



FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT/  
FINAL BROWNFIELD OPPORTUNITY AREA  
NOMINATION STUDY

# PROPOSED DOWNTOWN MASTER PLAN

VILLAGE OF FARMINGDALE, NEW YORK

PREPARED FOR

*Incorporated Village of Farmingdale  
New York State Department of State*

PREPARED BY

**VHB** *Engineering, Surveying and Landscape Architecture, P.C.  
White Plains, New York*

SEPTEMBER 2011





# ***Proposed Downtown Master Plan: Downtown Farmingdale 2035***

Village of Farmingdale,  
New York

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Prepared for **Incorporated Village of Farmingdale  
New York State Department of State**

Prepared by



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

*September 2011*

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**Proposed Downtown Master Plan: Downtown Farmingdale 2035**  
Village of Farmingdale, Nassau County, New York

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**FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT /  
FINAL BROWNFIELD OPPORTUNITY AREA NOMINATION STUDY**

**Proposed Action Location:**

Downtown Farmingdale  
Village of Farmingdale, Nassau County, New York

**Lead Agency:**

Village of Farmingdale Board of Trustees  
Village Hall  
361 Main Street  
Farmingdale, NY 11735  
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**Date of DGEIS Acceptance:** June 13, 2011

**Date of DGEIS Public Hearing:** July 11, 2011

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# ACKNOWLEDGEMENTS

INCORPORATED VILLAGE OF FARMINGDALE, NASSAU COUNTY, NEW YORK

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

DOWNTOWN REVITALIZATION COMMITTEE/BOA STEERING COMMITTEE

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John Capobianco  
Joe Carosella  
Laura Coletti  
Frank DeStefano  
Tim Dillon  
Joe Diurno  
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Nick Parisi  
Joe Schweitzer  
Seymour Weinstein  
Hon. Patricia Christiansen, Deputy Mayor  
Hon. Ralph Ekstrand, Trustee

*This document was prepared for the Incorporated Village of Farmingdale and the New York State Department of State with state funds provided through the Brownfield Opportunity Areas Program.*

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## ***I. General Overview***

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## ***I. GENERAL OVERVIEW***

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This document serves as the Final Generic Impact Statement (FGEIS) and Final Brownfield Opportunity Area (BOA) Nomination Study for the Village of Farmingdale Downtown Master Plan.

**Chapter I** provides a general overview of the Proposed Action, the State Environmental Quality Review Act (SEQRA) process, and the purpose of this Final Generic Environmental Impact Statement (FGEIS)/Final BOA Nomination Study.

### **A. Introduction**

This FGEIS/Final BOA Nomination Study is submitted on behalf of the Village of Farmingdale Board of Trustees (the Lead Agency) and has been prepared in accordance with the requirements of the New York State BOA Program and SEQRA.

This FGEIS/Final BOA Nomination Study has been prepared in response to comments on the DGEIS/BOA Nomination Study. The DGEIS/BOA Nomination Study was submitted on May 27, 2011 and accepted as complete by the Lead Agency on June 13, 2011. A Public Hearing was held on the DGEIS/BOA Nomination Study at Farmingdale Village Hall on July 11, 2011. The transcript from the Public Hearing is included in **Appendix A, Public Hearing Transcript** of this FGEIS/Final BOA Nomination Study. Written comments were accepted until July 22, 2011. All written comments received by the Lead Agency during the DGEIS/BOA Nomination Study comment period are included in **Appendix B, DGEIS/BOA Nomination Study Comments and Correspondence** of this FGEIS/Final BOA Nomination Study.

This FGEIS incorporates the DGEIS/BOA Nomination Study by reference and responds to all substantive comments received (either at the public hearing or in writing) on the DGEIS/BOA Nomination Study. Appendices are not repeated here, but are also included by reference. Comments were compiled and organized by topic. Each comment is referenced as to its source and responded to within **Chapter II** of this FGEIS/Final BOA Nomination Study.

This FGEIS/Final BOA Nomination Study is organized as follows:

- **Chapter I, General Overview**
- **Chapter II, Comments and Responses**

## **B. Description of the Proposed Action**

The Proposed Action, as defined by SEQRA, involves the adoption of the Downtown Master Plan and proposed Downtown Mixed-Use (D-MU) Zoning District by the Village of Farmingdale.

### 1. Downtown Master Plan Concept

The concept for Downtown Farmingdale seeks to enhance its position as a vibrant transit-oriented location and a lively commercial center through a balanced program of **beautification**, **redevelopment**, and **connection**. In order to best illustrate the downtown concept, a Downtown Concept Plan was developed. **Figure I-1, Downtown Concept Plan** presents the concept plan for Downtown Farmingdale.

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

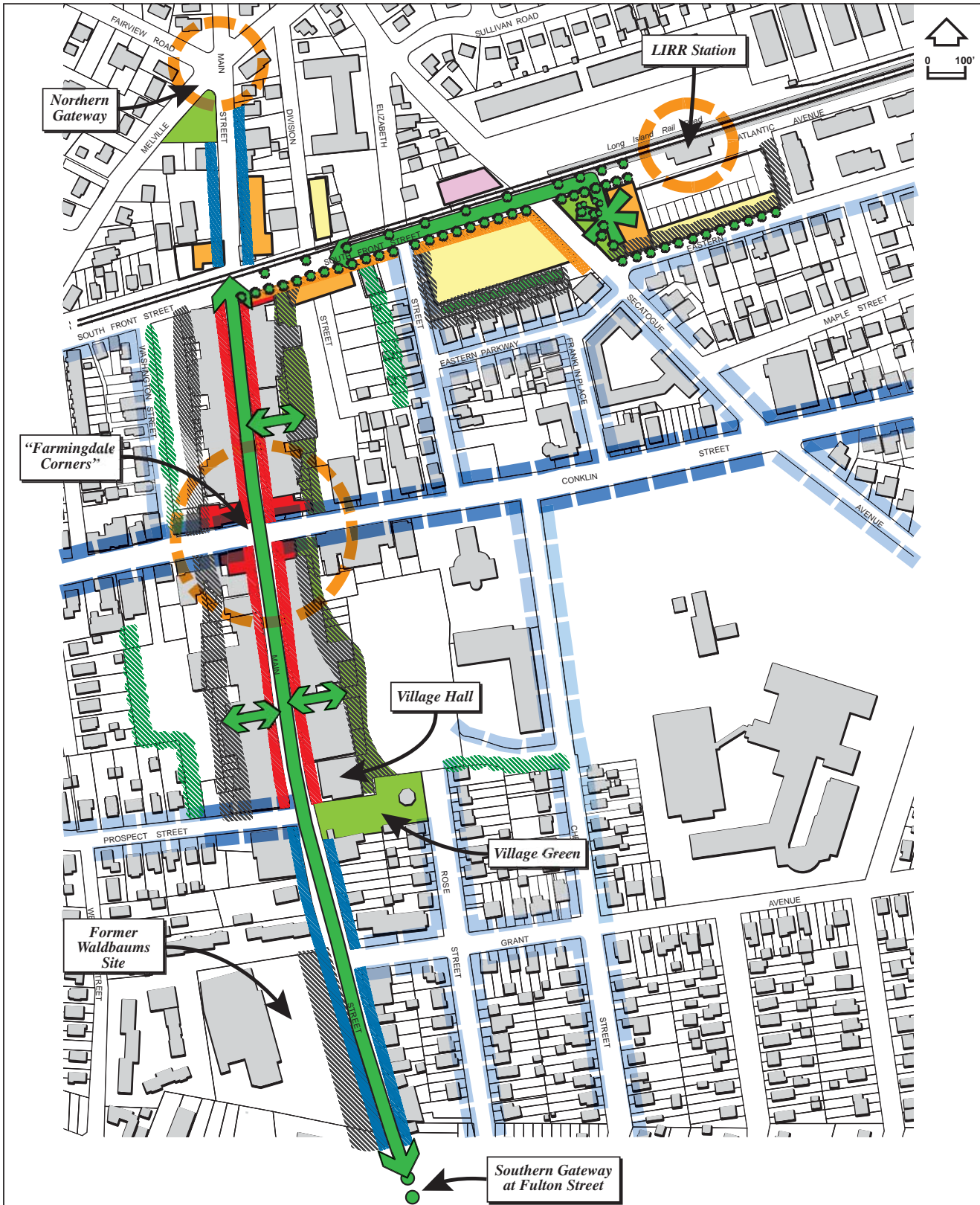
- **Village Gateways**
- **Frontages**
- **Key Transition Areas**
- **Key Parking/Residential Transition Areas**
- **Key Corner Buildings/Sites**
- **Key Design Sites**
- **Open Spaces**

### 2. Land Use and Proposed Zoning

Since the Village of Farmingdale is an already built-up community, the Downtown Master Plan has been designed to reinforce existing land use patterns where they are appropriate and to shape a rational context for planned redevelopment of specific area and provide the basis for the recommended zoning changes necessary to support these land use patterns.

