassau County Charter calls for a Master Plan Update every five years. When the 2008 update was begun, we could not have anticipated the serious and unprecedented economic times we now face. Our report is based upon available data for the period 2003 to 2008, which lags behind current conditions.

I. INTRODUCTION

Five years have passed since the 2003 Update to the 1998 Comprehensive Master Plan. During that time much has changed. Our nation faces numerous challenges that were not anticipated five years ago, from a troubled economy, to declining home values, increasing foreclosures, rising health care costs, and impacts of climate change. It is now more important than ever for Nassau to capitalize on its assets and develop a plan for its future.

Since the last plan update, Nassau County has been working hard to develop a strategic vision for the future. This vision has been shaped by committed County leadership and an extensive public outreach effort that reached over 3,000 participants through public meetings and bus tours as well as a public survey that elicited 1,500 responses. The vision that has emerged from this effort is that of a “New Suburbia” - a suburbia that capitalizes on all of the things that residents love about Nassau County and recognizes and addresses challenges that negatively impact quality-of-life. The basic principles of New Suburbia are:

Support and Promote Industries

1. High-Tech/High-Skilled Industry
2. Sports, Entertainment & Tourism
3. Next Generation and Senior Housing

Target Development in Growth Areas

4. Downtown Revitalization – Cool Downtowns
5. Brownfield Redevelopment – 105 acres at Bethpage
6. Emerging Minority Communities
7. The Nassau “Hub”

Invest in Infrastructure Improvements

8. Transportation
9. Open Space
10. Schools

This Master Plan update provides an overview of current conditions in Nassau County and describes major initiatives that are both planned and underway. It lays the foundation for the 2009 Nassau County Master Plan that will be prepared by the County in the coming months. The 2009 Plan will analyze opportunities and challenges facing Nassau over the next twenty-five years and provide a roadmap for realizing the County’s vision for New Suburbia.

II. SOCIOECONOMIC AND DEMOGRAPHIC PROFILE

Comprehensive planning requires an understanding of the existing socioeconomic and demographic indicators that characterize Nassau County, as well as the pertinent changes that have taken place over time. This section provides a profile of relevant data and is intended to serve as a baseline for Nassau County's ongoing planning initiatives. Where applicable, this section compares elements of Nassau County's socioeconomic and demographic makeup with that of Suffolk County, Westchester County, New York City, New York State and the nation as a whole.

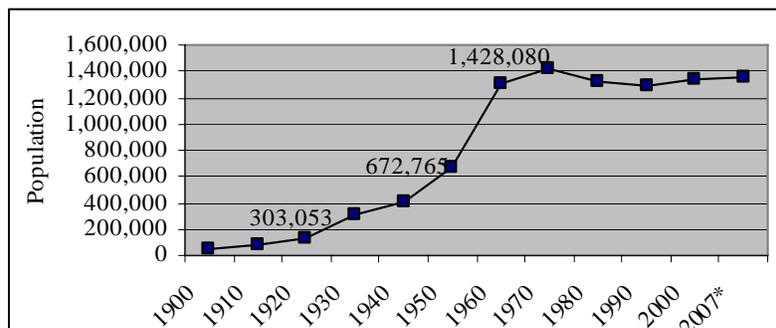
Overview

Officially established in 1899, Nassau County is the site of some of New York State's earliest colonial settlements, which date back to the 1640's. The County has a total land area of 287 square miles and a population of over 1.3 million. It is bordered to the west by the New York City borough of Queens, to the east by Suffolk County, to the north by the Long Island Sound and to the south by the Atlantic Ocean. Together, the northern and southern boundaries of the County comprise nearly 188 miles of scenic coastline. The County includes three towns, two cities and 64 incorporated villages, as well as 56 school districts and various special districts that provide fire protection, water supply and other services. Land uses within the County are predominantly single-family residential, commercial and industrial.

Population

Nassau County experienced two major growth periods over the past 100 years. The first occurred in the 1920's with the country's initial suburban expansion and the second occurred in the 1950's following World War II. Between 1950 and 1960, due in part to the GI Bill which promoted home ownership for returning veterans and their families, Nassau County's population doubled from 672,765 to approximately 1.3 million residents. The County's population peaked in 1970 at approximately 1.43 million and then began to decline slightly but steadily until 2000, as shown in Figure 1.

Figure 1
Nassau County Population, 1900-2007



Source: U.S. Census Bureau, Decennial Census 1900-2000
U.S. Census, Population Estimates 2007¹

¹ U.S. Census Bureau Population Estimates are prepared by the Population Estimates Program, which publishes estimated population totals for the previous year for cities and towns, metropolitan areas, counties, and states. For selected geographies, estimates are available by age, sex, and race/ethnicity.

Between 2000 and 2007, the County’s population increased by approximately 1.4 percent, or an annual average increase of 0.2 percent.² This reflects the overall regional trend of slower growth than in previous decades. Nassau has shown the smallest percent change and the least actual growth in the metropolitan region.

**Table 1
Population Change 2000 and 2007 New York Metropolitan Region, State and Nation**

CTYNAME	2000	2007	Change 2000-2007	Percent Change 2000- 2007	Average Annual Percent Change
LONG ISLAND	2,758,295	2,806,290	47,995	1.74%	0.25%
Nassau County	1,334,544	1,353,061	18,517	1.39%	0.20%
Suffolk County	1,423,751	1,511,732	87,981	6.18%	0.88%
NYC	8,017,506	8,274,527	257,021	3.21%	0.46%
Queens County	2,230,847	2,270,338	39,491	1.77%	0.25%
MID HUDSON	1,933,203	2,017,212	84,009	4.35%	0.62%
Westchester County	925,863	951,325	25,462	2.75%	0.39%
New York State	18,976,457	19,297,729	321,272	1.69%	0.24%
United States	281,421,906	301,621,159	20,199,253	7.18%	1.03%

*Source: U.S. Census Bureau, Decennial Census 2000
American Community Survey 2007 revised for Nassau and Suffolk*

Total population and population change at the city and town level are shown in Table 2.

² According to the U.S. Census Bureau’s Population Estimates, the total population of Nassau County in 2007 was 1,306,533 (a decrease of 2 percent from 2000) and in Suffolk County 1,453,229 (an increase of 2.07 percent). Nassau and Suffolk Counties successfully challenged the original estimates; the revised population estimate for Nassau County in 2007 is now 1,353,061 and in Suffolk County, 1,511,732.

Table 2
Population by City or Town, 1950-2007

Year	Hempstead		North Hempstead		Oyster Bay		Glen Cove		Long Beach	
	Pop.	% change	Pop.	% change	Pop.	% change	Pop.	% change	Pop.	% change
1950	432,506	---	142,613	---	66,930	---	15,130	---	15,586	---
1960	740,738	71.3%	219,088	53.6%	290,055	333.4%	23,817	57.4%	26,473	69.9%
1970	801,592	8.2%	235,007	7.3%	333,342	14.9%	25,770	8.2%	33,127	25.1%
1980	738,517	-7.9%	218,624	-7.0%	305,750	-8.3%	24,618	-4.5%	34,073	2.9%
1990	725,639	-1.7%	211,393	-3.3%	292,657	-4.3%	24,149	-1.9%	33,510	-1.7%
2000	755,924	4.2%	222,611	5.3%	293,925	0.4%	26,622	10.2%	35,462	5.8%
2007*	775,265	2.6%	222,314	-0.1%	295,547	0.6%	25,535	-4.1%	34,400	-3.0
Change 1950-2007	342,759	79.2%	79,701	55.9%	228,617	341.6%	10,405	68.8%	18,814	120.7%

Source: U.S. Census Bureau, Decennial Census 1950-2000

*2007 data from ACS 2005-2007; Sample adjusted to reflect revised 2007 population

The population of each of Nassau's towns grew quickly in the suburban boom of the 1950s. Growth continued, albeit much more slowly through the 1960s, peaking in the three towns in 1970. This was followed by population losses in the 1970s and 1980s. However, between 1990 and 2007, the population began to rebound, with all municipalities showing an increase between 1990 and 2000, when the cities of Glen Cove and Long Beach reached their peaks at 26,622 and 35,462 respectively.

The Town of Oyster Bay experienced the greatest amount of growth of the towns, increasing from 66,930 in 1950 to 295,547 people in 2007, an increase of 341.6 percent. Between 2000 and 2007 the Town of Hempstead showed the greatest population increase of 2.6 percent resulting in an estimated population of 775,265 in 2007.

Race/Ethnicity

Table 3 compares the racial and ethnic composition of Nassau County with Suffolk and Westchester counties, New York State and the country as a whole. Minorities³ make up a larger share of the population in Nassau County (31.4%) than in Suffolk County (25.1%); however Nassau’s minority population is slightly lower than that in the country as a whole (34.2%) and much lower than that in Westchester County and New York State (40% each). Nassau has a smaller Hispanic population as a percent of total population than Suffolk and Westchester Counties, New York State and the nation.

Table 3
Mutually Exclusive Race and Ethnicity, 2007

Area	Non-Hispanic						Hispanic* ⁵
	White	Black/African American	Asian	American Indian/Alaskan Native	Native Hawaiian/Other Pacific Islander	Other ⁴	
Nassau	68.6%	10.7%	7.0%	0.1%	0.0%	1.2%	12.4%
Suffolk	74.9%	7.1%	3.4%	0.3%	0.0%	1.0%	13.3%
Westchester	59.9%	13.4%	5.6%	0.1%	0.0%	2.0%	19.0%
New York State	60.0%	14.7%	6.8%	0.3%	0.0%	1.8%	16.4%
United States	65.8%	12.2%	4.3%	0.7%	0.1%	1.8%	15.1%

Source: Percentages based on U.S. Census Bureau ACS 2007 Table B03002

As shown on Table 4, in 2007 almost 26 percent of Nassau County’s population five years and older spoke a language other than English at home and just under 10 percent had limited English proficiency. This was an increase from 23.2 percent and 9 percent, respectively in 2000.

³ “Minorities” are defined by the U.S. Census Bureau as all groups other than White Non-Hispanic

⁴ “Other” includes both those persons who self-identify as “any other race alone” or as “two or more races”

⁵ Hispanics may be members of any race

Table 4
Nassau County Population 5 Years and Over,
By Language Spoken at Home and Ability to Speak English, 2000 and 2007

	2000		2007	
	Number	Percent	Number	Percent
Nassau County				
Population 5 years and over	1,248,676	100.0%	1,233,390	100.0%
Speak only English	959,465	76.8%	913,942	74.1%
Speak a language other than English	289,211	23.2%	319,448	25.9%
<i>Language Spoken at Home</i>				
Spanish	115,039	9.2%	135,673	11.0%
Other Indo-European languages	124,652	10.0%	130,739	10.6%
Asian and Pacific Island languages	36,354	2.9%	40,702	3.3%
All other languages	13,166	1.1%	12,334	1.0%
<i>Limited English Proficient & Language Spoken at Home</i>				
Spanish	57,053	4.6%	61,670	5.0%
Other Indo-European languages	36,705	2.9%	39,468	3.2%
Asian and Pacific Island languages	15,519	1.2%	17,267	1.4%
All other languages	2,633	0.2%	2,467	0.2%

Source: U.S. Census Bureau, Decennial Census 2000
U.S. Census Bureau ACS 2007

The most common language spoken at home other than English is Spanish (11%). Spanish is also the dominant language spoken by those who have limited English proficiency. Other Indo-European languages, including Italian, French and Portuguese, are spoken by 10.6 percent of the population. Asian and Pacific Island languages are spoken at home by 3.3 percent of the population and have shown the greatest rate of growth in population with limited English proficiency since 2000 with an increase of 11.3 percent.

Age Distribution

Another important demographic indicator is the age distribution of the population. Table 5 compares the age distribution and median age of Nassau County with Suffolk, Queens and Westchester Counties, New York State and the nation as a whole in 2000 and 2007. As shown on the table, the median age of Nassau County residents is higher than of the comparable counties, the state, and the nation in both 2000 and 2007.

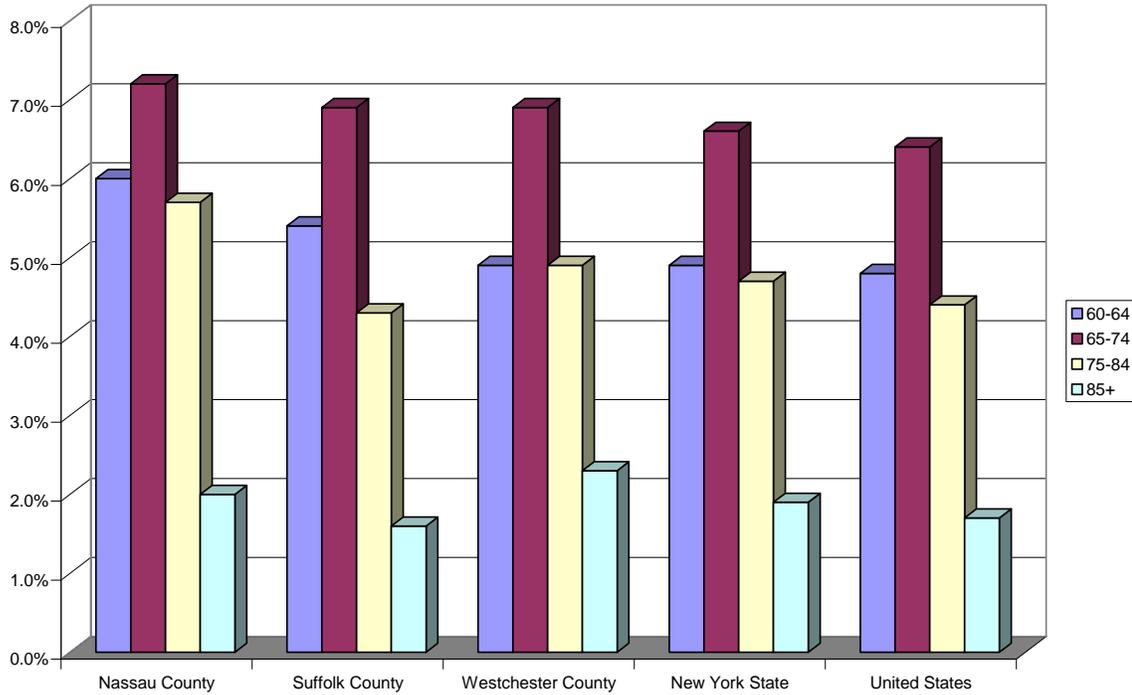
Table 5
Age Distribution, 2000 and 2007

Area	2000				2007			
	Under 5 Years	18 Years and Over	65 Years and Over	Median Age (Years)	Under 5 Years	18 Years and Over	65 Years and Over	Median Age (Years)
Long Island	6.8%	74.6%	13.4%	n/a	6.0%	76.1%	13.8%	n/a
Nassau County	6.5%	75.3%	15.0%	38.5	5.6%	76.9%	14.9%	41.2
Suffolk County	7.1%	73.9%	11.8%	36.5	6.3%	75.3%	12.8%	39.2
NYC	6.8%	75.8%	11.7%	34.2	6.8%	77.1%	12.2%	36.2
Queens County	6.4%	77.2%	12.7%	35.4	6.2%	78.6%	13.2%	38.0
Westchester County	7.0%	75.0%	14.0%	37.6	6.3%	75.7%	14.1%	39.4
New York State	6.5%	75.3%	12.9%	35.9	6.2%	77.1%	13.2%	37.7
United States	6.8%	74.3%	12.4%	35.3	6.9%	75.5%	12.5%	36.7

*Source: U.S. Census Bureau, Decennial Census 2000
U.S. Census Bureau ACS 2007*

While the median age in each area rose between the two comparison years, the median age of Nassau County, Suffolk County and Queens residents rose at a faster rate than the other comparison areas at 7.1%, 7.4% and 7.3%, respectively. The increase in the median age in Nassau County may be attributed to the aging baby boomer population as well as the loss of the young adult population. Nassau County's share of young workforce (ages 25 to 34) was only 8.7 percent, a full two percentage points lower than Suffolk and 6.4 percentage points lower than New York City. The low share of working age population continues in the 34-44 age range at 13.9 percent compared to Suffolk's 15.1 percent share and New York City's 15.9 percent share. The established workforce populations and those nearing retirement, 44-54 and 55-60, make up disproportionately large shares in Nassau at 16.6 percent and 6.9 percent, respectively.

Figure 2
Age Distribution of the 60+ Population, 2007



Source: U.S. Census Bureau ACS 2007

As shown in Figure 2, Nassau County has a larger percentage of seniors than Suffolk and Westchester Counties, New York State and the country as a whole. While Nassau’s share of population 65 years and over remained relatively unchanged between 2000 and 2007, the number of these persons who are categorized by the U.S. Census Bureau as frail elderly (those 75 and older) has grown in share. 7.7 percent of Nassau’s population is over 75.

Income

Nassau County has higher median household and family incomes than those of Suffolk County, Westchester County, New York State and the nation (see Table 6). Nassau County’s median household income in 2006 was \$89,782 and the median family income was \$104,430.

