

Downtown Master Plan Progress Report



Incorporated Village of Farmingdale
Nassau County, New York

Downtown Master Plan Progress Report

February 2024

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Introduction

In 2011, the Village of Farmingdale established a long-term goal for downtown revitalization through the adoption of Downtown Farmingdale 2035 (the “*Downtown Master Plan*”).

At the time, the Village was grappling with a stagnant Downtown area with high retail vacancies, a lack of modern diversified housing options, and a Main Street that was disconnected physically and visually from the Farmingdale Long Island Rail Road (LIRR) station. The Village undertook a comprehensive approach to its *Downtown Master Plan*. This involved assessing the condition of transportation, socioeconomics, infrastructure, and land use and zoning policies within Downtown Farmingdale. Local stakeholders, including residents and businesses, provided valuable insights on the current state and future vision of the Downtown area. The outcome was a 25-year plan designed to transform Downtown Farmingdale into a walkable transit-oriented community with a vibrant commercial center, achieved through beautification, redevelopment, and connectivity initiatives. The specific vision for downtown Farmingdale established in the 2011 *Downtown Master Plan* was:

“To make downtown Farmingdale a more attractive, vibrant, and desirable center that draws a residential population that can afford to live and shop in Farmingdale.”

Thirteen years later, the Village has made significant strides towards realizing this vision. The *Downtown Master Plan* was formally adopted in 2011 following the preparation of a *Draft Generic Environmental Impact Statement (DGEIS)/Brownfield Opportunity Area (BOA) Nomination Study* and *Final Generic Environmental Impact Statement (FGEIS)/Final BOA Nomination Study*. These reports led to the establishment of a new Downtown Mixed-Use (D-MU) Zoning District in November 2011. This district was designed to encourage mixed-use transit-oriented development (TOD) on a graduated scale, with the highest density located near the Farmingdale LIRR station and gradually decreasing density south along Main Street to Fulton Street (New York State Route 109). The new zoning has facilitated redevelopment projects in the Downtown area, bringing an influx of new residents and businesses. To complement planning efforts in the Downtown area, the Village Board of Trustees commissioned the 2013 *Village of Farmingdale Residential Study* (the “*Residential Study*”),

which examined the feasibility of adding residential units to areas of the Village outside of the Downtown area, while preserving the existing single-family neighborhood character.

Purpose of the *Downtown Master Plan Progress Report*

The *Downtown Master Plan* was adopted in 2011 to guide development and public investment in Downtown Farmingdale for 25 years, to 2035. Thirteen years after its adoption (approximately halfway through the plan’s time horizon), the Village is undertaking this *Downtown Master Plan Progress Report* to evaluate the status of the goals it set forth to achieve. The primary objective is to provide the Village with a comprehensive record of the advancements made, offering valuable insights that will inform and shape future policymaking endeavors related to the ongoing revitalization of Downtown Farmingdale. Focusing on the areas encompassed by the Study Area delineated in the original *Downtown Master Plan*, this document concentrates on the area centered along Main Street, extending from Melville Road to the north, parcels on the south side of Fulton Street to the south, and including segments of Conklin Street and Eastern Parkway (Figure 1). Notably, the Study Area also fully encompasses the adopted D-MU Zoning District, making this report an instrumental reference for gauging progress within the designated zoning boundaries.


Periodically evaluating the progress of a long-term community planning effort is a crucial undertaking to ensure that the chosen goals are being achieved and to identify changes within the community that may affect the community’s future vision. This comprehensive assessment will allow the Farmingdale community to track and evaluate the implementation of the original *Downtown Master Plan*, providing a clear overview of the progress made in achieving its long-term goals and objectives. This report serves as a valuable tool for transparency, keeping residents informed about the developments and initiatives shaping the community. By identifying areas of success and those needing more attention, the *Downtown Master Plan Progress Report* is a guide for future decision-making, enabling the Village to adapt and refine its strategies to better address the evolving needs of its residents and enhance overall quality of life. Ultimately, the *Downtown Master Plan Progress Report* is a dynamic document that not only reflects the past and current state of the Village but also charts a course for its future. It instills a culture of continuous improvement and collaboration, ensuring that the Village of Farmingdale remains resilient and responsive to the evolving dynamics of its community, economy, and environment.

Now, in 2024, the Village of Farmingdale stands as a premier downtown hub on Long Island, earning the title of the best downtown in the Bethpage Federal Credit Union “Best of Long Island” awards eight times since 2015. The perception of Downtown Farmingdale has undergone a transformative shift since 2011, evolving from a stagnant Main Street to a highly sought-after community characterized by a flourishing culinary scene, modern, diversified housing options, and abundant shopping opportunities. This transformation is attributed to the steadfast commitment of the Village to implement the vision conceived by Village residents.

Now, in 2024, the Village of Farmingdale stands as a premier downtown hub on Long Island, earning the title of the best downtown in the Bethpage Federal Credit Union “Best of Long Island” awards eight times since 2015.

FIGURE 1 | Downtown Farmingdale Study Area



 Study Area

Path: \\whb.com\gis\proj\Hauptpaug\22300.00 Farmingdale MP Update\Project\Farmingdale Master Plan Update\Farmingdale Master Plan Update.aprx (WSklar,

Source: Village of Farmingdale; Nassau County GIS; NearMap

Structure of the *Downtown Master Plan Progress Report*

This *Downtown Master Plan Progress Report* comprehensively assesses the evolving landscape of Downtown Farmingdale. The structure of this *Downtown Master Plan Progress Report* is as follows:

Summary of Findings

This section highlights the progress made towards the goals of the *Downtown Master Plan* and the key findings that may impact planning and policy making decisions into the future.

Planning Context Update

This section examines the socioeconomic, real estate market, land use and zoning, transportation, and public infrastructure and utility changes that have occurred since the adoption of the *Downtown Master Plan*. The real estate market analysis includes a *Village of Farmingdale Housing Market Analysis* prepared by Kevin Dwarka, LLC (Appendix A).

Residential Development Capacity Analysis

This section documents the new multi-family housing developments that have been created since the adoption of the *Downtown Master Plan*, D-MU Zoning District and the 2013 *Residential Study*.

Consistency with the GEIS

This section compares the level of development achieved to the thresholds established in the GEIS to determine whether additional impact evaluations may be needed for future developments.

Downtown Master Plan Goals Summary

This section provides an update to each of the strategies, proposals and implementation items recommended in the *Downtown Master Plan*, identifying items that are complete, ongoing, or not yet started.

Recommendations

Based on the results of the analyses in the preceding sections, the *Downtown Master Plan Progress Report* concludes with a list of recommendations for the Village to continue realizing the vision of a revitalized Downtown Farmingdale.

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Summary of Findings

The analyses within this *Downtown Master Plan Progress Report* offer illuminating insights into the transformation of Downtown Farmingdale since 2011. The key findings extracted from this research will provide the Village with crucial information to inform its decision-making regarding the subsequent steps and actions necessary to sustain Farmingdale’s upward trajectory.

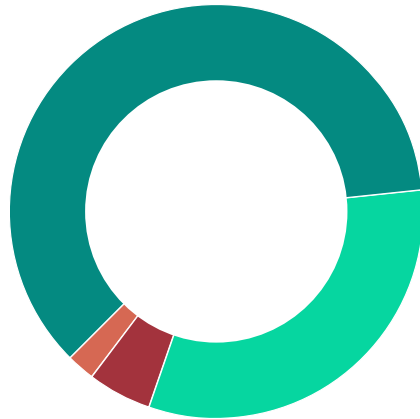
Key Findings

- 1 Demographic Shifts:** The Village of Farmingdale is experiencing population growth while the average household size and school enrollment are shrinking. This suggests an influx of new residents seeking smaller homes that cater to demographics such as young professionals and empty-nesters.
- 2 Housing Unit Expansion:** A noteworthy achievement is the creation of 388 new housing units within Downtown Study Area (including 269 units in the D-MU District) and an additional 70 units in areas outside of the Downtown Study Area since 2011. This reflects the successful implementation of the D-MU Zoning District to facilitate construction of modern, diversified housing options, which are in high-demand in a Long Island region that lacks sufficient housing supply to meet this demand.
- 3 Regional Housing Market Dynamics:** Farmingdale’s housing market continues to experience high demand, yet it grapples with the challenges posed by a regional housing shortage. This dynamic underscores the need for regional planning that goes beyond the Village to address housing supply and demand imbalances.
- 4 Exceeding Development Estimates:** Downtown Farmingdale has gained significant residential, retail, and restaurant development since 2011, surpassing the original estimates outlined in the GEIS. With regard to commercial development, the Village has added 91,328± square feet (sf) of retail space and 88,933± sf of restaurant space.
- 5 Walkable and Attractive Village:** The implementation of the strategies within the Downtown Master Plan has led to a more walkable, vibrant Downtown Farmingdale with improved signage and facades, buried utility lines, high-quality sidewalks and a bustling dining scene. These qualities attract visitors from throughout the region and create a sense of place for Village residents.



The 2011 Downtown Master Plan included a series of goals and implementation strategies to achieve the vision of a revitalized Downtown. This summary highlights the progress the Village has made towards these goals and implementation strategies. A complete summary of progress is presented in Section 6.

41
Total
Goals



25 COMPLETE

61%

13 IN PROGRESS

32%

2 NOT STARTED

5%

1 NOT FEASIBLE

2%



Downtown Design Goals

Complete 11
In Progress 6
Not Started 0
Not Feasible 0



Downtown Traffic, Parking & Transportation

Complete 3
In Progress 0
Not Started 1
Not Feasible 0



Affordable Housing & Sustainability Goals

Complete 2
In Progress 0
Not Started 0
Not Feasible 0



Administrative & Procedural Goals

Complete 2
In Progress 2
Not Started 0
Not Feasible 0



Downtown Economic Development Goals

Complete 4
In Progress 0
Not Started 1
Not Feasible 0



Downtown Infrastructure Goals

Complete 0
In Progress 1
Not Started 0
Not Feasible 0



Regulatory Goals

Complete 3
In Progress 1
Not Started 0
Not Feasible 0



Financing Goals

Complete 0
In Progress 3
Not Started 0
Not Feasible 0

3

Planning Context Update

This section documents current socioeconomic, real estate market, land use, zoning, transportation, and public infrastructure conditions in Downtown Farmingdale. Each of these topics is compared to the conditions presented in the 2011 *Downtown Master Plan* to identify key changes.

Socioeconomics

In the 2011 *Downtown Master Plan*, the Village conducted an in-depth analysis of its socioeconomic characteristics to guide recommendations. Below is an update of the same socioeconomic categories examined in 2011 and an analysis on how conditions have changed.

Demographics

Between 2000 and 2010, there was a slight increase in households in the Village, but a significant drop in the overall population. The 2011 *Downtown Master Plan* attributed this to a decrease in young professionals and individuals over 65 years of age. The lack of affordable and diverse housing options was identified as a barrier to population growth. Table 1 shows that the trend of population decline reversed in the decade from 2012 to 2022. During this period, the Village experienced an increase of 330 households and a population growth of 237 individuals.

Although the population growth in the Village was smaller compared to Nassau County's during the same period, the Village had a higher rate of growth in the number of households. This is evidence of the Village's shrinking household size, which contrasts with the growing household size in Nassau County. This implies that the Village is increasingly being populated by smaller households. The recent increase in multi-family development, facilitated by the adoption of the *Downtown Master Plan* and D-MU Zoning District, contributed to this trend. These initiatives have added more multi-family housing units to the residential market, which are more likely to be occupied by singles and families without children as compared to single-family homes.

TABLE 1 | Village of Farmingdale and Nassau County Population and Households (2012-2022)

	2012	2022	Change 2012-2022	
Village of Farmingdale				
Population	8,191	8,428	+237	↑2.9%
Households	3,196	3,526	+330	↑10.3%
Average Household Size	2.49	2.35	-0.14	↓5.6%
Nassau County				
Population	1,338,712	1,389,160	+50,448	↑3.8%
Households	442,869	454,771	+11,902	↑2.7%
Average Household Size	2.97	3.01	+0.04	↑1.3%

Source: United States Census Bureau: 2012 & 2022 American Community Survey 5-Year Estimates

Table 2 shows that the population growth in the Village was concentrated among specific age groups, including young adults (aged 18-29) and adults over 50. Conversely, there was a decrease in the number of children and individuals aged 30-49, indicating a decline in the younger family-age population. This is supported by data from the New York State Education Department that shows enrollment in the Farmingdale Union Free School District has declined by 898 students (14.9±) percent over the same 10-year span. The total enrollment in the district decreased from 6,024 students in the 2012-2013 school year to 5,126 students in the 2022-2023 school year.¹

TABLE 2 | Village of Farmingdale Age Distribution (2012-2022)

Village of Farmingdale Age Distribution	2012 (% of Total)	2022 (% of Total)	Change 2012-2022	
Under 18	1,499 (18%)	1,478 (17%)	-21	-1%
18-29	958 (12%)	1,130 (13%)	+172	+18%
30-49	2,474 (30%)	1,926 (23%)	-548	-22%
50-65	1,802 (22%)	2,249 (27%)	+447	+25%
65+	1,458 (18%)	1,645 (20%)	+187	+13%

Source: United States Census Bureau: 2012 & 2022 American Community Survey 5-Year Estimates

¹ New York State Department of Education. "Farmingdale UFSD Enrollment". Available at: <https://data.nysed.gov/enrollment.php?year=2023&instid=800000048748>.

Table 3 shows a trend of increasing racial/ethnic diversity in the Village, as the percentages of most minority groups has increased while the percentage of residents who identify as White alone has decreased.

TABLE 3 | Village of Farmingdale Racial & Ethnic Composition (2012 vs 2022)

Racial & Ethnic Categories in the Village of Farmingdale	2012 % of Population	2022 % of Population
White alone (non-Hispanic)	78%	70%
Black or African American alone	1%	4%
Asian	4%	9%
Multi-racial or Other Race	3%	14%
Hispanic	16%	14%

Source: United States Census Bureau: 2012 & 2022 American Community Survey 5-Year Estimates

Household Economic Characteristics

In 2012, the household income in the Village of Farmingdale was lower than that of Nassau County. Since preparation of the *Downtown Master Plan*, significant economic shifts have occurred across the United States. Recently, the Coronavirus pandemic has affected the inflationary environment, spending habits, and employment trends. Table 4 indicates that households in Farmingdale still have a median income lower than that of Nassau County. However, income within the Village has increased faster when compared to Nassau County, and this increase has outpaced inflation. According to the U.S. Bureau of Labor Statistics CPI Inflation Calculator, the cumulative inflation rate from 2012 to 2022 was 30.9 percent. During that same time period, median household income within the Village increased by 66.9 percent and by 41.9 percent in Nassau County. This suggests that households had more disposable income in 2022 than they did in 2012.

TABLE 4 | Village of Farmingdale & Nassau County Median Household Income (2012 vs 2022)

	2012	2012 (Inflation Adjusted to 2022 Dollars)*	2022
Village of Farmingdale	\$76,087	\$99,629	\$127,059
Nassau County	\$97,049	\$127,077	\$137,709

Source: United States Census Bureau: American Community Survey 2012 & 2022 5-Year Estimates; United States Bureau of Labor Statistics CPI Inflation Calculator.

*Adjusted from January 2012 to December 2022

Table 5 shows that the Village’s employment market has been going through a transitional period. Between 2010 and 2015 there was a decline of 2,158 jobs within the Village. This number then grew by 1,447 jobs between 2015 and 2019 to then decrease at the onset of the Coronavirus pandemic in 2020. Data from 2021 suggests that jobs are returning to the Village with industries like Retail Trade (35%), Educational Services (21%) and Accommodation/Food Services (12%) holding the highest share among industry categories.

TABLE 5 | Village of Farmingdale Total Jobs (2010–2021)

	2010	2015	2019	2020*	2021
Total Jobs	5,969	3,811	5,258	4,683	5,387

Source: United States Census Bureau: Longitudinal Employer-Household Dynamics: 2010, 2015, 2019, 2020 & 2021

*Start of the Coronavirus pandemic

In 2021, 96 percent of the Village’s residents worked outside the Village and commuted to their jobs. While residents work throughout Nassau and Western Suffolk County, the highest concentrations of jobs held by Farmingdale residents are in Mineola, Manhasset, and New York City.² Both New York City and Mineola are easily accessible via the LIRR Farmingdale station, enhancing Farmingdale’s appeal as a residential location. For those who are employed within the Village, 97 percent reside outside the Village boundaries. Approximately 87 percent of employees within the Village live within a 24-mile radius of their place of work. The largest concentrations of these employees reside in South Farmingdale (Town of Oyster Bay) and the Town of Hempstead.

Real Estate Market Analysis

The 2011 Downtown Master Plan conducted an analysis of three primary real estate markets in Downtown Farmingdale: retail, office, and residential. The Downtown Master Plan revealed that retail businesses, bars, and restaurants were competing for limited customer traffic, especially with the malls and big box sites along the Route 110 corridor, leading to vacancies along Main Street. In contrast, office buildings in the Village had a low vacancy rate of five percent, accommodating a diverse range of professional tenants. The residential sector consisted primarily of single-family, owner-occupied units. This section presents an updated real estate market analysis, utilizing data from the United States Census Bureau, CoStar and RentHop.³ Additionally, a Village of Farmingdale Housing Market Analysis, prepared by Kevin Dwarka, LLC, is summarized in this section. The full Village of Farmingdale Housing Market Analysis is included in Appendix A.

² United States Census Bureau. *Longitudinal Employer-Household Dynamics (LEHD)*. Available at: <https://www.census.gov/programs-surveys/ces/data/restricted-use-data/lehd-data.html>

³ RentHop. Available at: <https://www.renthop.com/>. Accessed December 2023.

Retail Market

The number of retail businesses has grown throughout Downtown Farmingdale since the adoption of the *Downtown Master Plan*. Presently, these businesses are spread along Main Street from Melville Road to Fulton Street and parts of Conklin Street. The retail market has also expanded towards the LIRR station together with new mixed-use developments near the LIRR station. New businesses now occupy the ground floor of the Fairfield Metro buildings located opposite of the LIRR station. As of December 2023, CoStar's analytics indicate that the Village of Farmingdale has 96 retail buildings (Appendix B, page 3). Overall, retail vacancy has been declining while average rent for leases where the tenant pays all the property expenses (i.e., triple net lease properties) has increased. In 2013, the retail vacancy rate was 12.5 percent and has decreased to 8 percent in 2023 (Appendix B, page 3). Retail rent was \$15/sf in 2013 and has risen to \$40/sf in 2023 (Appendix B, page 3). The COVID-19 pandemic disrupted this trend by raising vacancies to 12 percent in 2021 and causing a stagnation in rents. However, vacancy rate and retail rents have returned to near pre-pandemic levels, suggesting a promising rebound.

Office Market

The trends within Farmingdale's office market have been more inconsistent compared to the retail market. According to CoStar, the current office vacancy rate is approximately 3.5 percent, slightly higher than the rate ten years ago (2.5 percent) (Appendix C, page 3). Before the COVID-19 pandemic, office vacancy rates were generally decreasing, with vacancy rates hitting 0 percent in 2019. The pandemic sent the office market in Farmingdale and across the United States into a state of uncertainty. Office vacancies in Farmingdale rose to 5 percent in 2020; and while this figure has since decreased, the long-term impact of the shift to remote work on office markets remains unclear. The gross office rent stands at \$30/sf, higher than the rate from a decade ago (\$23/sf) (Appendix C, page 3).

Residential Market

Several factors impact Farmingdale's housing market including local and regional supply, income levels, quality of life, and infrastructure. This section includes a summary the *Village of Farmingdale Housing Market Analysis*. The full *Village of Farmingdale Housing Market Analysis* is included in Appendix A.

Housing Market Drivers

The demand for housing in Farmingdale is influenced by various factors, including its geographic location, housing supply, income levels, demographic trends, quality of life, and infrastructure. The Village remains a desirable place to live due to its proximity to transit and changes in work patterns, particularly the rise of remote work. The housing supply is diverse, with a notable presence of multi-family units, providing options for a range of households. The Village's relatively lower-priced housing stock attracts first-time homebuyers, singles,

young couples, and seniors on limited incomes. Socioeconomic diversity is reflected in the population, with the Village being a more economically inclusive environment than other parts of Nassau County.

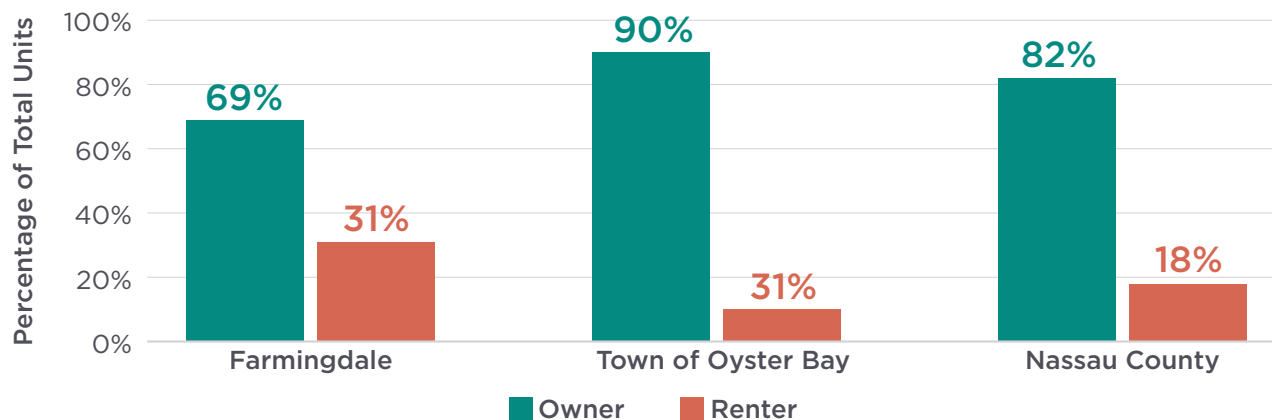
Farmingdale has a median household income of \$127,059, which is lower than the Town of Oyster Bay (\$152,952) and Nassau County (\$137,709). Home purchases are driven by the 30-49 age group which represents nearly a quarter of the Village’s population.

The quality of school districts is also a key factor in housing market demand. The Farmingdale Union Free School District is well perceived, ranking 148 out of 672 New York State school districts by Niche. Residents enjoy a high quality of life with a vibrant Main Street, cultural events, and recreational amenities available at nearby attractions like the 1,500-acre Bethpage State Park. Infrastructure investments, including the renovation of the LIRR station and capital improvement projects totaling more than \$22 million, contribute to retaining existing residents and attracting new ones. Overall, the Village of Farmingdale is positioned as an attractive and diverse community for potential residents.

Housing Inventory

To analyze the housing inventory of the Village, both the existing and projected supply of housing units within its boundaries were evaluated. A key highlight is the diversity in housing types, with 57.4% of the Village’s housing stock comprising single-family homes—significantly lower than the Town of Oyster Bay (89.4%) and Nassau County (80.3%). The Village plays a crucial role in addressing the regional need for lower-priced multi-family apartments, with over a third of its housing stock located in buildings with more than two units. The Village stands out in terms of housing tenure, with a high percentage of renters at 31%, compared to 10% in the Town of Oyster Bay and 18% in Nassau County. This rental diversity introduces fluidity into the housing market, providing residents with an alternative to traditional homeownership, potentially alleviating the burdens of mortgages, taxes, and maintenance costs.

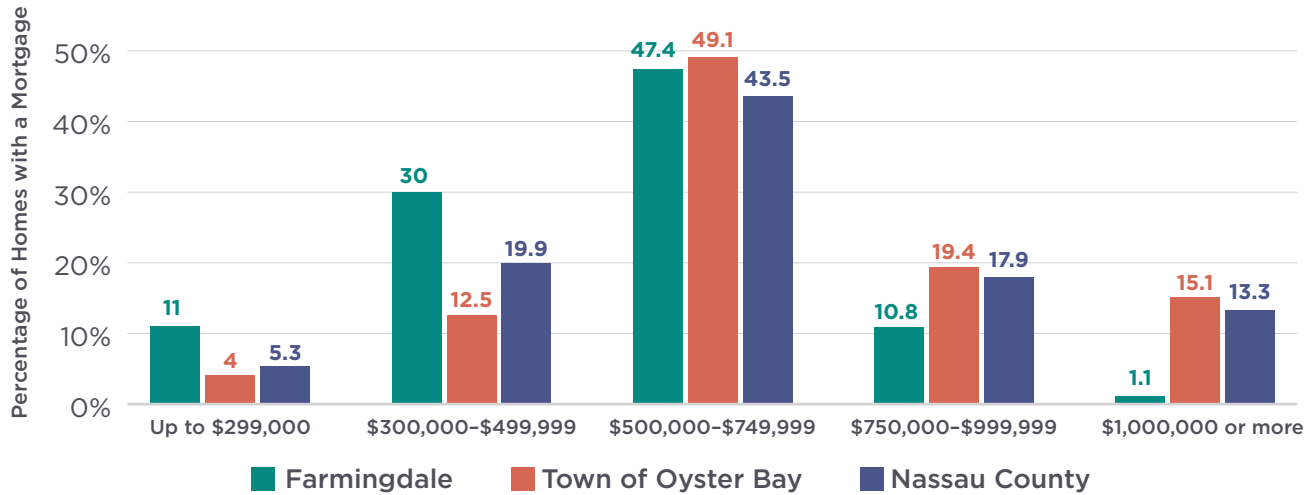
Levels of Homeownership, 2022



Source: US Census ACS 2022; Kevin Dwarka, LLC.

Examining housing values, the Village displays a distinctive profile, with 30% of its units priced between \$300,000 and \$500,000, surpassing the Town's 12.5% and the County's 19.9%. Despite the majority of units falling within the \$500,000 to \$750,000 range, the significant share of moderately priced units in Farmingdale contributes to its unique housing landscape.

Housing Values for Owner-Occupied Housing Units with a Mortgage, 2022



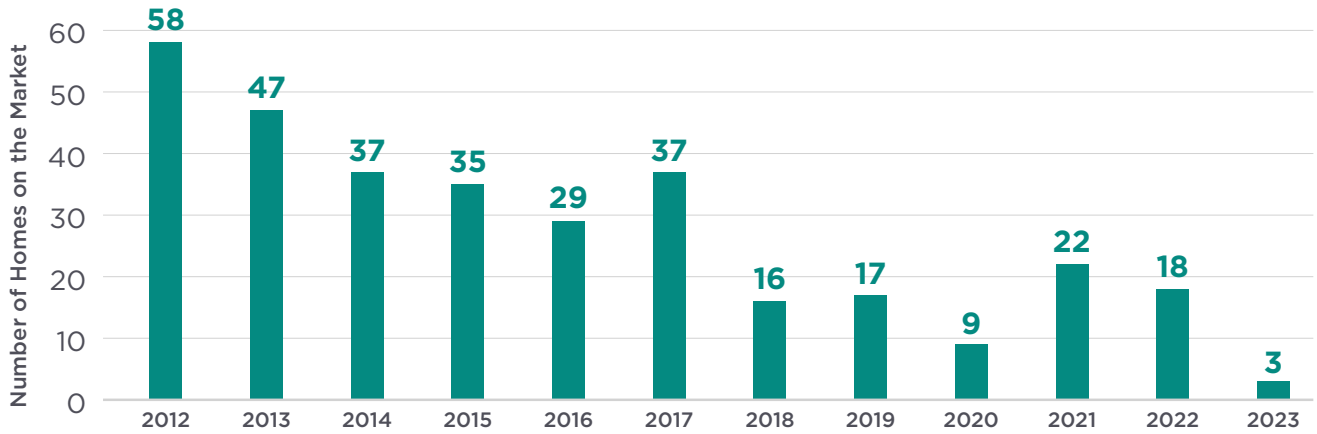
Source: US Census ACS 2022; Kevin Dwarka, LLC.

The Village's zoning code has had an impact on the residential market, resulting in the construction of new multi-family housing units. Approximately 450 new units of multi-family housing have been built in the Village since 2011, with more under construction. Notable ongoing projects include the \$38 million apartment complex, Sterling Green, which will provide 71 units of new affordable housing priced for households annually earning between \$35,000 and \$80,000, and the Carlyle, a 24-unit senior housing development that will provide 3 affordable housing units.

Residential Market Trends

Market trends shape both the sales and rental sectors in the Village of Farmingdale, emphasizing the profound impact of the region-wide housing shortage, which intensified during the Covid pandemic. In the sales market for all residential ownership types, the Village witnessed a drastic reduction in inventory, plummeting by 85% from 17 homes in September 2019 to three homes in September 2023, mirroring the broader crisis in Nassau County where sales homes on the market dropped by 60 percent. Local real estate brokers report that the inventory is extremely low at all price points and for all types of sales units including single-family homes, two-unit homes, condominiums, and co-ops.

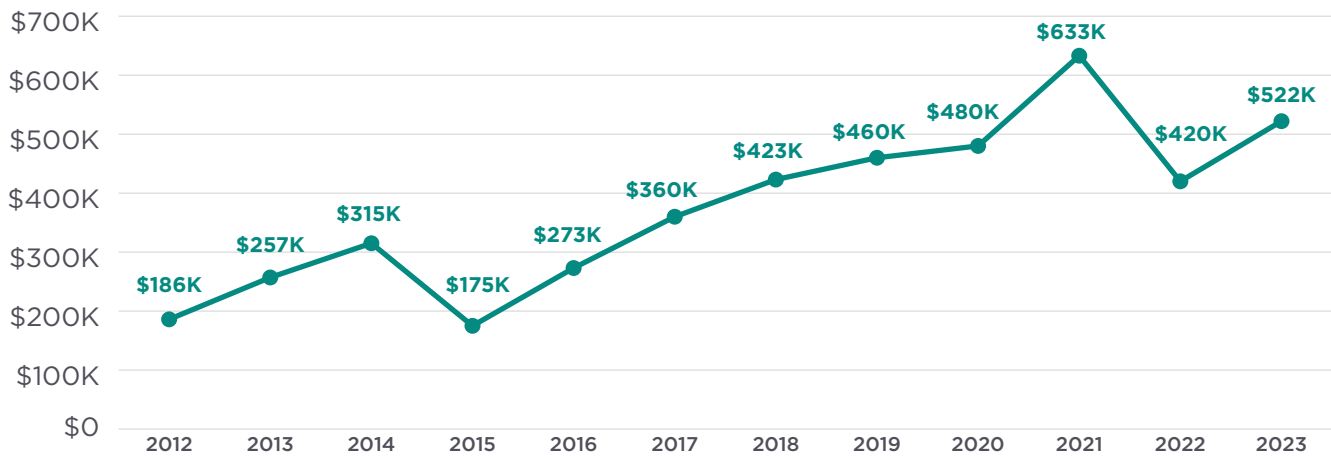
Homes on the Market during the Month of September in the Village of Farmingdale, 2012-2023



Source: Redfin, 2023; Kevin Dwarka, LLC.

Predictably, the dramatic drop in inventory has resulted in soaring sales prices in Nassau County, where the median sales prices in September increased by 55% from \$540,000 in 2019 to \$838,000 in 2023. Despite the challenging environment, Farmingdale experienced a more modest increase in sales prices, with a 13% rise from 2019 to 2023. However, this modest rise should be understood within the larger context of the near continuous rise in home prices. Between 2012 and 2023, the median sales price in the Village increased by 181 percent from \$186,000 to \$522,000. The long-term trajectory, spanning the last decade, indicates a continuous upward movement in median sales prices, emphasizing that the Village’s popular housing market goes beyond pandemic influences.

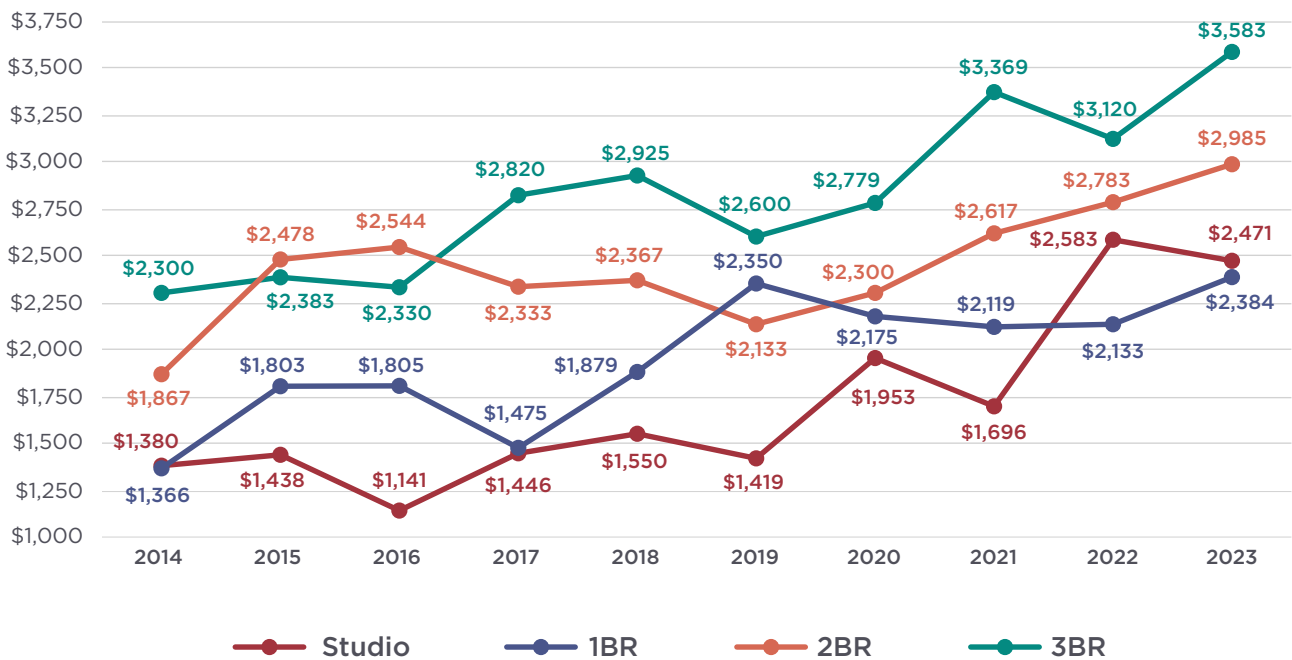
Median Sales Price for Homes in the Village of Farmingdale, 2012-2023



Source: Redfin, 2023; Kevin Dwarka, LLC.

The reduced inventory has accelerated the pace of the sales market in the Village, with homes spending considerably less time on the market—from an average of 172 days in 2012 to just 23 days in 2023. Some homes go into contract within 12 days of being listed, underscoring the intense demand for housing in Farmingdale. In the rental market, despite the addition of new housing supply near the train station, the Village faces increased competition. Limited availability is reported, with approximately 20 units for rent, including single-family homes and those in professionally managed apartment buildings. Median rental prices for various unit types have soared, including a 60 percent increase for 2-bedroom apartments from 2014 to 2023. Despite some softening during the pandemic, rents rebounded to an all-time high in September 2023. The rental market experiences a swift turnover, especially for single-family and two-family homes, with higher-end apartments occasionally taking a bit longer to rent. Prospective tenants often find themselves on waiting lists for professionally managed buildings, indicating sustained demand despite rising rental prices. Overall, the market trends reflect a dynamic real estate landscape in Farmingdale influenced by both local and broader economic factors.

Median Rent for Apartment Rentals in the Village of Farmingdale, 2014–2023



Residential Housing Market Conclusions

Farmingdale's robust market drivers and housing market performance suggest a high likelihood of rapid absorption of new housing supply across all types and price points within the Village. That said, market demand is not solely driven by local factors. It is also influenced by broader regional housing shortages and macro-economic forces that affect supply. The unmet housing needs extend beyond Farmingdale, and the Village is experiencing the price effects of a regionally undersupplied housing market. While the construction of new housing within the Village could alleviate some pressure on housing costs, the analysis underscores the potential impact of addressing the wider disparities in multi-family housing units between the Village and the Town of Oyster Bay and Nassau County. Increasing housing supply across the region is seen as crucial for effectively deflating housing prices and ensuring the Village can retain an economically diverse population.

Land Use and Zoning

Places for people to live, work and shop are impacted by local zoning regulations. The 2011 *Downtown Master Plan* reviewed the Village's zoning code and how it was impacting land uses within the Village, and determined whether changes needed to be made. This section reviews where zoning and land use policy was in 2011, what changes have been made since, and the results of these changes.

Zoning

The Village zoning ordinance can be found within Chapter 600 of the Farmingdale Village Code.⁴ In 2011, the Village had 13 total zoning districts, five of which were commercial and eight of which were residential. Both the Downtown area and a large portion of Fulton Street were within the Business D District (Figure 2). Given that Fulton Street and Main Street are contrasting types of roadways, the two corridors sharing a single zoning district was not appropriate. The Business D District allowed multi-family residential housing as a special use and was limited to the form of townhouses. These issues led to the recommendation that zoning along Main Street be revised and tailored to the specific needs of a walkable downtown environment.

Today, there are still 13 total zoning districts within the Village. However, as shown on Figure 3, there is no longer a Business DD or Business H District. The Business DD District previously existed along portions of Fulton Street and Conklin Street and has since been replaced by the Business D District and the Senior Citizen Housing District (i.e., at 776-780 Fulton Street). The Senior Citizen Housing District has also expanded to encompass other areas of the Village including 262 Eastern Parkway, 689 Conklin Street, 625 Fulton Street

4 Village of Farmingdale. *Chapter 600 Zoning*. Available at: <https://ecode360.com/14447355#14447355>

and 461-481 Fulton Street. The Business H District only encompassed three parcels along the south side of Fulton Street, east of Main Street, and has since been rezoned to the Business D District.

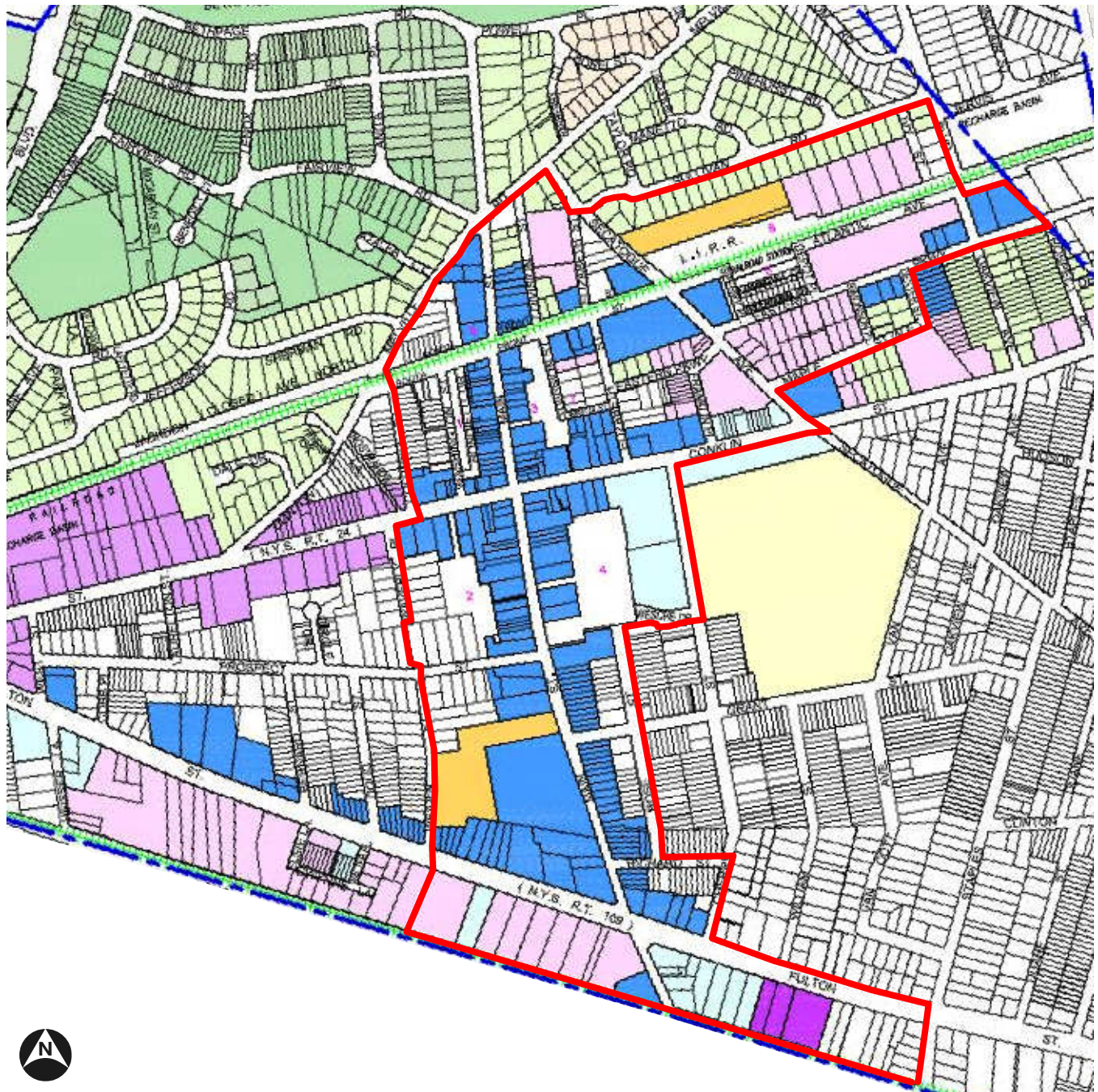
The most significant change to zoning since 2011 was the addition of the Downtown Mixed-Use (D-MU) District, which now encompasses most of the Downtown area. The D-MU District contains all parcels adjacent to Main Street from just north of the railroad down to Richard Street. The D-MU District extends east along South Front Street/Atlantic Avenue as far as Oakview Avenue. The D-MU District also contains parcels in close proximity to Downtown intersections with Main Street, including North Front Street, Conklin Street, Prospect Street, and Grant Street. Previously, these areas were mostly within the Business D District with some areas also previously in the Residence B and Residence BB Districts.

The Village also created a Work Force Housing (WFH) District at a site on the south side of Fulton Street, east of Main Street, which was previously zoned Residence B. In 2019, the Village introduced the WFH District in response to escalating housing costs, with the aim of creating appealing housing that is not financially prohibitive. This district allows, by special permit, multi-family housing at a maximum density of 20 units per acre. The district categorizes workforce housing into three classes, each based on a household's income relative to the area median income (AMI) for Nassau County, as defined by the United States Department of Housing and Urban Development (HUD):

- » Type I Workforce Housing—Households with incomes at or below 50% AMI, and no greater than 60% AMI, with unit sales prices or rents not to exceed 35% of the household's annual income.
- » Type II Workforce Housing—Households with incomes at or greater than 60% AMI, but less than 80% AMI, with unit sales prices or rents not to exceed 35% of the household's annual income.
- » Type III Workforce Housing—Households with incomes at or greater than 80% AMI, but less than 100% AMI, with unit sales prices or rents not to exceed 35% of the household's annual income.

Based on the above definitions, developments must include at least 40 percent of units as Type III Workforce Housing and no more than 50 percent of units as Type I Workforce Housing. Incentives may also boost density to 30 units/acre in exchange for other community benefits. This district is currently applied to a group of parcels at 860-906 Fulton Street, which has led to the development of a 71-unit workforce housing project known as Sterling Green.