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





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

Figure I-1  
**DOWNTOWN  
 CONCEPT PLAN**

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

### 3. Downtown Master Plan Strategies, Proposals, and Recommendations

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

- **Downtown Urban Design/Beautification Strategies/Proposals**—One of the key objectives of the Downtown Master Plan is the beautification of the downtown area and Main Street specifically. To that end, the Downtown Master Plan contains numerous strategies and proposals related to the improvement of the built environment, including design, signage, public parking areas, and open spaces in the downtown area. These beautification and design efforts, coupled with re-development of brownfields, vacant, and underutilized properties, seek to revitalize downtown and provide a pleasant experience to visitors, residents, and businesses alike.
- **Downtown Economic Development Strategies/Proposals**—The Downtown Master Plan for the downtown area brings together a number of elements that support and enhance the Village as a “cool downtown,” including mixed-use development at the LIRR train station, the addition of residential units on Main Street, the introduction of small and more varied stores and storefronts within the Village, and the creation of space for sidewalk restaurants and cafes. A key piece to the economic development strategy in the downtown area is to work closely with the Chamber of Commerce, including the recommendation to explore the possibility of establishing a Business Improvement District (BID) to further promote Downtown Farmingdale. With a separate set aside of tax revenues from downtown property owners, the BID would have funds for special events, promotions and beautification efforts, expanding upon what the Village and the Chamber already do in Downtown Farmingdale.
- **Other Downtown Strategies/Proposals**—Many of the other strategies, proposals, and recommendations, including those for traffic and parking, infrastructure, historic resources, etc., are proposed as part of the Downtown Master Plan.

### 4. Implementation

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

- New and modified zoning regulations and guidelines designed to direct private sector development in a manner that is consistent with Downtown Master Plan proposals.
- Administrative actions to be adopted by the Village, clarifying procedures and streamlining the approval process for projects that are consistent with the Plan.

- Securing funding for certain public improvements identified in the Plan and separate funding that leverages and enhances the feasibility of private sector projects that are consistent with the Downtown Master Plan.

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

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

## 5. Potential Impacts

Although in and of itself plan/zoning adoption has no environmental impacts, the action does establish an implementation program consisting of a series of policies and administrative actions that would have both potential adverse and beneficial impacts. Potential impacts were evaluated in the DGEIS/BOA Nomination Study and included the following categories:

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

The adoption of the Plan and zoning are considered a Type I Action under SEQRA.

**C. Refinements and Clarifications to the Proposed Action (Downtown Master Plan/Downtown Mixed-Use Zoning District)**

Subsequent to the Public Hearing on the DGEIS and as a result of feedback received as part of the public comment period, as well as input from the Village's consultants, some refinements and clarification to the Downtown Master Plan and Downtown Mixed-Use (D-MU) Zoning District are suggested. This section details those modifications and their associated impacts, if any.

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

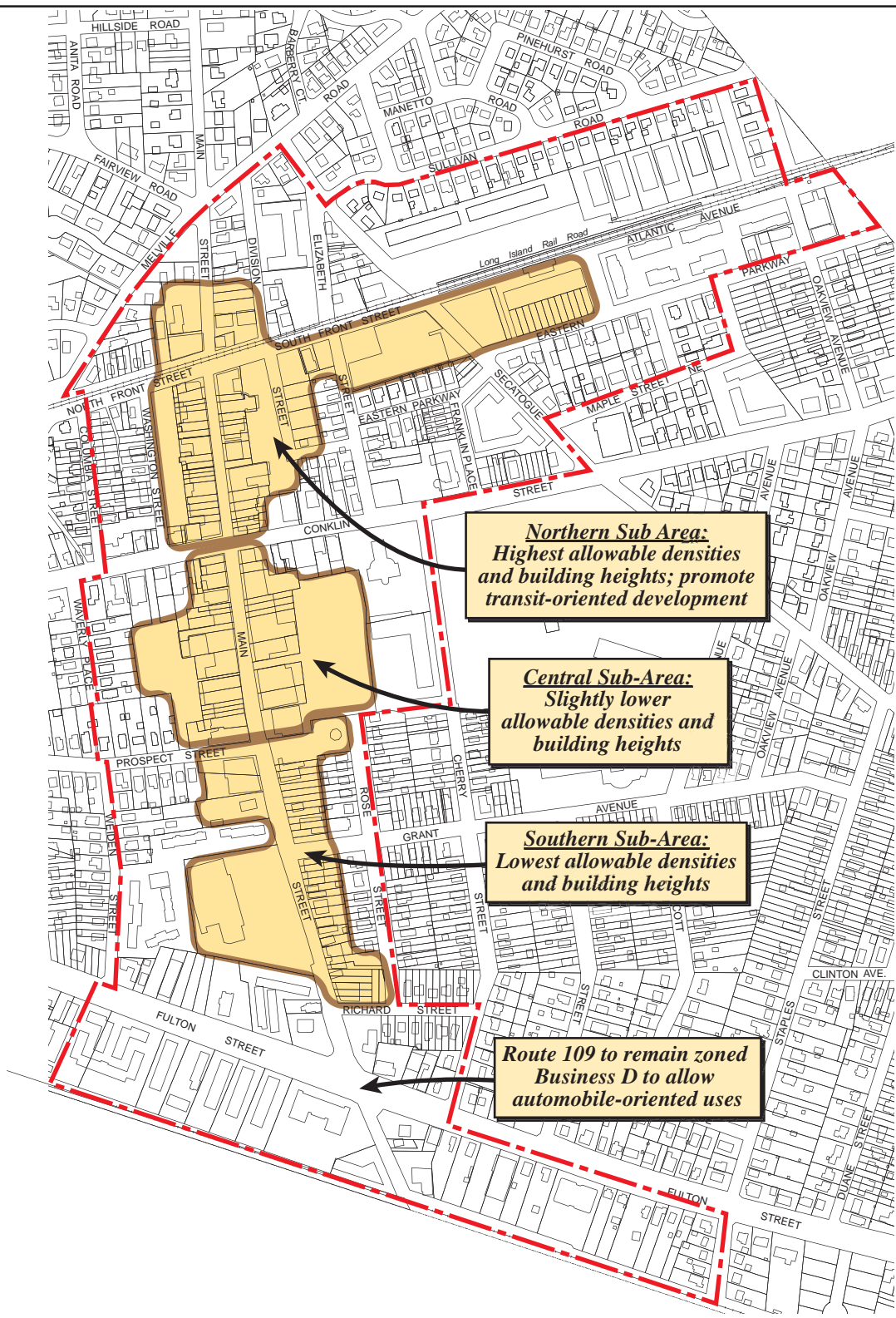
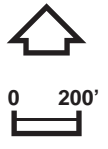
a. Description of Refinement

The Proposed Downtown Mixed-Use (D-MU) Zoning District (see revised boundaries in **Figure I-2, Proposed Downtown Mixed-Use Zoning District Boundaries**) will be refined, with consideration of the following modifications:

- Revise the list of permitted, special permit, and prohibited uses, as well as the list of permitted uses on upper-floors
- Clarify the maximum height and how it is measured
- Clarify how density would be regulated
- Add a minimum front yard (front to curb) control
- Eliminate the maximum area per retail establishment control
- Refine the off-street parking requirements based on Village experience
- Clarify the affordable/workforce housing requirement and define the incomes that would apply
- Consider additional ways to streamline the site plan and related approval process within the downtown area
- Restrict entrances to upper-floor residential uses to the rear of buildings
- Revise the incentives that the Board of Trustees may provide

b. Discussion of Impacts

None of the suggested refinements and clarifications to the D-MU Zoning District, as conceptualized above, would result in a greater impact than was studied in the DGEIS and as part of the Downtown Master Plan. To that end, the suggested modifications presented in the FGEIS would not represent any additional significant adverse environmental impact. Should the proposed zoning be modified prior to adoption that would result in a greater impact, an EAF would need to be prepared that would analyze the impact and determine if it is a significant adverse impact.



