Draft Generic Environmental Impact Statement
Brownfield Opportunity Area Nomination Study - Volume 1

Proposed Downtown Master Plan

Village of Farmingdale, New York

PREPARED FOR

Incorporated Village of Farmingdale

New York State Department of State

PREPARED BY

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

MAY 2011

Draft Generic Environmental Impact Statement / BOA Nomination Study – Volume 1

Proposed Downtown Master Plan: Downtown Farmingdale 2035

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May 2011

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Proposed Downtown Master Plan: Downtown Farmingdale 2035

Village of Farmingdale, Nassau County, New York

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT / BROWNFIELD OPPORTUNITY AREA NOMINATION STUDY

Proposed Action Location:
Downtown Farmingdale
Village of Farmingdale, Nassau County, New York

Lead Agency:
Village of Farmingdale Board of Trustees
Village Hall
361 Main Street
Farmingdale, NY 11735
Contact: Hon. George Starkie, Mayor
(516) 249-0093

DGEIS/BOA Nomination Study Preparation and Coordination:
VHB Engineering, Surveying and Landscape Architecture, P.C.
445 Hamilton Avenue, Suite 404
White Plains, NY 10601
Contacts: John Saccardi, AICP, Jonathan Martin, Ph.D., Eric Zamft, AICP
(914) 761-3582

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Other consultants that contributed to the document include:

Traffic Engineering:
Eng-Wong, Taub & Associates
Two Penn Plaza, Suite 2630
New York, NY 10121

Nelson & Pope
572 Walt Whitman Road
Melville, NY 11747

Parking Yield Analysis:
VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788

Civil Engineering/Hazardous Materials:
Paulus, Sokolowski, & Sartor
1305 Franklin Avenue, Suite 302
Garden City, NY 11530

Holzmacher, McLendon & Murrell, P.C.
175 Pinelawn Road, Suite 308
Melville, NY 11747

Socioeconomics/Real Estate Markets:
Economics Research Associates/AECOM
31 West 27th Street, 12th Floor
New York, NY 10001

HR&A Advisors, Inc.
99 Hudson Street, 3rd Floor
New York, NY 10013

Community Participation:
Sustainable Long Island
45A Seaman Avenue
Bethpage, NY 11714

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Hon. George Starkie, Mayor
Hon. Patricia Christiansen, Deputy Mayor
Hon. Cheryl Parisi, Trustee
Hon. Ralph Ekstrand, Trustee
Hon. William Barrett, Trustee

DOWNTOWN FARMINGDALE/BOA STEERING COMMITTEE
Debbie Podolski, Chairperson

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TABLE OF CONTENTS

Page

TABLE OF CONTENTS ..... **i**
LIST OF FIGURES ..... **v**
LIST OF TABLES ..... **vi**

EXECUTIVE SUMMARY **ES-1**
A. Structure of the Document ES-1
B. Community and Project Overview and Description ES-1
C. Community Participation ES-2
D. Existing Conditions ES-3
E. Sites Subject to Change/Strategic Sites ES-6
F. Key Elements of the Proposed Downtown Master Plan ES-6
G. Environmental Analysis of the Proposed Action ES-8
H. Alternatives ES-9
I. Key Findings, Recommendations, and Next Steps ES-10

I. DESCRIPTION OF THE PROJECT AND BOUNDARY **I-1**
A. Introduction I-1
B. Lead Project Sponsors I-4
C. Community Vision and Goals I-4
1. Project Purpose and Need I-4
2. Project Goals and Priorities I-5
D. Downtown Farmingdale BOA Boundary Description and Justification I-5
E. Project Overview and Description (the Downtown Master Plan) I-7
1. Downtown Concept I-7
2. Land Use and Zoning I-11
3. Downtown Master Plan Strategies, Proposals, and Recommendations I-11
a. Downtown Urban Design/Beautification Strategies/Proposals I-12
b. Downtown Economic Development Strategies/Proposals I-16
c. Other Downtown Strategies/Proposals I-19
4. Implementation I-19
F. Regulatory Framework I-20
1. New York State Brownfield Opportunity Areas (BOA) Program I-20
2. New York State Environmental Quality Review Act (SEQRA) I-21
3. Discretionary Action, Permits, and Approvals I-22

II. COMMUNITY PARTICIPATION PLAN & TECHNIQUES TO ENLIST PARTNERS **II-1**
A. Community Participation Plan and Activities II-1
1. Community Participation Plan II-1
2. Visioning II-2
3. Downtown Revitalization/BOA Steering Committee II-2
B. Techniques to Enlist Partners II-3
1. Project Partners II-3
2. Techniques to Enlist Partners II-3
C. Post-BOA Nomination Study Activities II-5

III. ANALYSIS OF THE PROPOSED BROWNFIELD OPPORTUNITY AREA III-1
A. Community and Regional Setting.....III-1
1. Brief History of the Village of Farmingdale III-1
2. Downtown Farmingdale Today.....III-4
B. Inventory and Analysis.....III-7
1. Land Use, Zoning, and Public Policy.....III-7
a. Land Use.....III-7
b. Zoning.....III-12
c. Other Village Regulations.....III-22
d. Public Policy Affecting Redevelopment of the Area III-24
e. Planned Future Development Projects III-26
2. Urban Design and Visual Conditions.....III-27
a. Architectural/Urban Character and Form.....III-27
b. Signage.....III-31
c. Parking Fields III-32
d. Open Space III-32
3. Traffic, Transportation, and Parking III-33
a. Traffic.....III-33
b. Parking.....III-39
c. Public Transportation III-44
d. Pedestrian and Bicycle Facilities III-45
4. Socioeconomic Considerations III-46
a. Demographics.....III-46
b. Employment III-48
c. Real Estate III-48
d. Fiscal Conditions.....III-51
5. Community Facilities and Resources III-51
a. Schools III-51
b. Parks, Recreation, and Open Space III-52
c. Cultural, Historic, or Archeologically Significant Area or Properties III-52
d. Police, Fire, and Emergency Services.....III-54
6. Infrastructure and Utilities III-54
a. Storm Drainage.....III-55
b. Water Supply System.....III-56
c. Sanitary Sewer System III-59
d. Energy III-59
e. Solid Waste.....III-59
7. Natural Resources and Environmental Features.....III-60
8. Water Resources III-60
a. Surface Water Conditions III-60
b. Groundwater Conditions.....III-60
9. Hazardous Materials III-62
a. Regulatory Framework.....III-62
b. Existing Conditions.....III-63
C. Sites Subject to Change (Strategic Sites) III-67
D. Summary of Existing Conditions Analysis and Findings.....III-70
1. Land Use, Zoning, and Public Policy.....III-70
2. Urban Design and Visual Conditions.....III-70
3. Traffic, Transportation, and Parking III-72
4. Socioeconomic Considerations.....III-73
5. Infrastructure, Utilities, and Water Resources III-74
6. Hazardous Materials III-74

7. Community Facilities and Resources and Other Observations.....III-74

IV. ENVIRONMENTAL IMPACT ANALYSES OF THE PROPOSED PROJECT IV-1

A. Description of the Proposed Action (Draft Downtown Master Plan: Downtown Farmingdale 2035)..... IV-1
B. Potential Significant Adverse Impacts..... IV-3
1. Land Use, Zoning, and Public Policy..... IV-3
a. Land Use..... IV-3
b. Zoning..... IV-13
c. Other Village Regulations..... IV-17
d. Public Policy..... IV-17
e. Cumulative Impacts with Planned Future Development Projects..... IV-17
2. Urban Design and Visual Conditions..... IV-18
a. Architectural/Urban Character and Form..... IV-18
b. Signage..... IV-19
c. Parking Fields..... IV-19
d. Open Space..... IV-20
e. Indirect Impacts..... IV-20
3. Traffic, Transportation, and Parking..... IV-22
a. Traffic..... IV-22
b. Parking..... IV-37
c. Public Transportation..... IV-38
d. Pedestrian and Bicycle Facilities..... IV-38
4. Socioeconomic Considerations..... IV-38
a. Demographics..... IV-38
b. Employment..... IV-39
c. Real Estate..... IV-39
d. Fiscal Impacts..... IV-40
5. Community Facilities and Resources..... IV-40
a. Schools..... IV-40
b. Parks, Recreation, and Open Space..... IV-41
c. Cultural, Historic, or Archeologically Significant Area or Properties..... IV-41
d. Police, Fire, and Emergency Services..... IV-42
6. Infrastructure and Utilities..... IV-42
a. Storm Drainage..... IV-42
b. Water Supply System..... IV-43
c. Sanitary Sewer System..... IV-44
d. Energy..... IV-44
e. Solid Waste..... IV-44
7. Natural Resources and Environmental Features..... IV-45
8. Water Resources..... IV-45
a. Surface Water..... IV-45
b. Groundwater..... IV-45
9. Hazardous Materials..... IV-45
C. Description of Mitigation Measures..... IV-47
1. Parameters and Criteria for Site-Specific Review of Future Development and Improvements/Conditions for Future Actions..... IV-47
2. Specific Actions to Minimize Potential Significant Adverse Impacts..... IV-48
a. Recommended Access, Circulation, and Parking Improvements..... IV-48
b. Other Recommended Mitigation Measures..... IV-53
3. Follow-Up Studies, Plans, and Analyses..... IV-53
D. Significant Adverse Impacts that Cannot be Avoided..... IV-54

1. Short-Term (Construction) Impacts IV-54
2. Long-Term Impacts IV-54

E. Description of the Range of Reasonable Alternatives to the Proposed Action IV-55
1. No Action Alternative (Business as Usual) IV-55
2. Alternative Scenarios IV-56
a. Aesthetic Improvement of Downtown Only (No Additional Growth) IV-56
b. Moderate Growth IV-58
c. High Growth IV-59
d. Hybrid Future Downtown Farmingdale Scenario and Selection of Preferred Plan/Proposed Action IV-60
3. Comparative Table of Project Alternatives IV-61
4. Further Alternatives IV-63

F. Other SEQRA Chapters IV-63
1. Growth Inducement IV-63
2. Irreversible and Irretrievable Commitment of Resources IV-64
3. Effects on Energy IV-64

G. Other BOA Chapters IV-66
1. BOA/SEQRA Compliance IV-66
2. Consistency with NYS CMP Coastal Policies IV-67
3. Consistency with Heritage Area IV-67
4. GEIS References IV-67

V. SUMMARY ANALYSIS, FINDINGS, AND RECOMMENDATIONS V-1

A. Summary Analysis and Findings V-1
B. Recommendations and Next Steps V-1
1. Select Catalytic Sites and Perform Catalytic Site Planning Activities V-2
a. Select Catalytic Sites V-2
b. Perform Catalytic Site Planning Activities V-2
2. Perform Area-Wide Planning Activities V-3
3. Continue Community Participation and Outreach V-6
4. Make the Downtown Master/BOA Plan a Living Document V-6

APPENDICES

Appendix A – Documentation
Appendix B – Steering Committee Minutes
Appendix C – Scoping Comments
Appendix D – Proposed Downtown Master Plan
Appendix E – Proposed Downtown Mixed-Use (D-MU) Zoning District
Appendix F – Building Inventory
Appendix G – Infrastructure and Utilities Maps
Appendix H – Farmingdale Brownfield Opportunity Area Market Analysis
Appendix I – Parking Yield Analysis
Appendix J – Phase I ESA
Appendix K – Traffic Impact Study

LIST OF FIGURES

Page

Figure I-1 – Community Context Map I-2
Figure I-2 – Study Area Context Map I-3
Figure I-3 – Brownfield Opportunity Area Map I-6
Figure I-4 – Downtown Concept Plan I-8
Figure III-1 – Historical Timeline III-2
Figure III-2 – Existing Land Use Map III-8
Figure III-3 – Underutilized Sites Location Map III-10
Figure III-4 – Parks and Open Space Map III-11
Figure III-5 – Land Ownership Map III-13
Figure III-6 – Existing Zoning Map III-14
Figure III-7 – Key Buildings/Building Inventory Map III-28
Figure III-8 – Approximate Building Heights Existing Conditions III-30
Figure III-9 – Transportation Systems Map III-34
Figure III-10 – CDBG-Eligible Census Tracts and Block Groups III-49
Figure III-11 – Phase I ESA Properties III-64
Figure III-12 – Sites Subject to Change/Strategic Sites III-68
Figure III-13 – Issues and Opportunities III-71
Figure IV-1 – Gateways Plan IV-2
Figure IV-2 – South Front Street Connection Plan IV-4
Figure IV-3 – Parking Entrance Design Concept IV-5
Figure IV-4 – Birds Eye View Looking East at Proposed TOD IV-6
Figure IV-5 – Birds Eye View Looking East from Main Street IV-7
Figure IV-6 – Open Space Plan IV-8
Figure IV-7 – Pocket Park Design Concept IV-9
Figure IV-8 – Future Land Use Map IV-10
Figure IV-9 – Proposed Downtown Mixed-Use (D-MU) Zoning District IV-14
Figure IV-10 – Potential Future Building Heights IV-21
Figure V-1 – Visual Clutter of Utility Lines on Main Street V-5

LIST OF TABLES

Page

Table III-1 – Population of the Village of Farmingdale III-3
Table III-2 – Peak Hour Level-of-Service Summary, Existing (2010) Conditions III-37
Table III-3 – Parking Utilization: Main Street III-39
Table III-4 – Parking Utilization: Municipal Parking Fields III-41
Table III-5 – Parking Utilization: LIRR Parking Lots.....III-43
Table III-6 – Parking Utilization: Former Waldbaum's Parking Lot.....III-43
Table III-7 – Demographic Characteristics III-47
Table III-8 – Income Characteristics.....III-47
Table III-9 – Residential Tenure, 2010 .....III-50
Table III-10 – Existing Estimated Tax Revenues.....III-51
Table III-11 – Village of Farmingdale Water District Capacity Summary.....III-57
Table III-12 – Phase I ESA Properties.....III-66
Table III-13 – Sites Subject to Change/Strategic Sites III-69
Table IV-1 – Peak Hour LOS, Future (2035) No-Build Conditions, Assumption 1..... IV-24
Table IV-2 – Peak Hour LOS, Future (2035) No-Build Conditions, Assumption 2..... IV-25
Table IV-3 – Trip Generation Projections IV-27
Table IV-4 – Peak Hour LOS, Future (2035) Build Conditions, Assumption 1 ..... IV-29
Table IV-5 – Peak Hour LOS, Future (2035) Build Conditions, Assumption 2 ..... IV-30
Table IV-6 – Peak Hour LOS, Future (2035) Build Conditions, Assumption 3 ..... IV-31
Table IV-7 – Peak Hour LOS, Future (2035) Build Conditions with Mitigation, Assumption 1..... IV-33
Table IV-8 – Peak Hour LOS, Future (2035) Build Conditions with Mitigation, Assumption 2..... IV-33
Table IV-9 – Peak Hour LOS, Future (2035) Build Conditions with Mitigation, Assumption 3..... IV-34
Table IV-10 – Estimated Tax Revenues..... IV-40
Table IV-11 – Anticipated Water Usage IV-43
Table IV-12 – Anticipated Sewer Flow IV-44
Table IV-13 – Comparative Table of Project Alternatives IV-62
Table IV-14 – BOA/SEQRA Compliance..... IV-67

Executive Summary

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"You can't rely on bringing people downtown, you have to put them there."
— Jane Jacobs (The Death and Life of Great American Cities)

A. Structure of the Document

This Draft Generic Environmental Impact Statement (DGEIS)/Brownfield Opportunity Area (BOA) Nomination Study is organized into five chapters, as follows:

- ***Chapter I, Description of the Project and Boundary***
- ***Chapter II, Community Participation Plan and Techniques to Enlist Partners***
- ***Chapter III, Analysis of the Proposed Brownfield Opportunity Area***
- ***Chapter IV, Environmental Impact Analyses of the Proposed Action***
- ***Chapter V, Summary Analysis, Findings, and Recommendations***

Also included is an ***Appendix*** that consists of more detailed discussions of the extensive public participation process.

B. Community and Project Overview and Description

The Village of Farmingdale is approximately 690 acres and is located at the foot of the west hills in southeastern Nassau County. It is flanked by the unincorporated area of Old Bethpage to the north, the unincorporated areas of Bethpage and Plainedge to the west, the unincorporated area of South Farmingdale to the south, and the Nassau-Suffolk County line and the Town of Babylon in Suffolk County to the east.

The Village of Farmingdale has undertaken numerous projects and planning activities to spur revitalization in recent years, beginning with Village visioning process in 2006. Downtown Farmingdale 2035: A Downtown Plan (the "Downtown Master Plan"), is the Village's culminating effort, combining planning and economic development to help revitalize its retail core into a more sustainable downtown. The Downtown Master Plan, along with this DGEIS/BOA Nomination Study provides a roadmap for redevelopment within the Village for the next 25 years.

This DGEIS/BOA Nomination Study has been prepared in accordance with the requirements of the New York State BOA Program and State Environmental Quality Review Act (SEQRA) and analyzes the potential impacts and proposed mitigation associated with the recommendations put forth in the Village of Farmingdale's Downtown Master Plan and proposed Downtown Mixed-Use (D-MU) Zoning District (the Proposed Action), as well as the various other studies prepared during the project, including the July 2009 *Existing and Emerging Conditions Report*. Although in and of itself, plan adoption has no environmental impacts, the action does establish an implementation program consisting of a series of policies and administrative actions that would have both potential adverse and beneficial impacts. Its adoption, acceptance, and/or implementation is considered a Type I Action under SEQRA.

Chapter I includes a description of the Proposed Action and its component parts, sets the context in which potential impacts will be assessed, documents public purpose and need, and provides background of the Project.

C. Community Participation

Community Participation Process

Beginning with the visioning process that commenced in 2006 and going forward, community participation has been an important part of the visioning and planning process for Downtown Farmingdale. ***Chapter II*** outlines the community participation that has occurred and the techniques that have been utilized as part of the Downtown Farmingdale Downtown Master Plan/BOA process.

A number of objectives have guided community participation and serve as the Community Participation Plan for the Downtown Farmingdale BOA Nomination Study:

- Establish a Downtown Revitalization Committee as well as a Steering Committee that reflects the varied viewpoints of Village residents, property owners, and businesses.
- Interview Committee members to understand their perspectives as well as identify the best community outreach methodology.
- Identify and engage project partners (e.g., Nassau County, MTA/LIRR) that will be integral to successful revitalization of Downtown Farmingdale.
- Provide information to the Committee, project partners, and the general public that is informative and easily accessible.
- Utilize the Village and Committee as the conduit through which the analysis and evaluation of conditions and recommendations are refined and finalized, allowing the public to take ownership of the Plan.
- Solicit input from a broad range of perspectives and through a variety of techniques, including Steering Committee meetings, public meetings, mailings, etc.

Community Vision, Goals, and Objectives

Throughout the community participation process, several goals and objectives emerged as focuses for the community. They include the following:

1. *Coordinate a long-range approach for Downtown Farmingdale.*

2. *Diversify the economy of Farmingdale to be more competitive:*
   - *Make Downtown Farmingdale a more vibrant and unique destination.*
   - *Provide mixed-use.*

3. *Make Downtown Farmingdale more attractive to residents, shoppers, and employees.*

4. *Provide increased social amenities such as open space and workforce housing in Downtown Farmingdale.*

5. *Enhance the connection between Main Street and the Long Island Rail Road (LIRR) train station.*

6. *Improve the efficiency of the transportation / circulation / parking network.*

D. Existing Conditions

Chapters III presents the existing conditions in the Study Area for the following resource categories:

- Land Use, Zoning, and Public Policy
- Urban Design and Visual Conditions
- Traffic, Transportation, and Parking
- Socioeconomic Considerations, including Economic and Market Trends
- Community Facilities and Resources
- Infrastructure and Utilities
- Natural Resources
- Water Resources
- Hazardous Materials

Based upon the analysis of the existing conditions, a number of key issues and opportunities and initial suggestions were developed and are presented in ***Chapter III***.

1. Land Use, Zoning, and Public Policy

   Key Challenges and Opportunities

   - **Zoning Along Main Street Needs to be Re-Evaluated**
   - **Multiple-Family Residential Needs to be Better Defined**
   - **Parking and Loading Issues**

Findings
A new downtown zoning district and revised regulations would encourage the type of mixed-use, pedestrian- and transit-oriented development appropriate to the downtown area through the development and redevelopment of brownfields sites and other sites subject to change.

2. Urban Design and Visual Conditions

Key Challenges and Opportunities
- **Urban Form**
- **Lack of Identifiable Architectural Character and Form**
- **The Pedestrian Environment Can Be Improved**
- **Signage is Uncoordinated**
- **Conditions in the Parking Fields Can Be Improved**
- **Limited Open Space**

Findings
A new downtown zoning district and the development of formal design guidelines would encourage improvements to the architectural character, urban form, and pedestrian environment in the downtown. The creation of new and the improvement of existing open spaces in the downtown would contribute to the character of downtown and its sense of place. The development and redevelopment of brownfields sites and other sites subject to change would improve aesthetic conditions in the downtown.

3. Traffic, Transportation, and Parking

Key Challenges and Opportunities
- **Limitations on Improvements to Traffic Flow**
- **Limited Weekday LIRR Parking**

Findings
Improvements to area intersections, especially Main Street and Conklin Street, will be necessary to improve existing traffic conditions in the downtown and allow for future development on brownfields sites and other sites subject to change. Revised parking requirements would allow the type of mixed-use, pedestrian- and transit-oriented development appropriate to the downtown area.

4. Socioeconomic Considerations

Key Challenges and Opportunities
- **High Rental Rates and Large Store Floor Plates**
- **Inconsistent Display Standards**
- **Presence of Non-Retail Uses**
- **Nearby Competition**

- **Developer Interest**
- **Proximity of Main Street to the LIRR Train Station**
- **Proximity of Main Street to Farmingdale State College**

Findings

A new downtown zoning district, revised regulations, and formal design guidelines would encourage the type of mixed-use, pedestrian- and transit-oriented development appropriate to the downtown area through the development and redevelopment of brownfields sites and other sites subject to change. Additional programming and marketing of the downtown would help promote the Village as a place to live, shop, and work.

5. Infrastructure, Utilities, and Water Resources

Key Challenges and Opportunities

- **Flooding Issues at Select Locations**
- **Need for Alternative Source of Water Supply**

Findings

Continued coordination with Nassau County and New York State on potential contamination issues will be necessary to ensure that potable water is available to the Village and its residents. Upgraded equipment at the Village's pumping facilities and flood-reduction efforts would allow the Village to continue to grow.

6. Hazardous Materials

Key Challenges and Opportunities

- **Presence of Hazardous Materials and Brownfields Sites**

Findings

Continued participation in the BOA Program (i.e., Step 3) presents a tremendous opportunity to face the challenge of the presence of hazardous materials and brownfields sites in Downtown Farmingdale. Phase II Environmental Site Assessments (ESAs) will be necessary to determine the actual presence and extent of contamination on subject properties. The development and redevelopment of brownfields sites and other sites subject to change would help to remediate any existing or historical contamination issues and restore them to productive use and simultaneously restore environmental quality.

7. Community Facilities and Resources and Other Observations

Key Challenges and Opportunities

- **Community Development Block Grant (CDBG)-Eligibility**
- **Limited Affordable Housing Opportunities**

- **Presence of Historic Properties**
- **Limited Open Space and Recreational Resources**

Findings

A new downtown zoning district that includes development incentives for providing amenities such as open space and housing affordability and the possibility of developing a community land trust would help to provide additional affordable housing opportunities in the downtown. The development of formal design guidelines and continued participation in the CDBG program would encourage improvements to the architectural character and urban form and help to continue to create an historic village-feel in the downtown, as well as help to protect and highlight the downtown's existing historic properties. The creation of new and the improvement of existing open spaces in the downtown would provide additional open space and recreational opportunities and contribute to the character of downtown and its sense of place.

E. Sites Subject to Change/Strategic Sites

In approaching the Downtown Master Plan, areas of the Village that were abandoned, vacant, underutilized and/or brownfields sites, as well as potentially subject to change were identified. The sites that were identified were further refined via input from the Downtown Revitalization Committee and public. These "Sites Subject to Change" were then analyzed within the context of local and regional factors to determine the likelihood of change occurring over the next 20 to 25 years. These sites were a key component in developing possible choices for the future of Downtown Farmingdale. It is notable that although the sites are spread throughout the downtown area, there is a concentration on the northern end of Main Street and along South Front Street near the LIRR train station. In particular, these sites became a focus of the Downtown Master Plan's recommendations, specifically because of their proximity to the LIRR train station and their potential for transit-oriented development (TOD) and Main Street revitalization. ***Chapter III*** depicts and describes these strategic sites.

F. Key Elements of the Proposed Downtown Master Plan: Downtown Farmingdale 2035

The concept for Downtown Farmingdale seeks to enhance its position as a vibrant transit-oriented location and a lively commercial center through a balanced program of **beautification**, **redevelopment**, and **connection**.

Downtown Concept and Zoning

General components of the concept for the downtown overall include:

- **Village Gateways**—Provide well-designed, landscaped treatments for the entryways to Downtown Farmingdale signaling that people have arrived in downtown area and that it is an attractive community.
- **Frontages**—Emphasize the quality and character of frontages along Main Street and South Front Street as mixed-use and pedestrian-oriented.
- **Key Transition Areas**—Improve the interface at the backs of the stores and business along where they face the four municipal parking fields.
- **Key Parking/Residential Transition Areas**—Improve the transition between Downtown Farmingdale's parking fields to the adjacent residential uses.
- **Key Corner Buildings/Sites**—Place special attention and focus on those buildings and sites that are located on key corners.
- **Key Design Sites**—Ensure that the connection between the LIRR train station and Main Street provides a pedestrian-friendly environment through TOD at the station and strong connections to Main Street.
- **Open Spaces**—Increase the amount of open space in the downtown area by creating a large greenspace at the LIRR train station and by "greening-up" the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street through the creation of a linear multi-functional green/hardscape space.
- **New Downtown Mixed-Use Zoning District**—Adopt a new zoning district for the downtown that differentiates the type, use, and development density between Main Street and the more automobile-oriented Route 109 corridor and other D-zoned areas in the Village.

Strategies, Proposals, and Recommendations

In addition to the concept for Downtown Farmingdale, the specific land use pattern that would result, and the zoning that would need to be developed to accomplish that, the Downtown Master Plan provides a number of strategies, proposals, and recommendations in the following concept areas. What follows are some of these strategies, proposals, and recommendations. The strategies, proposals, and recommendations are discussed in detail in the impact categories within ***Chapter IV***.

- **Strengthen Corners**—The Downtown Master Plan creates an identifiable downtown center by strengthening important corners, specifically at the intersection of Main Street and Conklin Street and also at the corner of Main Street and South Front Street.
- **Create Connection Between Main Street and the LIRR Train Station**—The Downtown Master Plan improves urban form by creating a strong and intentional pedestrian connection between the LIRR train station and Main Street.

- **New Residential Units on Main Street**—As with residential development around the LIRR train station, the inclusion of residential units on Main Street will bring new customers to the shops and services on Main Street.
- **Provide Façade Improvements**—Architectural character in the downtown could be improved through façade improvements and by improving and better regulating signage in the downtown area.
- **Improve Pedestrian Environment**—The pedestrian environment in downtown would be improved by relocating office uses to the second floor along Main Street, relocating the utility lines along the east side of Main Street to the rear of the existing commercial development, and encouraging more residential development in the downtown.
- **Improve Transitions**—The transitions between parking areas and adjacent uses should be improved. This can be accomplished through design guidelines, transitioning building heights to the rears of buildings and parking areas, and buffering between the commercial core and the residential neighborhoods.
- **Wayfinding/Placemaking**—A wayfinding and placemaking signage program should be developed to define the boundaries of downtown and direct visitors to key locations in the downtown.
- **Improve Existing Open Spaces**—The Village Green should be redesigned so that it has a stronger presence on Main Street and is more pedestrian friendly. The existing pocket park at the entrance to Parking Field 3 should be improved with new plantings, street furniture placement, and tree grates, or decorative tree guards at the base of trees.
- **Create New Open Spaces**—A linear multi-functional green/hardscape space should be created in the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street. A new park or "station green" should be created at the western end of the LIRR train station parking area to welcome visitors to Farmingdale and to serve as a formal pedestrian gateway into the downtown (in combination with improvements to South Front Street).
- **Expand Recreational Opportunities**—A more coordinated approach to activity and event planning should be developed to help attract more visitors to the downtown and strengthen existing events, such as those held at Village Green. The strengths of existing cultural offerings should be built upon to promote activities for youth in the downtown.
- **Proactively Market Downtown Farmingdale Shops and Services**—A marketing plan should be developed for the area to target a mix of destination stores and local-serving convenience offerings.

G. Environmental Analysis of the Proposed Action

Potential Impacts

As described in ***Chapter IV***, environmental impacts resulting from implementation of the Plan are principally the beneficial effects of adopting

comprehensive policies and a plan that provides for the more orderly growth, development, and redevelopment of the downtown area. Many of the impacts associated with specific Plan recommendations are beneficial, providing new tax ratables and jobs, stabilizing neighborhood conditions, upgrading infrastructure systems, and enhancing the image of the community. Anticipated adverse impacts associated with the Downtown Master Plan include potential increases in traffic due to development, the possible need to expand municipal services, and short-term construction related impacts.

Mitigation Measures

Proposed mitigation measures to minimize potential adverse impacts are discussed in ***Chapter IV***. It should be noted that the Downtown Master Plan itself and several of the proposed administrative mechanisms are designed as mitigating measures addressing the adverse impacts associated with lack of development activity in some areas and development proposals fostered by the Plan in others.

Significant Adverse Impacts that Cannot be Avoided

Adoption of the Downtown Master Plan itself will not have any direct unavoidable adverse environmental impacts. However, projected development or redevelopment encouraged by the Downtown Master Plan could have several adverse environmental impacts. Some of these will be temporary or short-term impacts associated with construction, while others will be long-term impacts, including increased traffic and increased demand on infrastructure, utilities, and community services. All potential significant adverse impacts of the Downtown Master Plan will be mitigated to the maximum extent practicable, consistent with the requirements of SEQRA. ***Chapter IV*** identifies those adverse impacts that cannot be avoided.

H. Alternatives

Alternatives to the proposed Plan are considered in this DGEIS/BOA Nomination Study and described in ***Chapter IV***. Each of the alternative plans studied was found to have issues or concerns that render it unfeasible for the future of Downtown Farmingdale. The No-Action Alternative would mean that the Downtown Master Plan would not be adopted and the downtown area would continue to be business as usual. The no-action alternative would not preclude the implementation of various projects, but it would diminish the value of the well thought out comprehensive approach inherent in the downtown master planning process. Other alternatives include implementing only portions of the Downtown Master Plan or adopting a different plan.

I. Key Findings, Recommendations, and Next Steps

The Downtown Master Plan and this DGEIS/BOA Nomination Study set forth a planning framework for the future of the Downtown Farmingdale, not only in the near-term, but also over the long-term via strategic actions that will shape Downtown Farmingdale for the next 25 years or more.

Chapter V summarizes the analysis and subsequent findings that have been presented in ***Chapters III*** and ***IV***. Based on these analyses and findings, ***Chapter V*** also provides a number of recommendations that will serve as the basis for the Implementation Strategy (to be set forth in Step 3 of the BOA Program)[1]. These include both site-specific activities (on "catalytic sites") and area-wide planning activities.

[1] The Village of Farmingdale has submitted a Step 3 application to NYSDOS in order to develop an Implementation Strategy and BOA Plan for Downtown Farmingdale.

I. Description of the Project and Boundary

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I. DESCRIPTION OF THE PROJECT AND BOUNDARY

Chapter I includes a detailed description of the Proposed Action and its component parts, sets the context in which potential impacts will be assessed, documents public purpose and need, and provides background of the Proposed Action.

A. Introduction

The Village of Farmingdale is approximately 690 acres and is located at the foot of the west hills in southeastern Nassau County. It is flanked by the unincorporated area of Old Bethpage to the north, the unincorporated areas of Bethpage and Plainedge to the west, the unincorporated area of South Farmingdale to the south, and the Nassau-Suffolk County line and the Town of Babylon in Suffolk County to the east (see ***Figure I-1, Community Context Map***). The Village has undertaken numerous projects and planning activities to spur revitalization in recent years, beginning with Village visioning process in 2006. Downtown Farmingdale 2035: A Downtown Plan (the "Downtown Master Plan"), is the Village's culminating effort, combining planning and economic development to help revitalize its retail core into a more sustainable downtown. The Downtown Master Plan, along with this Draft Generic Environmental Impact Statement (DGEIS)/Brownfield Opportunity Area (BOA) Nomination Study provides a roadmap for redevelopment within the Village for the next 25 years. ***Figure I-2, Study Area Context Map***, shows the location of the proposed BOA in relationship to the entire Village.

This DGEIS/BOA Nomination Study has been prepared in accordance with the requirements of the New York State BOA Program and State Environmental Quality Review Act (SEQRA) and analyzes the potential impacts and proposed mitigation associated with the recommendations put forth in the Village of Farmingdale's Downtown Master Plan and proposed Downtown Mixed-Use (D-MU) Zoning District (the Proposed Action), as well as the various other studies prepared during the project, including the July 2009 *Existing and Emerging Conditions Report*. Although in and of itself, plan adoption has no environmental impacts, the action does establish an implementation program consisting of a series of policies and administrative actions that would have both potential adverse and beneficial impacts. Its adoption, acceptance, and/or implementation is considered a Type I Action under SEQRA.

This DGEIS/BOA Nomination Study is organized as follows:

- **Executive Summary**
- ***Chapter I, Description of the Project and Boundary***
- ***Chapter II, Community Participation Plan and Techniques to Enlist Partners***
- ***Chapter III, Analysis of the Proposed Brownfield Opportunity Area***
- ***Chapter IV, Environmental Impact Analyses of the Proposed Action***
- ***Chapter V, Summary Analysis, Findings, and Recommendations***

Figure I-1

COMMUNITY CONTEXT MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

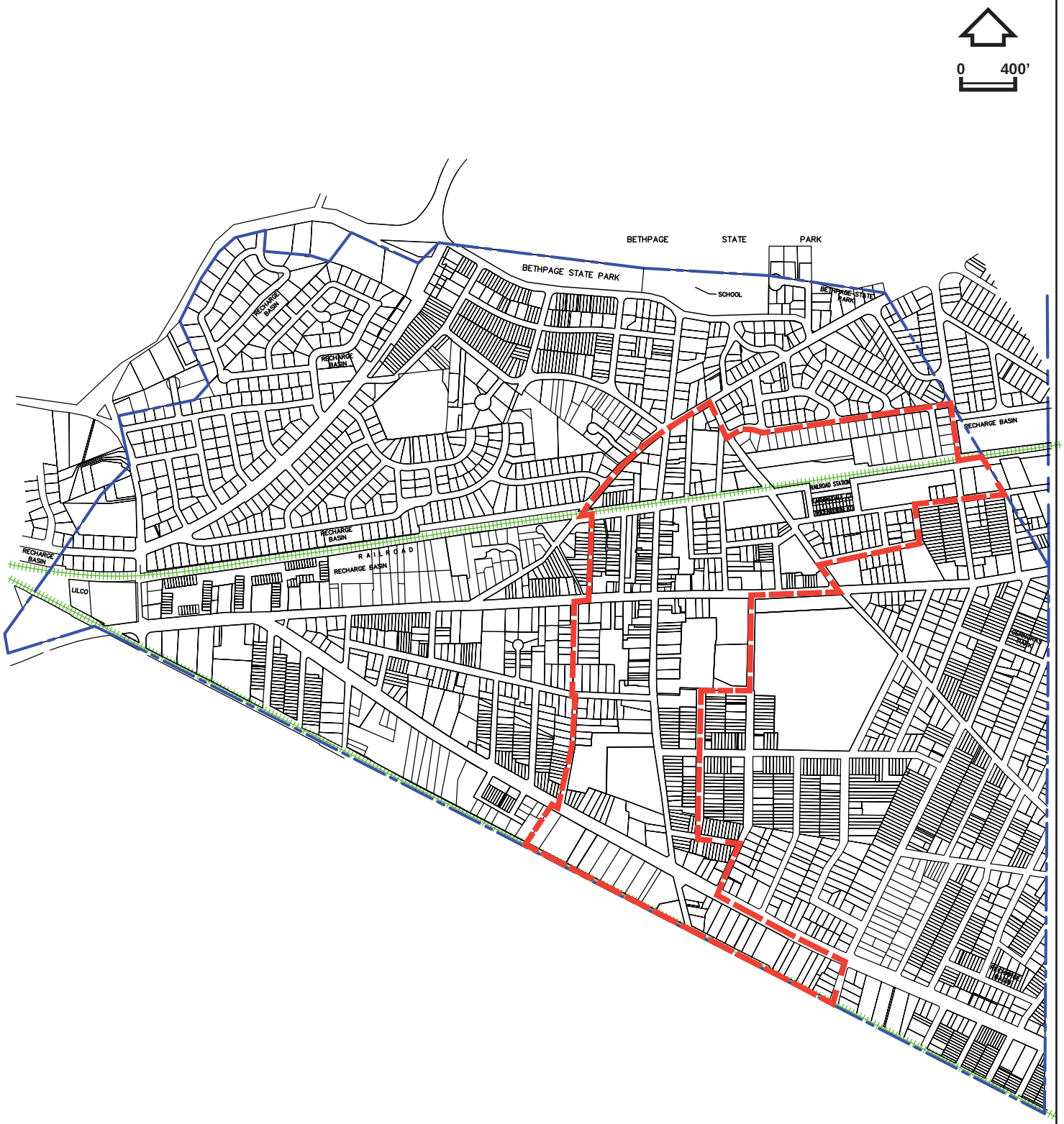

Figure I-2

STUDY AREA CONTEXT MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

BOA/Study Area Boundary

BASE MAP SOURCE: H2MGROUP

VHB Saccardi & Schiff

Also included is an ***Appendix*** that consists of more detailed discussions of the extensive public participation process.

B. Lead Project Sponsors

The Incorporated Village of Farmingdale serves as the sponsoring municipality and lead project sponsor for this BOA Nomination Study/DGEIS. The project has been managed through efforts of the Village administration and staff and technical consultants. The Village Board of Trustees of the Village of Farmingdale additionally is acting as the Lead Agency on the project with respect to SEQRA.

Throughout the project process, the Village has worked with a number of local, regional, and state-wide elected officials. This includes Nassau County, which originally sponsored visioning and master planning efforts in Farmingdale, as well as representatives from the New York State Department of State, who have participated in an advisory capacity and have provided guidance throughout the process. Further, the Village established a Downtown Revitalization/BOA Steering Committee early on in the process, which is composed of residents of the Village, property owners, business owners, and other representatives of the project's key stakeholders.

C. Community Vision and Goals

1. Project Purpose and Need

   The role and purpose of the Downtown Master Plan is to guide development and public investment in Downtown Farmingdale over the next 25 years. It provides the framework for decisions about land use, urban design, transportation, infrastructure, and economic development within the downtown area, and offers general policies and specific action strategies. The Downtown Master Plan reflects more than three years of public input, and balances the desire to revitalize the downtown area. Once adopted, the Downtown Master Plan will become a public declaration of the vision and policies that will guide decisions by the Village of Farmingdale Board of Trustees and other municipal planning boards, departments, and committees as they address community growth issues, development of public infrastructure, and review private-sector development proposals.

   The Downtown Master Plan as a guide for smart growth and revitalization for the Village of Farmingdale fits into the context of other regional efforts on sustainability and is seen as an important element of these planning and policy initiatives. These include the Draft 2010 *Nassau County Master Plan*

and the *Long Island 2035 Visioning Initiative and Regional Comprehensive Sustainability Plan*.

2. Project Goals and Priorities

In order to address these key planning challenges, six goals and priorities were developed:

- Coordinate a long-range approach for Downtown Farmingdale.
- Diversify the economy of Farmingdale to be more competitive:
  - Make Downtown Farmingdale a more vibrant and unique destination.
  - Provide mixed-use.
- Make Downtown Farmingdale more attractive to residents, shoppers, and employees.
- Provide increased social amenities such as open space and workforce housing in Downtown Farmingdale.
- Enhance the connection between Main Street and the Long Island Rail Road (LIRR) train station.
- Improve the efficiency of the transportation / circulation / parking network.

D. Downtown Farmingdale Brownfield Opportunity Area Boundary Description and Justification

The downtown area of Farmingdale, the BOA Study Area, is located in the central portion of the Village, running along Main Street from Fulton Street (New York State Route 109) in the south to Melville Road in the north. The study area also continues east along South Front Street/Atlantic Avenue to the Nassau-Suffolk County line (see ***Figure I-3, Brownfield Opportunity Area Boundary Map***).

As shown ***Figure I-3***, the BOA Study Area is centered on Main Street and South Front Street, thereby connecting the Village's traditional downtown corridor with the LIRR train station. The boundaries of the BOA Study Area terminate at logical locations, either at the edge of the traditional Village downtown corridor (Melville Road in the north, the Village boundary in the south, one block off of Main Street to the west—Columbia Street, Waverly Place, Weiden Street) or where the mixed and residential uses transition to primarily single-family (notably north of Sullivan Road, south of Maple Street, east of Rose Street). By establishing the boundary as such, the BOA leverages the community's primary assets of a traditional downtown core, LIRR train station, and quaint residential neighborhoods.

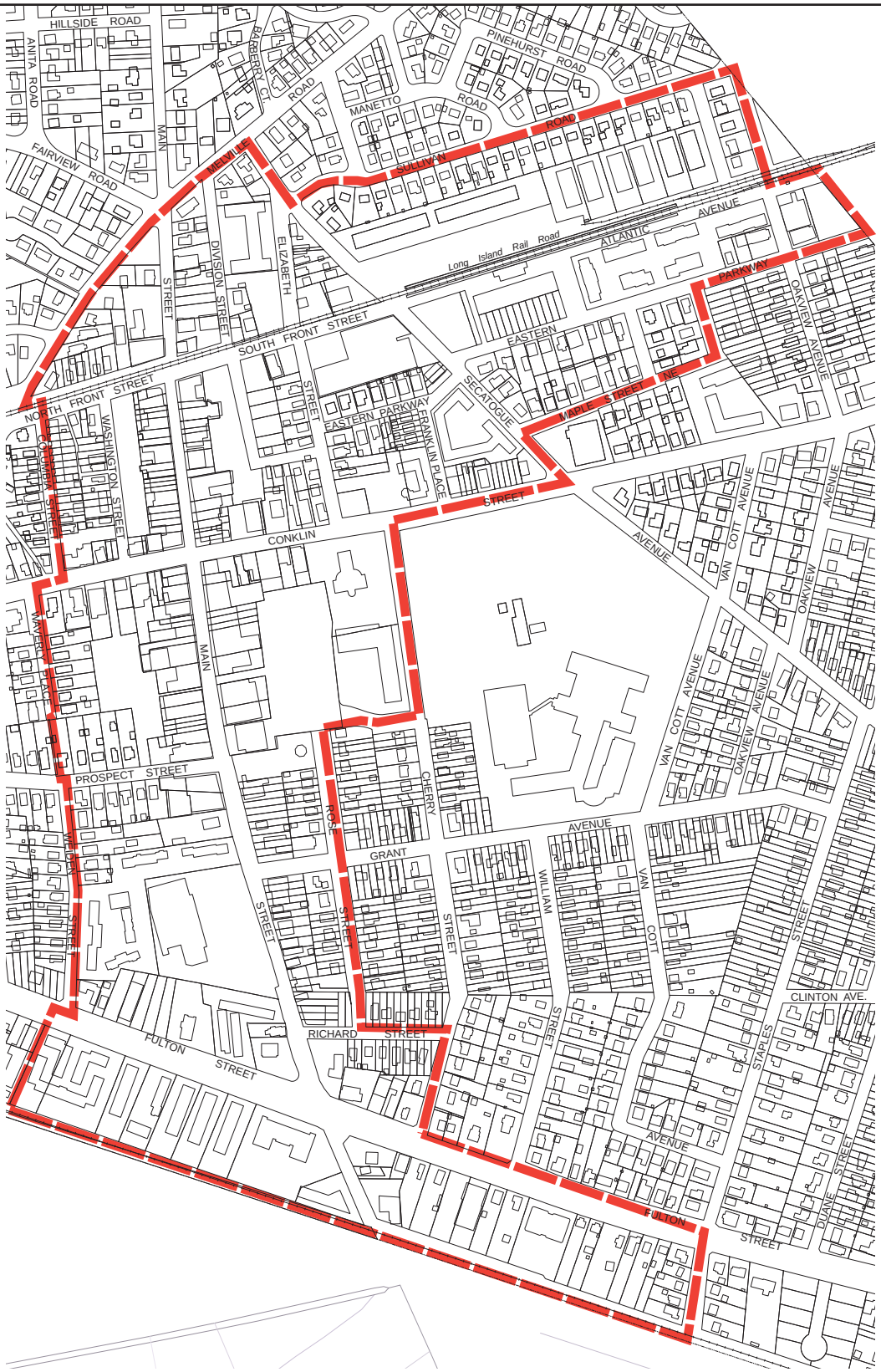

Figure I-3

BROWNFIELD OPPORTUNITY AREA BOUNDARY MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

BOA/Study Area Boundary

BASE MAP SOURCE: Nassau County GIS

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E. Project Overview and Description (the Downtown Master Plan)

1. Downtown Concept

The concept for Downtown Farmingdale seeks to enhance its position as a vibrant transit-oriented location and a lively commercial center through a balanced program of **beautification**, **redevelopment**, and **connection**.

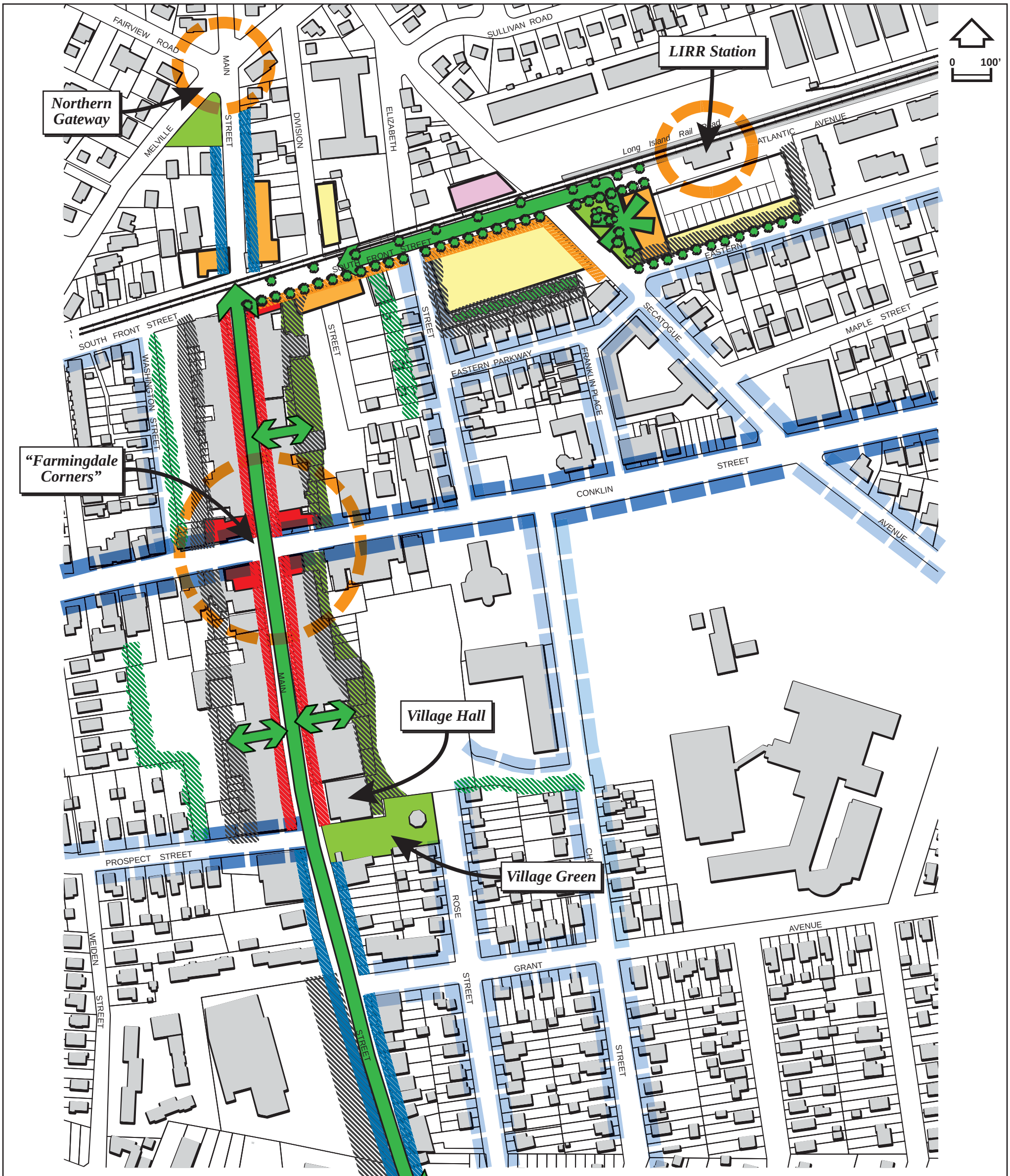
When implemented, this would result in the following changes from the existing conditions:

- 60 percent increase in residential uses, including approximately 375 new residential units, 70 of which will be affordable
- 10 percent increase in retail uses
- 80 percent increase in restaurant uses
- 40 percent increase in open/greenspaces
- 10 percent increase in other public/quasi-public uses
- 3 percent increase in office space
- 20 percent decrease in industrial uses
- Approximately 800 new parking spaces
- Approximately 800 additional residents of the Village, including approximately 40 school-age children

In order to best illustrate the downtown concept, a Downtown Concept Plan was developed. ***Figure I-4, Downtown Concept Plan*** presents the concept plan for Downtown Farmingdale.

As indicated on the Downtown Concept Plan, components of the concept include:

- **Village Gateways**—Provide well-designed, landscaped treatments for the entryways to Downtown Farmingdale signaling that people have arrived in downtown area and that it is an attractive community. Gateways to Downtown Farmingdale include:
  - At the intersection of *Main Street and Melville Road*, which is the entry point for many people from the north, including those coming from the Long Island Expressway (LIE), Bethpage State Park, Farmingdale State College, and Route 110.
  - At the *LIRR train station*, which is the entry point for those who utilize the LIRR. At the intersection of *Main Street and Route 109*, which is the entry point for those coming from the south, including people coming from the Southern State Parkway and South Farmingdale.
  - *Farmingdale Corners* at the intersection of Main Street and Conklin Street. This is the “heart” of Downtown Farmingdale, but also serves as the key intersection for those coming from the east or west along Conklin Street. In addition, it marks the gateway to north Main Street, which, along with South Front Street, is envisioned in the Plan as the focus area of redevelopment activities.