Table 6
Median Household Income, 2006

Area	Total Households	Median Household Income	Total Families	Median Family Income
Nassau County	434,063	\$89,782	333,316	\$104,430
Suffolk County	478,332	\$83,447	362,140	\$95,373
Westchester County	335,267	\$77,220	229,867	\$99,243
New York State	7,099,940	\$53,514	4,594,823	\$64,602
United States	112,377,977	\$50,740	75,119,260	\$61,173

*Source: U.S. Census Bureau, Decennial Census 2000
U.S. Census Bureau ACS 2007*

As shown in Table 6A, the percentage of families living below the poverty⁶ level in Nassau County (2.8%) is slightly lower than that of Suffolk and Westchester Counties (3.0% and 4.9% respectively) and significantly lower than New York State (10.3%) and the nation as a whole (9.5%). Nassau County also has lower poverty rates for all other population categories in both 2000 and 2007 with the exception of its population over the age of 65, which had a 2007 poverty rate of 5.4%, compared to Suffolk County's rate of 5.2%. Across the board, the percentage of persons living below the poverty level in Nassau County decreased between 2000 and 2007.

Table 6A
Populations in Poverty, 2000 and 2007

Area	2000				2007			
	Families Below Poverty Level	All Persons Below Poverty Level	Under 18 Years Below Poverty Level	Over 65 Years Below Poverty Level	Families Below Poverty Level	All Persons Below Poverty Level	Under 18 Years Below Poverty Level	Over 65 Years Below Poverty Level
Nassau County	3.5%	5.2%	5.8%	5.6%	2.8%	4.4%	4.6%	5.4%
Suffolk County	3.9%	6.0%	6.7%	6.3%	3.0%	5.0%	5.9%	5.2%
Westchester County	6.4%	8.8%	11.0%	7.6%	4.9%	7.4%	8.7%	6.8%
New York State	11.5%	14.6%	19.1%	11.3%	10.3%	13.7%	19.4%	11.7%
United States	9.2%	12.4%	16.1%	9.9%	9.5%	13.0%	18.0%	9.5%

*Source: U.S. Census Bureau, Decennial Census 2000
U.S. Census Bureau ACS 2007*

⁶ Definition of Poverty: Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

As shown in Table 7, the greatest change in median household income for Nassau County occurred during the period 1979 to 1989, when the median household income for each municipality roughly doubled. Between 1999 and 2006, the change in median household income in the County has not been so dramatic, increasing from \$72,030 in 1999 to \$89,782 in 2006. This is a shorter time span than 1979-89 and may account for a less significant increase. The Town of Oyster Bay had the greatest median household income in 2006 at \$96,699, while Glen Cove had the lowest at \$64,185. When adjusted for inflation, between 1999 and 2006, the County's median household income actually decreased.⁷

Table 7
Median Household Income by Municipality, 1979-2006

Town or City	1979	1989	1999	2006*
Glen Cove	\$22,500	\$42,982	\$55,503	\$64,185
Hempstead	\$25,183	\$52,286	\$69,083	\$84,362
Long Beach	\$16,308	\$41,495	\$56,289	\$75,842
North Hempstead	\$28,620	\$60,320	\$81,039	\$95,574
Oyster Bay	\$28,301	\$59,286	\$78,839	\$96,699
Nassau County	\$26,091	\$54,283	\$72,030	\$89,782

Source: U.S. Census Bureau, Decennial Census 1980-2000

**U.S. Census Bureau, American Community Survey 2005-2007*

Consumer Price Index

The Consumer Price Index (CPI) represents changes in prices of all goods and services purchased for consumption by households over time and is often used to gauge levels of inflation. User fees (such as water and sewer service) and sales and excise taxes paid by the consumer are included. Income taxes and investment items (like stocks, bonds, and life insurance) are not included. Annual increases in the CPI for both the US City Average and the NY-NJ-CT-PA Consolidated Metropolitan Statistical Area (CMSA) from 2000 to 2007 are shown in Table 8.

⁷ Based on the Bureau of Labor Statistics Consumer Price Index, inflation rose by 22.9 percent between 1999 and 2007.

Table 8
Consumer Price Index, 2000-2007

Year	US City Average (000s)	Percent Change from Previous Year	NY-NJ-CT-PA CMSA (000s)	Percent Change from Previous Year
2000	168.9		179.4	
2001	173.5	2.72%	184.4	2.79%
2002	175.9	1.38%	188.2	2.06%
2003	179.8	2.22%	193.5	2.82%
2004	184.5	2.61%	200.2	3.46%
2005	191.0	3.52%	207.5	3.65%
2006	197.1	3.19%	215.0	3.61%
2007	202.8	2.9%	220.5	2.56%

Source: U.S. Department of Labor, Bureau of Labor Statistics: Consumer Price Index

As indicated in Table 8, from 2006 to 2007 prices in the region rose by 2.56 percent; this was the smallest increase since the 2001-2002 period and is the first time in four years that the increase has been less than three percent. The percent change for the region is roughly comparable to that at the national level. However, when looking at the entire period from 2000 to 2007, the CPI rose by 22.9 percent for the NY-NJ-CT-PA CMSA compared to 20.1 percent for the U.S. city average.

Employment

According to the latest annual figures available from the U.S. Bureau of Labor Statistics, Nassau County has an employed workforce of approximately 672,745. In 2007 the annual unemployment rate in Nassau County was 3.6 percent; this is a decrease from the peak unemployment rate this decade which was recorded at 4.7 percent in 2002 and 2003. However, the most recent monthly data indicates a September 2008 unemployment rate of 5.2 percent in Nassau County⁸ and similar spikes in all compared areas, a possible indicator of the current recession or a seasonal fluctuation.

⁸ U.S. Bureau of Labor Statistics Area Unemployment Statistics

Table 9
Annual Employment and Unemployment, 2000-2008

Year	Nassau County		Suffolk County		New York City		Westchester County		New York State	
	Emp.	Unemp. Rate	Emp.	Unemp. Rate	Emp.	Unemp. Rate	Emp.	Unemp. Rate	Emp.	Unemp. Rate
2000	655,515	3.3%	710,784	3.4%	3,453,608	5.8%	448,312	3.4%	8,751,441	4.5%
2001	651,296	3.7%	714,643	3.8%	3,451,478	6.1%	449,761	3.8%	8,743,924	4.9%
2002	649,476	4.7%	717,929	4.7%	3,429,333	8.0%	449,360	4.6%	8,721,428	6.2%
2003	649,143	4.7%	723,760	4.8%	3,413,437	8.3%	450,399	4.5%	8,703,889	6.4%
2004	654,482	4.5%	734,059	4.7%	3,458,259	7.1%	457,329	4.5%	8,799,567	5.8%
2005	661,839	4.1%	745,053	4.2%	3,537,648	5.8%	463,175	4%	8,942,659	5.0%
2006	669,885	3.8%	755,684	4.0%	3,612,285	5.0%	468,526	3.8%	9,057,070	4.6%
2007	672,745	3.6%	758,910	3.8%	3,652,462	5.0%	472,207	3.7%	9,087,278	4.5%
2008 (Sept.)	666,107	5.2%	751,422	5.3%	3,694,980	5.7%	468,667	5.3%	9,056,159	5.6%

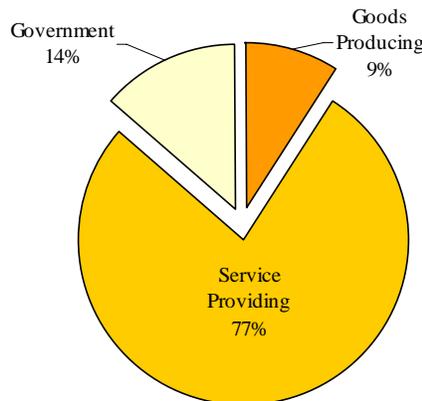
Source: U.S. Department of Labor, Bureau of Labor Statistics, Local Area Unemployment Statistics

Table 9 compares the average annual employment and unemployment rates for the County with other regional counties, New York City and New York State. Over the past seven years, Nassau County has consistently had a lower unemployment rate than other counties in the region, New York City and the State with very few exceptions.

Key Employment Trends

As shown in Figure 3, the majority of employment in Nassau County is in the service providing industry. Seventy-seven percent of jobs within Nassau County are in this industry, 9 percent are in goods producing and 14 percent are in government. These numbers have remained consistent throughout this decade, with only a slight decrease in goods producing and a slight increase in service providing.

Figure 3
Nassau County Employment Sectors



Source: Bureau of Labor Statistics, 2007, payroll worksite employment data

Between 2001 and 2007 employment in the service industry grew by four percent. As shown in Table 10, the top three employment sectors in Nassau County within the service industry are: trade, transportation, and utilities; education and health services; and professional and business services. In 2007 these three sectors made up 70 percent of employment in the service industry. The education and health services sector experienced the largest growth with a 19.4 percent increase in employment from 2001 to 2007. Other areas of significant change include the information and financial activities sectors, which had a decline in employment of 9.0 and 9.8 percent respectively, and leisure and hospitality which had an increase of 11.1 percent.

Between 2001 and 2007 employment in the goods producing industry declined by 9.6 percent and employment in this area shifted away from manufacturing towards construction. In 2001, there were approximately 10,000 more jobs in manufacturing than in construction. By 2007, manufacturing jobs had decreased by 30 percent, while construction jobs increased by 18.8 percent. Employment in government remained relatively constant between 2001 and 2007.

Table 10
Nassau County Annual Employment by Industry, 2001-2007

Employment Industry and Sector*	2001	2002	2003	2004	2005	2006	2007	Change 2001-2007
Goods Producing	61,009	58,957	55,906	55,600	54,744	55,328	55,156	-9.6%
Natural Resources & Mining	275	238	251	211	213	249	247	-10.2%
Construction	25,367	26,400	26,335	26,991	27,137	28,936	30,140	18.8%
Manufacturing	35,366	32,318	29,321	28,399	27,395	26,143	24,769	-30.0%
Service Providing	449,854	448,889	452,191	457,241	457,450	461,333	466,614	3.7%
Trade, Transportation & Utilities	133,696	130,103	130,150	131,092	128,622	128,069	129,383	-3.2%
Information	16,060	16,382	14,313	13,999	14,193	14,832	14,616	-9.0%
Financial Activities	51,256	50,702	51,309	51,728	50,392	47,576	46,247	-9.8%
Professional & Business Services	75,443	71,981	71,151	72,006	74,558	76,089	76,786	1.8%
Education & Health Services	99,403	103,342	106,065	107,821	109,891	114,431	118,724	19.4%
Leisure & Hospitality	46,248	47,859	49,750	51,303	49,932	50,203	51,367	11.1%
Other Services	25,736	25,453	25,630	25,739	26,145	25,810	26,577	3.3%
Unclassified	2,013	3,068	3,822	3,553	3,717	4,324	2,915	44.8%
Government	82,505	83,535	84,198	82,523	82,582	83,132	82,415	-0.1%

Source: U.S. Department of Labor, Bureau of Labor Statistics, *Quarterly Census of Employment and Wages*

* Numbers may not add up due to rounding.

Major Nassau County Employers

Growth in educational and health services is evident in the list of major employers in Nassau County shown in Table 11. Six of the County's largest employers are in health services: North Shore University Medical Center, Winthrop University Hospital, Nassau University Medical Center, All Metro Health Care, South Nassau Community Hospital and St. Francis Hospital. These institutions were six of the ten top 10 employers named by the Long Island Business News, Book of List in 2007. North Shore-Long Island Jewish Health System is the third largest non-profit secular health care system in the country and the largest employer in Long Island. North Shore-Long Island Jewish Health System serves Nassau County, Suffolk County and the New York City Boroughs of Queens and Staten Island and employs 37,000 people.

**Table 11
Nassau County Major Employers, 2007**

Employer	Industry Field	Number of Employees
Cablevision*	Telecommunications	12,768
Verizon*	Telecommunications	5,600
North Shore University Medical Center	Health	4,981
Winthrop University Hospital	Health	4,000
Citigroup*	Finance	2,800
Nassau University Medical Center	Health	2,624
All Metro Health Care	Health	2,500
Northrop-Grumman	Aerospace/Computer Software	2,400
South Nassau Community Hospital	Health	2,262
St. Francis Hospital	Health	1,632

Source: Long Island Business News, Book of Lists 2007

** Several businesses (including Cablevision, Verizon, and Citigroup) may include some employees assigned to Suffolk County Locations*

Retail Opportunities

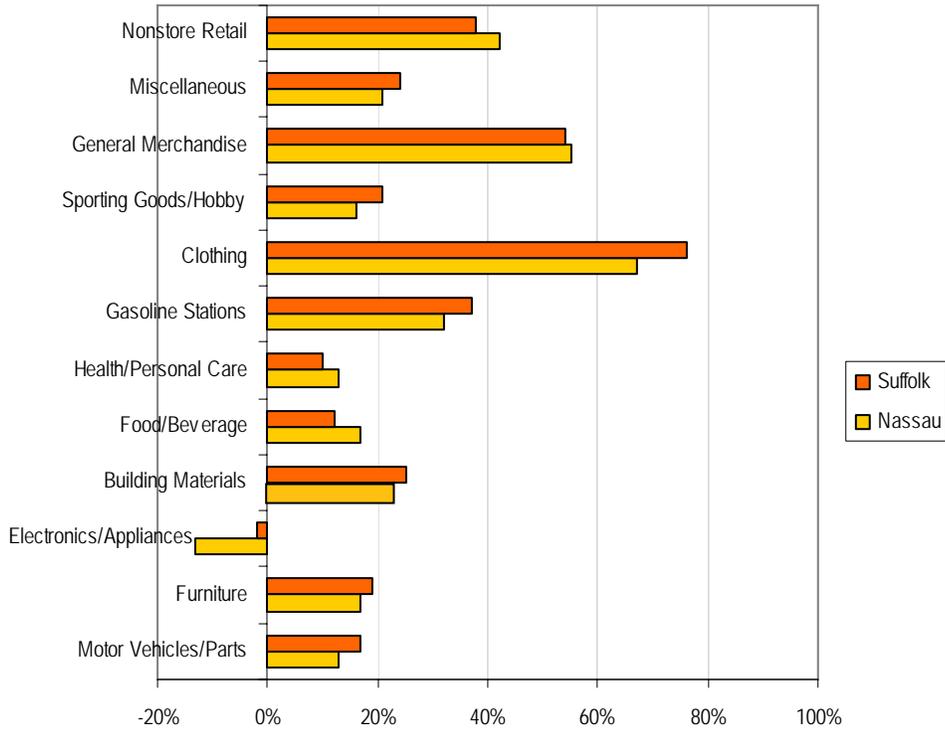
Retail is another major employment sector in Nassau County. The County is served by five major regional shopping centers: Broadway Mall in Hicksville, Roosevelt Field in East Garden City, Green Acres Mall in Valley Stream, Sunrise Mall in Massapequa and the Source Mall in Westbury. According to the International Council of Shopping Centers, a global trade association of the shopping center industry, these regional malls feature a total of 6.9 million square feet of gross leaseable area.

The County boasts a wide range of nationally recognized retailers that provide goods and services. As in other regions of the country, Nassau County has seen the growth of “big box” retail stores operated by national chains in large, free-standing warehouse-type structures.

Retail Sales and Business Activity

Figure 4 provides a comparison of retail sales in Nassau and Suffolk Counties from 2000 to 2006. During this period retail sales activity in both counties increased in all subsectors except electronics and appliances, which had losses of 13 percent in Nassau and two percent in Suffolk. Suffolk County has experienced greater retail sales growth than Nassau County in most subsectors. This is apparent in gasoline stations and clothing retail sales, where Suffolk outpaced Nassau by six and nine percent respectively. Nassau County did, however, exceed Suffolk County in retail sales in food and beverage; health and personal care; and nonstore retail sales.

Figure 4
Percent Change in Retail Sales for Nassau and Suffolk Counties, 2000-2006



Source: New York State Department of Taxation and Finance, Officer of Tax Policy Analysis

Transportation: Journey to Work

According to the U.S. Census Bureau, 2007 American Community Survey, the majority of workers in Nassau County drive to work alone, as do most workers in the region and the country. Table 12 shows the modal split comparison of Nassau County with workers in Suffolk, Westchester, New York State and the country as a whole. A significant number of Nassau County’s workers use public transit to get to work, 16.2 percent compared to 6.1 percent in Suffolk County and 4.9 percent in the country as a whole, although public transit use in Westchester is higher at 19.3 percent. Transit use in New York State is significantly higher (26.5 percent) due to the large number of people who use public transit in New York City. On average Nassau County residents have a longer commute than residents of Suffolk or Westchester Counties, New York State, and the country overall, although travel times to work are similar to those of suburban communities in New York State.