FIGURE 2 | 2011 Zoning



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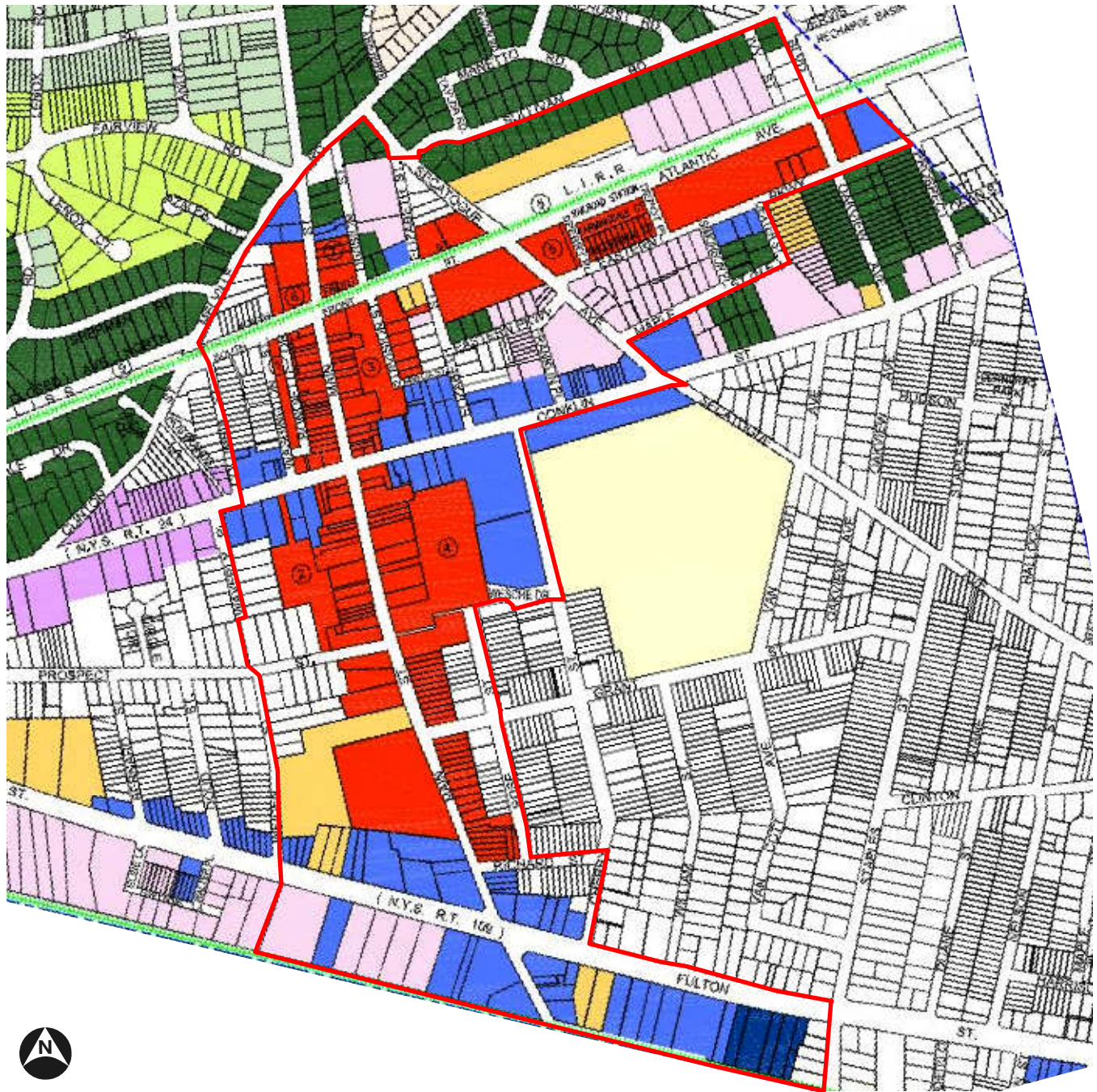














- | | |
|---|--|
|  Study Area |  Residence BB |
|  Residence A |  Residence CC |
|  Residence AA |  Business D |
|  Residence AAA |  Business DD |
|  Residence B |  Business H |
| |  Senior Citizen Housing (SCH) |

*Map not to scale

Source: Village of Farmingdale

FIGURE 3 | 2023 Zoning



- | | | |
|---|--|--|
|  Study Area |  Residence B |  Office Residence |
|  Downtown Mixed-Use (D-MU) |  Residence BB |  Business D |
|  Residence A |  Residence CC | |
|  Residence AA |  Work Force Housing District | |
|  Residence AAA |  Senior Citizen Housing (SCH) | |

*Map not to scale

Source: Village of Farmingdale (last revised March 2023)

Downtown Mixed-Use (D-MU) Zoning District

The rezoning of Downtown Farmingdale was the principal recommendation of the *Downtown Master Plan*. According to the district's Intent and Purpose,

“The creation of a Downtown Mixed-Use Zoning District is necessary to create and sustain a vibrant, attractive and economically flourishing Downtown.”

The goal of the district was to remove barriers to revitalization, which the previous Business D zoning created through restrictive dimensional and use regulations. Before the rezoning, uses were limited to offices, hotels, retail stores, theaters, and personal services, while restaurants and residential townhouses were subject to a special use permit. These zoning restrictions were a barrier to the revitalization of Downtown Farmingdale with modern mixed-use TODs.

The D-MU District established three subdistricts, each intended to have different dimensional requirements for development. This results in the highest permitted density and scale in areas closest to the train station, with lower permitted densities and building heights moving south along Main Street. The three subdistricts are as follows:

- » The Northern and Eastern Sub-Areas have the maximum permitted densities and building heights to encourage TODs and walkability given the proximity of the LIRR station. This includes Main Street between Conklin Street and Front Street, and South Front Street from Main Street to the Village line along the northern side of Eastern Parkway. The residential density allowed here is 40 units per acre, maximum building height of 36 feet and a floor area ratio (FAR)⁵ of 2.0.
- » The Central Sub-Area, which includes Main Street between Prospect Street and Conklin Street, permits the same residential density and building heights as the Northern and Eastern Sub-Areas, with a lower maximum FAR of 1.5.
- » The Southern Sub-Area, encompassing Main Street between Richard Street and Prospect Street, has the lowest permitted densities and building heights, with a residential density of 30 units per acre, building heights of 30 feet and a floor area ratio of 1.5.

Additional information regarding the lot and bulk controls of the D-MU District is in Table 6 below.

⁵ Floor area ratio is defined as the ratio of the combined gross floor area of all buildings to the total lot area of the lot or parcel on which the buildings are situated.

TABLE 6 | D-MU District Lot and Bulk Controls

	Northern & Eastern Sub-Area	Central Sub-Area	Southern Sub-Area
Maximum floor area ratio	2.0	1.5	1.5
Maximum building area coverage	90%	90%	75%
Maximum residential density for multi-family buildings	40 units/acre	40 units/acre	30 units/acre
Maximum building height	3 ½ stories or 36 feet	3 ½ stories or 36 feet	2 ½ stories or 30 feet
Maximum building setback from front lot line (build to line) except for pedestrian plaza areas	0 feet	0 feet	0 feet
Minimum side yards	None required	None required	None required
Minimum rear yard	None required	None required	None required
Minimum landscaped buffer area when adjacent to residential uses	25 feet	25 feet	25 feet
Minimum dwelling unit size	750 sf	750 sf	850 sf

Source: Farmingdale Village Code, § 600-130. Available at: <https://ecode360.com/28698195#28698195>.

The updated use regulations in the D-MU District allow for a wide range of commercial uses (e.g., retail stores, bakeries, pharmacies, health clubs and offices) on the ground floor of buildings. The upper floors of buildings are also permitted to have these commercial uses, in addition to multi-family dwellings, which require a special permit. Restaurants are allowed on the ground floor by special permit. Multi-family dwelling units are also allowed on the ground floor by special permit only when their entrances are provided at the rear of the building.

The D-MU District provides development incentives to encourage projects that offer extra amenities like parks, recreational facilities, streetscaping, landscaping or additional workforce or affordable housing units, among others. Incentives allow the Board of Trustees to alter dimensional requirements up to the following thresholds:

- » Building heights to 40 feet (may be extended beyond for architectural elements or building equipment)
- » Densities in the Northern, Eastern, and Central Sub-Areas to 60 units per acre
- » Density in the Southern Sub-Area to 45 units per acre
- » Maximum building area coverage up to 90%
- » Minimum dwelling unit size of 550 sf
- » Any variance related to parking for residential components; or
- » Greater floor area ratios



Additionally, all residential applications must adhere to the provisions of the Long Island Workforce Housing Act, which provides a mechanism for the granting of development density bonuses in multi-family residential developments with five or more units in exchange for a set aside of 10 percent of the housing units for affordable workforce housing.

Understanding that the rezoning of Downtown Farmingdale to the D-MU district would likely stimulate interest in redevelopment, the *Downtown Master Plan* suggested the creation of a pattern book to direct architectural style and building form. As such, the Village adopted the *Village of Farmingdale, New York Design Guidelines* (the “*Design Guidelines*”).⁶ The *Design Guidelines* educate residents, developers, and design professionals about the community's vision for the built environment of Downtown Farmingdale. This document encompasses site and building design suggestions for mixed-use, multi-family, and corridor development, as well as preferred styles for commercial signage.

As shown in Photo 1 and Photo 2, the D-MU District has contributed to the creation of new mixed-use and multi-family developments in the Downtown area. The Fairfield Metro, built in 2015, features commercial spaces on the ground floor with residential apartments on the upper floors. This combination of uses would not have been allowed under the previous zoning. The LOFTS at 285 Eastern Parkway exemplify the adaptive reuse of a former industrial property, aligning with the *Design Guidelines’* intention of reviving architectural character within the Village. Both developments also provide housing within close proximity to the LIRR Train Station, furthering the TOD objective of the *Downtown Master Plan*. The properties shown above are just a few examples of redevelopment that has taken place in Farmingdale after the adoption of the D-MU District. A more comprehensive discussion can be found in Section 4: Residential Development Capacity Assessment.

Photo 1 (left)—View of the Fairfield Metro mixed-use development at the corner of Secatogue Avenue and Atlantic Avenue.

Photo 2 (right)—View of The LOFTS multi-family residential development on Eastern Parkway.

6 Village of Farmingdale. *Village of Farmingdale, New York Design Guidelines*. Available at: http://www.farmingdalevillage.com/Village%20of%20Farmingdale%20Design%20Guidelines_09-16-2010.pdf

Land Use

Previous Land Use Pattern

The 2011 *Downtown Master Plan* characterized Main Street as Farmingdale's commercial hub, primarily comprising retail, personal services, and restaurants. Other, less prevalent land uses included multi-family housing, professional offices, and recreational and institutional facilities. Mixed residential uses, where commercial spaces are on the ground floor and residential uses are on the upper floors were not explicitly permitted in this area, where they would be most appropriate along Main Street and near the LIRR station. The LIRR right-of-way near the train tracks was considered a land-use barrier. North of the tracks, the land was used for light industrial, commercial, utility, and residential purposes, but at a lower density than the areas south of the tracks along Main Street and South Front Street. The Farmingdale LIRR station, located two blocks from Main Street on South Front Street, felt isolated due to the absence of other developments in the area. Conklin Street and Fulton Street, which intersect with Main Street, are other significant roads in Downtown Farmingdale. Conklin Street was seen as an extension of Downtown with a similar mix of land uses as Main Street, but was slightly less pedestrian-friendly. Fulton Street was considered car-oriented, with buildings of a different scale and use mix compared to Main Street. The rest of the Village, outside Downtown, was primarily single-family residential, with two-family residences and institutional uses scattered throughout the neighborhoods.

Recommended Land Use Pattern

The *Downtown Master Plan* vision for the future land use pattern in Downtown Farmingdale was to build upon the existing pattern described above, while encouraging development in specific areas. Specifically, the plan created 11 new land-use categories to guide future development in specific areas:

Main Street Core Mixed-Use

Largely located along Main Street between the LIRR right-of-way and just south of Prospect Street. Uses were envisioned to be mixed, with commercial uses on the ground floor and office and residential uses above.

TOD Mixed-Use

Located along South Front Street between Division Street and Depot Avenue. This area was to contain ground-floor retail, restaurant, and upper level residential, offices or a hotel use. An important difference in the vision between here and the Main Street Core Mixed-Use area is that uses in the TOD Mixed-Use area would provide on-site parking rather than relying on street or municipal parking.

North Gateway Mixed-Use

Located along Main Street between South Front Street and Melville Road, as well as parcels adjacent to the LIRR right-of-way between Elizabeth Street and Secatogue Avenue. Land uses were envisioned as welcoming people into the Downtown Area with mixed retail and office buildings.

Conklin Street Office-Retail

Includes small portions of Conklin Street that are outside the Main Street Core Mixed-Use Area, extending just past Wavery Place to the west and until St. Kilian Parish to the east. Changes were not recommended; this area was suggested to remain a mix of office and retail uses serving as a gateway to Main Street.

Automobile-Oriented Commercial

This area is primarily located around the intersection of Fulton Street and Main Street. No changes were recommended in this area.

General Commercial

This area contains parcels along the southern portion of Main Street, between Prospect Street and Richard Street. No significant changes were recommended; this area was suggested to continue to offer a general mix of office and retail uses.

Multi-Family Residential

Refers to areas along South Front Street/LIRR right-of-way, Secatogue Avenue, Eastern Parkway, Elizabeth Street, and Fulton Street. These areas already contained multi-family housing and were recommended to continue doing so.

Mixed Single-, Two-, and Multi-Family Residential

Located east of Main Street between Eastern Parkway, Conklin Street and Maple Street was a mix of single-, two-, and multi-family residences. It was recommended that the existing mix of residential uses remain. Any infill development that could occur within this area was recommended to be compatible with existing housing.

Single- and Two-Family Residential

At the time of the *Downtown Master Plan* single- and two-family residential was the most common land use outside the Downtown area. It was recommended that these neighborhoods be preserved, and future housing development in this area should be compatible with the existing neighborhoods.

Public/Quasi-Public

This includes areas with governmental facilities, schools and religious facilities. Notable parcels included Village Hall, the Fire Department, Howitt Middle School, and St. Kilian's. These areas were recommended to remain with such uses.

Open/Greenspace

The *Downtown Master Plan* included the Village Green, Five Corners Park, proposed greenspace near the LIRR station and proposed green areas along and behind Main Street.

Current Land Use Patterns in Downtown Farmingdale

Since the adoption of the *Downtown Master Plan*, Farmingdale has seen considerable new development and changes in land use patterns. The D-MU District and its three subdistricts have been instrumental in realizing the land use vision outlined above (see Figure 4). The following is a description of the current land use pattern in Downtown Farmingdale, starting from Melville Road in the north and heading south to Fulton Street.

Downtown Farmingdale begins at the northern gateway, Five Corners Park, at the intersection of Main Street and Melville Road. From this intersection to the LIRR right-of-way, land uses transition from single-family housing to more traditional downtown buildings. The presence of two municipal parking lots and a conventional commercial shopping center gives Main Street a lower density feel compared to the area south of the LIRR right-of-way. Properties such as 155 Main Street have undergone significant renovations, are no longer vacant, and now accommodate a mix of residential and commercial uses. This aligns with the *Downtown Master Plan's* vision for a transitional, northern gateway that extends Downtown activity north of the railroad. Blocks to the east, north of the railroad, were mostly recommended for multi-family residential housing. New multi-family housing was developed at 40 Elizabeth Street as part of the Fairfield Metro apartment complex. Other developments in the area pre-date the *Downtown Master Plan*, including Elizabeth Gardens, Fairfield Knolls, and Fardale Gardens. The northern LIRR commuter lot also remains in this area.

South of the LIRR right-of-way, adjacent to South Front Street, the *Downtown Master Plan* identified a need for mixed-use TOD to enhance the connection between the Farmingdale LIRR station and Main Street. This transformation has taken place, with significant redevelopment at 148 South Front Street and 121 Secatogue Avenue. These previously underutilized parcels now host mixed-use multi-family residential buildings featuring commercial spaces on the ground floor and apartments on the upper floors. These developments, along with improvements to Parking Field 3, have transformed South Front Street into a pedestrian-friendly link between the Farmingdale LIRR station and Main Street, fulfilling the vision of the *Downtown Master Plan*. Moving east past the Train Station, Atlantic Avenue was recommended to preserve existing multi-family



housing, which has been achieved with the continued presence of the Springdale Condominiums and several smaller Fairfield developments. An adaptive reuse conversion of a former warehouse to apartments has been completed at 285 Eastern Parkway.

The intersection of Conklin Street and Main Street serves as the entrance to Downtown Farmingdale from both the east and the west. The *Downtown Master Plan* recommended that Conklin Street continue to act as a gateway and transition into Downtown from these directions. Parcels along Conklin Street, within approximately 500 feet from the intersection, feature a mix of commercial and office buildings. The density here is less than that of Main Street, with some establishments offering off-street parking, as seen at the 399 Conklin Street office building. In general, the land uses here align with what the *Downtown Master Plan* described as Conklin Street Office-Retail, serving as a transition to Main Street. Further east along Conklin Street, there are several public/quasi-public spaces such as the St. Kilian Parish properties and Farmingdale School District property. In 2019, the Weldon E. Howitt Middle School opened Long Island’s first community-focused public schools sports

Photo 3 (top left)—View of the northern gateway into Farmingdale at Five Corners Park.

Photo 4 (top right)—View of mixed-use building at 155 Main Street.

Photo 5 (bottom left)—View of the Elizabeth Gardens apartment complex on Division Street.

Photo 6 (top right)—View of apartments at 40 Division Street.



complex featuring softball and baseball stadiums, a multi-purpose field and an aquatics center with a \$36 million investment.⁷ Other uses in this area comprise a mix of single-, two-, and multi-family residences.

The *Downtown Master Plan* identified Main Street, extending from South Front Street past Conklin Street to Prospect Street, as the Main Street Core Mixed-Use area. This is true today, with buildings ranging from one to three floors in height containing multi-family housing and commercial uses. This change was supported by the D-MU District and has resulted in residential occupancy on the upper floors of many buildings. New development has occurred such as The Lofts at 231 Main Street, an apartment building with commercial space on the ground floor. There is a wide variety of long-established and newer restaurants and specialty retail spaces on the ground floors of buildings in the Main Street Core Mixed-Use area.

Photo 7 (top left)—New development along South Front Street enhances connections between Main Street and the LIRR station.

Photo 8 (top right)—View of the Springdale Condominiums, which predate the *Downtown Master Plan*.

Photo 9 (bottom left)—View of 121 Secatogue Ave.

Photo 10 (bottom right)—View of Conklin Street near Main Street, facing east.

⁷ Newsday. *Farmingdale schools to open stadiums as part of \$36M sports complex*. Available at: <https://www.newsday.com/long-island/nassau/farmingdale-sports-complex-f69902>. Accessed January 2024.



The remainder of Downtown Farmingdale, stretching from Prospect Street to Fulton Street continues to resemble a traditional downtown. Some properties including 450 Main Street, 725 Fulton Street and 385 Main Street feature on-site parking that fronts Main Street, resembling more traditional suburban commercial development. Aside from these properties, most still resemble a downtown environment, including Village Hall, the Village Green and the retail strip on the east side of Main Street south of Grant Avenue. Multi-family housing is also present west of Main Street and along the south side of Fulton Street, which is consistent with the recommendations in the *Downtown Master Plan*.

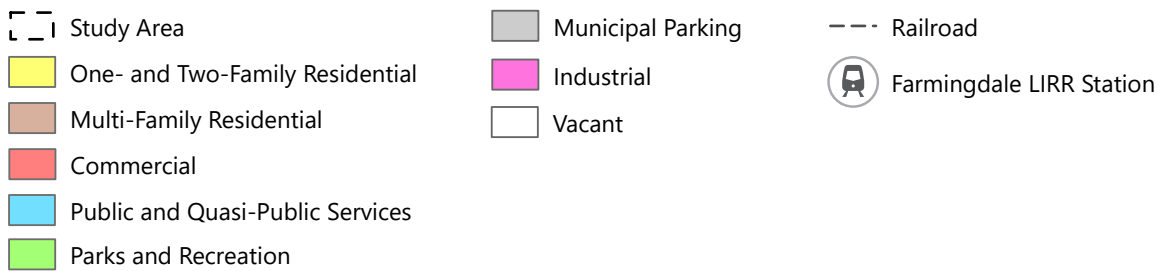
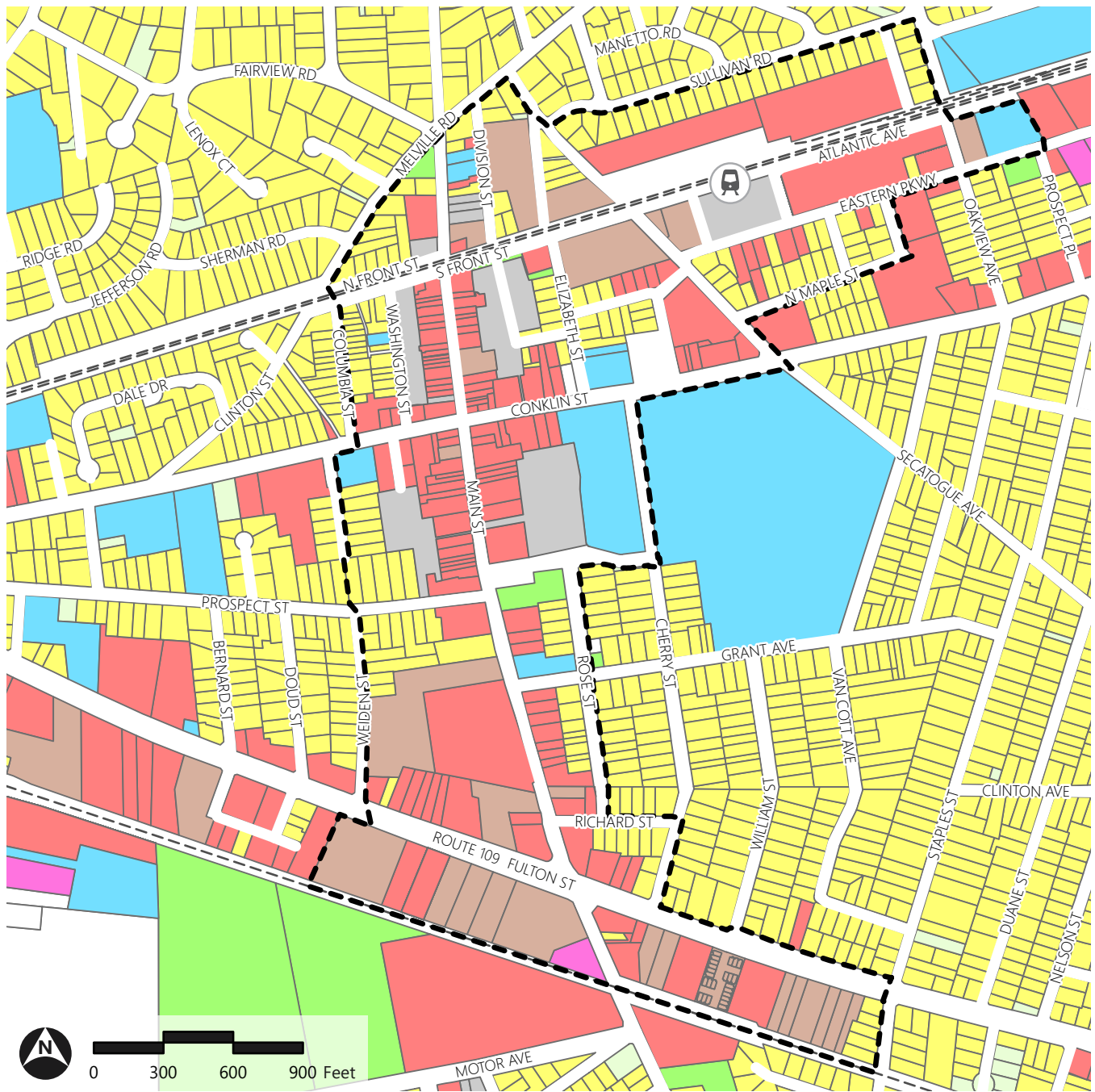
Photo 11 (top left)—Example of building styles in the Main Street Core Mixed-Use area.

Photo 12 (top right)—View of The LOFTS multi-family development at 231 Main Street.

Photo 13 (bottom left)—Car-oriented shopping center at 450 Main Street.

Photo 14 (bottom right)—View of multi-family residences along Hearthstone Court, located south of Fulton Street.

FIGURE 4 | 2023 Land Use



Source: Nassau County GIS Parcels (2021)

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Transportation, Parking and Pedestrians

Downtown areas on Long Island grapple with the challenge of balancing people, cars, and public transportation. The most successful downtowns strike a balance, creating a pedestrian-friendly environment that is easily accessible from surrounding areas. Achieving this balance was a key objective of the *Downtown Master Plan*. In the years since its adoption, numerous infrastructure improvements have been implemented, moving the Village closer to achieving this goal.

Transportation Issues Identified in the 2011 *Downtown Master Plan*

The successful revitalization of Downtown Farmingdale would inevitably attract new residents and visitors to the Village. While this is a positive development, concerns were raised about potential impacts on traffic volumes, particularly along Main Street. At the time the *Downtown Master Plan* was prepared, Main Street, a two-way road with on-street parking, had a curb-to-curb width of 32 feet, posing challenges to improving traffic. The plan identified the intersections of Main Street with Conklin Street, South Front Street, and Fulton Street as crucial to downtown traffic conditions and most susceptible to potential congestion from revitalization efforts.

The *Downtown Master Plan* also examined the four largest municipal parking lots and on-street parking, which is permitted along most of Main Street. Surveys conducted in these areas revealed that only about half of these parking spaces were occupied during weekdays and weekends, suggesting ample parking capacity for future demand. The situation was starkly different for LIRR parking lots, which were fully utilized during peak weekday times. These lots, located on both sides of the train tracks, require a Village of Farmingdale permit for weekday commuter use. Given that the Village's major appeal lies in its train station and proximity to New York City, accommodating additional LIRR parking demand was identified as a top priority.

Changes to Transportation Conditions

The *Downtown Master Plan* acknowledged that implementation would result in an increase in residential units, offices, retail spaces, restaurants, and community facilities. Each of these developments would generate additional vehicular trips at varying levels, thereby placing increased demand on the transportation infrastructure. As previously mentioned, the primary areas of concern were the intersections of Main Street at Conklin Street, South Front Street, and Fulton Street. In the years following the *Downtown Master Plan*, the Village has implemented several initiatives to enhance transportation infrastructure and traffic circulation.

Intersection of Main Street and Conklin Street

The most significant change implemented at this intersection was one that was recommended in the *Downtown Master Plan*. Previously, delays would occur in the northbound/southbound direction as the roadway width did not accommodate a dedicated left-turn lane, causing vehicles to wait until they could safely cross traffic. The solution, and the preferred one in the plan, involved the removal of on-street parking for approximately 100± feet on both sides of Conklin Street in the north-south direction to create enough room for two dedicated left-turn lanes. The Village implemented this solution in 2015, improving traffic flow at the intersection while minimizing impacts on parking and sidewalk space. Other recommendations in the plan included restricting commercial delivery hours along the curb lane of eastbound Conklin Street, approaching Main Street, to create a right-turn lane during certain times of the day. A similar approach was recommended for the westbound lane approaching Main Street by removing some on-street parking. Neither of these recommendations have been implemented to-date.

Intersection of Main Street and South Front Street

The at-grade crossing of the LIRR is the most significant variable affecting traffic conditions at this intersection. Given the Village's limited control over this crossing, changes to traffic behavior during a train crossing were restricted. However, improvements were still made to enhance conditions when a train is not crossing. The development of Fairfield Metro led to a road widening along South Front Street between Elizabeth Street and Secatogue Avenue. This was a recommendation made in the *Downtown Master Plan*, as previously the width of South Front Street was different along its length, which caused traffic congestion.

Intersection of Main Street and Fulton Street

The *Downtown Master Plan* identified the intersection of Main Street and Fulton Street as having greater capacity to handle vehicular traffic as compared to other Downtown intersections. This is due to Main Street's width and its ability to accommodate more than one travel lane heading south. Consequently, the plan made no recommendations for this area, and little has changed besides routine maintenance such as repaving and striping.

Changes to Parking

The revitalization of Downtown Farmingdale anticipated not only an increase in vehicular traffic entering the Village, but also the need for these vehicles to find parking. Adequate and efficient parking also encourages people to leave their cars and explore downtown shops and restaurants. The *Downtown Master Plan* analyzed three types of parking: on-street parking, municipal parking lots, and the Farmingdale LIRR lots. Recommendations and improvements were proposed for each of these areas.



On-Street Parking

The *Downtown Master Plan* advised against eliminating on-street parking beyond the minimum necessary to enhance traffic conditions. It was deemed that on-street parking was too valuable to local stores and the pedestrian experience to be significantly reduced. Over the years, the Village has successfully preserved most of its on-street parking. In areas where on-street parking has been removed, such as near the intersection of Main Street and Conklin Street, it has been limited and reserved for projects that yield significant beneficial impact, such as improving traffic flow.

Photo 15 (top left)—View of the intersection of Main Street and Conklin Street, which now has a dedicated left-turn lane. Taken from Main Street, facing south.

Photo 16 (top right)—View of widened South Front Street, facing east.

Municipal Parking Lots

The *Downtown Master Plan's* recommendations for public parking lots were applicable to all seven municipal lots within the Village. The focus was on enhancing the aesthetics of these areas and improving wayfinding, both of which the Village has acted upon.

To improve aesthetics and wayfinding, the Village has installed decorative entrances to parking lots, complete with plantings and signage indicating the parking field number. Over \$5 million has been invested in parking, with repairs carried out on Fields 1-4. These are the same lots highlighted in the *Downtown Master Plan*. Each of these lots received new paving, signage, lighting, and plantings. Additionally, parking meters have been installed in municipal lots, regulating approximately 850 spaces. Parking is free for residents and metering is enforced during peak hours, which are Mondays through Saturdays between 5:00 p.m. and 1:00 a.m. The Village has partnered with PayByPhone, an app allowing visitors to pay their parking fee from their mobile device and find the nearest lot on a map, thereby integrating technology into wayfinding efforts.

While the *Downtown Master Plan* projected sufficient parking capacity, revitalization efforts have generated significant interest in the area, with many visitors flocking to the Village for dining and shopping opportunities. Peak parking demand occurs on Friday and Saturday, between 5:00 p.m. and midnight, and Sunday afternoon. To accommodate demand, the Village has



added approximately 1,099 parking spaces for a total of 1,945 parking spaces in the Downtown area. 400 of these spaces were created through parking lot renovations, and lot acquisitions, including the purchase of a vacant property near 145 Main Street to create a new parking lot with approximately 50 spaces. An additional 699 spaces were created by residential housing developments which provide off-street parking for residents. With continued investment in parking infrastructure, it is anticipated that the Village will maintain an adequate supply of parking for both residents and visitors.

Photo 17 (top left)—Example of new decorative parking lot entrance.

Photo 18 (top right)—View of a new parking meter installed within Parking Field 3.

Farmingdale LIRR Parking

The *Downtown Master Plan* noted that the parking lots used for the LIRR, both north and south of the train tracks, were at full capacity. The plan recommended creating additional space by allowing 12-hour parking in Parking Field 3 and along nearby roadways, or by constructing a parking structure. However, in 2020, the Coronavirus pandemic caused a significant shift in commuting and work patterns, with many people shifting to full-time or hybrid work-from-home schedules. Recent estimates from Village officials suggest that the Farmingdale LIRR station has not yet returned to its pre-pandemic capacity. At present, peak parking in both lots occurs on Tuesday, Wednesday, and Thursday, with lots reaching approximately 80 percent capacity. To-date, few changes have been implemented, and parking in both of these lots remains restricted to permit holders during commuting hours. It is noted that recent TODs help position residents within walking distance of the Farmingdale LIRR, reducing the need to drive to the train station. These TODs also provide on-site parking for their residents, reducing the demand for municipal, on-street and private parking spaces across Downtown Farmingdale.

Changes to the Pedestrian Environment

Successful downtowns are characterized by their ability to promote pedestrian activity and foster interactions with the built environment. When the *Downtown Master Plan* was drafted, the Village already had a strong foundation to build upon. Both sides of Main Street had sidewalks and on-street parking served as a buffer between the sidewalks and roadway. As such, the plan's recommendations



were primarily focused on improving roadway crossing safety and enhancing connections between Main Street and the LIRR station.

While the narrow roads in Downtown Farmingdale do not pose a significant challenge to crossing in terms of distance, there was a need to enhance pedestrian visibility to motorists. Additionally, in 2011, most intersections were not adequately equipped to support individuals with visual or physical limitations. To address this, the Village has restriped all crosswalks along Main Street and installed high-visibility “yield to pedestrian” signs at most intersections, and improved pedestrian ramps. The Village has replaced nearly all of the pedestrian ramps along Main Street with smooth concrete and tactile landing pads. This provides a textural transition to indicate where the sidewalk ends for those with vision impairments, while also creating a smooth grade transition for those with physical limitations (Photo 19). Replacements have been made at Main Street’s intersections with Front Street, Cornelia Street, Conklin Street, Prospect Street, Grant Avenue, and Richard Street. Furthermore, while the *Downtown Master Plan* suggested the potential use of curb bump-outs, it acknowledged their limitations given the existing width of Main Street. To date, bump-outs have not been installed, and in areas such as Conklin Street, they are not feasible due to the need to maintain dedicated turn lanes to improve traffic flow.

Connectivity, particularly to the train station, was a major focus of the *Downtown Master Plan*. The most direct route between Main Street and the LIRR station is South Front Street, which runs parallel to the train tracks. In 2011, the width of South Front Street west of Elizabeth Street differed from that east of Elizabeth Street. This resulted in misaligned sidewalks and a poor physical condition of the roadway, creating an uninviting pedestrian experience. The development of the Fairfield Metro apartment complex led to the widening of South Front Street east of Elizabeth Street, allowing for a uniform roadway and sidewalk width between the LIRR station and Main Street. Furthermore, the design of the building, coupled with improvements to Parking Field 3, have enhanced the aesthetics of the area, making it more appealing to pedestrians.

Photo 19 (top left)—Example of new crosswalks and tactile landing pads installed along Main Street.

Photo 20 (top right)—A pedestrian pathway connecting Parking Field 1 to Main Street.

In addition to the LIRR station, the Village has also focused on improving connectivity in other areas. Specifically, Village Parking Fields 1-4 are all located behind storefronts along Main Street. While this is good downtown design, it creates lengthy walking distances along roadways to reach Main Street. The solution has been to create attractive, pedestrian-only pathways. A significant acquisition by the Village was the purchase of 254 Main Street. The existing building was demolished and replaced with an attractive, landscaped alleyway providing a direct path between Parking Field 1 and Main Street (Photo 20). Improvements have also been made to the Village Green, which provides a pedestrian path between Parking Field 4 and Main Street.

Other infrastructure elements in Downtown Farmingdale, such as building facades, sidewalks, and utility lines, also impact the pedestrian experience. These are discussed further in the Public Infrastructure and Utilities section below.

Public Infrastructure and Utilities

Public infrastructure and utilities form the backbone of a thriving downtown. The *Downtown Master Plan* inventoried public infrastructure in Downtown Farmingdale, assessed their condition, and identified necessary improvements. This section outlines the implemented changes, their effects, and plans for further enhancements.

Water Supply System and Capacity

At the time of the *Downtown Master Plan*, the Village was responsible for water services, sourced from three wells. There were concerns about the system's limited capacity to support additional development and its ability to source water from nearby districts in emergencies. Additionally, several state and federal superfund sites north of the Village raised concerns about future water quality. As such, the capacity and safety of the Village's water system were identified as key issues in the *Downtown Master Plan*.

According to the 2022 *Village of Farmingdale Drinking Water Quality Report*,⁸ the Village supplied water to 8,550 residents through three wells, pumping 382.12 million gallons of water annually. The quality of this water has been a growing concern, as the New York State Department of Health found all three wells highly susceptible to industrial solvents, and two wells highly susceptible to nitrates. Despite no violations from the Nassau County Department of Health in 2022, the Village has taken proactive measures to address water quality concerns. The Village is currently installing treatment systems for the removal of 1,4-Dioxane and PFAS⁹ compounds at municipal water plants. The Village is

8 Village of Farmingdale, *Drinking Water Quality Report*. Available at: <http://www.farmingdalevillage.com/2022%20Drinking%20Water%20Quality%20Report.pdf>. Accessed December 2023.

9 The Center for Disease Control defines PFAS as a group of chemicals used to make fluoropolymer coatings and products that resist heat, oil, stains, grease, and water. Available at: https://www.cdc.gov/biomonitoring/PFAS_FactSheet.html#:~:text=The%20per%2Dand%20polyfluoroalkyl%20substances,stains%2C%20grease%2C%20and%20water.

also investing \$20 million in filtration plants at municipal wells, supported by \$3 million in state water grants.

In terms of water capacity, the Village has managed to support recent development, including several multi-family housing projects. The Village spent \$700,000 to install new booster pumps to improve service to areas with previously low pressure. The Village also recently replaced its 60-year-old water tower with a new, \$6 million glass-fused tank. The new tank requires less maintenance and ensures the same level of water storage as the old tank, which held 500,000 gallons.¹⁰ The Village also received a grant of \$124,727 from Nassau County to purchase a new generator for the Water Department, ensuring service continuity in emergency situations.

Sanitary Sewer System and Capacity

The Village remains under the service of Nassau County Sewer District No. 3. Sanitary waste is transported to the Cedar Creek Water Pollution Control Plant, operated by the Nassau County Department of Public Works (NCDPW). This facility, capable of handling 72 million gallons per day,¹¹ has managed the additional sanitary wastewater produced by new developments within the Village. It is anticipated that this facility will continue to serve the Village in the future.

Stormwater Drainage

Stormwater drainage in the Village is primarily managed by storm drains along the rights-of-way of the Village Department of Public Works, New York State Department of Transportation, and NCDPW. The Village operates under a municipal separate stormwater sewer system (MS4) Permit, which allows stormwater to be conveyed and discharged into local waterways. As part of the MS4 permit, the Village maintains a Stormwater Management Plan (SMP) aimed at reducing pollutant discharge into waterways to the maximum extent practicable. The *Downtown Master Plan* and the *DGEIS/BOA Nomination Study* indicated that the Downtown Area, being largely built-out, already has an existing stormwater management system to handle runoff. Therefore, no major improvements were recommended except for addressing isolated flooding during heavy rain events. Localized flooding issues in Downtown Farmingdale have been addressed as repairs and improvements are made to parking lots and roadways, which have resulted in the replacement of stormwater drainage structures.

10 Newsday. *Farmingdale to borrow \$3.2M to replace water tower, reduce maintenance costs*. Accessed December 2023. Available at: <https://www.newsday.com/long-island/nassau/farmingdale-water-tower-x03643>.

11 New York State Department of Environmental Conservation. Available at: <https://extapps.dec.ny.gov/data/dar/afs/permits/128200065300065.pdf>. Accessed December 2023.



Electricity and Natural Gas

Since the creation of the *Downtown Master Plan*, the Long Island Power Authority (LIPA) has entered into a management contract with PSEG Long Island, which is now the primary provider of electrical service to the Village. National Grid continues to supply natural gas. The *Downtown Master Plan* did not recommend any changes to these systems, and new developments are required to provide availability letters from each service provider. The most significant change to these systems has been the burying of overhead power lines along Main Street, between Prospect Street and Conklin Street. This project, aimed at improving resilience and beautification, also facilitated an 18-inch widening of this section of Main Street and improvements to the sidewalk. This project was largely funded by federal Community Development Block Grant funds (CDBG) and State grants.¹² The next phase of this utility burial project will occur in 2024 for the portion of Main Street from Conklin Street to South Front Street.

Photo 21 (top left)—View of Main Street before overhead wires were buried.

Photo 22 (top right)—View of Main Street after overhead wires were buried.

Parks and Open Space

The *Downtown Master Plan* identified four open space parcels totaling 1.1 acres in the Downtown area. The plan recognized the need for better utilization of these spaces. The most significant improvement has been made to Five Corners Park, located at the corner of Main Street and Melville Road. This park serves as a northern gateway to the Village's Downtown, and its appearance can significantly impact people's perception of the entire Village. A \$150,000 grant from Nassau County was used to install a new gazebo, lighting, landscaping, outdoor furniture, and new signage. Completed in 2022, this project has significantly enhanced the northern gateway to the Village. The Village Green has also been improved with added landscaping and new pathways, supporting various events. The Village Green hosts the local farmers' market, holiday celebrations, art shows, and movie nights, making it a vital community space.

¹² Newsday. *Farmingdale goes underground to get downtown looking up*. Available at: <https://www.newsday.com/long-island/towns/farmingdale-utility-lines-yerqfa6c>.



The *Downtown Master Plan* also identified two smaller parcels, one fronting Elizabeth Street and the other at the Main Street entrance to Parking Field 3. The parcel fronting Elizabeth Street was cleared and improved with a walkway, lighting, and landscaping, now serving as a connection between Elizabeth Street and Parking Field 3. The entrance to Parking Field 3 from Main Street has been improved with new brick pavers and concrete sidewalk, planters and decorative lighting.

The *Downtown Master Plan* encouraged the addition of more open space, a challenging task given the built nature of Downtown Farmingdale. The Village has made efforts to provide additional open space when opportunities arise. This is evident in the pedestrian pathway that was created through the purchase and demolition of a building between Parking Field 1 and Main Street.

Photo 23 (top left)—View of the improved Five Corners Park.

Photo 24 (top right)— View of the Village Green.

Photo 25 (bottom left)— View of the new pedestrian path along Elizabeth Street.

Photo 26 (bottom right)— View of the pocket park at the entrance to Parking Lot 3.

4

Residential Development Capacity Assessment

An analysis was undertaken to measure the extent of residential development that has taken place in the Village since the *Downtown Master Plan* was adopted. The evaluation includes a review of recent development projects within the Village, using building data and field observations.

Recent Multi-Family Developments

Implementation of the D-MU District after the *Downtown Master Plan* was adopted contributed to an influx of multi-family and mixed-use development. Both the 2011 *Downtown Master Plan* and the 2013 *Residential Study* identified “Sites Subject to Change,” which were properties that exhibited characteristics that made them suitable for redevelopment. These properties were either vacant, underutilized, had prior developer interest or occupied a strategic location in the Downtown area. The 2011 *Downtown Master Plan* identified 35 Sites Subject to Change in the Downtown area and the 2013 *Residential Study* identified 15 Sites Subject to Change outside of the Downtown area. Table 7 and Table 8 list the properties identified as Sites Subject to Change and provides an update to the uses that occupy them now. The Sites Subject to Change are also shown on a map on Figure 5.