Primary Pedestrian-Oriented Commercial-Mixed Use Frontage
Secondary Pedestrian-Oriented Commercial-Mixed Use Frontage
Vehicular-Oriented Commercial Frontage
Residential/Institutional Frontage
Key Architectural Transition Area
Key Parking/Residential Transition Area
Important Frontage Connecting LIRR Station to Downtown
Key Corner Buildings/Sites
Key Design Site (Potential Use Noted by Color)
Primary Pedestrian Route
Potential Station Gateway
Village Gateway
Open Space

BASE MAP SOURCE: Nassau County GIS

Figure I-4

DOWNTOWN CONCEPT PLAN

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

These gateway locations should be highlighted by special signage, monuments, landscaping, or through the incorporation of banners that foster a sense of identity and arrival. New construction envisioned at the LIRR train station and Farmingdale Corners will not only create a sense of place and arrival, but will also improve urban form overall through a better connection between the downtown center along Main Street to the LIRR train station.

- **Frontages**—Emphasize the quality and character of frontages along Main Street and South Front Street as mixed-use and pedestrian-oriented. These areas, especially the connection from the LIRR train station to Main Street and the northern portion of Main Street between Village Hall and South Front Street, represent the commercial core where residents and consumers shop, eat, and experience civic and social activities. The goal is to persuade the consumer to walk or shop along Main Street by improving the pedestrian experience. Improvements along South Front Street should encourage commuters and others that utilize the Long Island Rail Road (LIRR) to feel comfortable and confident that they can access Main Street along a safe, pedestrian-friendly, and enjoyable route.

  However, in conjunction with such a focus on the pedestrian-oriented nature of Main Street and South Front Street, acknowledge the vehicular-oriented frontage along Conklin Street and Route 109, noting that the uses and experience along these roadways will be different than in the pedestrian-oriented core. Finally, respect the vast majority of frontages in Farmingdale which are residential and should remain that way.

- **Key Transition Areas**—Improve the interface at the backs of the stores and business along where they face the four municipal parking fields. Since these are some of the first areas where individuals interact with Farmingdale on a pedestrian-level (albeit moving from their car to the business), they represent the first and perhaps only opportunity to make an impression about what Farmingdale is and what type of experience they might have. For this reason it is important that they become more than merely back entrances. Rather, they should operate as viable second entrances for businesses with active and attractive façades.

- **Key Parking/Residential Transition Areas**—Improve the transition between Downtown Farmingdale's parking fields to the adjacent residential uses. One of the key components of preservation of quality of life is the protection of residential areas from non-residential uses. These transition areas should contain extensive buffering and landscaping to not only visually and physically soften the edges between the two areas, but to also decrease the effects of noise and light that could occur as part of a revived, vibrant downtown area.

- **Key Corner Buildings/Sites**—Place special attention and focus on those buildings and sites that are located on key corners. Among the key corner buildings and sites are:
  - *Farmingdale Corners*—Downtown Farmingdale's center point contains four key buildings, one on each corner. Two of the finest buildings in the downtown are located on the west side of this intersection: 1) the former Farmingdale library, which is now the Library Café; and, 2) a former classical revival bank building, now occupied by Carman, Callahan, and Ingham law offices. The two buildings on the east side of Main Street should be refurbished, or preferably replaced to meet this same design standard.
  - *Northwest Corner of Main Street and South Front Street*—In order to visually orient pedestrians and motorists to the location of Main Street, especially those moving west or east along South Front Street, the building at the northwest corner of the Main Street/South Front Street intersection should be prominent, from both an architectural and land use perspective.
  - *LIRR Train Station*—One of the key elements of the Plan is the creation of transit-oriented development (TOD) at the LIRR train station. This TOD is envisioned to include: new mixed-use infill development on the southwest corner of Secatogue Avenue and South Front Street, with three-stories of residential apartments above ground-floor restaurant/retail; a new "station green" to welcome visitors and improve the connection between the station area and downtown; a new mixed-use and/or commercial building located between the station green and the existing Village-owned parking lot; a new parking garage set behind (to the east of) the proposed mixed-use building that fronts the station green; and, new residential development along Eastern Parkway to screen the parking garage and reinforce the existing residential nature of the street.

- **Key Design Sites**—Ensure that the connection between the LIRR train station and Main Street provides a pedestrian-friendly environment through TOD at the station, a mixed-use building liner along Parking Fields 3 and 7, redevelopment of the building on the southeast corner of Main Street and South Front Street, development of a prominent building at the northwest corner of Main Street and South Front Street, and redevelopment of vacant and underutilized properties on the north side of the railroad right-of-way, between Main Street and Secatogue Avenue. These design sites should include a mix of uses that complements, rather than competes with Main Street.

- **Open Spaces**—Increase the amount of open space in the downtown area by creating a large greenspace at the LIRR train station and by "greening-up" the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street

through the creation of a linear multi-functional green/hardscape space. The proposed greenspace at the LIRR train station will not only add to the overall amount of greenspace, but will help establish a sense of place at the LIRR train station and contribute to the success of TOD at that location. The proposed linear greenspace along the backs of the businesses provides an opportunity to improve the interface of those areas, as described above, add vibrancy to the downtown area with such activities as a farmer's market, and provide a continuous connection between the station area greenspace and Village Green. Connecting greenspaces is a component of placemaking.

2. Land Use and Zoning

   Since the Village of Farmingdale is an already built-up community, the Downtown Master Plan has been designed to reinforce existing land use patterns where they are appropriate and to shape a rational context for planned redevelopment of specific area and provide the basis for the recommended zoning changes necessary to support these land use patterns. The proposed future land use that would result from the Downtown Master Plan is described in detail in ***Chapter IV, Environmental Impact Analyses of the Proposed Action***.

   In order to accomplish this land use pattern, a number of policy changes would need to occur, including new zoning for the downtown area. This new zoning, titled the Downtown Mixed-Use (D-MU) District, is proposed as one of the elements of the Proposed Action. This proposed D-MU District, which is described in greater detail in ***Chapter IV***, follows a tiered approach with three sub-areas within the district; the areas closest to the LIRR train station and along the northern portion of Main Street would allow greater heights, densities, and FARs, with the permitted intensity of development decreasing first south to Prospect Street and then to Route 109. All sub-areas of the proposed D-MU District would permit mixed-use, with residential apartments and offices above commercial uses. The main purpose of this new district is to differentiate the type, use, and development density between Main Street and the more automobile-oriented Route 109 corridor and other D-zoned areas in the Village.

3. Downtown Master Plan Strategies, Proposals, and Recommendations

   In addition to the concept for Downtown Farmingdale, the specific land use pattern that would result, and the zoning that would need to be developed to accomplish that, the Downtown Master Plan provides a number of strategies, proposals, and recommendations in the following concept areas:

a. Downtown Urban Design/Beautification Strategies/Proposals

One of the key objectives of the Downtown Master Plan is the beautification of the downtown area and Main Street specifically. To that end, the Downtown Master Plan contains numerous strategies and proposals related to the improvement of the built environment, including design, signage, public parking areas, and open spaces in the downtown area. These beautification and design efforts, coupled with re-development of vacant and underutilized properties, seek to revitalize downtown and provide a pleasant experience to visitors, residents, and businesses alike.

(1) Urban Design

Urban Form

The Downtown Master Plan proposes the following strategies and recommendations to improve the urban form of Downtown Farmingdale:

- **Strengthen Corners**—The Downtown Master Plan creates an identifiable downtown center by strengthening important corners, specifically at the intersection of Main Street and Conklin Street and also at the corner of Main Street and South Front Street.
- **Create Connection Between Main Street and LIRR Train Station**—The Downtown Master Plan improves urban form by creating a strong and intentional pedestrian connection between the LIRR train station and Main Street. In order to accomplish this, the Downtown Master Plan proposes actions and strategies for three areas: 1) Encourage appropriate infill development at the Corner of Main Street and South Front Street (north of the railroad right-of-way); 2) Provide new street and sidewalk improvements and infill development along South Front Street between Main Street and Secatogue Avenue; and, 3) Encourage new TOD on public and private property in and around the LIRR train station along Eastern Parkway, east of Secatogue Avenue.

Architectural Character and Form

The Downtown Master Plan proposes the following strategies and recommendations to improve the architectural character of Downtown Farmingdale:

- **Adopt Design Guidelines**—The Downtown Master Plan recommends adopting design guidelines for the downtown area. The design guidelines that have been drafted are presented in a handbook that serves to guide residents, developers, and design professionals wishing to build new development.
- **Provide Façade Improvements**—Architectural character in the downtown could be improved through façade improvements and by

improving and better regulating signage in the downtown area. The Village should continue implementation of this recommendation through its façade rehabilitation program, which is funded through the Nassau County Community Development Block Grant (CDBG) Program.

- **Reintroduce Traditional Architectural Vocabulary**—A more traditional architectural vocabulary should be introduced in new buildings and those that have been retrofitted with modern storefronts. A traditional downtown architectural vocabulary includes, for example, kick plates along the bottom of storefronts, transoms above doorways, clerestory portions within the display windows, and dedicated sign bands above display windows to clearly differentiate between the first and second stories of a building.
- **Align Architectural Features**—Architectural features, including the proportion and width of buildings (or storefronts), should be aligned, to unify the street visually.
- **Improve Transitions—**The transitions between parking areas and adjacent uses should be improved. This can be accomplished through design guidelines, transitioning building heights to the rears of buildings and parking areas, and buffering between the commercial core and the residential neighborhoods.

Building Height and Density

The Downtown Master Plan proposes the following strategies and recommendations related to building height and density within Downtown Farmingdale:

- **Zoning—**The new D-MU District reinforces the existing tiered downtown heights and densities, with the highest heights and densities being permitted north of Conklin Street (40 feet/40 units per acre) and the lowest being permitted south of Prospect Street (35 feet/30 units per acre).
- **Urban Wall—**The urban wall along Main Street in the downtown area should be strengthened by requiring new buildings to meet zero-setback requirements and to provide residential and or office uses above ground level retail in order to maintain an active streetscape.

Pedestrian Environment, Street Design, and Walkability

The Downtown Master Plan proposes the following strategies and recommendations to improve the pedestrian environment, street design, and walkability within Downtown Farmingdale:

- **Improvements to Existing Sidewalks—**The existing level of pedestrian enclosure along downtown sidewalks should be improved through the use of street trees, awning, street furniture, and traditional architectural elements.

- **New Buildings**—New buildings in the downtown should include elements that promote a strong pedestrian environment to help define the building form where it meets the skyline.
- **Existing Buildings**—Existing buildings with retrofitted modern storefronts should be rehabilitated so as to improve downtown character and the pedestrian shopping experience.
- **Sidewalks**—Damaged sections of sidewalk along Main Street and South Front Street should be inspected and repaired.
- **Crosswalks**—Painted crosswalks should be replaced with patterned-surface crosswalks in key locations along Main Street and along South Front Street.
- **Preferred Pedestrian Routes**—Preferred pedestrian routes into and around the downtown should be defined with informational and wayfinding signage.
- **Seeing/Physically-Impaired Access**—All defined downtown pedestrian circulation routes should provide seeing- and physically-impaired access.
- **Bicycle Racks**—Bicycle racks should be provided at key locations throughout the downtown, especially near the LIRR train station and along Main Street.

Program

The Downtown Master Plan proposes the following strategies and recommendations related to the programming of buildings within Downtown Farmingdale:

- **Second-Story Offices**—Office uses should be restricted to spaces above retail storefronts in order to promote an active pedestrian shopping environment.
- **Upper-Level Residences**—Residential uses should be encouraged, preferably above retail and restaurant uses, in the downtown in order to create a healthier mixed-use environment.

Street Furniture

Street furniture includes benches, planters, decorative street lamps, trash receptacles, and trees. While these elements are present in Downtown Farmingdale, their placement and condition should be evaluated to improve downtown character and pedestrian environment. The Downtown Master Plan provides a number of specific recommendations for their placement within the downtown context. The utility lines that run on the east side of Main Street could be relocated to the rear of stores, as has been done on the west side of Main Street.

(2) Signage

The Downtown Master Plan proposes a number of strategies and recommendations to improve signage within Downtown Farmingdale:

- **Commercial—**Commercial signage in downtown should be improved and the number of signs reduced, especially along Main and Conklin Streets. This is expected to occur through the recently adopted downtown sign ordinance and adoption of downtown design guidelines, which should be one of the early items to be implemented.
- **Wayfinding/Placemaking**—A wayfinding and placemaking signage program should be developed to define the boundaries of downtown and direct visitors to key locations in the downtown.
- **Informational/Street Signage—**Informational and street signage in the downtown should be improved and the number of signs reduced.
- **Alignment**—Signage and their features should be aligned to help unify the street visually.
- **Gateways**—Intentional gateways should be created through gateway buildings, street and landscaping improvements, and the use of signage to mark entry into the downtown.

(3) Parking Fields

Under the Downtown Master Plan the existing parking fields will be improved with new plantings and trees, islands, internal pedestrian walkways, and new formal entry features. Parking fields should also be effectively screened from adjacent residential uses. Other recommendations include:

- **Subdivided Parking Areas—**The parking fields should be subdivided into smaller areas through the use of landscaping and/or other visual elements.
- **Connection—**The parking areas should be connected to one another and to Main Street through the use of clearly defined pedestrian pathways and signage within the parking areas.
- **Landscaping—**Landscaped planting strips should be utilized to separate the parking area from the pedestrian public right-of-way where parking areas abut public sidewalks.
- **Screening—**Vegetative screens or low walls of a material similar to adjacent buildings should be utilized at vehicular entrances to parking fields to minimize the visual impact of the parking areas. In addition, service facilities, such as refuse dumpsters, recycling areas, and utility equipment should be screened with fencing and vegetation.

- **Buffering**—Vegetative buffers, including trees where parking areas abut private residences should be provided and should be at least 15 feet wide.
- **Lighting**—Ample lighting should be provided within the parking area. Such lighting should be shielded so as to prevent light trespass or upward distribution of light, as well as decorative to add to the improved aesthetics of the downtown area.

(4) Open Space

Recommendations to improve existing and create additional open space in the downtown include:

- **Village Green**—The Village Green, which is located adjacent to Village Hall along Main Street, should be redesigned so that it has a stronger presence on Main Street and is more pedestrian friendly.
- **Linear Park/Plaza**—A linear multi-functional green/hardscape space should be created in the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street.
- **Pocket Park**—The existing pocket park at the entrance to Parking Field 3 should be improved with new plantings, street furniture placement, and tree grates, or decorative tree guards at the base of trees.
- **Station Green**—A new park or "station green" should be created at the western end of the LIRR train station parking area to welcome visitors to Farmingdale and to serve as a formal pedestrian gateway into the downtown (in combination with improvements to South Front Street).
- **Event Coordination**—The Village should work with the Chamber of Commerce to develop a more coordinated approach to activity and event planning to help attract more visitors to the downtown and strengthen existing events, such as those held at Village Green.
- **Youth Activities**—The strengths of existing cultural offerings should be built upon to promote activities for youth in the downtown.

b. Downtown Economic Development Strategies/Proposals

(1) Downtown Economic Development Strategy

The Downtown Master Plan for the downtown area brings together a number of elements that support and enhance the Village as a "cool downtown," including mixed-use development at the LIRR train station, the addition of residential units on Main Street, the introduction of small and more varied stores and storefronts within the Village, and the

creation of space for sidewalk restaurants and cafes. A key piece to the economic development strategy in the downtown area is to work closely with the Chamber of Commerce, including the recommendation to explore the possibility of establishing a Business Improvement District (BID) to further promote Downtown Farmingdale. With a separate set aside of tax revenues from downtown property owners, the BID would have funds for special events, promotions and beautification efforts, expanding upon what the Village and the Chamber already do in Downtown Farmingdale.

LIRR Train Station Development

The proposed master plan calls for the development of mixed-use around the LIRR train station, including multi-family residential buildings with retail at the base. The inclusion of residential units around the station will bring new customers to downtown. In addition to bringing new customers to the area, the buildings are positioned in a way that creates a retail corridor that leads from the LIRR train station to Main Street and extends the downtown's retail district on the ground-floor by providing an uninterrupted shopping experience for pedestrians. In order to maximize the potential for train riders to shop on Main Street, an anchor tenant such as a casual sit-down restaurant/bar should be located at the intersection of Main Street and South Front Street. Other retailers that would benefit from both train riders and Main Street shoppers include a gourmet deli with take-out/take-home foods, dry cleaner/shoe repair, and wine shop.

New Residential Units on Main Street

As with residential development around the LIRR train station, the inclusion of residential units on Main Street will bring new customers to the shops and services on Main Street. This should bode well for casual dining restaurants, small home furnishings/gifts, as well as specialty food stores selling cheese/ baked goods/produce/gourmet coffee and tea by increasing the retail market and supporting street life and shopping activity during the day, evening, and on weekends.

Smaller Stores and Storefronts

Currently most storefronts along Main Street are large in size for a downtown area, which limits the range and types of businesses that can locate in Downtown Farmingdale. The Downtown Master Plan recommends limiting the size of new retail stores along Main Street. By doing so, the Main Street corridor will be able to provide a greater range of storefronts and store sizes, and as a result, will be attractive to larger number of retail shops and services than it is today.

Creation of Sidewalk Cafes

The Village should build upon its reputation as "the" place to go for food and drink by encouraging additional restaurant venues to locate along Main Street.

One way to enhance the physical attractiveness of Main Street as a "restaurant row" is to create an atmosphere that supports this concept through the use of sidewalk cafes. In addition, better utilization of the rear areas of stores, including outdoor cafes, will build upon the Village's reputation and enhance the transition from Main Street to the parking areas.

(2) Other Economic Development Strategies/Proposals

Mandate Ground-Floor Retail Uses

In order to improve retail activity in the downtown area, new development or major alterations along Main Street should include ground-floor space that is leased for retail, restaurant, and similar uses only, not offices. Additionally, any residential development near the LIRR train station must include ground-floor commercial in order to provide a continuous retail link to Main Street. The new D-MU District will require that both offices and residential uses in the downtown be located on the upper levels of buildings.

Provide Pubic Incentives and Activities

The Village should consider pursuing County and State funding for small business training and storefront improvements. The Chamber of Commerce and the Village should work together to host public festivities such as festivals, parades, and other special events, especially in Village Green and the new greenspace by the LIRR train station to promote the Village and Village retail.

Proactively Market Downtown Farmingdale Shops and Services

A marketing plan should be developed for the area to target a mix of destination stores and local-serving convenience offerings. A tailored marketing package highlighting Downtown Farmingdale—similar to those offered by malls—should be provided to real estate brokers and retailers. In addition, landlords could be asked to provide the Village with a list of vacant space (address, size, rent, etc) that could be compiled and sent to retail brokers every quarter, along with updates of what is happening in the downtown area. In order to encourage the participation of all landlords, the Village or Chamber of Commerce should consider hosting a breakfast where landlords could hear about the implementation of the Downtown Master Plan and discuss ways in which joint marketing efforts could succeed.

Reach Out To Farmingdale State College

The Village should develop a working relationship with Farmingdale State College and partner very closely to increase their usage of Village retail and possibly residential. In the short-term, the school could help to develop temporary uses for vacant storefronts, such as exhibits from the Visual Communications department and seasonal displays from the Ornamental Horticulture department. Additionally, the Acting Dean of Students suggested that students might utilize more Village businesses if their operating hours were extended to 9 or 10 PM. To complement this effort, the Village or Chamber of Commerce could attract more business from the college by offering special promotions or discount coupon books for both students and faculty/staff and inviting college participation for any sponsored special events. In the longer-term, the Village should conduct a survey of students, faculty, and staff about retail and residential offerings in Village, as well as investigate the potential for transit connections between the campus and Downtown Farmingdale.

c. Other Downtown Strategies/Proposals

Many of the other strategies, proposals, and recommendations, including those for traffic and parking, infrastructure, historic resources, etc., are discussed in detail in the impact categories within ***Chapter IV***.

4. Implementation

The Downtown Master Plan contains a number of details regarding its implementation. The implementation program, as described below, includes:

- New and modified zoning regulations and guidelines designed to direct private sector development in a manner that is consistent with Downtown Master Plan proposals.
- Administrative actions to be adopted by the Village, clarifying procedures and streamlining the approval process for projects that are consistent with the Plan.
- Securing funding for certain public improvements identified in the Plan and separate funding that leverages and enhances the feasibility of private sector projects that are consistent with the Downtown Master Plan.

The implementation section of the Downtown Master Plan then provides a short-, intermediate-, and long-term action plan to implement these items. Elements of the action plan and implementation items, including the new downtown zoning, are discussed in ***Chapter IV***; other items, such as potential funding strategies and sources are not evaluated in this DGEIS, but are presented fully in the Downtown Master Plan.

F. Regulatory Framework

1. New York State Brownfield Opportunity Areas (BOA) Program

The BOA Program originated out of the Superfund/Brownfield Law in October 2003. The Superfund/Brownfield legislation amended the New York State General Municipal Law (Article 18-C), which authorizes municipalities to pursue redevelopment and revitalization of economically distressed areas, by addition of Section 970-r, to create the BOA Program. The BOA Program provides assistance to communities to undertake activities resulting in area-wide revitalization plans for brownfields and site assessments to determine the nature and extent of contamination on brownfields sites.

A "brownfield" or "brownfield site" is defined in New York State Environmental Conservation Law Article 27, Title 14, as any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant.

The BOA program is organized into three steps:

- **Step 1: Pre-Nomination Study**—The Pre-Nomination Study provides a basic and preliminary description and analysis of the proposed BOA. The Pre-Nomination Study is reviewed by the New York State Department of State (NYSDOS) and New York State Department of Environmental Conservation (NYSDEC) to determine if a community should proceed to Step 2. *The Village of Farmingdale did not prepare a Pre-Nomination Study; rather, it applied directly into Step 2 of the BOA Program.*
- **Step 2: Nomination Study**—The Nomination Study provides an in-depth and thorough description and analysis, including an economic and market trends analysis, of existing conditions, opportunities, and reuse potential for properties within the proposed BOA, with an emphasis on the identification and reuse of potential strategic brownfields sites that are catalysts for revitalization. The Nomination Study must include a number of elements, such as description of the project and boundary; a community participation plan and techniques to enlist partners; and an inventory and analysis of the proposed BOA, including recommendations for the proposed BOA and strategic brownfields sites. The Nomination Study must be circulated for review and comment for a period of at least 30 days. The Nomination Study is reviewed by NYSDOS and NYSDEC to determine if a community should proceed to Step 3. *The Village of Farmingdale was granted a Step 2 BOA grant by NYSDOS in 2009. This document serves as the BOA Nomination Study for the Downtown Farmingdale BOA. In accordance with the BOA Program, this document will be circulated for review and comment.*
- **Step 3: Implementation Strategy (which may include Site Assessments)**—The Implementation Strategy provides a description of the techniques and actions to implement the area-wide plan and describes

how the requirements of SEQRA have been met. Site assessments for strategic brownfields sites that are identified in the Nomination Study may be eligible for funding. In accordance with the BOA Program, a BOA Plan (Nomination and Implementation Strategy) is prepared and circulated for review and comment for a period of 60 days. The BOA Plan is reviewed by NYSDOS and NYSDEC to determine consistency with the General Municipal Law, Section 970-r. If the BOA Plan is determined to be consistent with Section 970-r, the proposed BOA would be designated as a Brownfield Opportunity Area. *The Village of Farmingdale has applied to NYSDOS for a Step 3 BOA grant.*

2. New York State Environmental Quality Review Act (SEQRA)

This document also serves as the DGEIS for the Proposed Action and has been prepared pursuant to SEQRA and its implementing regulations. The environmental review process provides a means for decision-makers to systematically consider both the beneficial and adverse environmental effects of their actions; to evaluate reasonable alternatives; and to identify and, when practicable, mitigate significant adverse environmental impacts. Any action that requires a discretionary decision is subject to review under SEQRA. An Environmental Assessment Form (EAF) must be prepared for all Type I and Unlisted actions (the EAF for the project is located in ***Appendix A, SEQRA Documentation***). The remaining SEQRA steps are outlined below.

- **Establishment of a Lead Agency**—Under SEQRA, the "Lead Agency" is the public entity responsible for conducting an environmental review. Usually, the lead agency is also the entity primarily responsible for carrying out, funding, or approving the proposed project. *The Lead Agency for this project is the Village Board of Trustees of the Village of Farmingdale, who declared their intent to be Lead Agency on December 20, 2010 and declared itself Lead Agency on February 7, 2011.*
- **Determination of Significance**—The Lead Agency's first charge is to determine whether the proposed project might have a significant impact on the environment. If the lead agency issues a Negative Declaration, no further environmental review of the proposed project is required. If the lead agency determines that the proposed project could have a significant adverse impact on the environment, it will issue a Positive Declaration and an environmental impact statement (EIS) must be prepared. *A Positive Declaration was issued for this project in early 2011.*
- **Scoping**—Under SEQRA, formal scoping is optional, but recommended, and is a process that determines the topics addressed in the EIS, as presented in the "Scoping Document." *For this project, a scoping session was held on April 13, 2011, with comments received until April 25, 2011.* The Final Scoping Document and all comments received during scoping are presented in ***Appendix C, Scoping Comments***.
- **Draft Environmental Impact Statement**—A draft EIS (DEIS) must be prepared for any project that could have a significant adverse impact on

the environment. The lead agency will review the DEIS for adequacy and completeness in relation to the adopted scope for the purpose of public review and issue a Notice of Completion. The lead agency will issue the DEIS for public review. *This document serves as the DGEIS for the Proposed Action.*

- **Public Review**—Publication of the DEIS and issuance of a Notice of Completion signals the start of the formal public review period. Other agencies, elected officials, and the public may review and comment on the DEIS either in writing or at the public hearing. The lead agency will accept written comments for at least 30 days from the date of issuance of a Notice of Completion. All substantive comments received will become part of the SEQRA record and will be included in the final EIS (FEIS).
- **Final Environmental Impact Statement**—After the close of the public comment period for the DEIS, a FEIS will be prepared. This document will include a summary restatement of each substantive comment made on the DEIS. A response to those comments and revisions, including further studies as necessary, will be set forth. On determining that the FEIS is complete, the lead agency will issue a Notice of Completion and circulate the report. There is a 10-day consideration period for the FEIS.
- **Findings**—To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of the proposed project, state and local agencies responsible for a discretionary action regarding a project must adopt a formal set of written findings, reflecting their conclusions about the significant adverse environmental impacts of the proposed project, potential alternatives, and potential mitigation measures. The Findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once Findings are adopted, the lead agency and involved agencies may take their actions (or take "no action").

3. Discretionary Action, Permits, and Approvals

The Village Board of Trustees of the Village of Farmingdale is the entity responsible for adoption of the Downtown Master Plan and, hence, it is considered the Lead Agency in the SEQRA process. The Nassau County Planning Commission and New York State Department of State have advisory roles in plan adoption and, as such, they are considered to be Interested Agencies under SEQRA. Subsequent to plan adoption, other bodies at the Village, County, and State levels would also have a role in the implementation program recommended in the Plan, including the site-specific reviews and individual development projects. These other bodies may include: the NYSDEC, New York State Department of Transportation (NYSDOT), New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), and the Metropolitan Transportation Authority (MTA)/LIRR.

II. Community Partipation Plan & Techniques to Enlist Partners

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II. COMMUNITY PARTICIPATION PLAN AND TECHNIQUES TO ENLIST PARTNERS

Over the past five years, community participation has been an important part of the visioning and planning process for Downtown Farmingdale. Community participation continues to play a major role in the project through, first the Downtown Revitalization Committee, and, now, the Downtown Revitalization/BOA Steering Committee. ***Chapter II*** outlines the community participation that has occurred and the techniques that have been utilized as part of the Downtown Farmingdale Downtown Master Plan/BOA process.

A. Community Participation Plan and Activities

1. Community Participation Plan

   The success of any revitalization effort is dependent upon a number of factors, including inclusive community participation. Inclusive community participation is important because 1) it engages the public in the planning process and, 2) it provides the municipality (i.e., the Village) a clear understanding of those issues that are of concern to its residents and stakeholders. The BOA process is no different. Based upon this, a number of objectives have guided community participation and serve as the Community Participation Plan for the Downtown Farmingdale BOA Nomination Study:

   - Establish a Downtown Revitalization Committee as well as a Steering Committee that reflects the varied viewpoints of Village residents, property owners, and businesses.
   - Interview Committee members to understand their perspectives as well as identify the best community outreach methodology.
   - Identify and engage project partners (e.g., Nassau County, MTA/LIRR) that will be integral to successful revitalization of Downtown Farmingdale.
   - Provide information to the Committee, project partners, and the general public that is informative and easily accessible.
   - Utilize the Village and Committee as the conduit through which the analysis and evaluation of conditions and recommendations are refined and finalized, allowing the public to take ownership of the Plan.
   - Solicit input from a broad range of perspectives and through a variety of techniques, including Steering Committee meetings, public meetings, mailings, etc.
   - Clearly articulate the role of the Downtown Master Plan and BOA Nomination Study as revitalization plans to guide future planning and development decisions in the Village.
   - Ensure that the community participation process strengthens the sense of community and encourages future participation in downtown and Village-wide decision-making.

2. Visioning

   In 2006, the Village began a visioning process that offered residents, business owners, and other stakeholders the opportunity to help frame a vision for the future of Farmingdale. This process included a number of presentations, meetings, walking tours, surveys, and charrettes. The visioning process, while covering the entire Village, focused on Downtown Farmingdale—the Study Area for this DGEIS/BOA Nomination Study. Many of the recommendations have been considered as part of the downtown master planning/BOA process.

3. Downtown Revitalization Committee/Downtown Revitalization/BOA Steering Committee

   After the visioning had ended and prior to the commencement of downtown master planning, a Downtown Revitalization Committee was created to continue the involvement that had been garnered during the visioning process. The Downtown Revitalization Committee was comprised of business owners and residents, as well as representatives from the Village and the Town of Oyster Bay. The Downtown Revitalization Committee played an important role in discussing the downtown and helping to select a scenario for the future of downtown. The Downtown Revitalization Committee has transitioned to the Downtown Revitalization/BOA Steering Committee and has continued to steer the downtown master planning/BOA process.

   The following is a list of some of the individuals who have participated in the Downtown Revitalization and Downtown Revitalization/BOA Steering Committees (official members of the Steering Committee indicated in italics):
   - *Deborah Podolski, Chairperson*
   - Kevin Bagnasco
   - John Capobianco
   - Joe Carosella
   - Joe Diurno
   - *Jim Orobona*
   - Seymour Weinstein
   - *Frank DeStefano*
   - *Nick Parisi*
   - *Laura Coletti*
   - Joe Schweitzer
   - *Chuck Gosline*
   - *Claudio DeBellis, Village Counsel*
   - *Tom Savino, Village's Community Development Consultant*
   - *JoAnn Edling, Building Inspector*
   - Hon. Patricia Christiansen, Deputy Mayor
   - *Hon. Ralph Ekstrand, Village Board of Trustees*

The function of the Steering Committee has been to directly contribute to the evaluation of the various technical studies and formulation of the Plan and zoning and has acted as a guide to the preparation of this DGEIS/BOA Nomination Study. The Steering Committee has held several meetings on the Downtown Master Plan/BOA Nomination Study, with each focused on a specific topic, as well as a general update of the project. Members of the Steering Committee have been involved in technical meetings and/or conference calls with the Village and its consultants, NYSDEC, and the MTA/LIRR.

B. Techniques to Enlist Partners

1. Project Partners

One of the objectives of the BOA Program and, particularly in Farmingdale, has been to identify and establish relationships with partners outside of the Village that are long-lasting and help accomplish brownfields redevelopment and downtown revitalization. Elected officials, government agencies, property owners, as well as private sector interests involved in current development projects have been involved in the Downtown Master Plan/Downtown Farmingdale BOA. Continued involvement of these project partners will be an important component of the project as it moves forward towards implementation. The following is a list of the primary project partners:

- Town of Babylon
- Town of Oyster Bay
- Nassau County
- MTA/ LIRR
- New York Metropolitan Transportation Council (NYMTC)[1]
- NYSDEC
- NYSDOT
- NYSOPRHP
- NYSDOS

2. Techniques to Enlist Partners

Although the Downtown Revitalization/BOA Steering Committee was formed to represent a cross-section of the Village's residents and business owners, the Village has also reached out to the general public as well. Each Village Board and Steering Committee meeting is advertised on the Village's website (sometimes with accompanying materials) and open to the public. A range of techniques have been utilized to enlist partners and engage the public in the development of the Downtown Master Plan/BOA Nomination Study. These techniques include:

[1] The Metropolitan Planning Organization (MPO) for the New York Metropolitan Region.

- **Mail, Email, and Website—**Project stakeholders have been emailed regularly to keep them updated. These emails have focused on upcoming meetings, the progress of the downtown master planning/BOA process, and also have included specific topics, such as signage or density. Mailings on the project have also been sent, focusing on project milestones and next steps. Project information has been posted on the Village's website (http://www.farmingdalevillage.com) to give both residents and project stakeholders the opportunity to review findings and monitor the downtown master planning/BOA process. It is expected that this DGEIS/BOA Nomination Study, any comments received during the process, the FGEIS/BOA Nomination Study, and, ultimately, the adopted Downtown Master Plan will be posted on the Village's website as well and featured in the Village newsletter.
- **Parking Workshop—**In conjunction with NYMTC, a parking workshop was held in the Village on August 25, 2009. The parking workshop was led by Michael R. Kodama, a nationally-recognized parking expert, and involved a presentation of parking principles, a tour of downtown from a parking perspective, and a mini-charrette to prioritize parking decisions in the downtown area. A summary report from the workshop was ultimately produced.
- **Steering Committee Meetings**—As mentioned before, regular meetings of the Steering Committee have been held throughout the development of the Downtown Master Plan/BOA Nomination Study, most of which have focused on a particular topic. For example, the February 28, 2011 Steering Committee meeting featured a presentation on the Economic and Market Trends Analysis. Other meetings have been similarly focused. The expertise of Steering Committee members has been a critical element, particularly in examining the feasibility of redevelopment strategies from the perspective of the community. Summaries of these meetings are included in ***Appendix B, Steering Committee Minutes***.
- **Public Meetings**—A series of public meetings have occurred to solicit feedback and generate public involvement in the revitalization of Downtown Farmingdale. To date, a public meeting on the Downtown Master Plan was held on September 29, 2009, with representatives from County and State legislature presents. The purpose of this meeting was to provide a review of the downtown master planning process and discuss the potential scenario for the future revitalization of Downtown Farmingdale. Additional public meetings have or will coincide with the SEQRA process, including a scoping session on April 13, 2011[2] and two public hearings to be scheduled regarding the DGEIS and FGEIS. Public outreach for the meetings will include newspaper ads, mailings, and flyers.
- **Youth Visioning**—Although the youth in a community have a particular perspective on the community, they tend to be left out of the planning process. In order to bolster this involvement and tap into their particular

[2] Note that the comments received during the scoping comment period have been included as ***Appendix C, Scoping Comments*** of this DGEIS/BOA Nomination Study.

perspective, a youth visioning took place on June 7, 2011 to provide an overview of the process, how it relates to community revitalization, and present volunteer opportunities. It is expected that periodic updates will be provided to the participants via email. It is also the goal to encourage them to attend the DGEIS and FGEIS meetings.

C. Post-BOA Nomination Study Activities

Community participation, based on the aforementioned objectives and results, will continue even after Step 2 of the BOA Program (i.e., the BOA Nomination Study) is complete, as the contacts and partnerships formed during the process are expected to continue as part of the implementation of the Plan and revitalization of Downtown Farmingdale.

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III. Analysis of the Proposed Brownfield Opportunity Area

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III. ANALYSIS OF THE PROPOSED BROWNFIELD OPPORTUNITY AREA

Chapter III describes the existing environmental setting in the Village of Farmingdale and in and around the proposed Brownfield Opportunity Area (BOA)/the downtown area (herein referred to as the "Study Area"). The environmental setting was established in order to create a baseline against which conditions in the future with or without the proposed project can be measured or assessed. The description of the environmental setting is based on information and data from a variety of sources and was supplemented by field investigations that included traffic, parking, land use, urban design, and other resource areas. Much of this information was established in the July 2009 *Existing and Emerging Conditions Report*.

A. Community and Regional Setting

1. Brief History of the Village of Farmingdale

Based upon information compiled and provided by the Farmingdale-Bethpage Historical Society, as well as other sources, a brief description of the development history of Farmingdale is presented below and notated in the timeline presented in ***Figure III-1, Historical Timeline***.

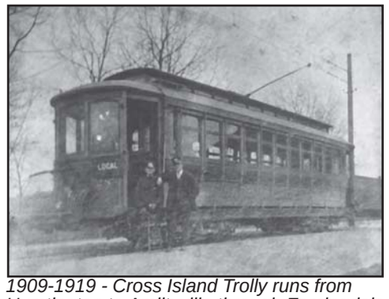
<u>In the Beginning…The Bethpage Purchase</u>
Farmingdale sits near the eastern end of what was the Hempstead Plains, the vast, treeless prairie that covered central Nassau County. Thomas Powell moved from Huntington to Farmingdale searching for religious freedom in 1687 and purchased a 15-square mile tract of land from three Native American tribes (Marsapeague/Massapequa, Matinecock, and Secatogue) on October 18, 1695. This is known as the "Bethpage Purchase" (and includes what are now Farmingdale, as well as Bethpage, Melville, North Massapequa, Old Bethpage, Plainedge, Plainview, and portions of East and South Farmingdale). His holdings were later increased in 1699 by the "Rim of the Woods Purchase." The southeast corner of the tract was called "Hard Scrabble", and the whole area initially took that name.

<u>Transportation Transformation</u>
In 1838, anticipating construction of the Long Island Rail Road (LIRR), Ambrose George, a real estate speculator/land developer from Buffalo who had moved to Hempstead in 1835, purchased a large tract of land between then Bethpage and Hardscrabble. In preparation for the new railroad line, George subdivided his land and laid out streets (he named one of the streets after his daughter, Elizabeth) and renamed the area from "Hardscrabble" to "Farmingdale." When the LIRR started service to the area on October 15, 1841, it used the name Farmingdale for its latest stop on the line it was building from Brooklyn to Greenport (eventually completed in 1844). The Farmingdale LIRR train station would become a key stop for the LIRR, where

October 18, 1695
Bethpage Purchase

ca. 1700 - Thomas Powell House built

1741 - Quaker Meeting House



1909-1919 - Cross Island Trolly runs from Humtington to Amiltyville through Famingdale

October 15, 1841 - LIRR service begins between Brooklyn and Farmingdale

1912- New York State School of Agriculture on Long Islan is established

1929- Grumman Aircraft Engineering company formed

January 1932- The Firehouse/Village Hall is dedicated

1935- Bethpage State Park opens, including the 18-hole golf course designed by Devereux Emmet

2005- Village Green gazebo/bandstand built

1985- Stern's Pickle Works closes

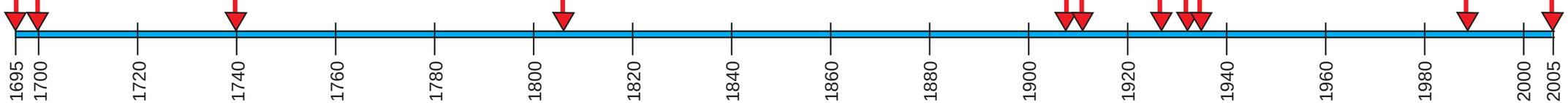


Figure III-1

HISTORICAL TIMELINE

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

steam locomotives could refuel and get water, as well as for passengers and shipping (to New York City).

Industrial Farmingdale

Industry came to Farmingdale in 1865 when a brick works was founded. Several other businesses soon followed, including a lumberyard and a number of pickle factories. In 1888 Jarvis Andrew Lattin started a pickle and sauerkraut factory in at 111 Powell Place off of Melville Road, since there were already many pickling companies established in the area. In 1894 the factory was sold to Aaron Stern and it became the "Stern and Lattin Pickle Company," "Stern and Brauner," and eventually "Stern's Pickle Works." Stern's Pickle Works was in business until 1985, when it was the last pickle factory on Long Island from the 1800s to close.

Aviation

After World War I, Long Island, and the Farmingdale area, became one of the early centers of aviation in the United States, as it was home to the Grumman, Fairchild, Seversky, and Sperry aircraft companies.

Community and Government

The Village of Farmingdale was incorporated in 1904 from a 1.1-square mile portion of the jurisdiction of the Town of Oyster Bay. In 1904, the population of the newly created village was 1,047. ***Table III-1, Population of the Village of Farmingdale*** presents the population growth in Farmingdale from 1904 to the present.

Table III-1
Population of the Village of Farmingdale

	Population
1904	1,047
1910	1,567
1920	2,091
1930	3,373
1940	3,524
1950	4,492
1960	6,084
1970	7595
1980	7,946
1990	8,041
2000	8,399
2010	8,372*

SOURCE: United States Census
*NOTE: *Estimate*

In 1923, the Village bought a building that formerly housed a Town of Oyster Bay satellite governmental office and eventually built the firehouse/Village Hall on that location in January 1932. A Village-owned water system was completed in 1909. Village Green was dedicated in October 1968. Since that

time a fountain was dedicated (Memorial Day 1972), the World War I and II and Korea/Vietnam memorials were located there (early 1980s), and a gazebo/bandstand was completed (2005).

Development Pattern

In its early years, Farmingdale was primarily an agricultural community, having a small development scattered along Main Street and Eastern Parkway, which included retail shops, residences, hotels, and factories. The settlement expanded in linear fashion to the north and south, contrary to the east-west expansion along main thoroughfares, which was characteristic of most southern Long Island communities. The linear development was located between the Main Line of the LIRR and the Central Branch, with a few manufacturing establishments situated along Eastern Parkway. About 25 percent of the Village's land area was in this urbanized core, with the remaining land area used for agricultural purposes.

The development of this urban core resulted from the fact that Farmingdale was located between Amityville and Bethpage, with Main Street being the connecting link. Because the adjacent lands to the east and west were sparsely developed, all travel north and south through the Village was via Main Street. The fixed circulation pattern of the Cross-Island Trolley set the form of the core area and made travel easier and faster for people coming from the rural areas to shop.

The location of three farm-produce-processing factories north of Conklin Street, together with the convenience of the adjacent railroad for the transportation of products, encouraged the growth of Farmingdale as an agricultural and trading center. The relative nearness of manufacturing and retail areas made it possible for the farmers to sell their produce and purchase their necessities in the Village. The activity firmly established the area as a market place.

The commercial and industrial uses remained within the same general vicinity, but with the passage of time, the farms gave way to residential developments. The resultant increase in population and density had the effect of enlarging the core area.

2. Downtown Farmingdale Today

Today the Village of Farmingdale has a population of approximately 8,900 residents and is predominantly a built-out suburban community. Demographic trends show a minimal increase in population in the Village and indicate that the Village will experience a very slight population decline over the next few years. As with other areas on Long Island, the Village has seen a decline in the young professional population (non-married or recently married professionals in their 20s and 30s). The Village, however, has become more

diverse, with a modest increase in the Latino population over the past twenty years. Village incomes tend to be lower than in surrounding areas and in the County as a whole, but are still relatively healthy.

The downtown area currently contains a mix of businesses, from small local retail outlets to unique destination shops and restaurants. Residential uses in the downtown area are limited; there are a few affordable senior complexes and other multi-family/townhouse developments in or near the downtown. In addition, there are a number of non-conforming apartments above the ground-floor commercial uses along Main Street.

Downtown Farmingdale along Main Street

Residential Uses in the Downtown

Overall, Downtown Farmingdale is a relatively attractive and pedestrian-friendly business area. The presence of parking in the rear and the attractive setup of contiguous storefronts present a convenient and walkable area. Although the general aesthetic conditions of the downtown and the difficult connections to locations outside of the downtown core do not hinder the walkability of the downtown area, they do tend to provide hard boundaries that discourage foot traffic from outside of the downtown core, including the various multi-family and senior facilities along Route 109. Main Street is a narrow two-way roadway within the downtown area, with only a 10-foot wide travel lane in each direction and narrow six-foot wide parking lanes along both curbs. This narrowness lends to the perception that the downtown area is congested and over-parked.

Parking Field 3

Narrowness of Main Street

The Village's strategic location is enhanced by its accessibility, both by automobile and by public transportation. The "jewel" of Farmingdale is its train station, which located only two short blocks from downtown core. The station, however, is physically and visually disconnected from Main Street, due to the gaps in street frontage presented by Parking Field 3 and the parking lots adjacent to the LIRR train station. Also, the lack of activity generated by existing uses and the railroad right-of-way, the uneven street alignment of South Front Street, and a lack of pedestrian amenities and wayfinding signage contribute to the separation of the LIRR train station from downtown.

Farmingdale LIRR Station

Although Downtown Farmingdale has not changed dramatically in recent years, the local, regional, national, and even international economy has. Local retailers across the United States are increasingly faced with competition from malls and large format (big-box) development. Just to the east of Farmingdale is such a corridor, Route 110, which contains a wide array of national chains and large format stores. In addition, many more consumers shop on-line, foregoing trips to small downtowns and malls. The result in Farmingdale is the presence of vacancies, which detract from the attractive character of the area and discourage businesses and shoppers alike.

B. Inventory and Analysis

1. Land Use, Zoning, and Public Policy

This sub-section addresses existing land use and zoning in the Study Area and in the Village of Farmingdale. Existing land uses, as well as known future development projects, are described to establish the setting in which the proposed project would occur. A description of zoning in the Study Area is provided to reflect current building regulations for new development. Public policies related to the redevelopment and revitalization of Downtown Farmingdale are also reviewed.

Information relative to existing land use, zoning, and public policy was obtained through several sources, including digital orthoimagery for the Village of Farmingdale from New York State Geographic Information Systems (GIS) Clearinghouse (2007); GIS data from the Nassau County Geographic Information System; parcel data from the Nassau County Department of Assessment; field surveys conducted by VHB/Saccardi & Schiff in 2009, 2010, and 2011; the *Code of the Village of Farmingdale*; the Zoning Map of the Incorporated Village of Farmingdale (February 19, 2003); and various local and regional reports and plans.

a. Land Use

General Description of Land Use

Figure III-2, Existing Land Use Map depicts land uses in the Study Area. Downtown Farmingdale along Main Street is typical of the commercial core of a small community, with a mix of retail, professional offices, personal service, restaurants, and with some multi-family uses and limited single-family residential. In addition, there are recreational (e.g., Village Green) and institutional uses, such as the Post Office, Village Hall, and a number of churches. Behind the buildings that line Main Street are four municipal parking fields.

The railroad right-of-way along South Front Street not only physically separates the northern portion of Main Street with the southern portion of Main Street, but also provides a land use barrier between the traditional downtown land uses and patterns along the central portion of Main Street from the mix of uses and scale in the northern portion of Main Street. This mix is characterized by some small light industrial, commercial, utility, and residential uses. South Front Street also contains the LIRR train station and associated parking, as well as some multi-family residential. The LIRR train station's location in the downtown area is somewhat unique in that it is only one full block from Main Street, but remains disconnected from downtown due to the under-utilization of uses along South Front Street and the presence of the railroad right-of-way.

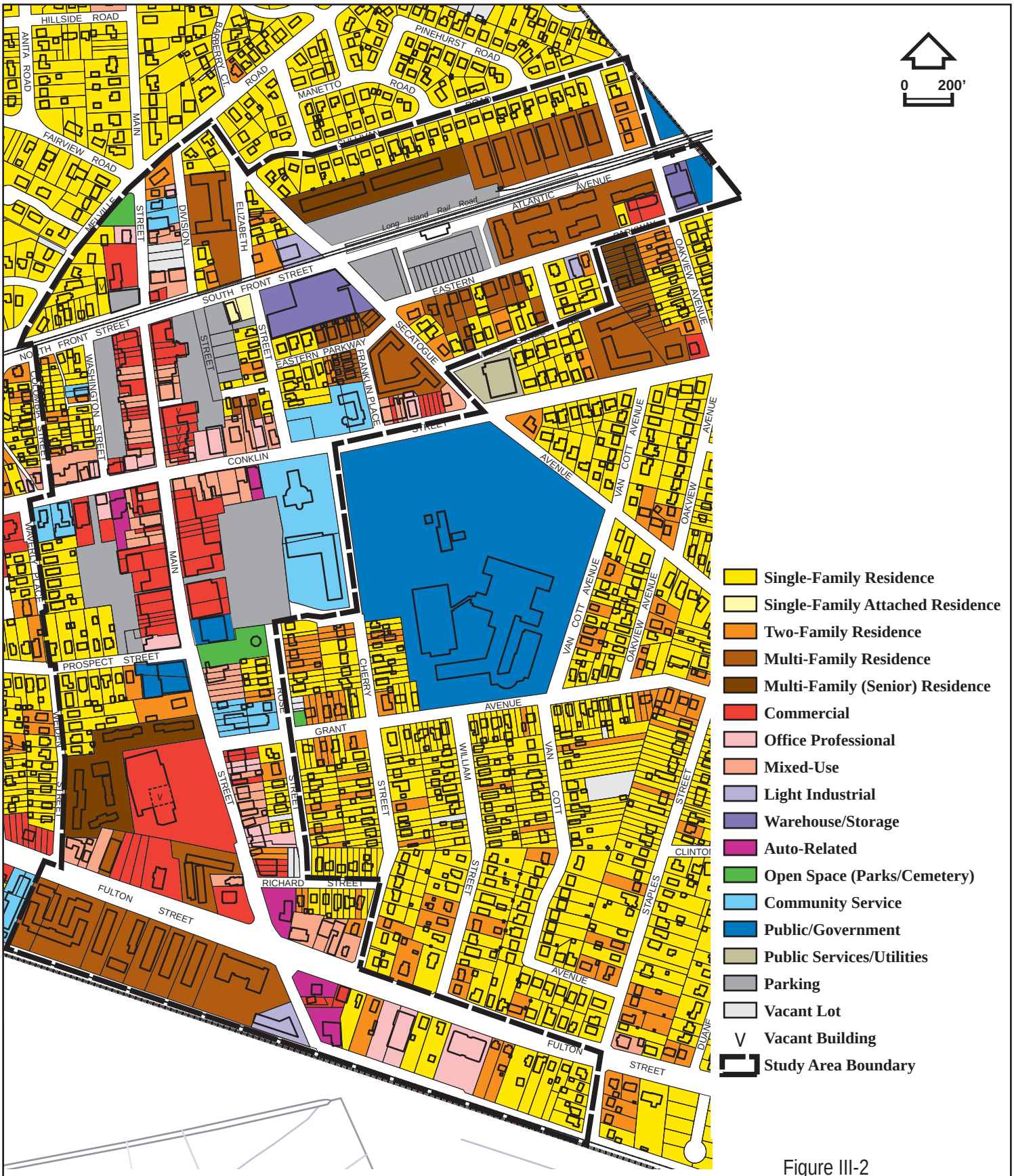


Figure III-2

EXISTING LAND USE MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

Conklin Street, although not as pedestrian-oriented as Main Street, continues the downtown land use pattern, predominately with professional offices, some retail, and a mix of both. In comparison, Fulton Street contains a different mix and scale of uses, with a number of automobile-oriented businesses and services, as well as larger-scale multi-family residential to the west of Main Street and single-family residential to the east of Main Street.