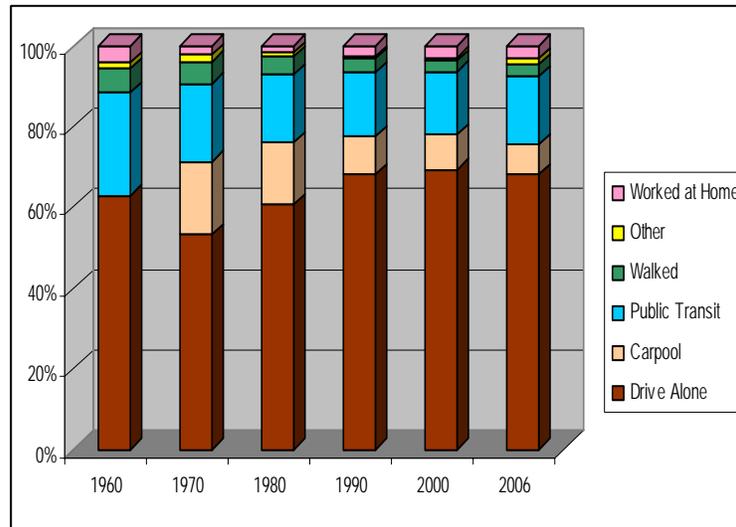
Table 12
Journey to Work (Workers 16 Years and Over), 2007

	Modal Split						Mean Travel Time to Work (in minutes)
	Auto: Drove Alone	Auto: Carpooled	Transit	Walk	Other	Worked at Home	
Nassau	68.7%	7.8%	16.2%	2.8%	1.1%	3.4%	32.7
Suffolk	79.8%	8.3%	6.1%	1.3%	1.0%	3.5%	30.4
New York State	54.1%	7.4%	26.5%	6.3%	1.9%	3.8%	31.5
Westchester	60.5%	8.1%	19.3%	5.2%	2.3%	4.6%	31.3
US	76.1%	10.4%	4.9%	2.8%	1.7%	4.1%	25.3

Source: U.S. Census Bureau, American Community Survey 2007

Figure 5 shows the trends in commuting by mode from 1960 to 2006. During this period the majority of the County’s population drove to work alone. However, in recent years there has been an increase in both the use of public transit and people working from home.

Figure 5
Nassau County Journey to Work by Mode, 1960-2006



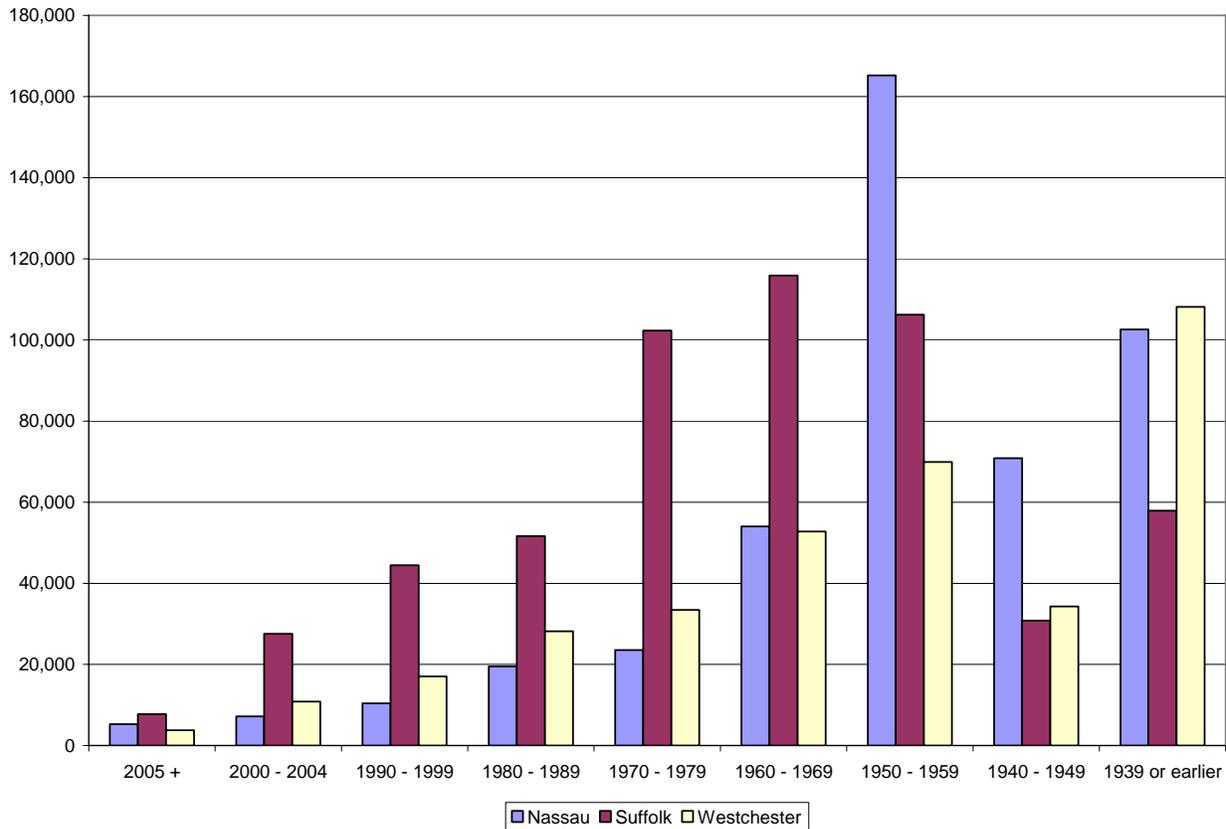
Source: U.S Census, 1960-2000, American Community Survey 2006

According to the 2000 U.S. Census, 58 percent of Nassau County residents work in Nassau and 42 percent work outside the County. The majority of those who work outside the County work in Manhattan (37%), followed by Queens (26%), Suffolk (19%) and Brooklyn (12%).

III. HOUSING

Nassau County’s housing stock was built primarily in the post World War II period (see Figure 6). Suffolk County’s construction lagged Nassau by a decade, while Westchester’s housing stock was established earlier.

Figure 6
Total Housing Units by Year Built



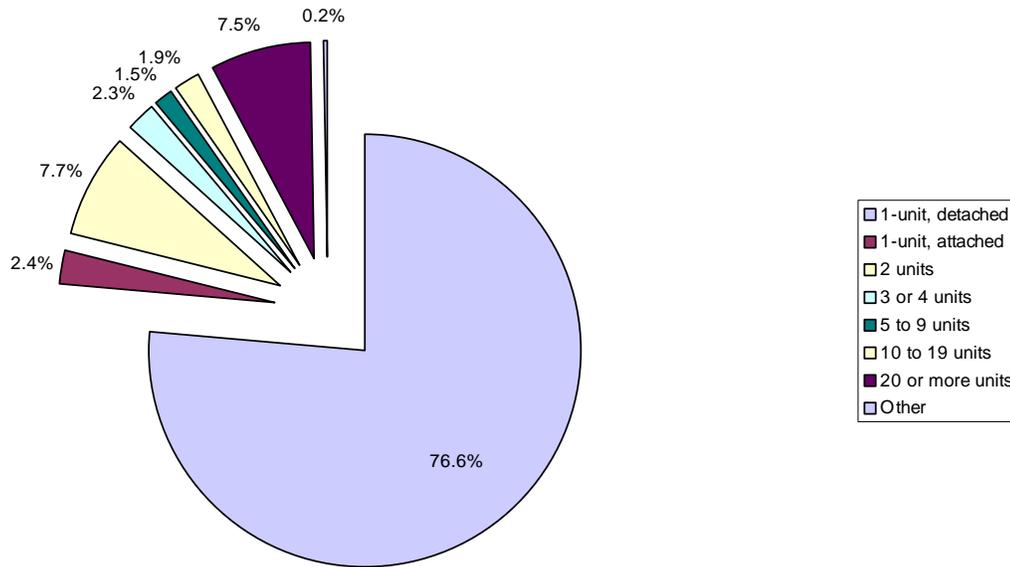
Today the majority of homes in the County (82.8 %) are owner-occupied. This is a much higher homeownership rate than that of New York State (55.5 percent) and the country as a whole (67.2 percent). The median value of owner occupied housing in Nassau County is \$508,000 and the median mortgage cost is \$2,856 per month.⁹ Median values of owner-occupied housing are \$447,800 in Suffolk County and \$311,000 in New York State as a whole.

According to the U.S. Census Bureau 2007 American Community Survey “Selected Housing Characteristics”, 17.2 percent of housing units in Nassau County are renter-occupied; this is similar to the rental rate found in Suffolk (17.4%), but much less than the 66.4 percent in New York City. The median cost for renter-occupied units is \$1,307 per month in Nassau, \$1,368 in Suffolk and \$907 in New York State. In terms of household income, renters spend a larger share of their income on housing costs than do homeowners.

⁹ U.S. Census Bureau, American Community Survey 2007 (in 2006 dollars).

Almost 44 percent of renters in Nassau County spend 35 percent or more of their income on rent, compared to 26.3 percent of owners. When housing exceeds 35 percent of income it is typically classified as unaffordable.

Figure 7: Nassau County Housing Units, Units in Structure, 2007



Source: U.S. Census Bureau, American Community Survey, 2007

As shown in Figure 7, the County’s housing stock is primarily single family, detached housing. 14 percent of the County’s housing is multifamily, with 8 percent of units located in structures that have 20 or more units.

Residential Sales and Building Construction

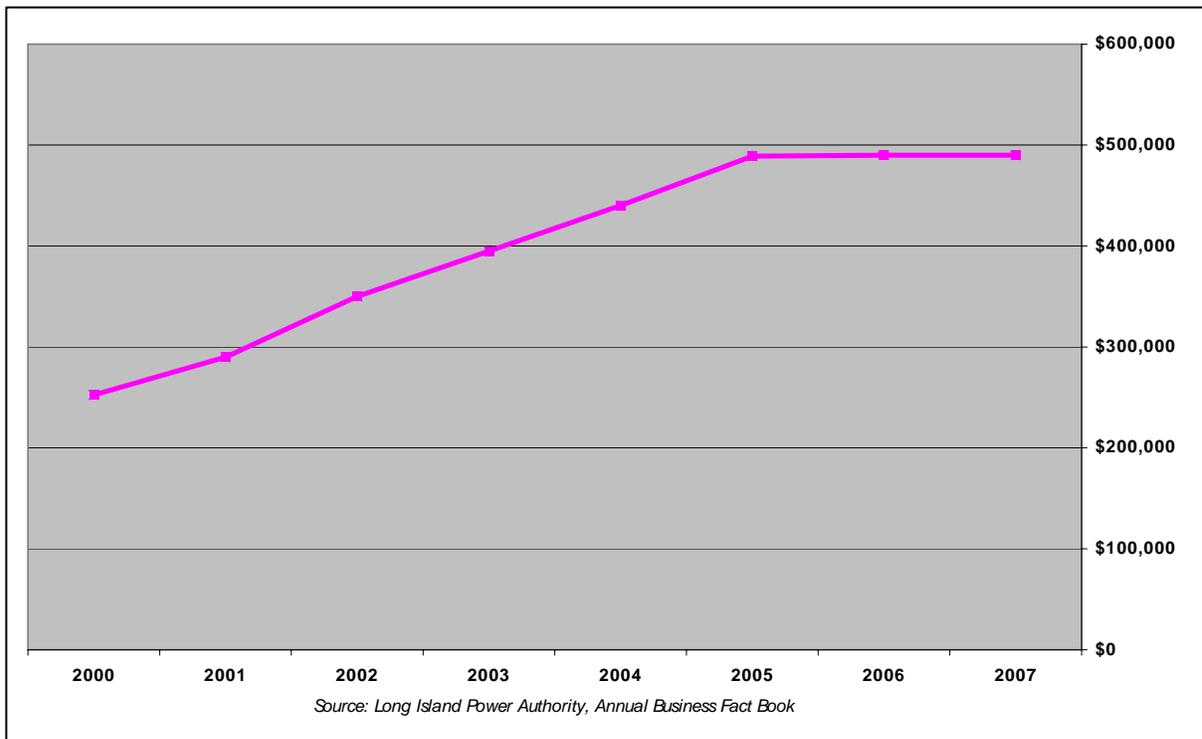
According to the 2000 U.S. Census, between 1990 and 2000 the County’s housing stock increased by three percent. Median home prices increased by over 94 percent between 2000 and 2005, but remained flat from 2005 to 2007 (see Table 13 and Figure 8). In 2006, the County reached a historic high for annual median sales price (\$490,000) but the number of houses sold was 8.7 percent less than in the previous year. At the time this report was written, 2008 median home price for Nassau County was not available; however, it is anticipated that the 2008 median home price has decreased from its previous amount in 2007.

Table 13
Nassau County Home Sales, 2000-2007

Year	Median Sales Price	Annual Sales (\$000)	Homes Sold
2007	\$490,000	4,306,120	8,788
2006	\$490,000	4,623,150	9,435
2005	\$489,000	5,057,727	10,343
2004	\$440,000	4,448,840	10,111
2003	\$395,000	3,415,170	8,646
2002	\$350,000	3,722,598	8,654
2001	\$290,000	2,422,686	7,545
2000	\$252,500	1,994,682	7,002

Source: The October 2001 LIPA Annual Business Fact Book, 1998-2000; Multiple Listing Service of Long Island Inc., 2001-2005. Calculated from data supplied by New York State Association of Realtors, 2006-2007

Figure 8
Nassau County Median Home Sales Prices



**Table 13A
Comparative Median Home Values, 2000-2007**

Median Value					
Year	Nassau	Suffolk	Westchester	New York State	United States
2007	\$508,000	\$447,800	\$582,300	\$194,300	\$311,000
2006	\$506,800	\$445,700	\$581,600	\$185,200	\$303,400
2005	\$469,100	\$412,300	\$541,700	\$167,500	\$258,900
2004	\$420,903	\$368,460	\$476,462	\$151,366	\$220,981
2003	\$378,152	\$333,521	\$502,822	\$147,275	\$198,883
2002	\$324,870	\$249,704	\$420,633	\$136,929	\$176,438
2001	\$285,278	\$216,921	\$360,522	\$127,692	\$158,434
2000	\$242,300	\$185,200	\$325,800	\$119,600	\$148,700

Source: US Census ACS Estimates (2002-2007), US Census Supplementary Estimate (2001), US Census SF3 (2000)

Table 13A presents comparative median home values for Nassau, Suffolk and Westchester Counties, New York State and the United States as a whole. The median home values are based on U.S. Census American Community Survey estimates and differ from the reported home sales values found in Table 13. As with the reported home sales data, the median home value data suggests that after five years of steady growth, values have leveled off between 2006 and 2007. Nassau, however, still retains median home values that are well above the New York State and United States median values.

Since 2000, new residential construction activity in the County has been erratic. Table 14 shows the value of new construction by type and number of dwelling units authorized for the years 2000-2007. More building permits were issued in the County in 2005 (1,672) than in any other year. This fell to a low of 822 in 2007. In suburban Westchester and Suffolk counties, new permit-granting patterns vary slightly by year and appear to have leveled off between 2006 and 2007, as shown in Table 14A. Table 15 provides a breakdown of building permits issued in Nassau County by unit type between 2000 and 2007. Table 15A provides similar data for Westchester and Suffolk counties.

Table 14
New Residential Construction Activity

NASSAU COUNTY		
Year	Value of New Residential Construction (000's)	New Dwelling Units By Building Permit
*2007	284,404	822
2006	368,875	1,446
2005	373,879	1,672
2004	293,642	1,177
2003	195,435	978
2002	222,722	985
2001	229,464	989
2000	266,259	1,506

*Source: U.S. Census Bureau; Construction Statistics Division-Building Permit Branch (2000 - 2004) and 2007; Nassau County Planning Department (2005 - 2006). *2007 figures from US Census Bureau; Construction Statistics Division-Building Permit Branch based on estimate and imputation.*

Table 14A
New Residential Construction Activity: Comparison with Other Counties

Year	SUFFOLK COUNTY		WESTCHESTER COUNTY	
	Value of New Residential Construction (000's)	New Dwelling Units By Building Permit	Value of New Residential Construction (000's)	New Dwelling Units By Building Permit
2007	843,105	4,932	438,763	2,126
2006	751,113	4,680	432,479	2,028
2005	795,272	4,384	433,533	2,194
2004	745,088	3,204	419,709	1,791
2003	942,898	3,397	436,565	1,790
2002	1,151,331	5,183	300,982	1,226
2001	730,896	2,573	272,219	837
2000	639,854	2,126	548,800	1,928

Source: U.S. Census Bureau; Construction Statistics Division-Building Permit Branch (2000 - 2007) based on estimate and imputation.

Table 15
New Residential Construction Permits by Unit Type

NASSAU COUNTY					
Year	1 Family	2 Family	3-4 Family	5 + Family	Total
2007	790	10	3	100	903
2006	993	62	4	349	1,408
2005	921	40	7	703	1,672
2004	777	70	0	374	1,177
2003	566	46	8	291	978
2002	740	30	3	212	985
2001	688	32	4	265	989
2000	753	142	6	605	1,506

Source: U.S. Census Bureau; Construction Statistics Division-Building Permit Branch (2000-2004). Nassau County Planning Department (2005 - 2007).