TABLE 7 | 2011 Downtown Master Plan Sites Subject to Change

Site #	Address	Former Land-Use	Current Land-Use	Current Zoning	Number of Dwelling Units	Year Built
1	285 Eastern Parkway	Warehouse/Storage	Multi-Family	D-MU	27	2016
2	81 Secatogue Avenue	Multi-Family	Multi-Family	SCH	49 (pre-existing)	2002
3	Parking Lot #5	Parking	Parking	D-MU	N/A	N/A
4	Bartone Parking Lot	Parking	Multi-Family	D-MU	39	2014
5	120 Secatogue Avenue	Commercial	Multi-Family	D-MU	115	2014
6	100 Secatogue Avenue/143 Front Street	Commercial/Residential	Multi-Family	D-MU	42	2015
7	10 Division Street	Commercial/Office	Mixed Residential/Commercial	Residence AAA	1 (pre-existing)	1957
8	59-107 Division Street/125 Front Street	Residential	Residential	Residence AAA	6 (pre-existing)	1898-1988
9	137-169 Main Street (includes 40 Division Street)	Commercial/Office/Vacant	Mixed Residential/Commercial/Parking	D-MU	20	2017
10	Parking Lot #6	Parking	Parking	D-MU	N/A	N/A
11	35 Front Street	Residential	Residential	D-MU	1 (pre-existing)	2006
12	Elizabeth Street	Greenspace	Pedestrian Pathway	D-MU	N/A	N/A
13	Parking Lot #3 Frontage	Parking	Redesigned with Landscaping and Signage	D-MU	N/A	2017
14	141 Division Street	Residential	Multi-Family	D-MU	1 (pre-existing)	1920
15	485 Conklin Street	Parking	Parking	Business D	N/A	N/A
16	421-439 Conklin Street/8-16 Cornelia Street/9 Elizabeth Street	Commercial/Residential/Vacant	Commercial/Residential/Vacant	Business D	12 (pre-existing)	1913-1994
17	185 Main Street	Commercial	Commercial	D-MU	N/A	1949

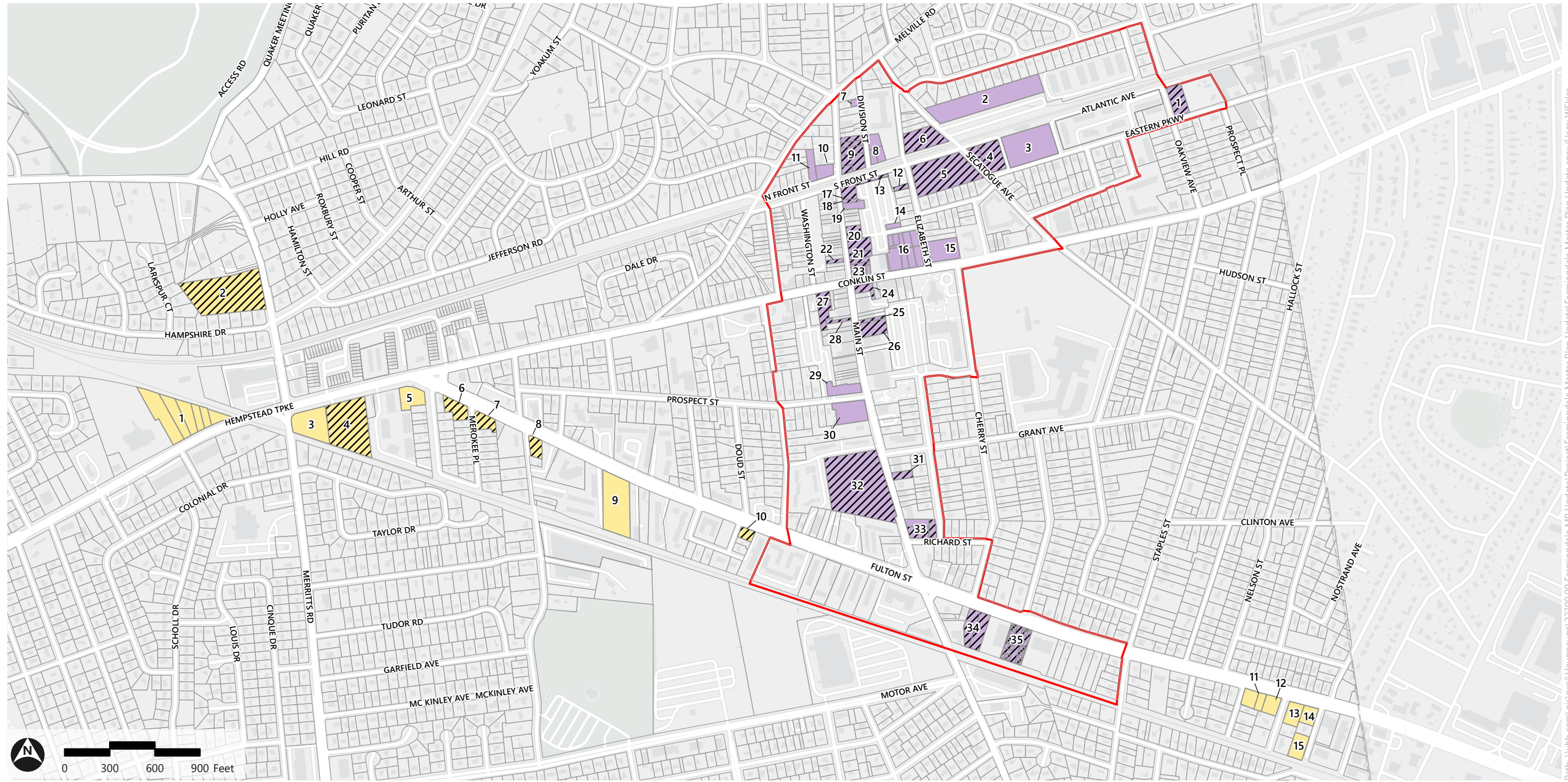
TABLE 7 | 2011 Downtown Master Plan Sites Subject to Change (continued)

Site #	Address	Former Land-Use	Current Land-Use	Current Zoning	Number of Dwelling Units	Year Built
18	195 Main Street	Commercial (Vacant)	Commercial	D-MU	N/A	1938
19	199 Main Street	Commercial	Commercial	D-MU	N/A	1920
20	221-225 Main Street	Commercial (Partial Vacant)	Commercial/Office/Partial Vacant	D-MU	N/A	1929
21	231-255 Main Street	Commercial	Mixed Multi-Family/Commercial	D-MU	26	2015
22	246-248 Main Street	Commercial (Vacant)	Mixed Residential/Commercial	D-MU	2 (pre-existing)	1908
23	261 Main Street	Office/Retail	Mixed Residential/Commercial (Vacant)	D-MU	2 (pre-existing)	1945-1956
24	273 Main Street	Office/Retail	Commercial	D-MU	N/A	1965
25	305 Main Street	Commercial (Vacant)	Commercial	D-MU	N/A	1955
26	315 Main Street	Commercial	Commercial	D-MU	N/A	2019
27	330 Conklin Street	Commercial	Commercial	Business D	N/A	1956
28	302 Main Street	Commercial	Mixed Residential/Commercial (Vacant)	D-MU	1 (pre-existing)	1932
29	360 Main Street	Office	Office	D-MU	N/A	1938
30	380 Main Street	Post Office	Post Office	D-MU	N/A	1962
31	439-441 Main Street	Commercial (Vacant)	Mixed Residential/Commercial	D-MU	1 (pre-existing)	1935
32	450 Main Street	Commercial	Commercial	D-MU	N/A	1983
33	485-497 Main Street/19 Richard Street	Commercial/Vacant	Mixed Residential/Office/Commercial	D-MU	5 (pre-existing)	1920-2022
34	776-780 Fulton Street	Residential	Multi-Family	SCH	24	Ongoing (2024 projected)
35	824-832 Fulton Street	Residential	Multi-Family	Business D	24	2018

TABLE 8 | 2013 Residential Study Sites Subject to Change (Outside Downtown Farmingdale)

Site #	Address	Former Land-Use	Current Land-Use	Current Zoning	Number of Dwelling Units	Year Built
1	33-55 Hempstead Turnpike	Industrial/ Office/ Commercial	Industrial/ Commercial	Business D	N/A	1952-1955
2	20 Merritts Road (Toretta Lane)	Vacant	Residential	Residence AA	10 (single-family)	2020—ongoing (2024 projected)
3	150-166 Fulton Street	Commercial	Commercial	Business D	N/A	1968
4	168-190 Fulton Street	Commercial (Vacant)	Multi-Family	Business D	60	2016
5	220 Fulton Street	Commercial	Commercial (Vacant)	Business D	N/A	1938
6	270 Fulton Street	Commercial	Office	Business D	N/A	1952
7	300 Fulton Street	Industrial	Office	Business D	N/A	1955
8	356 Fulton Street	Commercial	Commercial	Business D	N/A	1960
9	454-464 Fulton Street	Commercial	Commercial	Residence BB	N/A	1965
10	566 Fulton Street	Commercial	Commercial	Residence BB	N/A	1959
11	958-960 Fulton Street	Commercial/ Residential	Commercial/ Residential	Business D	2 (pre-existing)	1929-1953
12	966-970 Fulton Street	Commercial	Commercial	Business D	N/A	1955
13	984 Fulton Street	Residential	Mixed Commercial/ Residential	Business D	3 (pre-existing)	1863
14	994 Fulton Street	Industrial	Industrial	Business D	N/A	1970
15	Prince Street & LIRR	Industrial (Vacant)	Vacant	Industrial I	N/A	N/A

FIGURE 5 | Sites Subject to Change (2023)



- Study Area
- 2011 Downtown Master Plan Sites Subject to Change - Not Redeveloped
- 2011 Downtown Master Plan Sites Subject to Change - Redeveloped
- 2013 Residential Study Sites Subject to Change - Not Redeveloped
- 2013 Residential Study - Sites Subject to Change - Redeveloped

Source: Nassau County GIS; Village of Farmingdale 2011 Downtown Master Plan & 2013 Residential Study

Path: \\whb.com\gis\proj\Hauptpaue\22300.00 Farmingdale MP Update\Project\Farmingdale Master Plan Update\Farmingdale Master Plan Update.aprx (User: WSKlar)



As shown in Table 7 and Table 8, the Village has been successful at implementing the recommendations of its comprehensive planning efforts by encouraging redevelopment to occur on Sites Subject to Change. At the Sites Subject to Change within the D-MU District, there are 284 housing units, including 269 new units. At the Sites Subject to Change not within the D-MU Zoning District but still within the Downtown Study Area, there are 116 housing units, including 48 new units. Additionally, 71 new units of affordable housing have been built under the WFH District at 860-906 Fulton Street, which was not a Site Subject to Change but is still within the Downtown Study Area. The Sites Subject to Change outside of the Downtown Study Area contain 75 housing units, including 70 new units. Therefore, in total, there have been approximately 458 new units of housing developed in the Village, including 388 new units in the Downtown Study Area and 70 new units outside of the Downtown Study Area (see Table 9). Photo 27-Photo 30 show examples of these developments.

Photo 27 (top left)—View of 40 Elizabeth Street.

Photo 28 (top right)—View of 776-780 Fulton Street, currently under construction.

Photo 29 (bottom left)—View of 190 Fulton Street.

Photo 30 (bottom right)—View of 40 Division Street.

TABLE 9 | New Residential Units Built Since 2011

Address	Section-Block-Lot	Number of Units	Zoning District	Downtown Study Area (Y/N)	Site Subject to Change (Y/N)	Year Built
285 Eastern Parkway	49-057-110	27	D-MU	Yes	Yes	2016
180 Atlantic Avenue	49-080-5	39	D-MU	Yes	Yes	2014
120 Secatogue Avenue	49-077-69	115	D-MU	Yes	Yes	2014
100 Secatogue Avenue/143 Front Street	49-075-5	42	D-MU	Yes	Yes	2015
40 Division Street	49-73-105	14	D-MU	Yes	Yes	2017
155 Main Street	49-73-105	6	D-MU	Yes	Yes	2017
231-245 Main Street	49-076-40	26	D-MU	Yes	Yes	2015
776-778 Fulton Street	49-166-56, 57	24	SCH	Yes	Yes	Ongoing (2024 projected)
Hearthstone Court	49-166-79-102	24	Business D	Yes	Yes	2018
20 Merritts Road (Toretta Lane)	49-285-36-45	10 (single-family)	Residence AA	No	Yes	2020 (5 units)—ongoing
168-190 Fulton Street	48-443-23	60	Business D	No	Yes	2016
860-906 Fulton Street	49-166-61	71	WFH	Yes	No	Ongoing (2024 projected)
New Units (D-MU District)		269 Units				
New Units (Downtown Study Area)		388 Units (includes 269 units in the D-MU District)				
New Units (Outside Downtown Study Area)		70 Units				
TOTAL NEW UNITS		458 Units				



In addition to the multi-family developments shown above, there have been a few developments since 2011 that do not classify as multi-family residential. These include single-family subdivisions (Photo 31) and buildings with less than five units.

It should be noted that, while several properties on the Sites Subject to Change list are occupied by the same use, money has been invested through façade improvements to improve the overall aesthetic of the buildings, particularly along Main Street (Photo 32). Several Sites Subject to Change have not been significantly redeveloped. These properties represent redevelopment opportunities to further bolster revitalization in Downtown Farmingdale.

Photo 31 (top left)—View of a new single-family subdivision along Toretta Lane.

Photo 32 (top right)—View of 441 Main Street which has undergone significant façade improvements. Taken from Main Street, facing east.

5

GEIS Development Level Analysis

This section reports on the status of progress towards meeting the anticipated development levels that were established in the Generic Environmental Impact Statement prepared for the 2011 *Downtown Master Plan*.

To facilitate the adoption of the 2011 *Downtown Master Plan*, the Village prepared a *Generic Environmental Impact Statement/Brownfield Opportunity Area Nomination Study* to evaluate potential environmental impacts associated with the implementation of the *Downtown Master Plan's* recommendations. The environmental impact analysis was based on a build-out that was determined assuming the recommended D-MU zoning changes are applied to all of the Sites Subject to Change within the Downtown Study Area. The build-out scenario assumed the following development levels:

- » 60 percent increase in residential uses, including approximately 375 new residential units, some of which will be affordable
- » 10 percent increase in retail uses
- » 80 percent increase in restaurant uses
- » 40 percent increase in open/green spaces
- » 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 (surface, structured, and subsurface)
- » Approximately 800 additional residents of the Village, including 40 school-aged children.

Table 9 shows the anticipated build-out levels in the Downtown Study Area from the *Downtown Master Plan* and their current status based on data collected by the Village, the United States Census Bureau, and the New York State Education Department.

TABLE 10 | Consistency with GEIS Development Levels

GEIS Development Level	Downtown Master Plan Levels	Current Status	Difference
375 New Downtown Housing Units	1,010 Units	1,398 Units	+388 Units (includes 269 new units in the D-MU District and 119 new units in the Downtown Study Area but outside the D-MU District)
10 Percent (33,000 SF) Increase in Retail Uses	330,000 SF	421,328 SF	+91,328 SF
80 Percent (35,000 SF) Increase in Restaurant Uses	43,750 SF	132,683 SF	+88,933 SF
40 Percent (0.4 Acres) Increase in Open/Greenspaces	1.1 Acres	1.2 Acres	+0.1 Acres
10 Percent (17,000 SF) Increase in Public/Quasi-Public Uses	170,000 SF	171,538 SF	+1,538 SF
3 Percent (5,000 SF) Increase in Office Space	166,667 SF	188,524 SF	+21,857 SF
20 Percent (15,000 SF) Decrease in Industrial Uses	75,000	7,980 SF	-67,020 SF
800 New Parking Spaces	846	1,945 Spaces	+1,099 Spaces (699 new private + 400 new public)
800 Additional Residents	8,189	8,428	+239 Residents
40 Additional School-Aged Children	6,088	5,126	-962 School-Aged Children

Source: Village of Farmingdale, United States Census Bureau, New York State Department of Education.

As shown in Table 10, there has been significant development interest within Downtown Farmingdale since 2011. It should be noted that not all parcels within the Downtown Study Area were rezoned to the D-MU District. As shown on Figure 3, the D-MU District extends along Main Street from just north of Front Street to Richard Street, and east along Eastern Parkway to Oakview Avenue. The overall Downtown Study Area encompasses a wider area that also includes properties along Fulton Street south of Main Street. The introduction of the D-MU District to Main Street and Eastern Parkway has helped facilitate development within its boundaries and in the overall Downtown Study Area. Within the D-MU District, 269 new residential units have been created and an additional 119 new units have been created in areas outside the D-MU District but within the Downtown Study Area. Of these 388 total units, 317 were built on Sites Subject to Change as identified in the *Downtown Master Plan*. The greatest concentration of new units has been around the Farmingdale LIRR station (e.g., 121 Secatogue Ave, 148 South Front Street and 40 Elizabeth

Street) which account for approximately 70 percent of the new housing units. The remaining units are accommodated in smaller multi-family projects such as The Lofts at 285 Eastern Parkway and 231 Main Street, as well as residences on the upper floors of existing buildings along Main Street.

Development interest has also occurred in areas outside of Downtown Farmingdale, which prompted the Village to conduct the 2013 *Residential Study*. At the time, there were 2,306 housing units in areas of Farmingdale outside of the Downtown. The *Residential Study* found that there was a market for additional residential units within the entire Village, not just within the Downtown Study Area. As such, “Sites Subject to Change” were identified as well as potential build-out scenarios and their impacts. A development level of approximately 250 new housing units was set for areas outside of the Downtown Area based on a maximum theoretical density of 20-30 units per acre if zoning changes were to be implemented to permit the increased density. According to data provided by the Village, approximately 70 new housing units have been built in areas outside of the Downtown Study Area, which is below the anticipated development level of 250 new units. However, it is noted that new residential development and associated zoning changes in areas outside of the D-MU District in Downtown Farmingdale has occurred on a site-by-site basis without comprehensive zoning changes to these areas. The part of the Village outside of the Downtown Study Area therefore remains relatively stable.

Despite the increase in housing units, the population of the Village has only increased by 237 residents, far below the development level of 800 in the anticipated in GEIS. This could be attributed to the decreasing average household size. Over a decade, the average household size in the Village has decreased by 6 percent from 2.49 in 2012 to 2.35 in 2022. While there have been new housing units created, new multi-family and mixed-use developments generally attract smaller households including singles, couples without children, and empty nesters. Furthermore, the household size of established occupied single-family homes may also be declining, as evidenced by the growth in the population over 50 and the decline in the population between 30-49 years of age (see Table 2 above). This is further supported by the drop in school-aged children enrolled in the Farmingdale UFSD, which has decreased by 962 students since the 2010-2011 school year, according to enrollment data from the New York State Education Department. Based on the above, population growth is not occurring at the rate projected by the GEIS for the number of housing units created.

Commercial development in Downtown Farmingdale has seen a significant increase with new retail and restaurants, outpacing what was expected in the GEIS. There has been an increase of 91,328 sf of retail space and an increase of 88,933 sf of restaurant space since 2011. The majority of this development has occurred along Main Street with new businesses on the ground-floors of many buildings. The restaurant scene found within Downtown has helped Farmingdale earn the name the “Culinary Quarter.” Notable new restaurants

include 317 Main Street, Whiskey Down Diner (252 Main St.), The Coop (342 Main St.) and Vespa Italian Kitchen and Bar (282-284 Main St.), among many others. Retail stores consist of food or specialty stores as well as personal shops such as barbers and nail salons. Notable new businesses include Back In Time (439-441 Main St.), Scrubz Body (231-245 Main St.) and Goldfish Swim School (450 Main St.), among many others. The GEIS noted that retail and restaurant uses can be intensive generators of traffic. The GEIS set a development level of 800 new parking spaces to be created to support increased Downtown activity. To date, the Village has added approximately 1,099 new spaces for a total of 1,945. 400 of these new parking spaces were created through municipal parking field renovations and acquisitions, including the purchase of a vacant property near 145 Main Street to create a new parking lot with approximately 50 spaces. 699 private parking spaces were created by new residential developments that provide on-site parking for residents.

The GEIS established development levels for office, open/greenspace, industrial and public uses. Of these, office development has seen the most growth with the addition of 21,857 sf of new office space. Office tenants primarily consist of financial services, law firms, medical and social services. These offices are mostly found along the length of Main Street and on the adjacent area of Conklin Street.

The amount of open space and greenspace has largely remained the same within the Village. The exceptions are a small lot between Elizabeth Street and Parking Field 3, which has been converted into a landscaped pedestrian path and the urban plaza created near the train station. Adding to this inventory in an area that has been largely developed such as Farmingdale is a difficult task. However, the Village has invested in its green/open space inventory through renovations to Five Corners Park and the Village Green.

There has been a small increase in the amount of public/quasi-public space within the Downtown. An increase of 1,538 sf was created through the construction of a new outreach building for the St. Kilian Parish at 140 Elizabeth Street. Additionally, many public establishments that were present in 2011 still exist today such as the post office (380 Main Street) and Village Hall (361 Main Street) which serve as downtown anchors. While outside of the Downtown Study Area, the Farmingdale UFSD has constructed an aquatic center and sports fields at Weldon E. Howitt Middle School.

There is only one identifiable industrial use within the Downtown Area. This is at 586 Main Street and contains a light industrial use of 7,980 sf. In 2011, there was warehouse and industrial storage at 148 South Front Street, 40 Elizabeth Street and 285 Eastern Parkway, all of which have been replaced by mixed-use and multi-family developments.

6

Progress Toward Goals of the *Downtown Master Plan*

This section reports on progress in achieving the goals, strategies, and implementation recommendations included in the *Downtown Master Plan*.

The *Downtown Master Plan* created a series of design strategies and proposals to help bring the vision for Downtown Farmingdale to life. These strategies and proposals covered many facets, including: economic development, traffic, parking, transportation, infrastructure, affordability and sustainability. Implementation items were also developed to give the Farmingdale community a clear path for facilitating change. Table 11, below, lists each of the design strategies, proposals, and implementation items as well as an update to the progress made towards each of these initiatives.

TABLE 11 | Farmingdale Master Plan Goals Progress

LEGEND  Complete  In Progress  Not Started  Not Feasible








Master Plan Goal	Progress	Notes
 Downtown Design Goals		
<p>Strengthen key Downtown corners—Improvements were recommended to buildings at the eastern corners of Main Street and Conklin Street due to their impact on the area’s identity. Additionally, the Main Street and South Front Street corner was identified as critical to establishing a link to the train station.</p>		<p>Both buildings at the eastern corners of Main Street and Conklin Street have undergone significant renovations. 273 Main Street (Dark Horse Tavern) and 261 Main Street (former Grecian Grill) have undergone façade renovations complete with new signage and awnings. Similar improvements have occurred at the corner of South Front Street and Main Street with 185 Main Street (Vintage Wine Bar and Bistro) being outfitted with new storefront windows and signage. Improvements to both areas benefit the overall impression of the Village to visitors entering the Downtown area.</p>
<p>Infill development north of the railroad right-of-way.</p>		<p>Significant development has occurred along Main Street just north of the railroad right-of-way. 40 Division Street was redeveloped to create 14 multi-family apartments and 40 Elizabeth Street contains 42 multi-family apartments. Furthermore, 169 Main Street (My Grandmother’s Kitchen) and 155 Main Street (SoBol) have each undergone façade renovations and contain upper-level residential apartments. The <i>Downtown Master Plan</i> also recommended the creation of a 2½-story mixed-use development containing a tall design element to serve as a Downtown landmark where Parking Field 6 currently is. Instead, the Village has opted to rehabilitate and beautify this parking field with the addition of landscaping and new signage.</p>
<p>Infill development and street/sidewalk improvements along South Front Street between Main Street and Secatogue Avenue.</p>		<p>The development of 148 South Front Street ,which contains 115 multi-family apartments and commercial uses, has significantly improved the aesthetics of South Front Street and connections to the Farmingdale LIRR Station. This development allowed for improvements to South Front Street so the roadway both east and west of Elizabeth Street now aligns. This allows for a continuous sidewalk as well as on-street parking. Originally, the <i>Downtown Master Plan</i> recommended for a 2½-story mixed-use development along the frontage of Parking Field 3 on South Front Street. Instead, the Village has conducted improvements to the frontage with new sidewalks, landscaping and lighting, which has improved the aesthetics.</p>
<p>Encourage development at and around the LIRR Farmingdale Train Station and Eastern Parkway.</p>		<p>Aside from the development of 148 South Front Street, directly opposite is 121 Secatogue Ave which has been redeveloped with a mixed-use building. This building contains 39 multi-family apartments as well as ground floor commercial uses meeting the recommendations found in the <i>Downtown Master Plan</i>. A hardscaped pocket park was also created at the southeastern corner of South Front Street and Secatogue Avenue, offering a welcoming public space near the entrance to the Farmingdale LIRR southern platform. It was previously recommended that a three-story parking garage be constructed where the southern LIRR parking lot currently exists, and to screen this structure, a three-story residential development along Eastern Parkway. However, given that peak LIRR parking demand has yet to reach pre-pandemic levels, and the size constraints of the lot, a parking garage is not considered a feasible investment in the near future.</p>
<p>Improve the architectural character of Downtown—It was recommended that the Village address the lack of uniformity among Downtown buildings. This included reintroducing traditional architectural vocabulary such as dedicated sign bands above display windows and making sure those elements are aligned across storefronts. It was also recommended that a Façade Improvement Program be implemented to facilitate these changes.</p>		<p>Per the recommendations in the <i>Downtown Master Plan</i>, the Village has implemented a Façade Improvement Program in which applicants can receive funding to make storefront improvements. An example of architectural improvements can be seen in storefronts between 185 and 193 Main Street. In 2011, many of these storefronts had missing signs, aging façade materials, and a lack of uniformity. Today, most storefronts have signs of a similar size and mounted at consistent heights to their neighbors. Non-uniform features like awnings have been removed and aging materials have been replaced with brick or stone. This creates a recognizable and pleasing visual rhythm along this portion of Main Street. The Village continues to offer the Façade Improvement Program with the intent to improve the architectural character of Downtown Farmingdale overtime.</p>
<p>Improve the transition between commercial and residential uses—The transition of building heights down towards parking and residential areas was recommended to create a transition towards areas of less intense usage. Green buffers of at least 15 feet were also recommended for areas between residential, commercial and parking uses.</p>		<p>The <i>Village of Farmingdale, New York Design Guidelines</i> recommends that buildings mass down when abutting or are in proximity to lower-density residential uses (page 23). Furthermore, the bulk requirements of the D-MU District require a minimum landscaped buffer area of 25-feet when adjacent to residential uses (\$600-130).</p>

TABLE 11 | Farmingdale Master Plan Goals Progress (continued)

LEGEND  Complete  In Progress  Not Started  Not Feasible












Master Plan Goal	Progress	Notes
Develop new zoning that reinforces the existing pattern of tiered density with areas north of Conklin Street having the highest density and south of Prospect Street having the lowest.		The Village of Farmingdale adopted the D-MU District to support revitalization of the Downtown area. This zoning district was divided into three sub-districts (Northern and Eastern Sub-Area, Central Sub-Area, and Southern Sub-Area) to tier density. Under these sub-districts the highest permitted building density is north of Prospect Street and the lowest permitted density is south of Prospect Street (§600-130).
Strengthen the urban wall by requiring new buildings to meet zero-setback requirements and provide residential or office uses above ground level retail.		The D-MU District has a maximum building setback of 0-feet for buildings in the North and Eastern Sub-Area and the Central Sub-Area which are the areas with the highest permitted densities. The Southern Sub-Area has the lowest permitted density and has a maximum building setback of 10-feet (§600-130). Furthermore, office uses are permitted on upper levels and residential uses by special permit (§600-127 through 128).
Improve the pedestrian environment through street design and walkability within Downtown. Specifically, the <i>Downtown Master Plan</i> focused on improvements to pedestrian enclosures, sidewalks and accessibility.		The <i>Downtown Master Plan</i> recommended that the pedestrian enclosure be enhanced through the new building design, rehabilitation of existing buildings, and the installation of street trees, awnings and furniture. To date, these elements have been carried out to varying degrees. The Façade Improvement Program described above has improved many existing Downtown buildings through signage, window and awning upgrades. The Village’s Design Guidelines also offer recommendations for new buildings to be pedestrian friendly through architectural design. With regard to accessibility, the Village has replaced most crosswalks within the Downtown and has installed tactile landing pads. Bicycle racks have been installed at multiple points along Main Street and near the LIRR station. Sidewalks are also projected to be replaced on the east side of Main Street between Prospect and Conklin Street as the result of overhead utility lines being removed. This will give the Village the opportunity to replace lighting and street furniture which was recommended in the <i>Downtown Master Plan</i> .
Place offices on the second story of buildings and allow upper-level residences.		§§600-127 through 128 of the Village Code notes that within the D-MU District, office uses are permitted on upper levels of buildings and residential uses are allowed by a special permit.
Replace and enhance street furniture—It was suggested that street furniture like benches be replaced for ones in better condition. The placement of this furniture was also recommended to be re-evaluated to better utilize space in narrow and wide sidewalks.		The Village of Farmingdale has replaced street furniture along Main Street, including benches, trash receptacles, and decorative lighting. These elements have been rearranged based on the sidewalk width in a manner that is consistent with the <i>Downtown Master Plan</i> . For example, on wide sidewalks such as those on the east side of Main Street between Conklin Street and Village Hall, benches have been arranged perpendicular to the street allowing for a window-shopping area, pedestrian travel path and pedestrian seating all within the same sidewalk. On the west side of the same portion of Main Street, the benches have been arranged parallel to the street to maximize sidewalk space allowing for a pedestrian travel path as well as an area for street furniture.
Replace chain-link fencing and protect street trees.		The <i>Downtown Master Plan</i> noted that chain-link fencing existed along some portions of Main Street and along the LIRR tracks. This style of fencing is not visually appealing, and some has been successfully removed such as at 394 Main Street. However, this fencing style is still present in some areas such as along North Front Street near Parking Field 6. The Village has indicated that it continues to communicate with the MTA about having this section of fencing replaced. The <i>Downtown Master Plan</i> recommended decorative grates be installed around the base of street trees to protect them and improve their appearance. The base of most trees are exposed and would benefit from this protection. Additionally, a significant number of trees were removed from Parking Field 4 during renovations. While these trees have been replaced with new, young trees, they still should be protected and maintained to reach maturity.
Remove overhead utility lines along Main Street by either burying them or moving them behind buildings.		In 2023, the Village received funding to bury utility lines between Prospect Street and Conklin Street. The Village should continue these efforts and continue its efforts to remove overhead utility lines north of Conklin Street and elsewhere throughout the Village, where feasible.

TABLE 11 | Farmingdale Master Plan Goals Progress (continued)

LEGEND  Complete  In Progress  Not Started  Not Feasible

Master Plan Goal	Progress	Notes
Parking fields should be improved with new plantings, islands, lighting, and pedestrian walkways, and screened from adjacent residential uses.		The Village has invested in renovating existing parking fields and creating new ones. Specifically, Parking Fields 1, 2, 3, 4, 5 and 6 have all been resurfaced, decorative landscaped entrances have been installed, lighting has been replaced and when necessary, screening has been installed along adjoining residential uses. Pedestrian pathways have also been created such as the one that connects Parking Field 2 to Main Street or the pathway between Paring Field 3 and Elizabeth Street. The Village has also added the new Parking Field 7, which incorporates many of the same design features mentioned above.
Redesign the Village Green with a formal pathway to Parking Field 4 that invites people to pass through it to Main Street.		The Village has redesigned the pathways and pedestrian amenities within the Village Green. There is now a formal entrance from Parking Field 4 and a pathway that connects it to Main Street.
Re-invent and create new open spaces through a linear park, a “Station Green,” and renovations to Parking Field 3’s pocket park.		The <i>Downtown Master Plan</i> called for a linear multi-function green/hardscape space between the rear of buildings and parking areas on the east side of Main Street. While the parking areas have been renovated, this linear park has not been created. The Village should work with property owners on both sides of Main Street to find ways to beautify the rear entrances of their buildings which would create a greener, more welcoming environment as people enter Main Street. The <i>Downtown Master Plan</i> also called for a “Station Green” at the west end of the Train Station that would welcome visitors to Downtown. This was created as part of the multi-family development at 121 Secatogue Ave. This is a hardscaped plaza featuring street furniture and plantings near the western ramp to the Farmingdale LIRR platform. Finally, the <i>Downtown Master Plan</i> recommended a redesign of the pocket park that connects Parking Field 3 to Main Street. The Plan envisioned a space that would play a stronger role in Downtown with new plantings, benches and windows from adjoining buildings. Changes have been made to this area by installing a new decorative sidewalk, lighting and plantings. Windows on the new apartment building on the south side of Cornelia Street also create a more open atmosphere for pedestrians accessing Main Street and the parking lot.
Enhance recreational events and activities.		The formation of the Farmingdale Business Improvement District (BID) in 2021 has played a major role in coordinating Downtown events. Currently, the BID sponsors Music on Main, the St. Patrick’s Day Parade and the New Years Eve Ball Drop, among others. The Village and the Chamber of Commerce also organize events such as Movie Nights on the Village Green and Open Mic Night.

 **Downtown Economic Development Goals**





Create TODs that will bring mixed-use buildings around the train station and extend a retail corridor along South Front Street.		Since the adoption of the <i>Downtown Master Plan</i> and D-MU District, there has been significant development around the LIRR station. This includes 148 South Front Street, 121 Secatogue Ave and 40 Elizabeth Street which created 196 housing units in close proximity to Farmingdale LIRR platforms. 148 South Front Street and 121 Secatogue Ave are both mixed-use buildings which helps extend retail activity east of Main Street. Finally, the <i>Downtown Master Plan</i> recommended anchor tenants such as a restaurant or bar at the corner of South Front Street and Main Street to attract visitors from the train station and new development to Main Street. Buildings at this corner have undergone façade improvements and are now home to a mix of restaurants and bars.
Allow and create residential units along Main Street.		The D-MU District was implemented along Main Street, allowing residential units on upper levels by special permit. This permitted apartments on the upper floors of existing buildings as well as new residential development on Main Street, including The Lofts with 26 apartment units at 231 Main Street.
Create smaller stores and storefronts to improve affordability among businesses.		The <i>Downtown Master Plan</i> found that most storefronts along Main Street were greater than 2,000 sf. It was thought that these large sizes were cost prohibitive to many tenants that were seeking smaller spaces. The D-MU District does not have restrictions on the maximum size of a retail space. However, most storefronts within Downtown are occupied with few vacancies. As such, it appears that retail space within Downtown Farmingdale is of a suitable size for prospective tenants.
Create sidewalk cafes.		Outdoor dining is permitted within Downtown Farmingdale and the Village has an Outdoor Dining Application available on its website. Many restaurants now offer dining on their sidewalks along Main Street, especially after the Covid pandemic.

TABLE 11 | Farmingdale Master Plan Goals Progress (continued)

LEGEND  Complete  In Progress  Not Started  Not Feasible







Master Plan Goal	Progress	Notes
Mandate ground-floor retail uses.		Principally permitted ground-floor uses in the D-MU District are limited to retail uses. Restaurants, grills and bars are also permitted on the ground floor but through a special permit. Administrative, professional, medical and other office uses are principally permitted on upper floors and residential uses are permitted on upper-floors by special permit (§ 600-127 through 128).
 Downtown Traffic, Parking and Transportation Goals		
Create a complete streets policy for Downtown Farmingdale.		Complete streets are designed to enable safe and convenient access for all users. Typically, complete streets include sidewalks, bike lanes, wide shoulders, crosswalks, street trees and other elements that improve safety and accessibility. The <i>Downtown Master Plan</i> recommended that the Village create a complete streets policy to help direct transportation planners and engineers when designing streets in Downtown Farmingdale. To date, no complete streets policy has been adopted. However, the Village has incorporated many elements described above, including new sidewalks, crosswalks, and street furniture. Given the narrow width of Main Street, it may not be feasible to implement bike lanes without removing on-street parking or sidewalk space.
Improve traffic circulation at key intersections.		Recommendations were made for the intersection of Main Street and Conklin Street as well as Main Street and South Front Street to improve traffic flow. At Main Street and Conklin Street, the Village has implemented the preferred option of creating a dedicated left-turn lane in the north-southbound directions. Other recommendations at this intersection that have not been implemented include: limiting hours of commercial deliveries in the eastbound direction to create a temporary right-turn lane and creating a dedicated right-turn lane in the westbound direction. However, this recommendation is infeasible since Conklin Street is under the jurisdiction of the New York State Department of Transportation, which has indicated it will not create right-turn lanes at this location. At the intersection of Main Street and South Front Street, recommendations involved making the roadway the same width east and west of Elizabeth Street and making the road more pedestrian friendly. Each of these measures were implemented and facilitated through the development of 121 Secatogue Ave and 180 Atlantic Avenue. These developments allowed the roadway to be redesigned at a uniform width as well as new sidewalks installed for pedestrians. The pedestrian experience was further enhanced by the development of mixed-use buildings, replacing the former vacant and underutilized buildings.
Parking improvements by preserving on-street parking, renovating parking fields, adding parking for the LIRR and encouraging customers to “park once.”		The Village has managed to preserve the majority of its on-street parking and has only removed a few spaces for significant benefits such as improving traffic flow. The Village has also invested in improving its own parking fields and creating new parking spaces, including the addition of approximately 400 new spaces in municipal lots. However, the Village has not significantly added to LIRR parking. According to the Village, LIRR peak parking demand is approximately 80 percent of pre-pandemic levels. Therefore, the construction of an LIRR parking garage is not considered a feasible investment in the near future. However, if parking demand increases, the Village should explore options such as allowing commuters to park in Parking Field 3. Finally, it was recommended that the Village encourage people to “park once” through pedestrian improvements and creating a sense of place. Walkability improvements within the Downtown, as well as the thriving restaurant and retail scene, have encouraged people to walk throughout Downtown Farmingdale instead of driving a vehicle to different locations.
Pedestrian improvements through midblock bump-outs, high visibility crossings and improved connections to the LIRR station.		While Downtown Farmingdale was already a walkable district, the <i>Downtown Master Plan</i> identified opportunities for further improvement. The Village has implemented two of the three recommendations by renovating pedestrian crossings along Main Street and reconfiguring South Front Street as part of mixed-use development to provide a better connection between Main Street and the LIRR station. The only recommendation the Village has not incorporated is installing midblock bump-outs, as the agency with maintenance jurisdiction of Main Street (Nassau County DPW) has determined this is not feasible.

TABLE 11 | Farmingdale Master Plan Goals Progress (continued)

LEGEND  Complete  In Progress  Not Started  Not Feasible

















Master Plan Goal	Progress	Notes
 Downtown Infrastructure Goals		
Improve the water supply system by addressing water quality and capacity concerns.		To address water quality, the Village is currently installing treatment systems for the removal of contaminants at municipal water plants. The Village is also investing \$20 million in filtration plants at municipal wells, supported by \$3 million in state grants. For water capacity, the Village has spent \$700,000 to install new booster pumps to improve service to areas with previously low pressure. The Village also replaced its old water tower with a new, glass-fused tank.
 Affordable Housing and Sustainability Goals		
Encourage housing affordability through zoning incentives		According to §600-133 of Village Code, in exchange for any density bonus the Village requires no less than 10% of all multi-family or mixed-use units in any D-MU development to be designated as workforce or affordable housing with the unit sales price or rent not to exceed 30% of the household’s annual income.
Sustainability through development of incentive programs for developers who use sustainable building practices		Under §600-132 of the Village Code, one of the amenities that developers can provide in exchange for development incentive bonuses is “energy-efficient building techniques.”
 Regulatory Goals		
Amend the Zoning Ordinance to include a Downtown Mixed-Use (D-MU) Zoning District		The D-MU District was adopted on November 7, 2011 and can be found in Article XVIII of the Farmingdale Village Code. This district facilitated the development of mixed-use and multi-family residential uses in Downtown Farmingdale.
Develop a Signage Program		In 2010, the Village adopted the <i>Village of Farmingdale, New York Design Guidelines</i> . Pages 46–49 of the <i>Design Guidelines</i> describe the desired pattern and style of signage for the Downtown area. The intention is to improve signage to be more consistent with the areas historical character, reduce visual clutter and create a unified Main Street. The Village has also installed placemaking signage such as the “Culinary Quarter” sign at Five Corners Park. While the Village does not have a specific signage program, the Façade Improvement Program provides funding to rehabilitate buildings, including signage.
Amend Village Code to include new/revised sign regulations		In 2019, the Village adopted Chapter 462 of the Village Code, <i>Signs</i> , which requires signs to be approved by the Architectural Review Board (ARB) for conformance with the guidelines set forth in the Village Code.
Prepare a Design Guidelines/Pattern Book		The <i>Village of Farmingdale, New York Design Guidelines</i> provides guidance on signage and a pattern book for new development. The pattern book clearly defines preferred architectural styles for mixed-use development, multi-family development and corridor development. The pattern book also makes recommendations for site layout and design for each of these development styles.
 Administrative and Procedural Goals		
Require Site-Specific Environmental Assessment Forms during the review process		§600-255.A(1)(z) of the Village Code requires that Part 1 of an Environmental Assessment Form (EAF) must be submitted at the time of a Site Plan Application. The Part 1—EAF provides the Village with information to start the site specific State Environmental Quality Review (SEQR) process. If potential significant adverse impacts are identified by the Village, further analysis may be required to complete SEQR process.

TABLE 11 | Farmingdale Master Plan Goals Progress (continued)

LEGEND  Complete  In Progress  Not Started  Not Feasible

Master Plan Goal	Progress	Notes
Develop a Marketing Plan		The <i>Downtown Master Plan</i> envisioned a physical marketing plan that highlighted destination stores and services within Downtown Farmingdale, similar to brochures created by malls. To date, this type of marketing plan has not been created. However, the Chamber of Commerce and the Farmingdale Business Improvement District (BID) both have websites that market local businesses and have run television advertisements promoting Downtown businesses. The Village has also garnered significant attention by being voted the number one Downtown on Long Island by Bethpage Federal Credit Union nine times.
Attract Students from Farmingdale State College into Downtown		The popularity of Downtown Farmingdale naturally attracts students from nearby colleges. Farmingdale State College (FSC) operates a shuttle from campus to the LIRR station, giving students a convenient way to access Main Street. The Village, Chamber of Commerce and BID should continue to strengthen ties between FSC and Downtown.
Explore establishing a Business Improvement District (BID)		Facilitated by the adoption of Chapter 255 of the Village Code, <i>Business Improvement District</i> in 2019, the Farmingdale BID was founded in 2021, making it the first new BID in Nassau County in nearly two decades. The BID stretches from Prospect Street to just north of the LIRR tracks and is funded by a small tax on businesses on either side of Main Street. Funds raised through this tax or grants, can be spent within the BID boundaries for marketing, events and snow removal. The BID hosts several events including an Art Market, New Years Eve Ball Drop and Music on Main.
 Financing Goals		
Utilize HUD Funds		The Village continues to make use of funds provided through the United States Department of Housing and Urban Development (HUD) and the Community Development Block Grant (CDBG) Program. According to data from the Village, in the last ten years, the Village has utilized over \$3 million from this program for a Residential Rehabilitation Program, Commercial Rehabilitation Program, streetscape improvements, parking improvements and utility improvements.
Secure additional funds through New York State grant programs		The Village is continuously looking for funding opportunities through New York State grant programs. In 2023, the Village won \$4,624,890 in Water Infrastructure Improvement & Intermunicipal Grants from New York State to improve water treatment systems.
Work with the MTA to construct structured parking at the LIRR Farmingdale Station.		In 2010 the Village of Farmingdale completed a Parking Yield Analysis Report for the LIRR lot south of the tracks (Parking Field 5). The report found that constructing a parking garage between 2 and 3.5 levels would help meet previous LIRR parking demand. Since this report, the COVID-19 pandemic altered LIRR ridership and remote working has become more prevalent, reducing the number of commuters. According to the Village, LIRR parking lots reach a peak of approximately 80 percent of pre-pandemic demand. This reduced demand, combined with aesthetic concerns, limited space, and project cost have made this project not feasible in the near future.
Establish Private-Public Partnerships		The <i>Downtown Master Plan</i> calls upon Village to be an active participant with private developers to encourage Downtown development. A significant example of this was the building of the “Station Plaza” near the base of the LIRR southern platform. This public space with landscaping, seating and a fountain was funded by \$1 million in private money from Fairfield Properties who own multiple multi-family and mixed-use buildings in the area. Another example is the burying of power lines along Main Street. The Village used \$1.2 million in public funds from the CDBG program and a state grant to pay for utility companies to put overhead wires underground.

7

Recommendations

As shown in Table 11 above, the Village has made significant progress towards the goals and implementation strategies that were established in the 2011 *Downtown Master Plan*. Many of these efforts are ongoing as the Village continuously strives to improve Downtown Farmingdale.

Based on progress represented above, the following are recommendations the Village should consider to continue to realize the vision established in the *Downtown Master Plan*:

- 1** Closely study the potential impacts of future proposed multi-family residential developments within the D-MU District, including impacts on traffic and public infrastructure. Future multi-family development within the existing D-MU District should be favored over rezonings in other districts throughout the Village. As shown in this Master Plan Progress Report, since 2011, there have been approximately 458 new units of housing developed in the Village, including 269 units within the D-MU District, 119 units outside the D-MU but within the Downtown Study Area and 70 units in areas outside the Downtown Study Area. The GEIS that was prepared for the *Downtown Master Plan* and D-MU District contemplated a development level of 375 units in the Downtown Study Area—a level that has now been exceeded. While there is still substantial demand for housing in Farmingdale, this is a regional issue that requires regional solutions. Therefore, the Village should market the successful downtown revitalization it has achieved due to the introduction of multi-family housing in a downtown TOD setting to other municipalities on Long Island. With careful planning, the benefits of multi-family housing can outweigh the potential impacts.
- 2** Explore opportunities to expand the amount of greenspace and open space within Downtown Farmingdale through partnerships with property owners. While there are limited opportunities to add new public parks in the Downtown area, there are opportunities to increase greenspace in areas adjacent to the municipal parking lots by working with property owners to add landscaped areas at their rear entrances.
- 3** Continue streetscape beautification efforts, including the installation of planter boxes along Main Street, elimination of overhead utility lines, and the Façade Improvement Program, which has helped to revitalize many buildings which are now home to new business and residences.
- 4** Continue to monitor traffic conditions in Downtown and make improvements as necessary to improve traffic flow or pedestrian safety. The 2011 *Draft Generic Environmental Impact Statement/BOA Nomination Study* conducted a traffic study to evaluate the impacts that downtown revitalization would create on traffic and parking. Given that the GEIS development levels for residential units, retail, restaurant and office space in the Downtown Study Area have all been exceeded, the Village should conduct an updated traffic study to better understand current conditions. The Village should also continue to require proposed developments to analyze their individual impact on traffic and parking. Additionally, the intersection of Fulton Street and Main Street should be evaluated to improve pedestrian safety.

Appendix A

Village of Farmingdale
Housing Market Analysis

VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

January 25th, 2024

This memorandum analyzes the Village of Farmingdale’s housing market, including both its rental and owner-occupied housing units. Drawing upon a combination of census and real estate data, the memorandum is divided into three sections:

- **Section I** presents the key drivers for housing demand in the Village including geographic location, housing supply, income levels, demographic trends, quality of life, and infrastructure.
- **Section II** documents the existing and projected supply of housing units built within the boundaries of the Village and compares this supply to the housing stock in the Town of Oyster Bay and Nassau County.
- **Section III** tracks the demand for rental and sales housing within the Village by analyzing trends in inventory levels, housing prices and absorption rates.

Although the information in this memorandum is largely quantitative in nature, data observations were cross-checked with local real estate professionals to ensure that data findings aligned with first-hand knowledge and history of actual real estate transactions.

SECTION I: HOUSING MARKET DRIVERS

The demand for housing within the Village is influenced by its geographic location, housing supply, income levels, demographic trends, quality of life, and infrastructure.

Geographic Location

For commuters to New York City, the Village is a highly desirable place to live. Served by a centrally located LIRR station, Farmingdale residents can reach mid-town Manhattan by train in under 60 minutes. Situated on the border between Nassau and Suffolk Counties, the Village is situated further east from New York City than other communities in Nassau County such as Mineola or Great Neck. However, the locational disadvantage of Farmingdale being further away from New York City has been increasingly overcome by wide-spread changes in work patterns. The trend of working from home, which accelerated during the height of the Covid pandemic, significantly reduced the need for daily commuting in many employment sectors. Living in Farmingdale is now an attractive option not only for commuters to New York City but also for a broad range of households drawn from throughout Long Island attracted to the Village’s high quality of life and its broad amenities.

VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

Housing Supply

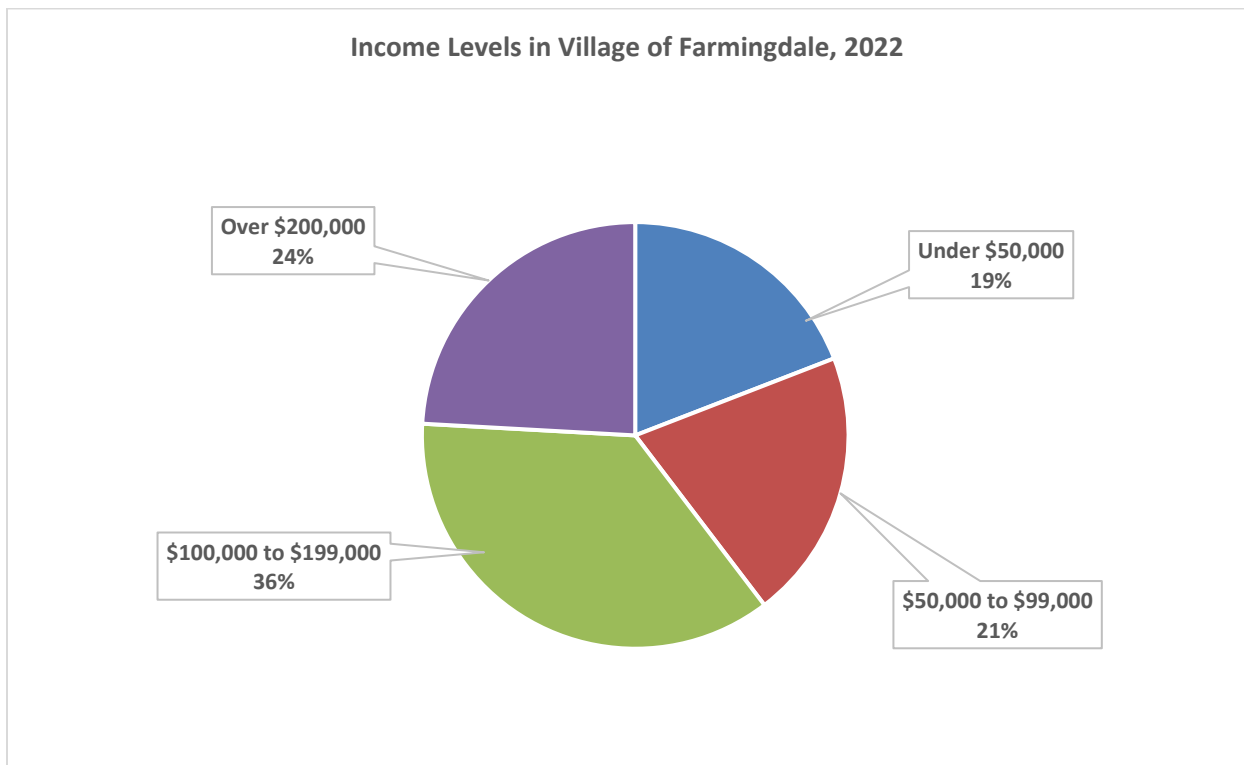
Compared with many other communities on Long Island, the housing supply is significantly more diverse not only in the types of housing available but also in the price points. As will be documented in greater detail in Section II, the Village of Farmingdale has a notably high supply of multi-family housing including apartment rentals, condos, and coops.