The remainder of the Farmingdale community outside of the downtown area is predominantly single-family residential, with some two-family residences and institutional uses, such as the Weldon E. Howitt Middle School and churches.

Brownfield, Abandoned, and Vacant Sites

Brownfield, abandoned, vacant, and underutilized sites are presented in ***Figure III-3, Underutilized Sites Location Map*** and discussed in more detail below under ***C. Sites Subject to Change (Strategic Sites)***.

Parks and Open Space

Figure III-4, Parks and Open Space Map shows the locations of existing parkland and open space within the Study Area, as well as in surrounding locations.

The Village of Farmingdale is a built-up community with a limited number of passive and active recreation resources, parks, and playgrounds. Further, these open spaces are smaller in size (total acreage approximately 1.1 acres). As a result, parks, recreation, and open space account for less than 2 percent of land area in the downtown.

In the downtown study area, there four open space areas:

- The Village Green, which is located adjacent to Village Hall/Fire Department along Main Street and acts as the primary civic space of the Village
- The small hardscaped pocket park at the entrance to Parking Field 3;
- A small Village-owned vacant lot on Elizabeth Street (122-126 South Front Street), just south of South Front Street. Due to its size, location, and lack of amenities or markings, this Village-owned greenspace is not utilized by the public.; and
- A small park at the intersection of Melville Road and Main Street that acts as a gateway entrance to the Village.

It should be noted that the largest open space/recreational area in the vicinity of the downtown area is the ballfields and track of the Weldon E. Howitt Middle School. Currently, however, this resource has limited utilization due to concern from the School District about general public use. Three other parks are located nearby to the downtown area:

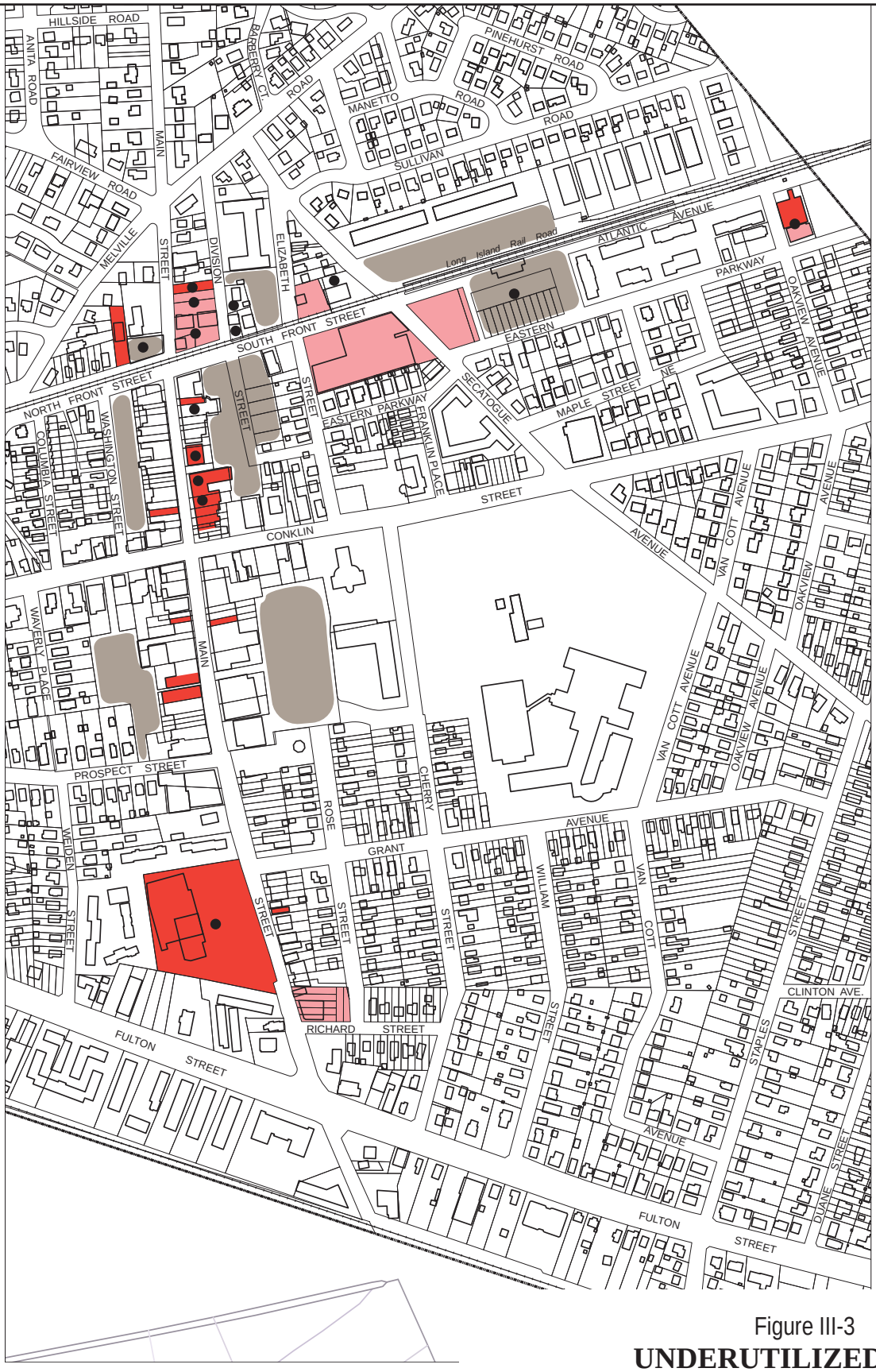


Figure III-3

UNDERUTILIZED SITES LOCATION MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

- **Underutilized Properties**
- **Vacant/Abandoned Properties**
- **Potential Brownfield Site**
- **Major Parking Lots**

BASE MAP SOURCE: Nassau County GIS

VHB Saccardi & Schiff

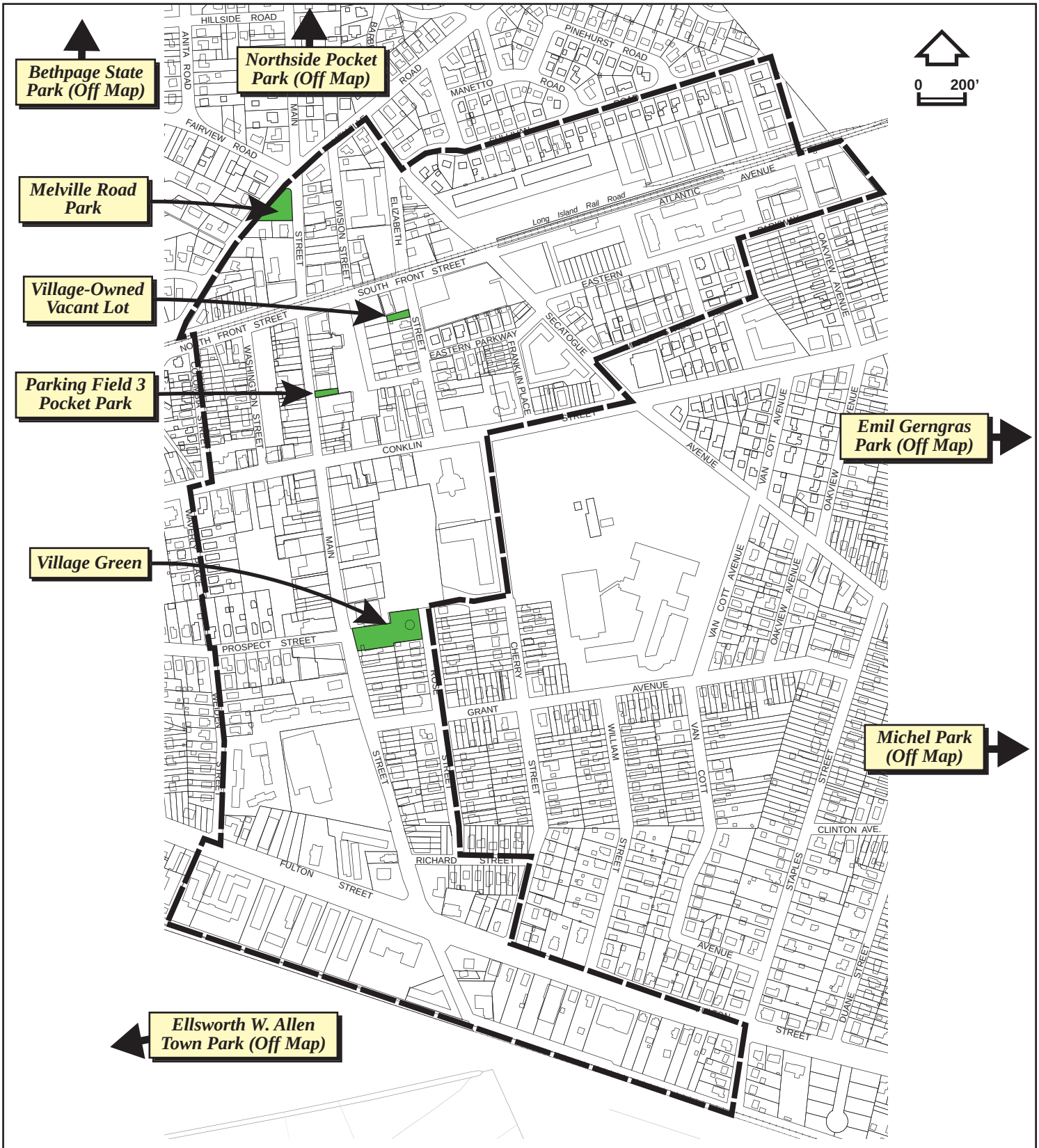


Figure III-4

PARKS AND OPEN SPACE MAP

Parks and Open Space

BOA/Study Area Boundary

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

- *Emil Gerngras Park*—a small children's park located on the northeast corner of Staples and Hudson Street, east of the Study Area;
- *Northside Pocket Park*—located just north of the Study Area, directly across from Northside Elementary School;
- *Ellsworth W. Allen Town Park*—south of the Study Area on Heisser Lane and Motor Avenue;
- *Bethpage State Park*—north of the Study Area off of Merritts Road/Quaker Meeting House Road/Bethpage Road; and
- *Michel Park*—east of the Study Area off of Michel Drive.

Land Ownership Pattern

As depicted in ***Figure III-5, Land Ownership Map***, most of the land in the downtown area is privately-owned (87.7 percent). Only a small percentage (12.3 percent) of the downtown is publically-owned, including Village-owned (e.g., Village Hall, parking fields), LIRR-owned (e.g., right-of-way, station, and parking lot), and Federally-owned (i.e., Post Office) properties.

b. Zoning

Chapter 105 of the Village of Farmingdale Village Code, the "Zoning Code of the Incorporated Village of Farmingdale," was first adopted in 1942 and most recently published in December of 2008.

The Zoning Code lists thirteen zoning districts within the Village, five of which are commercial and eight of which are residential, and details the various permitted uses and lot and bulk controls for each district. The districts were last updated in 1991 and the district boundaries are presented on the "Zoning Map of the Incorporated Village of Farmingdale," last updated in February of 2003 (see ***Figure III-6, Existing Zoning Map***). The boundaries of the zoning districts within the Village do not follow a clear pattern, as districts are disjointed.

(1) Commercial Districts

Of primary concern, as it relates to the downtown, are the Village's commercial districts. As noted earlier, there are five commercial districts in the Village.

Business D District

The Business D District is the largest business district in the Village and makes up the majority of the zoning along Main Street. Although the Business D District is primarily along Main Street, it also exists along Fulton Street to both the east and west boundaries of the Village, as well as along Conklin Street from Waverly Place to the west to the intersection of Conklin and Secatogue Avenue to the east. There are other instances of Business D-zoned properties along Front Street,

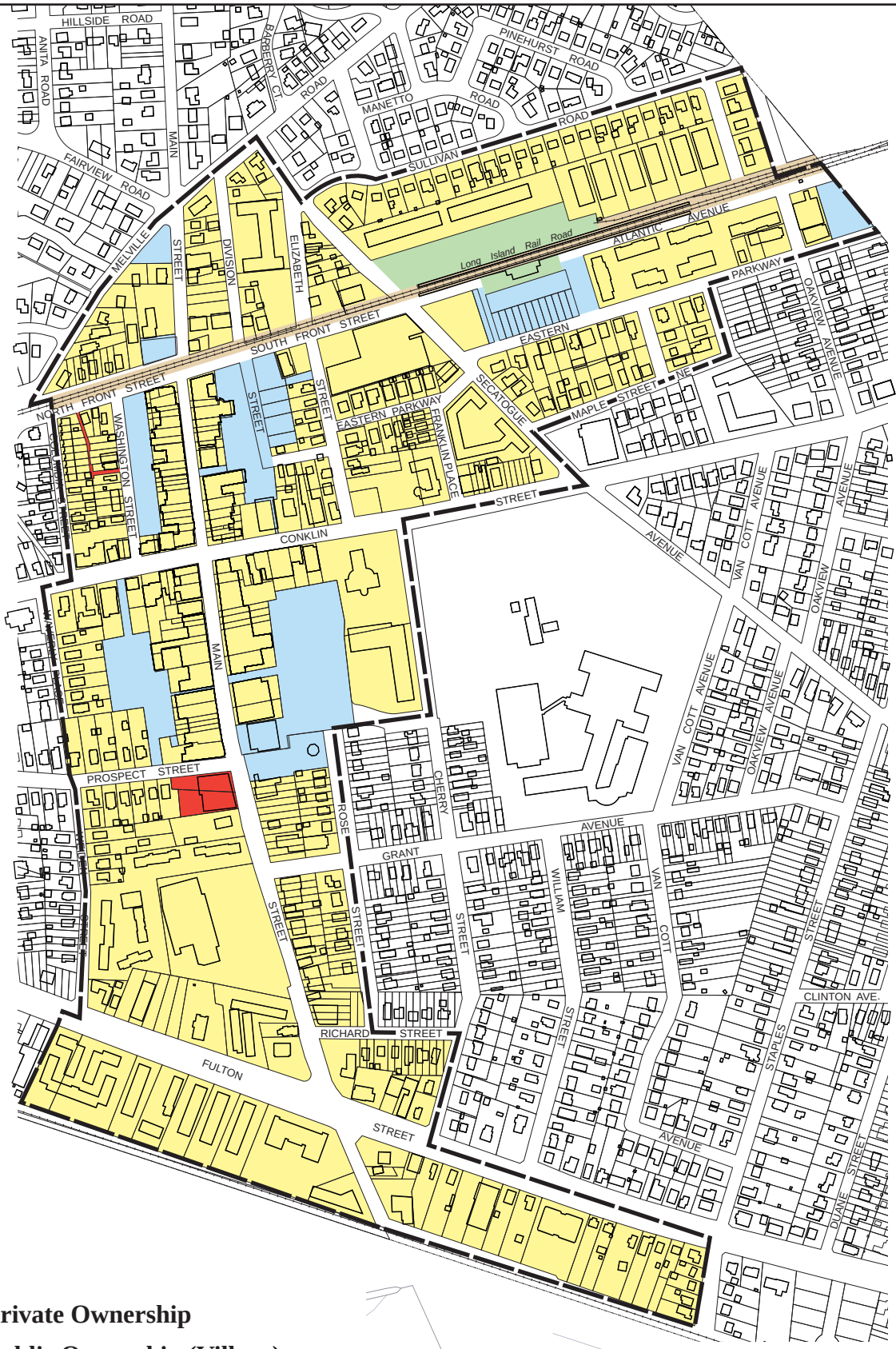


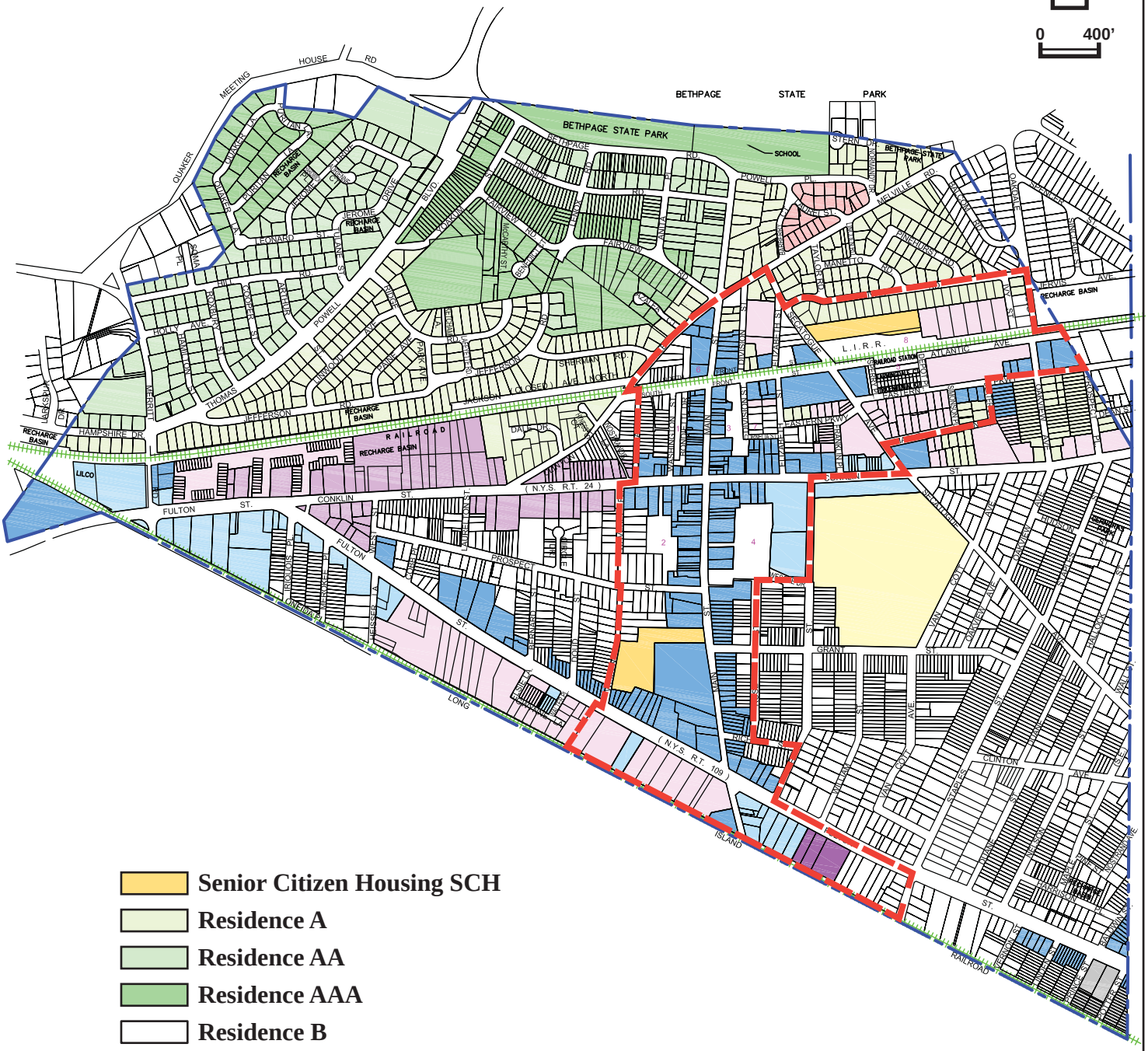
Figure III-5

LAND OWNERSHIP MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS



- Senior Citizen Housing SCH
- Residence A
- Residence AA
- Residence AAA
- Residence B
- Residence BB
- Residence C
- Residence CC
- Office-Residence
- Business D
- Business DD
- Business H
- Industrial I
- BOA/Study Area Boundary

Figure III-6

EXISTING ZONING MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

SOURCE: H2MGROUP; Revised February 2003

from Washington Street to the west to the intersection of Secatogue Avenue to the east. Finally, there is a small pocket of parcels zoned Business D along Eastern Parkway and the intersections of Dexter Street and Oakview Street.

Permitted uses in this district are:

- Offices; financial institutions; studio; hotel; telephone exchange;
- Retail stores, not including a planned shopping center;
- Theater; bowling alley; bar and grill; skating rink; public tennis court; community center; fraternal meeting rooms;
- Shoe repair shop; bootblack, hat-cleaning shop; lawn mower repair shop; hand laundry; tailor; dressmaker; jeweler; beauty parlor; barbershop; job printer; millinery shop; butcher shop, provided no slaughtering is done on premises;
- Cabinetmaking, furniture or upholstery business; electrician or plumbing shop; optician and optical shop; automobile showroom;
- Used car lots;
- Post office; firehouse; police station;
- Undertaking and embalming establishment; and,
- Any use of the same general character.

Special permit uses include:

- Restaurants and luncheonettes, in which seats and tables are provided for all customers;
- Planned shopping center (a development that primarily houses retail commercial uses on a site of more than one acre and provides for more than 20,000 square feet (sq. ft.) of floor area or has more than five tenants or occupants);
- Gasoline service station or public garage;
- Municipal parking field; and,
- Residential townhouses.

Some of the uses listed above are inappropriate for the Main Street setting given their automobile-orientation and/or the nature of existing Downtown Farmingdale, including:

- Skating rink
- Public tennis courts
- Lawn mower repair shop
- Automobile show room
- Used car lot
- Planned shopping center
- Gasoline service station
- Public garage

Finally, two uses are typically not found in a downtown setting, but

already exist along Main Street:

- Cabinetmaking, furniture, or upholstery business
- Undertaking and embalming establishment

While some of these uses may be appropriate in other areas of the Village (even other areas zoned Business D, i.e., used car lots), they are not appropriate for the downtown environment of Main Street. An important general observation regarding the Business D District is that Fulton Street is a completely different environment from Main Street, yet they are both within the Business D District. Fulton Street is a relatively wide arterial with automobile-oriented uses; Main Street is a narrow, more traditional downtown street, with smaller, pedestrian-oriented uses. It is, therefore, recommended to establish two different business zoning districts, with one focusing on the Main Street corridor, maintaining the pedestrian friendly and typical "Main Street" aesthetic, and a second for Fulton Street and other more auto-oriented areas within the Village.

Other permitted uses are simply outdated and could be removed from the text entirely. These include:

- Hat-cleaning shop
- Millinery shop
- Bootblack

Finally, it should be noted that minimum rear yards and maximum building heights are given for the Business D District, but no maximum building area, minimum front and side yards (except for residential townhouses), and minimum lot area.

Business DD District

The Business DD District is distributed around the southern half of the Village on a parcel-by-parcel basis along Fulton Street with clusters around the Fulton/Merritts Road intersection, Fulton/Conklin Street intersection, and Fulton/Main Street intersection. There is also a cluster of parcels zoned Business DD around the Conklin/Cherry Street and Conklin/Franklin Place/Secatogue Avenue intersection.

Permitted uses in this district are:

- Commercial or professional office building; medical center;
- Financial institution; telephone or telegraph office; library; and,
- Club, fraternity house, lodge, or community center.

Special permit uses include:

- Theater;
- Hotel; and,
- Automatic car wash.

One use, telephone or telegraph office, contains an outdated "telegraph" use.

Again, this district is mapped on a parcel-by-parcel basis, with very little connection between the parcels at the intersection of Fulton and Conklin Streets to the parcels that compose St. Kilian's Church off of Cherry and Conklin Streets (which, as a church, is currently not listed permitted uses in the Business DD District). Further, there is a strip of middle school property that fronts Conklin Street that is currently zoned Business DD, while the remainder of the school property is zoned Residence CC. This current designation does not appear to be appropriate, both because it differs the strip from the rest of the school property and because a school is not an appropriate use in the Business DD District. It should be noted that other parcels currently zoned Business DD appear to be either non-conforming or not appropriately zoned.

The regulations state that the maximum building height within the Business DD District is two stories, except for garden apartments (which can be 2 ½ stories tall). However, garden apartments are not listed as a permitted use within the district and Village. Note that as opposed to the other districts, the maximum building heights for the Business DD District are only provided as the number of stories, not in feet. Finally, it should be noted that maximum building area, minimum yards, and maximum building heights are given for the Business DD District, but no minimum lot area.

Business H District

The Business H District is a very small zoning district that is comprised of only three parcels within the Village. These parcels are located along the south side of Fulton Street to the east of Main Street.

Uses permitted in the Business H District are listed as "Any use permitted in a Business G District[1]." However, there currently is no Business G District listed in the Village's Zoning Code. As a result, there currently are not permitted uses within the Business H District. Therefore, the three parcels currently zoned Business H could be considered non-conforming. It should be noted that this is the only commercial district that details all of the lot and bulk controls.

Industrial I District

The Industrial I District is limited to a few parcels in the southeasternmost corner of the Village along Fulton, Prince, and Potter Streets.

[1] Village of Farmingdale Zoning Code §105-104.14A.

Permitted uses in this district are:

- Laboratories for scientific and industrial research, testing, and development;
- Cold storage plant, pasteurizing plant, or creamery;
- Warehousing and distribution plant, not including outdoor storage or storage or sale of lumber, ice, coal, petroleum or petroleum products as principal use;
- Light industrial uses including manufacture, intermediate production or assembly of: food products, textiles, leather goods, clothing, publishing, printing, bookbinding, furniture and cabinets, toys, games, musical instruments, watches, clocks, mechanical, optical, photographic, scientific, electrical, electrical instruments, compounding of cosmetics or pharmaceuticals, and, light manufacturing of the same general character; and,
- Uses permitted in the Business D, Business DD, Business E, Business F, or Business G Districts, other than one-family, two-family, or multiple-family residences.

There is one special permit use allowed in the Industrial I District, adult uses. This is the only district in the Village where such uses are permitted, which makes sense, especially since residential is not permitted in this district.

Similar to the Business H District, there is a reference to "Uses allowed in the business E, F and G districts[2]," districts that currently are not listed in the Village's Zoning Code. In addition, many of the permitted uses listed for this district may or may not still be considered appropriate or feasible uses for the Village, especially due to the limited amount of Industrial I-zoned properties. For example, a cold storage plant, pasteurizing plant, or creamery may no longer be a use that exists or will exist in the future in the Village. Finally, it should be noted that maximum building area, minimum yards, and maximum building heights are given for the Industrial I District, but no minimum lot area.

<u>Office-Residence District</u>

The Office-Residence District was created to provide a transition between the commercial uses along Main and Conklin Streets and the residential uses that characterize the rest of the community. This transitional area represents the gateway and entrance to the downtown area. The Office-Residence District is located along Conklin Street west from Merritts Road and east to Columbia Street. The district is also located at the triangle east of the intersection of Fulton Street and Conklin Street.

[2] Village of Farmingdale Zoning Code §105-105A.

Permitted uses in this district are:

- One-family detached dwellings;
- Mixed office and residential use; and,
- Churches and temples.

Special permit uses include:

- Professional, medical and veterinarian offices;
- Fraternal meeting rooms;
- Financial institutions; and,
- Office buildings.

These uses and the location of the parcels that are zoned Office-Residence appear to be appropriate for the Village.

(2) Residential Districts

Although there are limited residential uses in the downtown area, protection of the character of the abutting residential neighborhoods is an important element of the Downtown Master Plan. As indicated above, there are eight residential districts in the Village:

- Residence A
- Residence AA
- Residence AAA
- Residence B
- Residence BB
- Residence C
- Residence CC
- Senior Citizen Housing SCH

The permitted uses, outside of the Senior Citizen Housing SCH District, are similar between these districts. The bulk and lot controls for each district, however, vary. Further, FAR requirements were developed that apply to all residential districts.

The Residence B District is the predominant residential district in the Village and covers most of the properties to the east of Main Street and South of Conklin Street, as well as those residential properties off of Prospect Street. The north and northwestern portions of the Village consist of the Residence A, Residence AA, and Residence AAA Districts. The various residential developments along Fulton Street consist of properties zoned either Residence BB or Residence C. Two parcels, Silver Manor and Hardscrabble Apartments, are zoned Senior Citizen Housing SCH.

These districts are predominantly single-family; multiple-family dwellings are only permitted as a special use permit in the Residence

BB District; senior residences are only allowed in the Senior Citizen Housing SCH District; townhouses are a special permit use in the Business D District; there is indication of "garden apartments" in the Business DD District. The discussion will now focus on these non-single-family uses and districts.

Multiple-Family Dwellings

One of the more important observations regarding the Zoning Code, especially as it affects Main Street, is the lack of clarity concerning multiple-family dwellings—both what it is and where it is permitted.

A multiple-family dwelling is defined in §105-7 of the Zoning Code as "…a building of any kind which is used or designated to be used or occupied as a residence by three or more families living independently of each other." However, elsewhere in the Zoning Code (notably Article IV, §§105-13 through 105-33) such uses are referred to as "Multiple Residences". Note that under the parking requirements (Article XVII, §105-109.A(3)), such uses are referred to as simply "apartments," further confusing the matter.

Further, as stated earlier, multiple-family dwellings are only permitted in the Residence BB District. However, Article IV is not specific to the Residence BB District, but rather refers to a generic use district.

These inconsistencies create confusion as to multiple-family development within the Village. The lot and bulk controls for multiple-family dwellings are presented in §105-14.C. These controls encourage larger-scale developments with large setbacks.

Residential Townhouses

Residential townhouses are a special use permit in the Business D District. Townhouses have lot and bulk controls that are different and separate from the rest of the Business D District, as well as multiple-family dwellings. The density of "one dwelling for each 4,000 sq. ft. of total plot area devoted to such use" is not tied to other density standards within the Zoning Code (which are stated as dwelling units per acre). In addition, the regulations §105-79.N.(2) contains a set of development incentive bonuses designed to encourage community facilities or amenities from development in exchange for varying the required density, coverage or floor area ratio, parking requirements, building heights, required setbacks, and open space. Note that under the parking requirements (Article XVII, §105-109.A) there is no mention of "townhouses," and it is assumed that the "apartment" standard applies.

At approximately 10 dwelling units per acre, townhouse developments would likely be developed in a typical suburban pattern, with buildings grouped around surface parking areas. While this may be appropriate in some location in Farmingdale, such developments would not be appropriate with the downtown pattern envisioned for Main Street and Front Street portion of the Business D District.

Finally, although mixed-use (apartments above retail or office) is not stated as a permitted use in the Business D District, many upper-story apartments can be found along Main Street. The multiple-family use that is permitted in the Business D District, "Townhouse," denotes a free-standing structure and not an upper-story apartment.

Garden Apartments

The regulations for the Business DD District state that the maximum building height within the Business DD District is two stories, except for garden apartments. However, 1) garden apartments are not listed as a permitted use within the district and 2) garden apartments are not defined anywhere in the Zoning Code.

Two-Family Dwellings

Although there is reference to two-family dwellings in the Zoning Code, notably in the definitions (as "two-family detached house"), parking requirements (as "two-family residential lot), and General Provisions (Article XXII, §105-162, Minimum lot requirements for two-family detached dwellings), two-family dwellings are not indicated as a permitted use in any district. In fact, it appears as if the section of the Zoning Code that allowed two family detached houses (§105-58.B) was repealed in 1991.

Senior Citizen Housing SCH District

The Senior Citizen Housing SCH District, which is limited to two locations within the Village, both in the downtown area (Silver Manor and Hardscrabble Apartments), allows "multifamily residences housing" for households with at least one person over the age of 62 (or a surviving member). In addition, up to 10 percent of the dwelling units in a development can be occupied by at least one person who is handicapped, but less than 62 years of age. Lot and bulk controls are provided for this district, including maximum density, minimum habitable floor area, and distance between buildings. Additionally, the parking requirements of one space per 2 dwelling units is provided within the description of the district. However, this information is not included under Article XVII of the Village Code (Off Street Parking and Loading Areas).

c. Other Village Regulations

Parking and Loading

The following observations are noted relative to the Village's parking and loading requirements (Article XVII, §§105-109 through 105-114.1, of the Zoning Code):

- For the most part, the off-street parking requirements for residential buildings are appropriate for the Village. The exception is the requirement of one space for each 400 sq. ft. of gross floor area for apartment houses. This number is high for a downtown area.
- The parking requirements for commercial and business uses have a few instances where the parking requirements are too high, especially for a downtown area.
  - **Restaurants**: The Village Code currently requires one space for each 50 sq. ft. of floor space.
  - **Retail stores**: The Village Code currently requires one space for each 160 sq. ft. (which is greater than that required for planned shopping centers—one space per 200 sq. ft.) or "parking space in sq. ft. equal to two times the gross floor area[3]." The regulations also stipulate that properties within 500 feet of a municipal parking field may have their requirements reduced to as much as 90 percent. This is important in utilizing and encouraging the shared parking in the public parking lots.
  - **Office buildings**: The Village Code currently requires one space for each 200 sq. ft. of gross floor area.
- The loading requirements appear to be appropriate for the Village, however the language in §105-110A is confusing when it states "off-street loading space requirements for office buildings, apartment or apartment hotel over three stories in height shall be ½ of the foregoing requirement." This is confusing as it does not mention in detail what the "half" refers to, either half the amount of spaces or a space for half of the listed square footage, thus actually doubling the requirement. Further, the loading requirement does not distinguish between uses in the downtown area and those that are not.

Sign Regulations

As part of the downtown master planning process, in order to improve and properly regulate signage within the downtown, the current signage regulations (§§ 83-2 through 83-18 of the Village Code) were reviewed. The result was the development and eventual adoption in early 2011 of separate sign regulations for the downtown area (Chapter 84 of the Village Code: Signs in the Downtown Area – Special Requirements).

[3] Village Zoning Code §105-109B(9) and (10).

> *The purpose of these special sign regulations is to promote and preserve the public health, safety, and welfare of the downtown area; to protect property values, and create a more attractive economic and business climate; to enhance and protect the physical appearance of the, and make a more enjoyable and pleasing, downtown area; and to reduce hazards associated with signage that is distracting or dangerous to motorists or pedestrians.*

The regulations include a listing of appropriate and inappropriate signage for the downtown and specific language with respect to number of signs allowable, sign size, sign placement/alignment, materials, colors, lighting, and signage typeface.

Design Guidelines

Another important element of the downtown master planning process was the recommendation to develop design guidelines for commercial uses in Downtown Farmingdale. Those design guidelines have been developed, but not yet adopted by the Village. For the purposes of this DGEIS/BOA Nomination Study, the discussion assumes their eventual adoption.

The proposed design guidelines in Farmingdale are presented in a "pattern book" that serves to guide residents, developers, and design professionals. By doing so, the design guidelines attempt to provide those wishing to build with a clearer picture of what to expect when appearing before the Village's Architectural Review and Planning Boards, thus simplifying and expediting the review, permitting, and development process. Applicants are more likely to get it right the first time by reviewing the guidelines presented and, therefore, avoid expensive delays, public controversy, and project redesign.

The design guidelines include recommendations on the alignment of architectural features on buildings façades to establish a pattern (or rhythm) with adjacent buildings along the block. The alignment of architectural features, including the proportion and width of buildings (or storefronts) and their features helps to unify Main Street visually. Aligning features from one building to the next creates visual continuity, which in turn improves the pedestrian experience and helps create a sense of place. Currently, the buildings along Main Street are poorly aligned and thus do not create a cohesive environment. Requiring new buildings or retrofitting existing buildings to have aligning sign bands, kick plates, and awnings, for example, would establish a recognizable and pleasing visual rhythm along Main Street. The objective is not to discourage individual retail expression, but rather to standardize certain façade elements while allowing purposeful

differentiation to occur within certain parameters (e.g., signage typeface and colors, storefront displays, etc.).

A major component of the design guidelines is recommendations for enhanced public signage in Downtown Farmingdale. Public signage should be coordinated and made more attractive and interesting. It should direct residents and visitors to public buildings, parking lots and open space areas. A well-designed public signage program would also promote a stronger identity for the downtown area. Coupled with attractive banners, planters and street furniture, these urban design elements can enhance the area's image, reputation, and success.

Finally, note that the design guidelines are a useful tool for the continued implementation of the Village's commercial rehabilitation program, based on Community Development Block Grant (CDBG) funding provided to the Village through the Nassau County CDBG Program, of which the Village is a consortium member community.

d. Public Policy Affecting Redevelopment of the Area

(1) Downtown/Village of Farmingdale

One of the initial objectives of the downtown master planning process was to develop a comprehensive public policy framework for the downtown. Currently, outside of the Village and Zoning Codes, there are no other local public policy documents to guide the downtown.

(2) Surrounding Area

Public land use policies in the areas surrounding the downtown outside of the Village are administered by Nassau and Suffolk Counties, as well as the Towns of Oyster Bay (in Nassau County) and Babylon (in Suffolk County).

<u>Nassau County</u>
In accordance with the Nassau County Charter, the Nassau County Planning Commission adopted its first Comprehensive Master Plan in December of 1998. The County Charter further mandates that the Planning Commission update the Comprehensive Plan every five years. Under this provision, the County Master Plan was updated in 2003 and most recently in December of 2008. The December 2008 update provides a demographic and socioeconomic profile based on 2000 Census figures and some more recent sources, an overview of current conditions in Nassau County and describes major initiatives that are both planned and underway. The 2008 Plan Update also laid the foundation for the Draft 2010 *Nassau County Master Plan*.

The Draft 2010 *Nassau County Master Plan* contains five chapters, including demographics and housing, the economy, land use, infrastructure, as well as an action plan and a number of technical appendices.

The Draft 2010 *Nassau County Master Plan* includes a discussion of the various community visioning initiatives that have or are occurring in the County. The Village of Farmingdale is one of the communities that have participated in the County program and the Draft 2010 *Nassau County Master Plan* includes a short discussion of the downtown master planning process and proposed results.

In addition, the Draft 2010 *Nassau County Master Plan* contains a discussion of downtowns and transit-oriented development, and conducted a downtown growth analysis in a number of downtowns. The Village of Farmingdale is featured as one of the downtowns analyzed, with a specific focus on TOD. The Draft 2010 *Nassau County Master Plan* specifically states: "The Village of Farmingdale…is a community that is working to strengthen its downtown and enhance walkability with transit-oriented development…With TOD, Farmingdale has the potential to enhance linkages between the train station and the downtown area, thereby encouraging pedestrian-oriented residential and commercial growth." As part of the Draft 2010 *Nassau County Master Plan* a site plan was developed that illustrates potential TOD in Farmingdale. Finally, as part of the downtown growth analysis, the Draft 2010 *Nassau County Master Plan* forecasts 572 new residential units, resulting in an addition population of 1,143 by 2030.

The Draft 2010 *Nassau County Master Plan* is currently being revised based on comments received from the public in early 2011.

<u>Suffolk County</u>
Suffolk County is currently preparing a *Suffolk County Comprehensive Plan*. The Suffolk County Comprehensive Plan will consolidate and update the various studies that have been conducted by the Suffolk County Department of Planning in recent years, including a number of studies that have focused on evaluation and recommendation for the Route 110 corridor (which includes the East Farmingdale portion of the Town of Babylon).

<u>Town of Oyster Bay</u>
The Town of Oyster Bay has not recently updated its Master Plan. Rather, it has conducted a number of hamlet plans, which are expected to be integrated into a future update, currently envisioned as the Vision 2020 Plan.

Town of Babylon

In 1998, the Comprehensive Plan Committee for the Town of Babylon developed *A Plan for the Future of the Town of Babylon – Town of Babylon Comprehensive Land Use Plan*. The plan included five major themes for the future of the Town: 1) maintain and strengthen the Town's suburban character, 2) respond to the changing population, 3) improve the quality of life in economically-distressed areas, 4) promote jobs and economic development, and 5) foster stewardship of sensitive natural resources. Since that time, the Town of Babylon has prepared a number of area plans.

Long Island Regional Planning Council

The Long Island Regional Planning Council (LIRPC) is currently preparing an Island-wide sustainability plan—*Long Island 2035 Regional Comprehensive Sustainability Plan*—to secure the sustainable development of Long Island's economy and social and natural environment over the next 25 to 30 years. The scope of the plan is a comprehensive Island-wide review, under the leadership of the LIRPC and with the oversight of Nassau and Suffolk Counties, in collaboration with business, environmental, philanthropic, not-for-profit, civic and community leaders. The first phase of the work was completed in December 2010, *Sustainable Strategies for Long Island 2035*, and focuses on four areas: 1) tax and governance reform; 2) economic strength; 3) quality of life (environment and infrastructure); and, 4) equitable communities.

e. Planned Future Development Projects

The Proposed Action is only one of many planning and development initiatives in western Nassau County/eastern Suffolk County that will have an effect on the environment.

(1) Downtown/Village of Farmingdale

All proposed, planned, or approved future development projects in the downtown have been integrated into the Downtown Master Plan so as to develop the most comprehensive vision for the downtown's future.

(2) Surrounding Area

A number of proposed, planned, or approved future development projects exist in proximity to the downtown. In order to ascertain what projects are probable, a review of secondary resource materials and coordination with local and regional officials occurred. These projects include:

- **Parkway Properties, Town of Babylon, Suffolk County**—Approximately 40 condominiums proposed at 380 Eastern Parkway, just over the Babylon/Suffolk border.
- **Eastern Parkway Study, Town of Babylon, Suffolk County**—Study by the Town of Babylon of the potential to provide streetscape, sidewalk, and parking improvements along Eastern Parkway, west of Route 110 and south of the LIRR Main Line.
- **Route 110 Bus Rapid Transit (BRT) Study, Towns of Huntington and Babylon, Suffolk County**—Study to examine the possibility of providing bus rapid transit (BRT) on the Route 110 corridor from the Walt Whitman Mall in the Town of Huntington, through the Town of Babylon, to the Amityville LIRR station in the Village of Amityville.
- **Republic Airport LIRR Station and TOD, Town of Babylon, Suffolk County**—Preliminary conceptual master plan for potential mixed-use TOD (including retail, commercial, entertainment, residential, hotel, and minor league hockey arena) around a re-opened Republic Airport LIRR Station.
- **Republic Airport Vision Plan, Town of Babylon, Suffolk County**—NYSDOT and the Republic Airport Commission are currently conducting a visioning process designed to serve as a road map for future development, policy making, planning, and financial decisions for the Airport.
- **New Residential Near Farmingdale State College, Town of Babylon, Suffolk County**—Proposed approximately 25-30 dwelling units in one building across from Farmingdale State College.

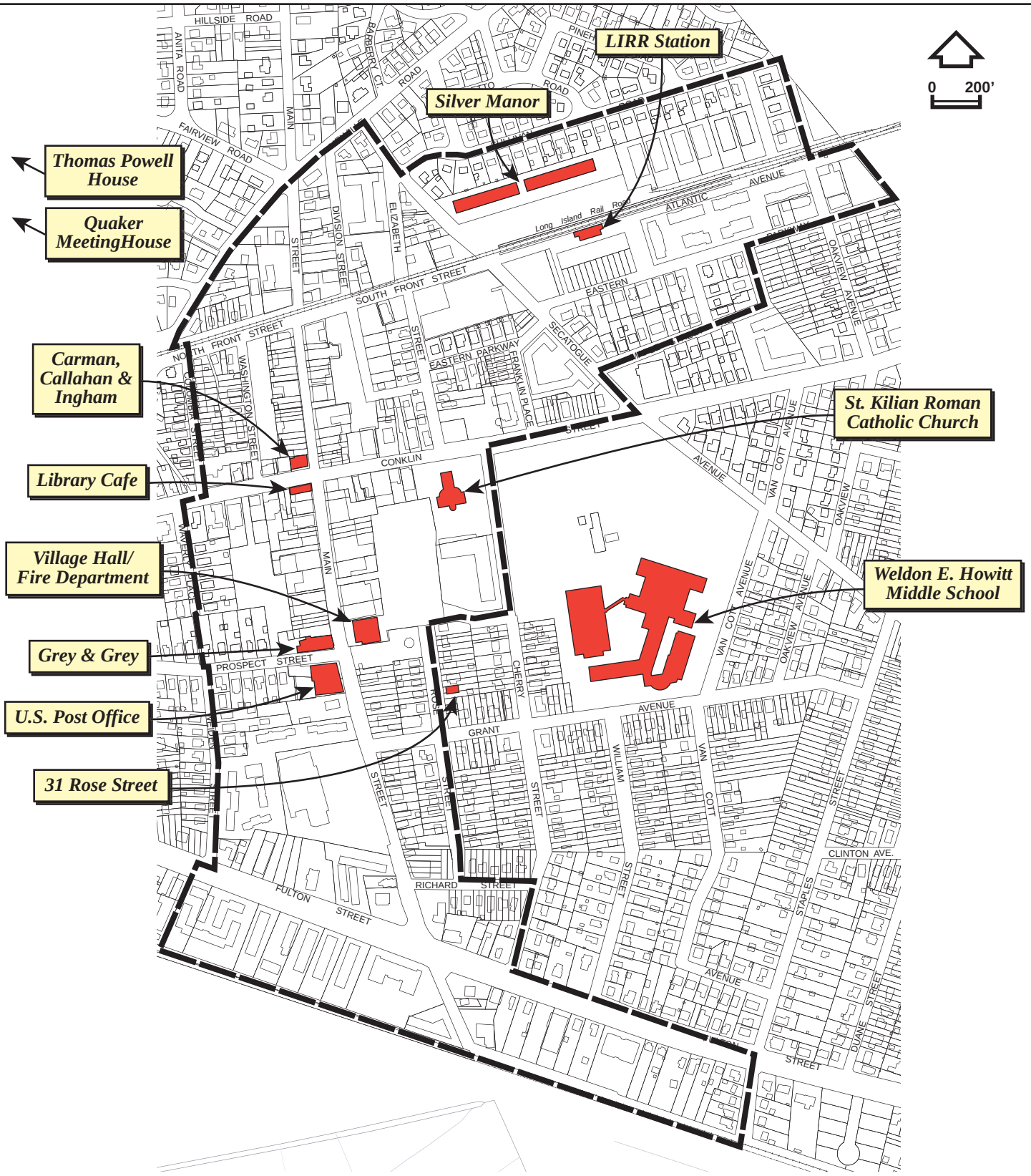
2. Urban Design and Visual Conditions

This sub-section describes the existing visual character of the Study Area, based on the building inventory and other field investigations conducted by VHB/Saccardi & Schiff in 2009, 2010, and 2011. The visual analysis includes a discussion of the Study Area's architectural/urban character and form, signage, parking fields, and open space to set the baseline for the evaluation of the potential effects of the Proposed Action on the Study Area's urban design and existing visual resources. ***Figure III-7, Key Buildings/Building Inventory Map***, shows the locations of key buildings within the Study Area.

a. Architectural/Urban Character and Form

(1) Urban Form

Downtown Farmingdale has a prototypical small village downtown form with streets and blocks built off a north-south "main street" spine. This urban form places greater importance on corner buildings, especially at



BOA/Study Area Boundary

Figure III-7

KEY BUILDINGS/ BUILDING INVENTORY MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

the intersection of Conklin Street and Main Street, but also at the intersection of Main Street and South Front Street. Presently, these corners are not architecturally well-defined.

As previously noted, parking in the downtown is provided on-street and in four parking fields behind the stores on Main Street. These fields serve as buffers between the commercial uses on Main Street and the residential uses that adjoin to the east and west. Unfortunately, the transition between the buildings and parking areas and the parking area and adjoining residential uses is undefined and not well-maintained.

The LIRR train station serves a primary point of entry to the Village for many, however, at present it does not provide a formal gateway. Also, there is no active frontage on South Front Street from Main Street to the LIRR train station to connect the station to the downtown area.

(2) Architectural Character and Form

Downtown Farmingdale does not have an identifiable architectural character. Rather, the downtown is comprised of many diverse building types and architectural styles. The first issue is the obscuring of extant architectural character in many of the higher quality buildings in the downtown. Second is the loss of a traditional architectural vocabulary in newer buildings in the downtown and/or in older buildings that have been retrofitted or renovated. A traditional downtown architectural vocabulary includes, for example, kick plates along the bottom of storefronts, transoms above doorways, clerestory portions within the display windows, and dedicated sign bands above display windows to clearly differentiate between the first and second stories of a building.

(3) Building Height and Density

The height of buildings and façades along Main Street is predominantly one-and-a-half stories, with some smaller and taller buildings. The highest density exists between Conklin Street and South Front Street. The second highest density occurs between Prospect Street and Conklin Street, and the lowest density occurs south of Prospect Street south to Fulton Street. Accordingly, there are more multi-story buildings on the northern portion of Main Street, north of Conklin Street, but these occur sporadically, and do not create a cohesive urban wall. ***Figure III-8, Approximate Building Heights Existing Conditions***, presents the building heights in the Study Area.