**Northern Sub Area:**  
Highest allowable densities and building heights; promote transit-oriented development

**Central Sub-Area:**  
Slightly lower allowable densities and building heights

**Southern Sub-Area:**  
Lowest allowable densities and building heights

**Route 109 to remain zoned Business D to allow automobile-oriented uses**

 **BOA/Study Area Boundary**

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

Figure I-2  
**PROPOSED DOWNTOWN MIXED-USE (D-MU) ZONING DISTRICT BOUNDARIES**

**DOWNTOWN FARMINGDALE FGEIS/  
FINAL BOA NOMINATION STUDY**  
Village of Farmingdale, New York

2. Proposed Modifications to the Downtown Master Plan
  - a. Description of Refinement

The Downtown Master Plan was originally drafted in 2009. In 2010 and 2011, the Downtown Master Plan has been undergoing environmental review under SEQRA. Based upon comments received as part of the SEQRA review, the Downtown Master Plan will be updated to reflect current conditions, including the current population of the Village, to clarify the status of the Nassau County Master Plan and the various concepts and terms in the Plan, include a graphic that depicts public transportation in the downtown area, reflect the revised zoning concept, and define affordable and affordability criteria.

Note that it can be expected that moving forward elements of the Downtown Master Plan will need to be revisited as the revitalization of downtown Farmingdale will evolve over time, especially given changes in market conditions and the potential for specific parcels to change. An example of this is the former Waldbaum's site. The Downtown Master Plan/DGEIS/BOA Nomination Study evaluated that parcel with the supermarket and associated commercial uses along with potentially a retail liner along Main Street. Although Waldbaum's has since left and the store remains vacant, there currently is no proposal for the site. Should a particular proposal come before the Board of Trustees it would be considered at that time.

As stated in the DGEIS/BOA Nomination Study in **V. Summary Analysis, Findings, and Recommendations of the BOA and Strategic Sites, B. Recommendations and Next Steps, 4. Make the Downtown Master/BOA Plan a Living Document**, in order to ensure that the Downtown Master/BOA Plan is not relegated to a document that collects dust on the shelf, it is recommended that at least every five years, the Village review the Downtown Master/BOA Plan and assess its findings and recommendations and if they are still relevant. At that time, additional suggested changes could be integrated into the updated document.

- b. Discussion of Impacts

None of the suggested refinements and clarifications to the Downtown Master Plan would result in a greater impact than was studied in the DGEIS/BOA Nomination Study. To that end, the suggested modifications presented in the FGEIS would not represent any additional significant adverse environmental impact. The DGEIS/BOA Nomination Study in **IV. Environmental Impact Analyses of the Proposed Project, C. Description of Mitigation Measures, 1.**



***Parameters and Criteria for Site-Specific Review of Future Development and Improvements/Conditions for Future Actions***, provides a recommended process (including environmental review) for the Village to follow for any specific project in the downtown area, whether explicitly stated in the Downtown Master Plan or not. This is the procedure that would need to be followed if a proposal for the Waldbaum's site were to come before the Board of Trustees.

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## ***II. Comments and Responses***

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## **II. COMMENTS AND RESPONSES**

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**Chapter II** includes the comments (both at the Public Hearing and written comments) received on the DGEIS/BOA Nomination Study (Proposed Action: Village of Farmingdale Downtown Master Plan and Proposed Downtown Mixed-Use Zoning District). **Chapter II** also includes the Lead Agency's (Village of Farmingdale Board of Trustees) responses to those comments. Each comment has been assigned a number, which is used to identify the origin of the comments. Where comments have been made on the same subject by more than one commentator, they have been condensed and summarized into a single comment. The transcript from the Public Hearing is included in **Appendix A, Public Hearing Transcript** of this FGEIS/Final BOA Nomination Study. All written comments received by the Lead Agency during the DGEIS/BOA Nomination Study comment period are included in **Appendix B, DGEIS/BOA Nomination Study Comments and Correspondence** of this FGEIS/Final BOA Nomination Study.

**Comments and Responses**

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<b>Comment Source/Key</b>		<b>Commentator</b>	<b>FGEIS Subsection</b>	<b>Comment/ Response Number</b>
Letter 4/2011	Pg. 1	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.1
Letter 4/30/2011	Pg. 3	Downtown Revitalization Committee	A. Description of the Project and Boundary	A.2
Letter 7/19/2011	Pg. 2	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.3
Letter 7/19/2011	Pg. 1	Richard Gosline 25 Linwood Avenue	A. Description of the Project and Boundary	A.4
Public Hearing Transcript 7/11/2011	Pg. 33	Robert Pleace, Sr., 25 Elizabeth Street, #2G	A. Description of the Project and Boundary	A.5
Public Hearing Transcript 7/11/2011	Pg. 61	William Denny	A. Description of the Project and Boundary	A.6
Public Hearing Transcript 7/11/2011	Pg. 46-47, 51	Richard Gosline 25 Linwood Avenue	A. Description of the Project and Boundary	A.7
Letter 7/19/2011	Pg. 1	Richard Gosline 25 Linwood Avenue	A. Description of the Project and Boundary	A.7
Letter 7/19/2011	Pg. 1	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.8
Letter 4/30/2011	Pg. 2	Downtown Revitalization Committee	A. Description of the Project and Boundary	A.9
Letter 7/19/2011	Pg. 1	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.9
E-Mail 7/21/2011	Pg. 1	Seymour Weinstein 35 Hillside Road	A. Description of the Project and Boundary	A.9
Letter 7/19/2011	Pg. 2	Richard Gosline 25 Linwood Avenue	A. Description of the Project and Boundary	A.10
Letter 4/30/2011	Pg. 2	Downtown Revitalization Committee	A. Description of the Project and Boundary	A.11
Public Hearing Transcript 7/11/2011	Pg. 64-65	Richard Rousselle 318 Secatogue Avenue	A. Description of the Project and Boundary	A.11
Letter 4/30/2011	Pg. 3	Downtown Revitalization Committee	A. Description of the Project and Boundary	A.12
Public Hearing Transcript 7/11/2011	Pg. 38-39	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.12
Letter 4/2011	Pg. 1, 3	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.12
Public Hearing Transcript 7/11/2011	Pg. 73-74	Lorraine Donnolo 24 Yoakum Avenue	A. Description of the Project and Boundary	A.13
Letter 4/2011	Pg. 2	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.14
Public Hearing Transcript 7/11/2011	Pg. 72-72	Sal DeRosa 33 Bernard Street	A. Description of the Project and Boundary	A.15
Letter 4/2011	Pg. 1	Chuck Gosline 33 Waverly Place	A. Description of the Project and Boundary	A.16
E-Mail 7/17/2011	Pg. 1	Joe Mazzotta 212 Fulton Street	A. Description of the Project and Boundary	A.17
Public Hearing Transcript 7/11/2011	Pg. 53-54	Joe Diurno 128 Fairview Road	A. Description of the Project and Boundary	A.18

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Public Hearing Transcript 7/11/2011	Pg. 71	Ellen Pence 180 Cherry Street	A. Description of the Project and Boundary	A.19
Letter 4/30/2011	Pg. 2	Downtown Revitalization Committee	B.i. Land Use, Zoning, and Public Policy	B.i.1
Letter 7/6/2011	Pg. 1	Anthony Bartone 201 Lenox Court	B.i. Land Use, Zoning, and Public Policy	B.i.1
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.1
Letter 4/30/2011	Pg. 2	Downtown Revitalization Committee	B.i. Land Use, Zoning, and Public Policy	B.i.2
Letter 7/22/2011	Pg. 2	Nassau County Planning Commission 1194 Prospect Avenue	B.i. Land Use, Zoning, and Public Policy	B.i.3
Letter 7/22/2011	Pg. 2	Nassau County Planning Commission 1194 Prospect Avenue	B.i. Land Use, Zoning, and Public Policy	B.i.4
Letter 7/6/2011	Pg. 1	Anthony Bartone 201 Lenox Court	B.i. Land Use, Zoning, and Public Policy	B.i.5
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.5
Letter 7/6/2011	Pg. 1	Anthony Bartone 201 Lenox Court	B.i. Land Use, Zoning, and Public Policy	B.i.6
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.6
Letter 7/6/2011	Pg. 1	Anthony Bartone 201 Lenox Court	B.i. Land Use, Zoning, and Public Policy	B.i.7
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.7
Letter 7/6/2011	Pg. 2	Anthony Bartone 201 Lenox Court	B.i. Land Use, Zoning, and Public Policy	B.i.8
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.8
Letter 7/6/2011	Pg. 2	Anthony Bartone 201 Lenox Court	B.i. Land Use, Zoning, and Public Policy	B.i.9
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.9
Public Hearing Transcript 7/11/2011	Pg. 39-46	Anthony Addeo 111 Conklin Street	B.i. Land Use, Zoning, and Public Policy	B.i.10
Letter 7/19/2011	Pg. 1	Richard Gosline 25 Linwood Avenue	B.i. Land Use, Zoning, and Public Policy	B.i.11
Letter 4/2011	Pg. 1	Chuck Gosline 33 Waverly Place	B.i. Land Use, Zoning, and Public Policy	B.i.12
Letter 4/2011	Pg. 3	Chuck Gosline 33 Waverly Place	B.i. Land Use, Zoning, and Public Policy	B.i.13
Letter 7/19/2011	Pg. 1	Richard Gosline 25 Linwood Avenue	B.i. Land Use, Zoning, and Public Policy	B.i.14
Public Hearing Transcript 7/11/2011	Pg. 82	George Cook 3 McCarthy Court	B.i. Land Use, Zoning, and Public Policy	B.i.15