This variety of housing types in turn provides a lower barrier to entry than communities where the housing supply consists almost uniformly of single-family homes with higher carrying costs. While the higher priced single-family home is the prevailing housing type in the Village's leafy neighborhoods such as Lenox Hills between the railroad tracks and Bethpage State Park, substantially more affordable condominiums and cooperative apartments are found on the more southern parts of the Village. More recently, developers have constructed multi-family rental units close to the LIRR Station, further adding to the diversity of housing options.

The Village's relatively lower priced housing stock makes it a more attractive option for first-time home buyers, singles, young couples without children, or seniors on limited income. Since the housing is less expensive, there is also a greater possibility of acquiring more space at a lower cost than in more homogeneously low-density housing markets.

Income Levels

The housing diversity of the Village is reflected in its socio-economic diversity. Although the Village has an affluent population, the community offers a more economically inclusive environment than other parts of Nassau County. The Village of Farmingdale's median household income in 2022 was \$127,059, lower than that of the Town of Oyster Bay (\$152,952) and that of Nassau County (\$137,709). Forty percent of the Village's households have an income under \$100K while nearly a fifth of households make less than \$50K.

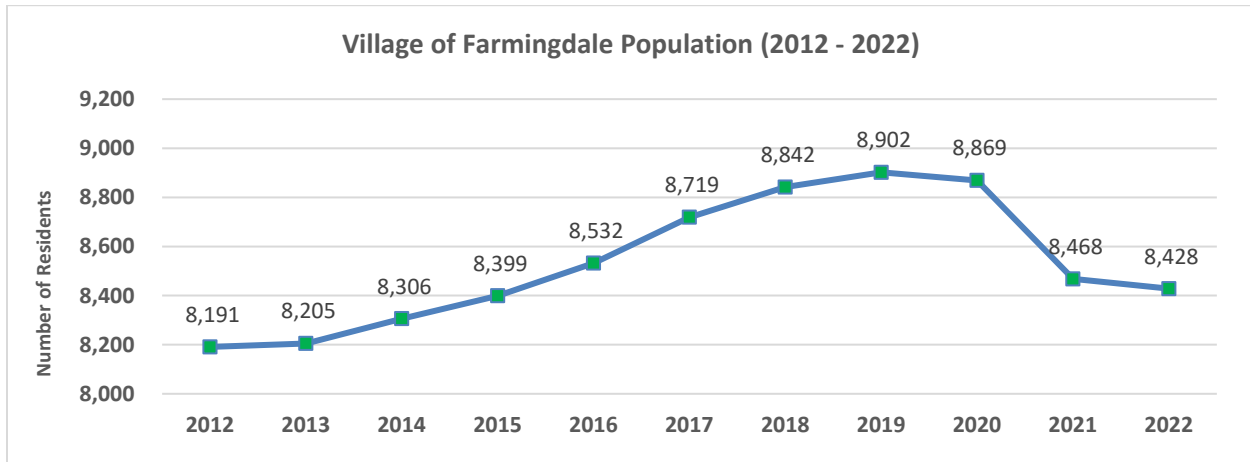


Source: US Census ACS 2022

VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

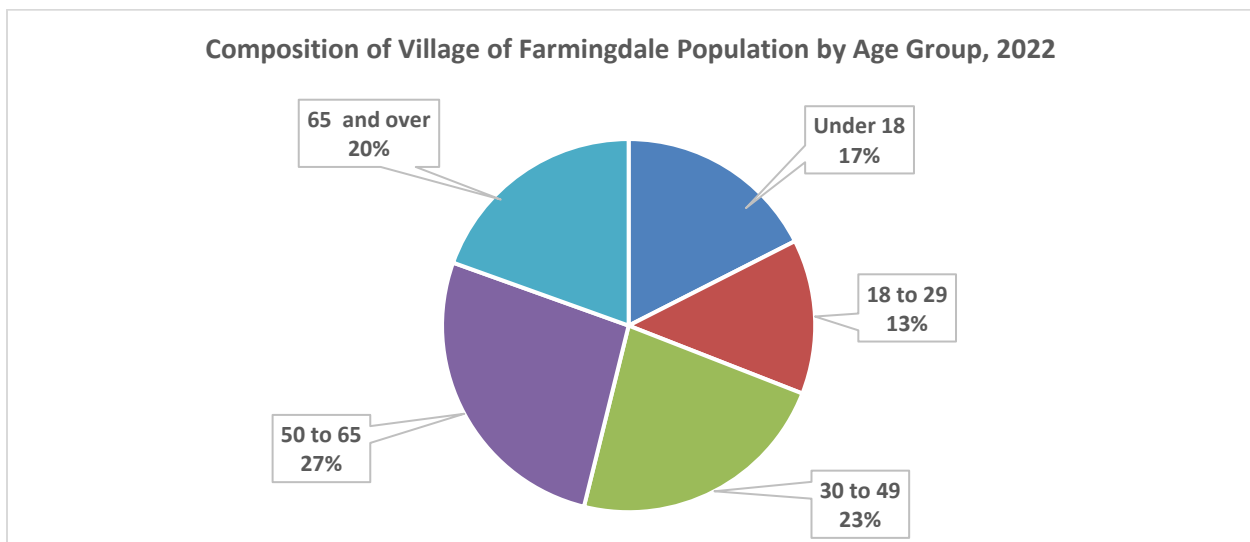
Demographic Trends

As shown in the chart below, the Village's population was on an upward trajectory for most of the last ten years and only recently began to fall again during the pandemic. Over the long term, however, the Village's population has remained broadly stable and larger today than it was in 2012. The continuing presence of a stable and established population is not only attractive to homebuyers but also to developers contemplating new residential development in the Village.



Source: US Census ACS 2012-2022

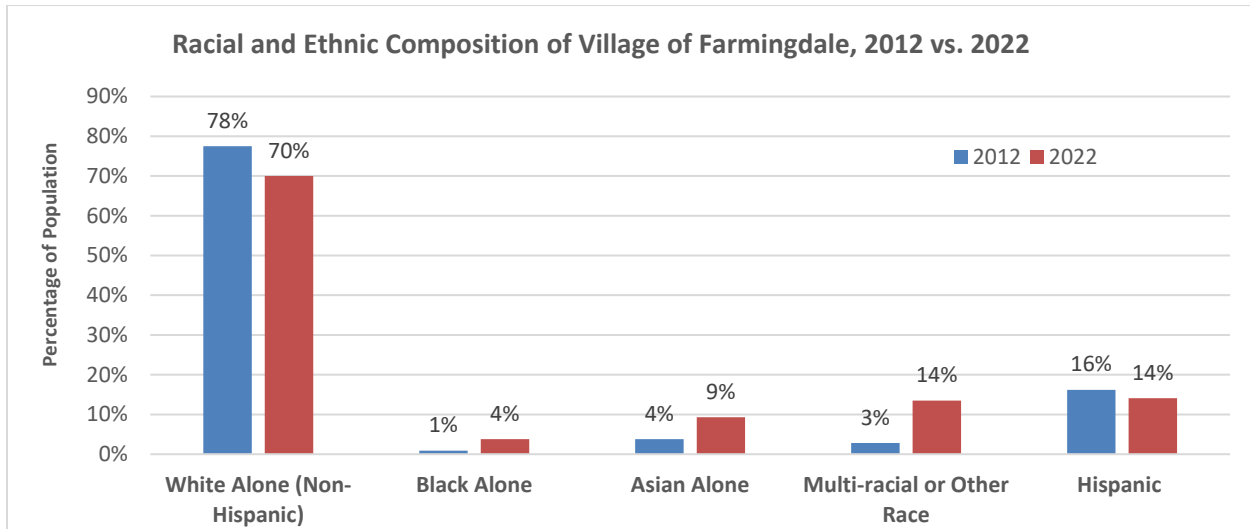
Similarly, the median age in the Village of Farmingdale remained stable over the last ten years, rising only slightly from 43.4 years in 2012 to 43.7 in 2022. The representation of children and seniors in the community also did not shift. In 2012, 18.3% of the population consisted of people under the age of 18 compared to 17.5% of the population in 2022. People aged 65 and older represented 17.8% of the population in 2012, compared to 19.5% of the population 2022. But with regard to the housing sales market, the most relevant demographic group is the cohort between the ages of 30 and 49 because this is the sub-population most likely to purchase homes. As shown in the pie chart below, almost $\frac{1}{4}$ of the Village's population falls within this age demographic, a testament to the continuing appeal of the community to mid-career workers with the financial means to invest in real property.



Source: US Census ACS 2022

VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

Racial demographics are yet another factor considered by residents seeking to live in a place where they will meet people from a cross-section of racial and ethnic backgrounds. As shown in the chart below, over the last ten years, the Village has become increasingly diverse, retaining its Hispanic population while also growing its share of residents identifying as Black, Asian, and Multi-racial.



Source: US Census ACS 2012, 2022

Quality of Schools

One important driver of the housing market is the perceived quality of the school district. The private market research company, Niche, ranks Farmingdale Union Free School District as the 148th best school district in New York State out of a total pool of 672 school districts. In its evaluation, the school district received especially high grades for quality of teachers and student diversity.

Quality of Life

Residents of Farmingdale enjoy a high quality of life enriched by a vital Main Street that imbues the Village with a small-town feel and helps foster community connections. Lined with a diverse selection of full-service restaurants and bars, the Village's Main Street has few vacancies and enables spontaneous encounters between local residents. A broad range of year-round programming held on the Village Green, adjacent to Village Hall, offers another way for residents to meet each other while enjoying performances, holiday celebrations and a farmers' market. These downtown amenities are complemented by the Village's recreational offerings including the school district's newly built sports complex as well as the 1500-acre Bethpage State Park and its five golf courses. The collective effect of these amenities, both cultural and recreational, is that the Village is a desirable place for households to put down roots and develop a sense of belonging.

Infrastructure

Over the last ten years, the Village has dedicated more than \$22 million toward capital improvement projects including improvements to utility networks, roads, parks, and emergency vehicles. In 2018, LIRR completed a renovation of the Farmingdale train station. These physical improvements, along with the sports and recreational upgrades made by the school district, help to retain existing residents while also inviting a continuing stream of non-residents to contemplate moving to Farmingdale.

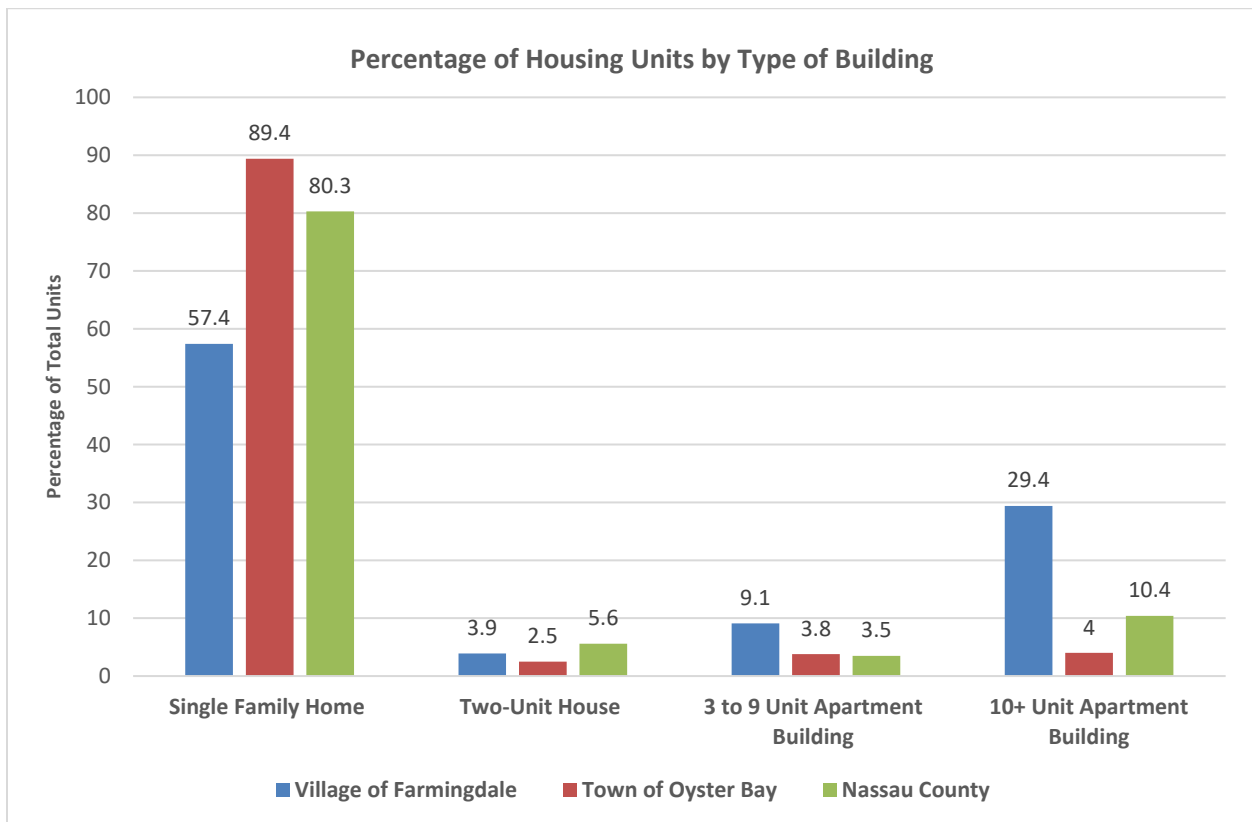
VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

SECTION II: HOUSING INVENTORY

This section documents the existing and projected supply of housing units built within the boundaries of the Village and compares this supply to the housing stock in the Town of Oyster Bay and all of Nassau County.

Type of Units

As shown in the chart below, the majority (57.4%) of the Village’s housing stock is comprised of single-family homes. However, this share is significantly lower than the share of single-family homes in the Town of Oyster Bay (89.4%) and Nassau County (80.3%). As mentioned above in the earlier discussion of housing diversity as a market driver, a sizeable share of the Village’ housing stock is comprised of rental apartments, condos, and coops. More than 1/3rd of the Village’s housing stock is found in buildings with more than two units, a testament to the Village’s contribution to the broader regional housing need for lower-priced multi-family apartments.

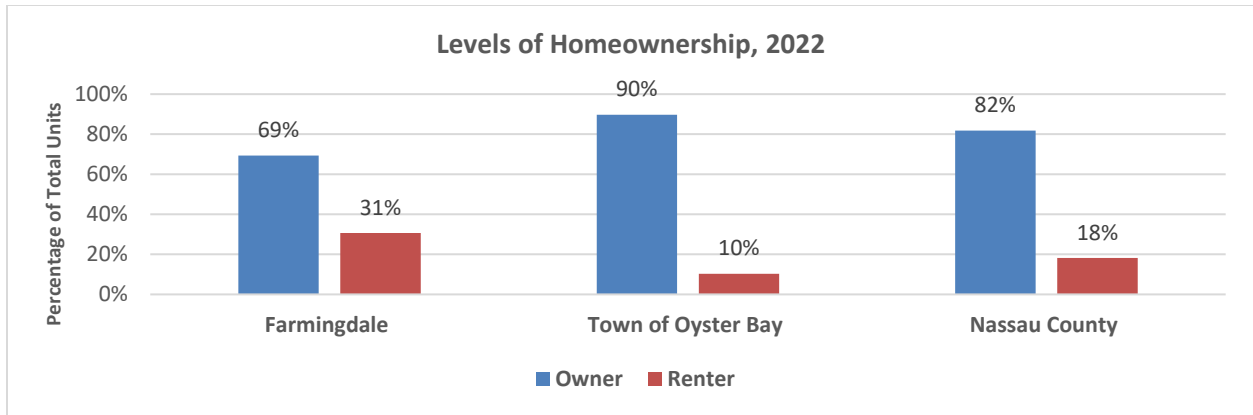


Source: US Census ACS 2022

Housing Tenure

Another indication of the Village’s housing diversity is its high percentage of renters. Whereas 31% of Village householders rent their apartments, only 10% of the Town of Oyster Bay households and 18% of Nassau County households are renters. It is not always the case that the monthly cost of a rental apartment is lower than that of owner-occupied housing, especially when an entire house is rented or the unit rented is in a large luxury unit in a professionally managed building. Nonetheless, the presence of rental units still introduces both diversity and fluidity into the housing market while offering residents a way to live in the Village without the burden of a mortgage, taxes, and maintenance costs.

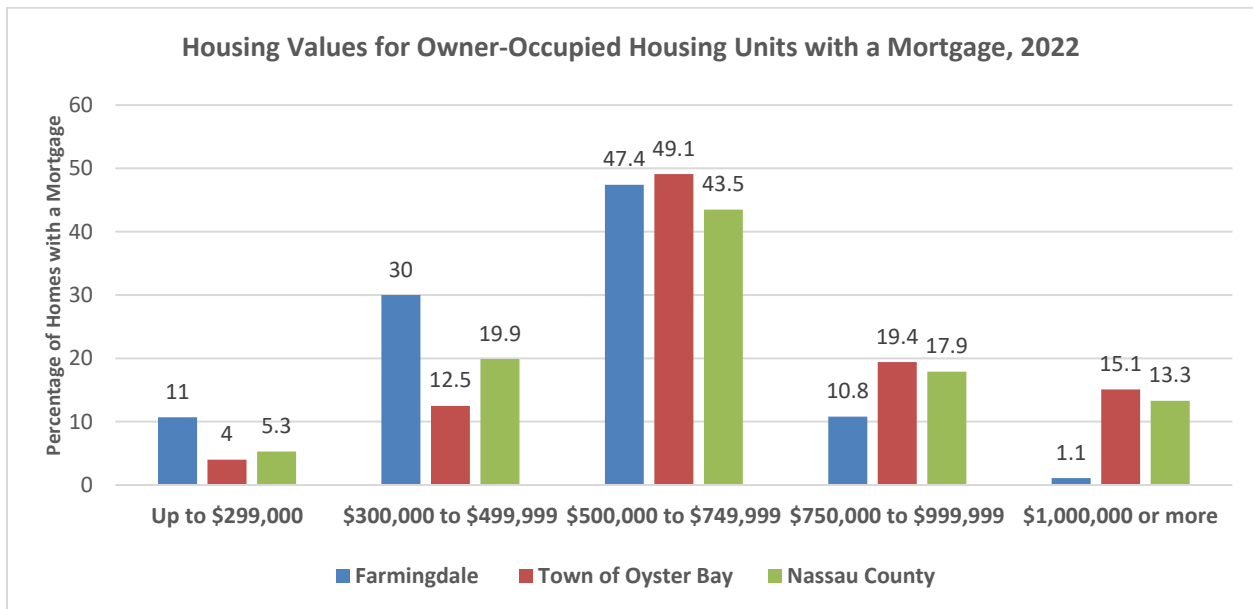
VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS



Source: US Census ACS 2022

Housing Value

Perhaps the best indication of housing diversity in the Village are its housing values. Like the Town of Oyster Bay and Nassau County, the plurality of housing units are valued between \$500K and \$750K. However, as shown in the chart below, there is a significantly higher share (30%) of housing units in the Village that are moderately priced between \$300K and \$500K compared to the Town (12.5%) and the County (19.9%).



Source: US Census ACS 2022

New Housing Units

Following changes in the Village’s zoning code, new multi-family housing units were constructed in the Village. According to the Village of Farmingdale, 450 new units of multi-family housing have been built in the Village since 2011. Currently under construction in Farmingdale’s downtown is a \$38M apartment complex, Sterling Green, which will provide 71 units of new affordable housing priced for households annually earning between \$35K and \$80K and the Carlyle, a 24-unit senior housing development on that will provide 3 affordable housing units.

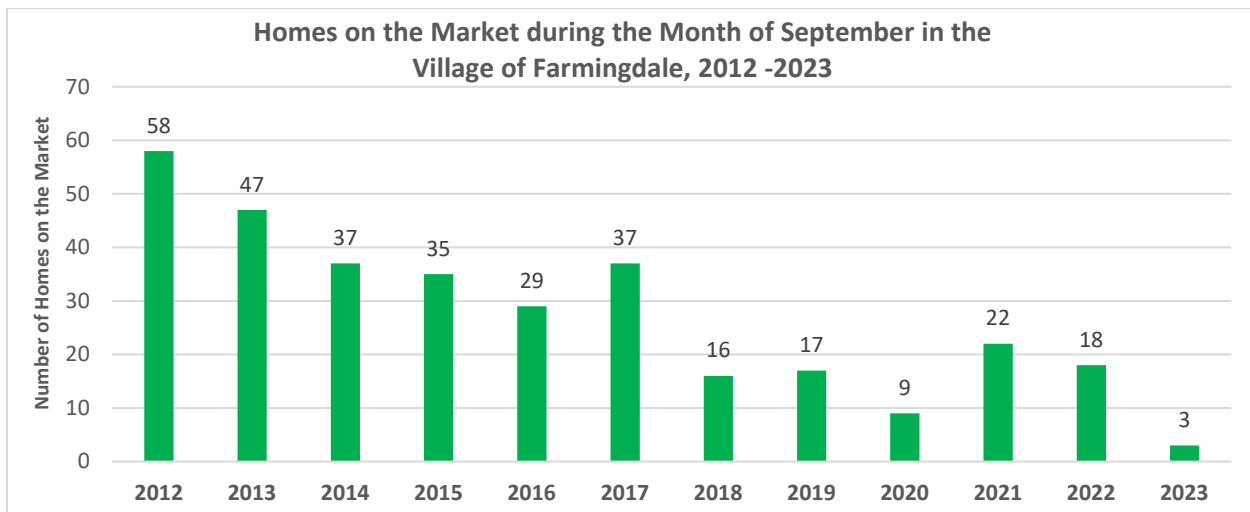
VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

III. MARKET TRENDS

This section tracks the demand for rental and sales housing within the Village by analyzing trends in housing prices and inventory levels.

Sales Market

The housing sales market in the Village has been acutely impacted by the region-wide shortage of housing that intensified during the Covid pandemic as many New York City residents sought homes in lower density areas while many existing owners of single-family homes avoided moving during a time of uncertainty and rising home prices. The shortages have continued as rising interest rates continue to suppress fluidity in the sales market while rising construction costs have impeded supply increases. The severity of the supply crisis is revealed by the dramatic reduction in inventory in Nassau County where the number of sales homes on the market in September plummeted by 60% from 5,827 homes in 2019 to 2,317 homes in 2023. As shown in the chart below, a similar trend has occurred within the Village, where the number of sales homes on the market in September plummeted by 85% from 17 homes in 2019 to 3 homes in 2023. Local real estate brokers report that the inventory is extremely low in the Village at all price points and for all types of sales units including single-family homes, two-unit homes, condos, and coops.

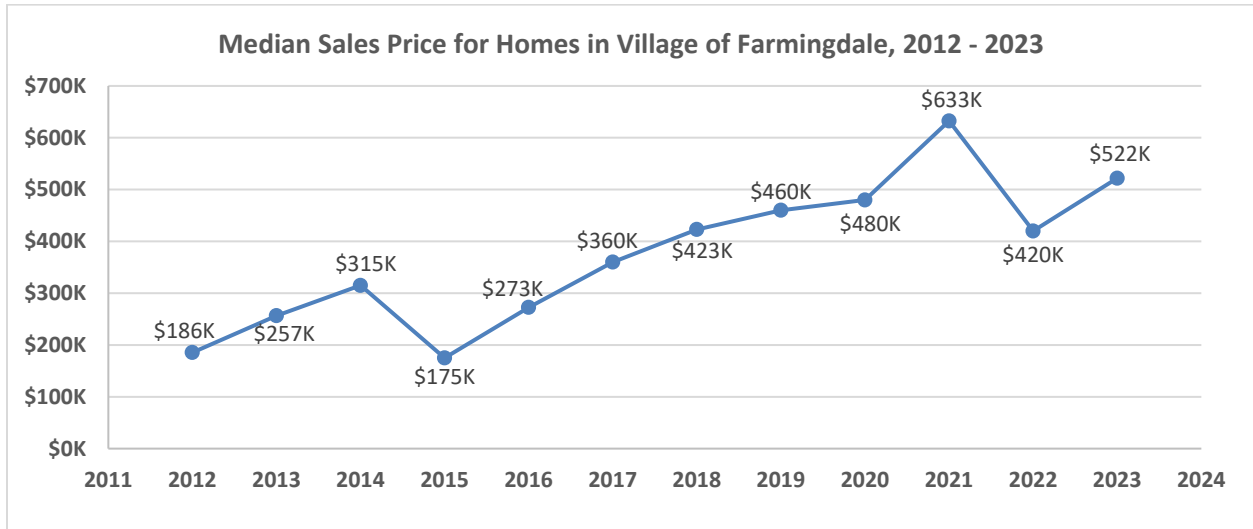


Source: RedFin, 2023

Predictably, the dramatic drop in inventory has resulted in soaring sales prices in Nassau County, where the median sales prices in September increased by 55% from \$540,000 in 2019 to \$838,000 in 2023. During this same period, the prices in Farmingdale increased much more modestly, rising by 13% from 2019 to 2023, with a temporary peak in prices in 2021 as a result of the high demand for lower density homes during the pandemic. However, this relatively modest rise should be understood within the larger context of a near continuous rise in median sales prices over the last ten years. Between 2012 and 2023, the median sales price in the Village increased by 181% from \$186K to \$522K. This long-term upward trajectory underscores that the pandemic has not been the primary driver for the hot sales market in Farmingdale. Over the last decade, sales prices have been generally tracking upward on account of mounting housing shortages in Long Island in tandem with the Village's strong market fundamentals including its rail station, Main Street, good schools, and diverse housing stock. Brokers report that housing prices in the Village remain especially high for the single-family homes in Lenox Hill but that prices are

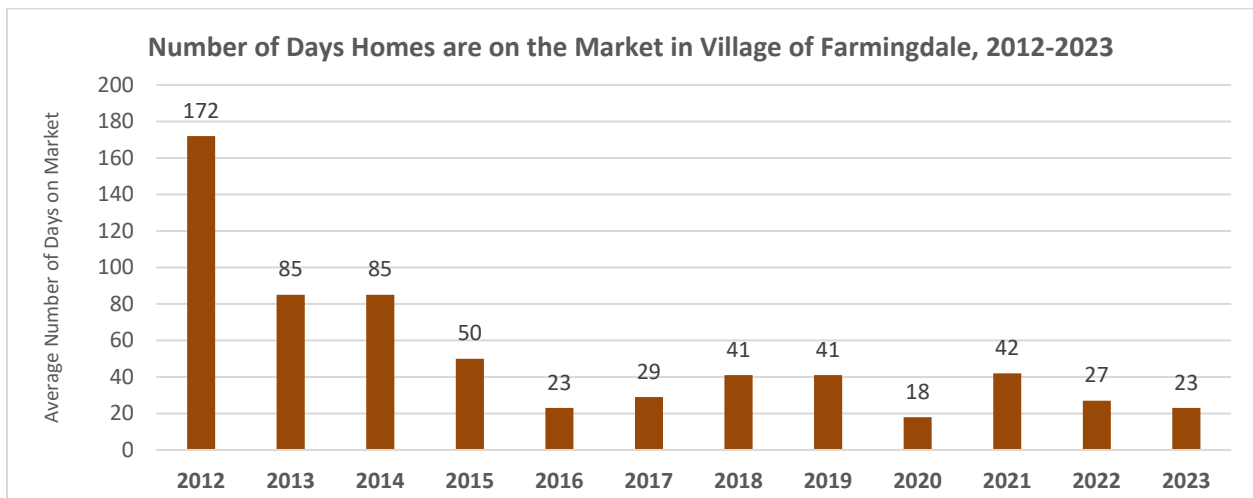
VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

substantially higher than they were ten years ago for every type of housing regardless of its location in the Village.



Source: RedFin, 2023

Along with soaring sales prices, the other impact of collapsed inventory is that the length of time that a home remains on the market in the Village has shrunk from an average of 172 days in 2012 to 23 days in 2023. Brokers report that in many cases, a listed home will go into contract within 12 days of the listing.



Source: RedFin, 2023

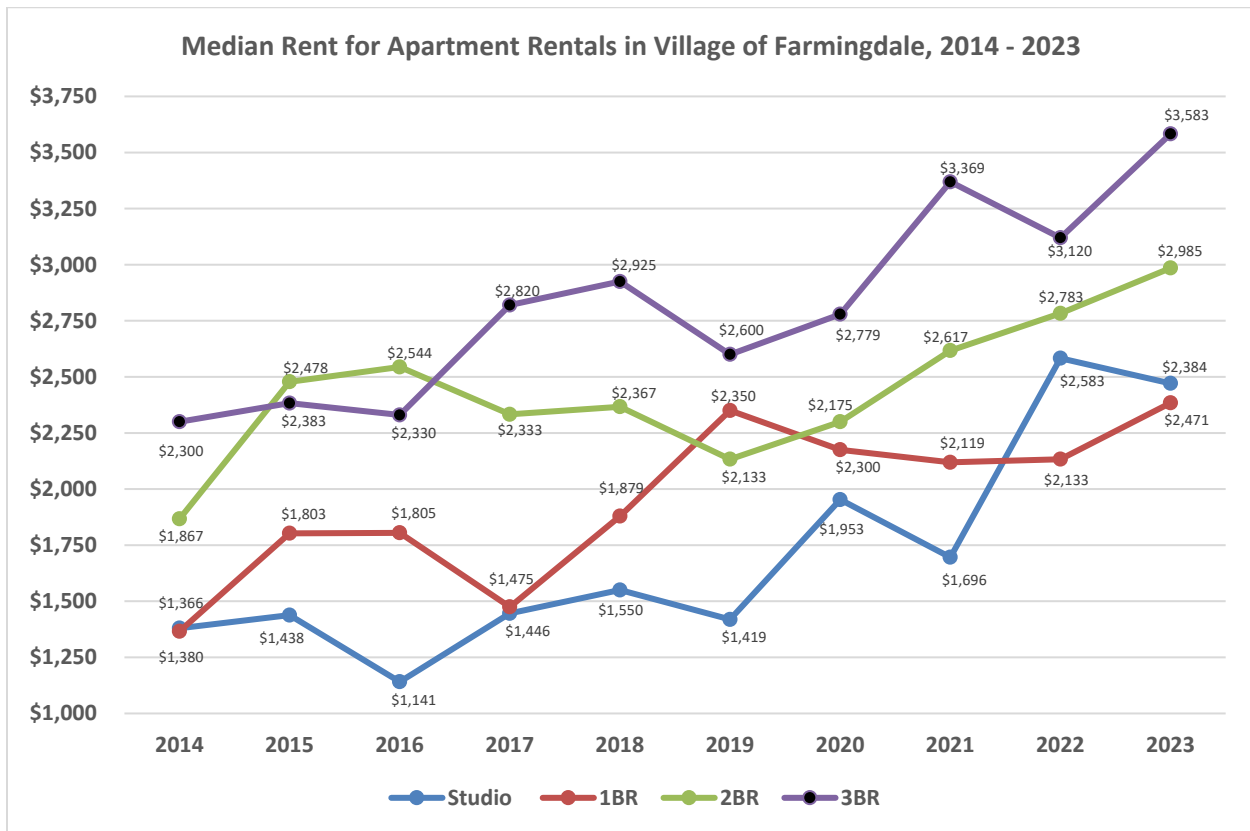
Rental Market

Similar to the sales market, the rental market in the Village has become increasingly competitive despite the addition of new housing supply in the form of multi-family apartment buildings near the train station. Brokers report that the number of units that are currently available for rent is around 20 units including the rental of entire single-family homes as well as in professionally managed apartment buildings.

As shown in the chart below, the median rent for apartments in the Village has soared for all unit types from 2014 to 2023. For example, the median rental price for 2-bedroom apartments increased by 60% in

VILLAGE OF FARMINGDALE HOUSING MARKET ANALYSIS

this period from a monthly rent of \$1,867 to \$2,985. During the pandemic, the rents for one-bedroom apartments softened a bit, but they too have begun to increase in price, reaching an all-time high of \$2,471 in September 2023.



Source: Rent Hop, 2023

Brokers report that the amount of time that rental properties are on the market is very low, especially for single-family and two-family homes since so few of these homes are listed. Higher-end apartments in professionally managed buildings, which command rents as high as \$4,200, can sometimes take a couple of months to rent. In general, however, most units are quickly leased with prospective tenants placed on waiting lists for professionally managed apartment buildings despite soaring rental prices.

Conclusion

Farmingdale's robust market drivers and housing market performance suggest a high likelihood of rapid absorption of new housing supply across all types and price points within the Village. That said, market demand is not solely driven by local factors. It is also influenced by broader regional housing shortages and macro-economic forces that affect supply. The unmet housing needs extend beyond Farmingdale, and the Village is experiencing the price effects of a regionally undersupplied housing market. While the construction of new housing within the Village could alleviate some pressure on housing costs, the analysis reveals the much higher share of multi-family housing units in the Village than in the Town of Oyster Bay and Nassau County. Increasing housing supply across the region is crucial for effectively deflating housing prices and ensuring the Village can retain an economically diverse population.

Appendix B

CoStar Retail Market Report



Custom Market Report

Farmingdale - Retail Report

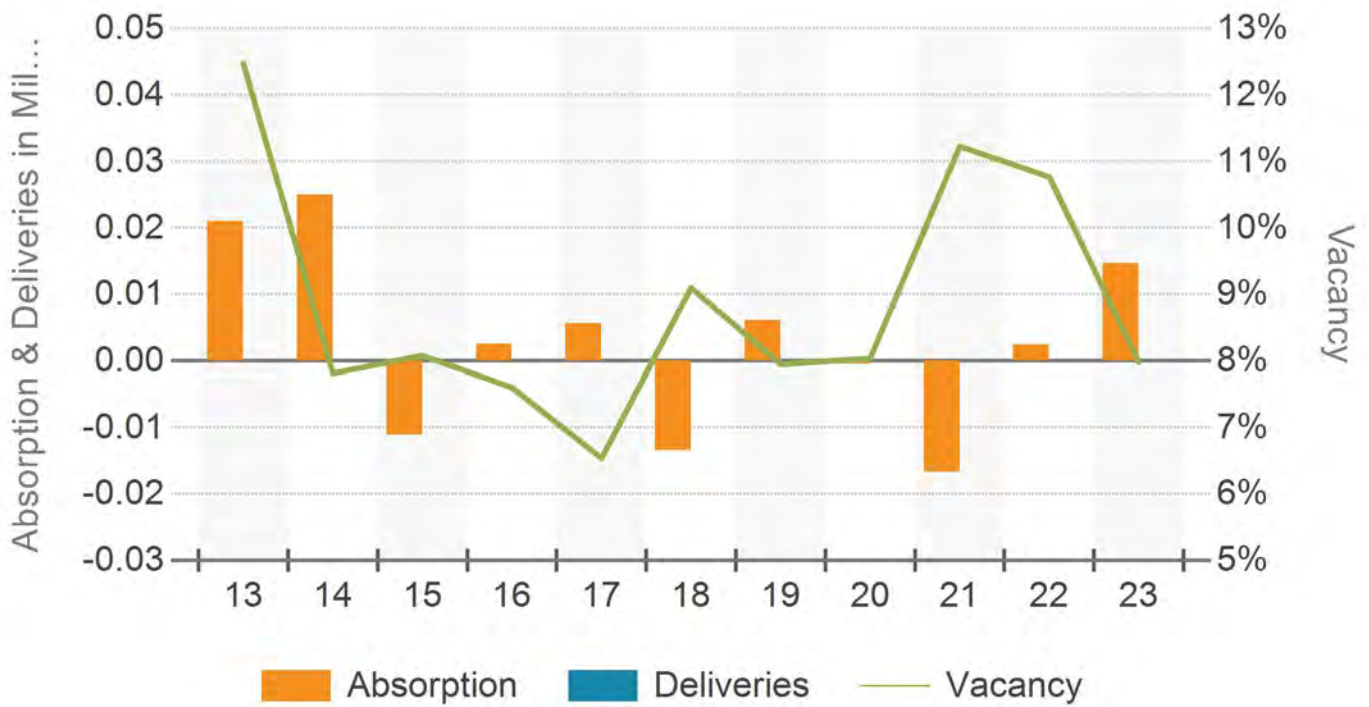
PREPARED BY



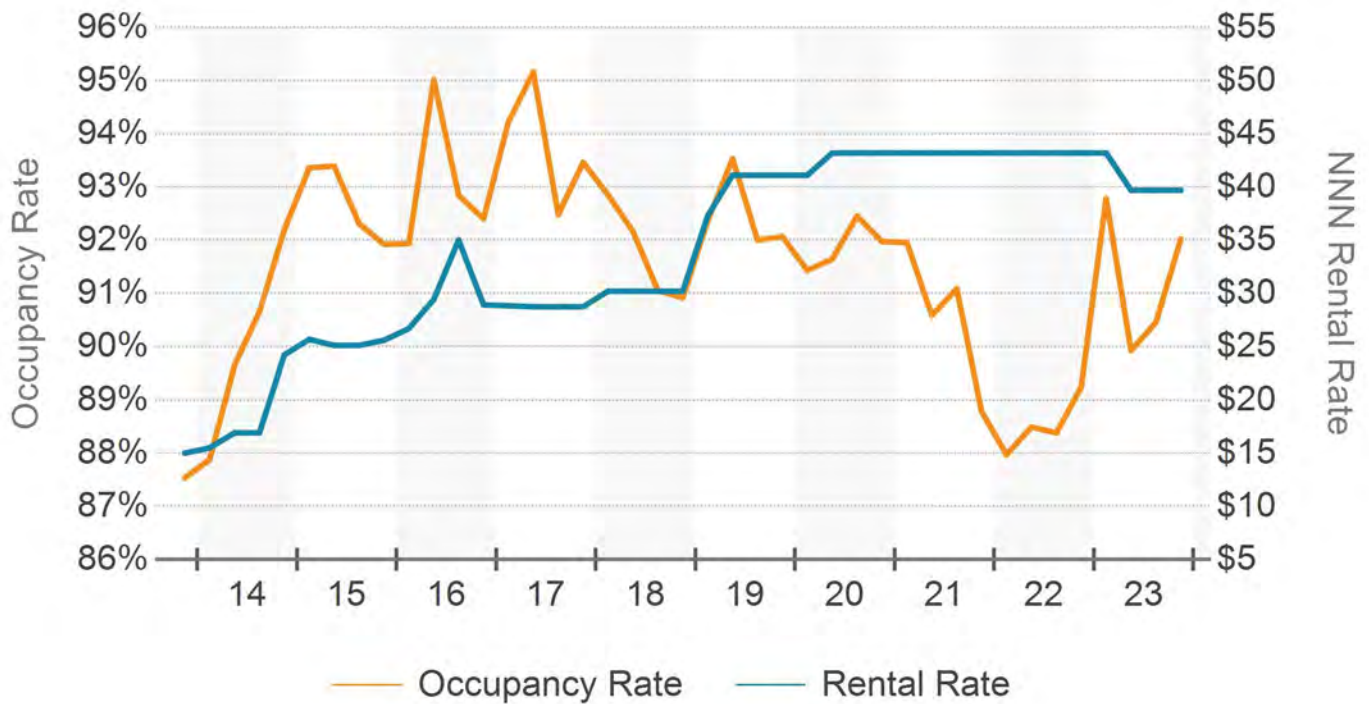
Jill Gallant



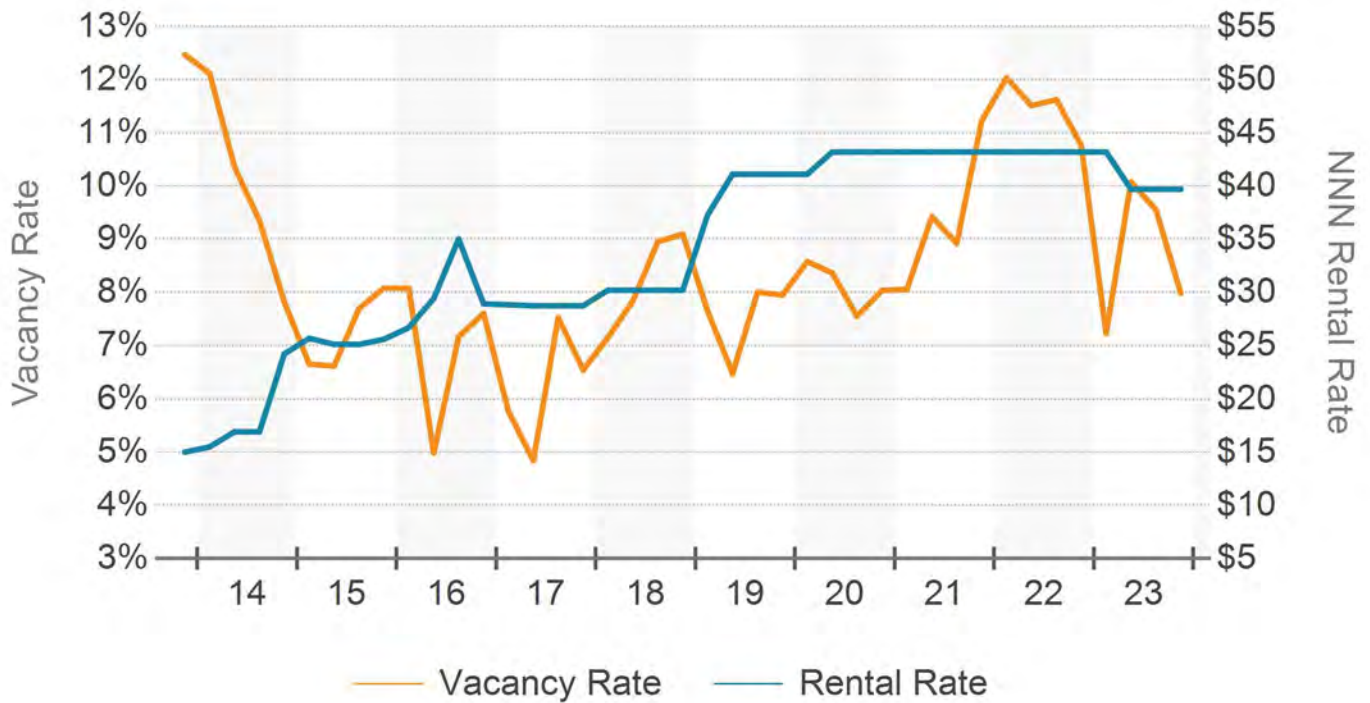
ABSORPTION, DELIVERIES, VACANCY



OCCUPANCY & RENTAL RATES



VACANCY & RENTAL RATES



SUMMARY STATISTICS

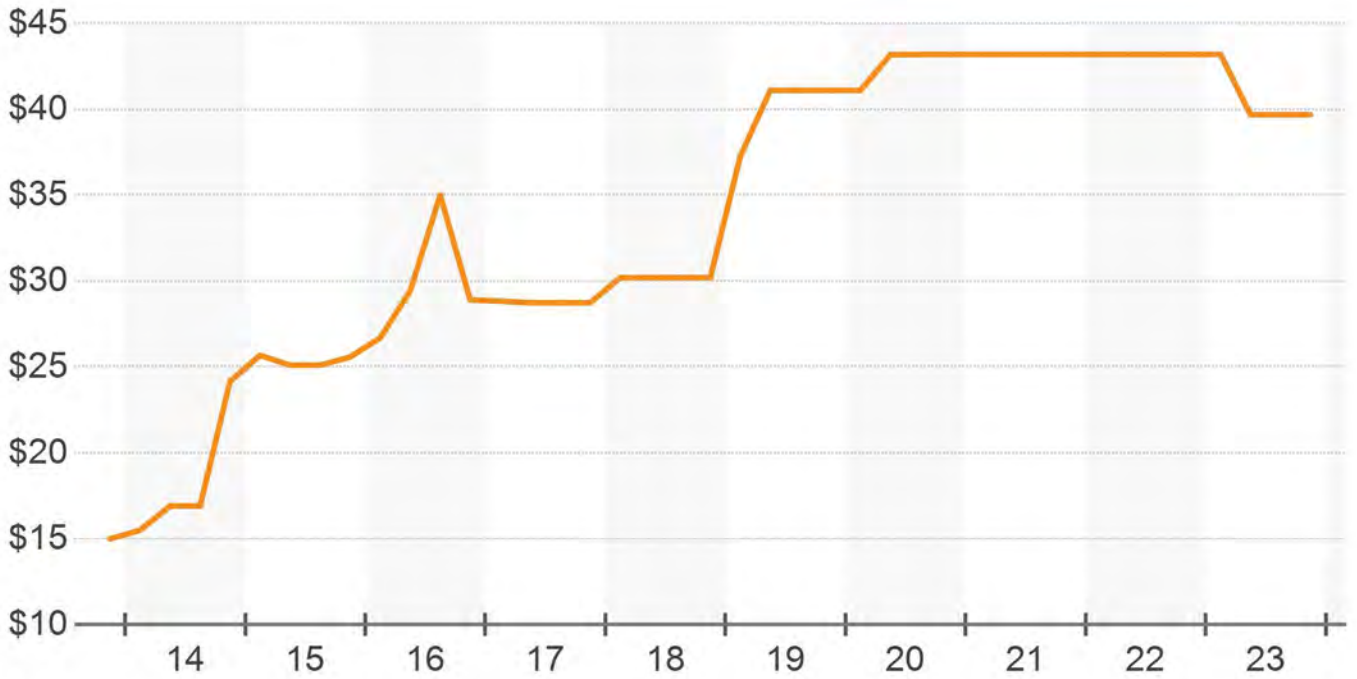
Availability	Survey	5-Year Avg
NNN Rent Per SF	\$39.68	\$30.98
Vacancy Rate	8.0%	9.1%
Vacant SF	41,785	47,686
Availability Rate	8.3%	9.5%
Available SF	43,285	49,640
Sublet SF	0	0
Months on Market	19.0	14.8