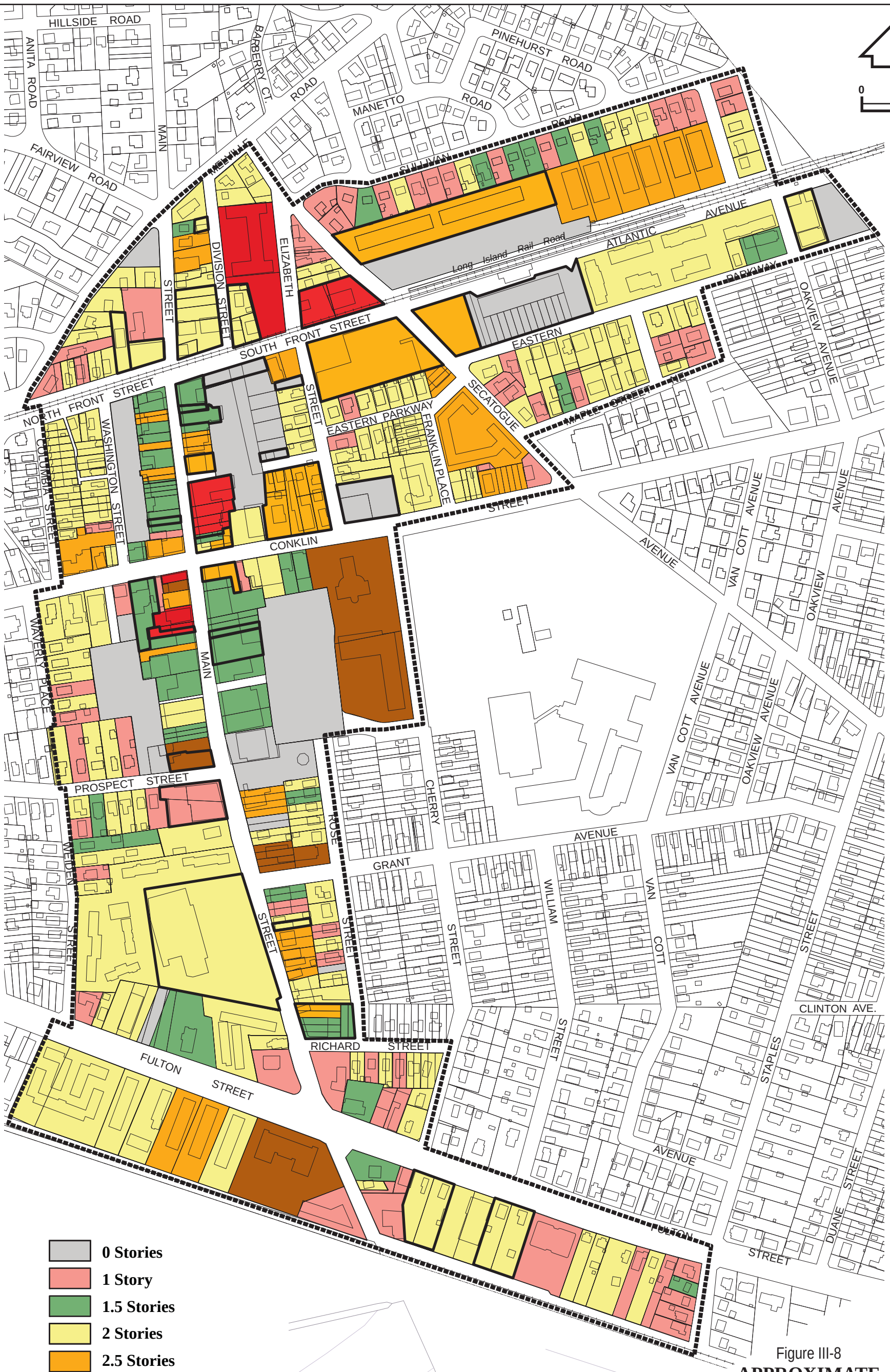


Figure III-8

APPROXIMATE BUILDING HEIGHTS- EXISTING CONDITIONS

DOWNTOWN FARMINGDALE DGEIS/ BOA NOMINATION STUDY

Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

(4) Pedestrian Environment, Street Design, and Walkabilty

A number of elements contribute to the pedestrian environment. Along Main Street these include:

- *Pedestrian Enclosure*—Main Street provides an acceptable level enclosure along its sidewalks through the use of physical elements (such as street trees, street furniture, and building details), and this contributes positively to Farmingdale's small downtown character. However, there are stretches of Main Street where conditions could be improved, including areas where there are non-functioning or damaged awnings and where stretched fabric awning signs exist.
- *Sidewalks*—While almost all sidewalks along Main Street have some paving pattern, including brick pavers along the street edge, there are places where the pavers and/or curb edges are in need of repair. These damaged areas give the downtown a "tired" or "run-down" appearance.
- *Ground-Floor Office*—The various street level office uses along Main Street distract from the pedestrian experience by disrupting the visual interest along the street.
- *Street Trees*—Street trees along Main Street are young, healthy and are generally well-cared for. However, the tree wells could benefit from more maintenance with respect to litter clean-up and their appearance could be improved with decorative grates or by planting vegetative ground cover.
- *Street Furniture*—Some street furniture, including planters, benches and trash receptacles, is poorly placed and is non-conducive to practical use.
- *Fencing*—Chain link fencing is utilized along pedestrian walkways along Main Street. Chain link fencing, while affordable, does not contribute to the character of downtown.
- *Utility Lines*—Utility lines that run on the east side of Main Street contribute negatively to the aesthetic character of downtown. Not only do they contribute to the visual clutter of Main Street, their numerous poles detract from the pedestrian environment along the sidewalk.

b. Signage

Downtown Farmingdale has a wide variety of sign styles from attractive carved wood hanging signs to large interior illuminated light-box wall signs. Many stores have more than one style of sign and there are a variety sign shapes and sizes along Main Street and the area within each sign panel dedicated to typeface and graphics varies widely. In an environment with so many signs, each competes for attention (and also with the architecture), instead of conveying a message simply and effectively. In addition, the overall condition of signage along Main Street

is generally fair to poor. The sheer number, variety, inconsistency in placement and condition of signage along Main Street gives a cluttered and unkempt impression to downtown.

There is an over abundance of informational signage in downtown, much of it being standard NYSDOT signage mounted on perforated metal channel. Many of the sign posts are bent or askew, and some signs partially obstruct the pedestrian pathway at or near eye level. Placement is disorganized and inefficient. There are a few examples of attractive informational signage in the downtown, including the street signs at the corner of Main Street and Conklin Street and the public parking sign on East Front Street. Generally, like store signage in the downtown, the sheer number, variety, inconsistency in placement and condition of the informational signage along Main Street also contributes to a cluttered and unkempt impression to downtown.

c. Parking Fields

As noted above, there are four primary parking fields located behind the storefronts on Main Street, and several other Village- and privately-owned parking lots in the downtown study area. The physical appearance of these areas indicates that they require additional maintenance and are in need of enhancement, including cracked traffic islands, lack of trees, vegetation, and other screening materials, lack of differentiation between sidewalk and parking area, and un-defined pedestrian circulation. Collectively, these conditions give the parking fields an unattractive appearance, which reflects negatively on the downtown as a whole. Given the fact that many people arrive downtown by car, it is important to recognize the important role that the parking fields play as functional gateways to the downtown.

d. Open Space

In the downtown study area, there four open space areas (these open space areas amount to approximately 1.1 acres, which is two percent of the land area in the downtown):

- Village Green on Main Street;
- A small hardscaped pocket park at the entrance to Parking Field 3;
- A small Village-owned lot at 122-126 South Front Street, which fronts on Elizabeth Street; and,
- A small park at the intersection of Melville Road and Main Street.

The small park at the intersection of Melville Road and Main Street has a gazebo, many trees and is well-maintained. The small Village-owned lot at 122-126 South Front Street, that fronts on Elizabeth Street is part of Parking Field 3. The Village Green and small hardscaped pocket park at

the entrance to Parking Field 3 could be improved, so as to create a stronger sense of place in the downtown.

3. Traffic, Transportation, and Parking

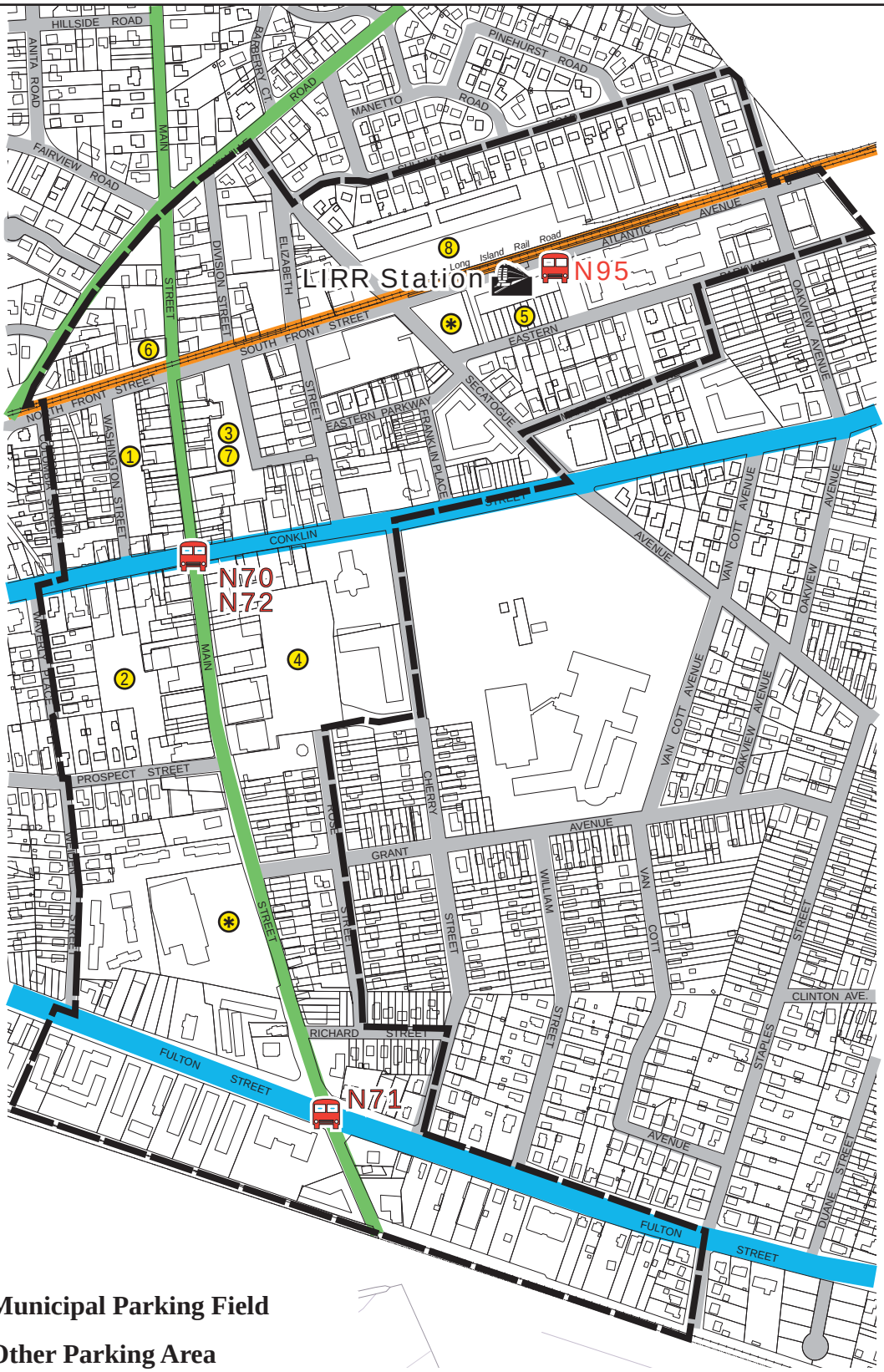
This sub-section, which was based primarily upon information provided from the traffic analyses performed by Eng-Wong Taub and Associates in 2009, the November 2009 *Village of Farmingdale Parking Management Workshop Final Report* prepared by Michael R. Kodama Planning Consultants, the draft November 2009 *Downtown Inventory: Village of Farmingdale* prepared by the Nassau County Planning Commission, the December 23, 2010 *Parking Yield Analysis Report for Parking Lot #5* prepared by VHB, and the February 2011 *Traffic Impact Study* prepared by Nelson & Pope, analyzes current vehicular and pedestrian/bicycle traffic, parking, and public transportation conditions in Downtown Farmingdale. ***Figure III-9, Transportation Systems Map*** shows the primary transportation networks and systems within the Village.

a. Traffic

(1) Existing Area Roadway Network

The following is a list of major roadways in the Study Area:

- **Main Street** is a major north-south Nassau County roadway that extends from New York State Route 110 (Route 110) to Bethpage Road and runs through the downtown area of the Village. Within the Study Area it provides one lane per direction, with a curb-to-curb width of approximately 32 feet and a speed limit of 30 miles per hour (mph). A typical section consists of one travel lane about 10 feet wide in each direction with particularly narrow six foot wide curb parking areas available on both sides. With such narrow travel and parking lanes it is common to see parked vehicles encroaching on the travel lanes, and trucks or buses using extreme caution when traveling along Main Street. At times, Main Street is used as a “cut-through” for traffic between Fulton Street and Conklin Street. Based on automatic traffic recorder (ATR) data collected by Nelson & Pope in 2010, the section of Main Street in the Study Area has an average annual daily traffic (AADT) volume of approximately 6,141 vehicles per day.
- **Conklin Street (New York State Route 24)** is an east-west roadway that extends from Merritts Road to Route 110 and then Wellwood Avenue and is under the jurisdiction of NYSDOT. Within the Study Area it provides one lane per direction, with a center left turn lane and exclusive left turn lanes at Main Street. Hempstead Turnpike to the west of the Village goes from three lanes in each direction into Conklin Street, thereby reducing the carrying capacity. This reduction, plus the utilization of Conklin Street as an entrance



BASE MAP SOURCE: Nassau County GIS

Figure III-9

TRANSPORTATION SYSTEMS MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

to the highly trafficked Route 110, leads to congestion along Conklin Street. Based on ATR data collected by Nelson & Pope in 2010, the section of Conklin Street in the vicinity of the Study Area has an AADT volume of approximately 16,299 vehicles per day.

- **Fulton Street (New York State Route 109)** is an east-west roadway that extends from Conklin Street to Route 110 (and becomes Farmingdale Road east of Route 110) and is under the jurisdiction of NYSDOT. Within the Study Area it provides two lanes in each direction, with exclusive left turn lanes at key locations. Based on ATR data collected by Nelson & Pope in 2010, the section of Fulton Street in the vicinity of Main Street has an AADT volume of approximately 29,731 vehicles per day.

Other notable roadways in the Study Area include:

- **South Front Street/Atlantic Avenue** is an east-west Village roadway that runs parallel to the LIRR tracks. It has one lane in each direction within the Study Area. From Clinton Street/Melville Road to the LIRR train station, the roadway is named South Front Street. From the LIRR train station to Oakview Avenue, the roadway is named Atlantic Avenue.
- **Secatogue Avenue** is a north-south Village roadway that runs diagonally through the Study Area from Melville Road to East Carmans Road. It has one lane in each direction within the Study Area.

At a number of intersections along these roadways are various types of traffic control (e.g., traffic signal, stop sign).

(2) Existing (2010) Traffic Volumes and Operations

(a) Intersections

The following 10 intersections were considered relevant to defining the potential traffic impacts of the Proposed Action and were selected for analysis purposes:

- Main Street at Fulton Street
- Main Street at Conklin Street
- Main Street at South Front Street
- Main Street at Melville Road/Fairview Road
- Secatogue Avenue at Melville Road
- Secatogue Avenue at South Front Street
- Secatogue Avenue at Eastern Parkway
- Secatogue Avenue at Conklin Street
- Elizabeth Street at Conklin Street
- Elizabeth Street at South Front Street

(b) Existing (2010) Traffic Volumes

To identify existing traffic conditions in the Study Area, weekday turning movement counts were performed at each of the 10 intersections on Tuesday, June 15, 2010 during the AM (6–9:30 AM) and PM (4–6:30 PM) peak periods.

In addition, hourly volume counts were collected by ATR on the following roadways sections in the Study Area for a one week period from Monday, June 14, 2010 to Sunday, June 20, 2010 to supplement the turning movement counts:

- Fulton Street, west of Main Street
- Fulton Street, east of Main Street
- Main Street, north of Fulton Street
- Conklin Street, between Main Street and Secatogue Avenue
- South Front Street, east of Secatogue Avenue
- South Front Street, west of Secatogue Avenue
- Secatogue Avenue, south of South Front Street

The Existing (2010) traffic volumes for the AM and PM peak hours are contained in ***Appendix K, Traffic Impact Study***.

(c) Intersection Capacity Analysis

Volume-to-Capacity (v/c) ratio, delay, and Level-of-Service (LOS)[4] analyses were performed for area intersections using the latest available version of *SYNCHRO* Version 7 Software, in conjunction with *SimTraffic*. *SYNCHRO* implements the methods of the 2000 *Highway Capacity Manual* (HCM). The results of the capacity analysis for unsignalized and signalized intersections are summarized in ***Table III-2, Peak Hour Level-of-Service Summary, Existing (2010) Conditions***. Detailed summaries of these capacity analyses are contained in ***Appendix K***.

[4] An intersection's level of service (LOS) describes its quality of traffic flow. It ranges in grade from LOS "A" (relatively congestion-free) to LOS "F" (very congested). The level of service definitions and threshold values for each level vary according to the type of control utilized at that intersection. A more detailed description of level of services levels is included in Appendix D of the *Traffic Impact Study*.

Table III-2
Peak Hour Level-of-Service Summary, Existing (2010) Conditions

Intersection	Approach/Movement[1]		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay
Main Street at Fulton Street	EB	L	E	58.7	C	26.9
		T	D	27.8	D	40.8
	WB	L	B	19.0	F	120.5
		T	F	98.5	C	34.6
	NB	L	D	40.8	E	59.8
		T	E	63.7	E	58.4
		R	A	7.8	A	9.9
	SB	L	C	31.6	D	43.5
		T	D	41.3	D	52.7
	Overall[4]		E	61.7	D	46.2
Main Street at Conklin Street	EB	L	B	13.2	B	16.8
		T	D	43.1	D	44.4
	WB	L	B	17.1	C	22.0
		T	C	29.5	E	63.6
	NB	L	-	-	-	-
		T	F	88.1	E	75.4
	SB	L	-	-	-	-
		T	D	36.6	E	58.8
	Overall[4]		D	49.0	E	56.5
Main Street at South Front Street	EB		c	16.0	c	17.4
	WB		c	15.5	c	18.4
	NB		a	0.5	a	0.9
	SB		a	0.7	a	0.8
Main Street at Melville Road/Fairview Road	EB	L	C	30.5	C	26.3
	NB	L2	-	-	-	-
		L	B	19.1	B	19.2
		T	C	29.7	C	24.6
	SB	L	C	21.1	C	23.1
		T	C	20.8	C	21.7
	NE	L2	-	-	-	-
		L	C	22.3	B	18.4
		T	C	34.1	C	20.6
	SW	L	C	32.0	C	21.3
		T	C	25.5	C	21.5
	Overall[4]		C	28.8	C	22.1
Secatogue Avenue at Melville Road	EB	T/R	d	28.5	d	25.5
	WB	L/T	b	14.5	d	31.9
	NB	L/R	b	14.4	b	13.6
	Overall[4]		c	21.3	d	26.2
Secatogue Avenue at South Front Street	EB		b	10.3	b	11.5
	WB		b	14.7	c	16.8
	SE		-	-	-	-
	NW		a	1.2	a	1.0
Secatogue Avenue at Eastern Parkway	WB		b	13.6	c	18.7
	SE		a	2.6	a	2.5
	NW		a	0.4	a	0.4
Secatogue Avenue at Conklin Street	EB	L	-	-	-	-
		T	B	11.1	B	13.3
	WB	L	-	-	-	-
		T	A	9.7	B	13.5
	SE	L	-	-	-	-
		T	D	45.5	D	53.9
	NW	L	-	-	-	-
		T	E	59.8	C	34.3
	Overall[4]		C	23.4	C	22.2
Elizabeth Street at Conklin Street	EB1		a	8.9	b	10.1
	EB2		-	-	-	-
	WB		-	-	-	-
	SB		b	13.6	c	16.2
Elizabeth Street at South Front Street	EB		b	10.1	b	10.4
	WB		b	10.2	b	10.1
	NB		a	3.2	a	2.1
	SB		a	0.5	-	-

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

These analyses indicate that the intersections of Main Street at Melville Road/Fairview Road and Secatogue Avenue at Conklin Street provide acceptable (LOS "C") or better overall operating conditions during both the morning and afternoon peak hours. Overall operating conditions at the intersection of Secatogue Avenue at Melville Road are acceptable during the morning peak hour, but tolerable (LOS "D") during the afternoon peak hour. Poor (LOS "E") overall operating conditions prevail at the intersections Main Street at Fulton Street and Main Street at Conklin Street during one of the peak hours. None of the signalized intersections has a failing (LOS "F") overall operating condition during at least one of the peak hours. All of the Study Area's unsignalized intersections are acceptable during both peak hours.

(d) Train Crossing Operational Analysis

Field observations were conducted at the LIRR train crossing to document its operations and effects on the traffic along Main Street and Secatogue Avenue, specifically to observe the effect of the railroad gates in the down position during the AM and PM peak hours. The longest queues were observed along northbound and southbound Main Street and Secatogue Avenue as a result of the railroad gate closure during the PM peak hour. However, the queues always cleared upon the opening of the railroad gate. Traffic on Main Street, Secatogue Avenue, and South Front Street was observed to flow smoothly with little or no delays when the railroad gate is open.

(e) Accident History

NYSDOT provided accident information for the sections of roadways and intersections in the Study Area during the most recent three years available (April 1, 2007 to March 31, 2010). Within the Study Area, there were a total of 272 accidents during the three-year period. A vast majority of these accidents (60 percent) involved property damage only; 39 percent involved an injury, including a total of three (one percent) that involved fatalities. The locations that experienced the greatest number of accidents were the intersections of Fulton Street at Main Street and Conklin Street at Main Street, with a total of 36 and 28 accidents, respectively. The most frequent type of collision consisted of rear-end accidents (29 percent), which may be associated with traffic congestion, driver inattentiveness, and following too closely.

b. Parking

There are a number of parking areas that serve the downtown, ranging from on-street parking to the Village's municipal parking fields, as follows:

(1) Main Street

Parallel parking is available on both sides along Main Street for the majority of its length between Front Street and Fulton Street, with approximately 166 available spaces. The majority of spaces occupied are generally between Front Street and Prospect Street, with fewer spaces typically used between Prospect Street and Fulton Street starting south of the Farmingdale Post Office. Parking occupancy was observed to be the highest during the midday between 12 PM and 1 PM with 61 percent and 58 percent for the weekday and Saturday, respectively. During all other time periods, an average of 51 percent parking occupancy was recorded along Main Street (see ***Table III-3, Parking Utilization: Main Street***).

Table III-3
Parking Utilization: Main Street

Time Period	Percent Occupied
Weekday 12-1 PM	61%
Weekday 3-4 PM	45%
Weekday 5-6 PM	48%
Friday 8-9 PM	59%
Saturday 12-1 PM	58%
Saturday 3-4 PM	50%
Saturday 8-9 PM	55%

Posted parking regulations generally allow two-hour parking with street cleaning regulations effective on Mondays and Fridays from 4 AM to 5 AM. Parking is also limited to 10 minutes, between the hours of 8 AM and 6 PM, for spaces near the Post Office located at the southwest corner of Main Street and Prospect Street. Directly across from the Post Office on the east side of Main Street is the Village Green, which has a few 10 minute parking spaces and two designated "Police Vehicle Only" parking spaces.

(2) Municipal Parking Fields

Municipal Parking Field 1 (Hogan Field)
Municipal Parking Field 1 is located west of Main Street and north of Conklin Street, with vehicular access via entrances on the south side of Front Street and the north side of Conklin Street. It has approximately 89 parking spaces including six handicapped spaces,

with an additional 17 parallel parking spaces available on Washington Street, which borders the west side of the parking lot. Also, 14 spaces are marked on the north side of Front Street and were unoccupied, with the exception of two or three vehicles, throughout the day. Parking within Municipal Parking Field 1 is limited to three-hour parking intended for retail and commercial patrons. Spaces located on Washington and Front Streets have regulations posted as 12-hour parking Monday through Friday, from 6 AM to 6 PM, with a Village Permit[5].

Thus, there are a total of approximately 126 spaces within and around the vicinity of Municipal Parking Field 1, and it has the highest occupancy rate of the four public lots adjacent to Main Street. The Friday and Saturday evening occupancy was 94 percent and 79 percent respectively, between the hours of 8 PM and 9 PM (as noted by the Village, primarily due to patrons of nearby restaurants); Municipal Parking Field 1 was the only one of the four parking fields substantially occupied on Friday and Saturday nights. The average occupancy rate was 74 percent for all time periods surveyed (see ***Table III-4, Parking Utilization: Municipal Parking Fields*** for occupancy of all four Municipal Parking Fields).

Municipal Parking Field 2 (Weber Field)

Municipal Parking Field 2 is located to the south of Municipal Parking Field 1, west of Main Street and south of Conklin Street, with vehicular entrances on the south side of Conklin Street and the north side of Prospect Street. Approximately 140 parking spaces are available, five of which are designated as handicapped spaces. The majority of spaces are currently regulated as three-hour parking; however two rows on the west side of this lot are designated as 12-hour parking Monday through Friday, from 6 AM to 6 PM, with a Village Permit. An occupancy rate of 75 percent occurred during the weekday between 12 PM and 1 PM, and was the highest observed for all time periods including Saturday. The average occupancy rate was 45 percent for all time periods surveyed.

Municipal Parking Field 3 (Rathgeber Field)/Municipal Parking Field 7

Municipal Parking Field 3 is located east of Main Street, north of Conklin Street. Municipal Parking Field 7 is located immediately east of Municipal Parking Field 3 (across Cornelia Street/Division Street – paper streets in that location). For the purpose of this discussion, they are considered one lot. Vehicular access to this lot is available on the south side of Front Street, a one-way entrance on the east side of Main Street, and through a private parking lot on the north side of Conklin

[5] The Village issues three types of permits: 1) Village Resident Railroad Permit (currently $75); 2) Non-Village Resident Railroad Permit (currently $250); and, 3) 12-Hour Parking Permit (currently $25).

Street. There are approximately 235 parking spaces available, seven of which are designated as handicapped spaces, and ten reserved taxi spaces. An additional 15 spaces are located on the north side of Front Street, but only a couple of vehicles were observed occupying them throughout the day. Most of the spaces are regulated as 12-hour parking Monday through Friday, from 6 AM to 6 PM, with a Village or Railroad Permit. The row of spaces on the west side of the parking lot allows three-hour parking for commercial and retail patrons. During the weekday and Saturday time periods, on average, 40 percent and 28 percent of the spaces were occupied, respectively.

Municipal Parking Field 4 (Murray Field)

Municipal Parking Field 4 is situated east of Main Street, south of Conklin Street, with four vehicular access points. A one-way vehicular entrance provides access from Main Street, between Conklin Street and Prospect Street. The south end of the parking lot is accessible by car from both Rose Street and Wesche Drive. Additional vehicular access is also available on the south side of Conklin Street through a private parking lot. There are approximately 330 spaces available in this lot, including eight designated as handicapped spaces. About 60 of these total spaces are reserved for employees and patrons of commercial and retail stores with rear entrances. The combined weekday and Saturday average occupancy throughout the day was 41 percent. Saturday evening between 8 PM and 9 PM experienced the highest occupancy rate at 60 percent, and could be attributed to religious activities occurring at the church located on Conklin Street, west of Cherry Street.

Table III-4
Parking Utilization: Municipal Parking Fields

Location	Available Spaces	Weekday 12 - 1 PM Percent Occupied	Weekday 3 - 4 PM Percent Occupied	Weekday 5 - 6 PM Percent Occupied	Friday 8 - 9 PM Percent Occupied	Saturday 12 - 1 PM Percent Occupied	Saturday 3 - 4 PM Percent Occupied	Saturday 8 - 9 PM Percent Occupied
Field 1	126	77%	71%	57%	94%	76%	63%	79%
Field 2	140	75%	56%	46%	35%	38%	37%	27%
Field 3/7	250	34%	36%	38%	50%	29%	27%	27%
Field 4	330	47%	39%	44%	34%	34%	28%	60%

There is one additional municipal parking field in the Village of Farmingdale—Municipal Parking Field 6—which is located at the corner of Main Street and Front Street, on the north side of the tracks. This approximately 23-space parking lot is underutilized, with a relatively low occupancy rate, likely due to its location north of the tracks and at a distance from the LIRR train station.

(3) Long Island Rail Road Parking Lots

The Farmingdale LIRR train station is located at the intersection of Secatogue Avenue and Front Street and is about a seven minute walk to "the heart" of Main Street. It has two parking facilities, one on each side of the tracks, which provide commuter parking throughout the day. The LIRR does not regulate or enforce parking regulations; permits must be obtained through the Village of Farmingdale to use these facilities.

The LIRR north parking lot (Municipal Parking Field 8—Commuters Parking Field No. 2) is located on the north side of the tracks, where westbound trains typically board. Its only access is on Secatogue Avenue north of Front Street and has approximately 254 parking spaces, which also includes 12 designated handicapped spaces. The posted regulations throughout the lot allow 12-hour commuter parking with a Village Railroad Permit. As expected, the north parking lot was nearly full during the weekday morning and midday hours, then drops approaching the early evening hours. During normal weekday commuting hours the occupancy rate averaged 91 percent (see ***Table III-5, Parking Utilization: LIRR Parking Lots***). This includes a significant vacancy rate in handicapped spaces; otherwise occupancy would likely be about 95 percent or more. Saturday occupancy rates are significantly lower than those during the weekday.

The LIRR south parking lot (Municipal Parking Field 5—Commuters Parking Field No. 1), which is Village-owned, is located on the south side of the tracks, where eastbound trains typically board or alight. The entrance to the lot is on Eastern Parkway. Within the parking lot, there is a taxi parking and waiting area on the north end closest to the ticket office, which leads to a one-way exit on to Front Street. There are approximately 268 spaces available in the facility which include 51 metered spaces inside the lot, and an additional 11 metered spaces along the north side of Eastern Parkway. Parking regulations are similar to that of the north parking lot requiring a Village Railroad Permit, and metered spaces allow up to a maximum of 12 hours to be deposited. As expected, similar trends to the north parking lot were observed with a slightly higher occupancy rate. During the normal commuting hours the average occupancy rate is 98 percent between 9 AM and 4 PM.

Adjacent to the west of the LIRR south parking lot is a private parcel that is underutilized. Access to the lot is on Secatogue Avenue, and posted signs indicate that it is private parking. There are approximately 54 unmarked parking spaces along the perimeter of the lot. The

average occupancy is 25 percent during the weekday, and only 15 percent on Saturday.

Table III-5
Parking Utilization: LIRR Parking Lots

Location	Available Spaces	Weekday 9-10 AM Percent Occupied	Weekday 12-1 PM Percent Occupied	Weekday 3-4 PM Percent Occupied	Weekday 5-6 PM Percent Occupied	Friday 8-9 PM Percent Occupied	Saturday 12-1 PM Percent Occupied	Saturday 3-4 PM Percent Occupied	Saturday 8-9 PM Percent Occupied
North Lot	254[1]	91%	89%	93%	73%	69%	12%	15%	9%
South Lot	268	97%	99%	97%	67%	62%	18%	22%	18%
Private Lot	54	28%	26%	26%	19%	30%	17%	13%	15%

NOTE: [1]Includes a significant number of handicapped spaces, which are underutilized.

(4) Former Waldbaum's Parking Lot

The former Waldbaum's supermarket site, which is located on Main Street to the south of Village Hall near Grant Avenue, has a suburban-style parking area, which is placed along Main Street and in front of the supermarket building. The parking lot has approximately 192 parking spaces. The main entrance to this lot is at the traffic signal at Main Street and Grant Avenue; on the north side of Fulton Street west of Main Street, an auxiliary truck entrance provides access to the rear of the facility. Prior to the vacancy of the Waldbaum's supermarket store in April 2011, observation of the lot indicated that throughout the day, occupancy rates for weekday and Saturday varied slightly, but remained between 49 percent and 58 percent for the periods observed (see ***Table III-6, Parking Utilization: Former Waldbaum's Parking Lot***). Occupancy of this lot is currently lower and parking in this lot is currently limited to employees and patrons of the remaining retail tenants.

Table III-6
Parking Utilization: Former Waldbaum's Parking Lot

Time Period	Percent Occupied[1]
Weekday 12-1 PM	54%
Weekday 3-4 PM	58%
Weekday 5-6 PM	49%
Friday 8-9 PM	39%
Saturday 12-1 PM	52%
Saturday 3-4 PM	49%
Saturday 8-9 PM	39%

NOTE: [1]Prior to vacancy of Waldbaum's supermarket in April of 2011.

c. Public Transportation

The Village of Farmingdale is highly served by public transportation. Per the 2000 United States Census, almost 15 percent of Village commuters take public transportation to work, which is more than triple the amount in Nassau County as a whole.

(1) Long Island Rail Road

The Farmingdale LIRR train station has service to and from Penn Station on the Ronkonkoma Branch (Main Line). The scheduled travel time for weekday morning commuters is approximately 54 minutes for trains departing to Penn Station between approximately 7 AM and 8 AM, and according to the official timetables there are six trains within that time frame. Weekday afternoon/early evening commuters experience an average scheduled travel time of 59 minutes from Penn Station, with five trains available that arrive at Farmingdale between approximately 5:30 PM and 7 PM. Weekend service to and from Penn Station is limited, with trains every hour, and a scheduled travel time of 53 minutes. The distance to/from Penn Station is 32 miles. According to the LIRR, Farmingdale is a Level 2 station, serving between 2,000 and 6,000 passenger trips per day. The Long Island Yellow Cab Corporation is located west of the LIRR train station, one block east of Secatogue Avenue and Front Street, and provides “around the clock” operation.

(2) Long Island Bus

The Metropolitan Transportation Authority (MTA) Long Island Bus System serves the downtown area with four routes: the N95, N70, N71, and N72.

The N95 Bus route operates between the Farmingdale LIRR train station and Farmingdale State College, with service only on weekdays. There are approximately three to four buses stopping near downtown each hour from 9-10 AM, 12-1 PM, 3-4 PM, and 5-6 PM (generally one to two buses per direction). Average weekday ridership on the N95 Bus route was 212 in 2008 (latest data available).

The N70 Bus route operates between the Hempstead Village Transit Center and Melville, with a stop located at the intersection of Conklin Street and Main Street. This route operates along Hempstead Turnpike, Conklin Street, and then north on Route 110. Service on this route is available only on weekdays with a combined frequency in both directions of five to six buses stopping near downtown between 9-10 AM and 5-6 PM, two stopping from 12-1 PM, and four stopping from 3-

4 PM (generally two to three buses per direction in the AM and PM peaks). Average weekday ridership on the N70 Bus route was 1,715 in 2008 (latest data available).

The N71 Bus route operates between the Hempstead Village Transit Center and Massapequa Park, with a stop located at the intersection of Main Street and Fulton Street. This route runs along Hempstead Turnpike, Fulton Street, and then south on Main Street. Service on this route is available seven days a week. Frequency on weekdays is about three stops (one eastbound and two westbound) for each hour from 9-10 AM, 12-1 PM, 3-4 PM, and 5-6 PM, and Saturdays between two to four stops for the same hours (generally one to two buses per direction). Average weekday ridership on the N71 Bus route was 1,223 in 2008 (latest data available).

The N72 Bus route operates between Hempstead Village Transit Center and the Babylon LIRR train station, with a stop located at the intersection of Main Street and Conklin Street. This bus operates along a similar route to the N70 Bus, but heads south on Route 110. The weekday frequency is six to seven buses stopping near downtown between 9-10 AM and 12-1 PM (generally three to four buses per direction), and eight stops between 3-4 PM and 5-6 PM (generally four buses per direction). The Saturday frequency is two to four combined stops between 9-10 AM, 12-1 PM, 3-4 PM, and 5-6 PM (generally one to two buses per direction). Average weekday ridership on the N72 Bus route was 3,087 in 2008 (latest data available).

d. Pedestrian and Bicycle Facilities

Visual assessments were conducted throughout the downtown area to review existing pedestrian conditions and included observations of the presence and condition of sidewalks, crosswalks, curb ramps, visibility, circulation, signalization, crossing distance, obstructions, and patterns and behaviors of vehicular and pedestrian traffic. Visual assessments were also conducted throughout the downtown area to evaluate existing conditions for area bicyclists.

Many intersections in the Study Area have well-maintained "'zebra" stripe crosswalks, as well as traffic and pedestrian signals (including updated pedestrian push buttons)[6]. Pedestrian crossings are painted across Main Street and emphasized with yield-to-pedestrian signs placed in the middle of the roadway. Midblock crossings are located between South Front Street and Conklin Street, and also between Conklin Street and Prospect Street. They are positioned leading to the one-way entrances to Municipal

[6] These include the following intersections: Main Street at Fulton Street; Main Street at Grant Avenue; and, Main Street at Conklin Street.

Parking Fields 3 and 4, on the east side of Main Street. The intersection of Main Street, Fairview Road, and Melville Road is challenging for pedestrians to cross, due to the limited number of push buttons and lack of pedestrian lights.

The LIRR train station has a sidewalk, stairwell, and ramp at the end of each platform, providing pedestrian access to the trains. In addition, there is a pedestrian tunnel between the platforms (which is seldom used, likely since it is perceived as an isolated passage). West of the LIRR train station, at the intersection of Secatogue Avenue and Atlantic Avenue, there is no crosswalk and the sidewalk that ends on one side of the street does not continue on the other side of the tracks.

In general, the downtown corridor currently lacks bicycle transportation facilities. The LIRR train station has a bicycle rack and four bicycle lockers. A portion of a short bicycle route (guided by signs) that parallels the LIRR tracks is located within the Study Area, beginning at the intersection of Secatogue Avenue and Eastern Parkway and continuing down the length of Eastern Parkway.

Other observations related to the bicycle and pedestrian environment are provided in ***2. Urban Design and Visual Conditions***.

4. Socioeconomic Considerations

This sub-section, which based primarily upon information provided from economic studies performed by ERA in 2009 and in the April 29, 2011 *Farmingdale Brownfield Opportunity Area Market Analysis* prepared by HR&A, assesses socioeconomic conditions in the vicinity of the proposed Study Area, including demographics, employment, real estate, and tax revenue, in order to establish a baseline from which to measure potential effects of the proposed project. An overview of the retail, office, and residential markets within the Village of Farmingdale is also provided. This sub-section also provides a summary of taxes generated. The full economic and market trends analysis is located in ***Appendix H, Farmingdale Brownfield Opportunity Area Market Analysis***.

a. Demographics

The 2000 United States Census (the most recent available) estimated the total population of the Village of Farmingdale as 8,399 persons. In 2010, according to projections by the national data provider ESRI, this number had shrunk slightly to 8,372. The downtown study[7] area contains approximately 6,360 persons. As shown in ***Table III-7, Demographic***

[7] For the purposes of the market analysis conducted as part of the BOA Nomination Study, this includes the four Census block groups that overlap with the BOA boundaries.

Characteristics, the Village of Farmingdale experienced a minimal population and household decline from 1990 through 2010.

Table III-7
Demographic Characteristics

	1990	2000	2010	Annualized Growth	
				1990-2000	2000-2010
Village of Farmingdale					
Population	8,020	8,399	8,372	0.5%	0.0%
Households	3,116	3,216	3,182	0.3%	-0.1%
Nassau County					
Population	1,287,444	1,334,544	1,337,619	0.4%	0.0%
Households	431,545	447,387	445,000	0.4%	-0.1%

SOURCE: ESRI; HR&A.

Between 1990 and 2010 the Village experienced a growth in family-age population (i.e., parents and children). At the same time, young professionals in their 20s declined dramatically, a trend that is reflected throughout Long Island and is associated with the high cost of housing in the area. During this same period, the population of people over 65 years of age also declined, which may reflect relocation from the area due to the cost of housing, taxes, and lack of opportunity to "downsize" housing. The Village has increased its share of population of minorities and persons of Hispanic descent over the last 20 years. This has been reflected in some of the retail options—particularly food—offered in Village.

As shown in ***Table III-8, Income Characteristics***, the average household income of residents in the Village was approximately $96,514 per year in 2010, which was lower than the average household incomes for Nassau County, but represented an increase over 2000.

Table III-8
Income Characteristics

	1990	2000	2010	Annualized Growth	
				1990-2000	2000-2010
Village of Farmingdale					
Average Household Income	$51,758	$70,699	$96,514	3.2%	3.2%
Nassau County					
Average Household Income	$69,113	$94,924	$123,227	3.2%	2.6%

SOURCE: ESRI; HR&A

Due to particular census tracts and block groups containing a percentage (equal to or greater than 35.8 percent) of low and moderate-income families (defined as those families with incomes less than 80 percent of the median family income for the Nassau-Suffolk PSMA), certain areas within the Village are eligible for Community Development Block Grant

(CDBG) assistance through a program administered by Nassau County (see ***Figure III-10, CDBG-Eligible Census Tracts and Block Groups***).

b. Employment

The latest Census Zip Code Business Patterns database (2008) indicates that Zip Code 11735, which consists of the Village of Farmingdale, South Farmingdale, and East Farmingdale, has more than 35,000 people work in this area. Workers who commute into the Village during the day account for approximately 15 percent of the Village's daytime population, with a comparable number of workers living and working in the Village[8].

c. Real Estate

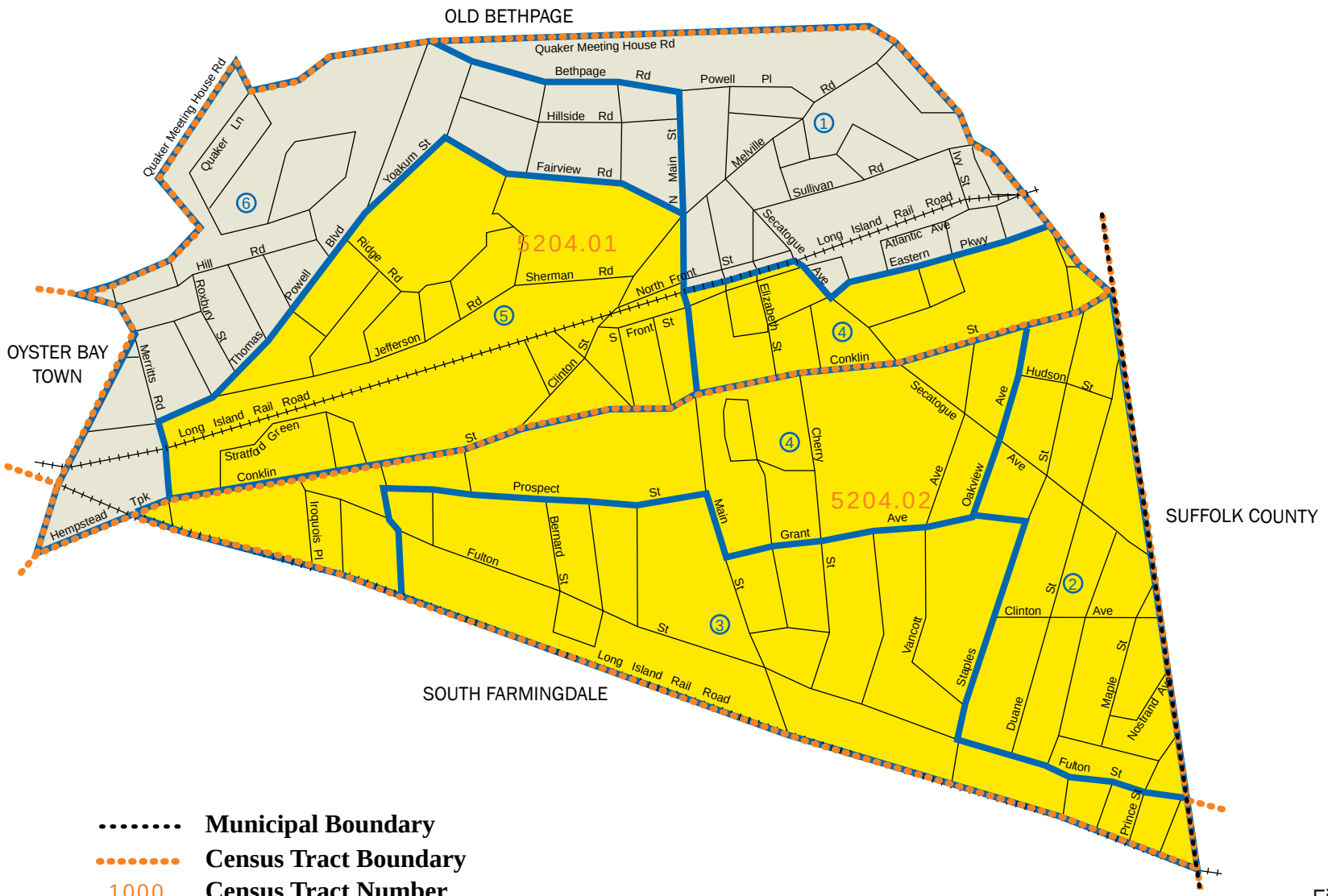
Retail Market

Downtown Farmingdale, focused primarily on the blocks surrounding the intersection of Main Street and Conklin Street, is approximately one-half mile from the Farmingdale LIRR train station and contains elements of a traditional Village/Main Street, including contiguous first-floor retail with street parking (additional parking is also available in parking fields behind Main Street). The street has varying types of architecture and a mix of primarily one- and two-story building heights. It also contains a range of older and recently renovated storefronts in 47 buildings (totaling approximately 230,000 square feet), around seven percent of which are vacant (not including the recently vacated Waldbaum's). Tenants can be characterized as primarily convenience retailers with numerous restaurants and bars and some specialty retailers. Despite its lower retail traffic, rents in Farmingdale are relatively high compared to the other village centers in the area. This factor, combined with the large size of retail spaces, competition from other areas, including Route 110, and other factors, makes retail economics in Farmingdale difficult.

Office Market

The Farmingdale office market area currently consists of 766,311 square feet of space in 52 properties, with 72 percent of space classified as Class B and the remaining 28 percent Classified Class C. (There is no Class A space in this market). Office tenants in the Village include financial services (banks, mortgage companies, etc.), insurance companies, lawyers' and doctors' offices, and social services organizations. Since 1999, only one office building has been developed in Farmingdale. Nevertheless, the office vacancy rate is currently about five percent, which indicates a relatively healthy market.

[8] Vision Long Island and ADL III Architecture, *Farmingdale Visioning Process*, p.4.



NOTE: HUD Released Low/Mod Data for Nassau County Consortium based on 2000 Census. Exception Criteria: 35.8%

BASE MAP SOURCE: U.S. Census Bureau/Census 2000 Block Map

Figure III-10

CDBG-ELIGIBLE CENSUS TRACTS AND BLOCK GROUPS

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

Residential Market

As shown in ***Table III-9, Residential Tenure, 2010***, Farmingdale contains both owner-occupied and renter-occupied units, with its share of rental housing units being higher than Nassau County as a whole. Single-family units and multi-unit buildings are equally represented, with approximately 30 percent in structures containing five or more units. Note that approximately 30 percent of the housing units in the Village are located in the downtown area. Further note that approximately five percent of all housing units in the Village are considered affordable (since they are limited to persons who earn 60 percent or less of the Long Island median income), of which 23 percent are in the downtown area.

Table III-9
Residential Tenure, 2010

Location	Housing Units	Owner-Occupied Units	Rental Units	Other[1]
Village of Farmingdale	3,363	59.0%	36.0%	5.0%
Nassau County	466,929	76.0%	19.0%	5.0%

SOURCE: ESRI; HR&A
NOTE: [1]Includes vacant units.

As with communities throughout the United States, including Long Island, housing in Farmingdale has become more expensive and housing affordability is a major concern, especially for young professionals, seniors, public service employees. There are currently 174 affordable housing units in the Village, which represents 5.1 percent of all units in the Village:

- Hardscrabble Apartments—80 senior units
- Woodbridge at Farmingdale—28 senior units
- Woodbridge II—62 senior units
- Ferrante (Fulton Street)—4 planned next-generation units

As with most of the affordable housing on Long Island, these affordable housing units are predominately senior.

The Nassau County Housing Choice Voucher Program (Section 8) is one of the major funding sources used by the County to assist those extremely low and low-income families that cannot find decent, safe housing or that are currently paying in excess of 30 percent of income for housing. This program gives the family the opportunity to choose affordable housing of their choice anywhere in the County. The Nassau County Office of Housing and Homeless Services administers the County's Housing Choice Voucher Program, as well as the programs for the smaller Villages of Farmingdale, Island Park, and Sea Cliff. In the Village there are 20 Authorized Housing Choice Vouchers.

d. Fiscal Conditions

The downtown area currently generates real property tax revenues to several jurisdictions. These jurisdictions include: the Village, The Town of Oyster Bay, Nassau County, and the Farmingdale Union Free School District. ***Table III-10, Existing Estimated Tax Revenues*** shows the tax revenues generated by the downtown area for each of these taxing jurisdictions.

Table III-10
Existing Estimated Tax Revenues

Jurisdiction	Estimated Tax Revenue
Village of Farmingdale	$300,370
Town of Oyster Bay	892,255
Nassau County	1,984,220
Farmingdale Union Free School District	5,625,732
TOTAL	**$8,802,578**

SOURCE: Nassau County Department of Assessment. Compiled VHB/Saccardi & Schiff

As can be seen from ***Table III-10***, the Study Area generates $8.8 million tax revenues per year, 3.4 percent of which (or $300,370) is generated for the Village.

5. Community Facilities and Resources

This sub-section describes the existing community and emergency services serving the Study Area.

a. Schools

Farmingdale is located within the Farmingdale Union Free School Joint District #22 of the Town of Oyster Bay, Nassau County and Babylon, Suffolk County.

Elementary school-age children attend one of the following primary schools (grades kindergarten through 5):

- Albany Avenue Elementary School (enrollment: 703)
- Northside Elementary School (enrollment: 466)
- Saltzman East Memorial Elementary School (enrollment: 687)
- Woodward Parkway Elementary School (enrollment: 900)

After primary school, school-age children attend the Weldon E. Howitt Middle School (grades 6 through 8) and then Farmingdale Senior High School (grades 9 through 2). In the 2007-2008 academic year (the most recent available) Weldon E. Howitt Middle school had an enrollment of 1,454 students and Farmingdale Senior High School had an enrollment of

2,004 students. The total enrollment in the School District as a whole in the 2007-2008 academic year was 6,214.

b. Parks, Recreation, and Open Space

The Village of Farmingdale is a built-up community with a limited number of passive and active recreation resources, parks, and playgrounds. Further, these open spaces are smaller in size. As a result, parks, recreation, and open space account for less than 2 percent of land area in the Village of Farmingdale.

In the downtown study area, there four open space areas:

- The Village Green, which is located adjacent to Village Hall/Fire Department and acts as the primary civic space of the Village
- The small hardscaped pocket park at the entrance to Parking Field 3;
- A small Village-owned vacant lot on Elizabeth Street, just south of South Front Street. Due to its size, location, and lack of amenities or markings, this Village-owned greenspace is not utilized by the public.; and
- A small park at the intersection of Melville Road and Main Street that acts as a gateway entrance to the Village.

It should be noted that the largest open space/recreational area in the vicinity of the downtown area is the ballfields and track of the Weldon E. Howitt Middle School. Currently, however, this resource has limited utilization due to concern from the School District about general public use. Three other parks are located nearby to the downtown area:

- Emil Gerngras Park, a small children's park located on the northeast corner of Staples and Hudson Street, east of the Study Area;
- Northside Pocket Park located just north of the Study Area, directly across from Northside Elementary School;
- Ellsworth W. Allen Town Park south of the study area on Heisser Lane and Motor Avenue;
- Bethpage State Park north of the study area off of Merritts Road/Quaker Meeting House Road/Bethpage Road; and
- Michel Park east of the study area off of Michel Drive.

c. Cultural, Historic, or Archeologically Significant Area or Properties

There are three tiers of recognition and regulatory protection for cultural and historic resources in New York State:

- National Register of Historic Places and National Historic Landmarks;
- New York State Register of Historic Places held by the State Historic Preservation Office (SHPO); and,
- Local recognition.

Districts, sites, buildings, structures, and objects are eligible for the State and National Registers if they meet a number of criteria, such as possessing integrity of location, design, setting, materials workmanship, feeling, and association, and:

- Are associated with events that have made a significant contribution to the broad patterns of history; or
- Are associated with the lives of significant persons; or
- Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in history or prehistory.