Table 15A
New Residential Construction Permits by Unit Type:
Comparison with Other Counties

Year	SUFFOLK COUNTY					WESTCHESTER COUNTY				
	1 Family	2 Family	3-4 Family	5 + Family	Total	1 Family	2 Family	3-4 Family	5 + Family	Total
2007	3,910	234	126	662	4,932	1,287	180	27	632	2,126
2006	3,488	190	104	898	4,680	1,090	164	43	731	2,028
2005	3,481	204	109	590	4,384	1,049	146	15	984	2,194
2004	2,636	238	114	216	3,204	826	136	23	806	1,791
2003	2,940	230	98	129	3,397	898	202	3	687	1,790
2002	4,241	2	0	940	5,183	780	106	7	333	1,226
2001	2,410	4	6	153	2,573	434	110	0	293	837
2000	2,030	6	33	57	2,126	464	164	0	1,300	1,928

Source: U.S. Census Bureau; Construction Statistics Division-Building Permit Branch (2000-2007)

Foreclosure Data and Programs

According to the New York State Banking Department data presented in Table 16, Nassau County saw 3,722 foreclosure filings from January to September 2008.¹⁰ For the third quarter of 2008, 1,124 filings were reported, a slight decrease of 3.3% over the same period in 2007.¹¹ Despite this decrease, Nassau County remains the fifth-highest county for foreclosure filings in New York State and accounts for 7.8% of filings.

¹⁰ county level foreclosure rate data is not currently available.

¹¹ <https://banking.state.ny.us/pr081030b.pdf>

Table 16
Foreclosure Filings by Selected New York State Counties

County	3Q 2008 Total Filings	Percent of Total State Filings	2Q 2008 Total Filings	% change from 2Q 2008 to 3Q 2008	3Q 2007 Total Filings	% Change from 3Q 2007 to 3Q 2008	Year-to- Date 2008 (Jan- Sept)
Nassau	1,124	7.8%	1,334	-15.7%	1,162	-3.3%	3,722
Queens	2,347	16.2%	2,692	-12.8%	2,340	0.3%	7,743
Suffolk	1,569	10.8%	1,964	-20.1%	1,938	-19.0%	5,621
Westchester	822	5.7%	851	-3.4%	427	92.5%	2,429
New York State Total	14,477	100.0%	16,025	-9.7%	12,138	19.3%	44,879

Source: New York State Banking Department

Disproportional impacts are also found within Nassau County communities as the foreclosure rate varies from place to place. Roosevelt and Westbury have a foreclosure rate that is seven times the County average. Studies reported by the Empire Justice Center suggest that communities with significant minority populations, such as Hempstead, Freeport and Elmont, face a disproportionate foreclosure rate as well.¹² The same data shows that 60 percent of the County's 2007 total foreclosures were concentrated in just 10 zip codes. Additional difficulties exist in moving these properties off of the foreclosure market, as 2008 data show that nearly 90 percent of auctioned properties are returned to the lender.¹³

In 2007 the County established a Mortgage Counseling Service hotline to deal with a rising number of foreclosures.¹⁴ Designed to prevent foreclosures before they happen, the program helps residents negotiate workout agreements with their lenders before mortgage payments are too far behind. In addition, Nassau County provides counseling services that include debt management, homebuyer education, predatory lending awareness and renters' assistance.

Housing Initiatives

Nassau County's Office of Housing and Intergovernmental Affairs (OHIA) has been involved with the following programs:

Neighborhood Stabilization Program (NSP)

Nassau County's Office of Housing and Intergovernmental Affairs (OHIA) received a \$7.77 million grant from the federal office of Housing and Urban Development's (HUD's) Neighborhood Stabilization Program. The funding, provided through HUD's Community Development Block Grant (CDBG) Program under the Housing and Economic Recovery Act of 2008, addresses the crisis of rising foreclosures and falling home values. These funds provide targeted emergency assistance to local governments for the acquisition and redevelopment of foreclosed properties. The Neighborhood Stabilization Program was bolstered in November 2008 through the creation of the Long Island Housing Crisis Task Force. The Task Force is a public-private partnership comprised of County agencies, non-profit groups and private mortgage lenders designed to address foreclosures and promote sustainable homeownership.¹⁵

Residential Rehabilitation Program

¹² <http://www.nassaucountyny.gov/agencies/OLBR/documents/RealEstateMay152008.pdf>

¹³ <http://www.pr.com/press-release/111031>

¹⁴ <http://www.nassaucountyny.gov/agencies/CountyExecutive/NewsRelease/2007/04-12-2007.html>

¹⁵ <http://www.nassaucountyny.gov/agencies/CountyExecutive/NewsRelease/2008/11-06-08.html>

As administrator of the CDBG program, Nassau County's OHIA, in conjunction with participating municipal consortium members, offers a residential rehabilitation program designed to assist income-eligible participants to renovate their homes. Participation is determined by number of household occupants and total household income. Residential rehabilitation activities focus on weatherization and assisting disabled individuals with home modifications. A primary goal of the program is to enable individuals to remain in their homes and their communities. Community stabilization is encouraged by the implementation of an interest free 5-year recapture note on the home.

HOME Down Payment Assistance Program

Under provisions of a federally funded program, Nassau County will provide eligible first-time homebuyers with \$15,000 towards down payment/closing costs provided that the applicant puts down a minimum down payment of at least \$2,000. Homes purchased must be single-family dwellings (including townhouses, condominiums, co-operative apartments and manufactured homes) occupied as a principal residence and must not exceed \$463,200 in value.

Fair Housing Law

The new Fair Housing Law, effective January 1, 2007, greatly improves fair housing protections for all Nassau County residents who fall within any of the twelve protected classes. It also creates an enforcement system, which allows victims of housing discrimination to file complaints and have their complaint investigated and prosecuted at the local level.

Housing Study

The Nassau County Office of Housing and Intergovernmental Affairs is conducting a housing study that will focus on developing a needs assessment for affordable housing in Nassau County from 2007 to 2023. This study will assist the County in assessing housing needs for both low and moderate income households as defined by HUD. In addition it will look at current and future housing needs for commuters and the County's workforce.

Ten-Year Plan to End Homelessness

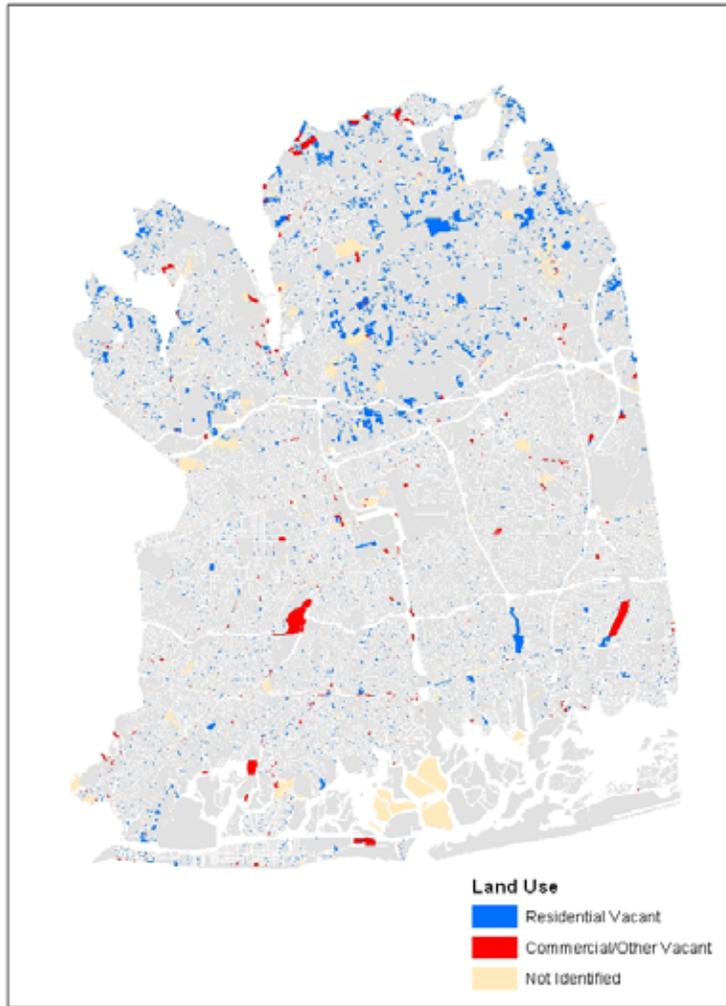
In March 2007, Nassau County Executive Thomas R. Suozzi established the Nassau Committee to End Homelessness. This 30 member committee made up of not-for-profit and faith-based service providers, government officials and three formerly homeless people is charged with developing a 10-year plan to address chronic homelessness in Nassau County. In September 2008, the committee, along with representatives from HUD and the offices of OHIA and Housing and Homeless Services of Nassau County, met and presented its plan. The committee is now working on implementing its plan.

IV. LAND USE, SUBDIVISION AND ZONING

Land Use

Nassau County is a largely built-out suburban community whose primary land use is single-family residential. Land in the County is at a premium. The 2007 Nassau County tax assessment database identifies 5,016.92 acres of land as Vacant Residential (see Figure 9).

Figure 9
Vacant Land by Use



Building Permits

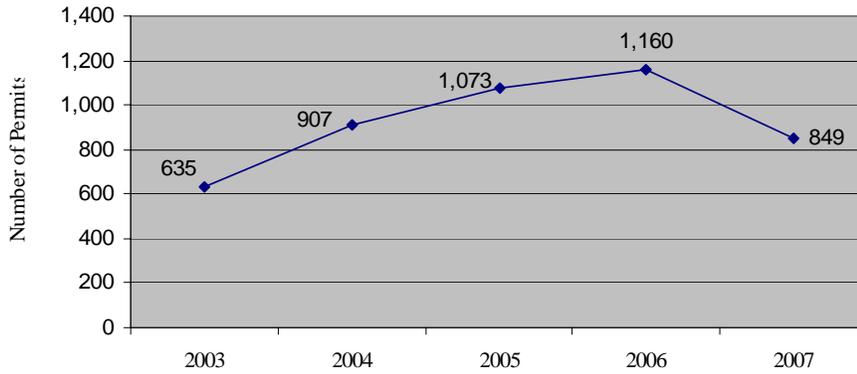
Nassau County produces an annual building activity report, which gathers municipal building permit information. The report provides data on building activity by land use. As shown in Table 17, between 2003 and 2007 the majority of issued building permits (87.5 percent) were for single-family dwelling units. Figure 10 illustrates the overall trend in building activity between 2003 and 2007. As shown on the chart, there was a steady increase between 2003 and 2006, but activity declined by 6.73 percent between 2006 and 2007.

Table 17
Nassau County Building Permits Issued by Land Use, 2003-2007

Year	Land Use							Total
	Single Family Dwellings	Two-Family Dwellings	Multi-Family Dwellings	Conversions and Additional Units	Business Buildings	Industrial Buildings	Public Buildings	
2003	566	23	8	4	24	2	8	635
2004	777	35	56	4	23	4	8	907
2005	921	20	32	59	37	1	3	1,073
2006	993	31	40	58	30	4	4	1,160
2007	790	5	21	6	20	3	4	849
Total	4,047	114	157	131	134	14	27	4,624

Source: Nassau County Planning Commission Building Activity Report 2003-2007

Figure 10
Nassau County Total Number of Permits Issued, 2003-2007



Source: Nassau County Planning Commission, Building Activity Report 2003-2007

Commercial and Industrial Building Activity

Table 18 provides an overview of the number of building permits issued for commercial and industrial property between 2002 and 2007 and the estimated value of construction equated with those permits. There was a 34 percent decrease in the number of commercial and industrial permits issued between 2005 and 2007. Between 2006 and 2007 there was a \$46.7 million dollar decrease in the estimated value on permits.

Table 18
Nassau County Number of Permits Issued for Commercial and Industrial Property and Estimated Value on Permits, 2002-2007

Year	Number of Permits Issued	Estimated Value on Permits
2007	27	\$13,129,100
2006	38	\$59,862,365
2005	41	\$29,535,410
2004	15	\$7,339,475
2003	33	\$25,043,100
2002	32	\$20,052,498

Source: Nassau County Planning Department, Building Activity Report 2002-2007

Table 19 shows the amount of available industrial square footage in the County between 2004 and 2008. Over this period the County's available inventory of industrial space fell 29%. By 2007 available industrial floor space was the third highest it had been in the previous ten years.

Table 19
Nassau County Available Industrial Space, 2004-2008

Year	Industrial Square Footage	Change from Previous Year (%)
2008	2,395,127	- 7.69
2007	2,594,608	28.20
2006	2,023,936	-19.67
2005	2,519,655	-24.85
2004	3,352,993	

Source: CB Richard Ellis, Inc (2004-2008)

Subdivision

Subdivision and Development Trends

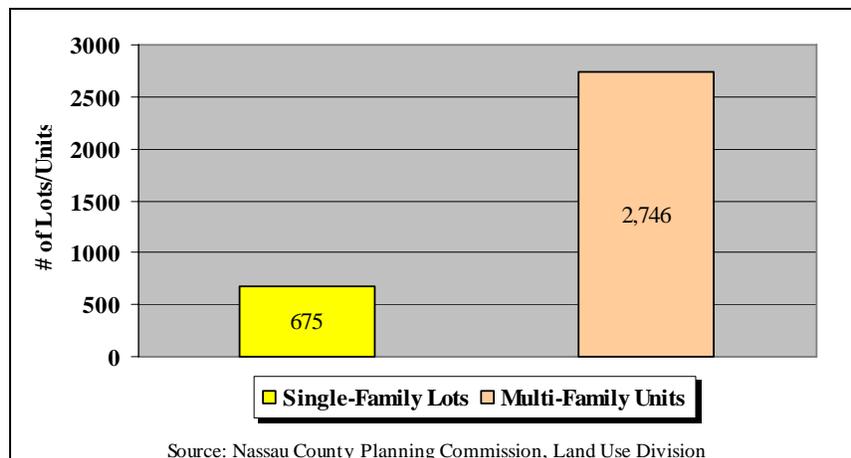
Nassau County is unique in New York State in that the County Planning Commission has primary subdivision jurisdiction over land located in unincorporated areas and within the portions of incorporated areas (cities/villages) that are within 300 feet of a municipal boundary. There is a substantial portion of land in the County that falls into these two categories and is subject to County Planning Commission subdivision jurisdiction.

Subdivision refers to a process by which existing parcels of land are divided for the purpose of development. Subdivision regulations work in tandem with any applicable zoning regulations to create new developable parcels that are consistent with the design principles set forth in a comprehensive plan or adopted guidelines. Typical subdivision regulations deal with the design of lots and public rights-of-way with particular consideration to provisions for access to public streets and modes of transportation, preservation/conservation of physical environmental features and areas, and extensions and connections to public utility infrastructure.

Proposed subdivisions of five lots or more, or any subdivision associated with the creation or extension of a public street, are required to submit subdivision applications. Such applications must meet Nassau County Department of Public Works (NCDPW) and Health Department (NCDOH) design and environmental standards. All subdivision applications must conform to local zoning and land use regulations prior to consideration by the County Planning Commission

Over the past five years, 99 percent of County Planning Commission subdivision applications have been for residential development. During this period the County Planning Commission approved 675 single family lots and 2,746 multifamily units (see Figure 11). The median gross density of single family lots was 4.5 lots per acre, compared to a median gross density of 17.1 units per acre for multifamily developments.

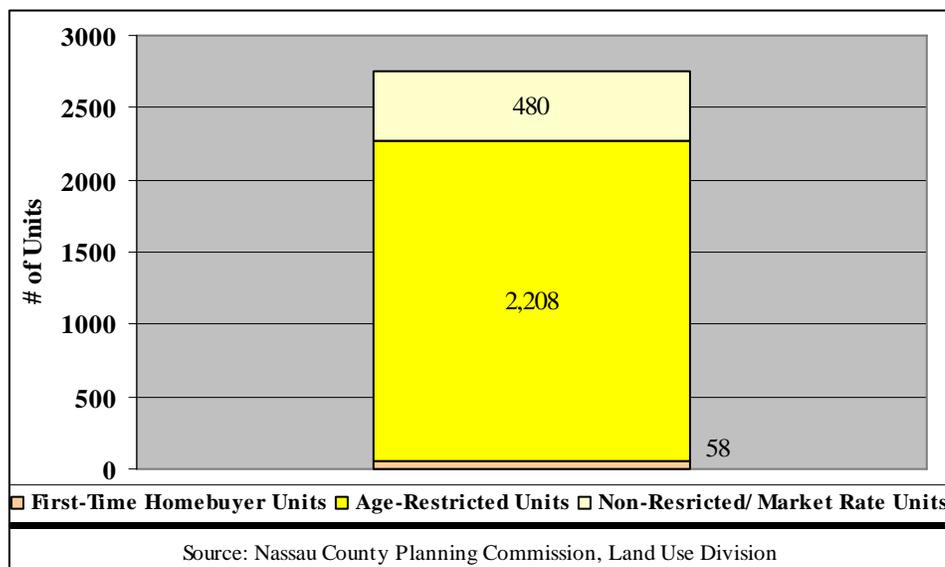
Figure 11
New Residential Lots/Units Approved, 2004-2008



During this period new single-family subdivisions were located primarily in the Town of Oyster Bay and north shore estate villages. Subdivision applications involving property in the Town of Oyster Bay primarily dealt with the creation of parcels ranging from 6,000 square feet to one acre in size. In the Village of Muttontown the Stone Hill (aka Kirby Hill) application subdivided 148 acres into 80 1-acre+ lots; and in the Village of Old Westbury the Spring Hill Farm application subdivided 159 acres into 22 approximately 4 acre+ lots. Currently the Planning Commission is reviewing several single-family residential subdivisions located primarily within the boundaries of the north shore estate villages.