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Public Hearing Transcript 7/11/2011	Pg. 82-83	George Cook 3 McCarthy Court	B.i. Land Use, Zoning, and Public Policy	B.i.16
Public Hearing Transcript 7/11/2011	Pg. 57	Valerie LiCausi Farmingdale Music Center 135 Main Street	B.i. Land Use, Zoning, and Public Policy	B.i.16
Letter 7/19/2011	Pg. 1	Chuck Gosline 33 Waverly Place	B.i. Land Use, Zoning, and Public Policy	B.i.17
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## A. Description of the Project and Boundary

### Overall Plan

#### **Comment A.1:**

Much talk about TOD. [There] needs a clear draft of what [it] could be in words and a rendering. Better define TOD as it may relate to our village. Plan for TOD potential with walkable connection to Main Street and maybe even to Farmingdale State College.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

#### **Response A.1:**

According to the Federal Transit Administration, transit-oriented development (TOD) is “compact, mixed-use development within walking distance of public transportation.” The Village of Farmingdale contains the key element of TOD, which is Transit – the Farmingdale LIRR train station. The DGEIS/BOA Nomination Study contains a number of maps and images depicting the proposed TOD concepts for downtown Farmingdale. These include: **Figure I-4, Downtown Concept Plan; Figure IV-2, South Front Street Connection Plan; Figure IV-4, Birds Eye View Looking East at Proposed TOD; Figure IV-5, Birds Eye View Looking East from Main Street; Figure IV-8, Future Land Use Map; and, Figure IV-9, Proposed Downtown Mixed-Use (D-MU) Zoning District.**

#### **Comment A.2:**

If higher density, mixed-use with retail, around the railroad is the first priority, what is the plan/timeline for connecting the train station area with Main Street, providing green spaces to provide walk ability to Main Street, South Front Street improvements, and the development at the Main Street/South Front Street gateway? The Draft Master Plan indicates that mixed-use development at the train station will bring more customers to Main Street. The Committee believes this will be true only if simultaneous actions occur. The concern is that the buildup of the train station area, with new retail, IHOP, etc. will detract from Main Street not enhance it.

(Downtown Revitalization Committee, Letter, 4/30/2011)

#### **Response A.2:**

Comment noted. The Downtown Master Plan recommends implementation on a short-, intermediate-, and long-term horizon, with the hope that many of the actions would occur in conjunction with each other. Many of the public-sector investments, such as improving the aesthetics of Main Street and looking to investigate the ability to have a Community Land Trust (CLT) can and should be pursued early on. In the same sense, some actions will take longer to pursue, such as removing the overhead wires along Main Street and creating the linear greenspace along the rears of the Main Street stores. On the private side, the market will dictate how and when applications arrive. Regarding the concern about TOD at the station taking away from Main Street, the application for the approved hotel did not include a bar or restaurant specifically to address the Board’s desire that guests of the hotel frequent the existing Main Street establishments. The Village will seek to work with prospective developers to invest in the streetscape to connect Main Street to the train station as a public amenity as part of the approval process.

## **Comments and Responses**

### **Comment A.3:**

There is no mention [in the economic study] of the need for an anchor business, no draft plan of the TOD area and just to add 80% more restaurants in my humble opinion is obvious at best.

(Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011)

### **Response A.3:**

In the Farmingdale BOA market analysis (**Appendix H** of the DGEIS/BOA Nomination Study), it is pointed out that anchor tenants tend to locate shopping centers. From data provided to the Village and from observations, anchor tenants are not flocking to smaller downtowns, but rather to major transportation arterials, again, due to the potential for larger sites. See Response A.1 with regards to the TOD plan.

## Apartments

### **Comment A.4:**

After attending the public hearing on the Village's downtown revitalization plan and hearing that this is really all about developing a plan that truly represents the wishes of the community, then hands down additional apartments are out. That was obvious at the July 12th Public Hearing.

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

### **Response A.4:**

The Board desires condominium development over rental apartments. However, there are a number of factors that currently limit the condominium market. The market for rental units vs. ownership is currently being driven by the availability to raise capital from the banking community. Funding for condominium projects is currently not available. However, funding for the construction of rental units is readily available. In addition, according to the 2010 Draft Nassau County Master Plan, Nassau County is comprised of only 17% renter-occupied units, among the lowest in the New York Metropolitan region. Even though the Village contains a much higher percentage, there remains demand for rental units. Other factors when considering condominiums vs. rentals include additional regulatory implications when building condominiums (i.e., must file with the State Attorney General); funding and increased costs; and tax implications. Based upon these factors, the current demand for rental units in Nassau County, the market, and the success of the Fairfield Properties redevelopment at 150 Secatogue Avenue, the Board is comfortable with adding rental units to the downtown. Further, it should be noted that not all of the units would be rental apartments.

### **Comment A.5:**

Farmingdale has a very limited amount of traffic for the space for the people on Main Street. Now you're going to have more people with apartments. It doesn't make sense, you're going to have more people with children and it's going to make the school taxes go up. Traffic is a horror there is no green space. You keep talking green space. I'd like to know where you think green space is? Every space in Downtown has been taken care of. We don't need apartments here.

(Robert Pleace, Sr., 25 Elizabeth Street, Apt 2G, Public Hearing Transcript, 7/11/2011)

**Response A.5:**

As part of the downtown master planning/DGEIS/BOA Nomination Study process, the Board commissioned two separate traffic studies. Both returned with the result that with certain mitigation measures, intersections within the downtown would operate at, near, or in some cases better than current conditions. The DGEIS/BOA Nomination Study, in **IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 4. Socioeconomic Considerations** and **5. Community Facilities and Resources**, provides a discussion of fiscal impacts and school-child generation. The analysis indicates that there would be a 0.66 percent increase in school enrollment and the potential costs of that increase could be covered by the increase in tax revenues from revitalization of the downtown area. In addition, recent data from Dr. Pearl Kamer (Long Island Association Chief Economist) and the data the Board collected from 150 Secatogue Avenue show that these types of projects as being revenue positive to schools and government. The commentator is correct regarding the lack of green space in the downtown area. As indicated in the DGEIS/BOA NOMINATION STUDY in **I. Description of the Project and Boundary, E. Project Overview and Description (the Downtown Master Plan), 1. Downtown Concept**, one of the important objectives of the Downtown Master Plan is to increase open space in the downtown area. Recommendations include creating a "Station Green" near the LIRR train station and "greening-up" the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street through the creation of a linear multi-functional green/hardscape space. See Response A.4 regarding rental apartments.

**Comment A.6:**

We don't need more apartments, we have enough apartments. If you look around at the surrounding towns you can see, we have more apartment buildings than any other towns. We need to do something about getting the stores filled and having more people, like I said is not the answer. It takes up more parking, when the people park there. Having these huge monstrosity property's in a quaint Village. Somebody mentioned the Town of Babylon. Town of Babylon looks nothing like Downtown. We're supposed to maintain our heritage in our Village, not with these buildings. We don't need more apartments. We already have more apartments than everybody else and that's basically it.

(William Denny, Public Hearing Transcript, 7/11/2011)

**Response A.6:**

See Response A.5.

**Comment A.7:**

We discussed this concept of 375 units, but can you give me a better idea as to what would be the stores versus what could be complete residential units built. The Mayor had stated that the Secatogue Unit is like 54 units. How many more is going to be housing units and how much of Downtown is going to see overflow? How about unit numbers, right now I'm talking over stores? You envision 150 of those units being done over stores and the other 200 being done as separate building, I mean, how do you see this playing out? That leaves a big number over the stores if you envision 150 not to be over the stores, now you're saying it's a bigger number

## **Comments and Responses**

going over the stores. I happen to like the look of what I consider Northwest Main Street. I think it has a fair mix of residential and retail, but I hate to see this coming straight down and saying, hey he did it, I want to put 16 units above my store and 12 on mine and the next thing all the way down the line I got units above every store and that kills that whole look. We currently have a lot of empty stores right now and the proposal says it's going to be retail added underneath some of this residential. I still don't understand how 375 residential and you quoted 800 people is going to revitalize that. I'm just not seeing that.