Inventory	Survey	5-Year Avg
Existing Buildings	96	96
Existing SF	523,875	523,875
12 Mo. Const. Starts	0	0
Under Construction	0	0
12 Mo. Deliveries	0	0

Demand	Survey	5-Year Avg
12 Mo. Absorption SF	10,858	-630
12 Mo. Leasing SF	27,349	15,212

Sales	Past Year	5-Year Avg
Sale Price Per SF	\$384	\$340
Asking Price Per SF	\$424	\$400
Sales Volume (Mil.)	\$4.2	\$4.8
Cap Rate	-	7.0%

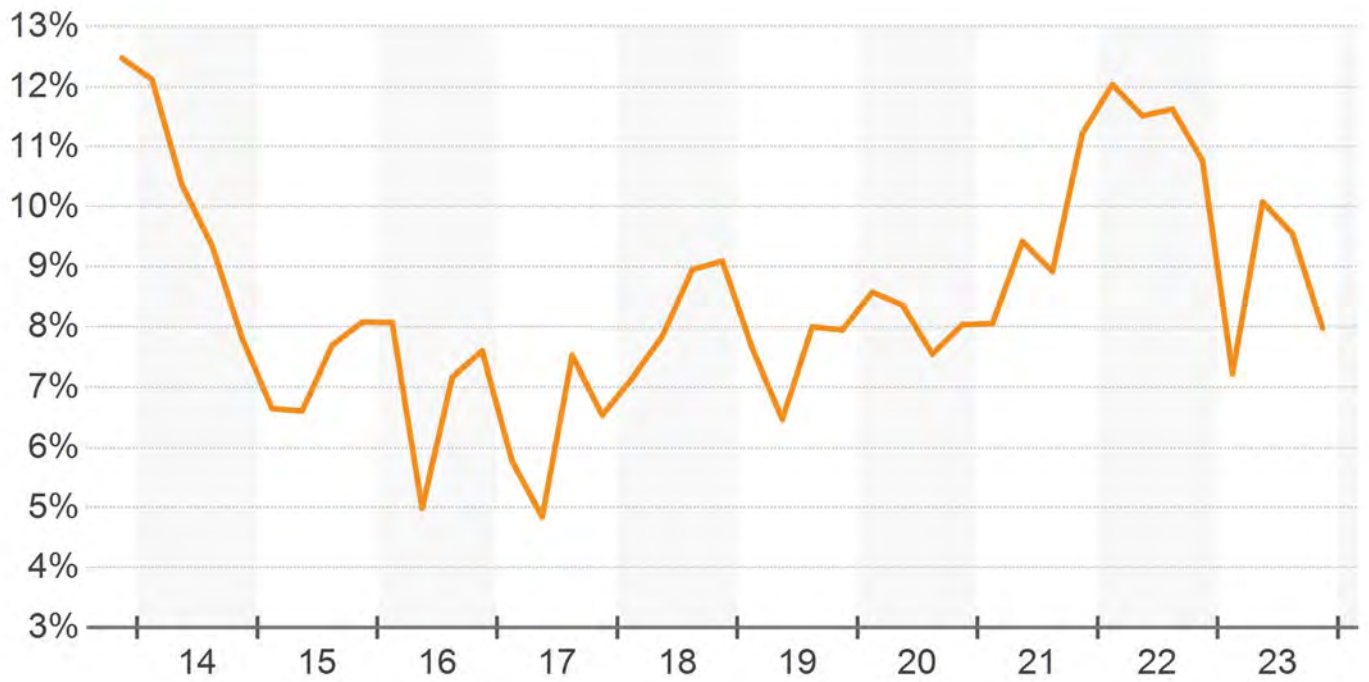
NNN ASKING RENT PER SF



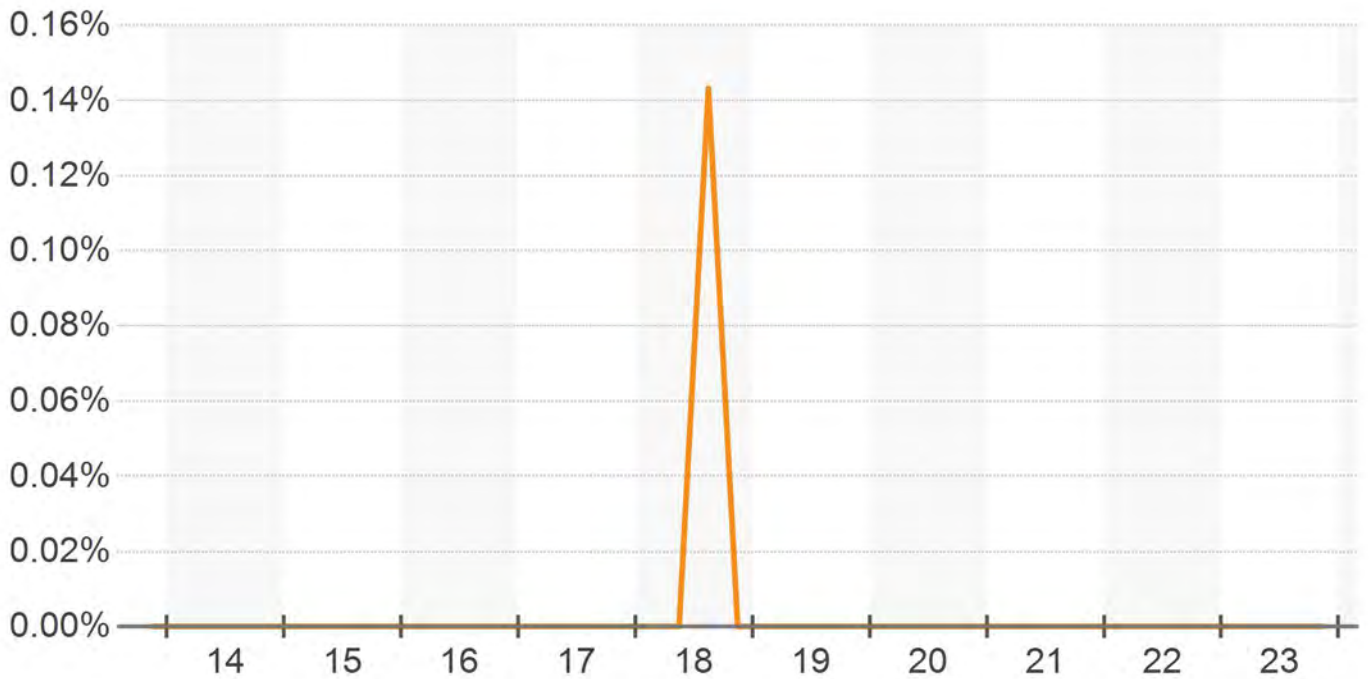
DIRECT & SUBLET RENTAL RATES



VACANCY RATE



SUBLEASE VACANCY RATE



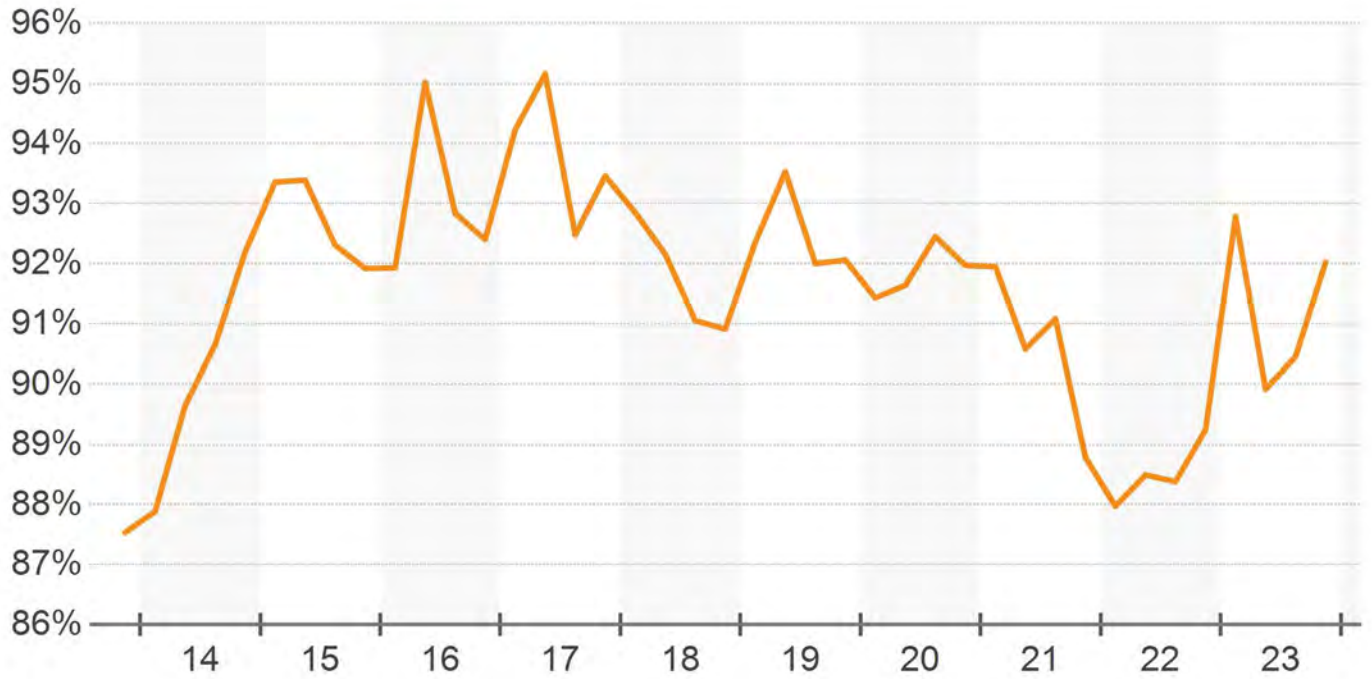
AVAILABILITY RATE



AVAILABILITY & VACANCY RATE



OCCUPANCY RATE



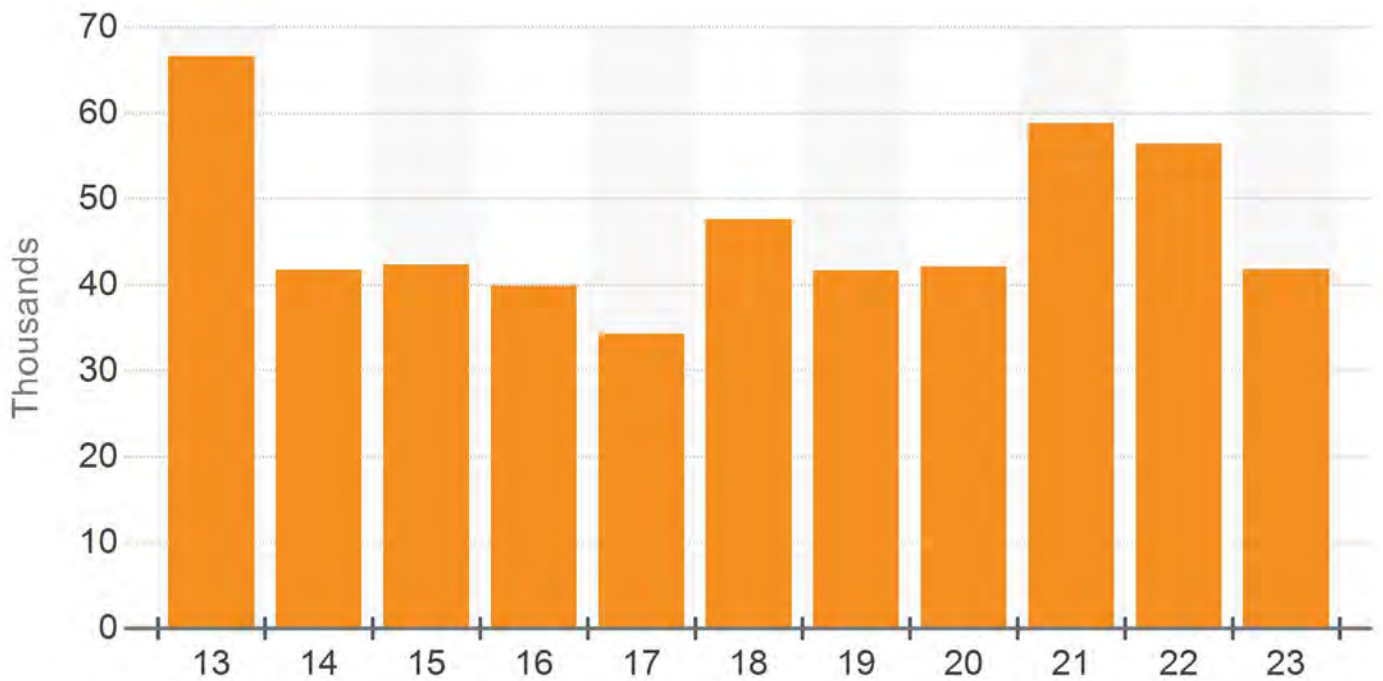
PERCENT LEASED RATE



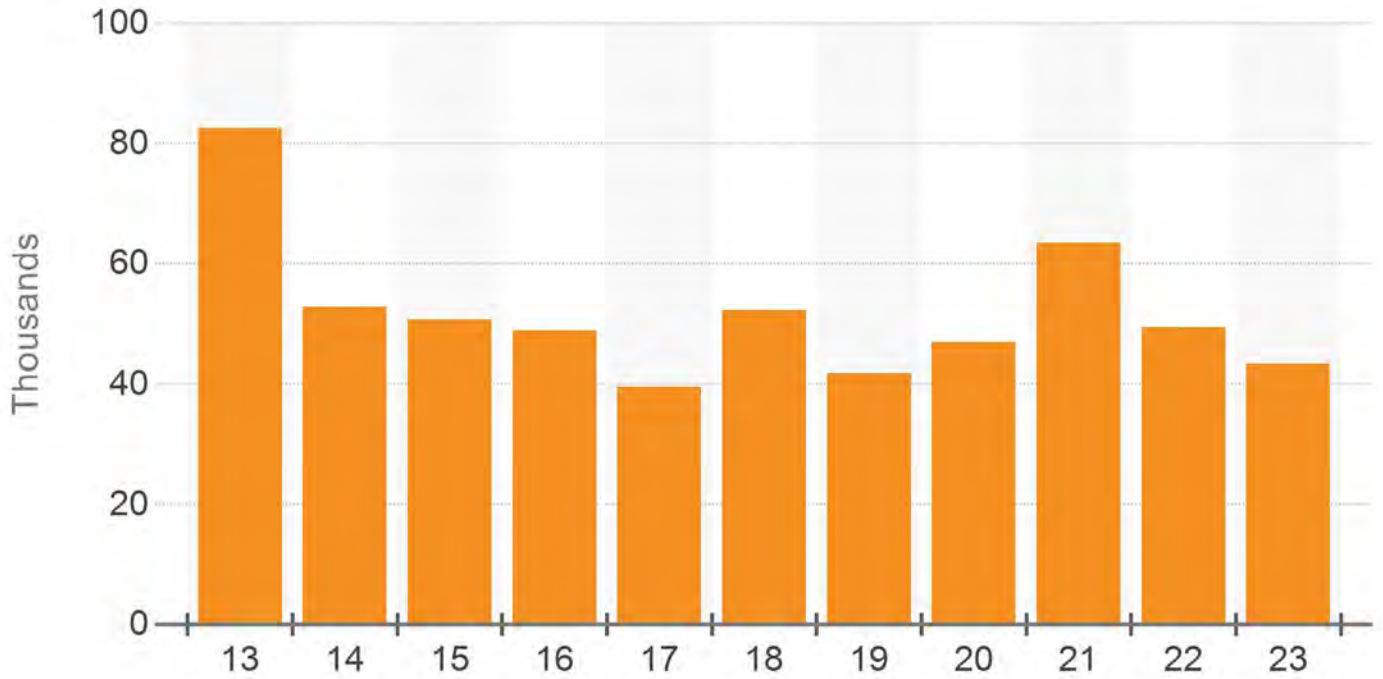
OCCUPANCY & PERCENT LEASED



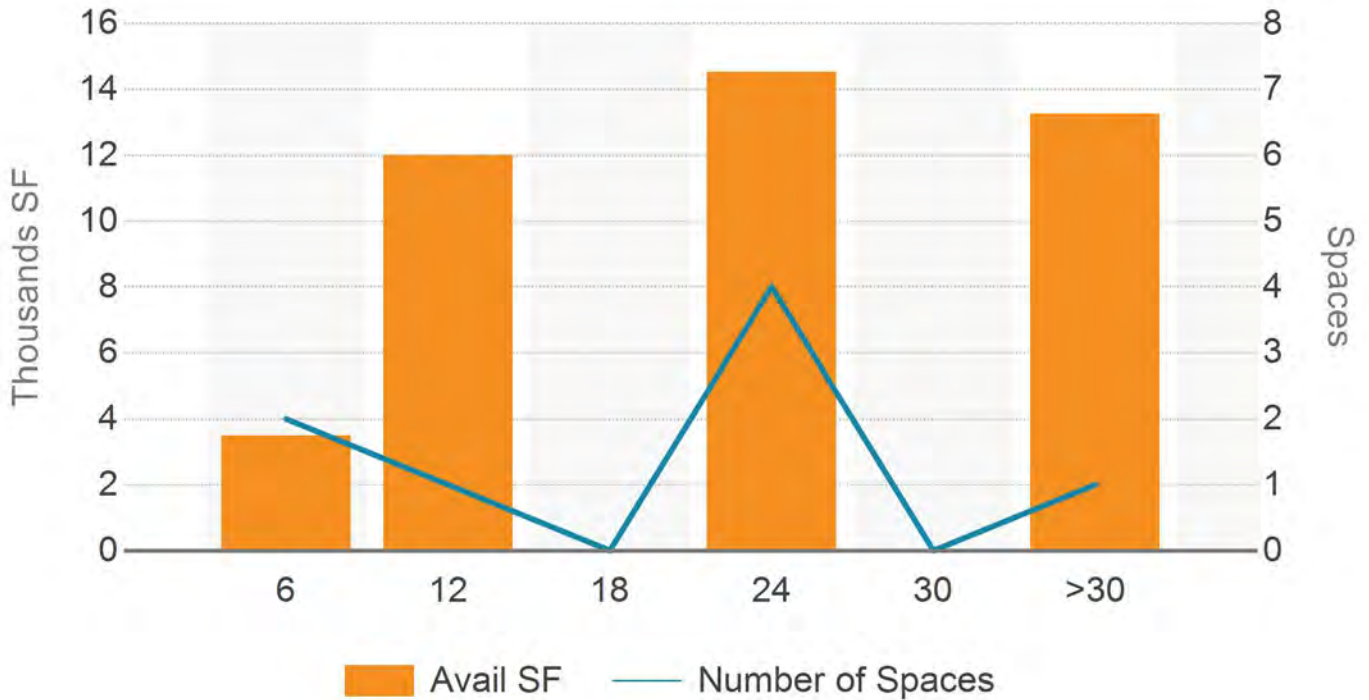
VACANT SF



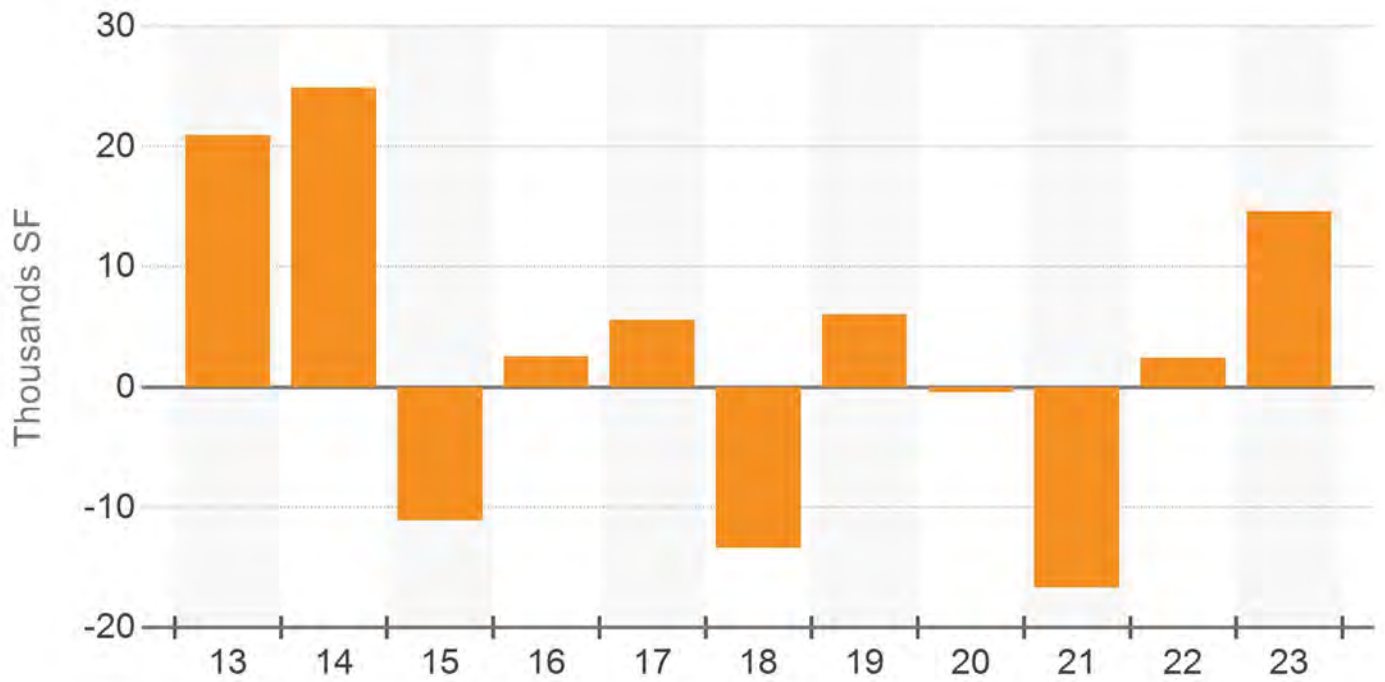
AVAILABLE SF



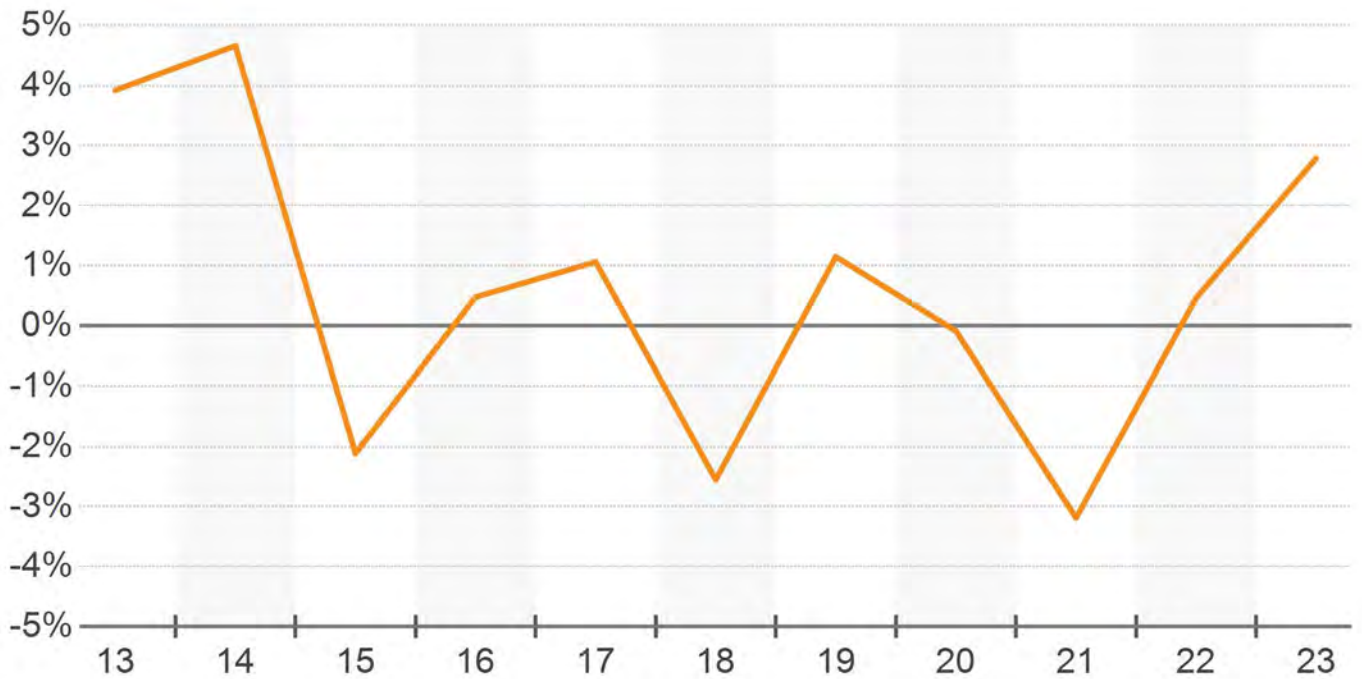
MONTHS ON MARKET DISTRIBUTION



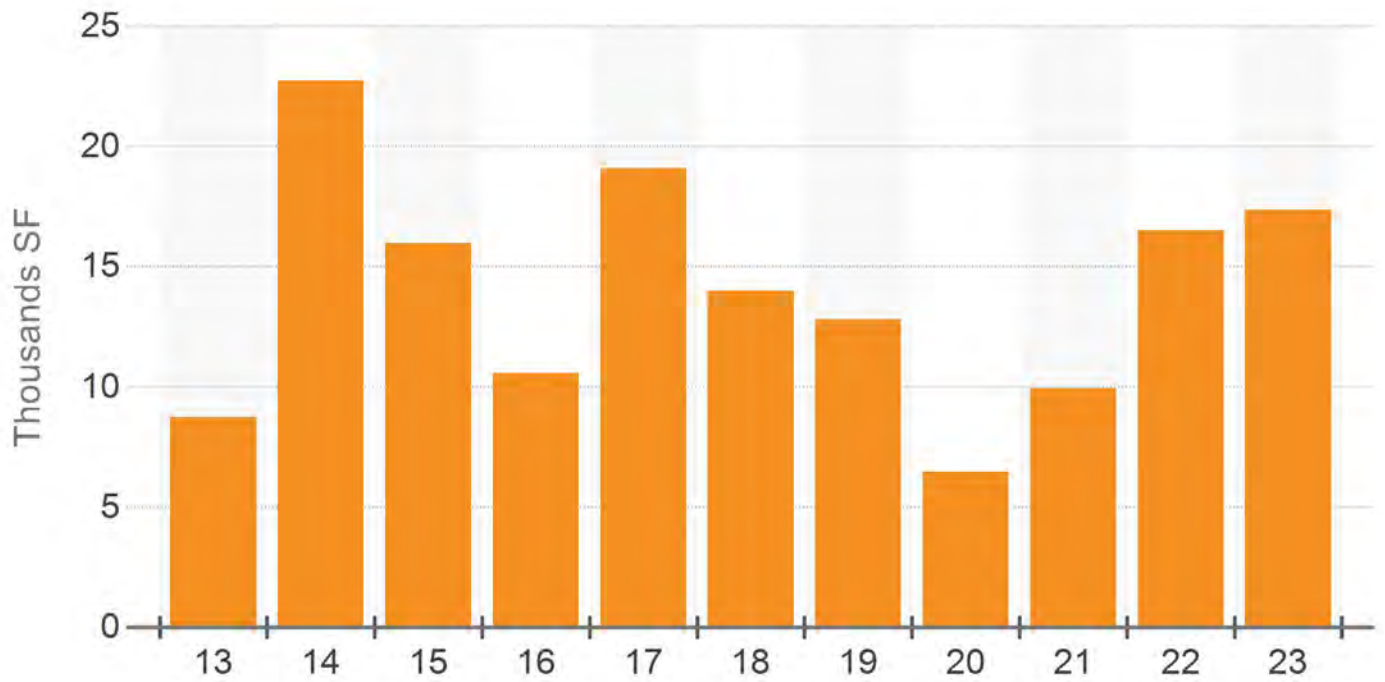
NET ABSORPTION



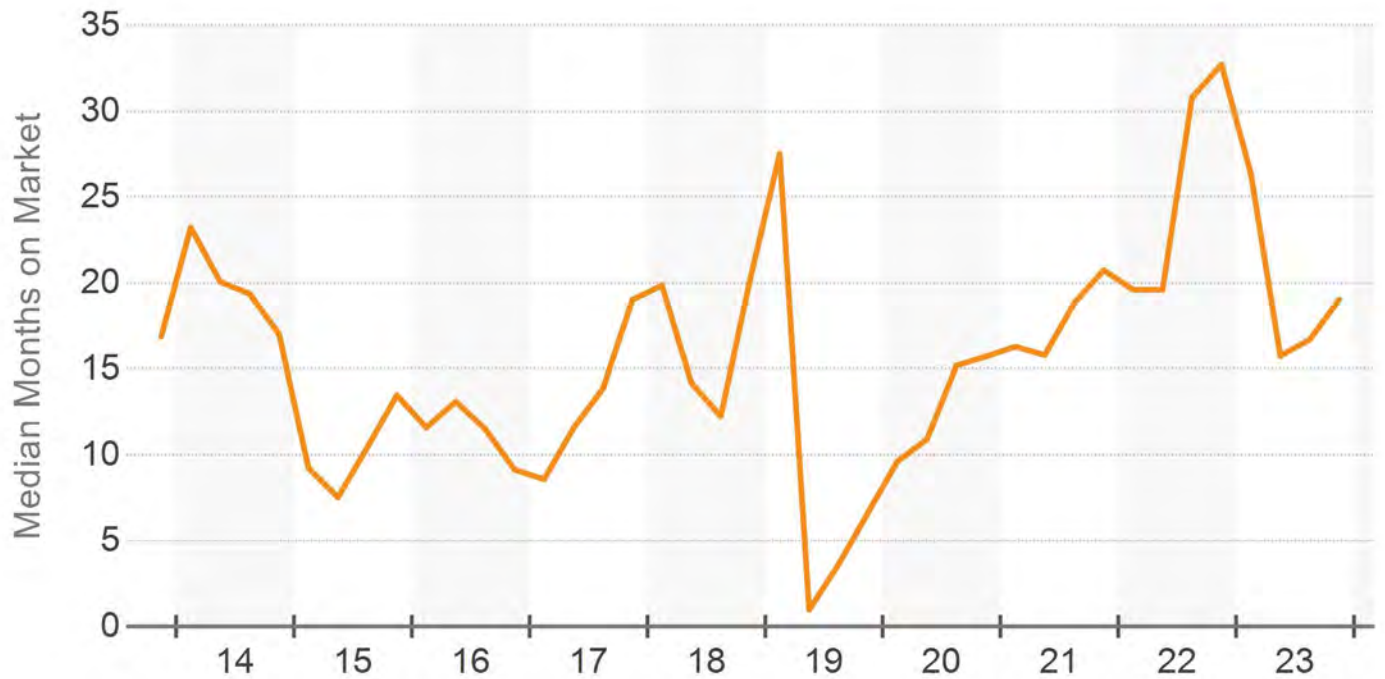
NET ABSORPTION AS % OF INVENTORY



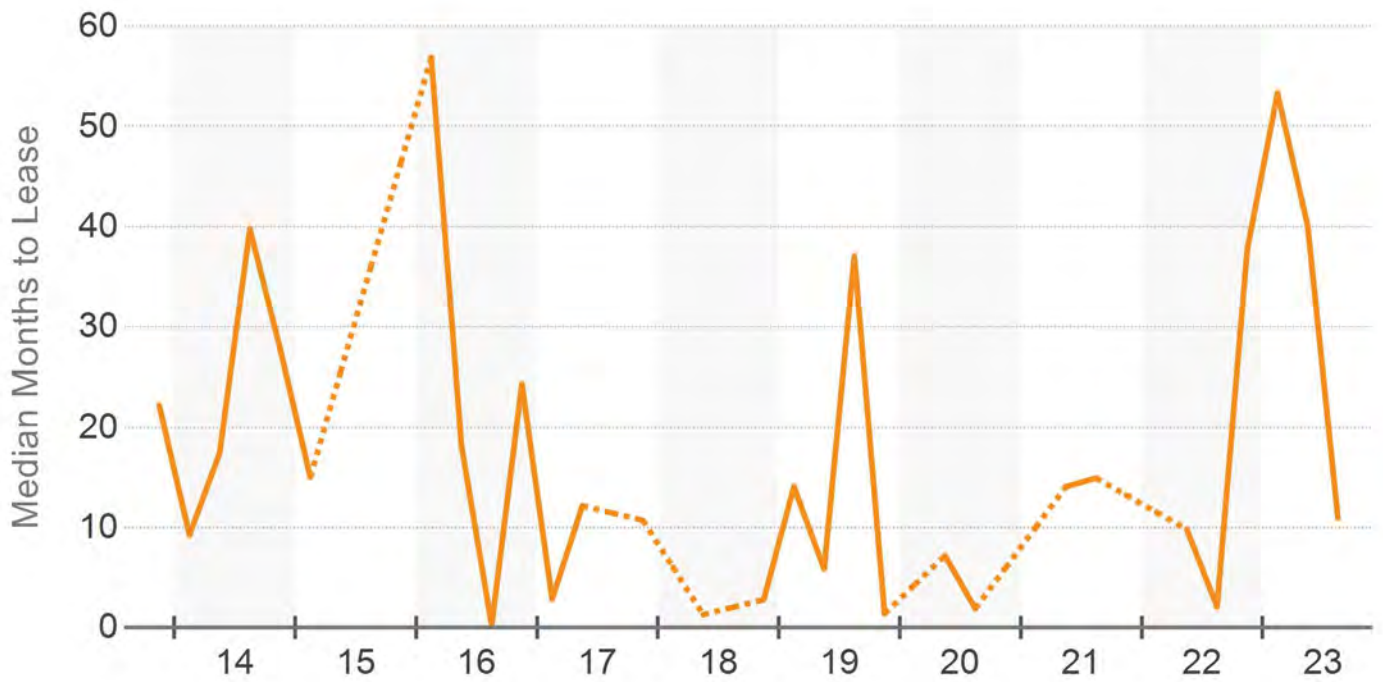
LEASING ACTIVITY



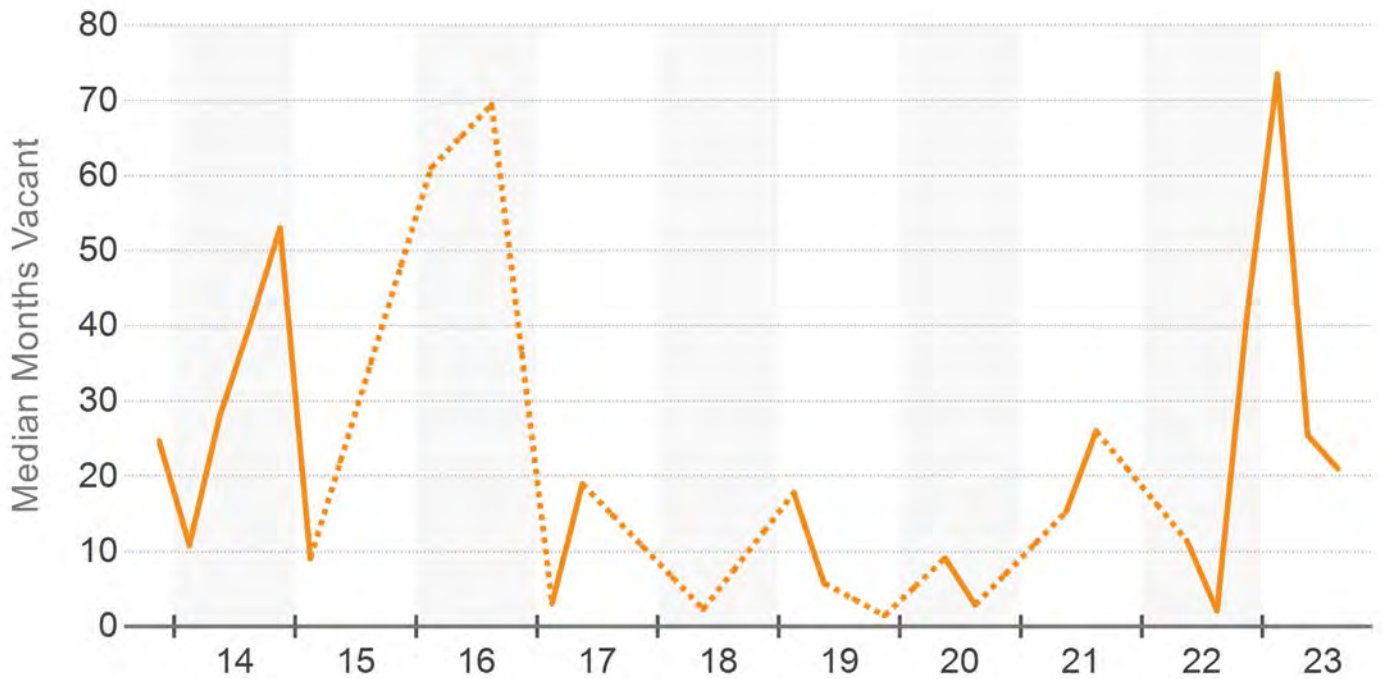
MONTHS ON MARKET



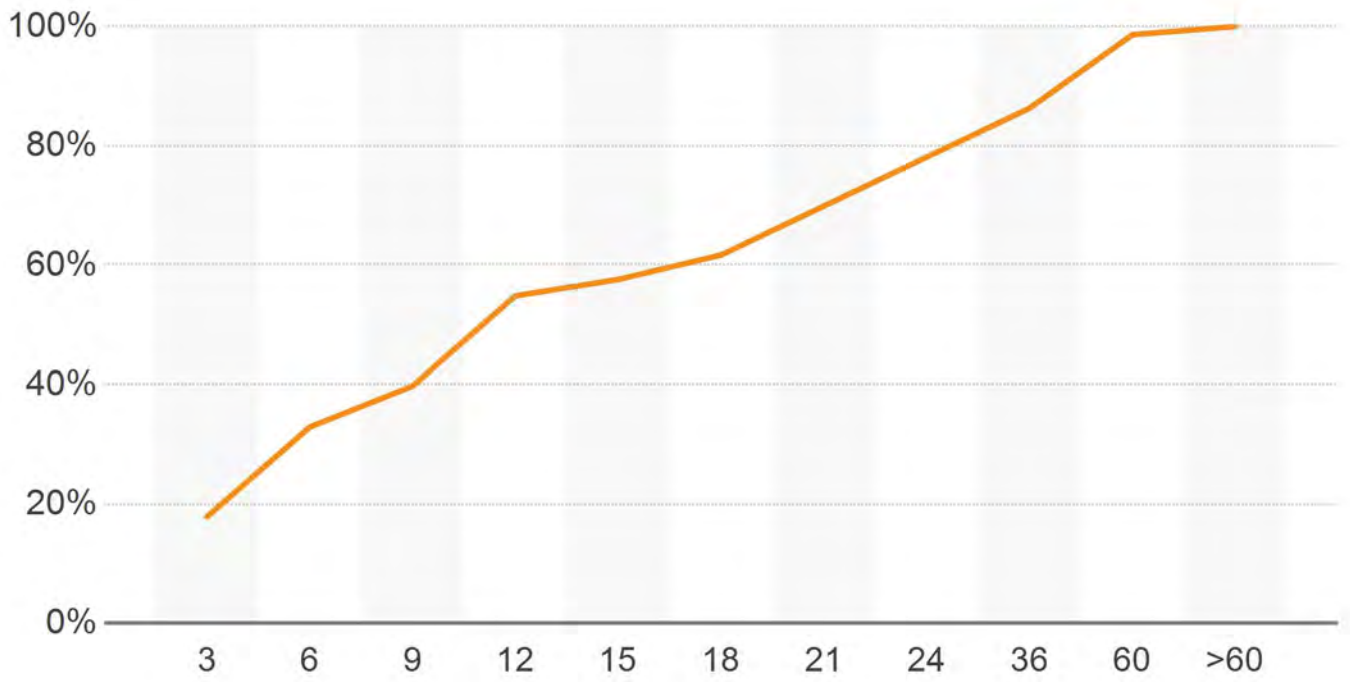
MONTHS TO LEASE



MONTHS VACANT



PROBABILITY OF LEASING IN MONTHS



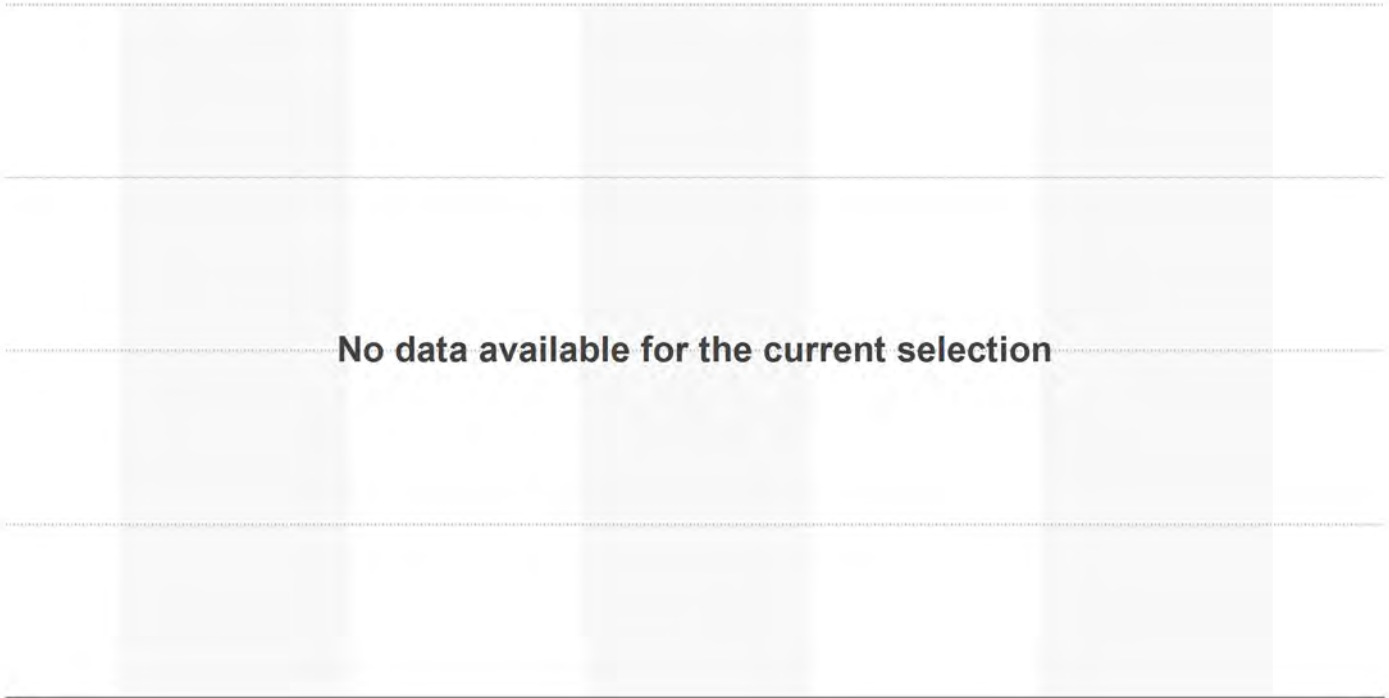
CONSTRUCTION STARTS

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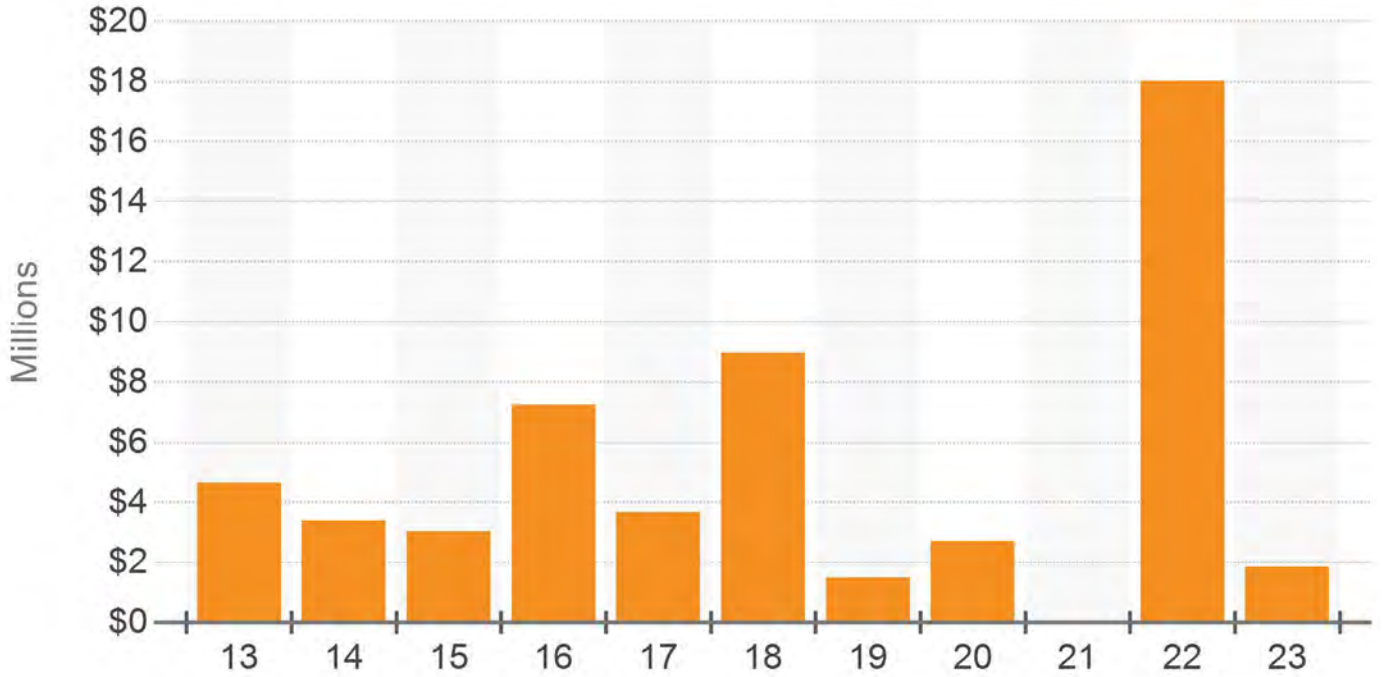
CONSTRUCTION DELIVERIES