Of the 2,746 multiple-family units receiving County Planning Commission subdivision approval, 58 were officially pre-designated (by local municipal approval) first-time homebuyer units, which included an affordability component, 2,208 were pre-designated age-restricted units, and 480 were unrestricted/market rate units (see Figure 12).

Figure 12
New Multi-Family Units Approved, 2004-2008



The majority of multiple-family subdivision applications approved by the Planning Commission over the past five years were preceded by municipal action to rezone the subject properties to a district that would accommodate the proposed use and density. A change in permitted land use from single-family residential, industrial and commercial to multiple-family districts in areas served by adequate transportation and utility infrastructure paved the way for many recent large-scale multiple-family developments.

Proposed Revisions to the Nassau County Subdivision Regulations

Over the past two years the County Planning Commission has undertaken a comprehensive review of the County’s Subdivision Regulations, leading to several proposed revisions and amendments. Proposed revisions include: the reclassification of subdivision applications to better conform to terminology being used throughout Long Island and New York State; clearer and more inclusive noticing requirements in order to promote public participation; reconciling County design standards with local municipal zoning codes and regulations; and the addition of guidelines for pedestrian amenities and public transportation accessibility. Following extensive public outreach, including meetings and discussions with interest groups and the general public, the Planning Commission endorsed these proposed revisions and amendments to the Subdivision Regulations and has forwarded them on to the Nassau County Legislature for approval. It is likely that the regulations will be considered by the Legislature sometime in the first half of 2009.

Zoning Review

Unlike subdivision regulations, which may be imposed by the County, adoption of zoning regulations is the purview of local municipalities. However, General Municipal Law 239-m provides the Nassau County Planning Commission with the authority to review a wide range of land use actions referred by towns, villages and cities within the County. Land use actions within 500 feet of State and County roads and rights-of-way, State and County public institutional uses, county drainage features and municipal boundaries, and county waterway or drainage facility actions must be referred to the Planning Commission. Reviewable actions include: change of zone requests; use and area variances; special/conditional use permits; site plan applications; amendments to municipal zoning codes; and municipal land use plans to be adopted by a municipality. In reviewing these actions, the Planning Commission evaluates the impact of the action relative to compatibility of land uses and community/neighborhood character, traffic and traffic safety, community facilities, and drainage. The Commission's role in zoning is advisory in nature and the Commission may recommend the following actions on a case: local determination (defer to municipality), modification, approval or denial. The referring municipality requires a majority plus one in order to overturn a recommendation by the Planning Commission.

Recent Trends

The County Planning Commission typically receives between 200 and 300 zoning referrals per month during the course of a year. The majority of referrals are area-variance requests on individual residential properties and are deferred to the referring municipality without any action by the Planning Commission. The majority of cases brought to the County Commission for zoning review and recommendation are substandard subdivisions (lot frontage/lot area), new commercial development, the expansion of existing commercial and institutional uses, and new multi-family residential development projects.

Over the past five years, the Commission has seen large scale multi-family residential development on larger undeveloped property or former industrial sites, former institutional property and property formerly used for commercial recreational activities. These developments include the Seasons at Plainview and Bethpage, two former industrial sites; Atlantic Manor in Oceanside, on a former nursery site; Dutch Gate in North Valley Stream, at a former Salvation Army institutional facility; and Meadowbrook Pointe, on the site of the former Roosevelt Raceway.

Redevelopment for higher density residential uses has generally occurred in downtowns and along arterial roadways. Redevelopment of small scale commercial properties for townhouse development has occurred along South Shore bays, typically on sites formerly used as private marinas. In addition, smaller scale townhouse development has occurred on properties formally occupied by older single-family dwellings on larger lots. Depending on the economic climate, the trend to redevelop properties for high density residential uses is expected to continue, with particular emphasis on downtown redevelopment.

Zoning for Senior Housing and First-Time Homebuyers

Several of the towns, cities and villages in the County have amended their zoning codes to address housing for senior citizens in an effort to promote affordable housing opportunities for seniors who want to remain in their communities, but are no longer willing or able to reside in single-family homes.

As an incentive to build senior citizen housing, senior housing districts have been adopted by the three towns: the Town of Hempstead, the Town of Oyster Bay, and the Town of North Hempstead. These districts allow for increased density on a site in exchange for the provision of below market rate senior housing units.

In December 2003 the Town of Hempstead amended its ordinance to include a "golden age" residential zoning district (Res-GA). Residential developments under this district include: Meadowbrook Pointe (720

units) under construction on the site of the former Roosevelt Raceway in Westbury; Dutchgate at North Valley Stream (388 units) under construction on the site of a former Salvation Army facility; and Seasons at East Meadow (416 units) under construction on a site formerly used for housing US Navy personnel. In the Town of Oyster Bay, notable age-restricted and first-time homebuyer developments consistent with the provisions set forth in the Town's "Senior Citizen Residence" (RSC-25) and "Next Generation" (RNG-12) residential zoning districts include: the Oaks at Broadlawn Manor and the Seasons at Massapequa in which a total of 488 "RSC" units and 30 "RNG" units are being constructed on the site of the downsized South Oaks Hospital. In addition at the Seasons at Plainview 106 "RSC" units and 28 "RNG" units have been constructed on a former industrial site adjacent to the Long Island Expressway. In addition, the Town of North Hempstead has approved the construction of the 150-unit Harbor Ridge Estates development in Port Washington as part of a larger development that provides an array of amenities for senior citizens. These are just some examples of the comprehensive approach undertaken by the three towns to meet the growing challenge of providing quality and more affordable housing for the County's senior citizen population.

Currently the Planning Commission is reviewing multi-family development projects throughout the County that are concentrated around existing and proposed public transportation routes and nodes. Such applications include "Carle Place Gardens" (11 units) in Carle Place, "The Regency" (138 units) in the Village of Lawrence and "The Winston" (285 units) in the Village of Mineola. The Planning Commission is also reviewing several subdivision applications that relate to mixed-use (multiple-family residential/commercial) developments pursuant to the recommendations and policies set forth in the Town of North Hempstead Urban Renewal Plan, which encompasses an area along Prospect Avenue in the Hamlet of New Cassel.

Selected Mixed – Use Zoning Codes that Incorporate Residential and Commercial Uses

The Planning Commission and the County act to encourage a mix of higher density residential development and commercial uses in appropriate locations, preferably near transit facilities, including rail and bus. Several municipalities in Nassau County have amended their zoning ordinances to allow for and encourage mixed-use development. Municipal officials are recognizing that mixed-use development in strategic locations can simultaneously maximize property tax revenues, minimize adverse impacts pertaining to utility and service infrastructure, and create vibrant places with unique character. Below is a sample of municipalities with zoning codes that address mixed use development:

- Town of Oyster Bay
 - ❖ Permits multi-family dwellings as a "Special Use" within the Central Business, General Business and Neighborhood Business districts.
 - ❖ Apartments over stores are permitted as-of-right in these districts.

- Town of North Hempstead
 - ❖ Planned Unit Development (PUD) permits 10 percent commercial use within residential developments.
 - ❖ New Cassel Urban Renewal Overlay District allows for residential and commercial uses and provides standards for commercial and residential development.

- Village of Great Neck Plaza
 - ❖ The C-2 district permits multiple dwellings and also allows retail as a special use.
 - ❖ Affordability provisions within the C-2 district provide a density bonus for special consideration of service workers.
- Village of Great Neck
 - ❖ The MU (Mixed use) district permits a mix of high and low density multi-family uses along with small scale retail, office and personal services
- Village of Mineola
 - ❖ Provides an overlay district for the central business district that provides for density bonuses for residential development if certain conditions are met.
- Village of Rockville Centre
 - ❖ Permits multi-family development in its Business A and Business B districts if certain conditions are met.
- Village of Lynbrook
 - ❖ Residential uses, including multi-family housing, are permitted in the Commercial district.
- Village of Valley Stream
 - ❖ Multi-family development is permitted in C-1 Commercial district.
 - ❖ A floating zone permits multi-family development in C-3 zone (heavy commercial district).

IV. ECONOMIC DEVELOPMENT INITIATIVES

Visioning Programs

Visioning is a Nassau County Planning Department grant program that grew out of the 35 Economic Development Zone (EDZ) meetings held between 2003 and 2005. *Visioning* is meant to foster public participation and consensus building to improve downtowns. These projects are formulated around the idea that the best and most successful development evolves out of each community's needs and desires. While each *Visioning* project is unique to the individual community, several factors remain constant. Every *Visioning* community must first define a problem or problems to address, then hold public meetings that include local stakeholders and officials. These meetings provide forums to discuss and understand the needs and concerns of each municipality and identify the community's vision for its future. *Visioning* looks to change local zoning regulations and identify specific governmental limitations that may prohibit improvement projects that spur economic development.

Funding for the *Visioning* program comes from a \$1 million grant set up in 2007 by the County Executive. The program requires at least a 40% contribution from the municipality.

Visioning Communities (as of 12/31/08):

- ❖ Village of Hempstead
- ❖ City of Glen Cove
- ❖ Elmont
- ❖ Baldwin
- ❖ Roosevelt
- ❖ Uniondale
- ❖ Village of Freeport
- ❖ Inwood
- ❖ Great Neck Peninsula
- ❖ New Cassel
- ❖ Village of Farmingdale

Cool Downtowns Initiative

In order for Nassau County to be sustainable into the next generation and beyond, growth and development must be encouraged in specific areas. The County's traditional downtowns provide an important opportunity for commercial and residential development that supports sustainability. The County's *Cool Downtowns* initiative has been designed to support downtown revitalization and expansion by highlighting downtowns that already exhibit the characteristics of identifiable activity centers.

Vibrant downtown development attracts young people, empty-nesters, and businesses, allows for the expansion of the tax base, promotes job growth, and fosters ideas, culture, and education. Nassau County's *Cool Downtowns* initiative promotes a diverse choice of housing, transit options (often in close proximity to LIRR stations), walkable streetscapes and street grids, mixed-use structures of varying density and attractive destinations such as restaurants and cinemas.

Since many traditional downtowns were originally developed as distinct local communities, the character of each varies greatly. The County has classified its activity centers loosely into four categories: Cool Downtowns, Historic/Quaint Downtowns, Potential-Growth Downtowns, and Auto-Oriented Commercial Centers. These categories provide broad definitions of areas based upon their development patterns, history, room for growth, type of suburban design, and land use patterns. The *Cool Downtowns* have been identified as the following: Great Neck, Rockville Centre, Garden City and Long Beach. Other

communities that are working toward designation as a *Cool Downtown* include Westbury, Mineola, Glen Cove and Farmingdale. Other downtowns that are prime candidates for revitalization include Hempstead, Hicksville and Elmont.

Nassau Hub Redevelopment Initiative

Redeveloping the Nassau County Hub is one of the County's major economic development goals. Located in the geographic center of the County, the Hub is at the core of the County's economy. Uses within the Hub include RXR Realty Plaza, Nassau Veterans Memorial Coliseum, Museum Row, Eisenhower Park, and the Roosevelt Field and Source Malls. The Hub encompasses Nassau Community College, Hofstra University and the Nassau County Government offices in Mineola. The Villages of Hempstead and Mineola, with their Long Island Rail Road stations, are also important parts of the Nassau Hub. The Hub development initiative aims to promote development within the Hub, which includes the redevelopment of the Nassau Coliseum property. In addition, part of this initiative includes developing improved transit to and within the area. The redevelopment of the Hub is a mega project aimed at jumpstarting the County's economy, redefining "suburbia," and generating new high-skill and high-tech jobs.

Lighthouse Project

The proposed Lighthouse development project is the lynchpin for the Nassau Hub redevelopment initiative. The project consists of the comprehensive redevelopment of the Nassau Veterans Memorial Coliseum site and several adjacent properties (the Marriott Hotel site, the Omni building and RXR Realty Plaza) totaling 150 acres. The Lighthouse project is located both north and south of Hempstead Turnpike west of the Meadowbrook Parkway in the hamlet of Uniondale. The main portion of the development site is located north of Hempstead Turnpike and includes the Nassau Coliseum, the Marriott Hotel and large areas of parking. The existing Omni office development northwest of the Coliseum is part of the Lighthouse property as well. Significant acreage located south of Hempstead Turnpike includes the existing RXR Realty Plaza and undeveloped acreage. Currently, the Lighthouse property has a mix of zoning including Mitchel Field Hotel District, Residence B District, Mitchel Field Office District and Mitchel Field Office II District.

The proposed Lighthouse project would be constructed as a Planned Development District that will include 5.5 million square feet of mixed use development. It comprises the following: a new state-of-the-art Coliseum; a sports complex; 2,306 multi-family residential units that will include a mix of housing types at varying densities; 500,000 square feet of complementary retail and restaurant uses; one million square feet of office space; a 300-room luxury hotel; 200,000 square feet of convention/conference/exhibition space; and a central landscaped park and other public areas including walkways, gardens, promenades and water features. All construction will be Leadership in Energy and Environmental Design (LEED) certified.

The developer is requesting that the Town create a new zoning district, the Planned Development District, to accommodate the project. As lead agency under the State Environmental Quality Review Act (SEQRA), the Town of Hempstead is currently in the process of reviewing the project for potential impacts to the environment. All proposed subdivision of land within the site must be reviewed and approved by the Nassau County Planning Commission and other involved County agencies, including the Department of Health and the Department of Public Works.

Tourism

In 2008 the County began a marketing initiative - "The Island Next Door"- to promote tourism in Nassau County. This initiative not only encourages tourists from other regions, but also aims to persuade local residents to use and enjoy Nassau's many recreational and cultural resources. "The Island Next Door" is a

multi-media campaign using print and web advertising. The campaign features several “ambassadors” specializing in various areas such as Music and Family Fun.

Grumman-105 acres at Bethpage

The 105-acre former Northrop Grumman manufacturing facility at Bethpage is nearing redevelopment. Nassau County acquired the property from the federal government in 2008. It has since issued a request for proposals to reuse and redevelop the site, in accordance with the results of a community visioning and planning process.

The community recommendations, which influenced the request for proposals, included the desire for high tech/high paying jobs in a campus-style development of commercial, light industrial and recreational uses, in a design pattern that is contextual, excludes residential and heavy industrial uses, and provides amenities to the surrounding Bethpage community.

The County selected a proposal from Steel Equities, Inc. to reuse some of the structures on the site for a film studio, entertainment, retail, and office uses. The proposal calls for the removal of blighted structures and includes several new office buildings. The new property owner will have its plans considered by the Town of Oyster Bay.

Sales of Surplus Property

A County law requires 95 percent of funds from the sale of County property to be put towards Nassau’s building consolidation plan and the remaining 5 percent to be put towards the Open Space Fund. To date the County has generated over \$29.6 million from the sale of surplus property.

Nassau County Government Real Estate Consolidation Accomplishments through 2008

Early in his administration, County Executive Tom Suozzi commissioned a study of the County’s extensive real estate holdings to determine how best to consolidate and manage them efficiently and economically. Since that time, the County has made considerable progress in implementing the goals of the study through a range of strategies including consolidation of departments, building renovations, and relocation of various agencies, enabling them to coordinate their efforts in an optimal manner. Since 2002, through consolidation and realignment, the County has vacated 12 formerly leased buildings resulting in a saving of \$9.5 million. The revenue from the sales, along with projected savings in utility expenses and building maintenance resulting from moves to modern and more efficient space, provides for both the short and long term funding of the building consolidation plan.

Health and Human Services “No Wrong Door”

In 2005 Health and Human Services consolidated eight departments, previously in five separate locations, into one modern facility at 60 Charles Lindbergh Blvd. County employees and residents now have access to a modern, technologically advanced, state of the art building that helps provide better services to people most in need while creating cost efficiencies for taxpayers. Further consolidation was completed in 2007 when the Health Department was moved to an adjacent building on Charles Lindbergh Boulevard.