(Richard Gosline, 25 Linwood Avenue, Public Hearing Transcript, 7/11/2011; Similar comments from Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

### **Response A.7:**

The Village of Farmingdale, especially the downtown area, is a predominantly built-up community. Planning for its future, therefore, differs from planning for a community where substantial amounts of vacant land are available. As detailed in the DGEIS/BOA Nomination Study in *III. Analysis of the Proposed Brownfield Opportunity Area, C. Sites Subject to Change (Strategic Sites)*, in approaching the Downtown Master Plan, areas of the Village that were abandoned, vacant, underutilized and/or brownfields sites, as well as other sites that are potentially subject to change were identified. These "Sites Subject to Change" were then analyzed within the context of local and regional factors to determine the likelihood of change occurring over the next 20 to 25 years under a number of potential future scenarios, which were developed for analytical purposes only. Each scenario assigned development potential to each site, including residential units and commercial and other non-residential square footage, with consideration of the size of the site and the ability to provide parking. The result for the Preferred Scenario (which is the basis for the Downtown Master Plan) is a residential development potential of 375 units spread among many, but not all, of the 35 sites subject to change. These units will, ultimately, be driven by the market, not the Village. However, the Plan envisions these as predominantly part of mixed-use buildings, with approximately 250 units along South Front Street and the northern portion of Main Street and approximately 125 units along the balance of Main Street. This allocation is representative of the size of the sites subject to change and, again, their ability to accommodate additional parking. The 35 sites subject to change are indicated on *Figure III-12, Sites Subject to Change/Strategic Sites* and *Table III-13, Sites Subject to Change/Strategic*. Although the Board recognizes that adding residents downtown is not a sure fix for Main Street, the Board believes that revising the downtown zoning and encouraging downtown residents are key components of an overall strategy to revitalize downtown Farmingdale, along with improving its appearance, better connecting it to the LIRR train station, and marketing the downtown to businesses, visitors, and residents.

### **Comment A.8:**

375 new housing units. In reviewing the Sites Subject to Change list there was no forecast for where they may be constructed, could that be done item by item to SStC list so we could see the potential impact?

(Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011)

### **Response A.8:**

See Response A.7.

**Comment A.9:**

There is a concern about rental units vs. owned townhouses. The S&S Existing Conditions Report indicated that there are ample rentals units in the Village, so why more? What data was used to determine that rental is a better market than condo/townhouse? The Village currently has a number of empty stores, we don't want empty apartments as well. What is the current demographic of the new Secatogue apartments and vacancy rates? The Committee has been informed, that rental units are considered commercial property whereas townhouses/condos are considered residential. An influx of rental properties doesn't help lower residential taxes.

(Downtown Revitalization Committee, Letter, 4/30/2011; Similar comments from Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011 and Seymour Weinstein, 35 Hillside Road, E-Mail, 7/21/2011)

**Response A.9:**

See Response A.4. The Board shares this concern and desires condominium development over rental apartments. However, the market for rental units vs. ownership is currently being driven by the availability to raise capital from the banking community. Funding for condominium projects is currently not available. However, funding for the construction of rental units is readily available. The demographics for the 54 units at 150 Secatogue Avenue are from 2008 and are included in **Appendix C, 150 Secatogue Avenue Demographics**. The complex is currently fully rented with one- and two-year leases.

Hotel

**Comment A.10:**

For the record, an as of right hotel in Farmingdale would have been 3 stories not 4. I was glad to hear the lawyer for the hotel project guarantee the residents that the hotel would not add any children to our schools. How is it now that the parking lot that is soon to be a hotel/park was once needed to maintain compliance for parking for 120 Secatogue building?

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

**Response A.10:**

Note that the construction of the hotel near the LIRR train station is an as-of-right application (outside of a height variance) and is somewhat outside of the purview of this GEIS. However, it is a component that was considered as part of the Downtown Master Plan and, therefore, is responded to there. There currently is no formal proposal for the redevelopment of 120 Secatogue Avenue. The Downtown Master Plan/DGEIS/BOA Nomination Study considered the site as a site subject to change and anticipated that parking would be provided underground.

## **Comments and Responses**

### **Comment A.11:**

How was it determined that a hotel would be beneficial to the community? Where is the market research data? There have been reports that vacancy rates at nearby hotels are at 40%. How was it determined that a hotel in the Village is a viable option?

(Downtown Revitalization Committee, Letter, 4/30/2011; Similar comments from Richard Roussele, 318 Secatogue Avenue, Public Hearing Transcript, 7/11/2011)

### **Response A.11:**

See Response A.10. The developer did its own research on the viability of his proposed hotel, including providing an example of a similar hotel on Route 110 operated by one of the proposed operators.

### Specific Uses

### **Comment A.12:**

A new issue has surfaced since the Draft Master Plan was written and that is the fate of the Waldbaum's property. The Committee suggests that someone or the Village purchase the property and create a cultural arts center. The Committee believes that this will be the draw for Main Street and the downtown. The Committee believes that in addition to adding new residents to the Village, the downtown has to create an atmosphere to attract people from outlying areas.

(Downtown Revitalization Committee, Letter, 4/30/2011; Similar comments from Chuck Gosline, 32 Waverly Place, Public Hearing Transcript, 7/11/2011 and Chuck Gosline, 33 Waverly Place, Letter, April 2011)

### **Response A.12:**

The Village Board is keenly aware of the desires of the residents wanting a cultural arts type center. In fact, the Downtown Master Plan and DGEIS/BOA Nomination Study (in **IV. Environmental Impact Analyses of the Proposed Project Downtown Farmingdale, B. Potential Significant Adverse Impacts, 1. Land Use, Zoning, and Public Policy, a. Land Use, (1) Commercial Uses**), contains suggestions including a cultural designation downtown. The Village agrees that, now that the Waldbaum's property is no longer occupied, it represents a potential opportunity to provide that cultural use. However, the Village currently does not own the property and is not in position to buy it (as is the case with most government entities). The Board will discuss with the current landowner and any future landowner about the possibility of providing the community with this type of amenity if redevelopment is proposed for the property.

### **Comment A.13:**

You mentioned Copiague had a revitalization. It's not Babylon Village, it's not Patchogue, it's not Bayshore. It's very different and each of those three towns Bayshore even Port Washington. They all have a community center or a YMCA...Where can the children go rather than roaming the streets? Was there any consideration brought up about that?

(Lorraine Donnolo, 24 Yoakum Avenue, Public Hearing Transcript, 7/11/2011)

**Response A.13:**

The Village has considered a community center as a use that would benefit our children. It is the desire of the Board to work with the Town Of Oyster Bay to provide these types of facilities in the new expanded Ellsworth W. Allen Town Park. The Village has had on-going meetings with the Town in this regard. However, at this time, the Village has no land that it controls to address this specific need.

**Comment A.14:**

Just some notes about possibly retooling the Post Office, may be it belongs at another location to open up some things.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

**Response A.14:**

Comment noted. The Post Office was considered as one of the Sites Subject to Change in the Downtown Master Plan/DGEIS/BOA Nomination Study (Site #30). As stated in the DGEIS/BOA Nomination Study in *IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 1. Land Use, Zoning, and Public Policy, a. Land Use, (1) Commercial Uses*, the Downtown Master Plan encourages that the Village work with the United States Postal Service to relocate their distribution operations to a location outside of the downtown area and to relocate the retail component to another location along Main Street.

**Comment A.15:**

We certainly need a bakery as an example, that with density will certainly stay alive. I'm not trying to compare what I want in the Village with Brooklyn, but there are Farmers Markets throughout. Great little restaurants, movie theaters and that should be revitalized.

(Sal DeRosa, 33 Bernard Street, Public Hearing Transcript, 7/11/2011)

**Response A.15:**

The Board agrees that such uses would help revitalize the downtown area and make it the lively, active place envisioned by the Downtown Master Plan. As stated in the DGEIS/BOA Nomination Study in *IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 1. Land Use, Zoning, and Public Policy, a. Land Use, (1) Commercial Uses*, the Downtown Master Plan suggests that the old Farmingdale theater could be restored to its historic use. In addition, in *IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 5. Community Facilities and Resources, b, Parks, Recreation, and Open Space*, the Downtown Master Plan recommends a farmer's market as a way to add vibrancy to the downtown area. Finally, one of the key recommendations of the Downtown Master Plan is to build upon the restaurants in the downtown area and make it a true "Restaurant Row."

