Sharing Economy

Ronkonkoma Parks and Rides flexibly accommodates, and takes advantage of, changes in patterns of use that occur over time. Shared infrastructure and convertible / multi-use space extend the value associated with capital investments in the project.

Reduced parking area required over time = excess capacity
Excess Capacity

Ronkonkoma station currently accommodates 17,000 LIRR passengers weekly. The station is only used as a through point in which passengers transfer from automobile to rail transportation, confined to very specific times of day associated with morning and evening commutes. The site has low levels of utilization on weekends and evenings. Currently, transit passengers spend a minimal amount of time at the station before boarding and alighting. Any development approach that depends solely on use of the Ronkonkoma site by weekday daily commuters will not produce much more economic activity than is currently present.

PARKING DEMAND OVER TIME: Existing
All in the Family

Located in Suffolk County, the Ronkonkoma station has a population of 1.8 million within a 25 min. drive time of the station site. The market strength lies in affluent family households, suggesting that a development approach focused on discretionary expenditures by those households would draw a latent demand for family-oriented commercial activities. Ronkonkoma Parks and Rides provides this in its super-scaled, all-season recreational park, offering a wide array of activities from driving range, zip line and mini-golf, go-cart track and hockey rink, to a cinema and amphitheatre for indoor / outdoor performances.
In order to maximize the value of capital investment, any successful approach to the programming of the Ronkonkoma station site needs to recognize not just the current pattern of commuter use, but latent ones across a diurnal, weekly and seasonal cycle. Rather than offering a singular programmatic orientation, Ronkonkoma Parks and Rides therefore addresses the needs and desires of multiple constituencies and stakeholders. In doing so, it establishes a more robust and resilient market base by which to support the development.

**Sharing Economy**
From Park-and-Ride to Parks-and-Rides.

On weekdays, the Ronkonkoma lot is currently jammed with absent commuters; at nights and on weekends, it’s empty. Instead of arriving in the evening to a sea of emptying spaces, what if you could pick up dinner on your way to the car at an artisanal foods market, hit the driving range, meet a friend for a drink, catch a movie in the amphitheatre, or just pick up the kids from soccer practice—all while cutting your real commute home in half?

FILLING TIME: Excess (Capacity) to Recess
The site’s location at the end of the rail line and to the airport, offers the opportunity for the inclusion of industrial and distribution warehouse tenants seeking to take advantage of freight use of LIRR track in off-peak hours. Ronkonkoma Parks and Rides’ large, flexible open floor plates are ideal for such purposes, particularly at the eastern end, directly adjacent to the railyard.
SHORTENING THE EXURBAN TRIP CHAIN: Current and Proposed

CURRENT
- WORK (TRAIN STATION)
- MARKET
- DRY CLEANER
- DAYCARE
- GYM
- HOME

PROPOSED
- WORK (TRAIN STATION)
- MARKET
- DRY CLEANER
- DAYCARE
- GYM
- HOME

PARENT

LOCAL

CURRENT
- TRAIN STATION
- LUNCH WITH FRIENDS
- FARMER'S MARKET
- SOCCER
- DRIVING RANGE
- HOME

PROPOSED
- TRAIN STATION
- SOCCER
- DRIVING RANGE
- LUNCH WITH FRIENDS
- FARMER'S MARKET
- HOME
COMMUTER
AIRPORTER
WEEKENDER
REGIONALIST

RONKONKOMA TRIP CHAIN
Near Miss No More

Ronkonkoma Parks and Rides leverages the site’s role as a transit point for passengers to/from MacArthur Long Island Airport. Currently, the lack of a seamless connection between train and plane tends to cause passengers to drive directly to parking facilities at the airport, further reducing their potential for supporting additional program at the Ronkonkoma station. By establishing an airport shuttle stop adjacent to the train platform, and eventually accommodating a future phase air terminal annex, the project becomes a robust, “all-in-one” multi-modal transit hub.
PARKING PATTERNS: by Time/Event/Vehicle Type

9 AM Weekdays Mid-August (County Fair/Auto Rally/Flea Market)

8 PM Friday Evenings

1 PM Sundays (Sept-June)

Cricket Match/Soccer Tournament

Future Phase Air Terminal Annex (Short Term Parking)
Size Matters
The size of the project site is large enough to accommodate the critical mass of program capable of transforming its immediate environment, changing the role of the station from being largely infrastructural and transportation-oriented towards one that also becomes a leisure and business destination, combining recreation, event, cultural and meeting venues.
MANHATTAN AT WORK

MANHATTAN AT REST

TALL ISLAND ..... LONG ISLAND
Summer’s End

Eastern Long Island is a major summertime leisure destination. There are approximately 46,000 seasonally-occupied homes in Suffolk County that serve as a base of patronage for Ronkonkoma Parks and Rides. Because the station site is the end of the LIRR line, many leisure visitors transfer to automobile and jitney transit in order to take them to their final destination. With its mix of program, Ronkonkoma Parks and Rides is aimed at extending the stay of leisure visitors passing through the station site, thereby using this market segment as a base of support for development program.
PACKING UP THE EMPIRE STATE

SIX-LEVEL PARKING STRUCTURE
PACKING UP THE EMPIRE STATE
EMPIRE STATE PARK
Ronkonkoma Parks and Rides is half-garage, half-Manhattan, with 750 additional spaces (4,411 total) than the asphalt it replaced. But instead of mimicking the city — with storefronts at street level, housing above, and parking below, the station is composed of alternating wafers of parking and tenants linked by ramps and escalators stitching the checkered uses flanking them on every floor.
WAYFARERS AND WAFERS: Parking vs. Tenants
GROUND LEVEL
Train Platform / Airport Shuttle / Cricket, Soccer fields
SECOND LEVEL
Ronkonkoma Avenue Entry
LEVEL 3
Main Level, Recreation Space

LEVEL 4
**CROSS SECTION A**
(through LIRR platform, Air Shuttle, Cricket Stadium)

**CROSS SECTION B**
(through LIRR platform, artisanal farmers’ market, pedestrian street, cinema/amphitheatre)
CROSS SECTION C
(through LIRR platform, artisanal market, pedestrian street, amphitheatre, hotel)

CROSS SECTION D
(through LIRR platform, conference center, co-working space, driving range, hotel)
LONGITUDINAL SECTION A
(through hotel, art/wine storage, cinema/amphitheatre, recreation space)

LONGITUDINAL SECTION B
(through pedestrian street)
CROSS SECTION C.2
(through LIRR platform, artisanal market, pedestrian street, amphitheatre, hotel, future air terminal)

SECOND LEVEL

FUTURE PHASE AIR TERMINAL
Leisure Gateway

Leisure travelers such as those who use the airport are larger parties, have a tendency to arrive at the airport earlier than business travelers, and are more likely to have retail expenditures before and after boarding. Ronkonkoma Parks and Rides’ inclusion of dining, entertainment and sports facilities, as well as hotel and motel accommodation for longer layovers, addresses this latent potential market.
Only upon landing or taking off from MacArthur does the hidden identity of the project reveal itself, recalling the Empire State Building at rest—fitting for Long Island, where a large chunk of Manhattan goes to relax.