Theodore Roosevelt Executive and Legislative Building

The County building known as the Old Court House, constructed at the beginning of the 20th century, has been restored to its original glory. The historic renovation of the Theodore Roosevelt Executive and Legislative building at 1550 Franklin Avenue now houses the Executive and Legislative branches of government. This project was completed on time and on budget and is both modern and technologically advanced while retaining its historic character.

Information Technology

A new and modern Data Center opened in December 2004 on former Grumman property in Bethpage.

Police and Fire Communications Center

The new Police and Fire Communications Center at the King Kullen Building in Westbury will consolidate 911 Operations, Fire Communications, Fire Marshall, Arson Bomb Squad, and Police ITU from four buildings into one modern, secure state of the art facility. Construction is expected to be completed by December 2009. A second phase that will consolidate police forensic operations is also being studied at this time.

Police Academy

The Police Academy has been relocated to a state of the art facility located in a former Massapequa Park elementary school. In addition, the Asset Forfeiture Squad, Gang Investigations Squad, Taskforce Against Gangs, Special Investigations Squad, Police Athletic League and MAPP will also be located in the new Police Academy facility. This move made it possible for the police to vacate leased space that had housed ten commands in less than optimal conditions.

Economic Development Vertical

Several agencies of the Economic Development vertical were relocated to newly renovated space at 40 Main Street in Hempstead. This allowed the County to renovate the space formerly occupied by these departments into modern, more efficient space for the Probation Department.

Probation

The Probation Department moved from 101 County Seat Drive to 400 County Seat Drive to space formerly occupied by the Economic Development Vertical.

101 County Seat Drive

The building was entirely vacated and decommissioned and will be sold as soon as current litigation is resolved.

Future Plans

Departments located within 1 West Street and 240 Old Country Road will be relocated in proximity to each other in order to facilitate interagency coordination and operations. As these moves occur the space will be renovated. Over 2,260 employees are now in modernized office space. Planned moves will increase that number to 3,000 employees. Over 320,000 square feet of space has been renovated.

V1. ENVIRONMENTAL RESOURCES, INITIATIVES AND LOCAL LAWS

Open Space

Nassau County Open Space Plan

In a region as densely developed as Nassau County with some of the nation's highest median land values and housing costs, protecting open space is a formidable challenge. Through public input from a series of workshops and community outreach efforts during the preparation of the 1998 Nassau County Comprehensive Plan, it was clear that protecting existing open space from residential and commercial development was vitally important to residents of Nassau County. This broad-based support led to the authorization by the Nassau County Legislature of the Nassau County Open Space Plan, which was completed in 2001. The Open Space Plan was a pioneering effort in addressing the preservation of open space resources in the County and was also the first strategy implemented from the Comprehensive Plan of 1998. The Plan provides the County's first comprehensive inventory of existing open space resources, highlights and maps significant natural resources information, offers policy recommendations, identifies possible open space protection options, techniques and funding sources and offers a summary of relevant reports. The Open Space Plan provides the County with an efficient and comprehensive guide with which to implement and influence policy decisions regarding the protection of open space resources.

Nassau County Open Space and Parks Advisory Committee (OSPAC)

As part of an effort to preserve, protect and maintain existing undeveloped open space in the County, the Nassau County Legislature authorized the creation of the Nassau County Open Space and Parks Advisory Committee (OSPAC) in June 2000. OSPAC is primarily responsible for reviewing and evaluating the County's open space, parks and areas of recreational, cultural, archeological, habitat or historic significance or of an otherwise environmentally sensitive nature. OSPAC also makes recommendations to the County Legislature on potential land purchases that are designed to protect and preserve the natural environment as well as the County's historical and scenic resources. In addition, OSPAC reviews the disposition of county-owned property that is deemed to be surplus by the Division of Real Estate. For property dispositions, OSPAC and the Nassau County Planning Commission review these cases, make recommendations and adopt resolutions on such actions with final decisions resting with the County Legislature. Organizationally, OSPAC is composed of nine appointed, volunteer members with a wide range of experience in such planning fields as open space, land use planning, land conservation and habitat conservation. The Presiding Officer of the Nassau County Legislature selects four of OSPAC's members, two are selected by the Minority Leader and the County Executive selects the remaining three.

Open Space Acquisition Fund

In May 2003, the Nassau County Legislature unanimously amended the County Charter to require the County to set aside five percent of the monies received from the sale of County-owned real property to be used for the acquisition, rehabilitation and maintenance of open space. At the time of adoption, legislators estimated that the Open Space Fund could provide as much as \$1 million dollars for the preservation of open space resources. The Open Space Fund is eligible to receive grants from federal or state agencies, as well as private donations. Fines and penalties for environmental violations issued by County departments are also placed in the Open Space Fund. At the end of 2003 the fund contained \$500. That amount increased to \$337,253 in 2004, \$391,473 in 2005, \$488,612 in 2006 and \$1,363,254 in 2007. As of November 2008, the open space fund contained a total of \$1,424,319.

2004 and 2006 Environmental Bond Acts

As a mature suburban county and home to over 1.3 million people, Nassau County faces many challenges in its efforts to protect and preserve its natural environment. Nassau County's diverse natural resources, from beaches, marshes and wetlands to ecologically sensitive meadows and woodlands, have come under tremendous development pressure in recent years as a result of strong local economies and rising property

values. In August 2004, the Nassau County Executive and every member of the Nassau County Legislature recognized the urgent need to identify financial resources to protect the County's remaining open space and its natural resources and drinking water from the negative impacts of suburban sprawl. In response to this need, the County Executive and Legislature unanimously adopted Local Law 14-2004 to conduct a referendum on a \$50 million Environmental Program to be funded by a dedicated bond. The bond would enable the County not only to purchase and protect open space, but to improve parkland, protect water resources and clean up Brownfield properties throughout the County. The referendum to adopt this law appeared on the ballot in November 2004 and with the endorsement of environmental and civic organizations and editorial boards was overwhelmingly approved by 77 percent of the voters in Nassau County. This approval led to the creation of the 2004 Nassau County Environmental Program. As a result of the 2004 Environmental Program, 117 acres of open space have been preserved including one of the five remaining farms in Nassau County, and 20 park improvement projects, 17 stormwater quality improvement projects, and two brownfield remediation projects have been completed.

Based on the success of the 2004 Environmental Program, the Nassau County Executive adopted Local Law 10-2006 in August 2006 with the unanimous support of the Nassau County Legislature. The purpose of this law was to conduct a referendum on a \$100 million Environmental Program, which would be funded by a dedicated bond that would enable the County to preserve additional open space and fund additional park improvements, storm water quality improvements and brownfield remediation projects. The referendum to adopt this law appeared on the ballot on November 7, 2006 and with the endorsement of environmental civic organizations was again overwhelmingly approved by 77 percent of the voters of Nassau County. This approval led to the creation of the 2006 Nassau County Environmental Program.

The 2006 Nassau County Environmental Program has led to the preservation of Fruggie's Farm in East Meadow, 42 acre Old Mill Farm in Jericho, Gold property in Seaford, 18 acres of the Hall Estate in Muttontown, 15 acres of the Humes Estate in Mill Neck, 25 acres of the Smithers Estate in Mill Neck, among others. Open space preservation accounts for about \$77 million dollars. Some \$8.4 million is earmarked for 37 parks recommended for improvement. These projects include construction of a playground in Long Beach, restoration of the Old Grist Mill in Roslyn, installation of a multi-purpose playing field in Roosevelt, and creation of a water trail along the south shore, including canoe and kayak launches. Storm water improvement projects, which will account for about \$10.4 million of bond act funds, include the installation of treatment devices in over 1,700 catch basins throughout the county, dredging of Willow Pond in Hewlett and installation of a sediment collection system and wetland plantings in Manorhaven. Brownfield projects, which will account for \$3.8 million in funding, include demolition of the former Glen Cove incinerator, performance of environmental site assessments in Mineola and cleanup of contaminated soil in Baldwin.

Special Groundwater Protection Areas (SGPAs)

Long Island's drinking water was designated as the nation's first Sole Source Aquifer requiring special protection. In order to maintain open space to recharge the aquifer, New York State created two Special Groundwater Protection Areas (SGPA) in Nassau County - one in Oyster Bay and one in North Hills. Designated groundwater protection areas in Nassau County are protected under Article X of the Nassau Public Health Ordinance, which allows a maximum of one home per 40,000 square feet in unsewered areas. The Town of Oyster Bay, with the creation of Aquifer Protection Overlay (APO) District, provides additional regulations for properties located within the SGPA. The Underhill property, bounded on the east by NY-107 and the south by NY-25, is located in the Oyster Bay SGPA. Preservation efforts for this important property are described below.

Preservation of the Underhill Property

Preserving the 96-acre Underhill property in Jericho has been a priority for government officials, county residents and non-profit preservation organizations for many years. Maintaining the property as open space will provide valuable area for recharge of the local groundwater supply.

In October of 2003 the Underhill property was subdivided into four parcels with ownership divided between the Tilles Investment Company, the Town of Oyster Bay, the County of Nassau and the New York State Department of Environmental Conservation. A 31-acre parcel received final subdivision approval from the Nassau County Planning Commission in December 2003 for 103 single-family homes and a community activity center. Fifty acres of the property were purchased from Tilles and divided between New York State, the County and the Town of Oyster Bay. The State purchased 25 acres for \$7.5 million; the County purchased approximately 16.66 acres for \$5 million; and the Town of Oyster Bay purchased 8.33 acres for \$2.5 million. The 50 acres, purchased simultaneously by the State, County and Town, are managed under an agreement between the jurisdictions to be used as a passive preserve.

Brownfields

A brownfield is a property that has been contaminated by hazardous materials, typically as a result of a former industrial use. Cleanup of these environmentally contaminated sites is encouraged through tax credits for both money spent on cleanup and funds invested in the redevelopment of formerly contaminated sites. Grants are provided to eligible municipalities and not-for-profits for site and area-wide remediation. The extent of remediation is determined based on the future land use proposed for the site.

Current Brownfields Projects

- *NY Metro Brownfields Redevelopment Fund Program*
This is a New York Metropolitan Region program designed to cleanup and reuse brownfield sites in distressed neighborhoods throughout the New York Metropolitan Area.
- *Coes Neck*
Coes Neck is a 35-acre County-owned, vacant site on Coes Neck Road in Baldwin.
- *NUMC Freeport/Roosevelt Health Center*
Located on North Main Street in Roosevelt, this 26,300 square foot lot is currently vacant and used for parking. Following cleanup, the site will be redeveloped as the Nassau University Medical Center (NUMC) Freeport/Roosevelt Health Center.
- *Tax Delinquent Properties*
This initiative aims to identify tax-delinquent brownfields and transfer them to an interested party for the purpose of redeveloping them to meet a public need.
- *Glen Cove Waterfront*
Fifty acres of contaminated land along the waterfront has been remediated utilizing funding from the federal CERCLA Superfund Program and the NYS Department of Environmental Conservation. The remediated sites are proposed to be developed with over eight hundred residential housing units, office space, retail space, a hotel, and a marina.

Environmental Initiatives and Local Laws

Green Levittown

In November 2007, Nassau County Executive Thomas R. Suozzi launched a unique public/private partnership to make Levittown America's first "green" suburb by reducing its carbon footprint by 10 percent. Canvassers have gone door to door to every one of Levittown's 17,000 homes to educate residents on how they can reduce greenhouse gas emissions and cut energy bills by hundreds of dollars. Giveaways, discounts, utility incentives and low interest loans are making it affordable for homeowners to switch to energy efficient light bulbs and appliances, install energy saving devices, replace or tune-up boilers, upgrade insulation and windows, and try new technologies like solar heaters and biofuels. Thousands of households are participating and the changes being made are resulting in a significant reduction in greenhouse gas emissions.

Green Levittown is a public/private initiative dedicated to improving the environment and the quality of life for all Levittown residents. The mission is to make it easy for the citizens of Levittown to save money on energy costs by providing special discounts on energy efficient products and services. The goal is to make Levittown into America's most energy efficient suburb with the cooperation of local residents, Nassau County, Citizens Campaign for the Environment and concerned corporate partners.

Local Laws

The County Legislature has passed several local laws that are intended to protect and enhance the natural resources of the County as well as promote the health and safety of County residents.

Recycled Motor Oil

In 2005 the Legislature adopted a local law requiring the use of recycled motor oil in all County vehicles. Recycled motor oil uses less energy than refining motor oil from crude. It also reduces the negative environmental impacts from oil disposal as well as worldwide impacts from oil exploration and extraction. By reducing demand for new oil, the County is contributing to the national goal of reducing America's dependence on foreign oil.

Diesel Vehicles

In 2006 the Legislature adopted two bills to regulate the emissions of diesel vehicles in Nassau County. The first local law seeks to reduce the emission of pollutants from the county's on-road diesel fuel powered vehicles by requiring that they use only ultra low sulfur diesel fuel. The law calls for a phase-in of ultra low sulfur diesel fuel starting with 10 percent of the fleet by January 2007 and working towards 100 percent by 2012. The second local law is an ordinance that regulates the amount of time a diesel fuel powered vehicle is allowed to idle. Vehicles that are allowed to idle use substantial amounts of fuel and contribute greatly to the amount of pollutants in our atmosphere. Under this ordinance, motor vehicles powered by a diesel engine are not allowed to idle for longer than three minutes.

Pesticide Notification Law

Nassau County is one of six New York State counties that has opted into the Neighbor Notification Law, which requires 48 hour notice to neighbors for certain commercial lawn applications, posting of visual notification markers for most residential lawn applications, providing notice to occupants of multiple dwellings and other occupied structures, and posting of informational signs by retailers who sell general use lawn pesticides. The Neighbor Notification Law and regulations are effective only in New York City or in counties that have adopted a local law to "opt into" the program in its entirety and without any changes. To date, Albany, Nassau, Rockland, Suffolk, Tompkins and Westchester Counties participate in the Neighbor Notification Law.

Migratory Waterfowl

In 2007 the County Legislature adopted a local law that prohibits the feeding of migratory waterfowl on all County property. The feeding of migratory waterfowl on County property increases the potential for damage to County parks, causes water quality problems, and increases the potential for the spread of disease to residents. In addition, such feeding can interrupt the birds' normal migration patterns, cause nutritional problems, and promote the spread of serious migratory waterfowl diseases. The United States Department of Agriculture views this legislation as a key component of a non-lethal waterfowl control program.

Green Buildings Policy

In 2007 the County Legislature adopted a "green buildings" policy as a local law. This policy requires that new construction and major renovation of County buildings achieve a silver rating through the Leadership in Energy and Environmental Design (LEED) certification program administered by the United States Green Building Council. Utilizing sustainable design practices significantly reduces long term operation and maintenance costs, while decreasing the negative impacts new construction and development have on the environment. The United States Green Building Council has emerged as the leading standard for planning, design and management of the nation's most sustainable buildings, through the LEED green building system. By applying this system to new development and construction undertaken by the County, Nassau has taken an affirmative step and a leadership role in preserving Nassau County's air quality, water quality and quality of life for its residents.

Invasive Species

The proliferation of invasive species within the County was also the subject of a local law in 2007, which established a list of non-native plant species whose introduction is known or likely to cause economic or environmental harm or harm to human health. The law prohibits the sale, transport, distribution, collection and/or propagation of any species on the list. The prohibition goes beyond the plant itself and includes the seeds or other viable portion of the plant as well as soil, mulch or compost that may contain seeds or any viable portions of a plant that may lead to further propagation. The law specifically targets rivers, streams, lakes, ponds, wetlands and storm drains, prohibiting the dumping of listed invasive species or waste containing invasive species, seeds or viable portions of plants in those environs. In addition, a committee has been established to advise the Commissioner of Consumer Affairs on matters relating to invasive species affecting the County.

Plastic Bags

In 2008 a local law was adopted in an effort to minimize the impacts of plastic bags on the environment. This local law requires all store owners within Nassau County to either provide only recyclable paper bags or reusable bags that are available for sale to customers or establish an in-store recycling program for plastic and film plastic bags. The purpose is to decrease the amount of non-biodegradable solid waste material. The law is based on a local law in San Francisco, California, which totally prohibits plastic bags.

Green Products Procurement

A Local Law was adopted in 2008 that will require the director of the Office of Purchasing or any other County official or employee in charge of making purchases, to choose a product that has the least impact on human health and the environment. Categories of purchases that will require the use of "green" products include office paper and supplies, office equipment, cleaning supplies, building materials, vehicles and vehicle maintenance products, food service products, and park and recreational as well as landscaping products. The policy will extend into the solicitation of bids and will require the bidder to offer only those materials that meet the Green Procurement standard. This law includes a provision that allows for utilization of a product that is not "green" when the "green" product alternative will not perform adequately in its intended use. The law requires the County to develop specifications for green product procurement. A committee will help develop the specifications for procurement, utilizing the

environmental standards set by the EPA's Environmentally Preferable Purchasing Guide as well as other nationally adopted green purchasing guidelines.