Determinations of eligibility are made by SHPO. Generally, all properties that are listed on the National Register are listed on the State Register, which has the same criteria for evaluation as the National Register. Properties that have been constructed within the last 50 years are ordinarily not eligible.

State and National Register of Historic Places/National Historic Landmarks

A review of the State Preservation Historical Information Network Exchange at http://www.oprhp.state.ny.us/hpimaging/ indicates that the Village of Farmingdale contains one structure that is listed on the State/National Register of Historic Places—the Farmingdale LIRR train station. The station is located along the Main Line (Ronkonkoma Branch) of the LIRR. Farmingdale Station was originally built on October 15, 1841, when the LIRR first went through the Village. It was rebuilt in July 1875 and again in 1890. On November 13, 1991 it was listed on the National Register of Historic Places. As such it is afforded special protection and benefits.

National Historic Landmarks are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. There are no National Historic Landmarks located within the Village of Farmingdale.

Local Landmarks and Historic Districts

The Village also contains a number of structures that have local significance and help to characterize the Village, including (but not limited to):

- Village Hall/Fire Department
- St. Kilian's Roman Catholic Church
- Thomas Powell House

- Quaker Meeting House
- 360 Main Street—formerly the "Farmingdale" (movie theater) and now law offices for Grey and Grey
- 31 Rose Street—Christopher and Carolyn Beierling residence, built in 1917

Four properties, the LIRR train station, Village Hall/Fire Department, St. Kilian's, and 360 Main Street are within the downtown area. The locations of the cultural and historic properties within the downtown area are presented on ***Figure III-7***; there are no archeologically significant areas within the Study Area.

d. Police, Fire, and Emergency Services

The 8th Precinct of the Nassau County Police Department provides police services to Farmingdale, South Farmingdale, Old Bethpage, Plainedge, Levittown, and parts of North Massapequa, Hicksville, and Plainview. The precinct station is located at 286 Wantagh Avenue in Levittown.

The Farmingdale Fire Department has approximately 100 volunteer members and consists of the Office of the Chief, Hook Ladder & Hose Company No. 1, Water Witch Engine & Hose Company No. 1, Rescue Squad, Fire/Police Squad, and the Junior Brigade. The Farmingdale Fire Department provides fire protection to the Village, as well as Bethpage State Park, and has one fire station, located at 361 Main Street, immediately adjacent to Village Hall. In 2008 the Farmingdale Fire Department responded to approximately 1,100 calls for assistance, including ambulance calls and general alarms (e.g., building fires, brush or car fires, and motor vehicle accidents).

The South Farmingdale Fire Department has more than 100 members (including over 80 active members) and provides fire and emergency medical services to South Farmingdale and parts of Farmingdale, Massapequa, and Massapequa Park. The South Farmingdale Fire Department operates two engine companies, one truck company, and one emergency medical services company from two fire stations located on 819 South Main Street and on Merritts Road. In 2008, the South Farmingdale Fire Department responded to more than 1,000 alarms comprised of emergency medical service calls, motor vehicle accidents, smoke and carbon monoxide alarm activations, and structural fires.

6. Infrastructure and Utilities

This sub-section, which based primarily upon information provided from infrastructure studies performed by PS&S in 2009 and the February 2011 *Evaluation and Tracking of Hazardous Waste Groundwater Plumes Study*

prepared by Holzmacher, McLendon & Murrell, P.C. (H2M), describes the existing water supply, sanitary sewer, solid waste, and electric and gas services in the Study Area. The Study Area's parking fields are described above under ***2. Urban Design and Visual Conditions*** and ***3. Traffic, Transportation, and Parking***. Due to the extensive nature of the primary infrastructure and utilities in the Study Area, a series of detailed maps are provided in ***Appendix G, Infrastructure and Utilities Maps***.

a. Storm Drainage

Due to the presence of impervious surfaces in the downtown area, storm drainage and stormwater management is a key element of the existing conditions in the downtown area.

Stormwater runoff is generated by rainwater that collects upon the surface of the land or built structures. The runoff generated by these surfaces varies depending upon the type of land cover, which is defined as pervious (pervious surfaces allow more percolation to the ground below and generate less runoff) or impervious (impervious surfaces impede percolation and generate greater runoff).

The Village of Farmingdale utilizes infiltration basins for the stormwater runoff within the Village Department of Public Works (Village DPW) right-of-way. The Village requires two-inches of on-site stormwater storage for all properties fronting the Village right-of-way, except for properties fronting Lenox Court, which requires eight-inches of on-site stormwater storage. Based on the information obtained during the meeting with Village DPW and the Village's consulting engineer, the existing drainage system within the Village DPW's jurisdiction has ample capacity. However, the intersection of Secatogue Avenue and South Front Street has flooding issues. Note that the Village DPW and the Village's consulting engineer are currently looking to solve the flooding problems.

Based on the storm drainage maps obtained from the Nassau County Department of Public Works (NCDPW), there is an existing 15-inch, 18-inch, and 24-inch storm sewer main running along Main Street. The NCDPW requires eight-inches of on-site stormwater storage for the properties fronting NCDPW right-of-way. Based on the information obtained during the meeting with Village DPW and the Village's consulting engineer, the existing drainage system within the NCDPW's jurisdiction has ample capacity. However, flooding occurs at the intersection of Grant Avenue and Main Street. Note that the Village DPW, the Village's consulting engineer, and NCDPW is currently looking to solve the flooding problems.

Based on maps obtained from NYSDOT, there are existing 15-inch, 18-

inch and 24-inch storm sewer mains running along South Front Street within the NYSDOT maintained roads. Based on the sewer plans and profiles obtained from NCDPW, there are existing 15-inch, 18-inch and 24-inch storm sewer mains along Fulton Street. The NYSDOT requires two-inches of on-site stormwater storage for the properties fronting the NYSDOT right-of-way. Based on the information obtained during the meeting with NYSDOT, the existing drainage system within the NYSDOT's jurisdiction has existing capacity.

b. Water Supply System

Existing Water Supply System

The Village of Farmingdale Water District supplies (through the Village Water Department) potable water to the entire Incorporated Village of Farmingdale, bordered on the west and south by the South Farmingdale Water District, to the north by Bethpage State Park, and on the east by the Nassau/Suffolk County line, as well as a small section located outside of the Village boundary within the Town of Oyster Bay (known as the "Northeast Farmingdale extension"). Currently, the Village distributes water to approximately a population of 8,500, including 2,135 services, through the use of 30.9 miles of water main.

The Village obtains its water from groundwater sources by means of three deep wells, located on two separate plant sites:

- **Plant No. 1**—Located in the northeast quadrant of the Village on Eastern Parkway. Includes Well No. 1-3, which accounts for 47.4 percent of total annual Village supply well production.
- **Plant No. 2**—Located in the northeast section of the Village on Ridge Road. Includes Wells Nos. 2-2 and 2-3, which account for 52.6 percent of total annual Village supply well production.

Overall, the three existing water wells are capable of pumping 5.4 million gallons-per-day (mgd), which receives water treatment at each of the well sites. Both plant sites are operated primarily by electric power and are equipped with auxiliary diesel power engines for emergency use. Also, the Village maintains two storage tanks (with a combined volume of 0.9 million gallons) at the plant sites—a 500,000-gallon elevated storage tank at Plant No. 1 and a 400,000-gallon ground storage tank at Plant No. 2.

The Village maintains five emergency interconnections with its neighboring public water suppliers:

- One with the Bethpage Water District
- Two with the South Farmingdale Water District
- Two with the East Farmingdale Water District

Note that one of the interconnections with the South Farmingdale Water District (on Hempstead Turnpike) is inoperable at this time.

Based on water distribution maps, there is an existing six-inch water main running along Main Street. There are also existing water mains with six-inch and eight-inch diameters running along South Front Street. Finally, there are existing water mains with four-inch and eight-inch diameters running along Fulton Street.

Existing System Capacity

During 2010, the Village pumped 477.16 million gallons and recorded a peak pumpage of 3.19 million gallons, which occurred on July 4, 2010. The water capacity for the Village is summarized in ***Table III-11, Village of Farmingdale Water District Capacity Summary***.

Table III-11
Village of Farmingdale Water District Capacity Summary

Demand Category	Actual System Capacity (mgd)[1]	Peak Demand Recorded (mgd)[2, 5]	Surplus/(Deficit) (mgd)
Average Day	3.6	1.6	2.0
Maximum Day	5.4	3.2	2.2
Peak Hour[3]	6.8	5.5	1.3
Max. Day & Fire Flow[4]	6.8	4.5	2.3

SOURCE: Evaluation and Tracking of Hazardous Waste Groundwater Plumes Study, February 2011, H2M
NOTES: [1]As of January 2011
[2]Based on demand recorded from 2005 through 2010.
[3]Estimated on maximum day.
[4]3,500 gallons-per-minute (gpm) is a practical upper fire flow limit most water suppliers should anticipated.
[5]Demand for the downtown study area is only a portion of the overall Water District demand.

As indicated in ***Table III-11***, the system currently has adequate capacity to satisfy average day, maximum day, peak hour, maximum day plus fire flow demand conditions.

However, if one of the three wells shutdown, the pumpage rate could be reduced by at least 1.44 mgd. Therefore, if the Village happens to have a very heavy usage, a shortage of water supply may result. Further, there may be inadequate capacity to handle emergency situations. The Village has been aware of this concern and has pursued obtaining land for a potential well site, but has not obtained a suitable location at this time. In the case of a severe fire event within the downtown area, mutual aid companies would be called in to support the local fire department and interconnections between the Village of Farmingdale and other water districts would be activated to provide an adequate water supply for the emergency.

Potential Contamination Threats

There are a number of sources of groundwater contamination that have the potential of impacting the Village's water supply wells.

Three know Superfund (State and/or Federal) sites that are located upgradient of the Village's public water supply (Plant No. 1):

- **Nassau County Fireman's Training Center**—12-acre site located on Winding Road in Old Bethpage.
- **Old Bethpage Landfill**—135-acre landfill and incineration operation along Winding Road and Round Swamp Road in Old Bethpage.
- **Claremont Polychemical**—9.5-acre lot located at 501 Winding Road in Old Bethpage.

Each of these sites has created contamination plumes that are flowing in the direction of the Village's water supply wells are currently being investigated/remediated by a separate potentially responsible party (PRP).

In addition, NYSDEC is conducting an area-wide study to locate other potential groundwater contamination sources in the area, including possibly several additional hazardous waste spill sites ("locations of environmental interest). These include:

- **Old Bethpage Industrial Area**—Approximately 230 acres in 33 properties along Bethpage-Sweet Hollow Road, Spagnoli Road, Winding Road, and Hub Drive in the Towns of Oyster Bay and Huntington.
- **Grumman-Navy Plume**—635-acre facility in the Town of Oyster Bay.

Groundwater contamination from these directly upgradient sources has commingled into a large and significant plume (as well as the Grumman-Navy plume) that could possibly impact both plant sites (and, therefore, all three Village wells), potentially as early as 2022. The contamination threat to Plant No. 1 has been determined to be very high if prompt action is not undertaken. The threat to Plant No. 2 is lower when compared to that of Plant No. 1, due to the current groundwater remediation activities that are being undertaken by NCDPW. However, there is concern that the additional contamination could adversely impact the remediation systems that are in operation.

Alternatives to Maintain Sufficient Water Supply Well Capacity

As a result of concerns over the capacity to handle a fire emergency and the possibility of impacts to the Village's water supply wells, there is a need to improve the water supply system for the Village. Although a comprehensive groundwater investigation is warranted, viable options to ensure that Village water supply capacity is not diminished due to groundwater contamination have been identified and include: 1) full remediation of the plumes and 2) hydraulic containment of the contamination and wellhead treatment.

In addition, the pumping facilities at Plants Nos. 1 and 2 are in need of an electronic upgrade. Most of the electronic equipment was installed in the 1950s. The original electronic equipment for the pumping facilities has been breaking down more frequently in the past few years. One of the first pieces of equipment that needs to be replaced is the telemetering equipment which is currently using "pulse" signals will need to be converted to "tone" signals.

c. Sanitary Sewer System

The Village of Farmingdale is currently being serviced by Nassau County Sewer District No. 3. The discharge from the Village of Farmingdale is collected at the Cedar Creek Water Pollution Control Plant. Based on a conversation with Peter Pyne of NCDPW, the Cedar Creek Water Pollution Control Plant has an existing capacity of 56 mgd and a maximum capacity of 74 mgd, which includes the discharge from the Village of Farmingdale, thereby indicating that there is ample capacity. Note that for the downtown study area it was calculated that sewer flow is approximately 328,000 gpd. Connection to the treatment system already exists; therefore, there will be no cost required for connection. Based on the sanitary sewer maps, there is an existing eight-inch sanitary sewer main running along Main Street. There are existing sanitary sewer mains with eight-inch and thirty-inch diameters running along South Front Street. There are existing sanitary sewer mains with eight-inch, ten-inch, and twelve-inch diameters running along Fulton Street.

d. Energy

Long Island Power Authority (LIPA) and National Grid provide energy to Long Island. National Grid is the largest electric generator in New York State, with approximately 6,650 megawatts of generating capacity, which provides power to LIPA's more than 1.1 million customers on Long Island (as well as supplying approximately 25 percent of New York City's electricity needs). In addition, National Grid provides natural gas service to 3.4 million customers in New York, Massachusetts, New Hampshire, and Rhode Island. LIPA's Central Division, which includes the Study Area, delivers electricity to approximately 290,000 customers and encompasses 210 square miles of service territory. The service territory includes 2,374 miles of overhead wire, 667 miles of underground cable, and 145,389 utility poles. Based on this, there is ample capacity to supply the existing electric and gas demand at this time.

e. Solid Waste

The Town of Oyster Bay Department of Public Works (DPW), Sanitation & Recycling Collection Division, located at 150 Miller Place in Syosset,

provides municipal solid waste collection services for the Town of Oyster Bay, Village of Massapequa Park, and Village of Farmingdale. The collection is divided into two garbage districts solid waste collection service purposes. Trash pickup occurs twice per week. For Garbage District #2 (which includes the Village of Farmingdale), garbage and curbside trash pickup occurs on Tuesday and Friday. Currently, the Town of Oyster Bay's garbage is picked up and hauled by town crews to its transfer station in Old Bethpage. From there, a contractor hauls it nearly 400 miles to the Seneca Meadows Landfill, near Syracuse.

The Sanitation & Recycling Collection Division also has the responsibility for implementing the Town's recycling program. Known as S.O.R.T. (Separate Oyster Bay's Recyclables Today), this program began as a pilot project in 1987. Glass, metal, and plastics (placed in a S.O.R.T. pail), as well as newspapers, magazines, and advertising mail (placed next to the S.O.R.T. pail) are collected curbside on a weekly basis. For the Village of Farmingdale, collection occurs on Mondays.

7. Natural Resources and Environmental Features

The Village (and downtown area in particular), as an already built-up community, contains mostly impervious surfaces (outside of the few recreational and landscaped), with little vegetative cover. Therefore, natural resources, such as topography, soils, geology, flora and fauna, etc., are minor elements of the environmental setting.

8. Water Resources

This sub-section, which was derived primarily from the February 2011 *Evaluation and Tracking of Hazardous Waste Groundwater Plumes Study* prepared by H2M, reviews general surface water and groundwater conditions for the Study Area.

a. Surface Water Conditions

Since the Village (and downtown area in particular) is an already built-up community, containing mostly impervious surfaces, there are no surface waters or mapped wetlands within the Study Area.

b. Groundwater Conditions

Overview

There are three distinct aquifers that underlie the Village and most of Long Island: 1) Upper Glacial; 2) Magothy; and, 3) Lloyd.

These aquifers were designated by the United States Environmental Protection Agency (USEPA) as a "Sole Source Aquifer" in 1978, with the finding that the system is the principal source of drinking water to the people of Long Island and if contaminated, would create a significant hazard to public health.

Because the Upper Glacial aquifer is the shallowest aquifer and is generally of degraded quality because of past sanitary and industrial waste disposal practices, the majority of Nassau County obtains its water supply from the deeper Magothy aquifer. This is the case in the Village, where all three Village supply wells are screened within the Magothy aquifer. Due to the depth of the formation and its relatively low hydraulic conductivity, the Lloyd aquifer has not been developed as a source of water in the Village and surrounding water systems.

Groundwater Supply, Flow, and Quantity

The only source of water supply for the Study Area is groundwater. Groundwater supply is determined by the hydrologic cycle, which consists of precipitation, evapo-transpiration, runoff, and recharge.

Average rainfall in the Farmingdale area is approximately 45 inches per year, of which approximately 22 inches is returned to the atmosphere via evapo-transpiration of plants/simple surface evaporation. The remaining 23 inches enters the groundwater system to recharge the aquifer. Recharge is the amount of precipitation entering groundwater by draining down through the soil. Water will percolate downward until it reaches a zone of saturation where all of the openings and pores in the soil are filled with water. The upper boundary of this zone is known as the water table.

Based on Nassau County Department of Public Works (NCDPW) data, approximately 33 million-gallons-per-day (mgd) of recharge enters the groundwater system on average. Average consumptive water use is estimated to be 178 mgd. The difference between average recharge and consumptive use yields 162 mgd of water that flows naturally out of the Nassau County groundwater system (to the Atlantic Ocean in the south and Long Island Sound in the north) as either stream flow or underflow.

During periods of drought, when recharge is greatly reduced, an adequate supply of water is still available from the groundwater reservoir beneath the boundaries of the Village. At the present time, the Village and the rest of Nassau County have an abundant supply of water, if properly maintained and conserved, and are capable of supplying all foreseeable future demands.

Groundwater Quality

Groundwater for all of Long Island is recharged solely through precipitation and surface water seepage. The seepage of recharge through surface soils, and any present dissolved contaminants, will ultimately reach the water table and therefore affect the quality of groundwater. As groundwater is the only potable water source for the area, the protection of this resource is essential to Long Island.

Groundwater contamination concerns and origins can be segregated into two basic categories:

- Non-Point Sources
- Point Sources

Within the Village and many other regions of Long Island, nitrates, volatile organic compounds (VOCs), and other emerging compounds[9] are impacting, or threaten to impact, public supply wells.

Nitrate contamination, which is generally attributed to non-point sources, can be a result of years of farm and law fertilization and past use of on-site sewage disposal systems. During the 1980s, all homes and establishments within the Village were connected to the Nassau County Sewage System, thereby mitigating nitrate groundwater contamination from on-site sources (the most recent data from NCDPW indicates that the nitrate levels in the Village have remained far below the New York State maximum contaminant level).

Point source contaminants, such as VOCs, are generally more difficult to trace. VOC plumes tend to spread out vertically and horizontally over time. Presently, all Village supply wells are free from detectable concentrations of VOCs. However, recent information has revealed the potential for a significant VOC threat upgradient of all three Village supply wells.

9. Hazardous Materials

This sub-section, which was based primarily upon information provided in the November 2010 *Phase I Environmental Site Assessment* prepared by H2M, describes the regulations and overall processes that guide the redevelopment of sites that contain or have historically contained contamination and/or the presence of hazardous materials (“brownfields sites”) in New York State. In addition, a summary of all of the relevant environmental investigations prepared to date for parcels within the Study Area is provided.

a. Regulatory Framework

Sites with hazardous materials may be subject to Federal and State regulations and guidance, including the following:

[9] These include, in addition to nitrates and VOCs, microbials and pesticides.

- United States Environmental Protection Agency (USEPA) Brownfield grant program;
- NYSDEC Brownfield Cleanup Program (6 NYCRR Part 375);
- 6 NYCRR Parts 595-599, 6 NYCRR Parts 612-614, NYSDEC STARS Memo #1—Chemical and petroleum bulk storage management and removal of aboveground or underground storage tanks;
- Article 71 of the Environmental Conservation Law, 17 NYCRR Part 32, Article 12 of the Navigation Law - Petroleum and chemical spill reporting; and,
- 6 NYCRR Part 360 and Part 364—Solid waste management requirements.

b. Existing Conditions

In 2010, a Phase I Environmental Site Assessment (ESA)[10], including site characterizations on a number of the sites within the downtown area, was performed by H2M to advise the Village of potential environmental liabilities, if any, associated with the selected properties. The Phase I ESA is intended to identify obvious and/or potential sources of environmental concern, what extent these sources are likely to impact properties in the Village, and to assess whether further investigation and/or remediation activities are warranted. A copy of the Phase I ESA is located in ***Appendix J, Phase I ESA***.

For the purpose of the Phase I ESA, 18 properties within the Study Area were selected for review since there was known or suspected contamination (see ***Figure III-11, Phase I ESA Properties***). All of these properties are also considered a "Site Subject to Change" (see below).

Methodology

H2M conducted a review of regulatory records and user provided information, as well as site reconnaissance to whether recognized environmental conditions (REC) exist at the subject properties. For each of the 18 properties, the following research was conducted:

- Review of available site plans, surveys, and tax map information.
- Site visit to inspect each of the properties and identify/confirm existing land use, water supply and sewage disposal, possible waste disposal areas, drainage problems, buried and above-ground tanks, hazardous materials and petroleum usage, electrical transformers, and neighboring land uses. This included interviews with site occupants and/or site managers, as available.
- Examination of standard Federal, State, and Local sources to determine the environmental history of each of the properties and

[10] Conducted per the guidelines established by the American Society for Testing Materials (ASTM) E1527-0, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

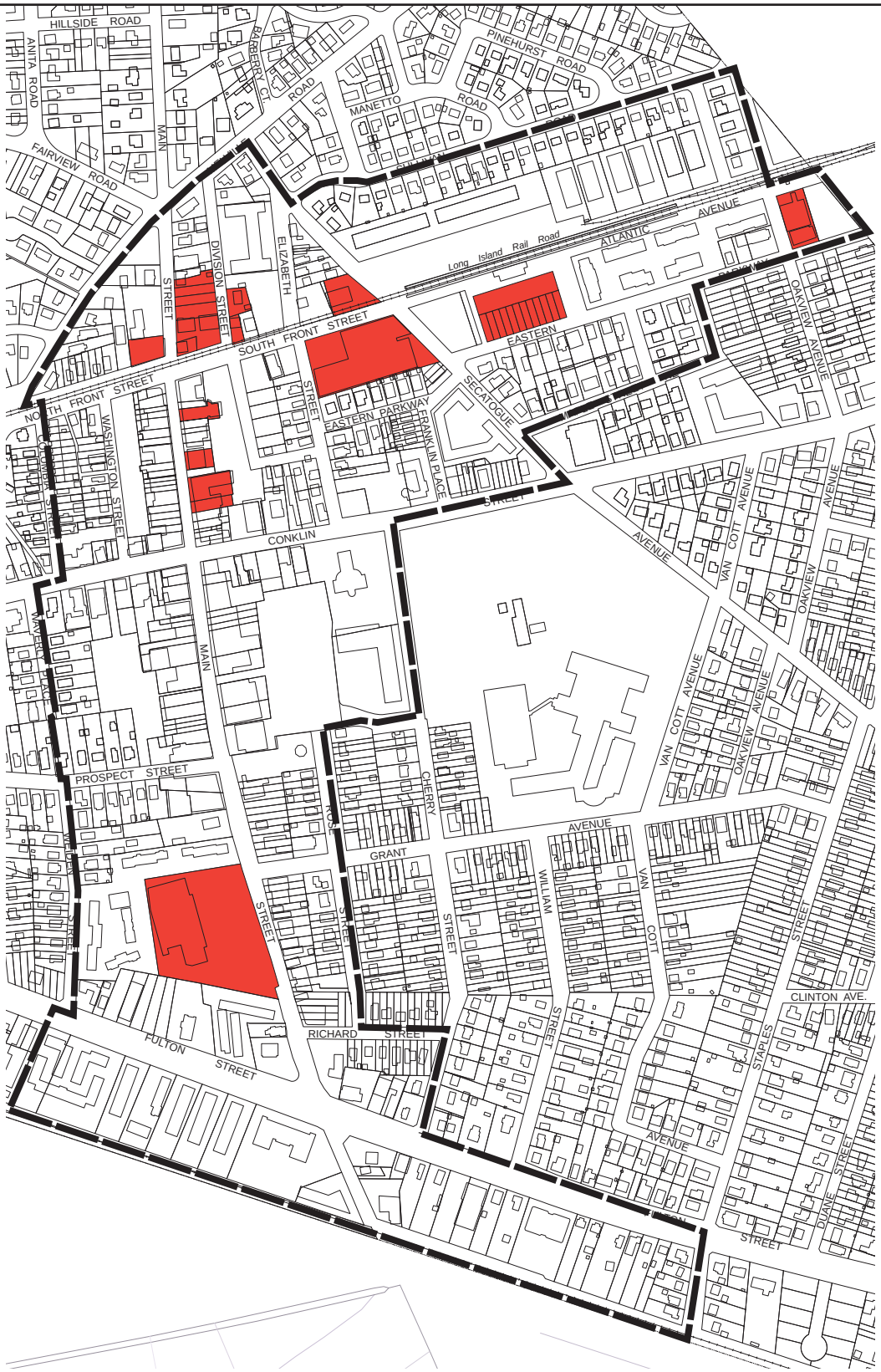


Figure III-11

PHASE I ESA PROPERTIES

Phase I ESA Properties

BOA/Study Area Boundary

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

neighboring properties. This included review of historical and neighboring property information provided in an environmental database service search report.
- Review of regulatory agency files regarding the environmental compliance history of each of the properties. This included files at the Nassau County Department of Health, Nassau County Fire Department, NYSDEC, New York State Department of Health, Town of Oyster Bay, USEPA, and the Village.
- Review of standard historical sources (aerial photographs, fire insurance maps, topographic maps, etc.) to determine historical land use.

In general, environmental concerns include industrial land use, gasoline stations, automobile repair, current and historical generation of hazardous materials, storage of petroleum in underground or aboveground storage tanks, reported spills of petroleum and other chemicals, and groundwater and soil contamination at varying sites. Identified RECs were grouped into the following categories:
- Historical Use
- Subsurface Impacts
- Current Use
- Storage Tanks and Spills
- Subsurface Structures and Preferential Pathways

Summary of Recognized Environmental Conditions

Table III-12, Phase I ESA Properties lists the address, description, acreage, and REC category for each known or potentially contaminated parcel within the Study Area, based on information contained in the Phase I ESA.

Table III-12
Phase I ESA Properties

Street Address	Description	Acreage	Recognized Environmental Condition[1]
285 Eastern Parkway	Vacant warehouse	0.46	Historic Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
Parking Lot #5	Village/LIRR commuter parking lot	1.76	Subsurface Structures and Preferential Pathways
120 Secatogue Avenue	Warehouse/Commercial/Parking lot	1.91	Historic Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
100 Secatogue Avenue	Auto body shop	0.41	Historic Use; Current Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
59 Division Street	Single-family home	0.17	
107 Division Street	Two-family home	0.1	Subsurface Structures and Preferential Pathways
40 Division Street	Retail store/office	0.19	Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
137 Main Street	Vacant land	0.11	Storage Tanks and Spills
145 Main Street	Vacant land	0.3	Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
155 Main Street	Retail store/office	0.42	Historic Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
169 Main Street	Restaurant	0.09	Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
Parking Lot #6	Municipal parking lot	0.98	Historic Use; Subsurface Structures and Preferential Pathways
439 Conklin Street	Dance studio/vacant land	0.16	Historic Use
199 Main Street	Laundromat	0.15	Historic Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
221-225 Main Street	Retail/office/vacant	0.15	Historic Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
231 Main Street	Retail/vacant	0.30	Historic Use; Storage Tanks and Spills
245 Main Street	Vacant retail	0.14	Historic Use; Storage Tanks and Spills; Subsurface Structures and Preferential Pathways
450 Main Street	Vacant supermarket/retail	3.75	Subsurface; Storage Tanks and Spills

SOURCE: Phase I Environmental Site Assessment, Village of Farmingdale, November 2010, H2M.
NOTE: [1]Includes potential RECs identified in the Phase I ESA.

The Phase I ESA also identified a number of RECs and potential RECs associated with surrounding properties.

As can be seen in ***Table III-12***, 17 of the 18 sites evaluated in the Phase I ESA contain some identified or potential hazardous waste concern and are considered brownfields sites. Since actual sampling of soil, air, groundwater and/or building materials was not done as part of the Phase I

ESA (as is typical), Phase II Environmental Site Assessments[11] are suggested for each of the 17 sites with RECs to determine the actual extent of contamination on each of the sites.

C. Sites Subject to Change (Strategic Sites)

As indicated in the above sub-sections, Farmingdale, especially the downtown area, is a predominantly built-up community. Planning for its future, therefore, differs from planning for a community where substantial amounts of vacant land are available.

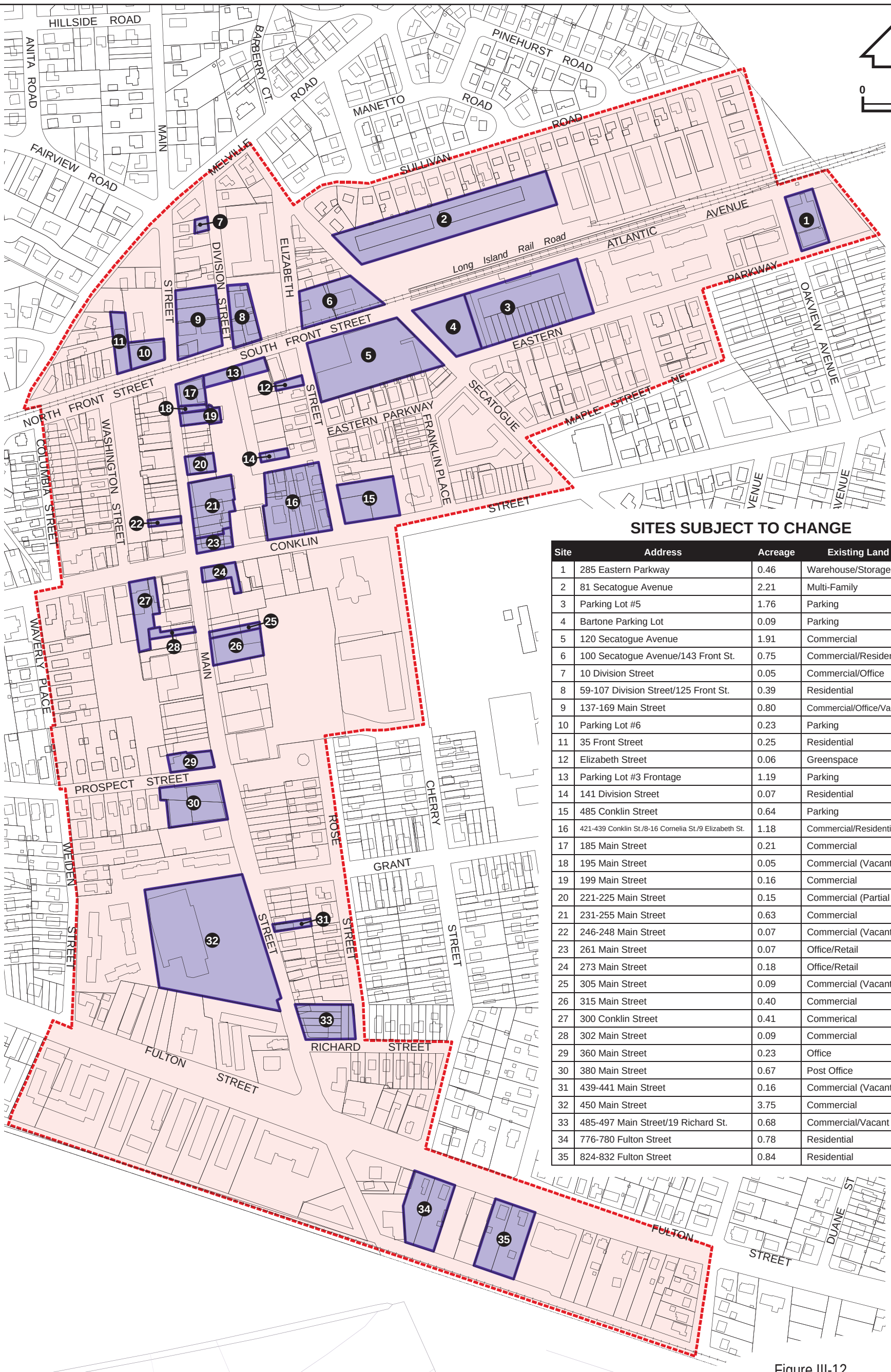
In approaching the Downtown Master Plan, areas of the Village that were abandoned, vacant, underutilized and/or brownfields sites (see ***Figure III-3***). In addition, other sites that are potentially subject to change were identified. These include areas that exhibit the characteristics that could result in change of use. These characteristics include:

- Existing vacant land
- Existing abandoned buildings and/or properties
- Identified brownfields sites (per the Phase I ESA)
- Existing development that is below current development potential
- Developer interest
- Key placement within the downtown area

The sites that were identified were further refined via input from the Downtown Revitalization Committee and public. These "Sites Subject to Change" were then analyzed within the context of local and regional factors to determine the likelihood of change occurring over the next 20 to 25 years. These sites were a key component in developing possible choices for the future of Downtown Farmingdale.

Figure III-12, Sites Subject to Change/Strategic Sites shows the 35 sites within the downtown study area that were determined to have the potential of changing in the near future. ***Table III-13, Sites Subject to Change/Strategic Sites*** lists each of the sites subject to change, references its location on ***Figure III-12***, and includes the site's current land use. ***Appendix F, Building Inventory***, contains descriptive profiles of each of the sites subject to change/strategic sites.

[11] Which would be conducted per ASTM E1903 - 97(2002) *Standard Guide for Environmental Site Assessments: Phase II Environmental Site Assessment Process.*



SITES SUBJECT TO CHANGE

Site	Address	Acreage	Existing Land Use
1	285 Eastern Parkway	0.46	Warehouse/Storage
2	81 Secatogue Avenue	2.21	Multi-Family
3	Parking Lot #5	1.76	Parking
4	Bartone Parking Lot	0.09	Parking
5	120 Secatogue Avenue	1.91	Commercial
6	100 Secatogue Avenue/143 Front St.	0.75	Commercial/Residential
7	10 Division Street	0.05	Commercial/Office
8	59-107 Division Street/125 Front St.	0.39	Residential
9	137-169 Main Street	0.80	Commercial/Office/Vacant
10	Parking Lot #6	0.23	Parking
11	35 Front Street	0.25	Residential
12	Elizabeth Street	0.06	Greenspace
13	Parking Lot #3 Frontage	1.19	Parking
14	141 Division Street	0.07	Residential
15	485 Conklin Street	0.64	Parking
16	421-439 Conklin St./8-16 Cornelia St./9 Elizabeth St.	1.18	Commercial/Residential/Vacant
17	185 Main Street	0.21	Commercial
18	195 Main Street	0.05	Commercial (Vacant)
19	199 Main Street	0.16	Commercial
20	221-225 Main Street	0.15	Commercial (Partial Vacant)
21	231-255 Main Street	0.63	Commercial
22	246-248 Main Street	0.07	Commercial (Vacant)
23	261 Main Street	0.07	Office/Retail
24	273 Main Street	0.18	Office/Retail
25	305 Main Street	0.09	Commercial (Vacant)
26	315 Main Street	0.40	Commercial
27	300 Conklin Street	0.41	Commerical
28	302 Main Street	0.09	Commercial
29	360 Main Street	0.23	Office
30	380 Main Street	0.67	Post Office
31	439-441 Main Street	0.16	Commercial (Vacant)
32	450 Main Street	3.75	Commercial
33	485-497 Main Street/19 Richard St.	0.68	Commercial/Vacant
34	776-780 Fulton Street	0.78	Residential
35	824-832 Fulton Street	0.84	Residential

Figure III-12

SITE SUBJECT TO CHANGE/STRATEGIC SITES

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

Table III-13
Sites Subject to Change/Strategic Sites

Site	Address	Acreage	Existing Land Use
1	285 Eastern Parkway (historic building near water tower)	0.46	Warehouse/Storage
2	81 Secatogue Avenue (Silver Manor)	2.21	Multi-Family (49 senior units)
3	Parking Lot #5 (Village train station lot)	1.76	Parking
4	120 Secatogue Avenue (Bartone parking lot)	0.09	Parking
5	120 Secatogue Avenue (Bartone)	1.91	Commercial
6	100 Secatogue Avenue/143 Front St.	0.75	Comm/Residential
7	10 Division Street	0.05	Commercial/Office
8	59-107 Division Street/125 Front Street	0.39	Residential
9	137-169 Main Street	0.80	Comm/Office/Vacant
10	Parking Lot #6	0.23	Parking
11	35 Front Street	0.25	Residential
12	122-126 South Front Street (fronts on Elizabeth Street)	0.06	Greenspace
13	Parking Field #3 Frontage	1.19	Parking
14	141 Division Street (residential unit in Parking Field #3)	0.07	Residential (1 SF Unit)
15	485 Conklin Street (St. Kilian's Rectory parking lot)	0.64	Parking
16	421-439 Conklin St./8-16 Cornelia St./9 Elizabeth St.	1.18	Comm/Res/Vacant
17	185 Main Street (Farmingdale Inn)	0.21	Commercial
18	195 Main Street	0.05	Commercial (vacant)
19	199 Main Street (laundromat)	0.16	Commercial
20	221-225 Main Street	0.15	Commercial
21	231-255 Main Street (Staller)	0.63	Vacant Commercial
22	246-248 Main Street	0.07	Commercial (vacant)
23	261 Main Street (NE corner Main and Conklin Sts.)	0.07	Office/Retail
24	273 Main Street (SE corner Main and Conklin Sts.)	0.18	Office/Retail
25	305 Main Street	0.09	Commercial
26	315 Main Street	0.40	Commercial
27	300 Conklin Street	0.41	Bergen Tile
28	302 Main Street	0.09	Commercial
29	360 Main Street (art deco cinema building)	0.23	Office
30	380 Main Street	0.67	Post Office
31	439-441 Main Street	0.16	Commercial
32	450 Main Street	3.75	Supermarket
33	485-497 Main Street/19 Richard Street	0.68	Commercial/Vacant
34	776-780 Fulton Street	0.78	Residential
35	824-832 Fulton Street	0.84	Residential

As can be seen in ***Figure III-12***, the sites are spread throughout the downtown area. However, there is a concentration on the northern end of Main Street and along South Front Street near the LIRR train station. In particular, these sites became a focus of the Downtown Master Plan's recommendations, specifically because of their proximity to the LIRR train station and their potential for TOD and Main Street revitalization.

D. Summary of Existing Conditions Analysis and Findings

Based upon the analysis of the existing conditions in the Downtown Farmingdale BOA, a number of key issues and opportunities and initial suggestions were developed. The key issues and opportunities are described below and presented in ***Figure III-13, Issues and Opportunities***.

1. Land Use, Zoning, and Public Policy

Key Challenges and Opportunities

- **Zoning Along Main Street Needs to be Re-Evaluated**—Currently, the Business D District applies the same to both Main Street and Fulton Street, which present very different commercial environments. In addition, some of the uses permitted along Main Street are not appropriate in a pedestrian-oriented, downtown setting.
- **Multiple-Family Residential Needs to be Better Defined**—There is the lack of clarity concerning multiple-family dwellings—both what it is and where it is permitted. Currently, the only type of multiple-family residential use permitted along Main Street is townhouses, which is a special use in the Business D District only.
- **Parking and Loading Issues**—The standards currently provided in the zoning code for parking are, for the most part, too high for a downtown environment. Further, the loading requirements do not distinguish between the downtown and non-downtown environment.

Findings

A new downtown zoning district and revised regulations would encourage the type of mixed-use, pedestrian- and transit-oriented development appropriate to the downtown area through the development and redevelopment of brownfields sites and other sites subject to change.

2. Urban Design and Visual Conditions

Key Challenges and Opportunities

- **Urban Form**—Although Downtown Farmingdale contains the typical "main street" urban form, some of the key intersections (e.g., Main Street and Conklin Street, Main Street and South Front Street) and gateways (i.e., LIRR train station) are not architecturally well defined or utilized.
- **Lack of Identifiable Architectural Character and Form**—Downtown Farmingdale does not have an identifiable architectural character. Rather, the downtown is comprised of many diverse building types and architectural styles. Two elements contribute to this lack of identity: First is the obscuring of extant architectural character in many of the higher quality buildings in the downtown. Second is the loss of a traditional architectural vocabulary in newer buildings in the downtown and/or in older buildings that have been retrofitted or renovated.

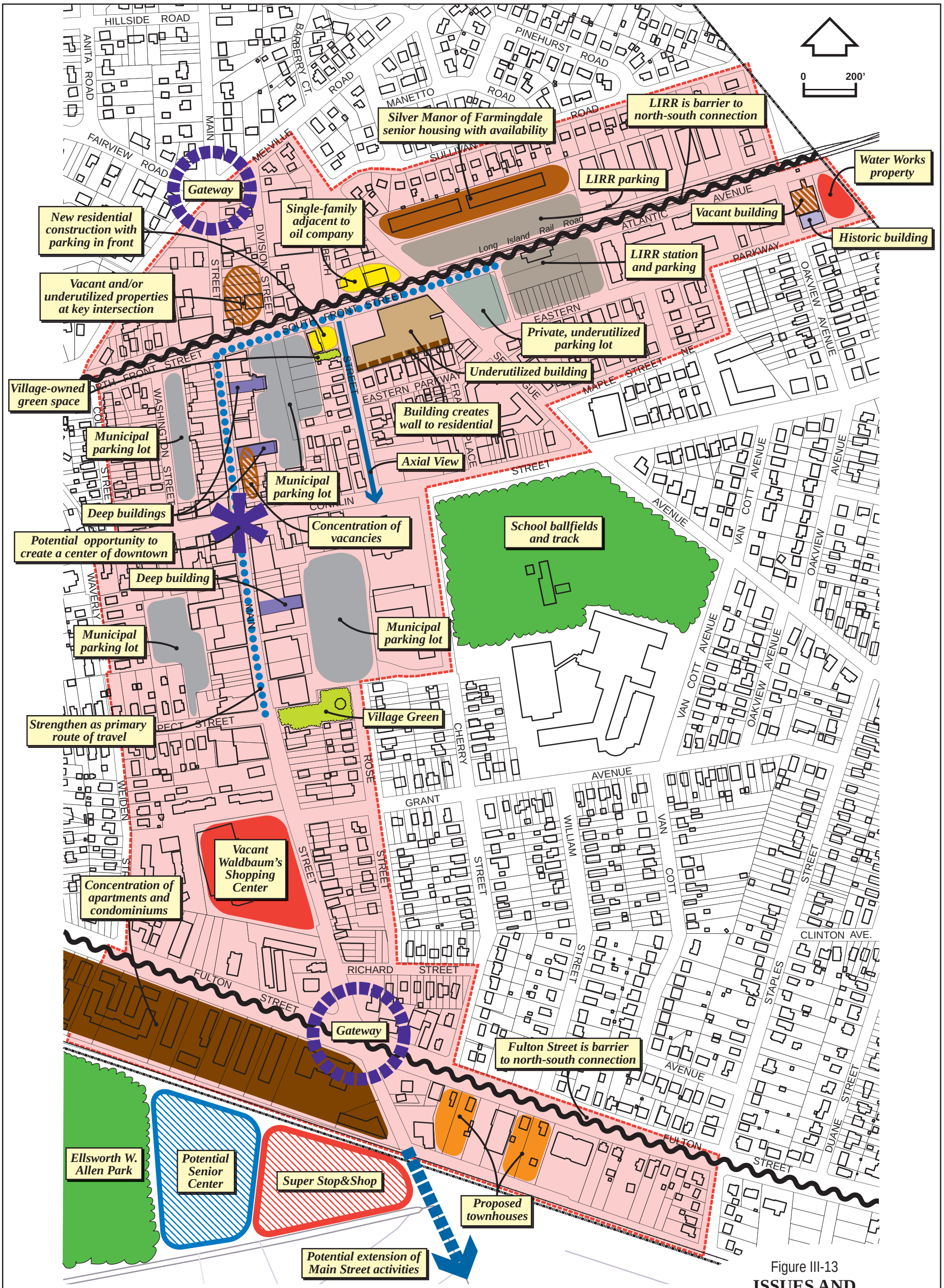


Figure III-13

ISSUES AND OPPORTUNITIES

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

Study Area

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

- **The Pedestrian Environment Can Be Improved**—The pedestrian experience along Main Street contributes positively to Farmingdale's small downtown character. However, elements of this experience, including pedestrian enclosures, sidewalks, program of uses, street trees, street furniture, fencing, and utility lines could be altered/enhanced to improve this experience.
- **Signage is Uncoordinated**—Downtown Farmingdale contains a wide variety of signage. In an environment with so many signs, each competes for attention (and also with the architecture), instead of conveying a message simply and effectively. This detracts from creating a unified Main Street appearance, which would help define a more positive downtown character.
- **Conditions in the Parking Fields Can Be Improved**—From a design standpoint, conditions observed at the parking areas suggest a range of opportunities from improving their appearance to allowing for limited infill development. Further, the transition from the parking fields to Main Street, as well as to the adjacent residential areas, is not functioning to its potential from an aesthetic point of view.
- **Limited Open Space**—There is currently slightly more than one acre of open space/parkland in the downtown area. Many of the existing spaces are currently underutilized and there are opportunities to create new open space.

Findings

A new downtown zoning district and the development of formal design guidelines would encourage improvements to the architectural character, urban form, and pedestrian environment in the downtown. The creation of new and the improvement of existing open spaces in the downtown would contribute to the character of downtown and its sense of place. The development and redevelopment of brownfields sites and other sites subject to change would improve aesthetic conditions in the downtown.

3. Traffic, Transportation, and Parking

Key Challenges and Opportunities

- **Limitations on Improvements to Traffic Flow**—Improvements can be made to traffic flow, but the narrow curb-to-curb width along Main Street with parking allowed on both sides is a significant impediment. Improving the pedestrian environment should also be considered.
- **Limited Weekday LIRR Parking**—The LIRR parking lots are nearly fully utilized at peak times on weekdays, so more residential development with at least some workforce orientation to Manhattan and Downtown Brooklyn will create demand for more parking at the LIRR train station unless new residential development is focused within a convenient walking distance of the station.

Findings

Improvements to area intersections, especially Main Street and Conklin Street, will be necessary to improve existing traffic conditions in the downtown and allow for future development on brownfields sites and other sites subject to change. Revised parking requirements would allow the type of mixed-use, pedestrian- and transit-oriented development appropriate to the downtown area.

4. Socioeconomic Considerations

Key Challenges and Opportunities

- **High Rental Rates and Large Store Floor Plates**—Rental rates are high relative to the amount of pedestrian traffic and sales revenues. Large store floor plates increase overall monthly rents and discourage small retailers from locating in the Village. A number of the building owners are absentee owners and/or have not taken an interest in their property either in terms of general maintenance or choice of tenant.
- **Inconsistent Display Standards**—Merchandise and display standards are inconsistent, as is the quality of goods being sold.
- **Presence of Non-Retail Uses**—Non-retail uses negatively impact the overall shopping experience.
- **Nearby Competition**—Competition exists from nearby regional malls and Route 110 retailers. However, existing restaurants, The Chocolate Duck, Runner's Edge, and Infinite Yarns are destination retailers that bring in non-Farmingdale residents.
- **Developer Interest**—Recent proposals from developers indicate that Farmingdale is "on the radar screen" for development.
- **Proximity of Main Street to LIRR Train Station**—Main Street is within walking distance of the LIRR train station, which provides an expanded customer base for retailers and more retailer stores and merchandise offerings for consumers. However, visual and physical connections between Main Street and the LIRR train station are poor.
- **Proximity of Main Street to Farmingdale State College**—The proximity to Farmingdale State College provides additional retail, service, and residential potential.

Findings

A new downtown zoning district, revised regulations, and formal design guidelines would encourage the type of mixed-use, pedestrian- and transit-oriented development appropriate to the downtown area through the development and redevelopment of brownfields sites and other sites subject to change. Additional programming and marketing of the downtown would help promote the Village as a place to live, shop, and work.

5. Infrastructure, Utilities, and Water Resources

   Key Challenges and Opportunities

   - **Flooding Issues**—Concerning stormwater management, there is sufficient capacity within the Village. However, there are a number of locations that experience flooding, including the intersections of: Secatogue Avenue/South Front Street and Grant Avenue/Main Street.
   - **Need for Alternative Source of Water Supply—**Due to potential groundwater contamination from area plumes and concern over a shortage of water supply in the case of very heavy usage or fire emergency, there is a need to find an alternative source of water supply, whether that be a fourth well or improvements to the current system to ensure ample capacity and water quality.

   Findings

   Continued coordination with Nassau County and New York State on potential contamination issues will be necessary to ensure that potable water is available to the Village and its residents. Upgraded equipment at the Village's pumping facilities and flood-reduction efforts would allow the Village to continue to grow.

6. Hazardous Materials

   Key Challenges and Opportunities

   - **Presence of Hazardous Materials**— Continued participation in the BOA Program (i.e., Step 3) presents a tremendous opportunity to face the challenge of the presence of hazardous materials and brownfields sites in Downtown Farmingdale. A number of properties in the downtown area have indicators of the possible presence of existing or historic contamination. These sites will have to be remediated in order to be developed.

   Findings

   Phase II ESA will be necessary to determine the actual presence and extent of contamination on subject properties. The development and redevelopment of brownfields sites and other sites subject to change would help to remediate any existing or historical contamination issues and restore them to productive use and simultaneously restore environmental quality.

7. Community Facilities and Resources and Other Observations

   Key Challenges and Opportunities

   - **CDBG-Eligibility**—Certain areas within the Village are eligible for CDBG assistance. Although the Village is currently utilizing CDBG funds for improvements to the public parking lots and walkways in the Village, there

are a number of other CDBG-eligible activities that appear to be appropriate for the Village.

- **Limited Affordable Housing Opportunities**—Despite the various incentives and programs utilized and offered by the Village, affordable housing options remain limited within the Village, and there is further concern that new development and improvements to the downtown area will further exacerbate the lack of options.
- **Presence of Historic Properties**—Four historic properties, the LIRR train station, Village Hall/Fire Department, St. Kilian's, and 360 Main Street are within the downtown area.
- **Limited Open Space and Recreational Resources**—The Village of Farmingdale is a built-up community with a limited number of passive and active recreation resources, parks, and playgrounds. Currently, the largest recreational resource in the vicinity of the downtown area, the ballfields and track of the Weldon E. Howitt Middle School, is underutilized due to concern from the School District about general public use.