## **Comments and Responses**

### Implementation

#### **Comment A.16:**

The end result must clearly define the implementation scenario planned, based on meetings attended and discussion it appears it will be a ‚hybrid‘ scenario, however that needs to be clear and defined. The implementation must suggest funding strategies and opportunities.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

#### **Response A.16:**

Comment noted. The DGEIS/BOA Nomination Study discusses the scenario building process, including the selection of the “Hybrid Scenario” as the Preferred Plan and Proposed Action for SEQRA purposes in *IV. Environmental Impact Analyses of the Proposed Project, E. Description of the Range of Reasonable Alternatives to the Proposed Action, d. Hybrid Future Downtown Farmingdale Scenario and Selection of Preferred Plan/Proposed Action*. Chapter V of the Downtown Master Plan, “Taking the Next Steps: Implementation of the Plan”, discusses a suggested implementation program for the Plan, including funding strategies and opportunities (under the “Financing Downtown Revitalization” subheading).

#### **Comment A.17:**

I am concerned with the amount of time it takes to go from a visioning process to implementation. It seems we study endlessly without ever implementing. I am concerned that we are going down a path that seems all too familiar on Long Island. As I look around Long Island and see one project after another fall victim to bureaucratic stonewalling, NIMBYism and "over-the-top" environmental fanaticism, I fear that Long Island is evolving into a dead-end for economic development and growth. While other municipalities around the country facilitate economic growth, our Long Island communities seem to do all they can to stunt it. Our youth are leaving in droves and our population is rapidly aging. Without economic development, the suburban dream is slowly turning into suburban blight. Even before the economic downturn, the number of abandoned buildings and vacant lots were growing. Developers repeatedly tell our elected officials of the massive layers of red tape that must be navigated to accomplish anything on Long Island. Unfortunately, Farmingdale appears to be a model example of this. The assembly of a master plan began five years ago. Five years later we still don't have a shovel in the ground or any properties revitalized.

(Joe Mazzotta, 212 Fulton Street, E-Mail, 7/17/2011)

#### **Response A.17:**

The number one concern of the Village Board was doing it right the first time no matter how long it took. In 2009, the Board was basically done with the Downtown Master Plan, but was then awarded a BOA grant from NYSDOS that allowed it to produce the technical studies (traffic, parking, water supply, environmental site assessments) and do a full environmental review (EIS) under SEQRA. The Board believes that this not only had allowed the Board to study the downtown more comprehensively and come up with a full vision and framework, but also will, in the end, allow implementation; both public investment and private investment, to occur more easily, since the general environmental review will have been completed. The production of this



FGEIS is one step closer to implementation, which, we believe can begin to occur by the end of 2011.

**Comment A.18:**

[W]e have 375 available units to be built in the Main Street area, the Downtown area and there has to be a priority set on how those spaces get allocated. You cannot allocate 120 spaces to the railroad area and not worry about what happens on Main Street. So, I've asked the Village and they've done a commendable job. They've worked at this thing very hard the administration. I've asked the Village we are at this point right now, we've done a lot of work in this area be objective set up some sort of priority on how you allocate the 375 units to be built. Say we want priority number one, anything that gets built on Main Street Proper, which is there going from 109 all the way up to Melville Road, that gets priority number one. And for every unit that gets built in Main Street proper, you allow a unit to be built in non Main Street proper i.e. the railroad (the Bartone Property). So, my whole focus is since we've taken this approach and since we've all committed to living this approach Revitalization to Concentration let's make sure that we prioritize and that we optimize on how this concentration takes place, thank you.

(Joe Diurno, 128 Fairview Road, Public Hearing Transcript, 7/11/2011)

**Response A.18:**

The calculation of 375 units is based upon the development potential of the 35 identified sites subject to change, balanced with potential impacts to various resources, such as traffic, infrastructure, and community facilities. Stated differently, the allocation of 375 units is based both on specific sites and the overall capacity of the downtown. If one looks at the sites subject to change, most of the "larger" sites are located along South Front Street, while those sites on Main Street tend to be smaller. To that end, the smaller, Main Street sites would have fewer units built than the larger sites. Therefore, likely, the market would play itself out that larger projects would happen off of Main Street and smaller, infill developments would occur on Main Street. It is not mutually exclusive for both of those types of redevelopment to occur. The objective of the Downtown Master Plan has been to develop a comprehensive framework for revitalization of the downtown area. This framework includes both Main Street proper, as well as other areas of the downtown, including the train station and focuses on not only development of new uses and residential units, but aesthetic improvement of the downtown and improvements to infrastructure, as well.

**Comment A.19:**

My question is, if everything is in agreement and everything goes forward, when would it start and how long would it take?

(Ellen Pence, 180 Cherry Street, Public Hearing Transcript, 7/11/2011)

**Response A.19:**

The steps moving forward are as follows: 1) Village to adopt Environmental Findings, which completes the SEQRA review; 2) Village to finalize and adopt Downtown Master Plan; and, 3) Village to finalize and adopt proposed zoning, including holding a public hearing. After that

## ***Comments and Responses***

point, implementation of the Plan, including individual private development applications would begin. It is expected that the above-mentioned steps will be completed in Fall 2011, with development potentially beginning by the end of 2011 (if the development community wants to build). Note that the Downtown Master Plan contains short-, intermediate-, and long-term actions and that its horizon is 25 years (2035). Revitalization of the downtown area will, hopefully, occur, holistically over time.

**B. Potential Significant Adverse Impacts**

i. Land Use, Zoning, and Public Policy

Zoning

**Comment B.i.1:**

The Committee feels that there is inconsistency in referring to building heights in feet, i.e. 40 feet vs. 3 ½ stories. The Committee prefers building heights to be indicated in feet. The Committee felt strongly that there should be a height limit included in the revised zoning code. In addition, the number of stories should be explicit so that ½ is not subject to interpretation. The Committee would also suggest that no height variances be permitted.

(Downtown Revitalization Committee, Letter, 4/30/2011; Similar comments from Anthony Bartone, 201 Lenox Court, Letter, 7/6/2011 and Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

**Response B.i.1:**

With input received during the SEQRA review, the Proposed Downtown Mixed-Use (D-MU) Zoning District will be revised. It is expected to be finalized in Fall 2011. As part of the revision and finalization, the Board will clarify the maximum height, how it is measured, and how it is presented. Legally, a municipality is not able to prevent the request for variances. However, the granting of variances is a discretionary item, and this Board will emphasize to the ZBA that careful consideration of all variances, including height variances, should occur.

**Comment B.i.2:**

The Committee recommends a minimum front to curb distance to prevent narrow walkways such as those north of Conklin Street.

(Downtown Revitalization Committee, Letter, 4/30/2011)

**Response B.i.2:**

As noted above, the Proposed Downtown Mixed-Use (D-MU) Zoning District will be revised and is expected to be finalized in Fall 2011. As part of the revision and finalization, the Board will consider the addition of a minimum front yard (front to curb) regulation.

**Comment B.i.3:**

Volume 2 – Appendix E – Proposed Mixed Use Zoning District; Section 105-93. Lot and Bulk Controls – By not requiring any rear yard setback for new development under the proposed Mixed Use District, emergency or secondary access may be precluded, which may be problematic. With respect new multi-story residential buildings, fire emergency access should be provided. However, with the site plan approval process, these issues may be addressed.

(Nassau County Planning Commission, 1194 Prospect Avenue, Westbury, Letter, 7/22/2011)

## **Comments and Responses**

### **Response B.i.3:**

The Proposed Downtown Mixed-Use (D-MU) Zoning District will be revised and is expected to be finalized in Fall 2011. As part of the revision and finalization, the Board will consider adding language that explicitly states that emergency and/or secondary access should be an item reviewed as part of the site plan approval process for a particular application in the downtown area.

### **Comment B.i.4:**

Page 5: Workforce or affordable Housing Requirement – Workforce Housing is generally defined and accepted (ex. “Draft Nassau County Affordable Housing Study”, “Draft Nassau County Master Plan”, City of Glen Cove Downtown Zoning Code Amendments (2010), Town of Hempstead MFM Mitchel Field Mixed-Use Zoning District (2011), Town of Oyster Bay Next Generation Zoning District) as providing housing to those having an income of 80% - 120% of AMI. Given that the 2005-2009 American Community Survey 5-year estimate defines the Nassau County and Village of Farmingdale Median Household Income as \$92,450 and \$73,883, respectively, it is recommended that the Village consider substituting the proposed workforce housing income restriction with a range from 80% to 100% of AMI (for Nassau County, as defined by HUD) to meet local housing needs and workforce housing demand in the Village.