Parks and Recreation

The parks system plays a critical role in preserving open space, providing outlets for physical activities and generally enhancing the quality of life in Nassau County. Nassau manages more than 70 parks, preserves, museums, historic properties and athletic facilities comprising 6,000 acres. These range from the 930 acre Eisenhower Park in East Meadow, to the recently renovated two acre Centennial Park in Roosevelt and the Garvies Point Museum and Preserve in Glen Cove.

The Nassau County parks system is divided into six geographic regions (Northwest, Northeast, Central, Eisenhower Park, Southwest and Southeast). Each area is headed by a regional director who is responsible for the facilities in that region. The parks system 2008 operating budget was \$28 million. This accounts for approximately 1 percent of the County budget.

Eisenhower Park, the crown jewel of the Nassau Parks system, recently installed a health training course, upgraded street lighting, refurbished athletic courts and installed new picnic tables and park benches. Eisenhower includes the Aquatic Center, one of the largest swimming facilities in the country, as well as three eighteen-hole golf courses, including the "Red" course that has played host to the annual Commerce Bank PGA Championship. During the summer, Eisenhower's Harry Chapin Lakeside Theatre is a center for entertainment, including a full schedule of concerts and classic movies under the stars.

Cantiague Park has an indoor skating rink, and Christopher Morley and Grant Parks include outdoor rinks. The Mitchel Athletic Complex provides runners and strollers with a track, a football/soccer stadium and several baseball fields. Christopher Morley and Wantagh Parks host dog runs. Six County parks provide outdoor pools.

The Sands Point Museum and Preserve, located on Long Island Sound, offers access to the historic Guggenheim Museum and a variety of trails. The Tackapausha Preserve in Seaford provides a window into many of the natural habitats of Long Island. The preserve was recently cleared of invasive species. The African American Museum in Hempstead has a steady schedule of exhibits and programs celebrating both local and national African American artists and historical figures. Old Bethpage Village Restoration recreates life in a mid-19th century American village. The 209 acre village includes an assortment of homes, farms and businesses. Every fall the Village hosts the Long Island Fair, a traditional county agricultural fair that draws tens of thousands of visitors. Museum Row, adjacent to the Mitchel Athletic Complex, hosts the Cradle of Aviation Museum which chronicles Long Island's many contributions to American aviation, as well as the Long Island Children's Museum, the Firefighters Museum, and will soon be home to the historic Nunley's Carousel and Pavilion.

Water Resources, Sewers and Sanitation

Hempstead Harbor Protection Plan

In February of 2003, New York State allocated \$4.5 million in environmental grants to Nassau County, a portion of which helped fund the Hempstead Harbor Protection Committee and the Manhasset Bay Protection Committee. The Hempstead Harbor Protection Committee is an inter-municipal coalition whose goal is to restore water quality in Hempstead Harbor to protect wildlife habitats and improve fishing and recreational opportunities. With partial funding provided by the US Environmental Protection Agency, the Committee monitors remediation and redevelopment in and around the Harbor. In 2004 the Committee developed a comprehensive Hempstead Harbor Management Plan. The Committee's goal of improved water quality is accomplished through planning studies, capital improvement projects, educational outreach, water quality monitoring, information and technology sharing, development of

model ordinances, coordination of enforcement, and working with other governmental agencies as well as environmental, educational, community and business groups. This approach saves each municipality expenses, provides a more coordinated approach to solving harbor problems, and provides a year-round focus on harbor issues.

Manhasset Bay Protection Plan

The Manhasset Bay Protection Committee is another County inter-municipal coalition involved in water quality restoration and protection. The Committee continues to implement the Manhasset Bay Water Quality Improvement Plan by monitoring water quality and stream-bank erosion. The restoration project focuses on Stannards Brook, which releases directly into Manhasset Bay. There are fourteen member municipalities: 12 villages, the Town of North Hempstead and the County. A representative from each member municipality is appointed to serve on the Committee. The job of each representative is to represent the needs of its municipality, present ideas for Committee activities, advise the director of the Committee, and most importantly, bring tools and information back to its municipality so that it can become an effective part of the effort to restore and protect Manhasset Bay and its watershed.

EPA Phase II Regulations / DPW Stormwater Plan

Environmental Protection Agency (EPA) Phase II regulations passed in August 2002 now require Municipal Separate Storm Sewer Systems (MS4s) to obtain a National Pollutant Discharge Elimination System (NPDES) permit to remain in compliance. The regulations require the development of municipal stormwater management programs that aggressively prevent pollutants from entering the stormwater system. Nassau County's Management Program was adopted in March of 2003 and is scheduled to be updated by March of 2009. In addition, the County adopted a Drainage Use Ordinance in July of 2007. The Drainage Use Ordinance regulates the contribution of pollutants to the MS4 and prohibits any unauthorized and illicit connections, activities and discharges to the MS4. In an effort to comply with new EPA regulations, the Department of Public Works began a comprehensive public education and outreach campaign. This effort included distributing literature at village halls and libraries, holding a logo contest among children, and creating a Best Management Practices guidebook for businesses. As a result of this campaign, some County departments such as DPW, Police, Sheriff, and Parks now have Stormwater Pollution Prevention Plans. The campaign to educate the public about storm sewers included the installation of 3,100 medallions on storm drains to inform people that these drain directly into our waterways.

Catch basin inserts are an essential component of pollution prevention. These devices prevent trash, oil, suspended solids and even nitrogen from entering the sewer system and polluting our bays and estuaries. The County plans to install 2,000 inserts in the coming year.

South Shore Estuary Reserve Council

The South Shore Estuary Reserve Council is a stakeholder organization chartered and supported by New York State. The Council represents the interests of government, commercial fishing, baymen, charter boat operators, the marine trades, sport fishing, construction, environmental organizations and academia. The Council created a comprehensive management plan in 2001 to manage the long term ecologic, economic and recreational viability of the estuary.

Wastewater

The collection and treatment of sewage in Nassau is handled by numerous districts, municipalities and the County. The County operates three treatment plants: Bay Park, Cedar Creek and Glen Cove. Seven municipal collection systems serve the Bay Park and Cedar Creek plants. In 2007 in an effort to reduce special taxing districts and improve water quality, Nassau County consolidated several wastewater treatment districts into the County wastewater treatment system including the Cedarhurst, Lawrence, Glen Cove and Long Beach districts. In order to improve water quality, the Lawrence, Cedarhurst and Long

Beach plants are planned to be decommissioned and the waste from those facilities will be pumped to the existing Bay Park facility.

Upgrading facilities to Advanced Wastewater Treatment is an essential step to improve the quality of coastal waters. Glen Cove and Oyster Bay have completed upgrades to more effectively deal with chlorine and nitrogen. Port Washington is undergoing upgrades, while Bay Park and Jones Beach are in the design stages of an advanced treatment upgrade. Over the past five years upgrades at the Cedar Creek and Bay Park wastewater treatment plants have facilitated an increase in daily threshold maximums and reinforced plant infrastructure. Recent upgrades at both plants include retrofitting bulk chemical storage tanks to comply with current federal, state and local codes, rules and regulations; the installation of aluminum covers on aeration tanks to ensure that harmful bacteria does not escape; and improvements to ventilation and odor control systems.

Nassau County 1998 Groundwater Study

The *Nassau County 1998 Groundwater Study*, conducted by the Nassau County Department of Public Works, estimates that in 2010 aquifer recharge will remain greater than water demand in the County, yielding a surplus of about 161 million gallons per day. The study also identifies groundwater issues such as saltwater intrusion and the rise of sea level and contaminants such as nitrates and Volatile Organic Chemicals (VOCs) as some of the County's most pressing environmental concerns. The study indicates that nitrates are becoming much less of a problem due to improved sanitary sewers and wastewater facilities. Additionally, the study reported a steady decline in VOCs found in the groundwater due to an increase in public awareness and ongoing remediation of contaminated sites throughout the County.

Environmental Protection Agency (EPA) Cap on Nitrogen Emissions from Water Treatment Plants on the North Shore

The ongoing Long Island Sound Study, funded by the EPA, confirmed that high levels of nitrogen are directly linked to low levels of dissolved oxygen in the Long Island Sound. As a result of these findings, "Total Maximum Daily Load" (TMDL) for nitrogen emissions into the Long Island Sound by water treatment plant outflows was established. The use of TMDL's to limit nitrogen pollution began in 2001 and requires water treatment plants to reduce nitrogen to 1990 levels through low-cost water treatment plant improvements. Future requirements call for a 58.5 percent cut in nitrogen contamination by New York and Connecticut sources.

Local Waterfront Revitalization Program

Local Waterfront Revitalization Programs (LWRPs) are locally prepared, comprehensive land and water use plans designed to address a particular community's waterfront issues and concerns and protect coastal resources. Since 1995, The New York Department of State's Division of Coastal Resources has administered Environmental Protection Fund grants to local governments for the preparation and implementation of LWRPs. All grants are awarded on a 50-50 matching basis between the local community and the State. Municipalities throughout Nassau County have been implementing such plans since 1998.

Sanitation

In Nassau the County government is not responsible for the collection or disposal of solid waste from residents and commercial establishments. Garbage collection is arranged by the County's towns, cities, villages and, in unincorporated areas not served by the towns, by several special sanitation, solid waste or refuse districts. The Town of Hempstead has eight such districts; the Town of Oyster Bay has four such districts; the Town of North Hempstead has nine such districts. A report entitled "Nassau County Special Districts – A Case for Reform" released by the Comptroller's Office on December 19, 2005, found that town-run districts are generally more efficient and less costly than commission-run districts.

VII TRANSPORTATION

Transportation Planning Process

New York Metropolitan Transportation Council

Federal policy mandates that transportation planning take place at the regional level. The New York Metropolitan Transportation Council (NYMTC) is the federally-designated Metropolitan Planning Organization (MPO) for the New York City, Long Island and lower Hudson Valley region. This region encompasses an area of 2,440 square miles and a population of 11.3 million, which is approximately 65 percent of New York State's population.

NYMTC coordinates a continuing, cooperative and comprehensive planning process to address transportation-related issues from a regional perspective, providing a foundation for decisions on the allocation and use of federal transportation funds. There are nine voting members of NYMTC representing the New York City Department of City Planning, the New York City Department of Transportation, Nassau County, Suffolk County, Westchester County, Rockland County, Putnam County, the Metropolitan Transportation Authority and the New York State Department of Transportation. County Executive Thomas R. Suozzi represents Nassau as a voting member and was the Co-Chair of the NYMTC Council in 2005-2006.

All transportation planning must be undertaken in compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the federal legislation that governs the country's surface transportation spending. It was signed into law August 10, 2005 and will expire September 30, 2009. Congress is expected to begin working on a replacement bill for the next six-year period during its 2009 session.

In order to best address local needs, NYMTC also comprises three Transportation Coordinating Committees (TCC's): New York City TCC, Mid-Hudson South TCC and Nassau/Suffolk TCC. These committees recommend sub-regional transportation priorities and provide opportunities for the private sector, general public, local government and interested stakeholders to become involved in the planning process at the local level.

As a Metropolitan Planning Organization, NYMTC is responsible for three major planning products: the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Regional Transportation Plan (RTP). Nassau County takes an active role in the development of all three products.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a mandated element of SAFETEA-LU and consists of planning studies undertaken by NYMTC members to provide guidance for the effective distribution of federal dollars. Each fall every NYMTC member agency prepares its UPWP for the following year. The combined program of projects for the entire NYMTC region is then reviewed and approved by members of the NYMTC Council. These projects support NYMTC's Regional Transportation Plan. The current UPWP fiscal year is from April 1, 2008 through March 31, 2009. Some of the studies in Nassau County funded under the current UPWP include:

- Downtown Inventory: Provides a database of transportation infrastructure, service and amenities in selected downtown centers that will be used to identify potential problem areas and develop solutions. Inventories that have been completed include Westbury, Massapequa Park, Baldwin, Inwood and Hewlett.

- Enhanced County Traffic Signal Progression: Focuses on traffic signal optimization as a highly cost effective method for maximizing the carrying capacity of the County's roadway system. The goal of the program is to maximize the efficiency of each corridor by minimizing stops and delays, decreasing travel time, reducing emissions and reducing accident rates. Nassau County has successfully completed signal progression studies for Bellmore Avenue, Grand Avenue, Peninsula Boulevard, Willis Avenue, and Merrick Road.
- Nassau Hub DEIS Support: Provides coordinated staff support to ensure that all Alternatives Analysis/Draft Environmental Impact Statement requirements are met and that the County is approved to move into the Final Environmental Impact Statement and Preliminary Engineering phases for transportation improvements in the Nassau County Hub.
- Hewlett Traffic Study: A multi-year project to study traffic on two highly congested, relatively narrow arterials in the community of Hewlett. These roadways generally have one lane in each direction with on-street parking and traverse some of the central business districts in the Five Towns area of Nassau County. The goal of this study is to develop a comprehensive plan that will identify congestion points, develop alternatives to alleviate congestion and facilitate the smooth and safe flow of vehicular and pedestrian traffic. It is expected that this study will be completed by March 31, 2009.
- Nassau County Traffic Count Program: An annual program that collects traffic count data, which is used to update the Nassau County Traffic Volume Flow Map and local highway inventory and provide statistics for use by other county agencies, private entities and individuals.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a three to five year program that identifies all proposed federally funded transportation improvement projects in the NYMTC region. These improvements cover various transportation modes and facilities, including roadways and bridges, bicycle and pedestrian facilities, transit equipment and services, safety improvements and transportation demand management programs. Projects funded through other sources are also identified to provide a more comprehensive picture of proposed transportation improvements in the region.

Funding for projects on the TIP comes mainly from two sources: the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The STP provides flexible funding that may be used by states and municipalities for projects on any federal-aid roadway, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. The CMAQ program provides a flexible funding source for state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act and its amendments. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the U.S. Environmental Protection Agency (EPA) as in nonattainment or maintenance of national ambient air quality standards.

Development of the TIP is a process whereby municipalities and counties, the MTA and the New York State Department of Transportation propose transportation improvement projects. Each project is ranked and rated by representatives of the member organizations to determine if it scores sufficiently for inclusion in the next TIP, given the amount of federal transportation money available for the region. For the Long Island region funds are allocated to Nassau, Suffolk, NYSDOT and the MTA according to a percentage formula. The Nassau-Suffolk Transportation Coordinating Committee, consisting of voting representatives from each of the four entities, votes on the plan and forwards it to the NYMTC Council for NYMTC regional approval. The current TIP covers the federal fiscal years 2008-2012. The next cycle for updating the TIP is underway for the 2010-2014 and will be adopted prior to October 1, 2009.

Nassau County's STP and CMAQ funding levels for the 2008-2012 TIP are shown in Table 20.

Table 20
STP and CMAQ Funding
2008-2012

Year	STP (\$ in millions)	CMAQ (\$ in millions)
2008	\$11.82	\$14.49
2009	\$7.33	\$7.62
2010	\$2.08	\$7.84
2011	\$13.02	\$12.38
2012	\$7.74	\$11.14
Total	\$41.99	\$53.47

Regional Transportation Plan

The Regional Transportation Plan (RTP) is a major, federally-mandated NYMTC planning product that outlines the region's transportation needs and desires over a minimum of a twenty year period. NYMTC's current RTP was adopted in 1994 and updated in 1999. SAFETEA-LU requires that the plan be updated every four years. The current update was adopted by NYMTC in August 2005. Preparation of the next update is underway and will cover the years 2010-2035. It will be adopted prior to October 1, 2009.

The RTP provides a framework to implement transportation improvements by focusing on identification of current and future transportation needs, determining financial needs, establishing a regional framework for future improvements and investments, defining investment possibilities, measuring the region's performance and identifying future planning work. Considerations of the RTP's effect on environmental quality play an important role in its development. NYMTC has developed a process to quantify the air quality benefits of its plans, programs and projects.

Program Finance and Advisory Committee

Nassau County is a voting member of the NYMTC Program, Finance and Advisory Committee (PFAC). PFAC meets monthly to discuss various regional issues, programs, grants and long-range planning efforts and makes recommendations to the NYMTC Council. Public PFAC meetings are held six times a year in addition to informal sessions and conference calls. The NYMTC Council annual meeting is held in March.

NYMTC Working Groups and Interagency Projects

In order to best address long term planning responsibilities, NYMTC has established a number of working groups allowing members to study issues related to specific topics, gather data and provide input into regional and subregional planning studies and projects. Among these are the Freight Working Group, RTP Committee, Safety Working Group, Coordinated Public Transit – Human Services Transportation Planning Group, Pedestrian and Bicycle Group, and Population Forecast Group. Nassau County staff members participate in various committees' activities.

Currently, the Coordinated Public Transit-Human Services Planning Group is working to develop a new Regional Coordinated Public Transit - Human Services Transportation Plan. SAFETEA-LU requires that such a plan be in place before services and transportation providers in the region are permitted access to funds from several programs offered by the Federal Transit Administration. These programs fund transportation services for persons with disabilities, older adults, and the low income population.