Findings

A new downtown zoning district that includes development incentives for providing amenities such as open space and housing affordability and the possibility of developing a community land trust would help to provide additional affordable housing opportunities in the downtown. The development of formal design guidelines and continued participation in the CDBG program would encourage improvements to the architectural character and urban form and help to continue to create an historic village-feel in the downtown, as well as help to protect and highlight the downtown's existing historic properties. The creation of new and the improvement of existing open spaces in the downtown would provide additional open space and recreational opportunities and contribute to the character of downtown and its sense of place.

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IV. Environmental Impact Analysis of the Proposed Project

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IV. ENVIRONMENTAL IMPACT ANALYSES OF THE PROPOSED PROJECT

As detailed in ***Chapter I, Project Description and Boundary***, the Proposed Action involves multiple actions including the completion and adoption of a Downtown Master Plan for downtown Farmingdale; adoption of a new Downtown Mixed-Use (D-MU) Zoning District; and, the completion and adoption of a Nomination Study for the proposed Brownfield Opportunity Area (BOA) under Step 2 of New York State's BOA Program. Designation of the BOA by New York State would occur subsequent to the Proposed Action, following successful application to and completion of Step 3 of the BOA Program. This chapter assesses the potential impacts of the Proposed Action on the environment and suggested measures to mitigate such impacts. In addition, this chapter considers a number of alternative development scenarios, including a No Action alternative (Business as Usual), as required by SEQRA. This chapter also includes other SEQRA and BOA required sections, including significant adverse impacts that cannot be avoided, growth inducement, irreversible and irretrievable commitment of resources, and effects on energy.

A. Description of the Proposed Action (Draft Downtown Master Plan: Downtown Farmingdale 2035)

As described in ***Chapter I***, the concept for downtown Farmingdale seeks to enhance its position as a vibrant transit-oriented location and a lively commercial center through a balanced program of **beautification**, **redevelopment**, and **connection**.

When implemented, this would result is the following changes from the existing conditions, based on a mix of redevelopment and new development on many of the sites subject to change/strategic sites, as well as beautification of Main Street and the downtown overall:

- 60 percent increase in residential uses, including approximately 375 new residential units, 70 of which will be affordable
- 10 percent increase in retail uses
- 80 percent increase in restaurant uses
- 40 percent increase in open/greenspaces
- 10 percent increase in other public/quasi-public uses
- 3 percent increase in office space
- 20 percent decrease in industrial uses
- Approximately 800 new parking spaces
- Approximately 800 additional residents of the Village, including approximately 40 school-age children

In order to best illustrate the downtown concept, a Downtown Concept Plan was developed (see ***Figure I-2***). As indicated on the Downtown Concept Plan, components of the concept include:

- **Village Gateways**, as presented in ***Figure IV-1, Gateways Plan***.

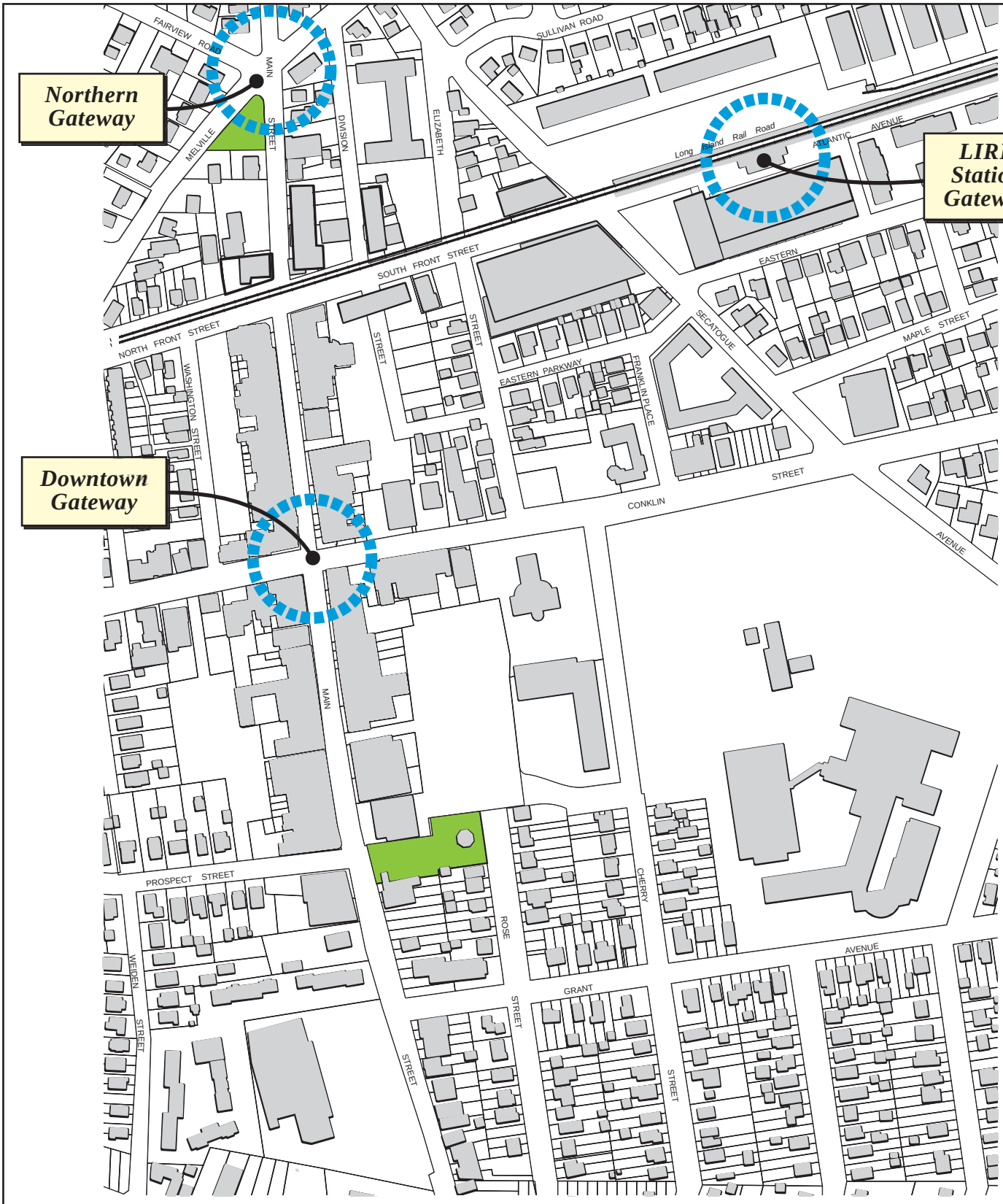


Figure IV-1

GATEWAYS PLAN

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

BASE MAP SOURCE: Nassau County GIS

VHB Saccardi & Schiff

- **Frontages**, as presented in ***Figure IV-2, South Front Street Connection Plan***.
- **Key Transition Areas**
  - **Key Parking/Residential Transition Areas**, as presented in ***Figure IV-3, Parking Entrance Design Concept***.
  - **Key Corner Buildings/Sites**
  - **Key Design Sites**, as presented in ***Figure IV-4, Birds Eye View Looking East at Proposed TOD*** and ***Figure IV-5, Birds Eye View Looking East from Main Street***.
  - **Open Spaces**, as presented in ***Figure IV-6, Open Space Plan*** and ***Figure IV-7, Pocket Park Design Concept***.

B. Potential Significant Adverse Impacts

To identify potential impacts, the existing environmental conditions (as presented in ***Chapter III, Analysis of the Proposed Brownfield Opportunity Area***) were compared to the potential environmental conditions in the future with implementation of the Proposed Action (projected out to 2035). The future scenario conservatively assumes that the projected redevelopment scenario for 2035 outlined in ***Chapter I*** would be in place and that the recommendations set forth in the Downtown Master Plan would be implemented.

1. Land Use, Zoning, and Public Policy

   This sub-section assesses the potential effects of the Proposed Action on land use and zoning in the Study Area. The proposed project is also examined in the context of broader public policy initiatives.

   a. Land Use

      Since the Village of Farmingdale is an already built-up community, the Downtown Master Plan has been designed to reinforce existing land use patterns where they are appropriate and to shape a rational context for planned redevelopment of specific area and provide the basis for the recommended zoning changes necessary to support these land use patterns. As a result, overall, the recommendations of the Downtown Master Plan will not adversely impact land use and land use patterns within the Village. Rather, it will reinforce the downtown area's role as a commercial center, enhance the station area and its connection to Main Street, and help protect the residential neighborhoods from intrusion of non-residential uses, traffic, and housing development that is not consistent with existing residential densities. Projected land use is presented in ***Figure IV-8, Future Land Use Map***.

      The Downtown Master Plan calls for 11 categories of land use:

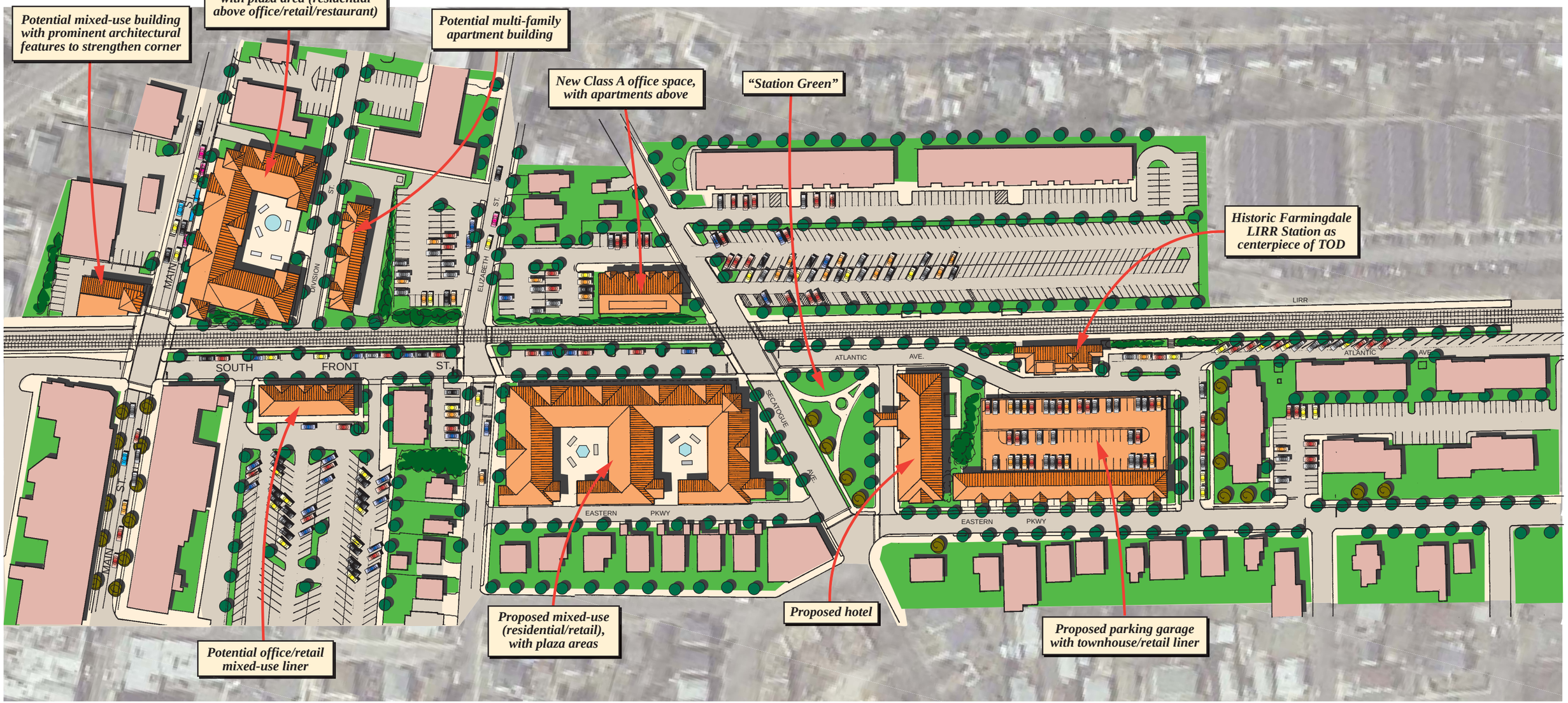


Figure IV-2

SOUTH FRONT STREET CONNECTION PLAN

DOWNTOWN FARMINGDALE DGEIS/ BOA NOMINATION STUDY

Village of Farmingdale, New York

VHB Saccardi & Schiff

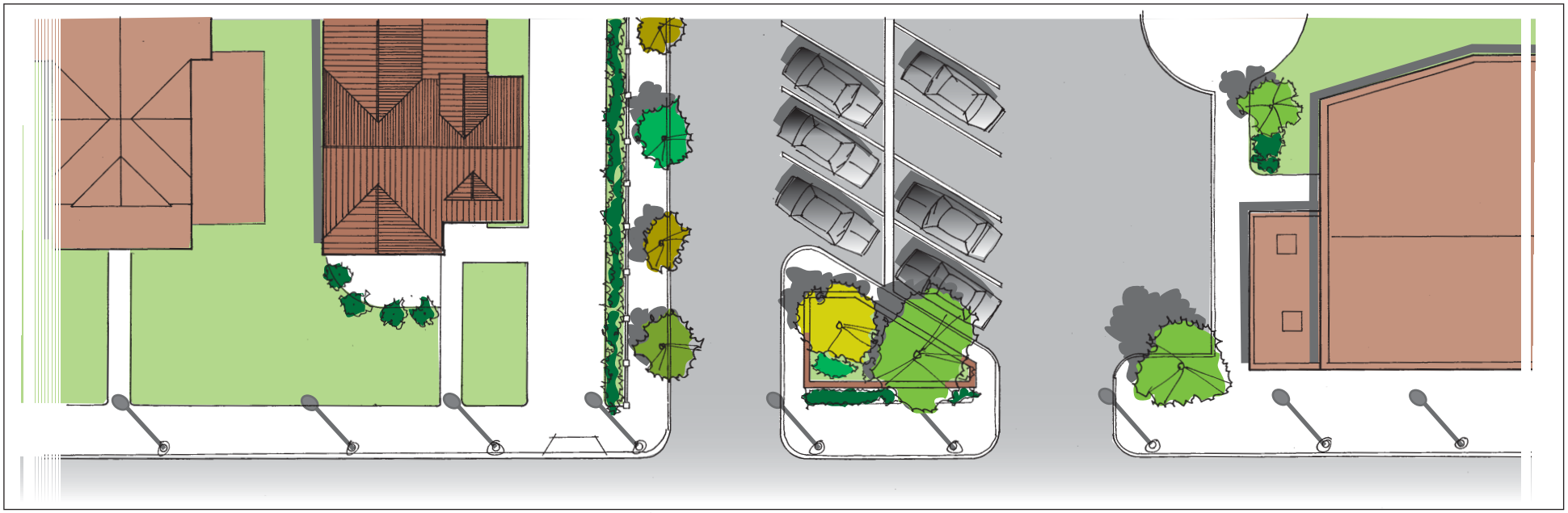


Figure IV-3

PARKING ENTRANCE DESIGN CONCEPT

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY

Village of Farmingdale, New York

VHB Saccardi & Schiff

Figure IV-4

BIRD'S EYE VIEW LOOKING EAST AT PROPOSED TOD

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

Figure IV-5

BIRD'S EYE VIEW LOOKING EAST FROM MAIN STREET

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

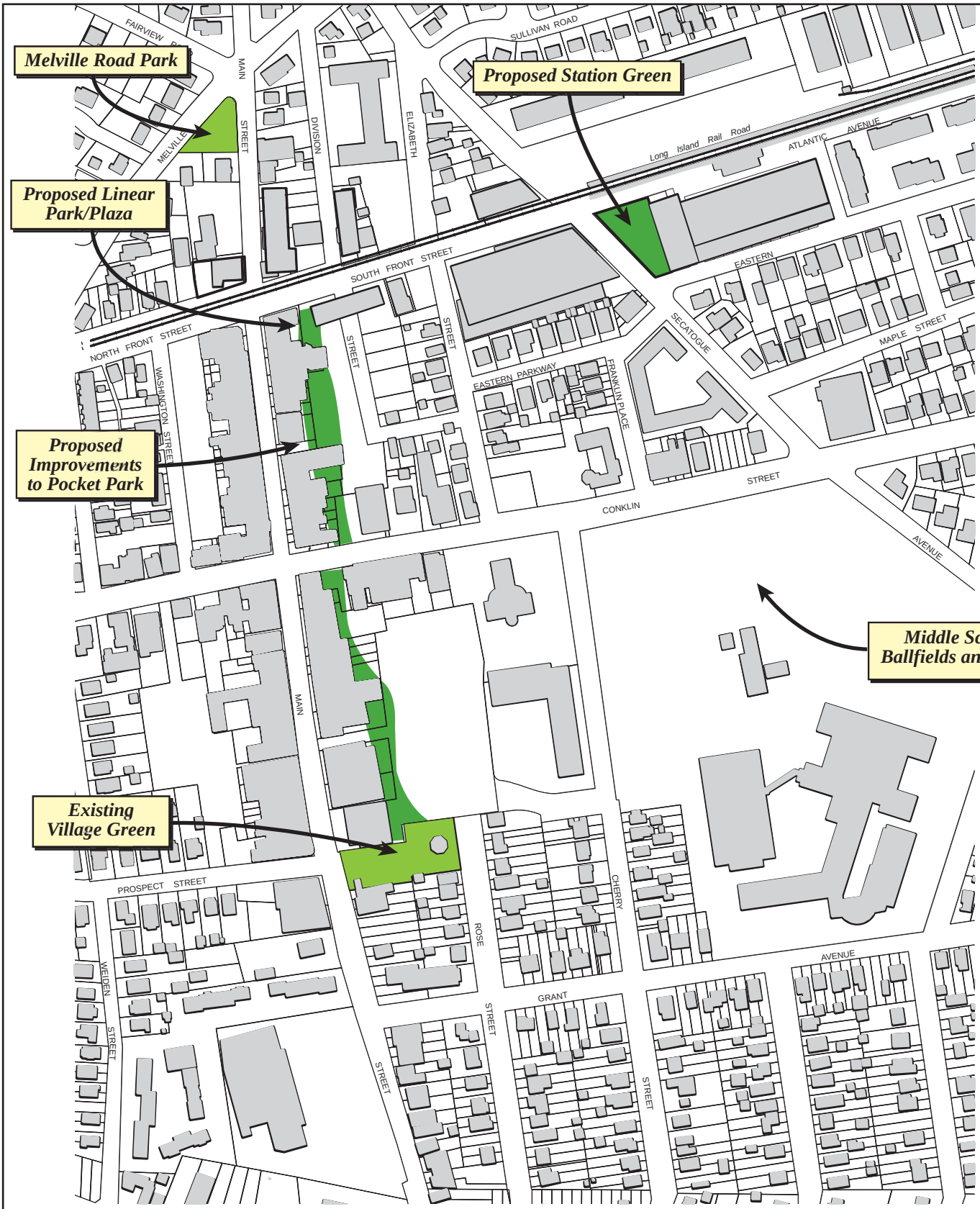


Figure IV-6

OPEN SPACE PLAN

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

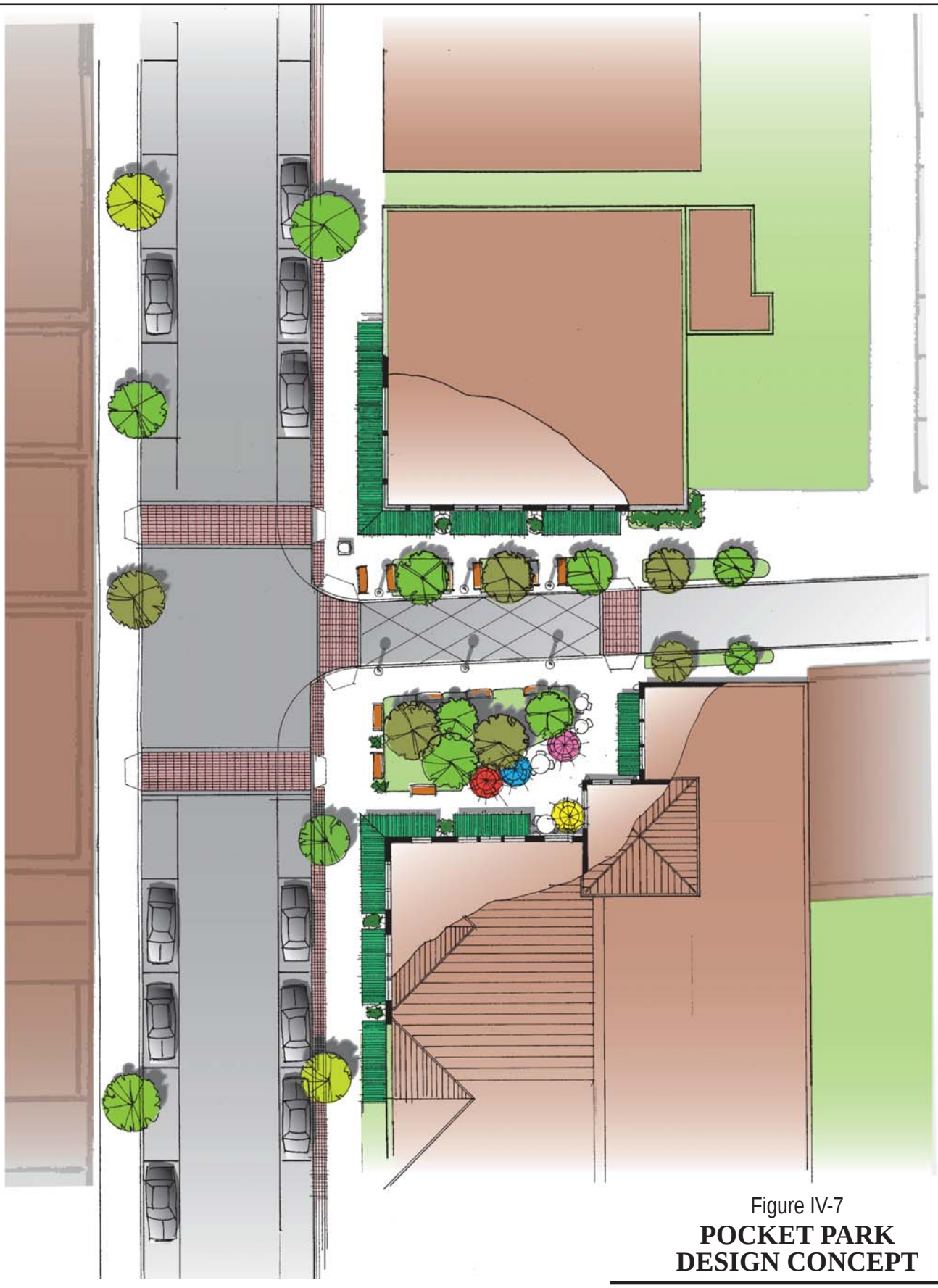


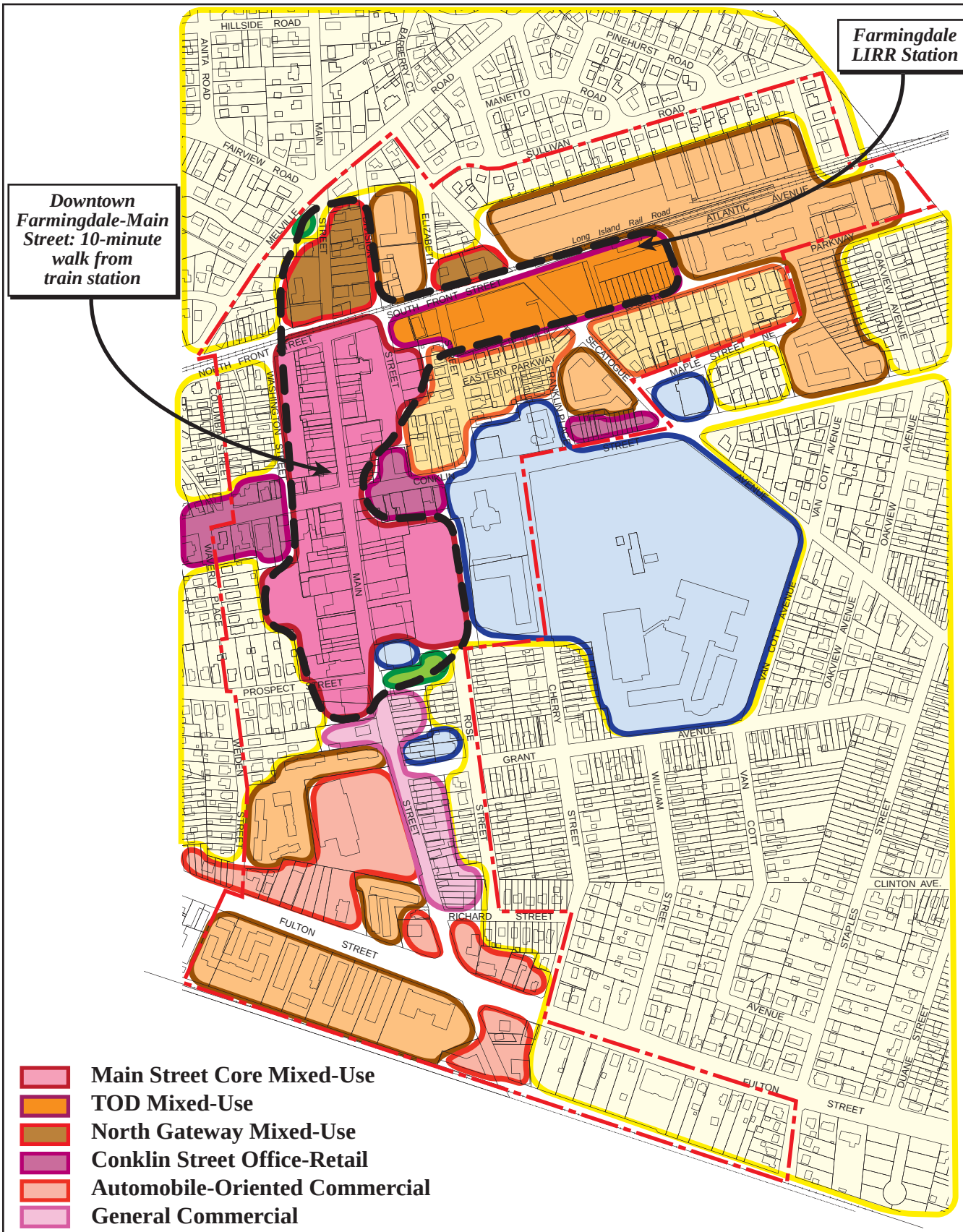
Figure IV-7

POCKET PARK DESIGN CONCEPT

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY

Village of Farmingdale, New York

VHB Saccardi & Schiff



- Main Street Core Mixed-Use
- TOD Mixed-Use
- North Gateway Mixed-Use
- Conklin Street Office-Retail
- Automobile-Oriented Commercial
- General Commercial
- Multi-Family Residential
- Mixed Single-,Two-, and Multi-Family Residential
- Single- and Two-Family Residential
- Public/Quasi-Public
- Open/Greenspace
- BOA/Study Area Boundary
- TOD Focus Area

BASE MAP SOURCE: Nassau County GIS

Figure IV-8

FUTURE LAND USE MAP

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

- Main Street core mixed-use
- TOD mixed-use
- North gateway mixed-use
- Conklin Street office-retail
- Automobile-oriented commercial
- General commercial
- Multi-family residential
- Mixed single-, two-, and multi-family residential
- Single- and two-family residential
- Public/quasi-public
- Open/greenspace

While some of the general land use categories already exist within the Village, others are new categories that are necessary to meet the objectives of the Plan. For example, one of the key elements of the Downtown Master Plan and a shift from the prevailing land use pattern is the inclusion of (legal) mixed-use development. This has been depicted in ***Figure IV-1*** as the "Main Street Core Mixed-Use" land use. On the other hand, the prevailing single- and two-family character and land use of the vast majority of the Village and the areas that surround the downtown area will remain. What follows is a brief discussion of each of the 11 land use categories in broad terms.

(1) Commercial Uses

Six categories of commercial use are shown on the Future Land Use Map: 1) Main Street core mixed-use; 2) TOD mixed-use; 3) Gateway mixed-use; 4) Conklin Street office-retail; 5) Auto-oriented commercial; and, 6) General commercial.

The Main Street core mixed-use, part of the main thrust of this Downtown Master Plan, includes a variety of small retail, personal service, office, and residential uses located along Main Street in the heart of pedestrian-oriented Farmingdale. Although there is a mix of uses today, the Plan envisions that the mix includes residential uses (which it currently does not, at least legally) and that office and residential uses are located on upper floors. Most of these uses will have no private off-street parking. Rather, their parking needs will be provided in the municipal parking fields, on-street parking, and, potentially structured parking. The Downtown Master Plan encourages that the Village work with the United States Post Office to relocate their distribution operations to a location outside of the downtown area and to relocate the retail component to another location along Main Street. Finally, the old Farmingdale theater could be restored to such use, thereby preserving the historic building and adding a much needed cultural destination to the downtown area.

In a similar vein, the TOD mixed-use is also a main thrust of this Downtown Master Plan, and will include a mix of ground-floor retail/restaurant, upper level residential and some office, and a hotel. Parking will be provided either underground or in structured parking, which will be lined by townhouses to reduce visual impacts and conform to the residential nature of the surrounding area.

Along Main Street just to the south of Melville Road, but before the railroad right-of-way, is mix of uses that will create a gateway to the downtown area from the north. This area, currently containing a concentration of vacant and/or underutilized properties, will introduce mixed-use (retail/office) buildings to reinforce the religious, commercial, and residential buildings that make up the area and surrounding area and extend the activity areas beyond the Main Street core and TOD areas.

The three other commercial land use areas in the Village will remain the same as they are currently constituted and is not envisioned to be expanded (outside of in-fill development), with the office-retail uses continuing as a gateway to the downtown along Conklin Street, the more general mix of office and retail along the southern portions of Main Street, and the auto-centric uses that line Route 109. Part of what differentiates the auto-oriented uses from the other commercial uses in the downtown area is the provision of surface parking. The other uses will continue to primarily utilize on-street parking. The Downtown Master Plan does, however, call for the strengthening of these other commercial uses through overall façade, signage, and landscaping improvements. In addition, the under-utilized former Waldbaum's parking lot will contain infill development along the Main Street frontage to maintain street presence[1].

(2) Residential Uses

As mentioned above, single- and two-family residential will remain the major use of land in the neighborhoods that surround the downtown area. Further, the multi-family housing developments along South Front Street/the railroad right-of-way, Secatogue Avenue, Eastern Parkway, Elizabeth Street, south Main Street, and Route 109, will remain, with no plans for new multi-family-only developments. Finally, under the Downtown Master Plan, the area between South Front Street and Conklin Street that currently contains a mix of single-, two-, and multi-family buildings will continue to contain such a mix. At the southern end of the downtown area, on the south side of Route 109, are two 16-unit (each) townhouse projects that are currently planned. It is imperative that infill housing in all of these areas be designed to be

[1] The Downtown Master Plan currently anticipates re-use of the supermarket with a similar use.

compatible to existing housing in the immediate neighborhood. Continuing the current practice of the Village Board of Trustees, new housing is to include a percentage of workforce housing units.

Where the Downtown Master Plan introduces new residential uses is in the form of upper-story residential as part of mixed-use buildings and areas.

(3) Public/Quasi-Public Uses

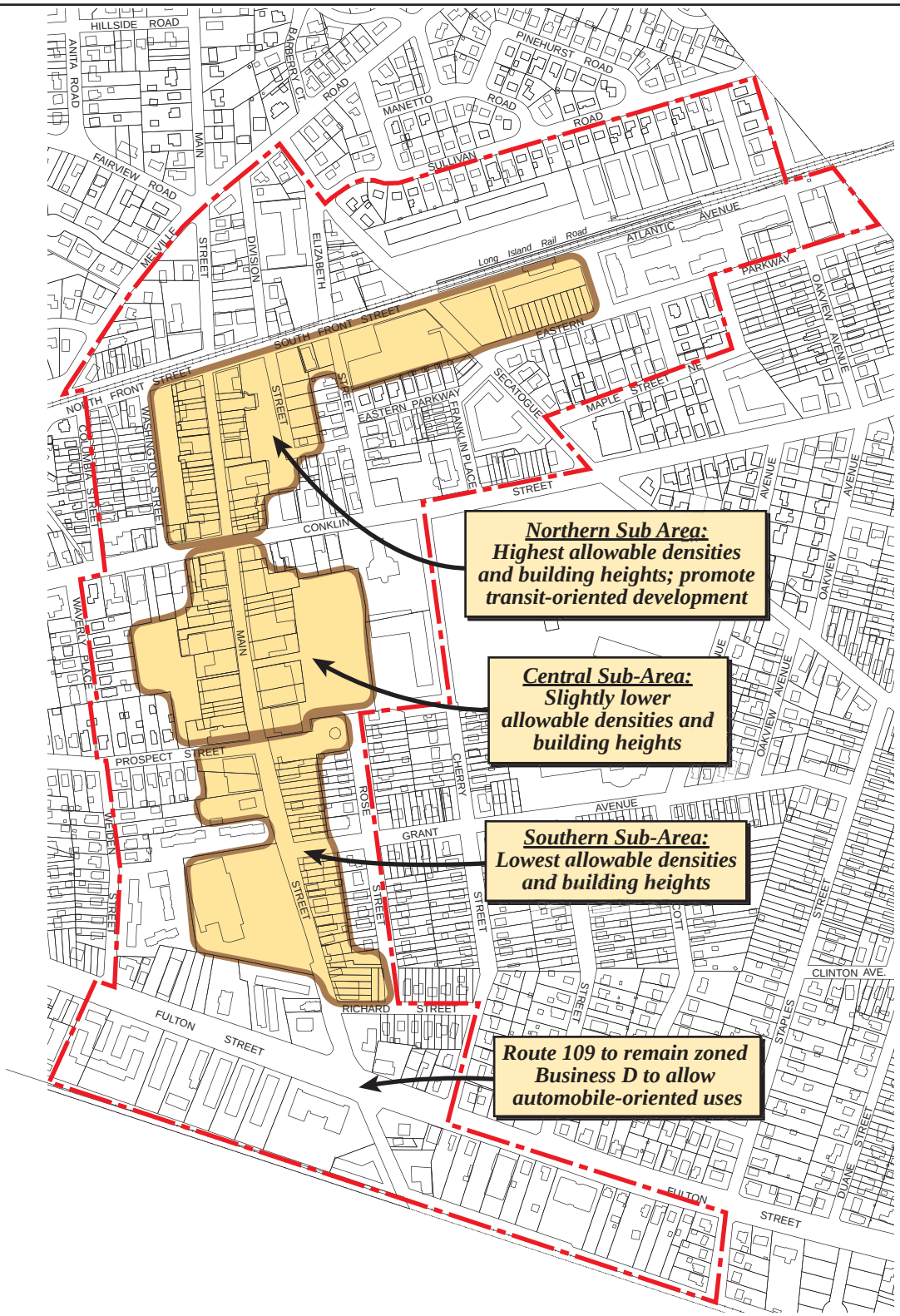
The public and quasi-public uses shown on the Future Land Use Map represent a continuation of existing land uses in the Village; they include governmental buildings and facilities (such as Village Hall and the Fire Department), public and private schools (Howitt Middle School), and religious facilities (St. Kilian's Roman Catholic Church). Also included within this category, but mapped separately are the open/greenspaces located/to be located throughout the Village. These include the extant Village Green, the proposed greenspace near the LIRR train station, and the smaller enhanced green areas along and behind Main Street.

b. Zoning

The Proposed Action includes a number of recommendations for regulatory and policy changes in order to accomplish redevelopment and revitalization of the downtown area. These regulatory and policy changes will result in beneficial impacts to the Village in that they will provide greater direction and guidance for the downtown area.

(1) Proposed Downtown Mixed-Use (D-MU) Zoning District

The single most important regulatory action needed to implement the Downtown Master Plan is a new downtown zoning district that is specifically designed to encourage the type and level of development recommended in the Plan. The proposed Downtown Mixed-Use (D-MU) Zoning District (see ***Figure IV-9, Proposed Downtown Mixed-Use Zoning District*** for a map of the district and ***Appendix E, Proposed Downtown Mixed-Use [D-MU] Zoning District*** for the proposed text) is designed to encourage the type and level of development recommended in the Downtown Master Plan. It calls for a maximum density of development tied into distinct sub-geographic areas, with the highest density permitted as part of TOD near the LIRR train station and then decreasing, first south to Prospect Street and then to Route 109. All sub-areas of the D-MU Zoning District would



BOA/Study Area Boundary

NOTE: Boundaries as depicted on this graphic are conceptual. The actual district boundaries will be delineated and mapped upon adoption of the D-MU District.

Figure IV-9

PROPOSED DOWNTOWN MIXED-USE (D-MU) ZONING DISTRICT

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

BASE MAP SOURCE: Nassau County GIS

permit mixed-use, with residential apartments and offices above commercial uses. The main purpose of this new district would be to differentiate the type, use, and development density between Main Street and the more automobile-oriented Route 109 corridor and other D-zoned areas in the Village.

The proposed district begins with a Statement of Intent and Purposes, referencing this Downtown Master Plan and its major objectives.

> ***Statement of Intent and Purposes***
> *The downtown area of Farmingdale, as defined in "Downtown Farmingdale 2035: A Downtown Master Plan" (Downtown Plan) generally extends from the Long Island Rail Road (LIRR) Station on South Front Street to Main Street, and then south along Main Street beyond Village Hall to New York State Route 109 (Fulton Street). The Downtown Mixed-Use (D-MU) Zoning District promotes Transit-Oriented Development (TOD) at the LIRR train station and a connection to Main Street, as well as an active "Main Street" environment that includes a mixture of commercial and residential uses that builds upon the proximity of the LIRR train station and on the demand for local businesses in downtown Farmingdale. The D-MU Zoning District prescribes graduated densities of development in three sub-areas within the zoning district boundaries, with the greatest intensity of development permitted for areas closest to the LIRR train station. The zoning calls for a pedestrian-friendly commercial area, with off-street parking located to the rear of downtown buildings. Ground-floor uses on Main Street need to foster pedestrian activity with restaurants, shops, and personal service establishments, providing a lively streetscape. Upper floor uses should be predominantly office and multi-family apartments. The D-MU Zoning District regulates the design characteristics of potential development and also includes incentive provisions that allow the Village Board of Trustees to adjust lot and bulk controls and parking requirements for development proposals that advance Village design objectives as set forth in the Downtown Plan. This may include projects that exceed the minimum percentages of workforce housing units or projects that provide design treatment of an exemplary character.*

The new zoning also lists the permitted uses, including those that would require a special permit. Principally permitted uses include, among others:

- Restaurants, coffee shops, and similar establishments, but excluding drive-up windows
- Bar and grill establishments

- Retail stores
- Financial institutions, but excluding banks with drive-up windows
- Personal service establishment, including barber shops, beauty parlors, shoe repair shops, nail salons, and dry cleaners.
- Public buildings and public uses, including parking lots and parking structures
- Museums and art galleries
- Health clubs
- Funeral parlors
- Cinemas and performing art theaters, excluding drive-in
- Offices
- Studios for artists, craft persons, and design professionals
- Training schools

The proposed zoning also includes a special permits provision for outdoor dining, hotels, and residential development in the downtown area, including apartments on the upper floors of mixed-use buildings. First floor uses are limited to those that foster pedestrian activities (e.g., shops, banks, and restaurants). However, other ground-floor uses are considered on a case-by-case basis as part of a special permit provision. Accessory uses are also specifically listed, including off-street parking and loading, with performance requirements for screening and landscaping, particularly for any residential uses in the downtown area.

The downtown zoning district has a parking requirement designed to recognize the existing supply of public parking, both on-street and off-street, and the proximity of the LIRR train station. Housing in the downtown areas, especially as part of a TOD, should be designed for commuters and, therefore, is required to provide less parking than multi-family housing elsewhere in the Village. Parking ratios are set at one space for each studio or one-bedroom unit and an additional 0.5-space per additional bedroom. Commercial uses have a ratio of one space for each 500 sq. ft. of gross floor area, given the proximity of existing public parking, with a slightly higher ratio of one space of 400 sq. ft. for office uses. The zoning also includes a reference to the existing provisions within the Zoning Code that allows a waiver of parking for new development in close proximity to municipal parking fields, including the provision that permits a payment in lieu of parking, with funds provided to the Village for improvements to existing public fields.

The graduated density of development includes maximum building height, floor area ratio, building area coverage, and residential density requirements that are greater for the areas close to the LIRR train station, utilizing the intersection of Conklin Street and Main Street as

the boundary. Buildings to the north have a maximum height of 3 ½ stories or 40 feet in height, with a floor area ratio of up to 2.0 and a maximum density of 40 dwelling units per acre. Between Conklin Street and Prospect Street, the intensity of development is less, with a slightly lower FAR of 1.5. South of Prospect Street to Route 109, the intensity of development is even lower.

Finally, the zoning considers certain incentive provisions in the zoning for projects that fully address the Downtown Master Plan's objectives. Projects that exceed the minimum percentages of workforce housing units, as established in the proposed zoning (i.e., more than 15 percent) or projects that provide design treatment of an exemplary character with open space plazas or other amenities, are given a bonus density or relief from parking requirements or lot and bulk standards.

c. Other Village Regulations

The Downtown Master Plan and the *Existing and Emerging Conditions Report* contain a number of recommendations to improve the Zoning Code and Village Code overall, not just for the downtown area. Should amendments to the codes occur, the changes would result in a beneficial impact on zoning, governance, and project management.

d. Public Policy

(1) Downtown/Village of Farmingdale

The Proposed Action represents a comprehensive public policy framework for the downtown. Therefore, it would result in a beneficial impact on zoning.

(2) Surrounding Area

The Proposed Action would be consistent with the other public policy efforts in surrounding areas, especially the Draft 2010 Nassau County Master Plan, which provides a site plan for TOD in Farmingdale that is based on the same principles as the Downtown Master Plan, including TOD at the LIRR train station and connecting it to Main Street.

e. Cumulative Impacts with Planned Future Development Projects

In addition to impacts associated with the Proposed Action, cumulative impacts to area resources may occur as a result of existing, proposed or future projects and activities. ***Chapter III*** identified a number of proposed or planned future development projects in the vicinity of Downtown

Farmingdale. Although the Proposed Action, in the context of recent or expected projects, will effect change in downtown Farmingdale and surrounding areas, especially with regards to traffic, visual resources, and water resources, such cumulative changes are not expected to significantly affect the natural, built or social environment since each planned or proposed development, including those that result from implementation of the Downtown Master Plan, will have to undergo its own, site-specific environmental review.

2. Urban Design and Visual Conditions

This sub-section assesses whether the Proposed Action would be compatible with downtown Farmingdale's urban design and existing visual resources.

Visual and urban design impacts of the Downtown Master Plan will occur at several levels, including:

- Direct positive impacts from recommendations to upgrade landscaping, sidewalk treatments, facades, signage, and lighting;
- Indirect positive impacts from recommended regulatory changes that will alter the appearance of future development; and,
- Indirect impacts, both positive and negative, from recommendations that encourage private development on particular sites.

One of the key objectives of the Downtown Master Plan is the beautification of the downtown area and Main Street specifically. To that end, the Downtown Master Plan contains numerous strategies and proposals related to the improvement of the built environment, including design, signage, public parking areas, and open spaces in the downtown area. These beautification and design efforts, coupled with re-development of vacant and underutilized properties, seek to revitalize downtown and provide a pleasant experience to visitors, residents, and businesses alike.

The Downtown Master Plan's proposals, strategies, and recommendations will have a beneficial impact on urban design and visual conditions. What follows is a brief discussion of some of the elements that will contribute to an improved downtown urban design. These elements are discussed in greater detail in the Downtown Master Plan. In order to effectuate many of these elements and the desired improvements to the downtown area, regulations are to be changed including new zoning (the D-MU District) and the development of design guidelines.

a. Architectural/Urban Character and Form

The Downtown Master Plan proposes a number of strategies and recommendations to improve the design, form, and character of downtown

Farmingdale, as well as the pedestrian experience, including, among others:

- **Strengthen key corners**
- **Create connection between Main Street and the LIRR train station**
- **Establish façade improvements program**
- **Reintroduce a traditional architectural vocabulary**
- **Align architectural features**
- **Improve pedestrian environment**
- **Improve transitions between commercial and residential uses**
- **Improve sidewalks**
- **Provide new crosswalks**
- **Identify preferred pedestrian routes**
- **Improve access for the seeing/physically-impaired**
- **Provide additional bicycle racks**
- **Place offices on the second-story of buildings**
- **Allow upper-level residences**
- **Improve street furniture**
- **Remove utility lines**

b. Signage

The Downtown Master Plan proposes a number of strategies and recommendations to improve signage in the downtown area, including, among others:

- **Improve commercial signage**
- **Provide better wayfinding/placemaking signage**
- **Improve informational/street signage**
- **Improve signage alignment**
- **Create signed gateways to the Village**

The Downtown Master Plan notes that these improvements to signage could be funded through with CDBG grants from the County, typically with a matching contribution from individual property owners or merchants.

c. Parking Fields

The Downtown Master Plan proposes a number of strategies to improve the municipal parking fields, including, among others:

- **Provide new plantings and trees, islands, internal pedestrian walkways, and new formal entry features**
- **Enhance screening and buffering from adjacent residential uses**
- **Provide better landscaping within parking areas**
- **Improve lighting**
- **Subdivide parking areas into smaller areas**
- **Provide better pedestrian connections between parking areas**

d. Open Space

The Downtown Master Plan proposes a number of strategies to improve and add to the open spaces in the downtown area, including, among others:

- **Redesign Village Green**
- **Create a linear park/plaza**
- **Improve the pocket park at the entrance to Parking Field 3**
- **Create a "Station Green"**
- **Better coordinate events in the downtown area**
- **Promote youth activities**

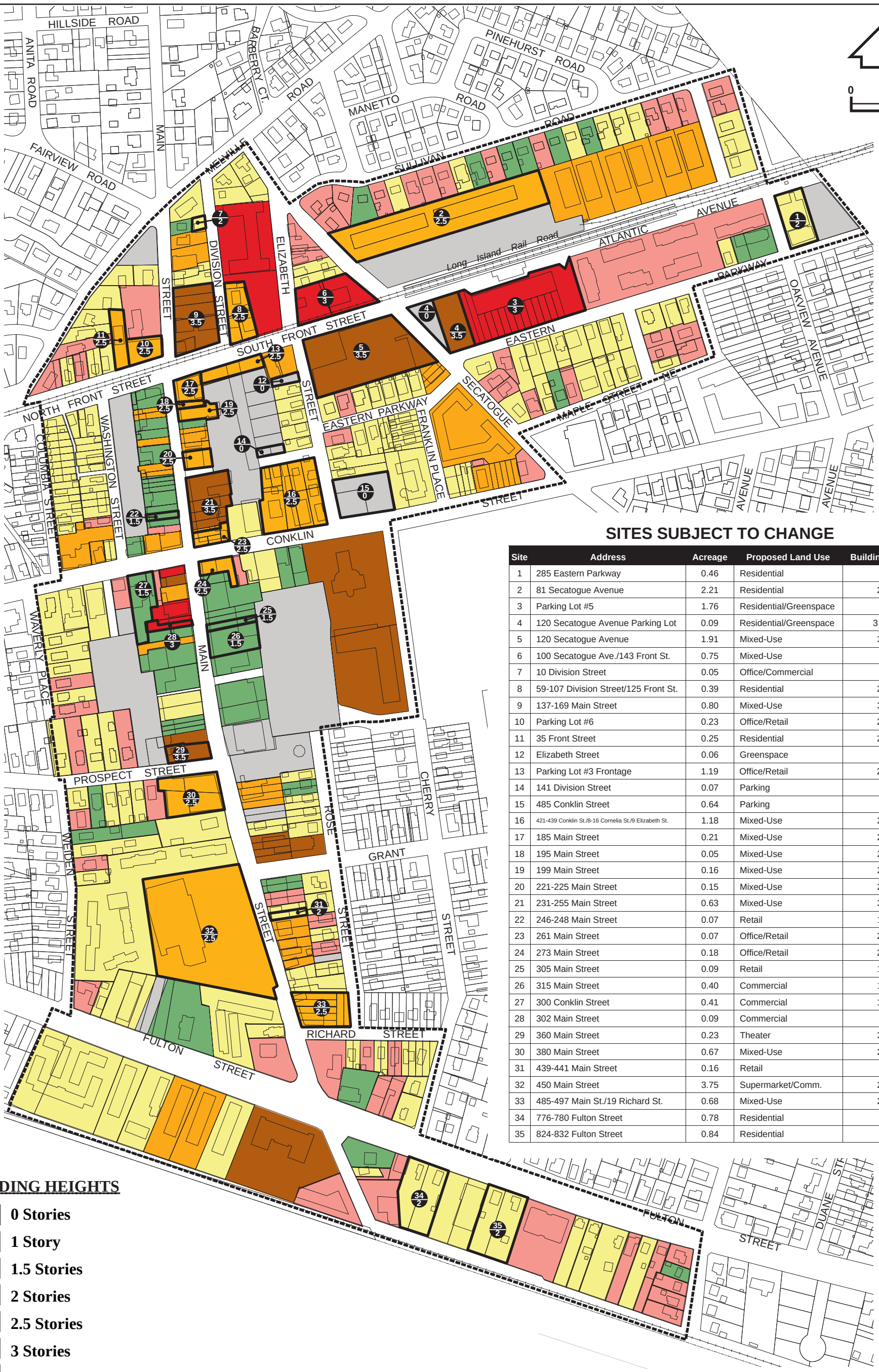
e. Indirect Impacts

The Downtown Master Plan, however, does have the potential to have indirect urban design and visual impacts based upon its encouragement of private development on many of the Sites Subject to Change.

The primary concern throughout the development of the Plan and the primary impact of bringing the Plan to fruition is related to building heights. The areas closest to the LIRR train station and along the northern portion of Main Street would allow greater heights, densities, and FARs, with the permitted intensity of development decreasing first south to Prospect Street and then to Route 109. Although the heights along most of Main Street would remain the same, the area in and around the LIRR train station would experience a change in building heights. As with the rest of the urban design recommendations, this change is viewed as beneficial, from an urban form and architectural point of view. However, there will be a change in the visual environment for the residential uses along South Front Street and near the LIRR train station. The potential building heights that could occur on the sites subject to change/strategic sites[2] are presented in ***Figure IV-10, Potential Future Building Heights***.

The Downtown Master Plan recommends adopting design guidelines for the downtown area in order to assist in the implementation of the community-vision that has been be set forth in the Downtown Master Plan and to provide a clearer visual expression of that vision as it relates to the Village's built environment. The handbook would serve as the basis for the planning, design and evaluation of new residential and non-residential development in the downtown area. By doing so, design guidelines attempt to provide those wishing to build with a clearer picture of what to expect when appearing before the Village's Architectural Review and Planning Boards, thus simplifying and expediting the review, permitting, and development process. Applicants are more likely to get it right the first

[2] As conceptualized in the Downtown Master Plan.