(Nassau County Planning Commission, 1194 Prospect Avenue, Westbury, Letter, 7/22/2011)

### **Response B.i.4:**

As part of the final revision of the Proposed D-MU Zoning District, the Board will add language that specifically defines affordable/workforce housing as 80% to 100% of AMI.

### **Comment B.i.5:**

Section 105-92, Paragraph A (2), Uses permitted on upper levels: Residential uses are not a permitted use in the mixed use zone. That seems a bit odd as a large motivator behind these new zoning laws were residential over commercial mixed use. The Mayor and Board made it clear that they want to move away from special use permits as much as possible and the way this ordinance is drafted all residential over commercial uses will need a special use permit. I believe that residential on the upper floors should be specifically listed as a permitted use, and not require a special use permit.

(Anthony Bartone, 201 Lenox Court, Letter, 7/6/2011; Similar comments from Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

### **Response B.i.5:**

Although adding residents to the downtown area and creating a greater mix of uses have been key objectives of the downtown master planning and rezoning processes, the Board is concerned about the potential impacts of residential on the downtown area. Given that concern, the Board feels it in the best interest to retain some additional control and oversight over residential in the downtown area. To that end, the proposed Downtown Mixed-Use Zoning District will have residential on the upper floors of mixed-use buildings as a special permit use.

This would keep the Board involved in the approval process for such projects, help mollify any concerns of the public, and minimize any variances that may be requested (another goal of the process).

**Comment B.i.6:**

Section 105-93: Maximum residential density for multi family has a residential unit per acre restriction. This type of restriction doesn't make sense in a mixed use zone. If the zone was residential only then a unit per acre restriction would work, but in mixed use the most appropriate restriction on development is height, parking, and FAR. Further, this unit per acre language will stifle development, not encourage it. The zoning law with a FAR restriction and maximum height of 40 feet will successfully limit what can be developed on a site. Therefore, I would like to recommend that the unit per acre restriction be removed entirely.

(Anthony Bartone, 201 Lenox Court, Letter, 7/6/2011; Similar comments from Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

**Response B.i.6:**

As noted above, the Proposed Downtown Mixed-Use (D-MU) Zoning District will be revised and is expected to be finalized in Fall 2011. As part of the revision and finalization, the Board will consider alternative ways of controlling density, including the possibility of removing the residential unit per acre restriction.

**Comment B.i.7:**

Section 105-93, item #9 states „Maximum Area per Retail Establishment' and stipulates 2500 square feet. This is confusing. Am I interpreting this correctly in that a commercial tenant would need a variance to build out retail space greater than 2500 sf? If that is correct, it imposes a burden on certain tenants and may dissuade them from coming to the Village. I know the village is looking to reduce store square footage to promote a more sustainable footprint for local merchants, but the way this is written it may have a negative impact on attracting new tenants.

(Anthony Bartone, 201 Lenox Court, Letter, 7/6/2011; Similar comments from Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

**Response B.i.7:**

One of the initial findings of the downtown master planning process was that floorplates in the downtown area are larger than their counterparts in other downtowns, resulting in higher rents and, subsequently, vacancies. The Board feels that to ensure that commercial spaces in the downtown are more appropriate to the types of businesses and retailers that could and should locate in Farmingdale, a maximum area requirement is necessary. In addition, such a requirement will ensure that large-format stores will not locate in downtown Farmingdale, thereby helping to retain its historic small downtown quality. However, it should be noted that a variance could still be considered for a larger store.

## **Comments and Responses**

### **Comment B.i.8:**

Section 105-95, section A: this ordinance being written with a 15% requirement for workforce affordable housing can be problematic. For instance, market conditions will be driving this type of development and if buildings need to be done as rental and converted in the future, having an affordable rental component will not be well received. I would urge you to reconsider mandating this. My suggestion would be to have this language targeted towards condos that are for sale and not include rentals. Further, rather than mandating this for all time I would think that it should be at the discretion of the board with a range, for instance between 10-20%. Certain projects can benefit the community in many other ways, and tacking on top a mandatory affordability component may render the project not viable economically. Also, the board may prefer other amenity 'give-backs' and a percentage range would empower them to negotiate with the developer on a case by case basis.

(Anthony Bartone, 201 Lenox Court, Letter, 7/6/2011; Similar comments from Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

### **Response B.i.8:**

Comment noted. Housing affordability is a key component of the Downtown Master Plan and Proposed Downtown Mixed-Use (D-MU) Zoning District. Currently, New York State requires a 10% set aside for affordable ownership and rental units (per the Long Island Workforce Housing Act). The D-MU District has been revised to require 10% set aside, with incentives if additional workforce/affordable housing units are provided. The proposed zoning contains other incentives as well.

### **Comment B.i.9:**

Section 105-97: Putting a time period where ARB must report to the Planning Board within 45 days takes you to another month. For instance, the village code states that application to the ZBA must be done 38 days prior to the next hearing date. So, a developer files a plan and gets a denial letter within a month. Then loses a month for no other reason than the 38 day rule. Goes before ZBA and they take however long they take to render their decision, then it goes to Planning and ARB and ARB takes 45 days which costs you more time. This is the classic story of how years lapse while plans are being reviewed. If fast tracking is an intent in the new laws, and I believe it is, then time limits should be 20 days versus 45 so months are not lost. Further, provisions should be stipulated where applications can be reviewed by numerous boards on a parallel path. What I mean is ZBA can be reviewing the variances sought while ARB is reviewing architecture in the spirit of true fast tracking. The Village currently does not allow a developer to run with different boards concurrently.

(Anthony Bartone, 201 Lenox Court, Letter, 7/6/2011; Similar comments from Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

### **Response B.i.9:**

As part of the final revision to the Proposed Downtown Mixed-Use (D-MU) Zoning District, the Board will consider streamlining the approval process, to the extent possible.

**Comment B.i.10:**

And I'm going to say these three words which are so very important to me as a 50 year resident in the Village, it can't be more important, parking, parking, parking. Although folks are not inclined to park as far away and walk and they're not utilizing the empty stalls there should be some method of allowing people or allowing employees to park further away and walk to their locations. There's one particular store, I can't get over, everyday this gentleman who owns the store parks right in front. You would think he would leave it for his clients. Big beautiful car but no where to park to get your haircut.

(Anthony Addeo, 111 Conklin Street, Public Hearing Transcript, 7/11/2011)

**Response B.i.10:**

The Board is considering alternative ways of controlling parking. Note that the Village participated in a Parking Management Workshop in 2009 and the Downtown Master Plan, DGEIS/BOA Nomination Study, and various technical studies contain a myriad of recommendations related to parking.

**Comment B.i.11:**

I have been involved in the community vision (and for the record it goes back to 2003), the discussions regarding building heights were should it be 2 or 3 stories, never 3 ½ or 4 stories.

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

**Response B.i.11:**

The existing Business D Zoning District that encompasses Main Street currently allows for three stories and 36 feet. Four-story buildings as part of a future scenario for downtown have been discussed throughout the Downtown Master Plan/DGEIS/BOA Nomination Study process, beginning in 2009.

**Comment B.i.12:**

Building height should be limited to 3 stories max and better explain the floor ratio that will determine future density.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

**Response B.i.12:**

Comment noted re: height. Floor-area-ratio (FAR) is the ratio of the total floor area of buildings on a certain location to the size of the land of that location.

## ***Comments and Responses***

### **Comment B.i.13:**

Draft the new code that would allow for new and infill development that includes a max of two and half stories, first floor businesses with a mix of housing options above. (Again not sure about rewarding some of those difficult owners but swap for trade-offs may help).

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

### **Response B.i.13:**

Comment noted.

### **Comment B.i.14:**

Re-zone to allow for higher density, and lessen restrictions on parking. Taking this step, as stated by the Mayor, will help prevent the threat of an Article 78. We are a developed Village and the precedents have been set, by way of zoning relief and special use.

- How exactly does this prevent the threat of Article 78?
- As a land owner, I too should be allowed to go four stories. Four one bedroom apartments, with one car parking requirement for each unit, and living in one remaining owner occupied.

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

### **Response B.i.14:**

See Response B.i.11. The Village believes that by studying the downtown comprehensively, with a GEIS, that it has the appropriate level of information to prevent the threat of an Article 78. The specific requirements for the proposed downtown zoning district are currently being revised, including not only density and height, but parking as well. However, this proposed zoning is intended for the downtown area only. At this time, no zoning changes are contemplated to the other areas of the Village, notably its residential neighborhoods. To that end, land owners in the downtown area may be subject to different regulations upon adoption of the new downtown zoning; land owners in the residential areas would remain under existing zoning, thereby protecting the Village's suburban residential character, while revitalizing the downtown core.