NYMTC has retained the services of a consultant team to assist in plan development along with members of the planning group.

Nassau County also participates in inter-agency projects sponsored by NYMTC, such as the Access to Transportation on Long Island Study. This project draws on transportation planning principles and experiences in similar areas to develop a definition of “adequate access to transportation” for Long Island. The study identifies groups of people who do not have adequate access to transportation and for whom traditional fixed route service is not a feasible transportation option, and determines their transportation needs, both at present and in the future. It provides guidance to transportation policy makers and providers on the subject of adequate access to transportation.

Public Transportation

MTA Long Island Bus

Nassau County has had a close relationship with MTA Long Island Bus (MTALIB) since its inception in 1973. Nassau County owns the assets of MTALIB, which operates the bus service.

MTALIB, a subsidiary of the Metropolitan Transportation Authority, is the County’s principal public surface transit provider and the third largest suburban bus system in the country. Operating a network of 54 routes, the MTALIB provides transit service for most of the County, as well as parts of eastern Queens and western Suffolk County. The density of MTALIB’s route network is consistent with the development pattern of the County. MTALIB has an average ridership of 110,000 passengers each weekday and serves 96 communities, 47 Long Island Rail Road (LIRR) stations, most area colleges and universities, as well as employment centers and shopping malls.

MTALIB operates approximately 332 fixed route buses and 89 para-transit vehicles, with service across the Queens/Nassau border to subway and bus stations in Flushing, Far Rockaway and Jamaica. In 2004, MTALIB’s fixed-route fleet became 100 percent Compressed Natural Gas (CNG). MTALIB is the largest CNG bus fleet in the nation outside of California.

MTALIB’s para-transit vehicles are operated by its Able-Ride program, which provides para-transit service to the elderly and individuals with disabilities who are unable to use regular bus service. Paratransit service in the County is provided on a demand-response basis. Major renovations to the County’s para-transit facility located at 947 Stewart Avenue in Garden City were completed in 2008.

As of February 2008, MTALIB’s cash budget was approximately \$133 million. \$44.1 million or 33.2 percent of this budget comes from passenger fares and other operating revenue. The cost to the County, the State and the MTA of operating MTALIB in 2007 was approximately \$79 million. The County’s share of the cost was approximately \$10.5 million; state subsidies and additional state aid accounted for approximately \$48.2 million; MTA subsidies accounted for the remaining \$20.3 million.

Long Island Rail Road

The Long Island Rail Road (LIRR) is the largest and busiest commuter railroad in the United States, carrying 86.1 million passengers in 2007. On an average weekday, the LIRR carries 302,000 passengers.

The LIRR provides train service for the entire County. Its infrastructure includes 381 route miles of track, 296 at-grade-crossings and 124 stations on 11 branch lines. These branches provide service through the County to eastern destinations in Suffolk County and western destinations of Penn Station in Manhattan, Flatbush Avenue in Brooklyn, as well as Jamaica and Hunters Point/Long Island City in Queens. On weekdays about 70 percent of the system’s passenger trips occur during morning and evening peak travel periods.

The East Side Access project, which is expected to be completed in 2015, will add a new LIRR hub in Grand Central Terminal, bringing customers directly to the east side of mid-town Manhattan. Tunneling work has been underway since 2007. Through its capital program, the LIRR recently renovated Jamaica Station in Queens. The new mezzanine at Jamaica Station links to both the subway and to the AirTrain to JFK International Airport.

A major project completed in 2006 was the \$45 million intermodal center at Mineola that provides easy access to parking and seamless transfers between the LIRR and seven local bus lines operated by MTA MTA. The center has more than 700 parking spaces in a four-level garage, two elevators that connect to the station platforms, and a pedestrian overpass that connects the north and south sides of the station. Other station projects completed in 2006 included new stairways and railings at Bellmore and Wantagh stations; station renovations at Garden City and Nassau Boulevard; a new overpass at Cold Spring Harbor; and parking improvements at Valley Stream.

Other LIRR projects include continual maintenance of tracks, ties, and switches, renovations underway at numerous stations, installation of a fiber-optic communications system for greater safety, and consolidation of antiquated control towers into one modern center at Jamaica Station. Traditionally serving a Manhattan-bound market, the LIRR has undertaken extensive efforts to augment its reverse-commute and off-peak service to meet the needs of businesses within Nassau and Suffolk counties. Intelligent Transportation Systems (ITS) variable message signs now provide real time information about train arrivals and departures.

Highways

The County highway system consists of over 4,000 miles of paved roads including parkways, highways, major and minor arterials, collector streets, and local streets, which are owned and maintained by different levels of government. The eight major east-west roadways that provide direct through service to New York City and Suffolk County include Northern Boulevard, Long Island Expressway, Northern State Parkway, Jericho Turnpike, Hempstead Turnpike, Southern State Parkway, Sunrise Highway, and Merrick Road.

The County is located within close proximity to John F. Kennedy International Airport and LaGuardia Airport, both located in Queens County, and to Islip Long Island MacArthur Airport, located in Suffolk County. JFK and LaGuardia are easily accessible to County residents by all major east-west roadways and private taxis and multi-passenger vehicle services provide service to the airports. The AirTrain service, a light rail system connecting Jamaica Station in Queens to JFK, opened in early 2004. Islip MacArthur is accessible by the Long Island Expressway, Sunrise Highway, and via the Long Island Rail Road with a bus connection.

To help eliminate delays, congestion, and trouble spots on its highway network, the County receives federal and state funding through the federal Transportation Improvement Program (TIP), discussed earlier in this report.

Long Island Expressway (LIE) Capacity Improvement Plan

In 1990, the New York State Legislature voted to implement the Long Island Expressway (LIE) Corridor Capacity Improvement Plan, which called for the construction of a High Occupancy Vehicle Lane (HOV). The HOV has been constructed along a 41-mile section of the LIE from Exit 30 (Cross Island Parkway) in eastern Queens County to Exit 64 (New York State Route 112) in Suffolk County. This project was completed in sections; the first 12-mile segment between Exits 49 and 57 opened in 1994. The segment between Exits 32 and 40 opened in 2004 and the final segment between Exits 40 and 64 was completed in June 2005.

Roslyn Viaduct Bridge Project

Construction to replace the existing steel bridge at the Roslyn Viaduct with a concrete segmental box bridge began in the spring 2005. The half-mile long viaduct spans Hempstead Harbor along Route 25A, located in the northwestern portion of the County. The viaduct is located across an important east-west route on the North Shore of the County and is vital to many commuters in the area. Once completed, improvements to the bridge will include four traffic lanes in each direction, wider shoulders, and a sidewalk for pedestrians. Work on the viaduct is anticipated to be completed by spring 2009.

Other Transportation Activities

Hub Transportation Planning Initiative

As its name suggests, the Hub is the geographic center of Nassau County as well as the heart of its economy. The Hub includes RXR Realty Plaza, Nassau Veterans Memorial Coliseum, Museum Row and Eisenhower Park to the East, and the Roosevelt Field and Source Malls to the North. It encompasses Nassau Community College and Hofstra University, as well as the Nassau County Government offices in Mineola. The Villages of Hempstead and Mineola, with their Long Island Rail Road stations, are also important parts of the Nassau Hub. As discussed in Section V of this report, the Hub initiative aims to promote development within the Hub area. In addition, a major focus of the initiative is to develop improved transit to and within the area. In 2006, Nassau County completed a Major Investment Study (MIS) of mass transportation alternatives to serve the Hub. The next phase of the Hub initiative is the Alternative Analysis leading to the preparation of a Draft Environmental Impact Statement (DEIS), which will begin in the first quarter of 2009.

Non-Motorized Transportation

Passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 established major federal policies affecting the planning and development of non-motorized transportation infrastructure and programs. ISTEA required that all state transportation departments establish the position of a pedestrian and bicycle coordinator to promote non-motorized transportation usage and safety and develop bicycle and pedestrian facilities. ISTEA also mandated the incorporation of a bicycle and pedestrian component into state and MPO long-range plans, as the basis for future funding and project implementation. TEA-21, the successor to ISTEA, continued the basic framework established under the earlier legislation, as did SAFETEA-LU.

Additional impetus for pedestrian and bicycle planning came from the 1990 Clean Air Act Amendments (CAAA). As part of the New York City regional non-attainment area for ozone, the County must be mindful of fulfilling federal requirements leading to CAAA conformity. Non-motorized transportation projects are non-polluting and, therefore, support CAAA goals.

Nassau County has long been involved in the NYMTC pedestrian and bicycle working group. County staff has also served on the technical advisory committee for the development of a new plan, the Long Island Non-Motorized Transportation Study (LINMITS), which is expected to be released by the NYS Department of Transportation (NYS DOT) by the middle of 2009. LINMITS looks at bicycle and pedestrian policy and how it can be developed and implemented at various levels of government. It will recommend policy changes at the state, county and local levels, and address the incorporation of planning for non-motorized modes into capital programs. Topics for consideration include provision of facilities for bicyclists, pedestrian infrastructure, greenways and trails, access to public transit and workplace accommodations.

LINMITS will also include design guidelines to help local officials assess the level of accommodation necessary for pedestrians and bicyclists in roadway and bridge rehabilitation projects. The study will review written policies, local traffic codes and land use review procedures and will include a map of existing and proposed infrastructure for pedestrians and bicyclists. Implementation strategies developed

by the study will contain short, medium and long-term goals and the identification of public, private and non-profit sources. The study will also identify a functional network of interconnected non-motorized transportation routes, utilizing public input, demand estimates and suitability.

Transportation Enhancements Program

The Transportation Enhancement Program (TEP) is a federal program administered by NYSDOT. It provides funding for a range of non-traditional transportation projects, including those that introduce, support or improve facilities for pedestrians and bicyclists. TEP applications are rated and ranked by a NYMTC working group. A representative of the Nassau County Planning Department has served on the working group at each biennial funding round. Awards from the 2008 round of TEP funding are expected to be announced in early 2009. In past funding cycles some municipalities that received project funding included the Village of Great Neck Plaza, the Village of Sea Cliff, the City of Glen Cove and the Village of Freeport. Authorization for the program expires with SAFEATEA-LU and its continuation will depend on inclusion in the successor funding bill.

Walkable Community Workshops

In conjunction with NYMTC, the County has organized and participated in Walkable Community Workshops in the City of Glen Cove, the Village of Port Washington North, the Village of Lynbrook and the Village of Hempstead. Walkable communities have extensive sidewalk networks, safe crossing locations and destinations that are within walking or bicycling distances. They support the use of non-motorized transportation in place of automobile trips.

Workshops are lead by a consultant. Participants include elected officials, local government staff, police, representatives of the business community, civic groups, local school district representatives and other interested citizens. The workshops generate awareness about pedestrian safety, walkability, and bikeability issues and can serve as a starting point for a realistic implementation plan. There are three basic components of the workshop: a presentation, a discussion of opportunities and obstacles, and identification of local issues and proposed solutions. Following each workshop, the consultant conducts a "pedestrian audit" or walking field trip to show how the solutions can be applied.

Safe Routes to School

Safe Routes to School (SRTS) is a program funded and administered by the Federal Highway Administration (FHWA) that encourages elementary and middle school children in grades K-8, including those with disabilities, to walk and bicycle to school. SRTS aims to make walking and bicycling safe and appealing transportation alternatives that encourage a healthy, active lifestyle and facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools. During the 2008 funding round, County staff reviewed and rated SRTS applications. Port Washington, Uniondale, the Village of Hempstead and the Town of North Hempstead received funding for SRTS projects.

Pedestrian Accident Study

As part of the 2007-2008 NYMTC UPWP, the Planning Department oversaw a consultant pedestrian accident study. The study expanded on the results of a prior study done by the Department of Health, which analyzed locations in Uniondale and the Village of Hempstead where clusters of pedestrian accidents occurred. The goal of the study is to reduce the number of pedestrian accidents by implementing site specific recommendations at selected locations. Many of the recommendations can also be applied to intersections and locations that were not included in the study.

Bus Shelters and Benches

Nassau County provides bus shelters and benches carrying advertisements at stops along MTA LI Bus routes under a contract with a private vendor. In order for towns and villages to participate in the shelter

and bench program, municipalities must sign agreements with the County. All potential installation sites are evaluated for safety and compliance with applicable laws. Currently, there are about 240 advertising bus shelters and 230 advertising benches provided, as well as approximately 100 non-advertising bus shelters.

Commute Alternatives Program

The purpose of the Commute Alternatives Program (CAP) is to develop strategies to reduce single occupancy vehicle (SOV) journey-to-work trips in Nassau County. During the past five years, the CAP has supported the efforts of Long Island Transportation Management to encourage such congestion reduction strategies as ridesharing, telecommuting, and increased transit use. Other responsibilities included pedestrian and bicycle planning, certain aspects of Nassau County's bus shelter program, and ongoing research into innovative transportation, planning and land use issues related to transportation demand management. The County implemented TransitChek, a benefit program that provides tax incentives for transit use in late 2005, and NuRide, an on-line ridesharing service, which is available to County employees.

Freight

Nassau County participates in the NYMTC Freight Working group which addresses regional issues affecting goods movement. Only three percent of all the freight in the downstate or "East of Hudson" New York region is shipped by rail. Freight movement on Long Island is handled almost exclusively by truck, contributing to traffic congestion, air pollution and increased need for road maintenance. The Long Island Expressway is the only limited access freight route on Long Island. Sunrise Highway is also an important arterial for freight movement. According to NYMTC, approximately 28.8 million tons of freight entered, moved within, and left Nassau County in 1998. Of that total, about 97 percent was transported by truck, and the remainder by water and rail. Since 1997 the New York and Atlantic Railway (NYA) has operated freight service over the LIRR lines. This short-line carrier interchanges cars with CSX, Providence and Worcester Railroad and Canadian Pacific at its Fresh Pond yard in Queens. In 2007 it carried 21,000 carloads of freight.

The proposed Long Island Rail-Truck Inter Modal (LIRTIM) facility project was initiated as the result of a comprehensive feasibility study, guided by a 28-member coordinating committee. This study concluded that the LIRTIM facility would provide multiple benefits for Long Island including highway congestion relief, economic development, and reduced vehicle emissions. The objective of the LIRTIM project is to expand the use of rail as an alternative to trucking as a modal choice for freight movement by establishing an intermodal freight yard on the grounds of the former Pilgrim State Hospital. NYSDOT worked successfully with other state agencies to preserve the Pilgrim Hospital land for use as a rail freight facility. Funding for this project has been appropriated through the Federal Highway Administration and the NYS Transportation Bond Act.

VIII INTER-AGENCY COORDINATION

As suggested in the 2003 Update of the Comprehensive Plan, the Nassau County Planning Federation was formally established in May 2004 pursuant to the recommendation of County Executive Thomas R. Suozzi and the support of the Planning Commission. The Planning Federation, under the leadership of Executive Director May W. Newburger, is a voluntary membership organization open to elected and appointed municipal officials, staff, attorneys, planning boards, zoning boards of appeals and other representatives of Nassau County and the three Towns, two Cities and 64 incorporated Villages that comprise the County. The mission of the Planning Federation is to promote inter-municipal discussion and consensus-building on a range of County-wide planning issues through the sponsorship of semi-annual training programs and other educational conferences for its members. In this way, the Planning Federation plays a critical role in coordinating the planning efforts of the numerous municipalities of the County and in helping to implement sustainable planning practices that are in accordance with the initiatives of the County Executive.

Another noteworthy example of effective inter-agency coordination is the involvement of Nassau County in the Long Island Regional Planning Council (LIRPC), which has recently evolved from the Long Island Regional Planning Board pursuant to legislative approvals from both Nassau and Suffolk Counties. In October 2008, the LIRPC held its first meeting and introduced three new voting members from each County: a town supervisor, a village mayor, and an additional representative from the private sector. The LIRPC provides a unique forum for discourse about regional planning issues among its 12 voting members, the many *ex-officio* representatives, staff members from both Counties and the general public, in collaboration with business, environmental, philanthropic, not-for-profit, civic and community leaders. The LIRPC is currently reviewing proposals from consultants to prepare a comprehensive *Long Island 2035 Sustainability Plan* modeled on New York City's *PlaNYC 2030*. As Nassau County updates its Comprehensive Plan every five years, it is important to maintain effective inter-agency coordination with the LIRPC to ensure that the long-term planning objectives of the County and its towns, cities and villages are consistent with those of the region as a whole.

Additionally, Nassau County, as a voting member of the New York Metropolitan Transportation Council (NYMTC), plays a crucial role in the coordination of regional transportation planning endeavors. Through its partnership with NYMTC, Nassau County has a valuable opportunity to engage with other Counties in the region, as well as the Metropolitan Transportation Authority (MTA), the New York State Department of Transportation (NYSDOT), New York City and federal transportation agencies. Accordingly, NYMTC offers a forum for collaboration between its many member agencies in the discussion of how to best plan for the future of the region.

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