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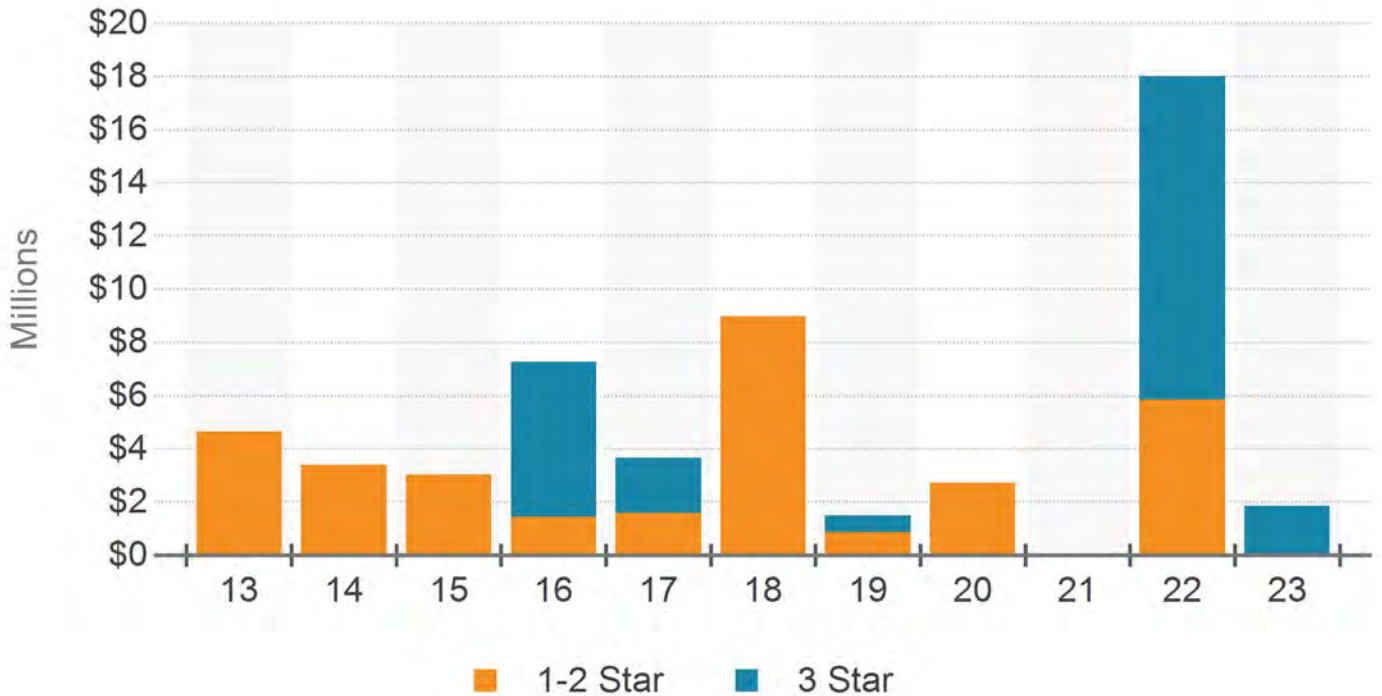
UNDER CONSTRUCTION



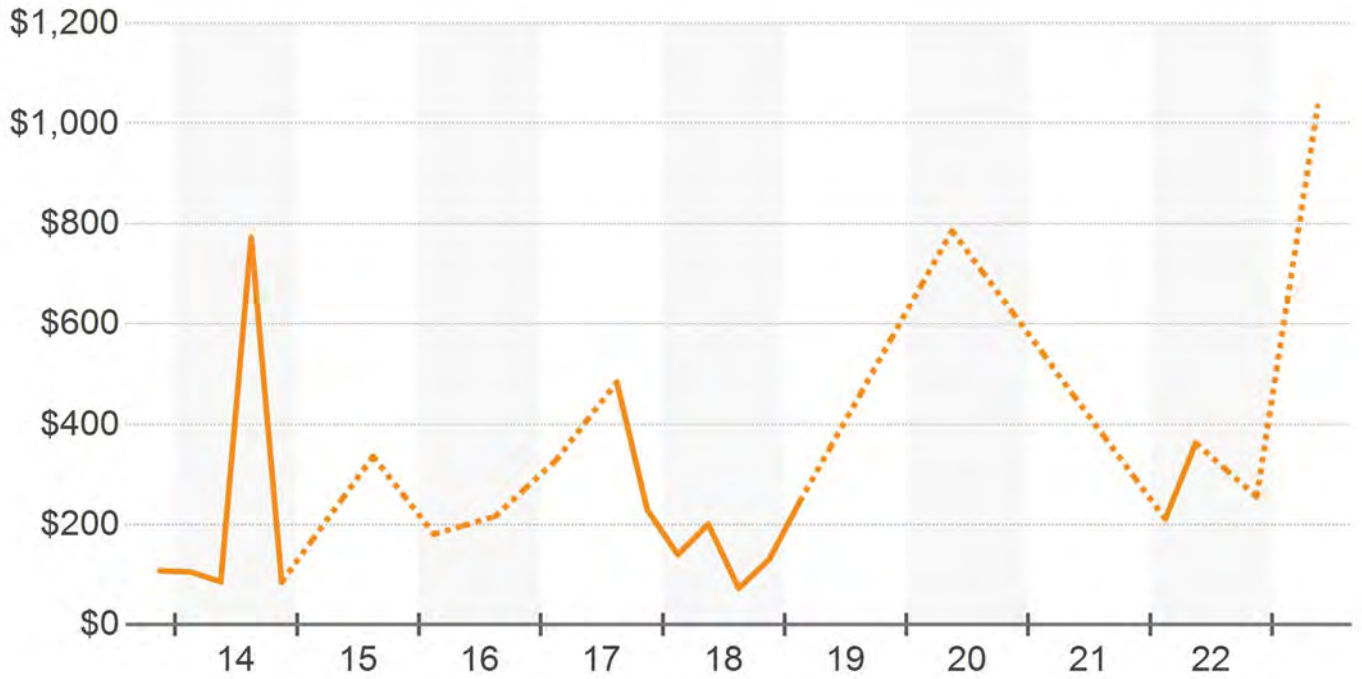
SALES VOLUME



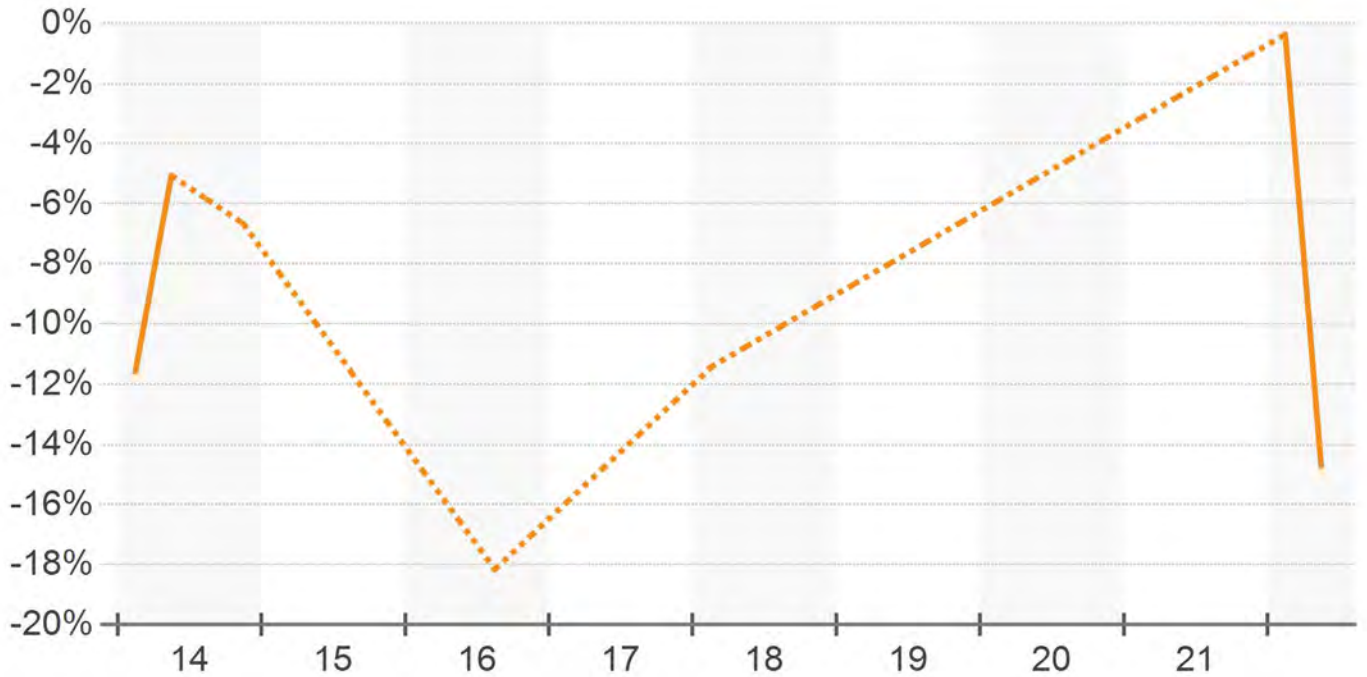
SALES VOLUME BY STAR RATING



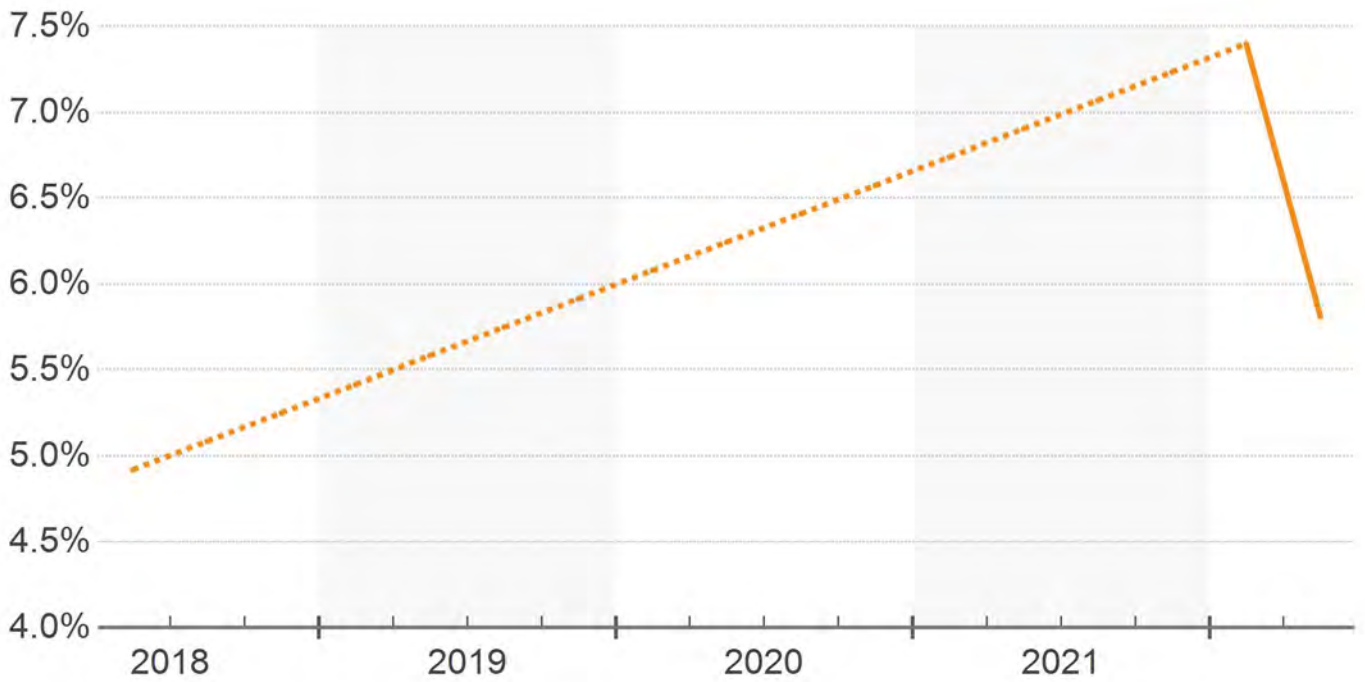
AVERAGE SALE PRICE PER SF



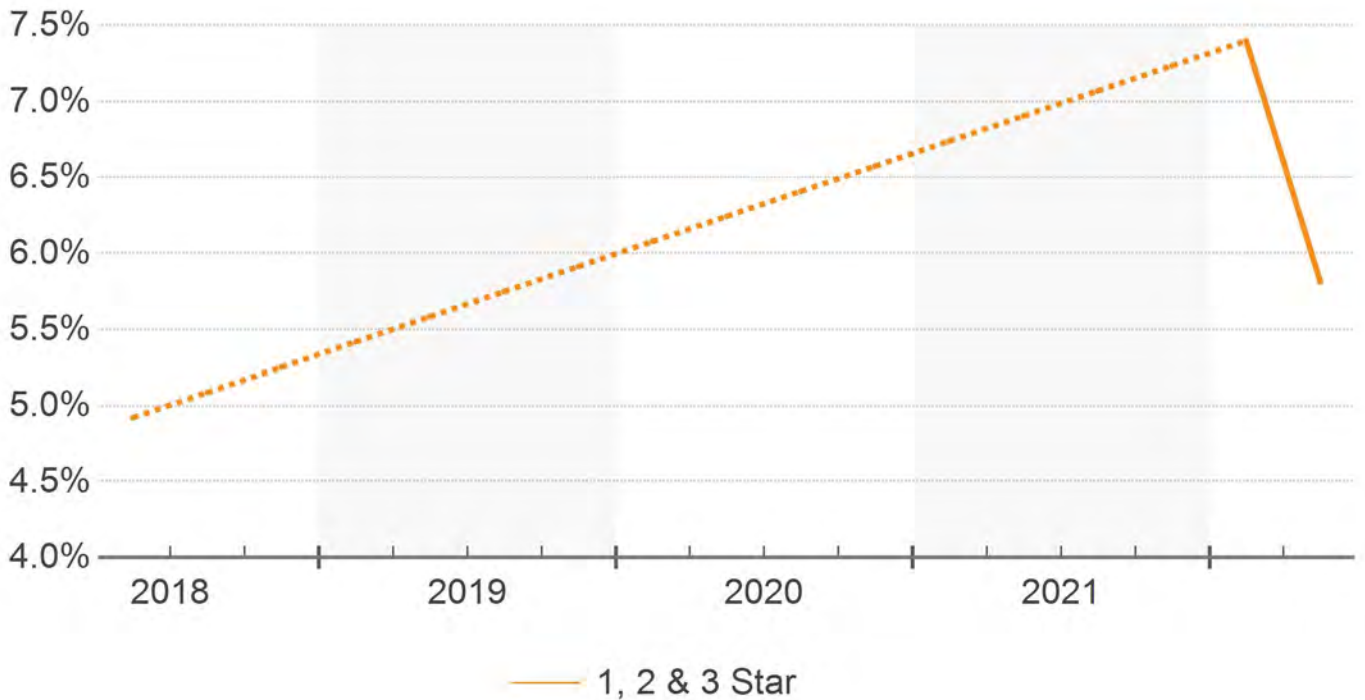
SALE TO ASKING PRICE DIFFERENTIAL



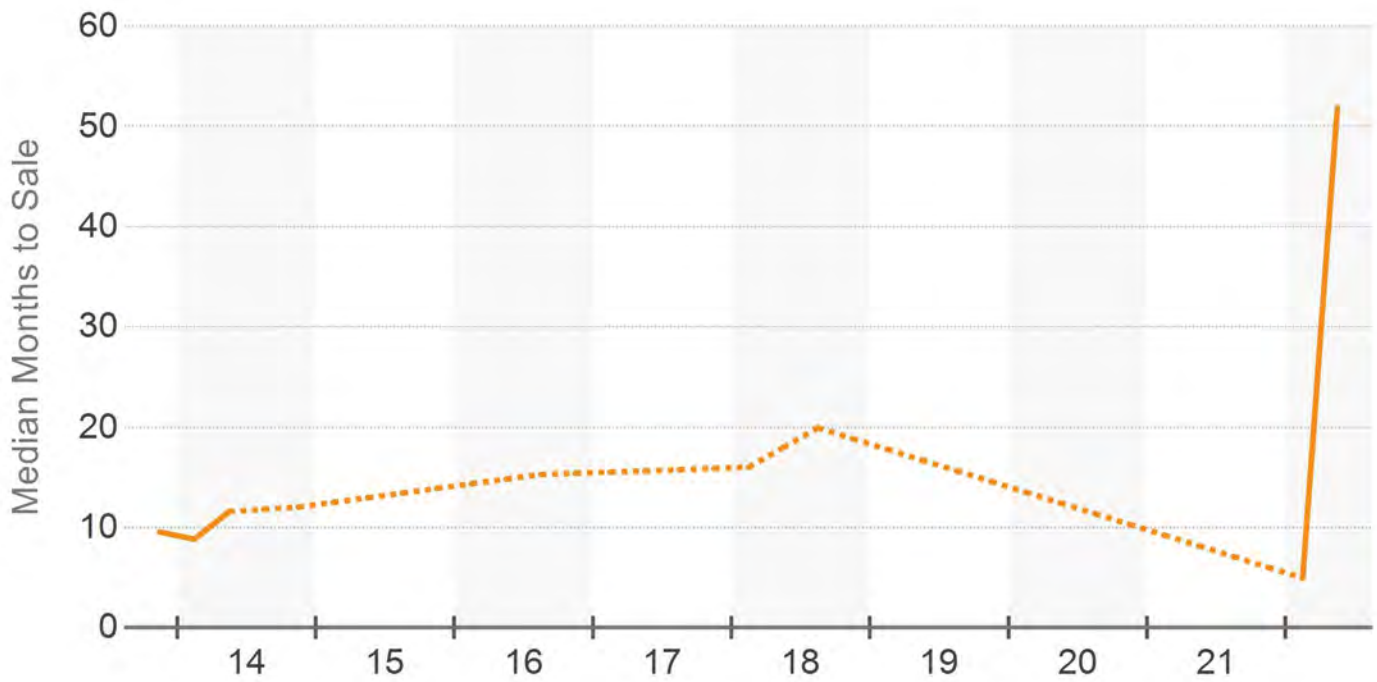
CAP RATE



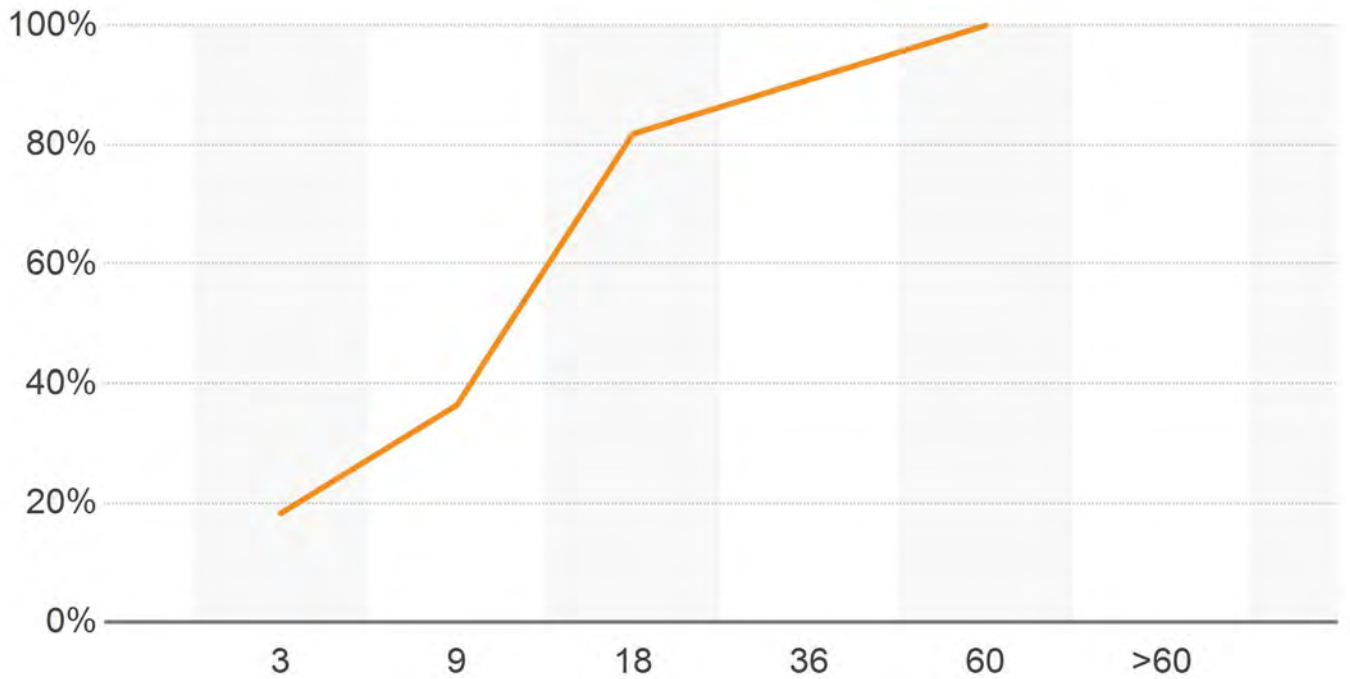
CAP RATE BY STAR RATING



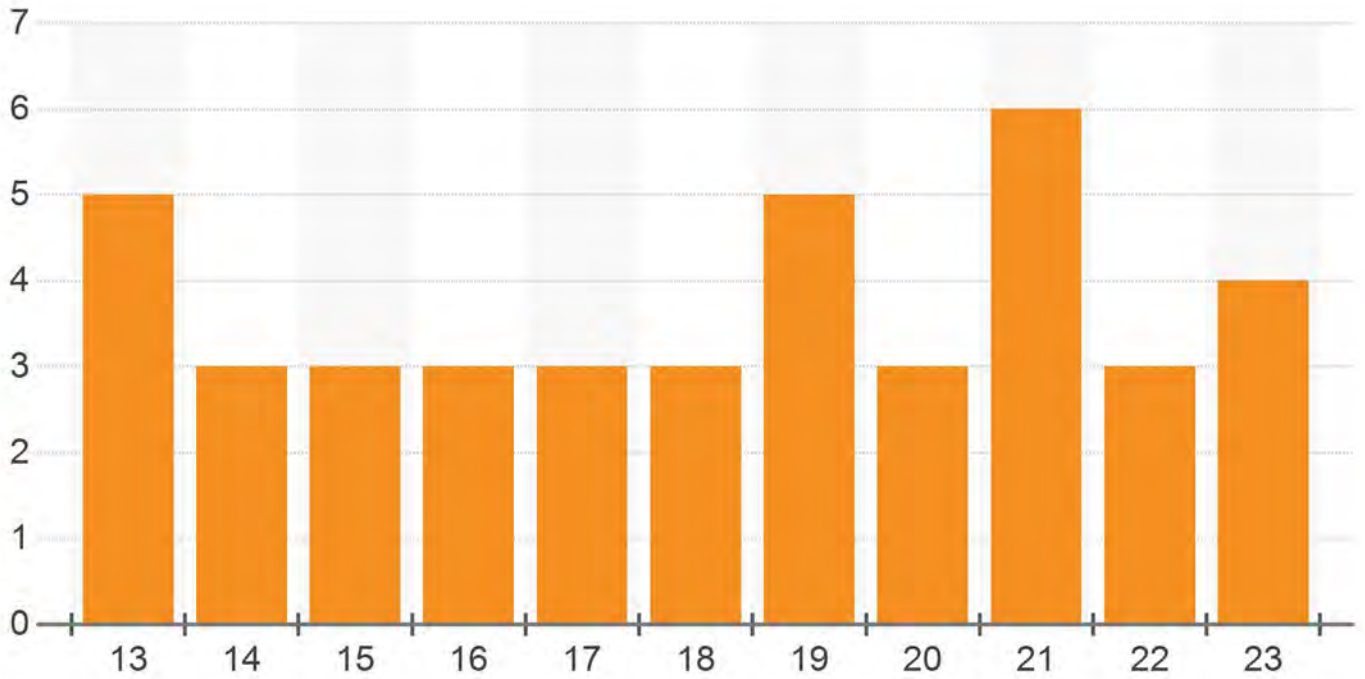
MONTHS TO SALE



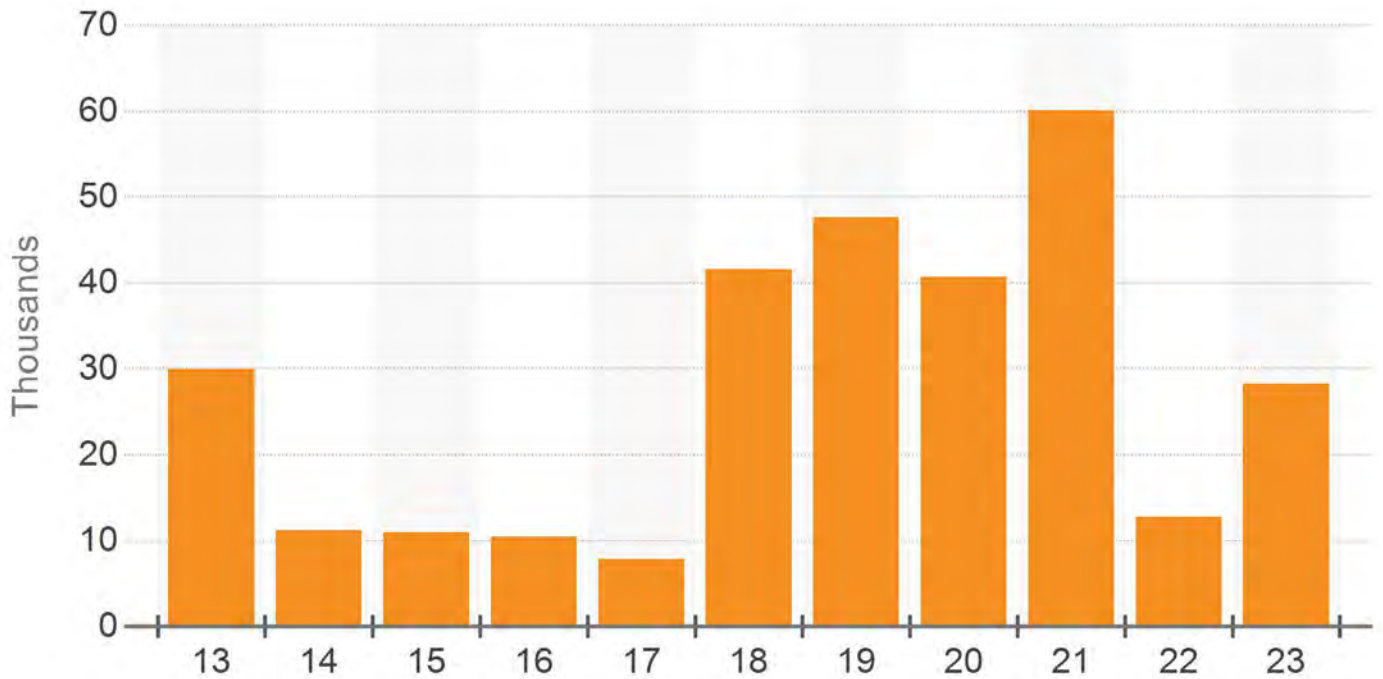
PROBABILITY OF SELLING IN MONTHS



FOR SALE TOTAL LISTINGS



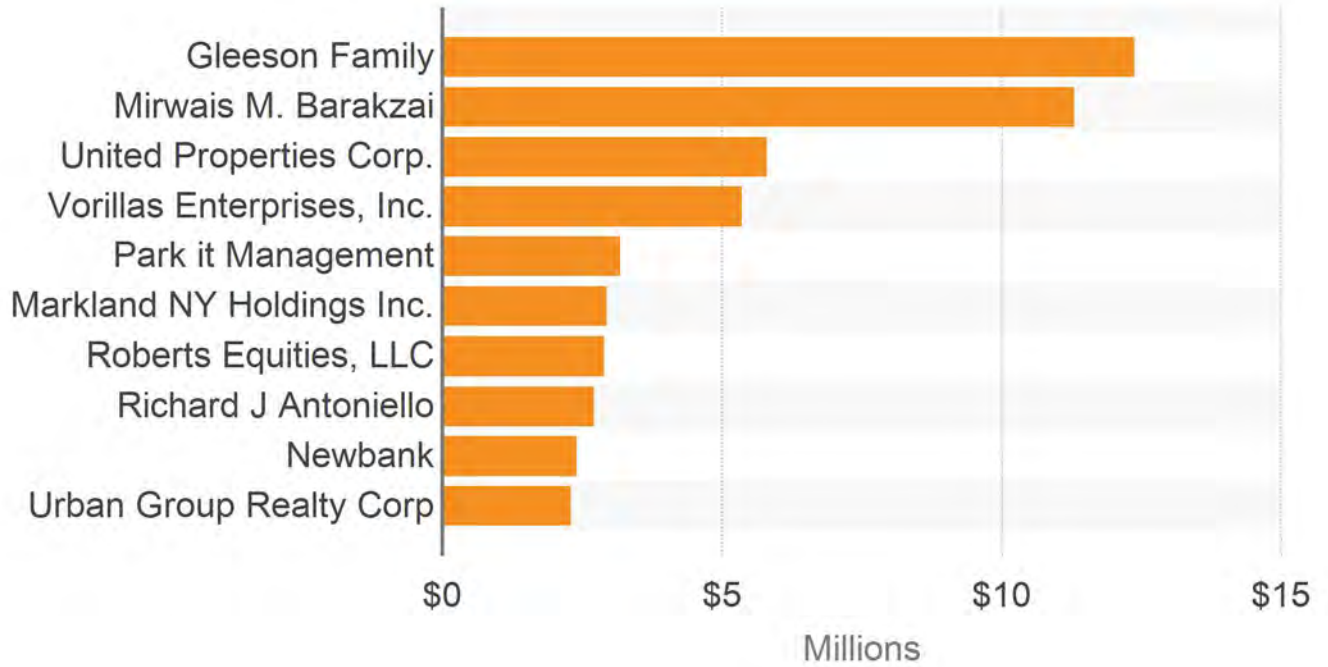
FOR SALE TOTAL SF



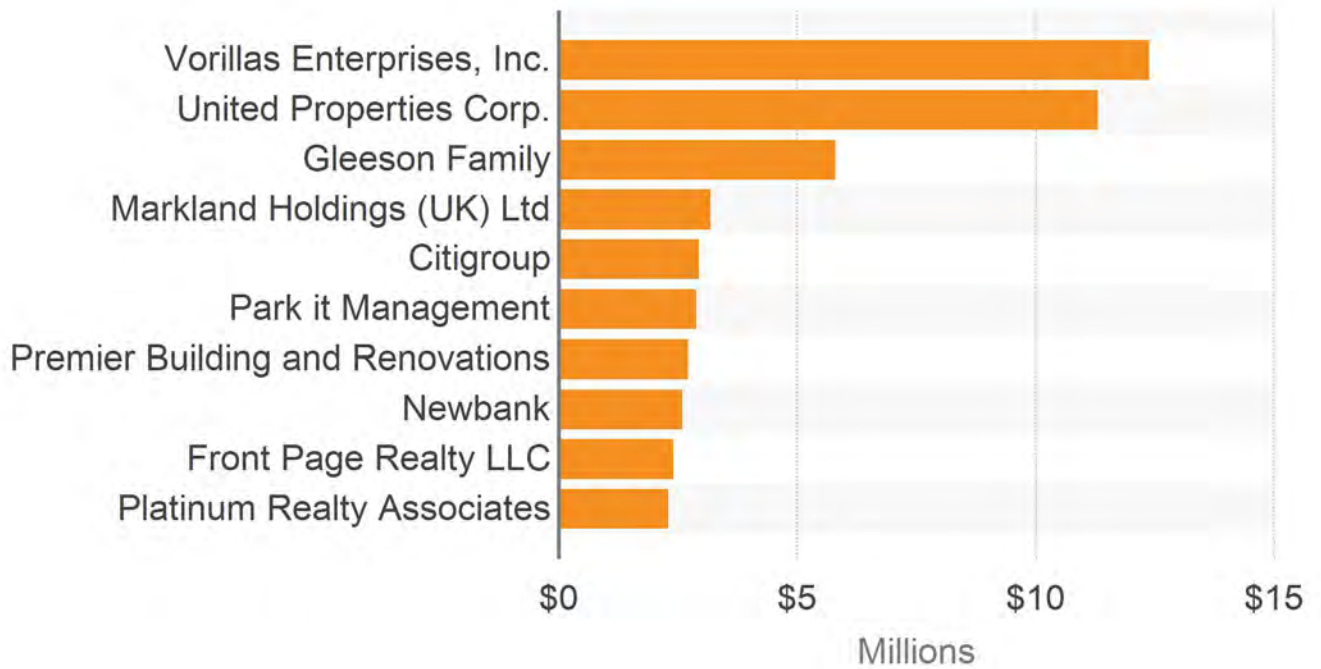
ASKING PRICE PER SF



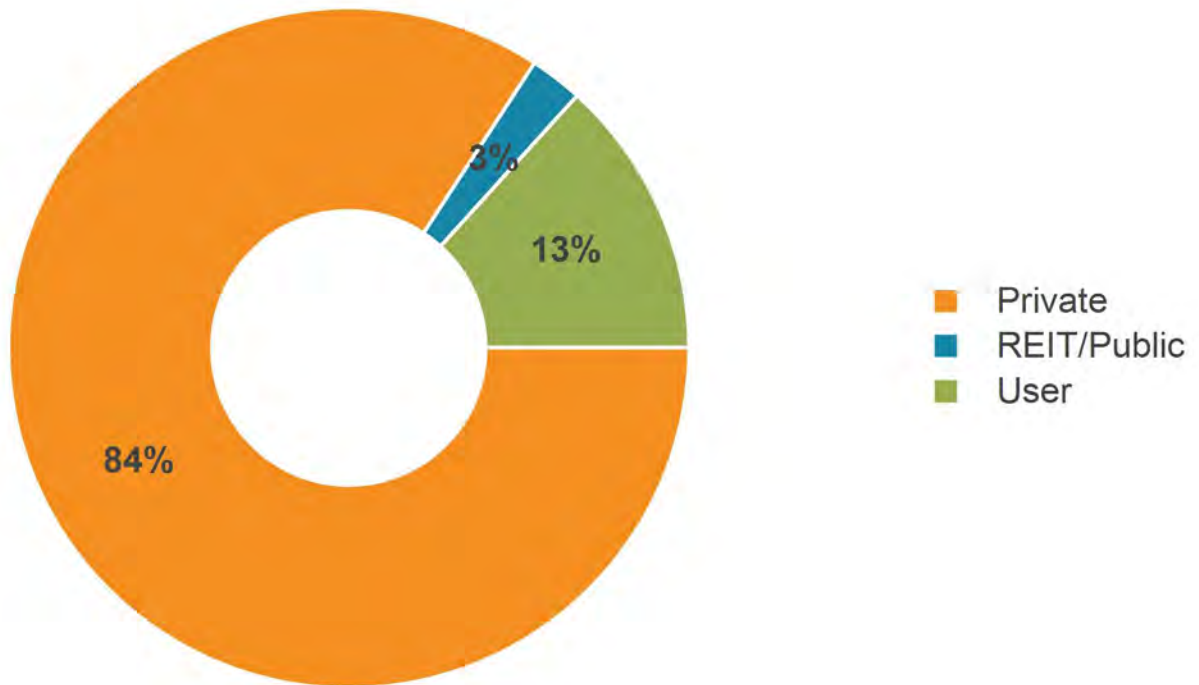
TOP BUYERS



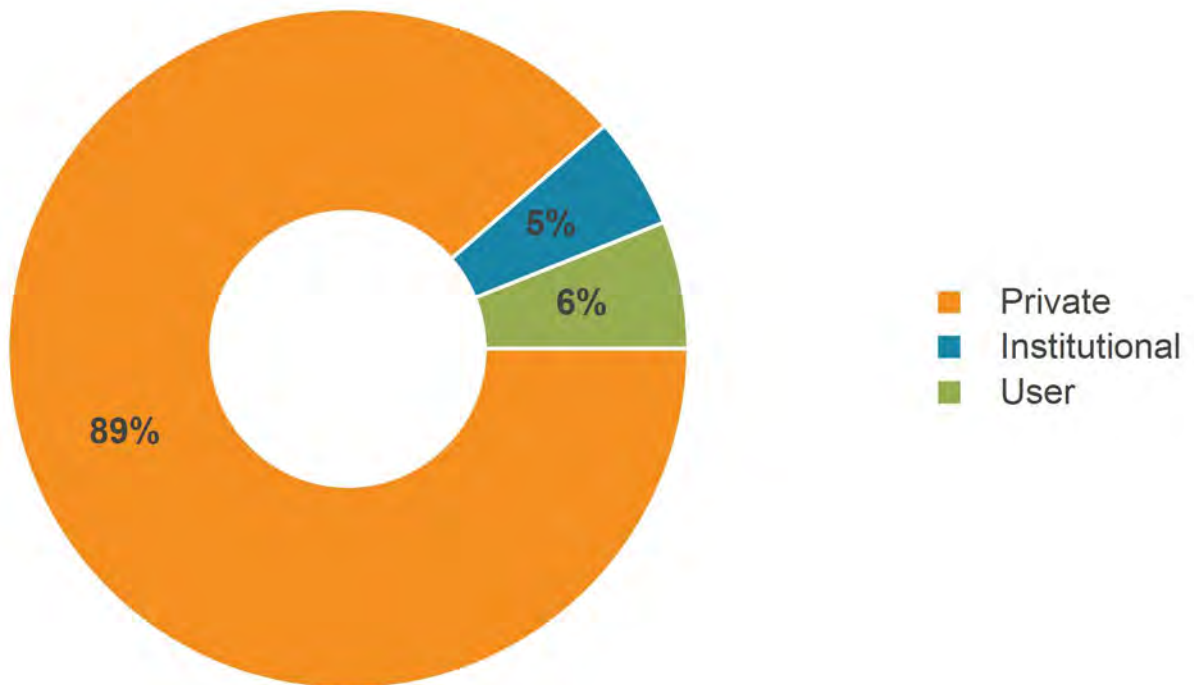
TOP SELLERS



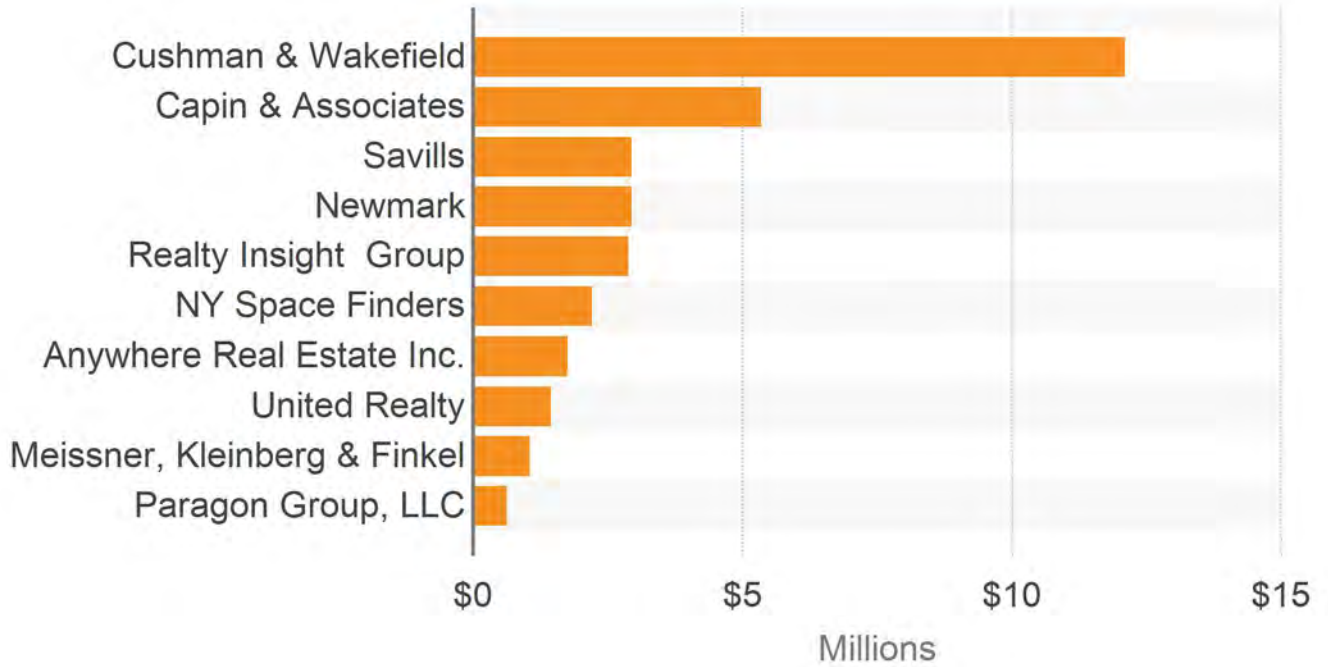
SALES VOLUME BY BUYER TYPE



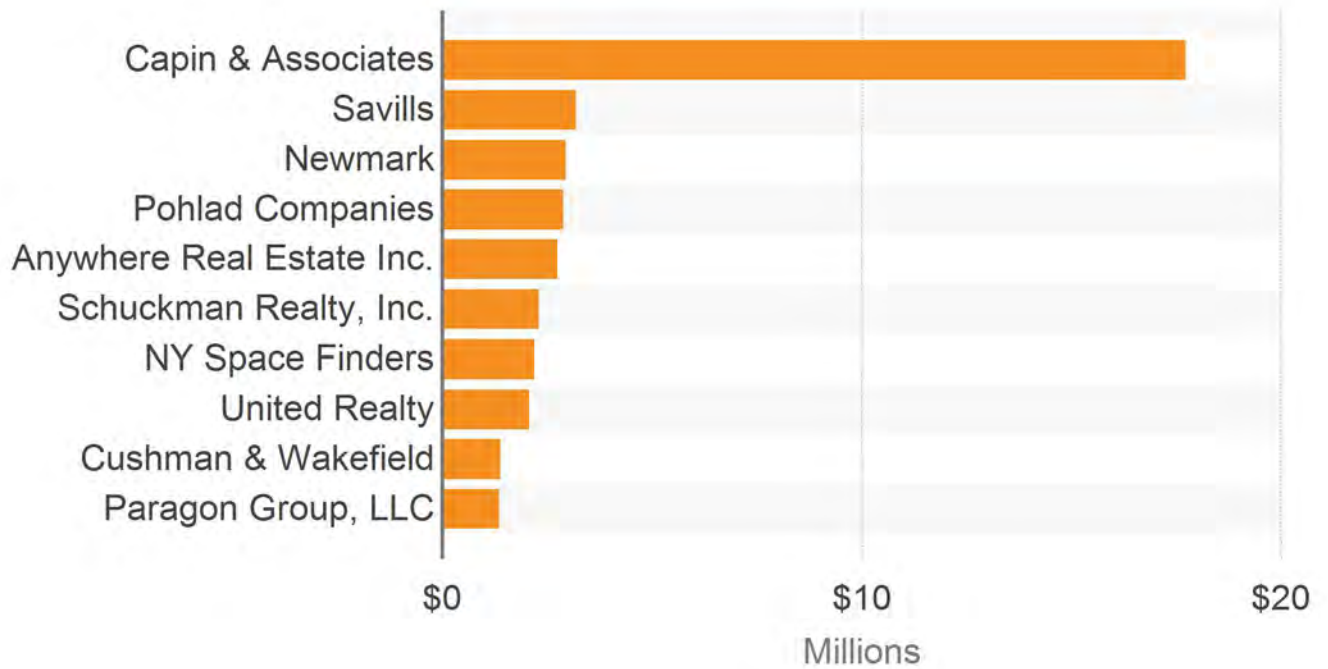
SALES VOLUME BY SELLER TYPE



TOP BUYER BROKERS



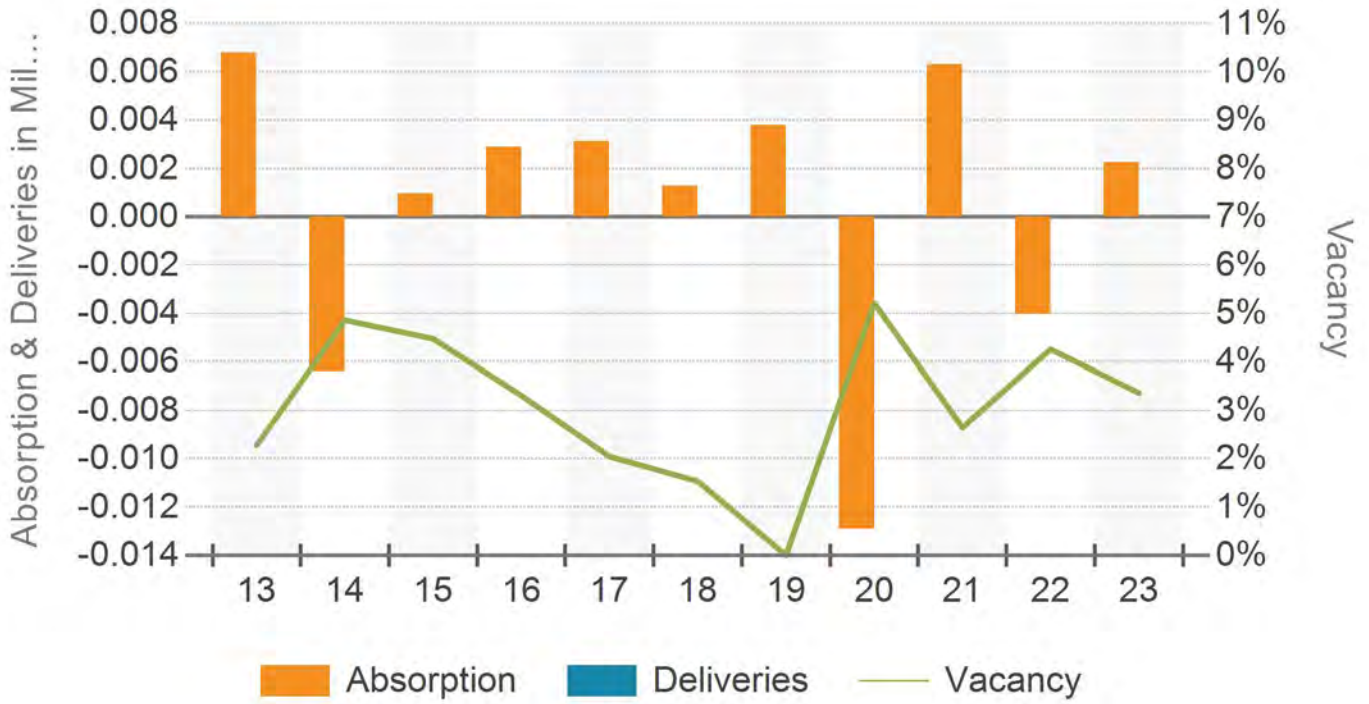
TOP SELLER BROKERS



Appendix C

CoStar Office Market Report

ABSORPTION, DELIVERIES, VACANCY



OCCUPANCY & RENTAL RATES



VACANCY & RENTAL RATES



SUMMARY STATISTICS

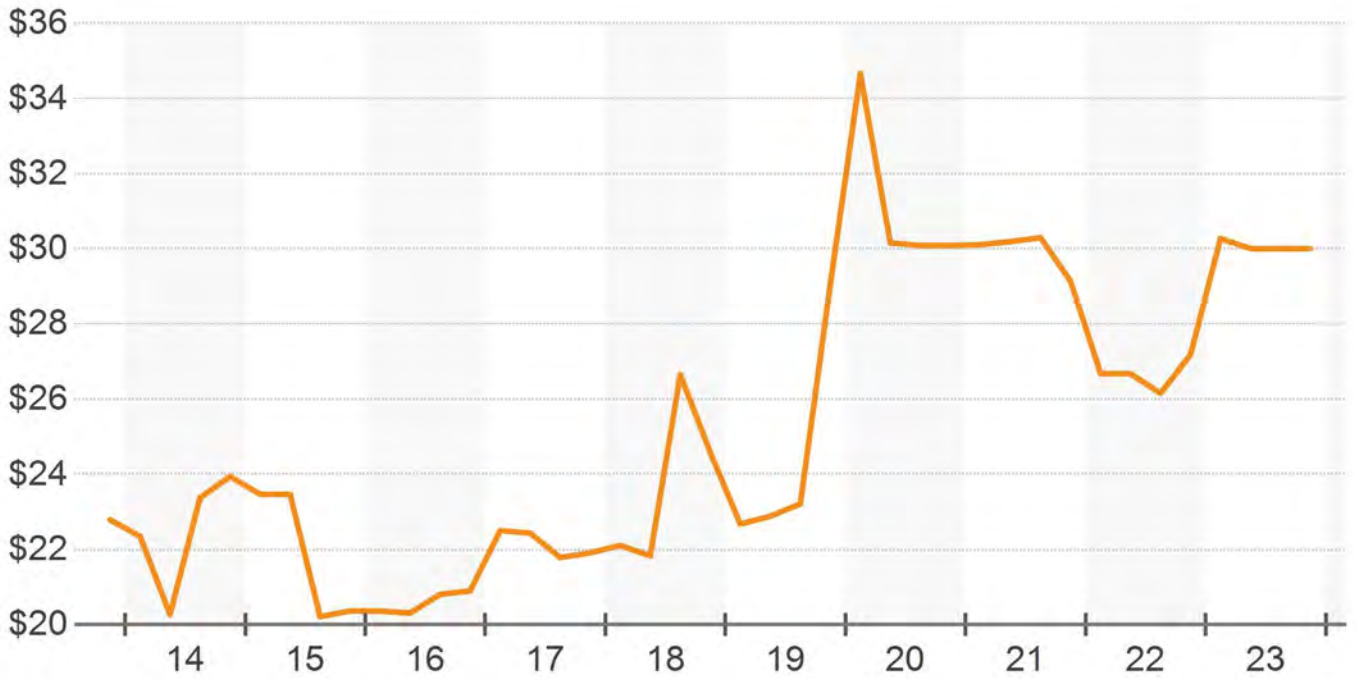
Availability	Survey	5-Year Avg
Gross Rent Per SF	\$30.00	\$27.99
Vacancy Rate	3.4%	2.2%
Vacant SF	8,409	5,434
Availability Rate	3.4%	2.4%
Available SF	8,409	6,081
Sublet SF	0	0
Months on Market	9.5	5.2