SITES SUBJECT TO CHANGE

Site	Address	Acreage	Proposed Land Use	Building Height
1	285 Eastern Parkway	0.46	Residential	2
2	81 Secatogue Avenue	2.21	Residential	2.5
3	Parking Lot #5	1.76	Residential/Greenspace	3
4	120 Secatogue Avenue Parking Lot	0.09	Residential/Greenspace	3.5/0
5	120 Secatogue Avenue	1.91	Mixed-Use	3.5
6	100 Secatogue Ave./143 Front St.	0.75	Mixed-Use	3
7	10 Division Street	0.05	Office/Commercial	2
8	59-107 Division Street/125 Front St.	0.39	Residential	2.5
9	137-169 Main Street	0.80	Mixed-Use	3.5
10	Parking Lot #6	0.23	Office/Retail	2.5
11	35 Front Street	0.25	Residential	2.5
12	Elizabeth Street	0.06	Greenspace	0
13	Parking Lot #3 Frontage	1.19	Office/Retail	2.5
14	141 Division Street	0.07	Parking	0
15	485 Conklin Street	0.64	Parking	0
16	421-439 Conklin St./8-16 Cornelia St./9 Elizabeth St.	1.18	Mixed-Use	2.5
17	185 Main Street	0.21	Mixed-Use	2.5
18	195 Main Street	0.05	Mixed-Use	2.5
19	199 Main Street	0.16	Mixed-Use	2.5
20	221-225 Main Street	0.15	Mixed-Use	2.5
21	231-255 Main Street	0.63	Mixed-Use	3.5
22	246-248 Main Street	0.07	Retail	1.5
23	261 Main Street	0.07	Office/Retail	2.5
24	273 Main Street	0.18	Office/Retail	2.5
25	305 Main Street	0.09	Retail	1.5
26	315 Main Street	0.40	Commercial	1.5
27	300 Conklin Street	0.41	Commercial	1.5
28	302 Main Street	0.09	Commercial	3
29	360 Main Street	0.23	Theater	3.5
30	380 Main Street	0.67	Mixed-Use	2.5
31	439-441 Main Street	0.16	Retail	2
32	450 Main Street	3.75	Supermarket/Comm.	2.5
33	485-497 Main St./19 Richard St.	0.68	Mixed-Use	2.5
34	776-780 Fulton Street	0.78	Residential	2
35	824-832 Fulton Street	0.84	Residential	2

BUILDING HEIGHTS

- 0 Stories
- 1 Story
- 1.5 Stories
- 2 Stories
- 2.5 Stories
- 3 Stories
- 3.5 Stories
- 4 Stories
- 4.5 Stories

34 / 2 — Site Subject to Change Numbers / Number of Stories

BOA/Study Area Boundary

BASE MAP SOURCE: Nassau County GIS

Figure IV-10

POTENTIAL FUTURE BUILDING HEIGHTS

DOWNTOWN FARMINGDALE DGEIS/ BOA NOMINATION STUDY

Village of Farmingdale, New York

VHB Saccardi & Schiff

time by reviewing the guidelines presented and, therefore, avoid expensive delays, public controversy, and project redesign.

3. Traffic, Transportation, and Parking

This sub-section describes the potential future traffic, parking, public transportation, and bicycle/pedestrian conditions for the year 2035 (baseline year of 2010 plus 25 years) for both a No Build and Build condition and the potential affect that the implementation of the Downtown Master Plan would have on the surrounding transportation system. The analyses are based information provided from the traffic analyses performed by Eng-Wong Taub and Associates in 2009, the November 2009 *Village of Farmingdale Parking Management Workshop Final Report* prepared by Michael R. Kodama Planning Consultants, the draft November 2009 *Downtown Inventory: Village of Farmingdale* prepared by the Nassau County Planning Commission, the December 23, 2010 *Parking Yield Analysis Report for Parking Lot #5* prepared by VHB, and the February 2011 *Traffic Impact Study* prepared by Nelson & Pope.

a. Traffic

(1) Future (2035) No-Build Condition

The Future (2035) No Build Condition represents traffic conditions expected at Study Area intersections in the future year 2035 without the implementation of the changes proposed in the Downtown Master Plan.

(a) Ambient Growth

The first step in developing future traffic volumes was to project the ambient growth in and around the Study Area based on general population growth and developments outside of the immediate Study Area. In order to make this projection, three growth factor assumptions were considered:

- **Assumption 1**—An annual growth factor of 0.7 percent for the Town of Oyster Bay in general, based on the NYSDOT Long Island Transportation Plan 2000 Study (LITP2000). This is equivalent to a 17.5 percent increase over a 25-year period.
- **Assumption 2**—A more realistic annual growth factor of 0.3 percent, based on the estimated population growth for the Village of Farmingdale between 1990 and 2008. This is equivalent to a 7.5 percent increase over a 25-year period. This represents the most appropriate factor, in the opinion of the Village's Consulting Traffic Engineer.

- **Assumption 3**—A growth factor of zero, based on the assumption that the development envisioned in the Downtown Master Plan would account for all the growth in the Village by the year 2035. This assumption was applied only to the Future (2035) Build Condition.

(b) Intersection Capacity Analysis

The Future (2035) No-Build traffic volumes were compared with existing roadway capacities using *SYNCHRO* Version 7 Software, in conjunction with *SimTraffic*. The results of the capacity analysis for the studied unsignalized and signalized intersections are summarized in ***Tables IV-1*** and ***IV-2, Peak Hour Level-of-Service Summary, Future (2035) No-Build Condition, Assumption 1*** and ***Assumption 2***. Detailed summaries of the capacity analyses are included in ***Appendix K, Traffic Impact Study***.

Table IV-1
Peak Hour Level-of-Service Summary, Future (2035) No-Build Condition, Assumption 1

Intersection	Approach/Movement[1]		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay
Main Street at Fulton Street	EB	L	F	85.2	D	14.4
		T	C	31.4	D	53.2
	WB	L	C	25.3	F	264.6
		T	F	197.2	D	49.2
	NB	L	D	47.8	F	95.8
		T	E	67.0	E	58.9
		R	A	7.5	B	16.8
	SB	L	C	33.4	D	54.0
		T	D	40.8	D	53.1
	Overall[4]		F	105.2	E	67.1
Main Street at Conklin Street	EB	L	B	13.5	C	21.2
		T	E	68.0	E	74.6
	WB	L	C	22.9	E	63.0
		T	C	32.8	F	128.9
	NB	L	-	-	-	-
		T	F	168.0	F	118.3
	SB	L	-	-	-	-
		T	D	44.4	E	76.7
	Overall[4]		E	79.2	F	97.7
Main Street at South Front Street	EB		c	18.4	c	21.5
	WB		c	17.3	c	23.1
	NB		a	0.6	a	1.0
	SB		a	0.7	a	0.9
Main Street at Melville Road/Fairview Road	EB	L	C	32.2	C	28.7
	NB	L2	-	-	-	-
		L	B	19.3	B	19.3
		T	C	32.0	C	27.5
	SB	L	C	22.7	C	26.9
		T	C	21.0	C	23.4
	NE	L2	-	-	-	-
		L	C	26.0	C	21.7
		T	D	49.8	C	26.5
	SW	L	E	72.5	C	30.5
		T	C	30.6	C	28.5
	Overall[4]		D	36.9	C	26.9
Secatogue Avenue at Melville Road	EB	T/R	f	63.2	e	49.9
	WB	L/T	c	18.4	f	73.8
	NB	L/R	c	17.8	c	16.0
	Overall[4]		e	39.9	f	54.1
Secatogue Avenue at South Front Street	EB		b	10.8	b	12.4
	WB		c	17.1	c	20.7
	SE		-	-	-	-
	NW		a	1.3	a	1.1
Secatogue Avenue at Eastern Parkway	WB		c	15.3	c	23.9
	SE		a	2.8	a	2.7
	NW		a	0.4	a	0.4
Secatogue Avenue at Conklin Street	EB	L	-	-	-	-
		T	B	14.8	B	17.3
	WB	L	-	-	-	-
		T	B	12.4	B	16.4
	SE	L	-	-	-	-
		T	D	45.0	E	59.7
	NW	L	-	-	-	-
		T	E	60.0	C	34.1
	Overall[4]		C	25.6	C	25.7
Elizabeth Street at Conklin Street	EB1		a	9.3	b	11.1
	EB2		-	-	-	-
	WB		-	-	-	-
	SB		b	15.1	c	19.6
Elizabeth Street at South Front Street	EB		b	10.3	b	10.7
	WB		b	10.5	b	10.3
	NB		a	3.2	a	2.2
	SB		a	0.5	-	-

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

Table IV-2
Peak Hour Level-of-Service Summary, Future (2035) No-Build Condition, Assumption 2

Intersection	Approach/Movement[1]		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay
Main Street at Fulton Street	EB	L	E	64.5	D	37.3
		T	C	29.5	D	44.9
	WB	L	C	21.1	F	188.0
		T	F	147.0	D	39.6
	NB	L	D	43.6	E	72.2
		T	E	65.2	E	58.4
		R	A	7.6	B	13.0
	SB	L	C	32.4	D	47.2
		T	D	41.0	D	52.8
	Overall[4]		F	82.5	D	54.7
Main Street at Conklin Street	EB	L	B	13.3	C	20.5
		T	D	49.8	E	57.7
	WB	L	B	18.9	C	33.5
		T	C	31.2	F	93.8
	NB	L	-	-	-	-
		T	F	114.8	F	84.5
	SB	L	-	-	-	-
		T	D	38.8	E	62.0
	Overall[4]		E	79.2	E	72.2
Main Street at South Front Street	EB		c	17.2	c	19.0
	WB		c	16.5	c	20.3
	NB		a	0.5	a	1.0
	SB		a	0.7	a	0.8
Main Street at Melville Road/Fairview Road	EB	L	C	31.2	C	26.9
	NB	L2	-	-	-	-
		L	B	19.2	B	19.0
		T	C	30.7	C	24.9
	SB	L	C	21.8	C	23.7
		T	C	20.9	C	21.7
	NE	L2	-	-	-	-
		L	C	23.9	B	19.5
		T	D	40.1	C	22.0
	SW	L	D	42.3	C	23.4
		T	C	27.7	C	23.4
	Overall[4]		C	31.7	C	23.2
Secatogue Avenue at Melville Road	EB	T/R	e	40.1	e	35.0
	WB	L/T	c	16.2	e	46.2
	NB	L/R	c	16.0	b	14.8
	Overall[4]		d	27.7	e	36.2
Secatogue Avenue at South Front Street	EB		b	10.5	b	11.9
	WB		c	15.7	c	18.4
	SE		-	-	-	-
	NW		a	1.3	a	1.1
Secatogue Avenue at Eastern Parkway	WB		b	14.3	c	20.8
	SE		a	2.7	a	2.6
	NW		a	0.4	a	0.4
Secatogue Avenue at Conklin Street	EB	L	-	-	-	-
		T	B	12.7	B	14.9
	WB	L	-	-	-	-
		T	B	10.9	B	14.8
	SE	L	-	-	-	-
		T	D	45.2	E	55.9
	NW	L	-	-	-	-
		T	E	59.9	C	34.4
	Overall[4]		C	24.4	C	23.6
Elizabeth Street at Conklin Street	EB1		a	9.1	b	10.5
	EB2		-	-	-	-
	WB		-	-	-	-
	SB		b	14.2	c	17.6
Elizabeth Street at South Front Street	EB		b	10.2	b	10.6
	WB		b	10.3	b	10.2
	NB		a	3.2	a	2.2
	SB		a	0.5	-	-

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

These analyses indicate that only the intersections of Main Street at Melville Road/Fairview Road (under both growth assumptions) and Secatogue Avenue at Conklin Street (under growth Assumption 2 only) will continue to provide acceptable (LOS "C") or better operating conditions during both morning and afternoon peak hours. With the addition of ambient growth, undesirable traffic operating conditions are projected to continue at all remaining intersections during at least one of the peak hours.

(2) Future (2035) Build Condition

Implementation of all recommendations in the proposed Downtown Master Plan would generate traffic as a result of its potential for a net increase of 374 residential units as compared to existing conditions, close to 5,000 sq. ft. of office space, and approximately 33,000 sq. ft. of local retail space, 35,000 sq. ft. of restaurant space, and 17,000 sq. ft. of community facility space (there would also be a decrease of about 15,000 sq. ft. of industrial space). Each type of land use generates trips at a different rate, at different hours of the day and at different peaking intensity levels, with different modal splits (i.e., travel mode percentages), and vehicle occupancies.

In general, retail space can be the most intensive generator of traffic, but it generates very little traffic in the early morning hours when many stores and businesses are not yet open. Yet it is also a considerable Saturday generator. The same generally holds true for restaurant space. For both retail and restaurant space, there is one other important factor to be accounted for—the concept of "linked trips". That is, not all trips to new retail space are "new" trips; some trips may currently be made to other businesses in the immediate downtown area. Similarly, there is a linkage between retail space and restaurant space, and between most uses for that matter. For retail and restaurant space, for example, some percentage of trips that are made by shoppers also result in secondary trips to nearby restaurants for lunch, dinner, coffee, etc, so there is some overlap that needs to be factored into the analysis. The same holds true for other uses, but is probably more pronounced for retail and restaurant uses than for the others.

Residential uses tend to be larger traffic generators in the weekday morning and evening peak hours due to work trips. The same is true for office uses, but in the opposite direction (inbound vs. outbound). Community facility space can have multiple use periods, depending on whether it is oriented to evening functions, daytime functions, after school functions, etc.

(a) Trip Generation

In order to identify the impacts that the Proposed Action would have on the adjacent street system in the Village, it was necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the estimated traffic from the sites. The trip generation estimates were prepared utilizing data found in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, Eighth Edition*, which closely matches the uses proposed in the Study Area under the Proposed Action.

Since the trip generation data does not take into account interaction between different uses in close proximity to each other (i.e., linked trips), the trip generation analysis took into consideration a credit between the retail, residential, and office uses proposed as part of the Downtown Master Plan.

Further, given the usage of public transportation by Village residents, trips originating from proposed development within a quarter mile of the LIRR train station were reduced by 20 percent and 10 percent for proposed developments within a half mile from the LIRR train station.

Table IV-3, Trip Generation Projections summarizes the trip generation estimated from ITE for the Proposed Action after taking credit for linked trips, passby trips, and trips made on foot.

Table IV-3
Trip Generation Projections

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Entering	**Exiting**	**Total**	**Entering**	**Exiting**	**Total**
Number of New Trips	179	232	411	396	375	771

SOURCE: Trip Generation, 8th Edition, published by ITE.

As can be seen from ***Table IV-3***, implementation of the Proposed Action is projected to generate approximately 411 new trips (179 entering and 232 exiting) during the weekday AM peak hour and approximately 771 new trips (396 entering and 375 exiting) during the weekday PM peak hour.

(b) Future (2035) Build Traffic Volumes

The new traffic expected to be generated by the Proposed Action during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The estimated trips generated by the Proposed

Action was then added to the weekday AM and PM Future (2035) No-Build Condition volumes for each of the three assumptions, resulting in the Future (2035) Build Condition volumes.

(c) Intersection Capacity Analysis

The results of the capacity analysis for the studied intersections are summarized in ***Tables IV-4***, ***IV-5,*** and ***IV-6***, ***Peak Hour Level-of-Service Summary, Future (2035) Build Condition, Assumption 1***, ***Assumption 2***, and ***Assumption 3***. Detailed summaries of the capacity analyses are included in ***Appendix K, Traffic Impact Study***.

Table IV-4
Peak Hour Level-of-Service Summary, Future (2035) Build Condition, Assumption 1

Intersection	Approach/Movement[1]		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay
Main Street at Fulton Street	EB	L	F	100.2	D	50.1
		T	C	31.7	D	54.2
	WB	L	C	25.7	F	305.6
		T	F	202.5	**E**	64.9
	NB	L	D	48.5	F	100.5
		T	E	67.8	E	58.6
		R	A	7.5	B	17.8
	SB	L	**D**	37.5	**F**	81.8
		T	D	40.6	D	53.2
	Overall[4]		F	108.0	E	76.3
Main Street at Conklin Street	EB	L	B	14.8	C	33.5
		T	**F**	82.8	**F**	101.2
	WB	L	C	34.2	**F**	137.9
		T	**D**	41.8	F	156.9
	NB	L	-	-	-	-
		T	F	212.3	F	211.0
	SB	L	-	-	-	-
		T	**E**	64.6	**F**	135.1
	Overall[4]		**F**	98.6	F	143.3
Main Street at South Front Street	EB		c	22.1	**d**	33.1
	WB		c	20.4	**e**	41.4
	NB		a	0.7	a	1.1
	SB		a	0.8	a	1.0
Main Street at Melville Road/Fairview Road	EB	L	C	32.6	C	30.0
	NB	L2	-	-	-	-
		L	B	19.3	B	19.2
		T	C	33.9	C	29.1
	SB	L	C	23.8	C	29.3
		T	C	20.9	C	23.3
	NE	L2	-	-	-	-
		L	C	26.9	C	23.8
		T	D	52.0	C	28.9
	SW	L	**F**	100.3	**D**	43.5
		T	C	31.7	C	31.4
	Overall[4]		D	39.7	C	29.7
Secatogue Avenue at Melville Road	EB	T/R	f	80.3	**f**	73.4
	WB	L/T	c	21.0	f	111.9
	NB	L/R	c	19.3	c	18.2
	Overall[4]		e	48.7	f	79.4
Secatogue Avenue at South Front Street	EB		b	12.7	**c**	20.0
	WB		c	20.1	**e**	36.1
	SE		-	-	-	-
	NW		a	2.0	a	2.7
Secatogue Avenue at Eastern Parkway	WB		c	19.2	**e**	44.9
	SE		a	2.7	a	3.1
	NW		a	0.4	a	0.4
Secatogue Avenue at Conklin Street	EB	L	-	-	-	-
		T	B	18.5	**C**	26.9
	WB	L	-	-	-	-
		T	B	13.8	**C**	20.2
	SE	L	-	-	-	-
		T	D	53.4	E	67.6
	NW	L	-	-	-	-
		T	E	67.7	C	33.1
	Overall[4]		C	30.7	C	32.5
Elizabeth Street at Conklin Street	EB1		a	9.6	b	11.6
	EB2		-	-	-	-
	WB		-	-	-	-
	SB		c	16.5	c	22.6
Elizabeth Street at South Front Street	EB		b	10.5	b	11.1
	WB		b	10.8	b	10.8
	NB		a	3.2	a	2.2
	SB		a	0.6	-	-

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

Table IV-5
Peak Hour Level-of-Service Summary, Future (2035) Build Condition, Assumption 2

Intersection	Approach/Movement[1]		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay
Main Street at Fulton Street	EB	L	E	69.5	D	45.0
		T	C	29.9	D	45.3
	WB	L	C	21.6	F	217.2
		T	F	162.9	D	45.9
	NB	L	D	43.8	E	76.9
		T	E	65.7	E	58.5
		R	A	7.6	B	14.5
	SB	L	**D**	35.3	**E**	67.3
		T	D	40.9	D	53.1
	Overall[4]		F	89.4	**E**	60.0
Main Street at Conklin Street	EB	L	B	14.3	C	32.0
		T	**E**	64.7	E	79.3
	WB	L	**C**	22.7	**E**	73.3
		T	**D**	37.8	F	124.3
	NB	L	-	-	-	-
		T	F	168.1	F	158.1
	SB	L	-	-	-	-
		T	D	54.2	**F**	105.0
	Overall[4]		E	79.3	F	109.6
Main Street at South Front Street	EB		c	19.8	**d**	27.3
	WB		c	18.7	**d**	32.4
	NB		a	0.7	a	1.1
	SB		a	0.7	a	1.0
Main Street at Melville Road/Fairview Road	EB	L	C	31.9	C	29.3
	NB	L2	-	-	-	-
		L	B	19.1	B	19.0
		T	C	31.6	C	28.2
	SB	L	C	22.3	C	26.9
		T	C	20.8	C	23.0
	NE	L2	-	-	-	-
		L	C	24.8	**C**	21.9
		T	D	42.8	C	26.4
	SW	L	**E**	56.9	C	34.7
		T	C	29.0	C	28.5
	Overall[4]		C	33.7	C	27.4
Secatogue Avenue at Melville Road	EB	T/R	**f**	52.2	**f**	51.3
	WB	L/T	c	18.6	**f**	83.3
	NB	L/R	c	17.7	**c**	17.0
	Overall[4]		d	34.3	**f**	58.4
Secatogue Avenue at South Front Street	EB		b	12.2	**c**	18.2
	WB		c	18.3	**d**	29.4
	SE		-	-	-	-
	NW		a	2.0	a	2.7
Secatogue Avenue at Eastern Parkway	WB		**c**	17.6	**e**	35.3
	SE		a	2.6	a	2.9
	NW		a	0.3	a	0.4
Secatogue Avenue at Conklin Street	EB	L	-	-	-	-
		T	B	16.4	**C**	22.8
	WB	L	-	-	-	-
		T	B	12.6	B	18.4
	SE	L	-	-	-	-
		T	D	52.4	E	63.7
	NW	L	-	-	-	-
		T	E	65.8	C	32.9
	Overall[4]		C	29.1	C	29.7
Elizabeth Street at Conklin Street	EB1		a	9.3	b	10.9
	EB2		-	-	-	-
	WB		-	-	-	-
	SB		**c**	15.2	c	19.8
Elizabeth Street at South Front Street	EB		b	10.3	b	10.9
	WB		b	10.6	b	10.6
	NB		a	3.1	a	2.1
	SB		a	0.6	-	-

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

Table IV-6
Peak Hour Level-of-Service Summary, Future (2035) Build Condition, Assumption 3

Intersection	Approach/Movement[1]		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay
Main Street at Fulton Street	EB	L	E	59.4	D	41.1
		T	C	28.1	D	41.0
	WB	L	B	19.2	F	145.8
		T	F	117.6	D	38.9
	NB	L	D	40.9	E	62.4
		T	E	64.2	E	58.1
		R	A	7.8	B	11.2
	SB	L	C	34.0	E	75.9
		T	D	41.0	D	52.7
	Overall[4]		E	69.7	D	51.4
Main Street at Conklin Street	EB	L	B	14.0	C	30.1
		T	D	48.9	E	63.2
	WB	L	B	17.4	D	39.9
		T	D	36.2	F	96.9
	NB	L	-	-	-	-
		T	F	115.5	F	116.1
	SB	L	-	-	-	-
		T	D	44.4	F	85.5
	Overall[4]		E	59.5	F	84.4
Main Street at South Front Street	EB		c	18.1	c	23.2
	WB		c	17.4	d	26.8
	NB		a	0.7	a	1.0
	SB		a	0.7	a	0.9
Main Street at Melville Road/Fairview Road	EB	L	C	30.9	C	27.6
	NB	L2	-	-	-	-
		L	B	19.1	B	18.7
		T	C	30.6	C	25.4
	SB	L	C	21.5	C	23.7
		T	C	20.7	C	22.4
	NE	L2	-	-	-	-
		L	C	22.9	B	20.0
		T	D	35.9	C	22.0
	SW	L	D	38.4	C	25.6
		T	C	26.5	C	23.8
	Overall[4]		C	30.0	C	23.7
Secatogue Avenue at Melville Road	EB	T/R	e	35.0	e	39.6
	WB	L/T	c	16.2	f	57.4
	NB	L/R	c	15.6	c	16.2
	Overall[4]		c	25.0	e	42.7
Secatogue Avenue at South Front Street	EB		b	11.7	c	16.8
	WB		c	16.7	d	25.2
	SE		-	-	-	-
	NW		a	1.9	a	2.7
Secatogue Avenue at Eastern Parkway	WB		c	16.2	d	28.7
	SE		a	2.5	a	2.8
	NW		a	0.3	a	0.3
Secatogue Avenue at Conklin Street	EB	L	-	-	-	-
		T	B	13.9	B	19.8
	WB	L	-	-	-	-
		T	B	11.3	B	16.7
	SE	L	-	-	-	-
		T	D	52.3	E	60.3
	NW	L	-	-	-	-
		T	E	66.1	C	33.0
	Overall[4]		C	27.9	C	27.6
Elizabeth Street at Conklin Street	EB1		a	9.1	b	10.4
	EB2		-	-	-	-
	WB		-	-	-	-
	SB		b	14.3	c	17.9
Elizabeth Street at South Front Street	EB		b	10.1	b	10.7
	WB		b	10.4	b	10.4
	NB		a	3.2	a	2.2
	SB		a	0.5	-	-

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

These analyses indicate that, just as in the Future (2035) No-Build Condition, only the intersections of Main Street at Melville Road/Fairview Road (under both growth assumptions) and Secatogue Avenue at Conklin Street (under growth Assumption 2 only) will continue to provide acceptable (LOS "C") or better operating conditions during both morning and afternoon peak hours. Undesirable traffic operating conditions are projected to continue at the remaining intersections during at least one of the peak hours.

(3) Future (2035) Build Condition with Mitigation

Given the traffic concerns that currently exist within the Study Area and the expected additional traffic that would occur in the future, especially with the implementation of the Downtown Master Plan, the Future (2035) Build Condition was projected with consideration of two recommended traffic mitigation measures.

(a) Recommended Mitigation Measures

In order to improve traffic flow at the Main Street at Conklin Street and Secatogue Avenue at Melville Road intersections, two mitigation measures are recommended:

- Mitigation 1 consists of the provision of an exclusive northbound left turn lane and an exclusive southbound left turn lane at the intersection of Conklin Street and Main Street, as well as the installation of a traffic signal at the intersection of Melville Avenue and Secatogue Avenue[3].
- Mitigation 2 consists of the provision of standard 12-foot through lanes on Main Street.

(b) Intersection Capacity Analysis

The results of the capacity analysis for two of the studied intersections—Main Street at Conklin Street and Secatogue Avenue at Melville Road—are summarized in ***Tables IV-7***, ***IV-8,*** and ***IV-9***, ***Peak Hour Level-of-Service Summary, Future (2035) Build Condition with Mitigation, Assumption 1***, ***Assumption 2***, and ***Assumption 3***. Detailed summaries of the capacity analyses are included in ***Appendix K, Traffic Impact Study***.

[3] A signal warrant analysis would need to be conducted to determine if a traffic signal is warranted.

Table IV-7
Peak Hour Level-of-Service Summary, Future (2035) Build Condition with Mitigation, Assumption 1

Intersection	Approach/ Movement[1]		Mitigation 1				Mitigation 2			
			AM		PM		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay
Main Street at Conklin Street	EB	L	B	16.1	**D**	37.1	B	14.8	C	33.5
		T	E	60.6	E	69.1	E	72.4	**F**	87.2
	WB	L	**D**	50.2	**F**	122.9	**C**	34.2	**F**	133.6
		T	**D**	36.6	F	115.0	**D**	39.3	F	140.5
	NB	L	C	29.5	E	74.1	-	-	-	-
		T	E	79.9	E	62.2	F	174.9	F	173.3
	SB	L	D	39.1	C	32.5	-	-	-	-
		T	D	36.8	**F**	99.4	D	54.9	**F**	106.0
	Overall[4]		D	53.1	F	89.2	**F**	84.2	F	122.7
Secatogue Avenue at Melville Road	EB	T/R	**b**	13.3	**a**	9.7	NA			
	WB	L/T	**b**	14.8	**c**	24.2				
	NB	L/R	c	26.0	c	24.2				
	Overall[4]		**b**	16.8	**b**	18.5				

[1] EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.
*[2] Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in **Appendix K, Traffic Impact Study**.*
[3] Average delay for each lane group in seconds per vehicle.
[4] Weighted average delay for all vehicles passing through the intersection.

Table IV-8
Peak Hour Level-of-Service Summary, Future (2035) Build Condition with Mitigation, Assumption 2

Intersection	Approach/ Movement[1]		Mitigation 1				Mitigation 2			
			AM		PM		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay
Main Street at Conklin Street	EB	L	B	15.2	**D**	47.9	B	19.0	**F**	91.0
		T	D	46.7	D	51.0	**E**	62.5	E	59.0
	WB	L	**C**	29.6	**E**	77.6	**E**	61.6	**F**	86.2
		T	C	32.7	F	97.8	**D**	39.4	F	90.2
	NB	L	C	29.0	D	44.6	-	-	-	-
		T	E	69.5	D	51.9	E	75.7	F	123.5
	SB	L	D	35.1	C	29.9	-	-	-	-
		T	D	36.2	E	75.0	D	35.7	**F**	82.3
	Overall[4]		D	44.7	E	70.6	E	55.1	**F**	86.2
Secatogue Avenue at Melville Road	EB	T/R	**b**	14.7	b	9.5	NA			
	WB	L/T	**b**	16.3	**a**	21.2				
	NB	L/R	**b**	19.1	**c**	19.2				
	Overall[4]		**b**	16.3	**b**	16.2				

[1] EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.
*[2] Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in **Appendix K, Traffic Impact Study**.*
[3] Average delay for each lane group in seconds per vehicle.
[4] Weighted average delay for all vehicles passing through the intersection.

Table IV-9
Peak Hour Level-of-Service Summary, Future (2035) Build Condition with Mitigation, Assumption 3

Intersection	Approach/ Movement[1]		Mitigation 1				Mitigation 2			
			AM		PM		AM		PM	
			LOS[2]	Average Delay[3]	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay
Main Street at Conklin Street	EB	L	B	15.4	D	36.0	B	18.9	D	44.8
		T	D	36.2	D	45.9	D	50.6	D	48.7
	WB	L	C	20.7	C	33.0	C	30.6	E	56.4
		T	C	30.0	E	57.9	D	36.4	E	75.7
	NB	L	C	27.2	D	42.9	-	-	-	-
		T	E	57.8	D	51.7	E	61.1	F	82.8
	SB	L	C	30.4	C	30.2	-	-	-	-
		T	C	33.8	E	72.2	C	32.9	E	61.2
	Overall[4]		D	37.6	C	53.8	D	45.6	E	65.3
Secatogue Avenue at Melville Road	EB	T/R	b	13.6	b	8.2	NA			
	WB	L/T	b	13.4	a	13.1				
	NB	L/R	b	18.0	b	19.7				
	Overall[4]		b	14.6	b	12.4				

[1] *EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NE = Northeast, SW = Southwest, SE = Southeast, NW = Northwest, L = Left, T = Thru, and R = Right.*
[2] *Uppercase letters represent LOS for signalized intersections, while lowercase letters represent LOS for unsignalized intersections. Level-of-Service parameters are described in* ***Appendix K, Traffic Impact Study****.*
[3] *Average delay for each lane group in seconds per vehicle.*
[4] *Weighted average delay for all vehicles passing through the intersection.*

Note that a combination of the two mitigation measures should improve further the operation of the impacted intersections. It should also be noted that implementation of Mitigation 1 would result in the elimination of approximately 18 parking spaces on each side of Main Street (north and south of Conklin Street). The potential negative impact from the reduction of parking spaces is minimized, however, due to the close proximity of the affected area to the municipal parking fields.

(4) Summary of Traffic Impact Analysis

As depicted in ***Tables III-2, IV-1*** through ***IV-9***, traffic is and will remain a concern in the downtown area. What follows is a brief summary of the potential impacts of the Proposed Action on the Study Area's intersections.

<u>Main Street at Conklin Street</u>
Currently, the northbound and southbound approaches from Main Street to Conklin Street experience very high delays. These delays are expected to increase by 2035, with or without the implementation of the Proposed Action.

As can be seen from the review of the analyses at this intersection, the increase in overall intersection delay would occur under all three

growth assumptions and would be triggered by the increases in delays to the northbound and southbound approaches. The delays on the eastbound and westbound Conklin Street approaches to Main Street also would increase substantially during the PM peak hour.

The creation of an exclusive northbound left-turn lane and an exclusive southbound left-turn lane (per Mitigation 1) would allow the intersection to operate at levels of service close to the current levels of service under Assumption 1 and would operate at current or better levels of service under Assumptions 2 or 3.

Widening Main Street to provide standard 12-foot through lanes (per Mitigation 2) would not measurably improve the operation of the intersection under Assumption 1, but would substantially improvement the operation of the intersection under Assumptions 2 or 3.

Melville Road at Secatogue Avenue

Currently, the eastbound Melville Road approach to Secatogue Avenue operates at LOS D during the AM and PM peak hours; the westbound approach operates at LOS B during the AM peak hour and LOS D during the PM peak hour. The northbound Secatogue Avenue approach to Melville Road operates at LOS B during the AM and PM peak hours. Overall, the intersection currently operates at LOS C and D during the AM and PM peak hours, respectively.

As can be seen from the review of the analyses at this intersection, there would be a large impact from the Proposed Action under Assumption 1, moderate under Assumption 2, and acceptable under Assumption 3. Installing a traffic signal at this location (per Mitigation 1) would mitigate the impacts created under all three assumptions, as all the movements at this intersection would operate at LOS C or better during the AM and PM peak hours.

Main Street at South Front Street

The operation of the intersection of Main Street and South Front Street is greatly influenced by the LIRR at-grade crossing. As mentioned in ***Chapter III***, long queues are formed on Main Street when the railroad gate is down. The intersection was modeled with and without the train to mimic the operation of the intersection when the gates are down and the gates are up. Currently, the intersection operates at acceptable LOS C or better when the gates are up. The model shows long queues on all the approaches when the gates are in a down position and the queues clear upon opening of the railroad gate. Upon clearing of the queues, traffic continues to flow smoothly on Main Street and South Front Street. The traffic analysis indicates that this intersection would experience delays ranging from 0.1 seconds to 15.7 seconds during

the weekday AM and PM peak hours between the Existing (2010) and Future (2035) Build conditions. Therefore, the impacts of the Proposed Action at this intersection are not significant enough to require any mitigation.

Main Street at Fulton Street

The intersection of Main Street and Fulton Street currently operates at overall LOS E and D during the weekday AM and PM peak hours, respectively. In 2035, without implementation of the Proposed Action, the intersection is projected to operate at LOS F and E, respectively, under the most conservative growth assumption (Assumption 1). However, the implementation of the Proposed Action would only result in an increased delay of 2.8 and 9.2 seconds during the weekday AM and PM peak hours respectively between the Future (2035) No-Build and Future (2034) Build conditions. Therefore, the impacts of the Proposed Action at this intersection are not significant enough to require any mitigation.

Main Street at Melville Road/Fairview Road

The intersection of Main Street and Melville Road/Fairview Road currently operates at an overall LOS C during the AM and PM peak hours and would continue to operate at LOS C in 2035, with only minor increases in delay under the most conservative growth assumption (Assumption 1). Therefore, no mitigation is proposed or required.

Conklin Street at Secatogue Avenue

The intersection of Conklin Street and Secatogue Avenue currently operates at an overall LOS C during the AM and PM peak hours and would continue to operate at LOS C in 2035, with only minor increases in delay. To that end, this intersection would not be significantly impacted by the implementation of the Proposed Action. Therefore, no mitigation is proposed or required.

Other Study Area Intersections

The other intersections that were studied and analyzed are not expected to experience significant delay as a result of the implementation of the Proposed Action. Therefore, no mitigation is proposed or required for those intersections.

Additional actions that can be taken to improve traffic flow are included in ***C. Description of Mitigation Measures, 2. Specific Actions to Minimize Potential Significant Adverse Impacts***.

b. Parking

(1) Anticipated Future Parking Determinations

As with trip generation, parking generation rates were applied to the various uses, and were adjusted based on assumed linkages between uses and between new development and current uses on Main Street. The resulting preliminary projection is as follows for total parking generated in the overall downtown area (not just along Main Street)[4]:

- Proposed development of approximately 374 residential units would generate a need for approximately 497 parking spaces.
- Proposed development of approximately 5,000 sq. ft. of office space would generate a need for approximately 14 parking spaces.
- Proposed development of a total of about 33,000 sq. ft. of retail space would generate a need for approximately 74 parking spaces.
- Proposed development of a total of about 35,000 sq. ft. of restaurant space would generate a need for approximately 256 parking spaces.
- Proposed development of about 17,000 sq. ft. of community facility space would generate a need for approximately 107 parking spaces.

The proposed redevelopment program, therefore, would provide 830 new parking spaces. The preliminary projection of parking needs, using industry sources, is that the program would generate a need for about 937 spaces. The net shortfall of 107 spaces could easily be made up by existing parking facilities, which have an abundance of available spaces.

(2) Other Impacts to Parking from Plan Proposals

The Downtown Master Plan includes a number of recommendations to improve the attractiveness of the municipal parking fields in the downtown area. These improvements include new plantings and trees, islands, internal pedestrian walkways, and new formal entry features, and effective screen from adjacent residential uses.

The Village will continue to review parking and loading requirements for all uses in the downtown and TOD areas, with the goal of making a more walkable environment, while ensuring both that adequate parking is provided and that new development is not discouraged. Overall, these actions would help to create a downtown parking system that is better suited to meeting the needs of those who come to Downtown Farmingdale to work, shop, and visit.

[4] Note that the Downtown Master Plan envisions a new three-story parking garage as part of a mixed-use, TOD at the LIRR train station (Municipal Parking Field 5/LIRR South Parking Lot).

c. Public Transportation

The proposals of the Downtown Master Plan would serve to strengthen existing transit service by creating a TOD at the LIRR train station. TOD at the LIRR train station would not only add to the population of the Village and allow for additional potential riders of the LIRR, but would create an upgraded transit experience through additional retail opportunities and the station green.

As part of the Downtown Master Plan, transit and other alternative means of transportation, such as walking and biking, would be encouraged—and non-essential automobile use discouraged. Overall, the impact of these actions would be to reduce automobile traffic that would be generated by the development of the downtown area and, thereby, help limit air and noise pollution.

d. Pedestrian and Bicycle Facilities

An important element of the Downtown Master Plan is to improve the pedestrian and bicycle environment in the downtown area, especially by creating a pedestrian-friendly environment at the LIRR train station and connecting it to Main Street. The Downtown Master Plan proposes a number of strategies and recommendations to improve the pedestrian environment, street design, and walkability within downtown Farmingdale, including:

- Improving existing sidewalks
- Designing new buildings with a strong pedestrian environment
- Improving crosswalks, including installing midblock bump outs and high visibility pedestrian crossing
- Identifying preferred pedestrian routes
- Improving access for the seeing/physically-impaired
- Providing additional bicycle racks
- Providing better pedestrian connections between parking fields

4. Socioeconomic Considerations

This sub-section describes the anticipated socioeconomic impacts of the Proposed Action. These impacts are primarily associated with newly created jobs, increased tax revenues, and other resulting expenditures, which are considered beneficial.

a. Demographics

Based on recognized multipliers for the different types of residential uses envisioned by the Downtown Master Plan, it is estimated that implementation of the Plan would result in a population increase of

approximately 750 persons, representing an approximate 8.9 percent increase to the Village's population.

b. Employment

Implementation of the Downtown Master Plan will generate, both short-term and long-term additional employment opportunities.

- **Short-term**—Upwards of 4,000 construction related jobs will be created for site-specific projects over a 25-year period. This need for construction workers is viewed as a beneficial impact to the construction industry. In addition, during the construction phase many of the building materials will be purchased locally in Nassau County, and many of the construction workers will be area residents. The purchase of construction materials will not only aid area merchants, but will also represent an important source of sales tax revenue to the County.
- **Long-term**—It is expected that upwards of 1,000 new full-time employees related to the proposed office, retail, and restaurant uses would be expected as a result of the implementation of the Downtown Master Plan. The proposed new residential uses in the area should be sufficient to accommodate these new employees. Therefore, it is not expected that there will be any significant adverse impact on the local and regional housing market.

c. Real Estate

The Downtown Master Plan for the downtown area brings together a number of elements that support and enhance the Village, including mixed-use development at the LIRR train station, the addition of residential units on Main Street, the introduction of small and more varied stores and storefronts within the Village, and the creation of space for sidewalk restaurants and cafes.

The Downtown Master Plan was developed with the real estate market in mind, notably the residential and retail markets, where 375 new residential units and approximately 426,000 sq. ft. of retail and restaurant space are envisioned. The Downtown Master Plan is expected to have beneficial impacts on the local real estate market, especially by providing a larger range of housing opportunities.

The Downtown Master Plan's recommendations will add to Farmingdale's supply of workforce/next generation housing units (70 of the 375 new units would be affordable), which will complement the Village's existing affordable housing choices (which are focused on seniors), will, in some cases, replace the existing illegal apartments, and should be integrated into the general community housing stock. This will be accomplished in

the new D-MU District, with a minimum required set-aside of workforce units in all new residential or mixed-use construction, as well as an incentive to those developers who can produce more than the minimum set-aside with increased density or decreased parking requirements. Further, the Downtown Master Plan encourages augmentation of the Village's current affordable housing programs via continued coordination with Nassau County.

d. Fiscal Impacts

Table IV-10, Estimated Tax Revenues provides the estimated tax revenues to the Village, Town, County, and School District that would result from the implementation of the Downtown Master Plan.

Table IV-10
Estimated Tax Revenues

Jurisdiction	Estimated Tax Revenue
Village of Farmingdale	$384,065
Town of Oyster Bay	1,183,503
Nassau County	2,540,122
Farmingdale Union Free School District	7,217,754
TOTAL	**$11,325,444**

SOURCE: Calculated by VHB/Saccardi & Schiff.

As can be seen from ***Table IV-10*** implementation of the Downtown Master Plan is estimated to generate $11,325,444 in overall tax revenues, a $2,522,866 (28.7 percent) increase over the existing conditions. This includes an $83,695 (27.9 percent) increase in taxes generated for the Village.

However, with new development, there would be certain incremental administrative costs to process plans and approve permits, resulting in a net increase in revenues to the Village of something less than $384,065.

5. Community Facilities and Resources

Revitalization of the Study Area would generate additional demand for community and emergency services, including police and fire protection and emergency medical services, as well as schools. This sub-section estimates future conditions to assess whether additional services would be needed to satisfy the increase in demand expected to result from the Proposed Action.

a. Schools

School-age child generation rates were taken from the nationally-recognized source for school-age child generation rates, *Residential*

Demographic Multipliers, Estimates of the Occupants of New Housing, produced in June 2006 by the Center for Urban Policy Research at Rutgers University (CUPR). These generation rates were applied to the proposed residential uses to determine the school-age children that would be generated from the implementation of the Downtown Master Plan. Based on these multipliers, it is estimated that implementation of the Plan would result in the generation of approximately 41 school-age children from the downtown area, representing an approximate 0.66-percent increase to the overall enrollment in the School District. However, as presented in ***4, Socioeconomic Considerations***, the implementation of the Downtown Master Plan is expected to generate tax revenues (approximately $7,217,754) to the School District, among others, which will more than cover the costs associated with a 0.66-percent increase.

b. Parks, Recreation, and Open Space

One of the goals/objectives of the Downtown Master Plan is to increase open space in the downtown area. The Downtown Master Plan fulfills that goal by increasing open/greenspaces by 40 percent over existing conditions. This will be accomplished by creating a large greenspace at the LIRR train station, by improving the pocket park at the entrance to Parking Field 3, and by "greening-up" the space between the rear of buildings and the parking areas on the east side of Main Street from a redesigned Village Green to South Front Street through the creation of a linear multi-functional park. The proposed "station green" at the LIRR train station will not only add to the overall amount of greenspace, but will help establish a sense of place at the LIRR train station and contribute to the success of TOD at that location. The proposed linear park along the backs of the businesses provides an opportunity to improve the interface of those areas, as described above, add vibrancy to the downtown area with such activities as a farmer's market, and provide a continuous connection between the station green and Village Green. Finally, the improvement of the pocket park at the entrance to Parking Field 3 would not only provide additional open space in the downtown, but would also allow the existing pocket park to play a much stronger role in the downtown area.

c. Cultural, Historic, or Archeologically Significant Area or Properties

The purpose of this sub-section is to assess the potential impacts of the Proposed Action on cultural resources. The Downtown Master Plan will promote the preservation and, in some cases, enhancement of cultural and historic properties.

The National Register-listed Farmingdale LIRR train station will be enhanced via TOD that will enliven the entire area and make the LIRR train station a centerpiece of development. The placement of activity

generators, especially the proposed station green, will allow commuters, residents, and others to dwell in the station area. Further, civic functions and gatherings could occur at the greenspace.

A further enhancement envisioned by the Plan is the restoration of 360 Main Street as a theater, whether a movie or performing arts theater. This restoration will not only return the building to its original historic use (and design), but will also bring a much needed cultural attraction to the downtown area.

The other historic properties within or near the downtown area: Village Hall/Fire Department, St. Kilian's Roman Catholic Church, Thomas Powell House, Quaker Meeting House, and 31 Rose Street, will remain in their current use in the Downtown Master Plan and, to a certain extent, will be enhanced by a more vibrant Main Street.

d. Police, Fire, and Emergency Services

The additional residential units and the estimated population generation of 750 persons from the implementation of the Downtown Master Plan would likely increase the demand for police, fire, and emergency services (resulting in the need for additional personnel and equipment and increased costs). However, increased costs associated with additional personnel and/or equipment will be offset by additional tax revenue generated to the Town by the implementation of the Downtown Master Plan, which is estimated to be approximately $11,325,400 overall and approximately $384,000 for the Village per year. Finally, it is expected that the improved water supply system will be a beneficial impact to the Fire Department.

6. Infrastructure and Utilities

This sub-section assesses the additional demand for water, sanitary sewer, solid waste, and electric and gas services expected to result from the Proposed Action and the needs that it would place on the existing infrastructure and utilities serving the Study Area.

a. Storm Drainage

The Downtown Master Plan does not contain any improvements or modifications to the existing sanitary sewer and storm drainage systems since the downtown area is already developed and all stormwater runoff is to be contained on-site, to the extent possible. Therefore, no impact is expected. However, there will remain existing flooding issues within the Village, including at the intersection of Secatogue Avenue and South Front Street. The proposed TOD at that location will need to ensure that it does not contribute to the flooding issue.

b. Water Supply System

Implementation of the Proposed Action would result in an increase in water demand and usage. ***Table IV-11, Anticipated Water Usage*** presents the anticipated water usage that would result from the implementation of the Downtown Master Plan

Table IV-11
Anticipated Water Usage

	Water Usage (gpd)
Existing Water Usage	360,662
Anticipated Water Usage	474,704
INCREASE	**114,042**

In order to accommodate this growth and the anticipated increase in water usage/demand, the water supply system of the Village will need to be upgraded. As noted before, the water supply system will have to be upgraded regardless, due to concerns over a contamination plume and minimal existing water capacity to handle fire emergencies. Potential solutions include the possibility of providing a fourth water supply well, full remediation of the plumes, hydraulic containment of the contamination, and wellhead treatment. One of the concerns over the installation of a fourth well, however, is cost ($1.5 million to $2 million, with outside funding available). For this and other reasons, a complete groundwater investigation should be performed and a number of alternative solutions should be explored. The 2011 *Plume Study* recommends a number of measures and actions that could be taken to protect the Village's water supply.

In addition, the Village has just been approved by the New York State Department of State (NYSDOS) to conduct a "Shared Public Water Services Feasibility Study," which aims to evaluate the applicability, potential savings, advantages, and disadvantages of a shared public water services between the Village of Farmingdale Water Department and the South Farmingdale Water District. Whatever the strategy that is selected, the resultant upgrading of the water supply system will allow growth and revitalization of the downtown area to occur, without concern over water demand, fire emergencies, and/or contamination. As a result, ultimately no significant adverse impacts to the water supply system would be expected to result from the implementation of the Proposed Action.

Outside of an upgrade to the entire water supply system, the original electronic equipment for the pumping facilities has been breaking down more frequently in the past few years. The Downtown Master Plan recommends upgrading this equipment. One of the first pieces of equipment that should be replaced is the telemetering equipment. The

Village and the Farmingdale Water District will coordinate this upgrade, which will have a beneficial impact on the water supply system.

c. Sanitary Sewer System

Implementation of the Proposed Action would result in an increase in sewage generated. ***Table IV-12, Anticipated Sewer Flow*** presents the anticipated daily sewer flow that would result from the implementation of the Downtown Master Plan.

Table IV-12
Anticipated Sewer Flow

	Sewer Flow (gpd)
Existing Sewer Flow	327,825
Anticipated Sewer Flow	431,549
INCREASE	**103,724**

Although there will be an increase in sewer flow, no impact to the sanitary sewer system is expected from the implementation of the Downtown Master Plan since the downtown is an already built-up area and NCDPW has indicated that there is ample capacity at the Cedar Creek Water Pollution Control Plant to serve the Village.

d. Energy

Although implementation of the Downtown Master Plan would require new electric and gas service to sites that are currently vacant, no impacts to electricity or natural gas systems are expected from the implementation of the Downtown Master Plan since both LIPA and National Grid have indicated that there is ample capacity to serve the Village. The Downtown Master Plan suggests that the utility lines that run on the east side of Main Street could be relocated to the rear of stores. Such an effort would require collaboration with LIPA and National Grid. The Downtown Master Plan suggests applying development and financial incentive programs to the downtown area, such as the County's "Greening of Levittown" and the Town of Hempstead's "Energy Star Homes" Program for developers to use sustainable practices and require all Village departments to do the same.

e. Solid Waste

Solid waste generated as a result of implementation of the Downtown Master Plan would consist primarily of paper, cardboard, food items, and other miscellaneous refuse. Solid waste and recyclables generated from the Proposed Action would be managed by the Town of Oyster Bay Department of Public Works (DPW), Sanitation & Recycling Collection

Division, as discussed in ***Chapter III***. The amount of solid waste and recyclables generated from the Proposed Action is not expected to result in any significant adverse impacts to solid waste handling and disposal services.

7. Natural Resources and Environmental Features

   Due to the already built-up nature of the downtown, no impacts to natural resources such as topography, soils, geology, flora and fauna, etc. are expected as a result of implementation of the Proposed Action.

8. Water Resources

   The Proposed Action has the potential to affect water in the Study Area and vicinity. As such, this sub-section presents the changes in land use that would affect groundwater and surface water and discusses the potential for impacts to these resources.

   a. Surface Water

      Due to the already built-up nature of the downtown, no impacts to surface waters or mapped wetlands are expected as a result of implementation of the Proposed Action.

   b. Groundwater

      As detailed above in ***6. Infrastructure and Utilities, b. Water Supply System***, with or without the Proposed Action, due to concerns over groundwater contamination, it is recommended that a complete groundwater investigation be performed that would explore potential solutions to the contamination. The 2011 *Plume Study* recommends a number of measures and actions that could be taken to protect the Village from the groundwater contamination. As such, ultimately no significant adverse impacts to groundwater resources would be expected to result from the implementation of the Proposed Action.

9. Hazardous Materials

   This sub-section assesses the Proposed Action's potential impacts on brownfields and other vacant, abandoned, and underutilized lots sites within the Study Area as they relate to potential reuse and redevelopment.

