WESTBURY, NEW YORK
TOWN OF NORTH HEMPSTEAD (NASSAU)

LTL ARCHITECTS
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How can the project rethink the existing relationship between surface parking, civic life, and the commuter experience while enriching Westbury?

**VILLAGE OF WESTBURY**
- **Population**: 15,000
- **Land Area**: 2.4 SQ MILES
- **Median House-Hold Income**: $80,000
- **LIRR Ridership**: 3,669 PER DAY
- **Governance**: Incorporated Village
  - **Mayor**: Peter I. Cavallaro

**North Lot**
- **Size**: 149,550 SF
- **Existing Parking**: 325 Spaces

**South Lot**
- **Size**: 102,710 SF
- **Existing Parking**: 312 Spaces
How can the proposal join together the two sides of the town, separated by the elevated railroad line, integrating the train station into Westbury?
The LIRR station at Westbury, established in 1837, was a marker on the original Main Line. This line was built to be the fastest way between New York and Boston. The Village of Westbury developed around the train station, extending into the surrounding countryside with the advent of the automobile.

While the LIRR provides efficient access for Westbury commuters, the automobile is the dominant form of transportation, with substantial and increasing environmental and economic costs to residents.

<table>
<thead>
<tr>
<th>COMMUTE</th>
<th>COST PER YEAR</th>
<th>CO2 EMISSIONS PER YEAR</th>
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<tbody>
<tr>
<td>Car</td>
<td>$8,400</td>
<td>17,760 lbs</td>
</tr>
<tr>
<td>Train</td>
<td>$3,312</td>
<td>10,560 lbs</td>
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Each commuter can save $5,088 and reduce their carbon footprint by 7,200 lbs per year.
The greatest growth in Long Island is in Suffolk County, where suburban expansion continues, increasing traffic on already congested roads, adding to environmental challenges and the decline in quality of life.

The population of Long Island is aging, with young adults moving to more vibrant locations. How can the rethinking of Westbury offer economic and cultural opportunities to attract and keep the best and the brightest as an engine for growth?

**CHALLENGE: PROJECTED GROWTH**

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**LONG ISLAND: CHANGE IN POPULATION BY AGE**

1990 - 2007: LOSS OF YOUNGER POPULATION
DECREASE OF 20-34 YEAR OLD AGE GROUP FROM 24% TO 16%

2007 - 2035: INCREASE IN AGING POPULATION
PROJECTED INCREASE OF SENIOR POPULATION FROM 17% TO 25%
What would happen if the Westbury train station and parking system was rethought to accommodate a density of services as an extension of the commercial heart of Westbury?
The surrounding area displays a diversity of uses and activities, that is however dispersed and lacking a collective focus.
EXISTING SITE CHALLENGES

Currently, there is limited connection between Post Avenue and the train station, limiting pedestrian access from the main commercial street of Westbury to the LIRR. Connection between the north and the south side is only through a small underground pass-through. The open surface parking lots do not add to the quality of the town.

THE PROPOSED PROJECT seeks to turn these constraints into the design generator of the project.
THE PROPOSED PROJECT has a goal of a density of activity and diversity of uses to amplify the connection between the Village of Westbury and the Westbury Station. In addition to doubling the number of parking spaces, the project creates new opportunities for commercial, residential and business incubator spaces, transforming deadening surface parking into a vibrant hub of activity while reducing dependence on the automobile.
The Proposal on the south side parking strengthens existing connections under the elevated railroad, widening the narrow corridor to extend the pedestrian walkway on the north to the south side. At Post Avenue, a new inter-modal transportation hub is designed, providing a sheltered bus stop for enhanced public transportation connection to the LIRR, in addition to an bicycle shop and storage facility to catalyze and support cycling as the most energy efficient means of transportation.
To increase the amount of parking to make the LIRR connection more accessible to residence of the Westbury area, the project changes the surface parking on the south into a multi-level parking garage. A clear access to the passage below the trains is maintained at the center of the parking facility, ensuring connection between the two sides.