Inventory	Survey	5-Year Avg
Existing Buildings	40	40
Existing SF	250,541	249,353
12 Mo. Const. Starts	0	0
Under Construction	0	0
12 Mo. Deliveries	0	0

Demand	Survey	5-Year Avg
12 Mo. Absorption SF	-414	-1,375
12 Mo. Leasing SF	6,800	1,959

Sales	Past Year	5-Year Avg
Sale Price Per SF	-	\$249
Asking Price Per SF	-	\$290
Sales Volume (Mil.)	\$0.0	\$0.2
Cap Rate	-	-

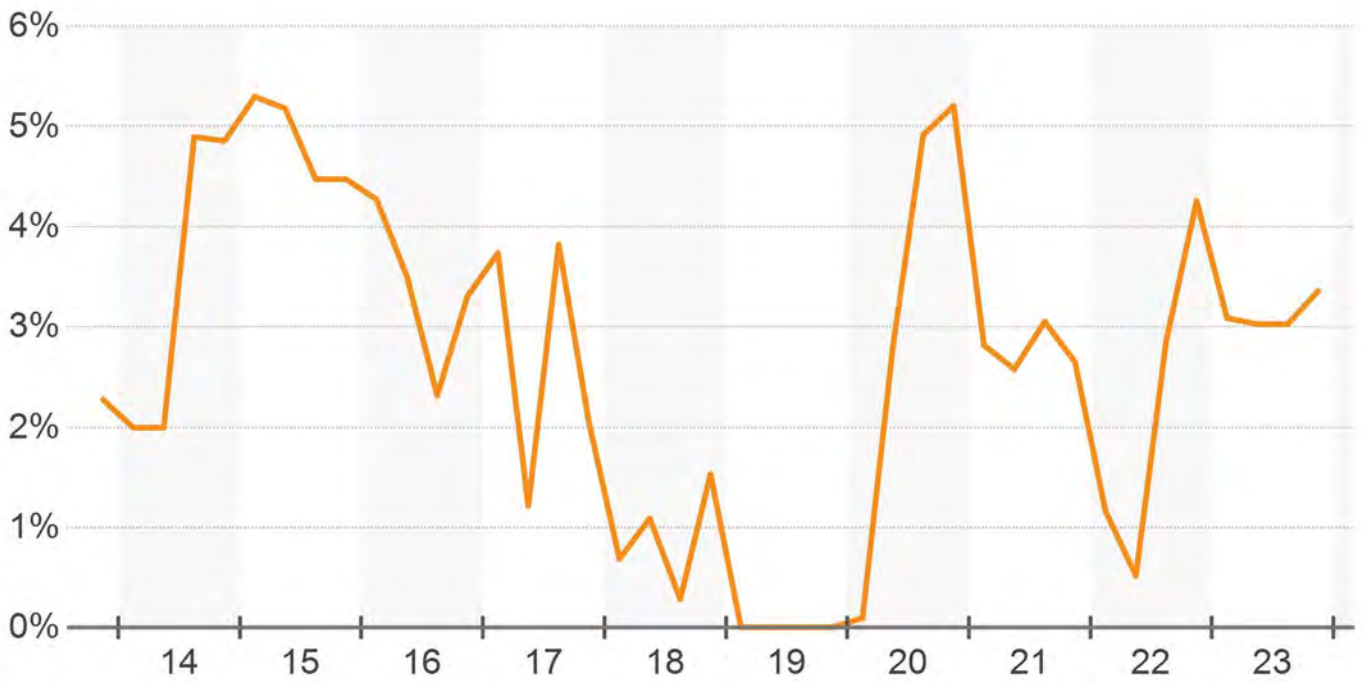
GROSS ASKING RENT PER SF



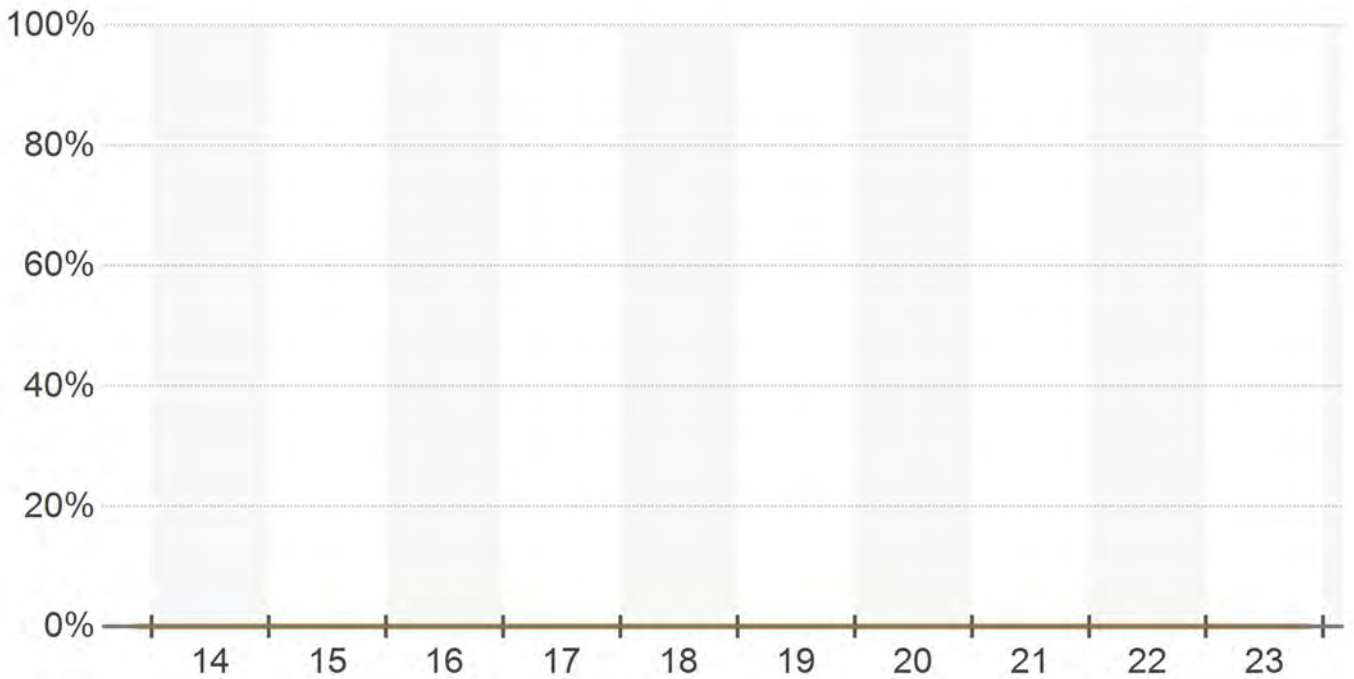
DIRECT & SUBLET RENTAL RATES



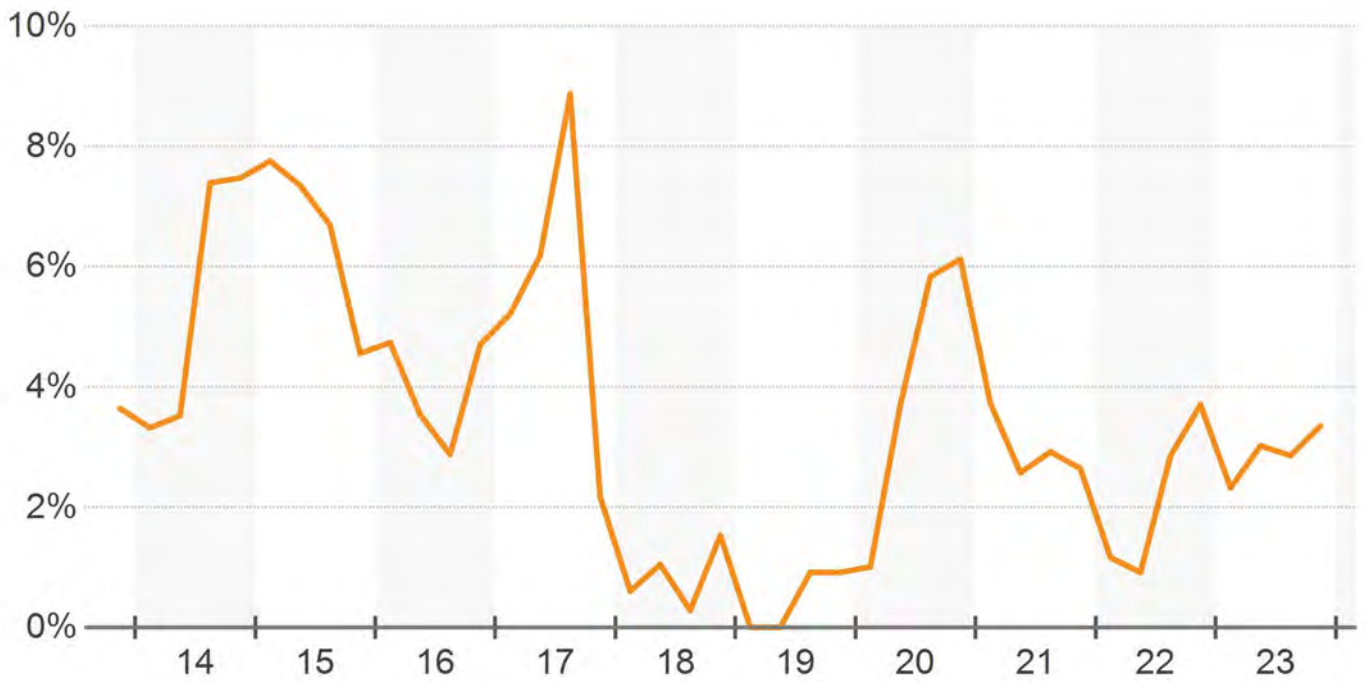
VACANCY RATE



SUBLEASE VACANCY RATE



AVAILABILITY RATE



AVAILABILITY & VACANCY RATE



OCCUPANCY RATE



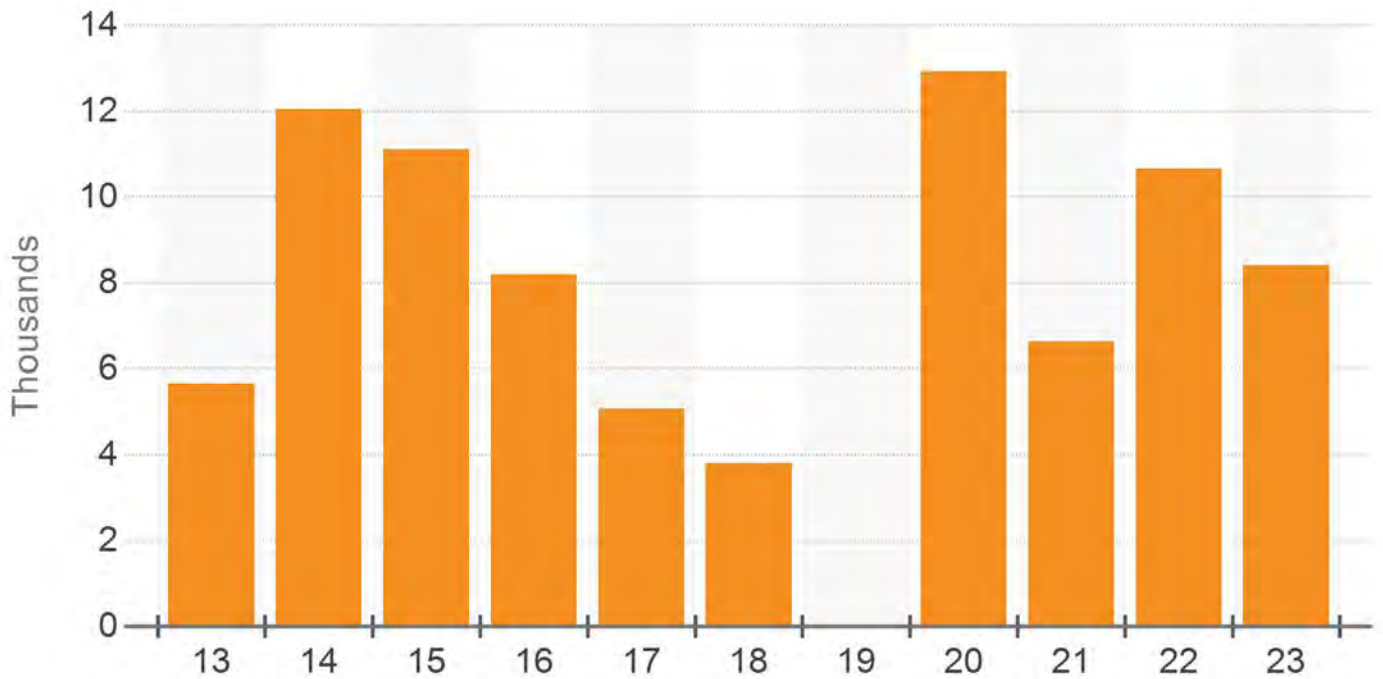
PERCENT LEASED RATE



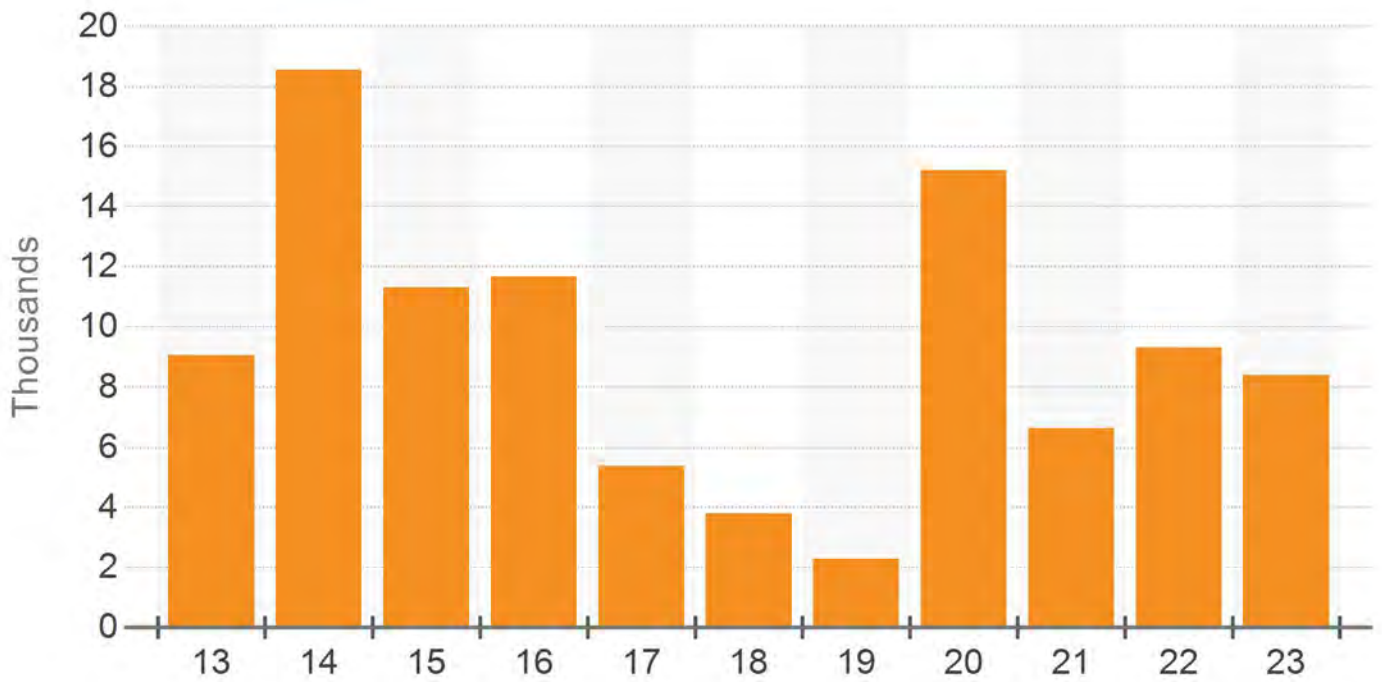
OCCUPANCY & PERCENT LEASED



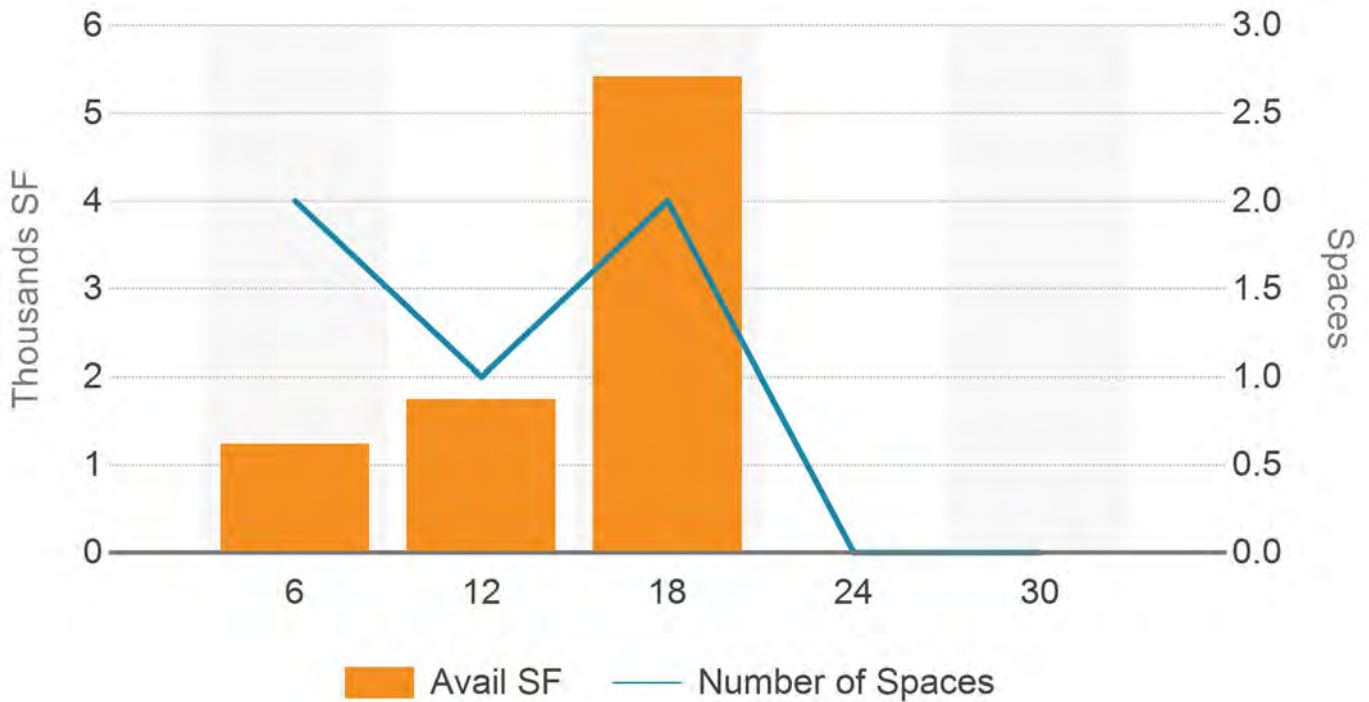
VACANT SF



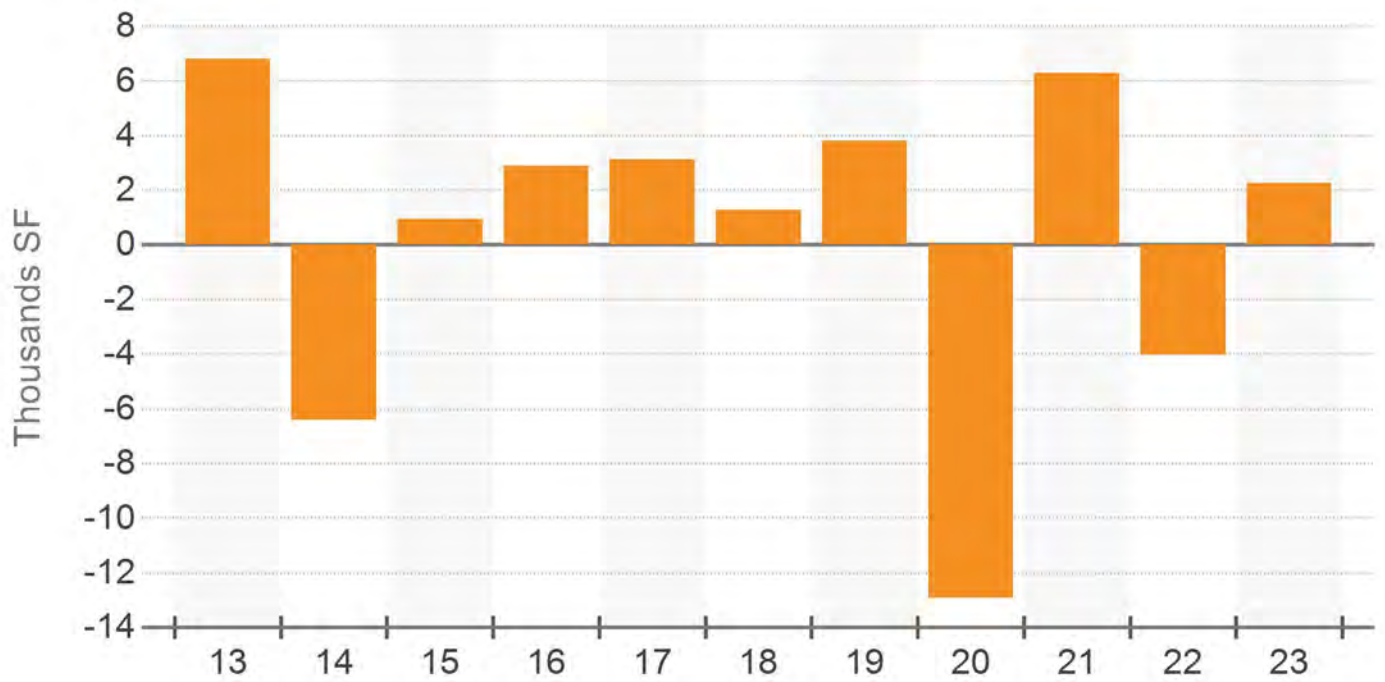
AVAILABLE SF



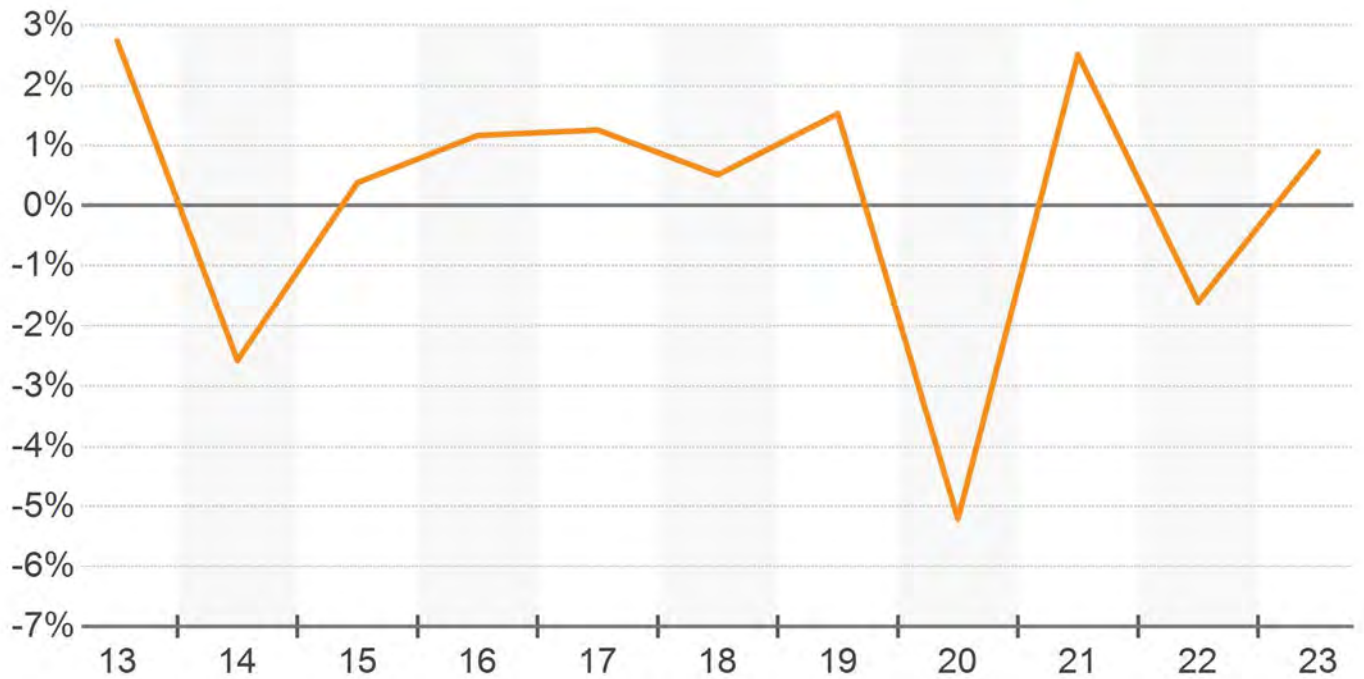
MONTHS ON MARKET DISTRIBUTION



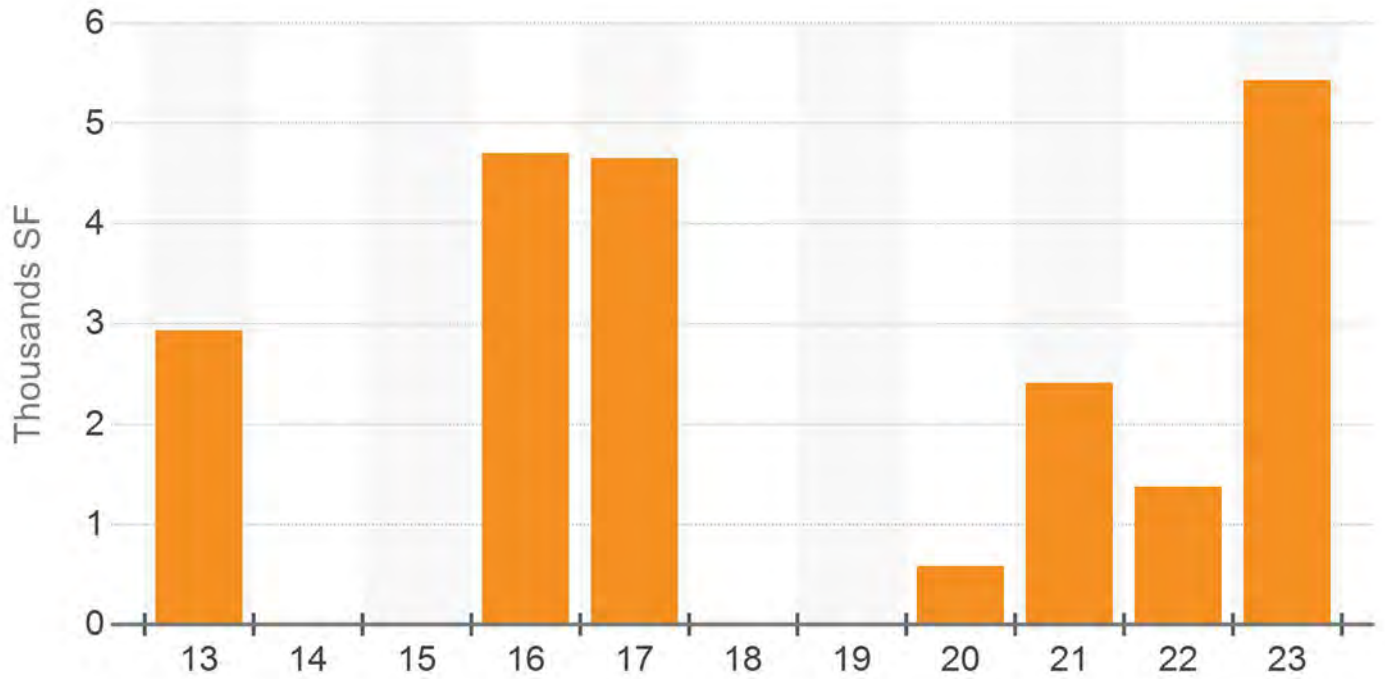
NET ABSORPTION



NET ABSORPTION AS % OF INVENTORY



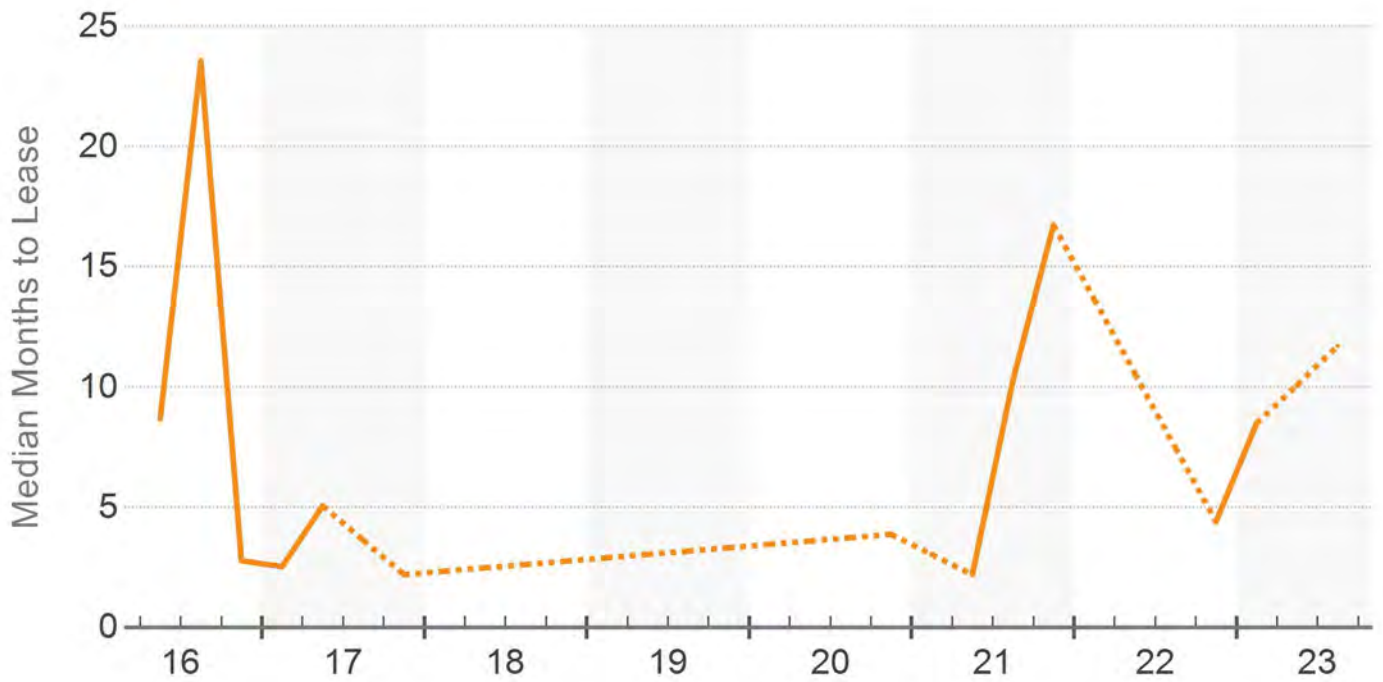
LEASING ACTIVITY



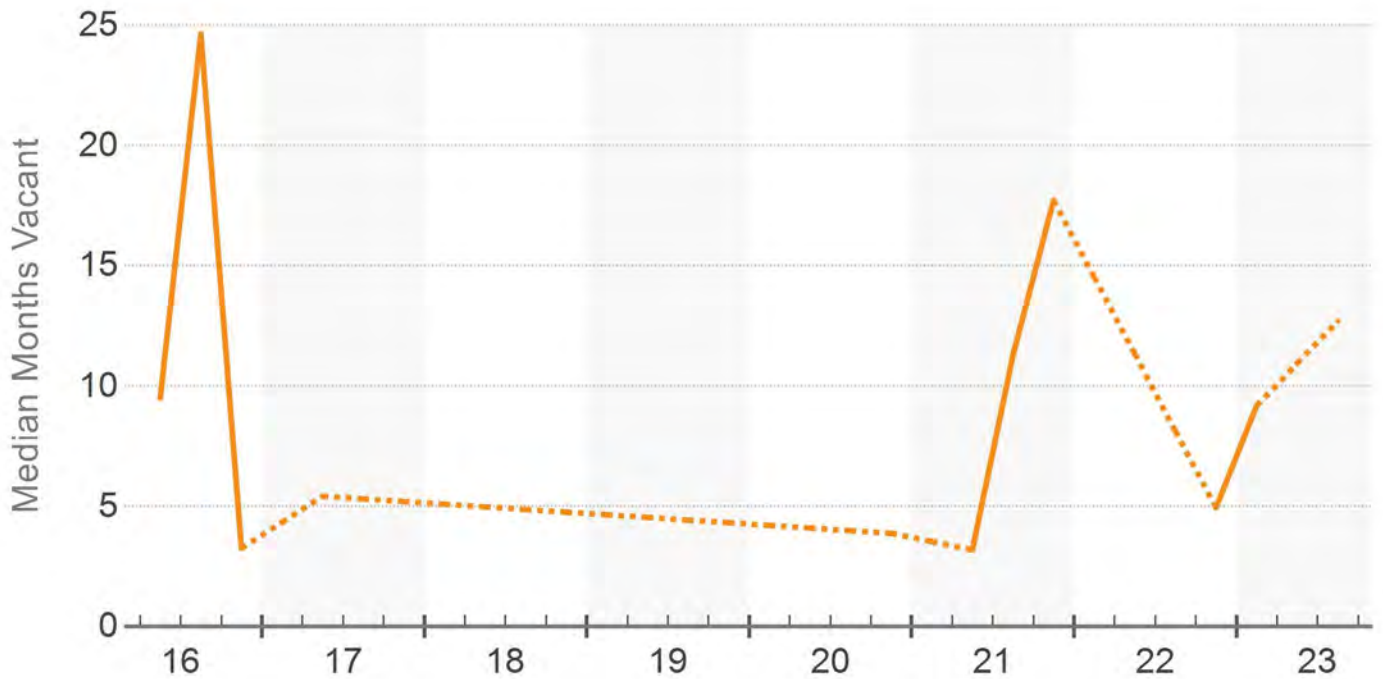
MONTHS ON MARKET



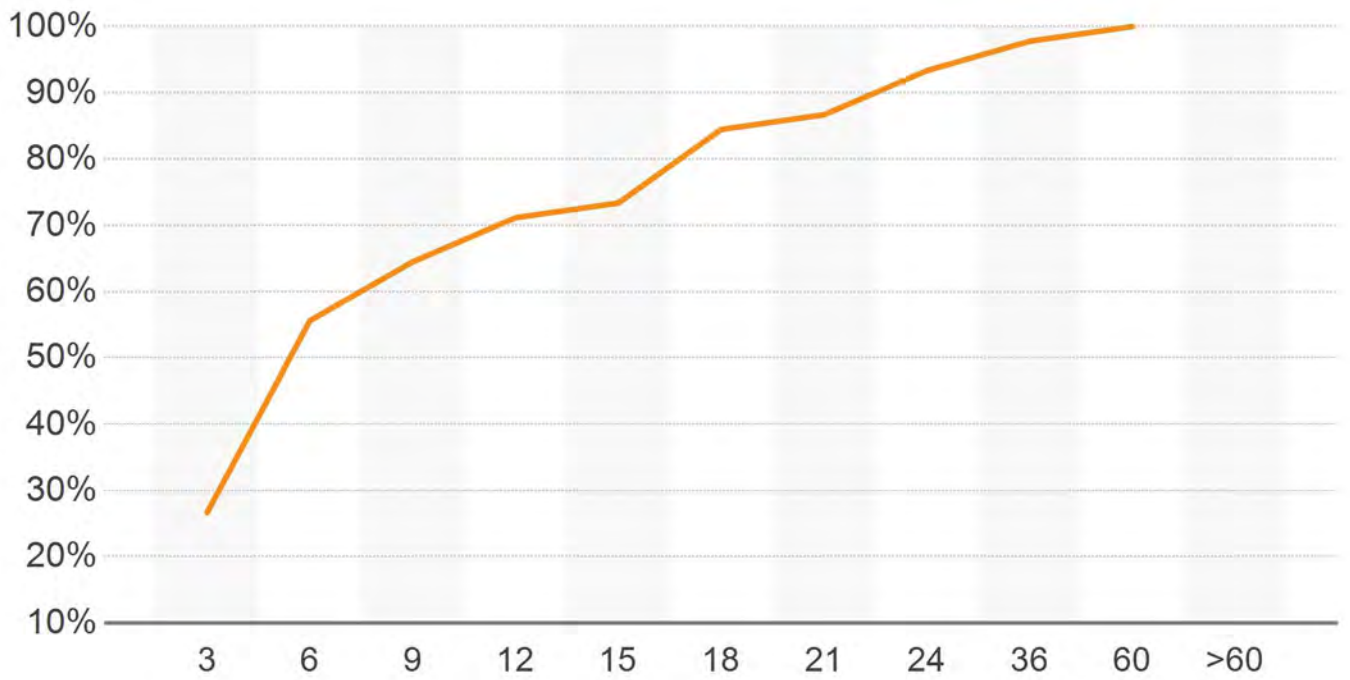
MONTHS TO LEASE



MONTHS VACANT



PROBABILITY OF LEASING IN MONTHS



CONSTRUCTION STARTS

No data available for the current selection

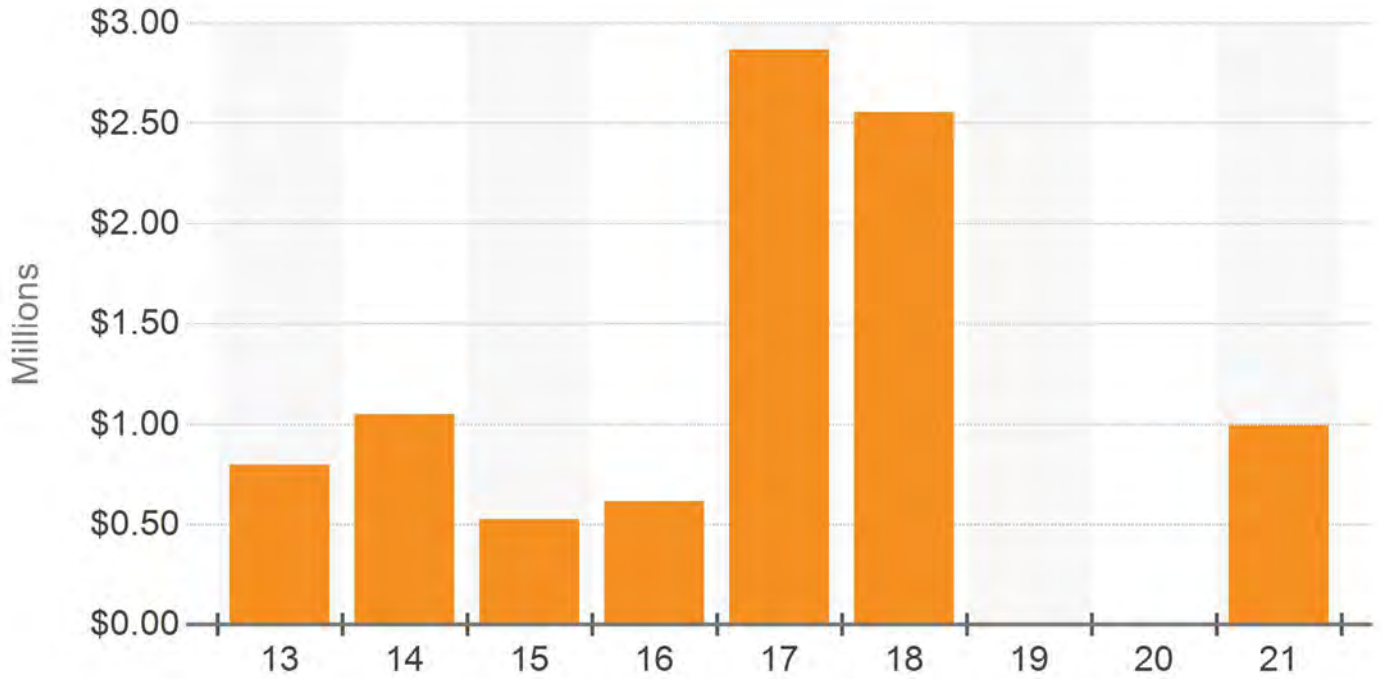
CONSTRUCTION DELIVERIES

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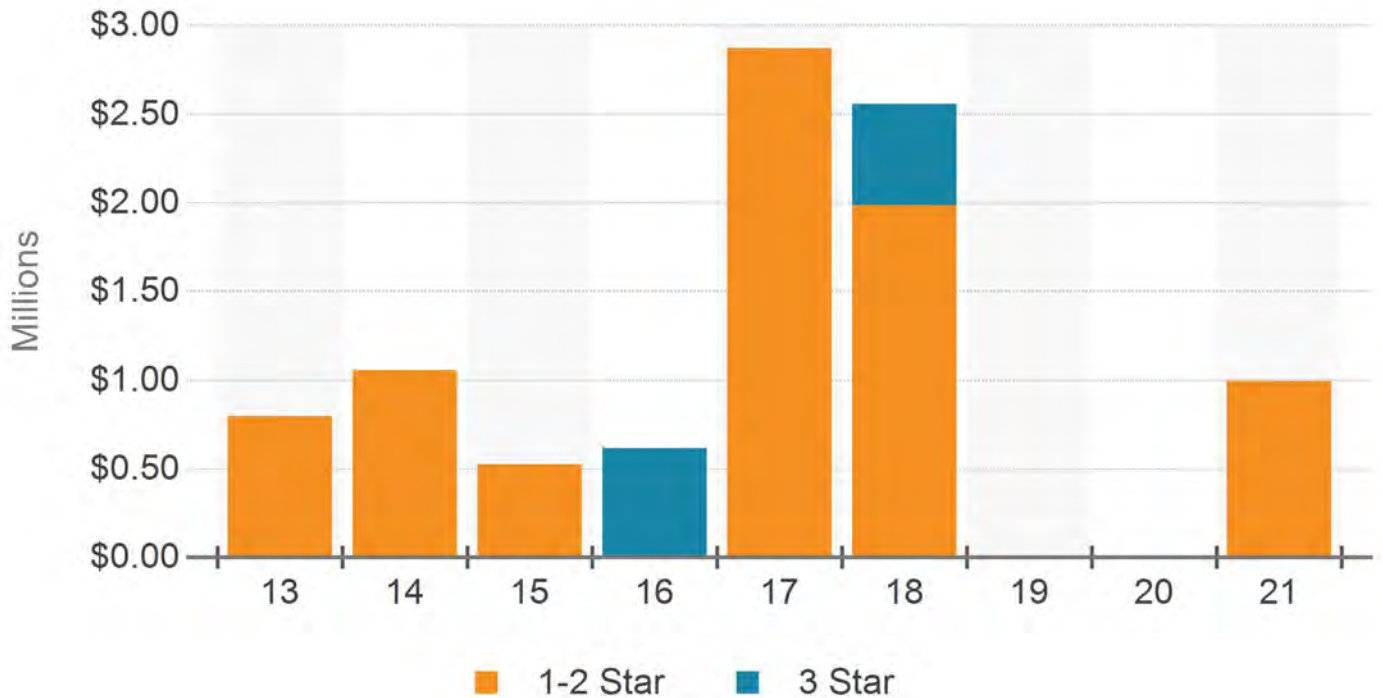
UNDER CONSTRUCTION