   Construction of the projects considered in the Downtown Master Plan would involve demolition of existing structures—some of which may contain lead-based paint (LBP), asbestos-containing materials (ACMs), and polychlorinated biphenyl (PCB)-containing electrical components.

Construction, not only on the sites discussed in ***Chapter III***, but any site within the downtown, would also involve a variety of earthmoving/excavating activities that may encounter subsurface contamination in soil and/or groundwater. Potential subsurface contaminants of concern include: volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), PCBs, pesticides and herbicides, and metals (such as lead, arsenic, cadmium, chromium and mercury). The presence of hazardous materials threatens human health only when exposure to those materials occurs; even then, a health risk requires both an exposure pathway to the contaminants and sufficient exposure to produce adverse health effects.

Therefore, in order to minimize hazardous material impacts to the greatest extent possible, it is recommended that the following activities occur prior to demolition and/or construction for any specific project:

- **Asbestos Survey**—A comprehensive asbestos survey of the areas to be renovated/demolished should be conducted that include the sampling of all suspect materials to confirm the presence or absence of asbestos. Based on the findings of the survey, the identified ACMs would be removed and disposed of in accordance with all Federal, State, and local regulations.
- **Lead-Based Paint**—Any renovation or demolition activities with the potential to disturb lead-based paint should be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62 - Lead Exposure in Construction). Appropriate methods to control dust and air monitoring, as required by the appropriate OSHA regulations, should be implemented during demolition activities.
- **PCBs—**If disposal of electrical or hydraulic equipment is required, all Federal and State requirements relating to PCBs should be followed. Suspected PCB-containing equipment (e.g., transformers, electrical feeder cables, hydraulic equipment, and fluorescent light ballasts) may need to be surveyed and evaluated prior to building demolition or utility relocation.
- **Phase II ESAs**—Subsurface investigations (Phase II ESAs) should be performed at strategic brownfields sites for which site assessment funding is granted. Based on the findings of the subsurface investigations, appropriate design measures should be implemented to address any contamination identified. Detailed procedures should be incorporated into each of the individual projects' construction documents specific to the proposed development.

These measures to avoid potential impacts would be conducted in compliance with all applicable laws and regulations and would conform to appropriate engineering practices.

C. Description of Mitigation Measures

When significant adverse impacts are identified, SEQRA requires an analysis of mitigation. For each significant adverse impact, feasible mitigation should be examined. When there is no reasonable feasible mitigation, these impacts are identified as "significant adverse impacts that cannot be avoided" (see ***D. Significant Adverse Impacts that Cannot be Avoided***).

The adoption of the Downtown Master Plan/BOA Nomination Study by the Village in and of itself has no environmental impact. However, the Plan does establish a series of policies and projects, which would have both potential beneficial and adverse impacts. This section provides a description of the overall mitigation measures proposed for the Downtown Master Plan/BOA Nomination Study.

In general, as a comprehensive approach to planning these projects and coordinating them as a multi-faceted program for overall community revitalization, the Downtown Master Plan/BOA Nomination Study can be considered a mitigating measure, balancing needs and impacts. In addition, the Village already has a number of laws and regulations that are designed to ensure that environmental impacts of new development are properly mitigated. These include the Zoning Code and Map, the Sign Ordinance, and various other environmental regulations, ordinances, and local laws. Some of these measures have been strengthened over the years and the need for additional strengthening and coordination as suggested in the Downtown Master Plan/BOA Nomination Study.

Therefore, the mitigation of Plan recommendations should take several forms:

- Establishing general parameters and criteria for site-specific review of future development and improvements;
- Identifying specific actions to minimize potentially significant adverse impacts; and,
- Recommending follow-up studies, strategies, and plans, as necessary.

1. Parameters and Criteria for Site-Specific Review of Future Development and Improvements/Conditions for Future Actions

   While this DGEIS should be utilized as a reference for future environmental studies, it should not be presumed that it will be sufficient to assess all site-specific impacts. Therefore, the Village must carefully monitor site-specific development proposals, roadway plans, and public improvement projects, making certain that appropriately detailed environmental assessments are undertaken to address adverse and beneficial impacts that affect the given site, surrounding areas, abutting roads, nearby intersections, etc. In order to best evaluate site-specific impacts, a long-form Environmental Assessment Form (EAF) should be prepared for each development proposal,

supplemented with technical studies, such as traffic studies. If mitigation is required, it should be clearly be defined as an up-front item in the EAF.

Note that any future zoning or other regulatory changes recommended in the Plan will be thoroughly reviewed and incorporated in subsequent zoning text and mapping amendments. These will comply with environmental requirements under the law and will have site-specific review, to the extent necessary.

Each of the individual projects that are considered in the Downtown Master Plan, should they come to fruition will have their own impact on the existing utilities/infrastructure. Prior to obtaining the site plan approval/building permit from the Village, the applicant will be required to obtain availability letters from the involved utility agencies indicating that sufficient capacity exists for the proposed project. The applicant will also be required to provide an adequate drainage system to the extent possible to contain all on-site run-off following the applicable requirements by the New York State Department of Environmental Conservation (NYSDEC), NYSDOT, NCDPW, and/or Village DPW.

2. Specific Actions to Minimize Potential Significant Adverse Impacts

   a. Recommended Access, Circulation, and Parking Improvements

      Based on the existing conditions within the downtown area and the potential improvements and redevelopment, a series of downtown access, circulation, and parking recommendations are suggested as part of the Downtown Master Plan. These recommendations are measures that the Village can take regardless of how much development proceeds, in order to improve conditions along Main Street, and would occur through a combination of public and private sector improvements, with developers being responsible for addressing significant adverse impacts that are directly related to their proposed projects.

      (1) Vehicular Traffic Improvements

         One of the key vehicular traffic issues is the limited width of Main Street and its ability to process just one lane of traffic in each direction.

         <u>Intersection of Main Street and Conklin Street</u>
         Although this is not a limiting factor within the majority of the street's length between South Front Street and Fulton Street, it is a significant factor at Main Street's intersection with Conklin Street. At this intersection, delays are caused by the inability of northbound/southbound through traffic on Main Street to pass through the intersection when cars ahead of them are waiting to make left turns

onto Conklin Street. There is not sufficient roadway width for through traffic to easily get around a queue of cars waiting gaps in oncoming Main Street traffic in order to safely complete their left turns. On the eastbound and westbound approaches of Conklin Street, the roadway is wider and allows for inclusion of left turn lanes in each direction. On Conklin Street, there is just one general travel lane in each direction shared by through traffic and right turns onto Main Street; bus stops and on-street parking or delivery vehicle areas also occupy the curb lanes.

Although one option would be to either make Main Street a one-way street or to remove all on-street parking on one side, in order to create one additional travel lane, neither of these options appear to be merited. Making Main Street one-way would mean that the other direction of traffic would need to find alternative routes, which may be significantly more circuitous and may mean making another north-south street one-way in the other direction from a one-way Main Street. Alternatively, removing on-street parking on one side of Main Street would have other adverse implications: reduced parking spaces on Main Street; having to decide which side of Main Street does keep parking (an issue with local businesses); and, any use by a delivery vehicle or someone stopping their car to pick up, drop off, or wait for a shopper would immediately result in the loss of that lane's capacity, so there could be limited benefit.

A preferable option would be to prohibit on-street parking for approximately 100 feet along each side of Main Street north and south of Conklin Street, and utilize the 32 feet of street width to create a left turn lane and a through lane in each direction. Since there are some restrictions on on-street parking already in this 100-foot approach to the intersection, this prohibition would result in the loss of a maximum of about four to five spaces on the north side of Conklin Street and the same number of spaces on the south side of Conklin Street. Although all parking spaces are valuable on Main Street, the Village's main shopping street, the benefits of reducing delays for much Main Street traffic by implementing this plan would outweigh the loss of fewer than ten spaces overall.

There are additional actions that can be taken to improve traffic flow at this intersection. One would be limiting the hours for commercial deliveries along the curb lane of eastbound Conklin Street approaching Main Street (commercial deliveries are currently allowed all day every day) to peak periods for deliveries on weekdays (7 to 10 AM, or even 7 AM to 3 PM, for example), and allowing right turns to use that curb lane during all other time periods. Similarly westbound, on-street parking is allowed in the curb lane approaching Main Street. A right

turn lane could be created by prohibiting curb parking for approximately 100 feet, resulting in the loss of four to five spaces but taking right turns out of the traffic stream that today has just one travel lane for through traffic and right turns. It also appears that the total signal cycle is excessive; modifications to the signal cycle and timing allocations can be considered in conjunction with the other capacity improvements mentioned above.

The other two key intersections in the downtown area are Main Street/South Front Street and Main Street/Fulton Street.

Intersection of Main Street and South Front Street

Conditions at the intersection of Main Street/South Front Street are heavily influenced by the presence of the LIRR grade crossing. Both Main Street and South Front Street each operate with just one travel lane per direction. The intersection is unsignalized; South Front Street traffic is stop-sign controlled. When the gates are "down" and Main Street traffic is stopped, traffic conditions are substantially worse, until such time as the train passes completely through and the gates are activated to return to the "up" position and free flow returns to Main Street traffic. There is little that can be done by the Village regarding the grade crossing. Railroad stipulations dictate how long the gates need to be in a "down" position. However, there are two sets of measures that can be undertaken by the Village, regardless of the grade crossing conditions. One, as part of the TOD development near the LIRR train station, South Front Street could be widened between Elizabeth Street and Secatogue Avenue to the same width that exists west of Elizabeth Street to Main Street. This would create substantially improved two-way traffic flow while maintaining on-street parking. Second, a series of pedestrian improvements can be instituted to make the connection from the LIRR train station to and from Main Street more walkable, more pedestrian-friendly, and potentially safer. This is described below in this section under "Pedestrian Improvements".

Intersection of Main Street and Fulton Street

At the intersection of Main Street and Fulton Street, traffic capacity is greater since Main Street's width flares out to provide for more than one travel lane per direction. As a result, no additional measures are recommended as part of the Downtown Master Plan.

(2) Parking Recommendations

Along with vehicular traffic improvements, a series of parking recommendations should be considered as part of the Downtown Master Plan.

Configuration of On-Street Parking

It is suggested that on-street parking be retained in its current configuration. As noted above, while there are traffic operations reasons to remove parking on one side of Main Street to create wider travel lanes, the on-street parking in front of local business is deemed too precious to remove. Additionally, there would be issues raised by deciding which side of Main Street would retain parking and which side would not.

There are still several needs, namely: 1) to increase parking available for LIRR commuters: 2) to maintain maximum availability of on-street spaces for shoppers; 3) to improve signage for non-regular shoppers in the downtown area; and, 4) to improve the overall aesthetics of the Village's four Municipal parking lots and the accessways to them from Main Street.

Additional LIRR Parking

In terms of additional LIRR parking, two options exist. One is to create additional 12-hour parking in Parking Field 3 for use by LIRR commuters. Other considerations include the creation of some 12-hour parking along Conklin Street and/or use of the parking lot along Jackson Avenue for non-resident long-term parking. The second is to provide additional commuter parking or shared parking near the LIRR train station, including the possibility of structured parking that would be constructed via a public-private partnership. All of these options are viable and should be developed further.

"Park Once" Program

Contiguous to the development of the Downtown Master Plan, a workshop was held with a parking consultant funded through the New York Metropolitan Transportation Council (NYMTC). One of the recommendations was to create a "Park Once" program that would encourage shoppers to park just one time in downtown and keep them from driving from site to site. It would also be important to educate and promote downtown employers and their employees to not use the on-street parking spaces in front of their businesses in order to keep them available for their patrons. Downtown employees should be educated to park within the Municipal lots.

The NYMTC-study also recommended implementing pay stations along Main Street, the revenue from which could be used to help fund Main Street improvements. This should be explored by the Village Board since it does have merit. The Board will be best positioned to weigh the advantages of additional revenues to fund Main Street improvements versus potential adverse impacts on shopping activity.

Improvements to the Parking Fields

As described elsewhere in this DGEIS, it would also be helpful to improve the aesthetics of the parking fields and the entrances that lead to them from Main Street as part of the overall downtown beautification program. There is also a need to improve wayfinding signage for non-regular shoppers so that they can identify the parking locations best suited for them given their destination in the downtown area. To that end, a signage plan should be developed that could include, among other things, attractive color-coded signage for each parking field.

(3) Pedestrian Improvements

Although the downtown area is a walkable district, there are opportunities to further improve the pedestrian environment and the overall "look" of Main Street.

Midblock Bumpouts

Midblock bump outs, which provide small extension of the sidewalk area into the roadway, could be installed at a few locations in order to improve the visibility of pedestrians crossing Main Street to motorists. Although these bump outs would also shorten the pedestrian crossing distance, the crossing distance across Main Street is not the key issue; improving motorist visibility of pedestrians may be more significant. Some loss of on-street parking spaces would result, and is estimated to be at most about one to two spaces on each side of the street for each bumpout. Pedestrian safety would, however, be significantly improved.

High Visibility Pedestrian Crossings

High visibility pedestrian crossings should also be installed at the intersections of Main Street/South Front Street and Main Street/Conklin Street. Although corner bump outs would shorten the crossing distance for pedestrians across Conklin Street at Main Street, there are roadway traffic capacity issues that are more significant and installation of bump outs at this location would negate the potential for traffic capacity improvements. Installation of high visibility pedestrian crosswalks would still constitute a step in the right direction. Consideration should also be given to improving seeing- and physically-impaired access by installing pedestrian countdown clocks and audible devices and tactile paving patterns across Conklin Street at Main Street that advise pedestrians of the amount of time remaining for them to cross Conklin Street and which can improve pedestrian crossings and safety.

Improved Connection Between the LIRR Train Station and Main Street

A third Plan recommendation relating to pedestrian improvements, which is also linked to other recommendations within the Downtown Master Plan, is improving the connection between the LIRR train station and Main Street. Currently, the roadway width of South Front Street between Main Street and Secatogue Avenue is about 32 feet curb-to-curb with a 10-foot wide sidewalk along the south side of South Front Street and 24 feet curb-to-curb with a 10-foot wide sidewalk between Elizabeth Street and Secatogue Avenue. As stated earlier, as part of the TOD near the LIRR train station, the developer would widen South Front Street to provide a 32-foot wide roadway, which would align with the section of South Front Street to the south and allow for better two-way traffic flow on this street, as well as maintain the 10-foot width of sidewalk. Creating an attractive, well-lit pedestrian environment would be an important factor in linking the station with Main Street and would be an important of a revitalized downtown.

b. Other Recommended Mitigation Measures

As noted earlier in this document, the water supply system will have to be upgraded regardless, due to concerns over a contamination plume and minimal existing water capacity to handle fire emergencies. Potential solutions include the possibility of providing a fourth water supply well. In addition, there are existing flooding issues in the Village and downtown area. The possible need to expand infrastructure/utilities, as well as any need to improve community services may be mitigated by the increase in tax revenues associated with encouragement of economic and housing development. Implementing zoning modifications and creating design guidelines that focus on the form and design of downtown buildings, as well as the beautification program for the downtown area will help mitigate any visual impacts, especially to the abutting residential neighborhoods. In order to avoid any impacts to historic properties, the Village should continue to work with the Farmingdale-Bethpage Historical Society to identify and preserve historic properties.

3. Follow-Up Studies, Plans, and Analyses

The Downtown Master Plan calls for a number of planning, design, and engineering studies that are necessary to move various recommendations toward implementation. Some of these are more general in scope, while others focus on individual properties or areas of the downtown. These studies/implementation measures include: creating design guidelines for the downtown area, and recodifying the entire Zoning Ordinance. In addition, additional environmental studies, such as Phase II ESAs need to occur. The Village has just been approved by NYSDOS to conduct a “Shared Public Water Services Feasibility Study,” which aims to evaluate the applicability,

potential savings, advantages, and disadvantages of a shared public water services between the Village of Farmingdale Water District and the South Farmingdale Water District. Finally, Village DPW, the Village's civil engineering consultant, and NCDPW are currently examining ways to reduce or eliminate the existing flooding issues within the Village.

D. Significant Adverse Impacts that Cannot be Avoided

Adoption of the Downtown Master Plan/BOA Nomination Study itself will not have any direct unavoidable adverse environmental impacts. However, projected development or redevelopment encouraged by the Downtown Master Plan/BOA Nomination Study could have several adverse environmental impacts. Some of these will be temporary or short-term impacts associated with construction, while others will be long-term impacts. All potential significant adverse impacts of the Downtown Master Plan/BOA Nomination Study will be mitigated to the maximum extent practicable, consistent with the requirements of SEQRA. This section identifies those adverse impacts that cannot be avoided, as follows:

1. Short-Term (Construction) Impacts

   In general, it can be anticipated that there would be short-term adverse environmental impacts associated with construction-related activity. None of these impacts are considered to be significant adverse impacts. These impacts could include:
   - Increased presence of construction and delivery vehicles on construction sites and on the surrounding roads.
   - Changes in localized air quality as a result of emissions from construction and delivery vehicles and due to increased dust levels as sites are excavated.
   - Increased noise levels in the vicinity of construction sites due to the operation of vehicles and equipment.
   - Traffic delays due to construction activity and the presence of construction and delivery vehicles.
   - Routine project construction activity, as well as excavation and demolition of existing structures and paved areas, will yield quantities of waste that must be disposed of separately from daily operational waste.

   The intensity and extent of these unavoidable short-term impacts will be reduced thorough construction phasing, coordination, and planning.

2. Long-Term Impacts

   In addition to the short-term, construction-related impacts described above, implementation of actions recommended in the Downtown Master Plan/BOA

Nomination Study will also result in longer-term, more permanent impacts that cannot be avoided. These impacts will include:

- Increased traffic and delays, including the already delayed intersection of Main Street and Conklin Street.
- Increased demand on infrastructure and utilities.
- Increased demand for community facilities and services, including schools and municipal services.

With mitigation proposed in this DGEIS and with appropriate mitigation devised as part of site-specific reviews, all significant adverse impacts could be minimized or mitigated to the extent practicable.

E. Description of the Range of Reasonable Alternatives to the Proposed Action

Alternatives to implementation of the Downtown Master Plan include:

- No Action, (i.e., not implementing the Plan)
- Implementing actions from a different plan (alternative scenarios)

This sub-section weighs the potential impacts or effects of the Downtown Master Plan against these alternatives. ***Table IV-13, Comparative Table of Project Alternatives*** at the end of this sub-section presents in matrix form a comparison of each of the alternatives as they relate to a number of impact issues.

1. No Action Alternative (Business as Usual)

   The No Action Alternative (which has been defined in the downtown planning process as the "Business as Usual Scenario") is required by SEQRA to be described in the DGEIS and was developed as a baseline scenario to depict what would happen in downtown area if everything were to proceed on its current market-trend course, with the existing zoning that is in place, current levels of focused business, parking and transportation and infrastructure investment, and existing patterns of development. This scenario assumes some TOD near the LIRR train station and some additional overall growth.
   As a market-driven, under existing zoning controls scenario, the Business as Usual would not create substantial growth (outside of a three percent assumed growth factor for the downtown). The result was that:

   - Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
   - It would not change the mix or type of uses;
   - Building heights would remain the same;
   - Tax revenues and surplus to the Village and School District would modestly increase;
   - The downtown population and school children would modestly increase;

- Area roadways and intersections would be able to handle the modest additional traffic volumes; and,
- Existing parking would be sufficient.

Taking these outcomes, however, and weighing them against the project's goals and objectives, the Business as Usual Scenario had limited merit:

- There would be no long-range approach to the downtown area;
- It would not diversify the downtown area with a mix of uses that would make it a more vibrant and unique destination, including TOD;
- It would not improve the aesthetics of the downtown;
- There would be no additional social amenities, outside of some additional workforce housing, since that is the policy of the current administration;
- It would not create the connection between the LIRR train station and Main Street; and,
- The efficiency of the transportation network would remain the same.

2. Alternative Scenarios

As described in the Downtown Master Plan, a number of hypothetical "Future Downtown Farmingdale Scenarios" were developed to present a range of hypotheses on how growth would occur in the downtown area and how that growth could be facilitated. These scenarios were developed in a development model for analysis purposes and were based on existing (and proposed) zoning, existing on-site and surrounding development, site access, parcel size and configuration, potential assemblages, market trends, and other factors. The Future Downtown Farmingdale Scenarios were further informed through extensive coordination with the Downtown Revitalization Committee and the Village Board of Trustees, with special focus on building heights and densities. In order to evaluate the quantitative impact areas, such as water and sewer demand, traffic and parking generation, tax revenues, and socioeconomic indicators, the development model was utilized. The evaluation of the impact areas and their outcomes were then weighed against the six goals and priorities developed for the project. What follows is a description of each of these scenarios and their impacts.

a. Aesthetic Improvement of Downtown Only (No Additional Growth)

(1) Description

The Aesthetic Improvement of Downtown Only Scenario was developed based upon input from the Downtown Revitalization Committee as a scenario to depict what would happen if focused aesthetic improvements were applied to the downtown area, including façade, signage, streetscape, and parking area improvements. This scenario does not consider any additional growth, but assumes that

vacant properties and buildings would be occupied under existing zoning.

(2) Impact Evaluation

The intent of the Aesthetic Improvement of Downtown Only Scenario was simply to beautify the downtown area, with no additional growth assumed, although the mix of uses would change slightly to encourage a "Restaurant Row." The result was that:

- Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
- The mix or type of uses would change slightly;
- Building heights would remain the same;
- Tax revenues and surplus to the Village and School District would only slightly increase;
- The downtown population and school children would slightly increase;
- Area roadways and intersections would be able to handle the negligible additional traffic volumes; and,
- Existing parking would be sufficient.

The objective of the Aesthetic Improvement of Downtown Only Scenario to beautify downtown was deemed to be a key element of any scenario for downtown Farmingdale. However, to limit the future of the downtown area to that objective alone did not meet many of the project's goals and objectives:

- A long-range approach to the downtown area would be limited to aesthetic improvements only;
- It would not diversify the downtown area with a mix of uses that would make it a more vibrant and unique destination, including TOD;
- It would improve the aesthetics of the downtown;
- There would some additional social amenities, including some additional open space and additional workforce housing;
- It would not create the connection between the LIRR train station and Main Street; and,
- The efficiency of the transportation network would remain the same.

Although the Village could implement beautification efforts only or other partial elements of the Plan, any such action would diminish the value of having a well thought-out comprehensive approach toward revitalization that was developed by the Village in a coordinated manner involving public participation. Further it would not provide, to the full extent, the benefits of the Downtown Master Plan.

b. Moderate Growth

(1) Description

The Moderate Growth Scenario builds upon the Aesthetic Improvement of Downtown Only Scenario as a scenario to depict what would happen if aesthetic improvements were to occur in the downtown area, as well as development on many of the Sites Subject To Change based on new FARs, typical of small downtowns, emphasizing mixed-use (retail/residential) along Main Street, and TOD at the station area, connected to Main Street.

(2) Impact Evaluation

The Moderate Growth Scenario looked to revitalize the downtown through modest redevelopment of sites subject to change with mixed-use, and included TOD near the LIRR train station, as well as an additional six percent general growth factor. This scenario also included beautification of the downtown area. The result was that:

- Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
- The mix or type of uses would change to be more mixed-use;
- Building heights would increase, including in some locations to 3 ½ stories;
- Tax revenues and surplus to the Village and School District would increase;
- The downtown population and school children would increase;
- The additional traffic would be significant and would need to be analyzed further; and,
- There would be just enough existing parking.

As could be expected, the Moderate Growth Scenario would meet most, but not all, of the project's goals and objectives:

- It would provide a long-range approach to the downtown area;
- It would diversify the downtown area with a mix of uses that would make it a more vibrant and unique destination, including TOD;
- It would improve the aesthetics of the downtown;
- There would additional social amenities, including some additional open space and additional workforce housing;
- It would partially create the connection between the LIRR train station and Main Street; and,
- There could be impacts related to the efficiency of the transportation network.

c. High Growth

(1) Description

The High Growth Scenario builds upon the Moderate Growth Scenario, indicating what would happen if aesthetic improvements were to occur in the downtown area along with a build-out of development. The development build-out consisted of development of additional Sites Subject to Change, all based on higher FARs, typical of more urban areas, again emphasizing mixed-use and TOD.

(2) Impact Evaluation

The High Growth Scenario was not simply a "build-out" scenario, but, rather, looked to provide revitalization and redevelopment at a higher density, typical of more compact downtowns. As with the Moderate Growth Scenario it included mixed-use, with TOD near the LIRR train station, as well as beautification of the downtown area. In addition, a higher ten percent general growth factor was applied. The result was that:

- Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
- The mix or type of uses would change to be more dense mixed-use;
- Building heights would increase, including in some locations to 4 ½ stories;
- Tax revenues and surplus to the Village and School District would greatly increase;
- The downtown population and school children would greatly increase;
- Traffic volumes would be too high; and,
- There would not be enough existing parking.

Due to the amount of traffic that would be generated by this scenario, it contained a fatal flaw:

- It would provide a long-range approach to the downtown area;
- It would diversify the downtown area with a mix of uses that would make it a more vibrant and unique destination, including TOD;
- It would improve the aesthetics of the downtown, although the heights of the buildings could overwhelm the adjacent residential neighborhoods;
- There would additional social amenities, including some additional open space and additional workforce housing;
- It would partially create the connection between the LIRR train station and Main Street; and,

- The transportation network would be overloaded and would not function properly.

d. Hybrid Future Downtown Farmingdale Scenario and Selection of Preferred Plan/Proposed Action

As was expected, there were both beneficial and adverse aspects of each of the Alternative Scenarios; however, no one scenario completely worked to the satisfaction of the Village Board and Downtown Revitalization Committee. Therefore, none of the scenarios analyzed was deemed as the appropriate scenario on which to base the Downtown Master Plan. As a result and after much discussion and coordination, elements from each of the scenarios, notably the Moderate and High Growth Scenarios, were combined to form a Hybrid Future Downtown Farmingdale Scenario.

The Hybrid Growth Scenario included aesthetic improvements to the downtown area, as well as development on many of the Sites Subject To Change based on mix of FARs (tiered—with the highest nearest the LIRR train station and the lowest south to Route 109), emphasizing mixed-use (retail/residential) along Main Street, and TOD at the station area, connected to Main Street.

This scenario was then run through the same impact analysis as the earlier Future Farmingdale Scenarios and it was determined that with a few tweaks, notably by slightly decreasing the total amount of development along South Front Street (via lower allowable building heights), it met the project's goals and objectives:

- It would provide a long-range approach to the downtown area;
- It would diversify the downtown area with a mix of uses that would make it a more vibrant and unique destination, including TOD;
- It would improve the aesthetics of the downtown, although the heights of the buildings could overwhelm the adjacent residential neighborhoods;
- There would additional social amenities, including some additional open space and additional workforce housing;
- It would partially create the connection between the LIRR train station and Main Street; and,
- The transportation network would function properly with appropriate improvements at key intersections.

At a September 14, 2009 Downtown Revitalization Committee meeting, the modified Hybrid Scenario was presented and the Committee, along with the Village Board of Trustees unanimously selected it as the Preferred Future Downtown Farmingdale Scenario on which to base the Downtown Master Plan.

3. Comparative Table of Project Alternatives

   A comparison of the alternatives (***Table IV-13, Comparative Table of Project Alternatives***) summarizes the preliminary impact analysis conclusions for each of the Future Farmingdale Scenarios and indicates that the Downtown Master Plan, as presented in this DGEIS, is the most desirable alternative as each of the other alternatives has issues or concerns.

Table IV-13
Comparative Table of Project Alternatives

	Proposed Action	No Action (Business as Usual)	Future Downtown Farmingdale Scenarios			Hybrid Future Downtown Farmingdale Scenario
			Aesthetic Improvement Only	Moderate Growth	High Growth	
Impact Indicators (overall in downtown area)						
Population	3,015	2,500	2,307	2,874	3,720	3,095
School-Age Children	221	192	181	214	267	224
Housing Units	1,441	1,201	1,093	1,384	1,782	1,503
Affordable Housing Units	110	62	45	93	166	122
Percent Open Space	2.5%	2.1%	3.4%	2.2%	3.4%	2.5%
Water Demand	488,945	420,305	373,969	490,761	652,929	198,009
Sewer Flow	444,496	382,095	339,972	446,147	593,572	452,736
Tax Generation						
- *Village of Farmingdale*	$384,065	$336,696	$334,378	$364,844	$418,425	$394,374
- *Town of Oyster Bay*	1,183,503	1,018,409	1,015,778	1,109,715	1,300,816	1,221,868
- *Nassau County*	2,540,122	2,223,878	2,208,701	2,413,771	2,767,328	2,607,372
- *School District*	7,217,754	6,284,796	6,240,597	6,883,783	7,853,113	7,306,623
OVERALL	**$11,325,444**	**$9,863,779**	**$9,799,454**	**$10,772,113**	**$12,339,683**	**$11,530,237**
Project Goal/Priority						
Long-range approach	Yes	No	Partial	Yes	Yes	Yes
Diversify						
- *Vibrant and unique destination*	Yes	No	No	Yes	Yes	Yes
- *Mixed-use*	Yes	No	No	Yes	Yes	Yes
Attractive	Yes	No	Yes	Yes	Partial	Partial
Increased social amenities						
- *Workforce housing*	Yes	Partial	Partial	Yes	Yes	Yes
- *Parks/open space*	Yes	No	Yes	Partial	Yes	Yes
Connection	Yes	No	No	Partial	Yes	Yes
Greater efficiency	Yes	No	No	Partial	No	Yes

4. Further Alternatives

   Additional alternatives are likely to be developed based upon agency and public comment on this DGEIS/BOA Nomination Study. For example, alternatives may include:
   - Alternative/Revised D-MU Zoning District.
   - Alternatives Plans for the Former Waldbaum's Site, including possibly a cultural arts center.

   Per SEQRA, any new alternative developed would be evaluated in the FEIS, with the possibility of elevating it to the Proposed Action in the FEIS.

F. Other SEQRA Chapters

This section considers any potential that the Downtown Master Plan/BOA Nomination Study may have for triggering further development outside of the downtown area. This section also identifies and evaluates the extent to which the Downtown Master Plan/BOA Nomination Study may cause a loss of environmental resources, both in the immediate future and in the long-term. Finally, this section also evaluates the effects and aspects of the Downtown Master Plan/BOA Nomination Study pertaining to the use and conservation of energy resources.

1. Growth Inducement

   Potential impacts of the Downtown Master Plan/BOA Nomination Study would result both from projects directly facilitated by the Plan and from growth in the downtown area that is indirectly stimulated by those projects. This induced growth is represented by development that would occur in response to the specific projects being implemented, not only growth of physical development, but population increases in the surrounding community, increases in economic growth, and/or social or cultural expansion.

   Although the Plan encourages growth within the downtown area, it is not anticipated that its policies or recommendations would set precedent or encourage additional growth outside of the downtown area. In general, the Plan's elements provide a balance between various uses—residential, retail, office.

   There are many benefits to be accrued from encouraging downtown growth, such as the creation and expansion of the job market, the increase in the Village's tax base, and the increased stability and enhancement of the residential neighborhoods.

It should be noted that a major goal and objective of the Downtown Master Plan is to guide growth and improvements in the Village, so as to recognize and plan for any growth, including any additional growth that may be induced.

2. Irreversible and Irretrievable Commitment of Resources

   Irreversible and irretrievable commitment of resources refers to both the built and natural resources that would be expended in the construction and operation of a proposed project.

   Adoption or acceptance of the Downtown Master Plan/BOA Nomination Study itself will not directly cause a loss of resources. To the extent that specific development or redevelopment are encouraged by and/or connected to the Downtown Master Plan, certain resources relating to building and development will be committed. These resources include, but are not limited to: materials, such as concrete, asphalt, steel, timber, paint, wood, glass, plastics, as well as topsoil. Furthermore, the operation of construction equipment will involve the consumption of fossil fuels, while completed developments will require electricity in addition to fossil fuel usage.

   The construction phase of proposed projects will also require a commitment of labor. The need for construction workers can be viewed as a beneficial impact to the local construction industry. Other labor-related commitments will include any additional services to be rendered by the police and fire departments, as well as other municipal employees involved in service-oriented fields.

   Over the long-term, there will be continued commitment of utility services for any future development or redevelopment encouraged by the Downtown Master Plan/BOA Nomination Study.

   These commitments of land and human resources and materials should be weighed against the public purpose and need for the proposed project to promote redevelopment and revitalization in downtown Farmingdale to stimulate the economy and provide a better quality of life for existing and future residents.

3. Effects on Energy

   The redevelopment of the downtown area will involve the commitment of a variety of resources, including construction materials such as steel, concrete, asphalt, paint, and topsoil. The operation of construction equipment, vehicles, and related uses will involve the consumption of energy resources. The redevelopment of the downtown area will also require a temporary commitment of workers during the construction period and will require the

usage of electricity and natural gas for heating, lighting, and cooking, and water for domestic use.

That said, the Downtown Master Plan/BOA Nomination Study as a guide for smart growth and revitalization for the Village fits into the context of other regional efforts on sustainability and is seen as an important element of these planning and policy initiatives, including Nassau County's *Comprehensive Plan* and the Long Island Regional Planning Council's *Long Island 2035 Visioning Initiative and Regional Comprehensive Sustainability Plan*. A number of concepts and programs will be adhered to in both the construction and day to day use of the residential and commercial spaces that provide sustainable and environmentally-friendly energy consumption methods.

The creation of TOD at the LIRR train station and encouraging a more walkable environment in the downtown area will have positive impacts on the use of energy by creating a more environmentally-sensitive and sustainable environment that better conserves and more efficiently utilizing transportation resources. Finally, the availability and promotion of walking and public transportation will allow for increased public transit usage and a corresponding decrease in the need for automobile travel and fossil fuel consumption, thereby helping to reduce greenhouse gas emissions. The density and mixed-use nature of the plan for the downtown should help limit the consumption of energy. Much of the residential components will be either above, adjacent to, or in close proximity to commercial uses such as retail establishments and restaurants, which will greatly increase pedestrian traffic and limit automobile use as residents will have access to many needs locally instead of driving outside the Village.

The Downtown Master Plan also suggests applying development and financial incentive programs to the downtown area for developers to use sustainable practices and require all Village departments to do the same. Sustainable practices include utilizing low impact development methods, such as green roofs, porous paving, stormwater retention, and green design techniques to reduce total energy consumption.

Furthermore, while new development recommended in the Downtown Master Plan or anticipated through private development will utilize energy resources for residential or commercial power needs, development in the Village can tie into existing energy and transportation systems, making efficient use of region-wide infrastructure. In an effort to address the growing concern about greenhouse gas emission and climate change, the Village of Farmingdale is committed to take action with smart energy solutions that reduce global warming emissions. Some key elements of green building that will be encouraged by the Village and may be incorporated in the individual design of proposed residential and commercial developments include the use of environmentally beneficial building design and materials, which create more

energy and resource efficient buildings. At a minimum, the proposed buildings should be designed to exceed the New York State Energy Conservation Code, which requires the use of energy efficient products in all new and renovated construction. In order to further promote energy efficiency, the Village Board will require, at a minimum, the use and installation of a significant amount of ENERGY STAR®-compliant devices, appliances, and insulation. Other green building technologies shall be incorporated to the maximum extent practicable, and will be detailed by the prospective developers during the site-specific plan review.

Finally, the Downtown Master Plan's emphasis on smart growth and smart energy consumption follows a number of basic primary smart growth principles, including:

- Housing types for all income classes
- Mixed-use development
- Pedestrian and bicycle friendly
- Transit options that discourage automobile use
- Reinvestment in existing communities
- Higher density design
- Attractive architectural design
- Open space preservation

G. Other BOA Chapters

This sub-section discusses other chapters that are required as part of the BOA regulations, including BOA/SEQRA compliance, consistency with the New York State Coastal Management Program, consistency with the New York State Heritage Areas Program, and references.

1. BOA/SEQRA Compliance

   This BOA Nomination Study/DGEIS has been structured to fully incorporate and integrate the BOA Nomination Study and SEQRA DGEIS so that they are one document. ***Table IV-14, BOA/SEQRA Compliance*** indicates how the BOA and SEQRA content requirements are satisfied in this document.

Table IV-14
BOA/SEQRA Compliance

Downtown Farmingdale BOA Nomination Study/DGEIS Chapter	BOA Nomination Study Requirement	SEQRA GEIS Requirement
I. Project Description and Boundary	Section 1 - Description of Project and Boundary	Description of Proposed Action
II. Public Participation Plan and Techniques to Enlist Partners	Section 2 - Community Participation	SEQRA public hearing is conducted simultaneously with a public hearing on the BOA Plan
III. Analysis of the Proposed Brownfield Opportunity Area	Section 3 - Analysis of the BOA	Description of Environmental Setting
IV. Environmental Impact Analyses of the Proposed Action	Section 4 - Implementation Strategy	- Potential Significant Adverse Impacts - Description of Mitigation Measures - Description of the Range of Reasonable Alternatives to the Proposed Action
	Section 5 - Compliance with SEQRA	- Consistency with NYS CMP Coastal Policies - Consistency with Heritage Area - GEIS References - Conditions for Future Actions
V. Summary Analysis, Findings and Recommendations of the BOA and Strategic Sties		

2. Consistency with NYS CMP Coastal Policies

   Since the Village of Farmingdale and the Study Area are not located along any of the New York State coastal areas, review and consistency with the policies of the New York State Coastal Management Program are not applicable.

3. Consistency with Heritage Area

   The Village of Farmingdale and the Study Area are not located in a New York State Heritage Area. The closest Heritage Area is the Long Island North Shore Heritage Area, which is north of the Study Area. As a result, consistency with the Heritage Area Management Plan and other policies, as well as the New York State Heritage Areas Program are not applicable.

4. GEIS References

   The following is a list of the primary studies and reports that were referred to in the preparation this DGEIS.

Holzmacher, McLendon & Murrell, P.C., *Evaluation and Tracking of Hazardous Waste Groundwater Plumes Study*, February 2011.

Holzmacher, McLendon & Murrell, P.C., *Phase I Environmental Site Assessment*, November 2010.

HR&A Advisors, Inc., *Farmingdale Brownfield Opportunity Area, Draft Market Analysis*, April 29, 2011.

Michael R. Kodama Planning Consultants, *Village of Farmingdale Parking Management Workshop Report*, November 30, 2009.

Nassau County Planning Commission, Division of Transportation, *Draft Downtown Inventory: Farmingdale*, November 2009.

Nelson & Pope, *Downtown Farmingdale Traffic Impact Study*, February 2011.

Saccardi & Schiff, Inc., *Draft Downtown Farmingdale 2035: A Downtown Master Plan*, February 2010.

Saccardi & Schiff, Inc., *Existing and Emerging Conditions Report*, July 2009.

VHB Engineering, Surveying and Landscape Architecture, P.C., *Parking Yield Analysis Report, Parking Lot #5*, December 23, 2010.

Vision Long Island & ADL III Architecture, *Farmingdale Visioning Process Report*, 2006.

V. Summary Analysis, Findings, and Recommendations

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V. SUMMARY ANALYSIS, FINDINGS, AND RECOMMENDATIONS OF THE BOA AND STRATEGIC SITES

Chapter V summarizes the analysis and subsequent findings that have been presented in ***Chapters III*** and ***IV***. Based on these analyses and findings, ***Chapter V*** also provides a number of recommendations that will serve as the basis for the Implementation Strategy (to be set forth in Step 3 of the BOA Program)[1].

A. Summary Analysis and Findings

As indicated throughout this DGEIS/BOA Nomination Study, Downtown Farmingdale has all of the fundamental characteristics of an attractive, pedestrian-friendly, active village center, including a concentration of businesses, some of which are unique, along Main Street. However, due to competition from malls and the nearby Route 110 corridor, a number of vacant properties, and inconsistencies in the "look" of Main Street, the area is faced with a number of challenges to fulfilling its potential. These challenges are quelled by the potential opportunities for revitalization and reinvestment, as numerous vacant or underutilized properties exist that would allow for new development, highlighted by the various sites subject to change/strategic sites in the downtown area. More efficient land use and development is just one opportunity area. Enhanced design standards and updated land use regulations will raise the quality of existing development and ensure that new development enhances the downtown's architectural character. Further, the provision of additional recreational/open space opportunities in the downtown area seeks to improve the quality of life of its residents. These strategies fit well with Farmingdale's vision to balance revitalization and smart growth with residential quality of life. Taken together, the Downtown Master Plan and this DGEIS/BOA Nomination Study will act as a guide to development and public investment in Downtown Farmingdale over the next 25 years.

That said, the analysis and findings put forth in the Downtown Master Plan and this DGEIS/BOA Nomination Study should be considered only one of many steps in the revitalization of Downtown Farmingdale. In order to effectuate the Plan, a number of recommendations and next steps are proposed.

B. Recommendations and Next Steps

As noted earlier, the Village has applied to NYSDOS to participate in Step 3 of the BOA Program. Upon completion and acceptance of this DGEIS/BOA Nomination Study by NYSDOS, the Village would be able to move to Step 3. What follows are the recommended elements of that Step 3 Implementation Strategy study, should it be granted by the State.

[1] The Village of Farmingdale has submitted a Step 3 application to NYSDOS in order to develop an Implementation Strategy and BOA Plan for Downtown Farmingdale.

1. Select Catalytic Sites and Perform Catalytic Site Planning Activities

   a. Select Catalytic Sites

      To efficiently utilize resources, it is recommended that activities be focused on selected catalytic strategic sites. Although, 35 sites subject to change/strategic sites were identified and described in this DGEIS/BOA Nomination Study, a number of these sites can be isolated as particularly catalytic to revitalization of the downtown area.

      The following 11 catalytic sites have preliminarily been identified (for location, see ***Figure III-12***):

      - Parking Lot #5 (Site Subject to Change 3)
      - Bartone Parking Lot (Site 4)
      - 120 Secatogue Avenue (Site 5)
      - 100 Secatogue Avenue/143 Front Street (Site 6)
      - 59-107 Division Street/125 Front Street (Site 8)
      - 137-169 Main Street (Site 9)
      - Parking Lot #6 (Site 10)
      - 199 Main Street (Site 19)
      - 195 Main Street (Site 18)
      - 185 Main Street (Site 17)
      - Parking Lot #3 Frontage (Site 13)

      As indicated on ***Figure III-12*** these selected catalytic sites are concentrated and form the key connection between Main Street and the LIRR train station.

   b. Perform Catalytic Site Planning Activities

      Taking these catalytic sites, a number of activities are recommended that would provide detail and depth.

      <u>Conceptual Site Planning</u>
      Site/conceptual design alternatives for catalytic sites should be developed in order to advance discussions with private developers. In order to inform the program for each site, it is recommended that a fiscal cost-benefit analysis be performed to determine the benefit of public expenditure for infrastructure, public costs and revenues, impact on schools, etc. for the redevelopment of site alternatives. In addition, specific outreach to the development industry should occur.

      Given the concentration of these sites near the LIRR train station, additional outreach to MTA/LIRR should occur on the potential impact of redevelopment of these sites on the Farmingdale LIRR train station, MTA/LIRR held property and easements, and within the context of the

larger MTA/LIRR regional Long Island goals, including the potential LIRR second track project (between Farmingdale and Ronkonkoma).

Further, it is recommended that Phase I ESAs be conducted for those properties where access was previously denied or a Phase I was not previously conducted (Parking Lot #3, Parking Lot #6, and the current Bartone Parking Lot). In addition, based upon the findings of the Plume Study, additional investigations with regards to the various plumes approaching the Village should be performed.

Detailed Design Planning for LIRR Train Station/Main Street Connection
It is recommended that detailed design plans be developed to enhance the "pedestrianization" of downtown by improving the physical and visual connection for pedestrians and bicyclists along South Front Street between the LIRR train station and Main Street. It is likely that should a catalytic site be redeveloped there would be a fair-share contribution by the developer for any landscaping, visual, or infrastructural improvements along this connection.

Feasibility of a Community Land Trust
The feasibility and structure of establishing a community land trust (CLT) to develop and ultimately manage potential affordable housing on Village-owned catalytic sites (as well as potentially other sites in the Village) should be explored in order to provide additional housing opportunities in Downtown Farmingdale.

RFPs and Testing Zoning
RFPs for catalytic sites should be developed based upon Tasks 1 through 3, in order to solicit developer interest and input into redevelopment. It is recommended that RFP responses and other site proposals be tested against the new Downtown Mixed-Use (D-MU) Zoning District and adjust as necessary.

2. Perform Area-Wide Planning Activities

Beyond the detailed planning for catalytic sites, it is recommended that a number of area-wide activities be conducted that would improve the downtown as a whole and enhance the development potential of the catalytic strategic sites.

Retail Marketing Strategy
A retail marketing strategy for Downtown Farmingdale should be created, geared towards marketing the downtown to businesses, developers, and other entities that match the Village's vision for the downtown. The retail marketing strategy should also include interacting with current property owners to help recruit appropriate tenants.

Further, a public signage program for wayfinding to identify and make the downtown legible should be developed and the potential for a Business Improvement District (BID) for the downtown and description and procedures required for the establishment of a BID should be studied.

Parking Efficiency Study

It is recommended that a parking efficiency study be prepared to improve access and flow in the Village's parking lots so that they better serve the businesses on Main Street and to also determine the potential for developing portions of such lots as strategic sites in the future. In order to conduct such a study, a metes and bounds survey of the Village's parking lots should be conducted.

Open Space Planning

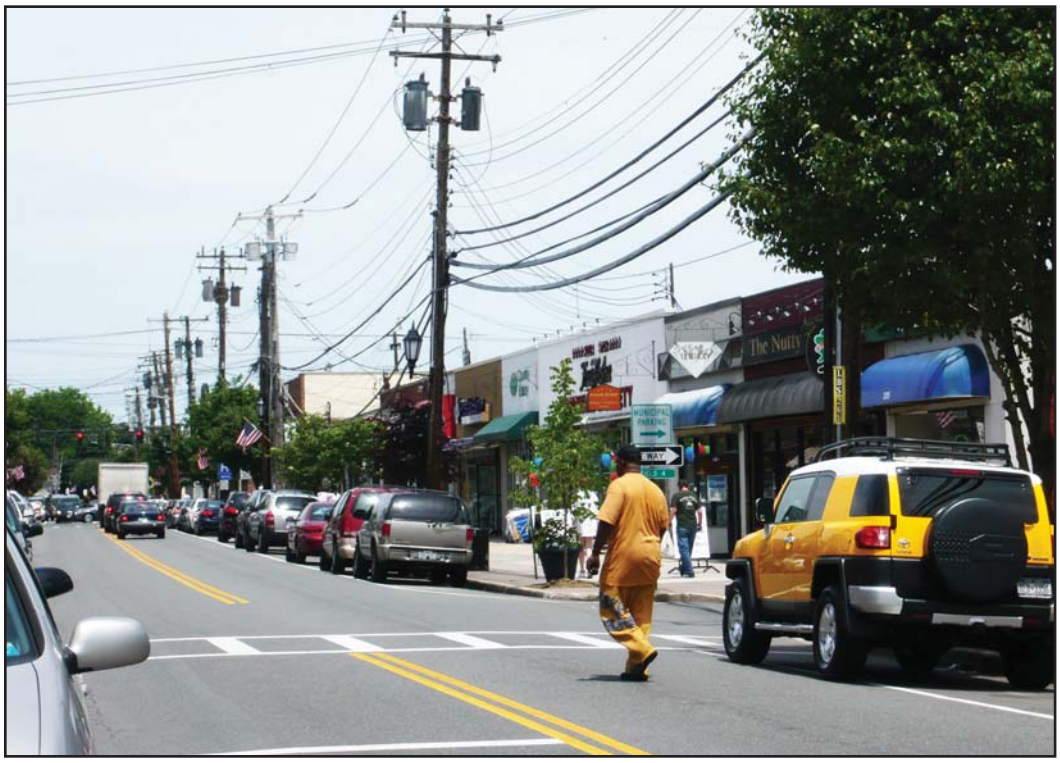
Preliminary design plan alternatives for a linear greenspace/hardscape along the rear of the stores along the east side of Main Street/interface with parking lots should be developed to provide additional open space in the downtown and to eventually connect the Village Green to a new "Station Green." A similar plan along the rear of the stores on the west side of Main Street should also be evaluated, as well an overall schematic landscape design defining entrances to parking areas, including a previously identified location for a pocket park. Finally, it is recommended that the conceptual plan for "Station Green" be updated, based upon the enhanced connections and updated information from an application for one of the catalytic sites.

Cost Comparison of Removing Overhead Wires

A cost comparison of removing the overhead wires along Main Street (burying vs. moving to rear of buildings) and the possibility of creating a development fund that would set aside monies from private development to support the wire removal should be conducted. As depicted in ***Figure V-1, Visual Clutter of Utility Lines on Main Street***, the overhead wires currently are a significant barrier to the aesthetic appearance of the downtown. By removing them from Main Street, the downtown could become more attractive to residents, shoppers, and perhaps most importantly, prospective businesses.

Feasibility of Creating Walkways Across Route 109

It is recommended that the feasibility of creating walkways across Fulton Street (NYS Route 109), including design graphics and illustrations of such walkways and their potential visual impact on Fulton Street be considered in to advance discussions with NYSDOT on the possibility of leveraging



BEFORE

AFTER

Figure V-1

VISUAL CLUTTER OF UTILITY LINES ON MAIN STREET

DOWNTOWN FARMINGDALE DGEIS/
BOA NOMINATION STUDY
Village of Farmingdale, New York

VHB Saccardi & Schiff

potential NYSDOT programs, including the Context Sensitive Solutions and Local Safe Streets & Traffic Calming (LSSTC) programs. The creation of walkways would help improve the "pedestrianization" of the Village and provide better access to the downtown for residents who live on the south side of Fulton Street. Many of these residents are elderly and are within a ½-mile of the downtown area, but are currently unable to access the downtown on foot due to safety concerns with crossing Fulton Street.

3. Continue Community Participation and Outreach

   As discussed in ***Chapter II***, the community participation effort established during the downtown master planning/BOA process should continue to Step 3, including regular meetings of the Steering Committee to discuss progress of the overall project and specific topics of importance or concern. As with Step 2, community participation should take many forms, including the use of social media, information posted on the Village's website and local newspapers, flyers, postings, bulletin board, posters, and public meetings open to the entire community.

4. Make the Downtown Master/BOA Plan a Living Document

   In order to ensure that the Downtown Master/BOA Plan is not relegated to a document that collects dust on the shelf, it is recommended that at least every five years, the Village review the Downtown Master/BOA Plan and assess its findings and recommendations and if they are still relevant. In this way it would allow the document to evolve to meet the needs of the present while retaining its core vision and achievement objectives. It is further recommended that within 20 years the Downtown Master/BOA Plan be thoroughly updated.

VHB Engineering, Surveying and Landscape Architecture, P.C.