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<tr>
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<th>SIZE</th>
<th>EXISTING PARKING</th>
<th>PROPOSED PARKING</th>
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<tbody>
<tr>
<td>PARKING</td>
<td>277,000 SF</td>
<td>312 SPACES</td>
<td>695 SPACES</td>
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A new tech incubator lab and office space is proposed for the east side of the site. Drawing on the legacy of industrial innovation of Long Island and taking advantage of access to capital in New York, this tech incubator provides space, tools and collective resources to test, prototype and incubate new, products, ideas and inventions. Modeled on TechShops, the incubator takes advantage of the numerous institutions of higher learning in the area, while providing the engine for the future economy of Westbury.

TECH INCUBATOR SHOP AND OFFICES

| INCUBATOR SPACE | 28,000 SF |
| OFFICE SPACE    | 10,000 SF |
| TRAIN STATION   | 2,600 SF  |
The Proposal turns the existing parking drive from Post Avenue into a new pedestrian connection that ramps over Union Avenue to linking the downtown to the LIRR Station. A permeable surface is proposed to improve the environmental performance of the parking area. During weekends and holidays, the city parking spaces on the side convert into market stalls enhancing the commercial vitality of the village.
New street level commercial spaces provide a clear edge to the pedestrian route to the train station, providing new opportunities for shops and stores that support everyday needs. On the north of the site on Scally Place, new small stores, cafes, and restaurants take advantage of the lower traffic levels to create an engaging village street life.

COMMERCIAL SPACES

SIZE  44,000 SF
Located in the center of the T-shaped lot is a multi-level parking structure to accommodate more than double the number of cars currently present in the single-use surface lot.

**PARKING**

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<tr>
<th>SIZE</th>
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<tr>
<td>EXISTING PARKING</td>
<td>325 SPACES</td>
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<td>PROPOSED PARKING</td>
<td>744 SPACES</td>
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Above the commercial space on Scally Place are two levels of apartments, creating a residential scaled edge to the street and concealing the parking system behind.

### STREET HOUSING

- **Size**: 40,000 SF
- **Apartments**: 38
Above the parking is a multi-unit terraced housing complex aimed at attracting recent graduates and young urbanites back to Westbury. Organized around a series of open courtyards for privacy and offering ample sunlit rooms facing south in a terraced form, this housing design steps up from the train platform, presenting a new vibrant image of Westbury instead of a sea of parking to LIRR riders and prospective residents.

**TERRACED HOUSING**

- **Size:** 60,000 SF
- **Apartments:** 42
VIEW TO EAST FROM TRAIN PLATFORM

LTL ARCHITECTS
VIEW OF INTER-MODAL TRANSPORTATION NODE AT SOUTH-WEST CORNER
BICYCLING HUB
2,000 sq.ft. of cycling support facility, providing rental and service options for commuters in conjunction with bus stop.

PLAN: STREET LEVEL

COMMERCIAL
OPEN SPACE
INTER-MODAL
PARKING
**SOLAR CHARGING STATIONS**
Electric car charging stations, utilizing roof-top solar array to power 650 electric cars per day.

**LOCAL FARM MARKET**
26,460 sq.ft. truck-assessible green space atop parking structure, connecting local farms to commuters and residents in pop-up green market.

**BUSINESS INCUBATOR**
10,000 sq.ft. of start-up office space, providing collaborative support for new business ventures. Modeled after WeWork.

**FABRICATION INCUBATOR**
28,000 sq.ft. of open-source making and research space. Subscription based access to the latest tools and digital making systems. Modeled after TechShop and FabLabs.
PLMN: 4TH FLOOR LEVEL AT ROOF CANOPY

RAINWATER HARVESTING
Combining permeable paving with rainwater collection provides an annual harvest of over 300,000 cubic feet of water, mitigating storm run-off.

MASS-TIMBER CONSTRUCTION
Using Cross-Laminated Timber (CLT) as the primary construction material sequesters carbon and speeds construction.

SOLAR CANOPY
96,700 sq.ft. solar array, providing shade for cars and generating 3,800kW/day.
The proposal for Westbury is a test case that could be replicated at other stations along the existing LIRR. A greater density of living and working not only enhances the quality of life and improves the vitality of villages, but is the best answer to escalating economic and environmental consequences of suburban expanse.