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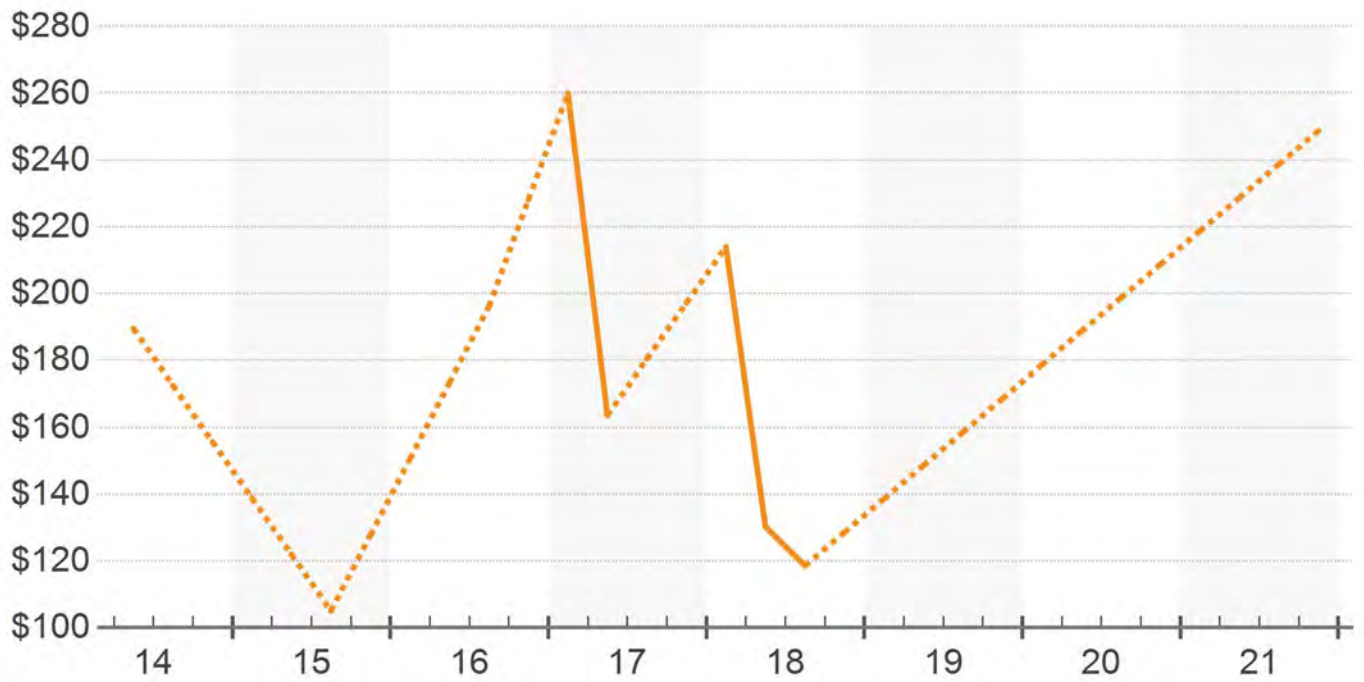
SALES VOLUME



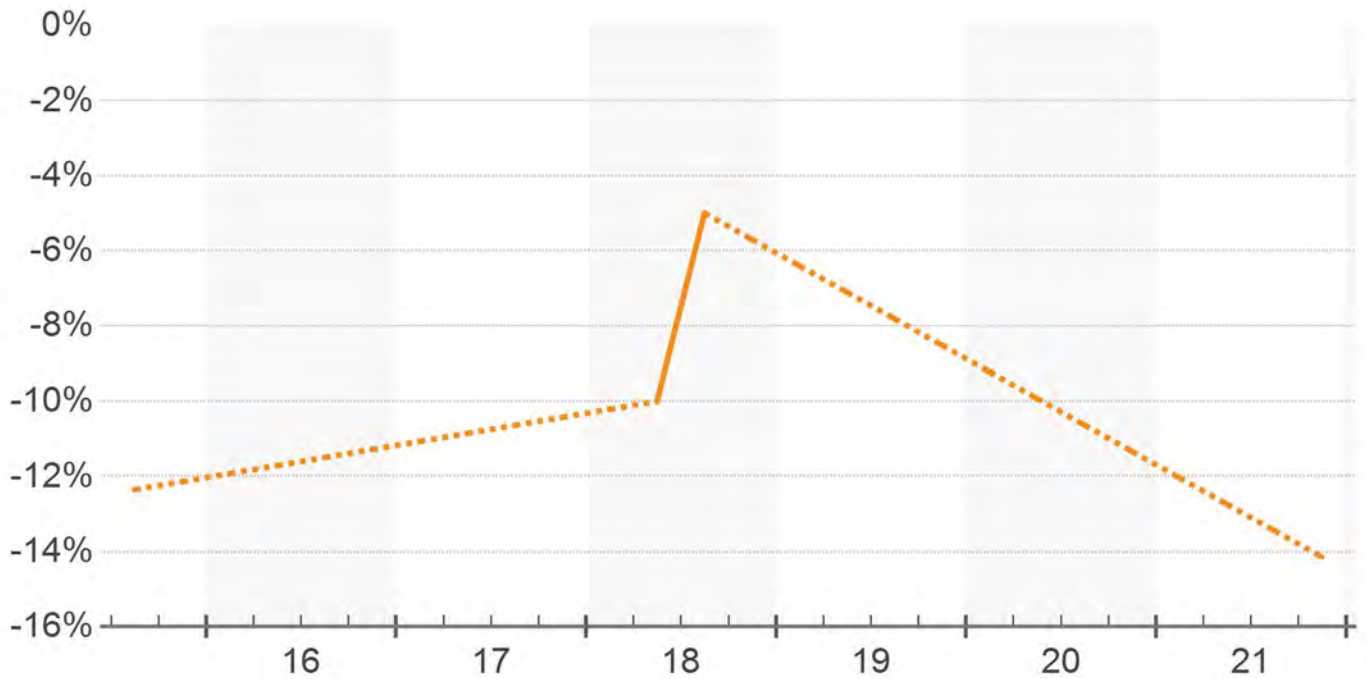
SALES VOLUME BY STAR RATING



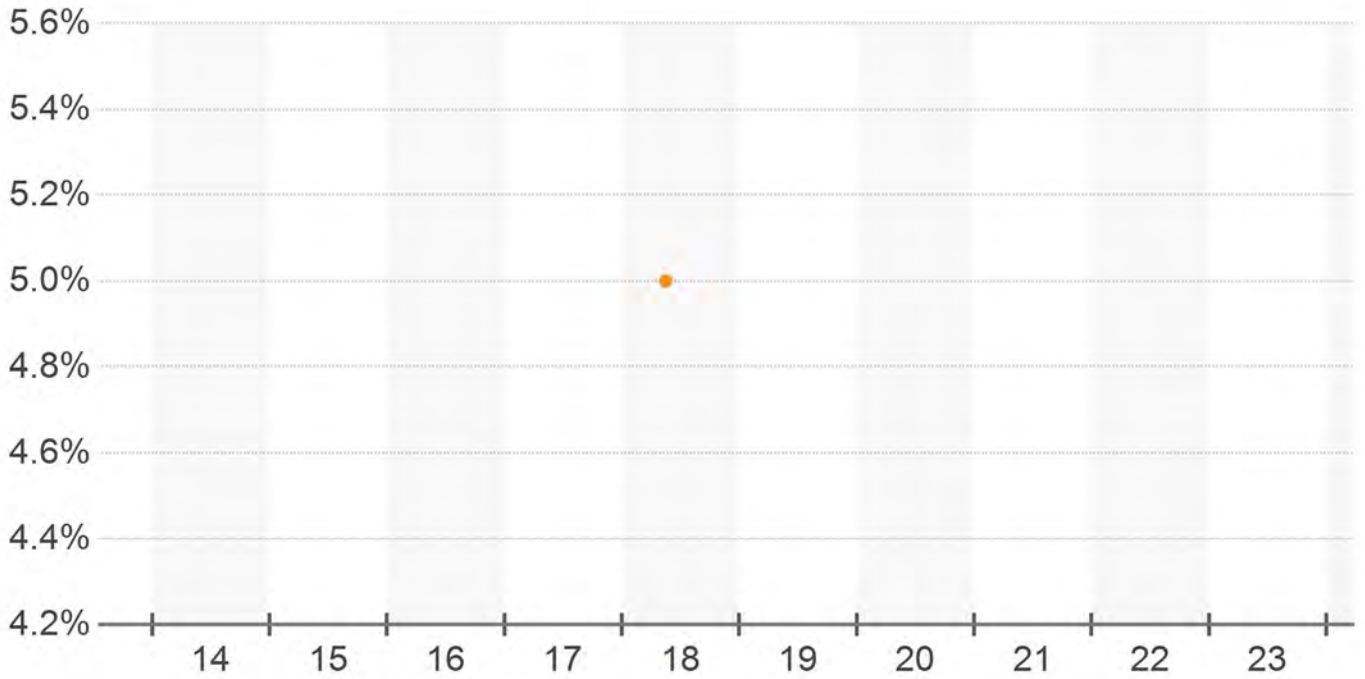
AVERAGE SALE PRICE PER SF



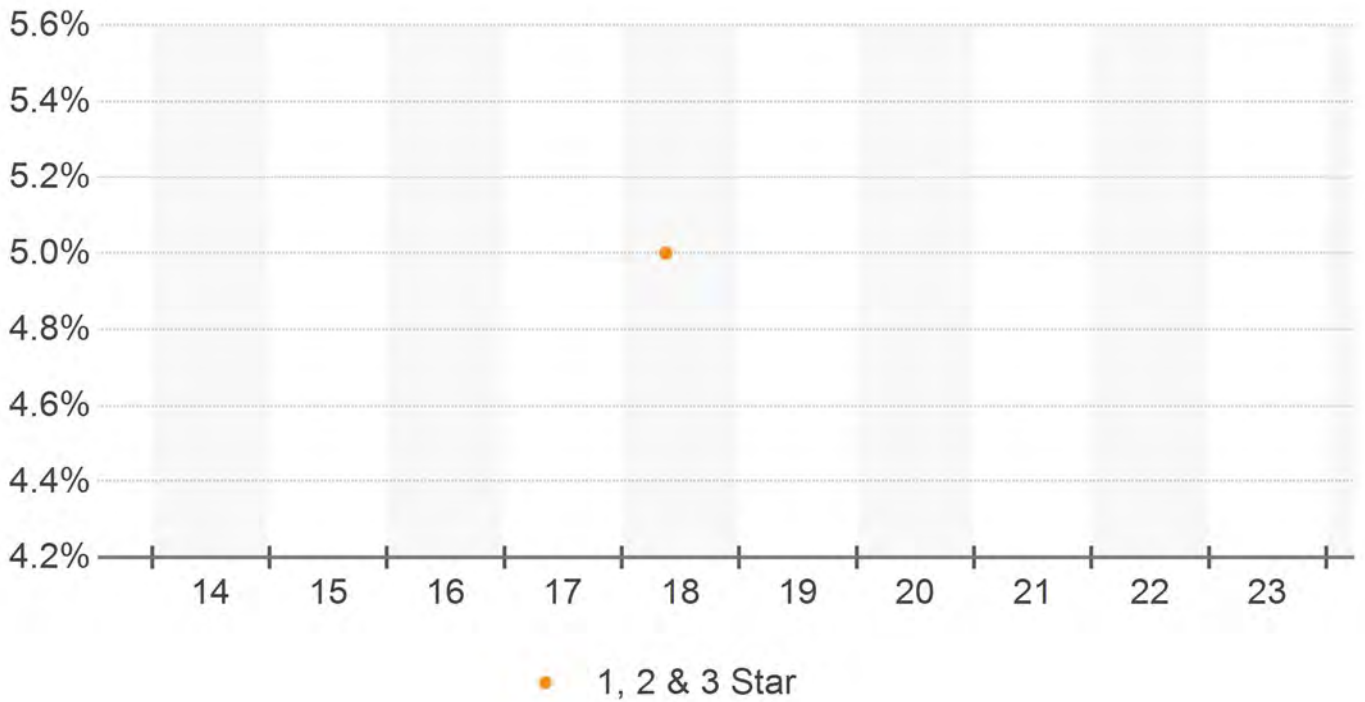
SALE TO ASKING PRICE DIFFERENTIAL



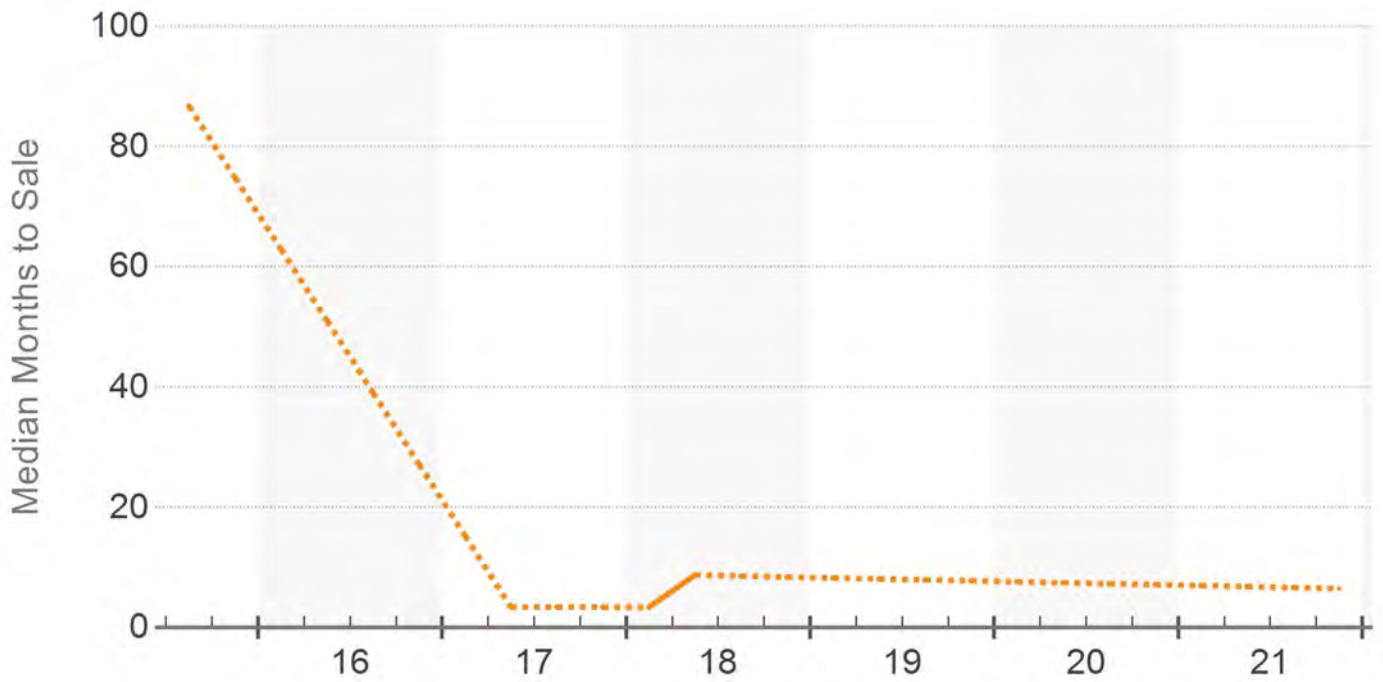
CAP RATE



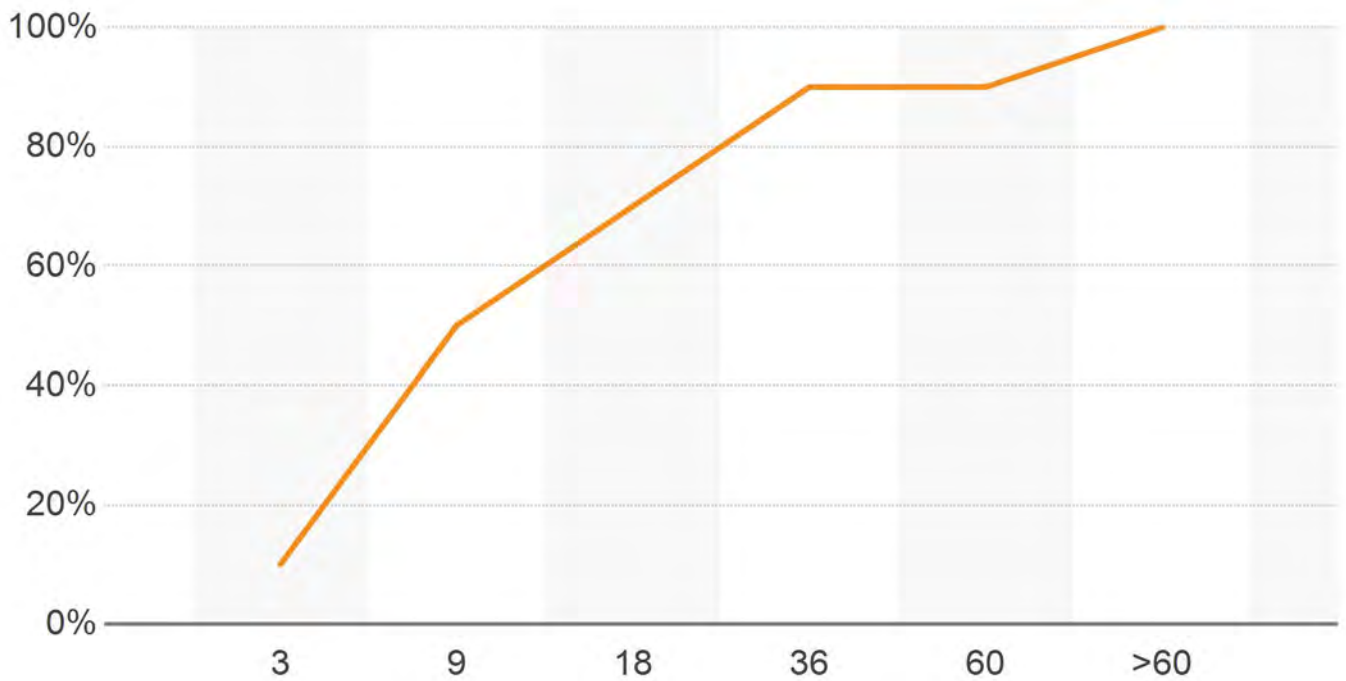
CAP RATE BY STAR RATING



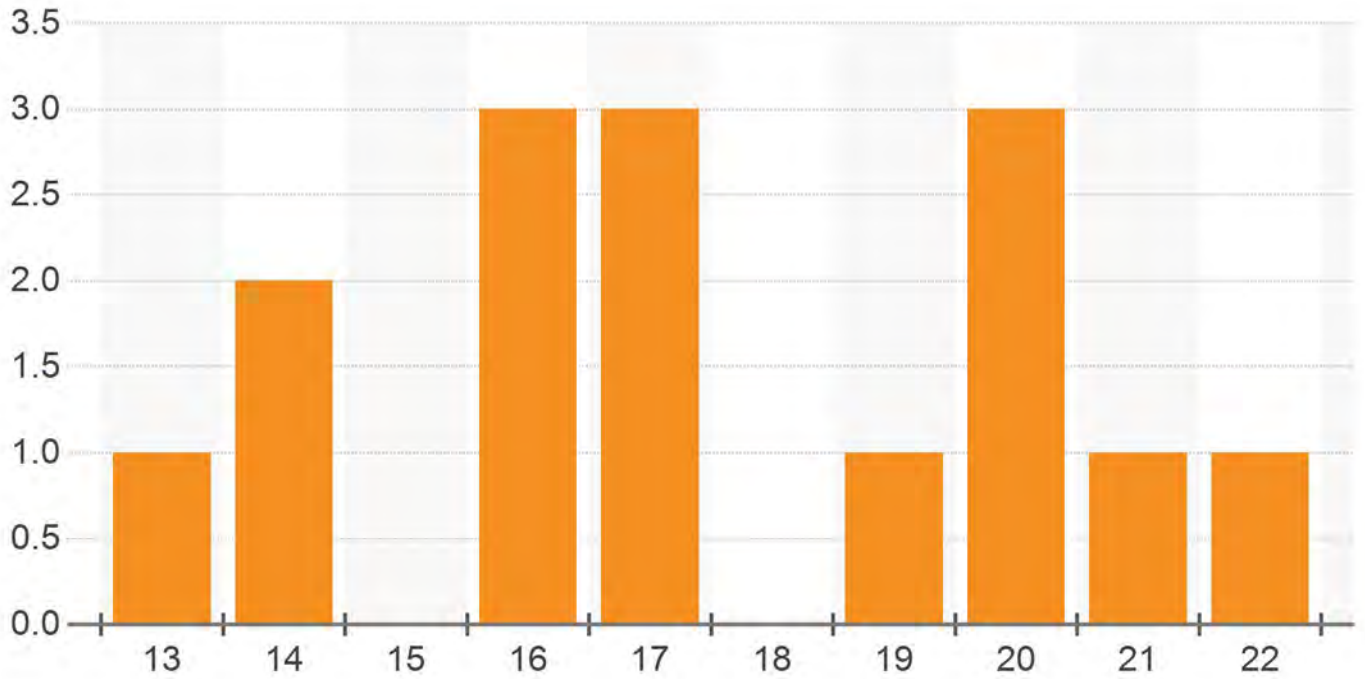
MONTHS TO SALE



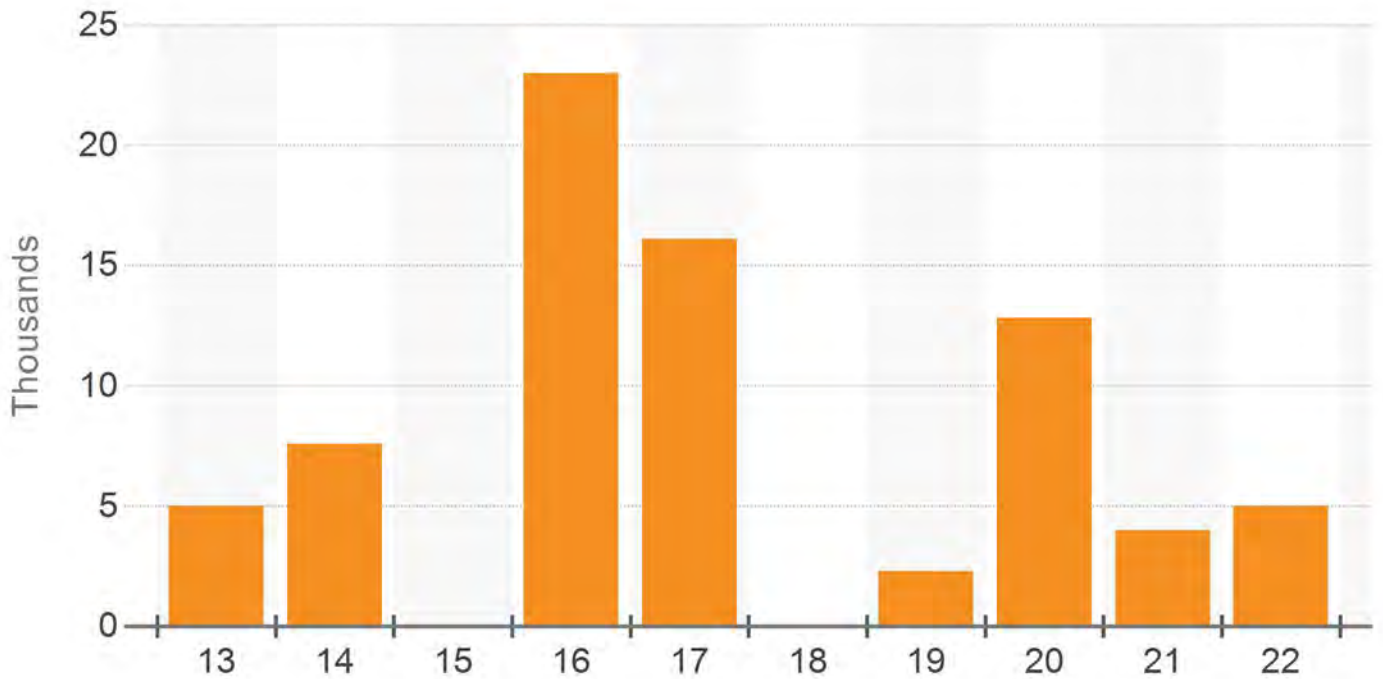
PROBABILITY OF SELLING IN MONTHS



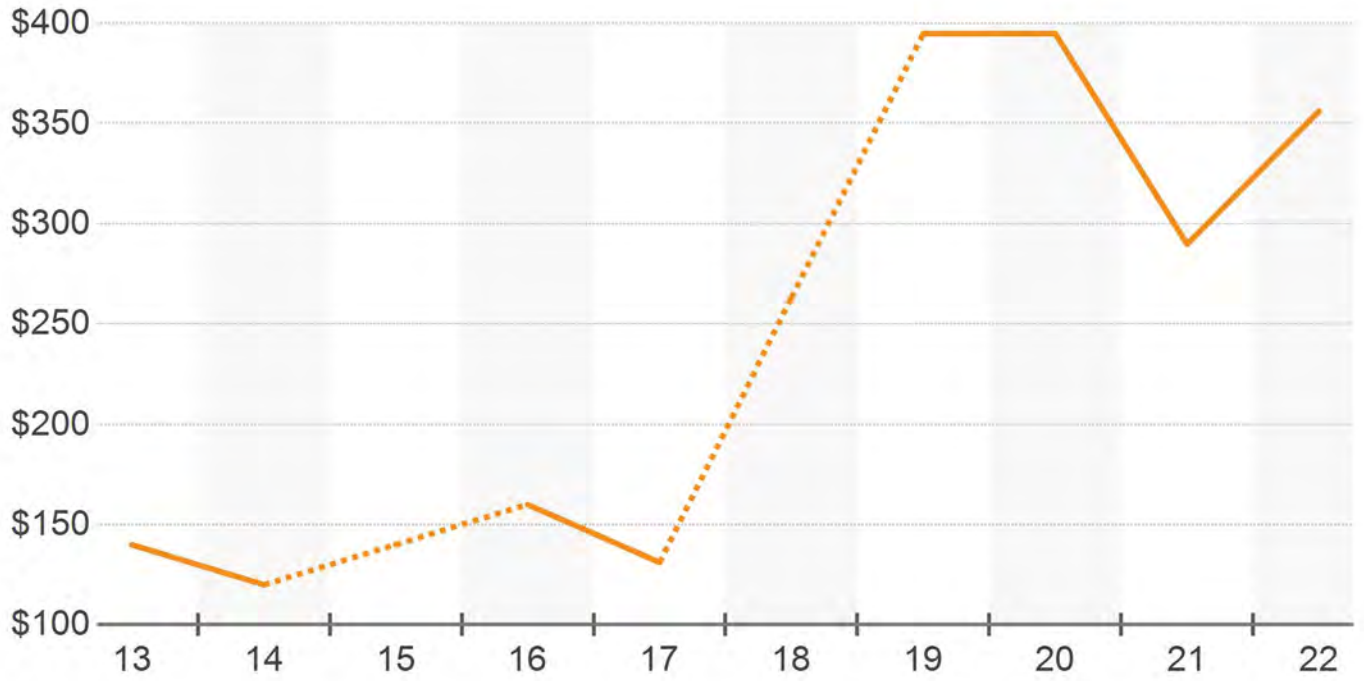
FOR SALE TOTAL LISTINGS



FOR SALE TOTAL SF



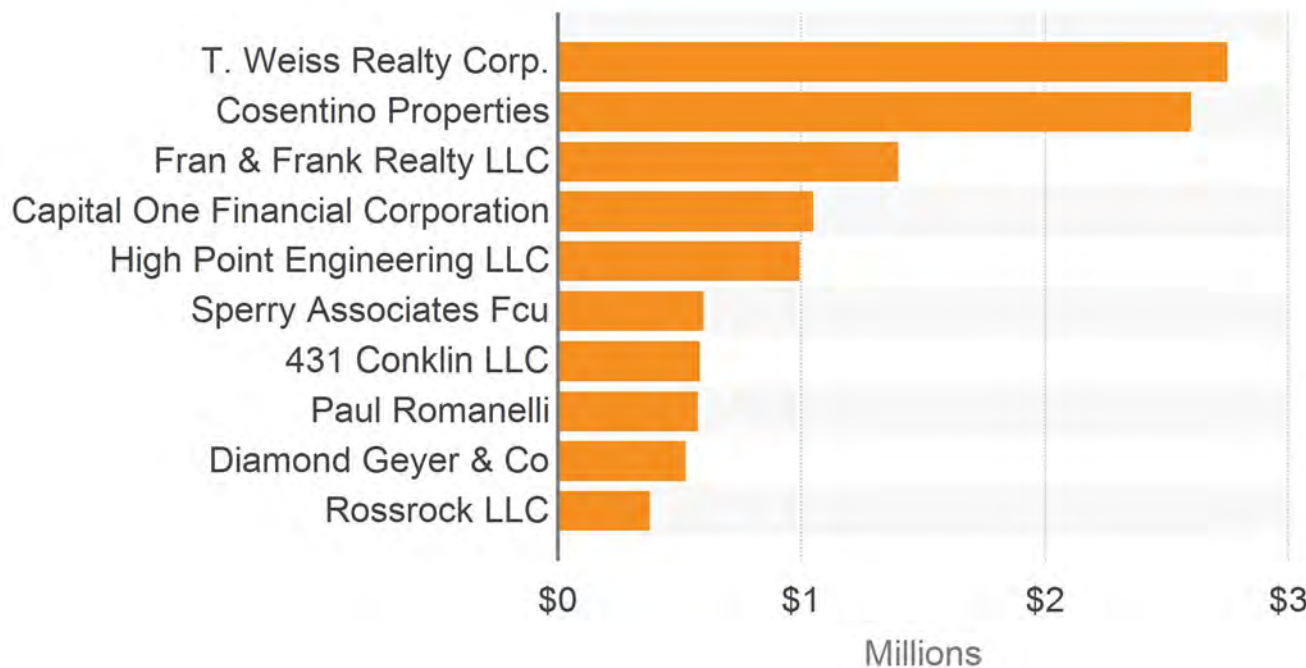
ASKING PRICE PER SF



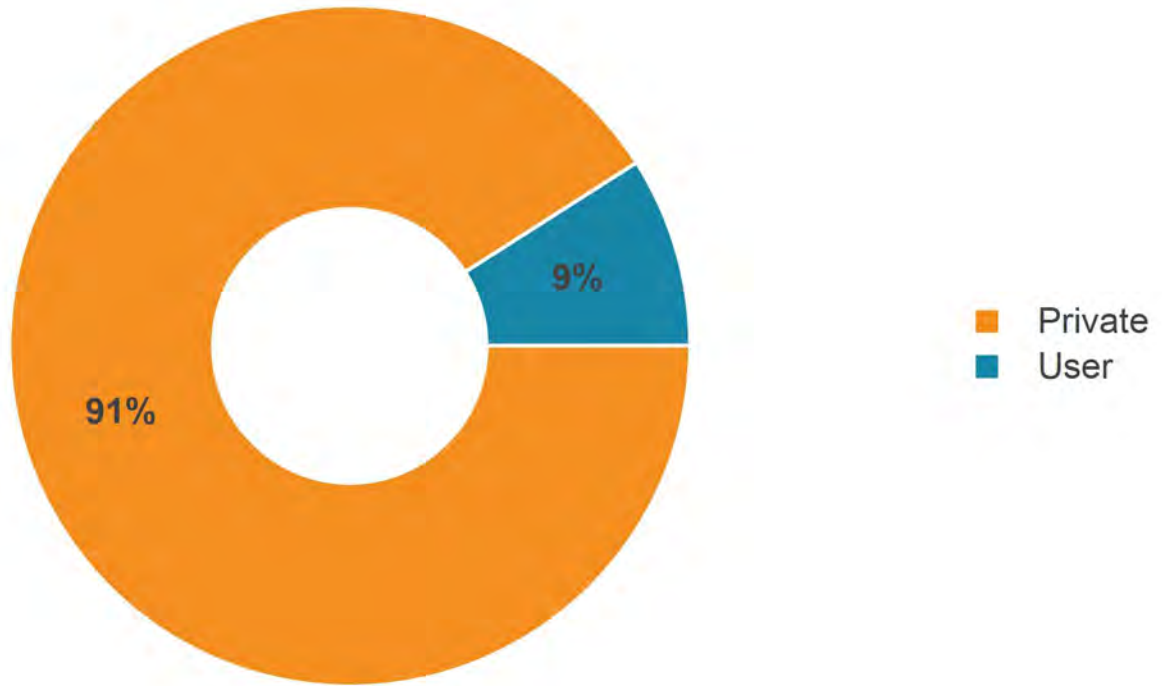
TOP BUYERS



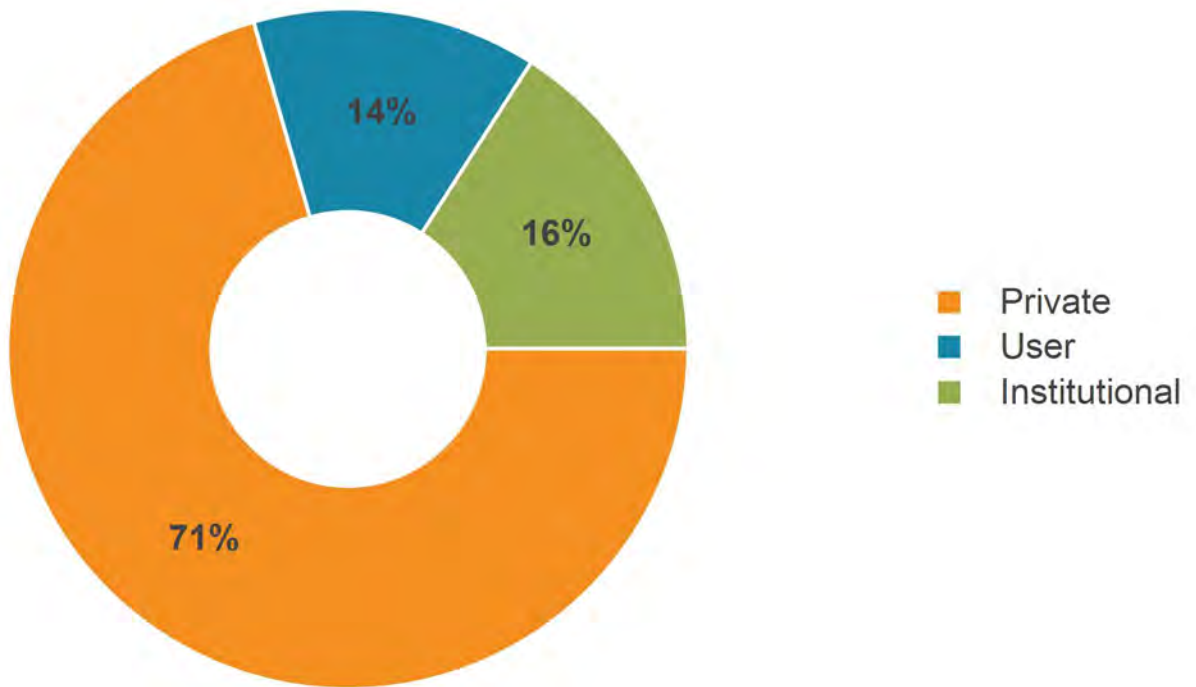
TOP SELLERS



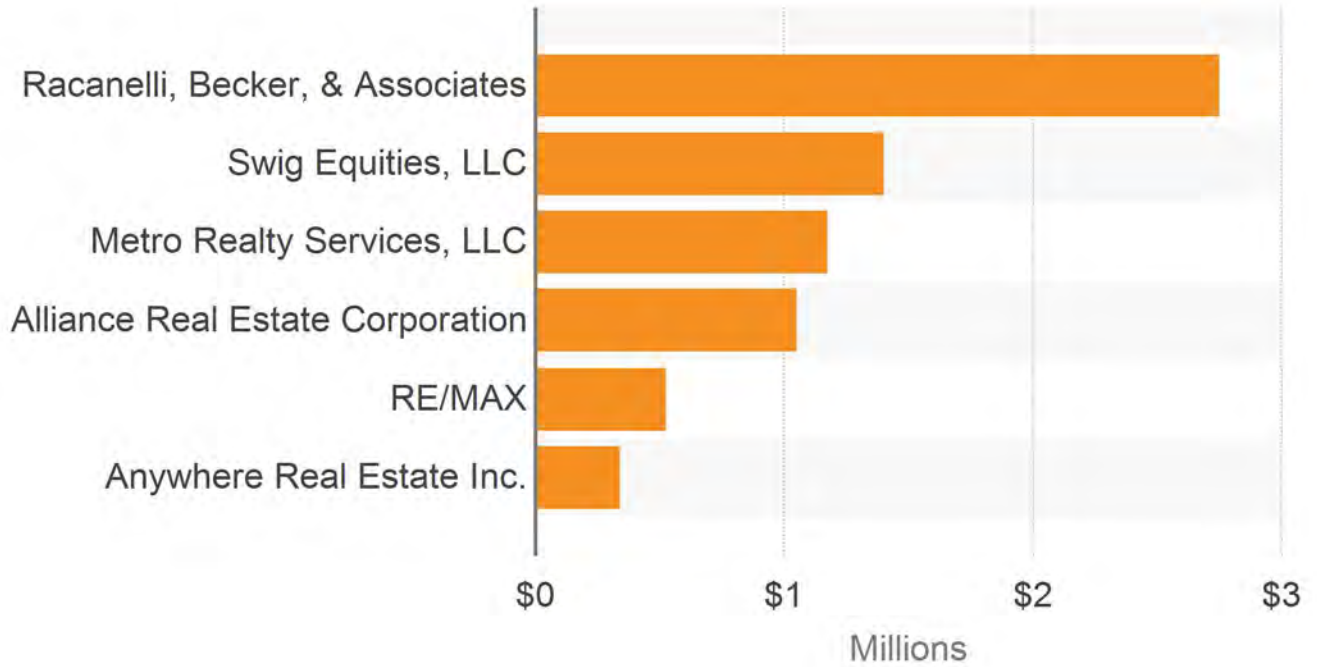
SALES VOLUME BY BUYER TYPE



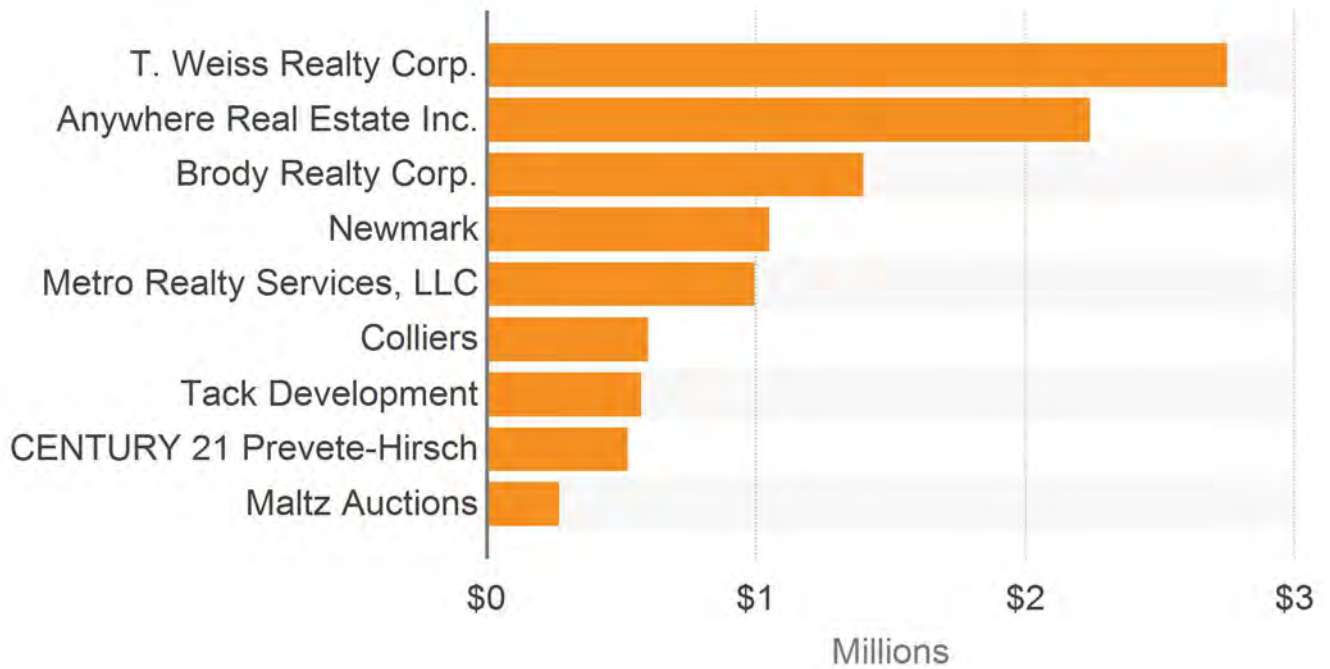
SALES VOLUME BY SELLER TYPE



TOP BUYER BROKERS



TOP SELLER BROKERS





Incorporated Village of Farmingdale
Nassau County, New York