### **Comment B.i.15:**

Make the spaces smaller and you can justify rentals. Not in every case you're not going to get some huge Department Store here so, you have to look at the special possibilities.

(George Cook, 3 McCarthy Court, Public Hearing Transcript, 7/11/2011)

### **Response B.i.15:**

Comment noted. See Response B.i.7.



**Comment B.i.16:**

I think the answer on any residential that's added on Main Street, make the entrances from the rear. I've done some beautiful things, but the point is you can do it dressings up the rear of these properties is going to set up a whole different thing.

(George Cook, 3 McCarthy Court, Public Hearing Transcript, 7/11/2011; Similar comments from Valerie LiCausi, Farmingdale Music Center, 135 Main Street, Public Hearing Transcript, 7/11/2011)

**Response B.i.16:**

As part of the final revision of the Proposed D-MU Zoning District, the Board will add language to permit entrances to upper floor residences in the rear only.

Affordability

**Comment B.i.17:**

I would like to see the goal of housing affordability at much more than 15%, closer to 50% would be a start. Can we consider building that goal into the plan?

(Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011; Similar comments from Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

**Response B.i.17:**

Comment noted. The proposed 15% affordability balances economic factors for the private sector with the Village's affordable housing goals.

Cumulative Impacts

**Comment B.i.18:**

How do we make our neighbors to the east and west more sensitive to Farmingdale's plans so they are mindful of development that are close to our borders? [C]onsider the impact of future development in surrounding communities, redevelopment possibilities and rumored, like TOD Plan for East Farmingdale plus other locations and some potential in Bethpage.

(Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011 and Letter, April 2011)

**Response B.i.18:**

The potential cumulative impacts of the revitalization of downtown Farmingdale with other potential development possibilities in the region, including the proposed plans in East Farmingdale, were examined in the DGEIS/BOA Nomination Study in **IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 1. Land Use, Zoning, and Public Policy, e. Cumulative Impacts with Planned Future Development Projects**. The Board has tried to work collaboratively with the Village's neighbors on larger plans to ensure that they are more sensitive to its concerns. A recent (on-going) example of this is the proposed Parkway Properties proposal along Eastern Parkway in the

## ***Comments and Responses***

Town of Babylon, as well as the Town of Babylon's proposal for East Farmingdale. In addition, the SEQRA process and the exposure that the Downtown Master Plan/DGEIS/BOA Nomination Study has received surely have given the Village's neighbors a good indication of the vision for the future of Farmingdale. The Board hopes that this can continue through the implementation of the Plan.

**B. Potential Significant Adverse Impacts**

ii. Urban Design and Visual Conditions

Signage

**Comment B.ii.1:**

We enforce a signage law that prohibits a barber shop from placing a little A-frame sign out in front, while shop owners park for hours on Main St. This does not welcome businesses in our downtown. I say allow the sign and get rid of the blow up pools.

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

**Response B.ii.1:**

Comment noted.

Design Guidelines

**Comment B.ii.2:**

The ARB was established to develop a “look” for the Village and provide a template for new proprietors to use in building out their stores. It seems that there are several “looks”. As the new Cara, Cara restaurant shows, their design choice is different from the new pizza place. The Committee is hoping that the design guidelines recommended by Saccardi & Schiff will be considered.

(Downtown Revitalization Committee, Letter, 4/30/2011; Similar comments from Peter Rousakis, 354 Main Street, Public Hearing Transcript, 7/11/2011)

**Response B.ii.2:**

Comment noted. The Village has adopted the design guidelines for downtown Farmingdale prepared by VHB (formally Saccardi & Schiff).

## ***Comments and Responses***

### **B. Potential Significant Adverse Impacts**

#### iii. Traffic, Transportation, and Parking

##### Traffic

##### **Comment B.iii.1:**

[Y]ou can't drive down Main Street at 5 p.m. without having to wait usually two perhaps three times before that traffic light changes. I just want to go on record that the traffic I think is going to be a problem. We're talking about 375 additional units and if we have a problem now I don't see how that's going to exacerbate the situation. I know we're talking about the traffic turn signal on Conklin Street, which will eventually help the situation, but I can't see where this traffic is going to go. There's going to be a major problem and I just wanted to put that on the record.

(Joe Carosella, 21 Sherman Road, Public Hearing Transcript, 7/11/2011; Similar comments from Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011)

##### **Response B.iii.1:**

As part of the downtown master planning/DGEIS/BOA Nomination Study process, the Board commissioned two separate traffic studies. Both returned with the result that with certain mitigation measures, intersections within the downtown would operate at, near, or in some cases better than current conditions.

##### **Comment B.iii.2:**

The Nelson & Pope report is based on a .3% growth rate (Assumption 2 & 3) that disregards the projected rate of the NYSDOT for the Town of Oyster Bay. How was the .3% annual growth rate determined?

(Downtown Revitalization Committee, Letter, 4/30/2011)

##### **Response B.iii.2:**

The Traffic Impact Study was not based only on a 0.3% growth rate. An analysis was also conducted under Assumption 1 based on the projected growth rate of the NYSDOT for the Town of Oyster Bay. The 0.3% growth rate under Assumption 2 was based on the estimated population growth for the Village of Farmingdale, based upon the population growth of the Village between 1990 and 2008, as indicated in Proposed Downtown Master Plan.

##### **Comment B.iii.3:**

The traffic analysis by Nelson & Pope indicate that under Assumptions 1 & 2, the traffic Level of Service (LOS) will be at D and F and LOS C and E (p. 41), which in one case is average while the rest below average. The Committee believes there should be further study with additional recommendations to mitigate traffic impact at these intersections. The N&P study recommends a signal warrant analysis.

(Downtown Revitalization Committee, Letter, 4/30/2011)

**Response B.iii.3:**

The intersections are currently operating at below average LOS, even without the implementation of the Downtown Master Plan. What is very important to note is that the increase in delays due to implementation of the Plan would be minimal and with the proposed mitigation the intersections would operate at, near, or in some cases better than current conditions.

A traffic signal warrant analysis is an analysis conducted to determine whether the installation of a traffic signal is justified at a particular location. The installation of a traffic signal at the Melville Avenue/Secatogue Avenue was part of the recommendations in the Downtown Master Plan, Traffic Impact Study, and DGEIS/BOA Nomination Study. However, the Village would need to conduct the signal warrant analyses to determine its justification.

**Comment B.iii.4:**

The Committee noted the recommendations to mitigate traffic impact at Main St and Conklin St. There is no data to support the improvement gained from widening the sidewalks on Main Street. This recommendation would seem contrary to the goal of creating more pedestrian-friendly walkways. This intersection is currently at a LOS of F, D E, going NB and SB in the AM and PM making this intersection a priority for improvement before additional development.

(Downtown Revitalization Committee, Letter, 4/30/2011)

**Response B.iii.4:**

The Traffic Impact Study (**Appendix K** of the DGEIS) includes a review of a number of options, some of which the Board would support and some of which we would not. The Board does not support removing any of the existing sidewalks in the Village.

**Comment B.iii.5:**

The Committee noted that the N&P report did not take into consideration future growth of areas surrounding the Village, i.e. Babylon, South Farmingdale, etc. which the Committee sees as having an impact on Village traffic.

(Downtown Revitalization Committee, Letter, 4/30/2011)

**Response B.iii.5:**

Consideration for future growth of areas surrounding the Village was fully considered in the Traffic Impact Study. The 0.7% ambient growth factor developed by NYSDOT or the 0.3% growth factor estimated by Nelson & Pope in the Traffic Impact Study represent increases in traffic due to general population growth and developments outside of the immediate project area (Babylon, South Farmingdale, etc).

## ***Comments and Responses***

### **Comment B.iii.6:**

The Nelson & Pope study also included the 85 rooms of the hotel in the number of changed or increased residences. The total changed residences is listed as 389 not 375 which is indicated in the Preferred Scenario.

(Downtown Revitalization Committee, Letter, 4/30/2011)

### **Response B.iii.6:**

In the Traffic Impact Study, the 85-room hotel was analyzed as a hotel/hotel rooms; it was not considered as residential.

### **Comment B.iii.7:**

Cross access between developed properties should be strongly encouraged. Local access to developed property for pedestrians and bicyclists should also be considered.

(NYSDOT, Region 10, 250 Veterans Memorial Highway, Hauppauge, Letter, 7/20/2011)

### **Response B.iii.7:**

Comment noted and will be considered.

### **Comment B.iii.8:**

Increasing density could generate additional vehicle trips.

(NYSDOT, Region 10, 250 Veterans Memorial Highway, Hauppauge, Letter, 7/20/2011)

### **Response B.iii.8:**

Comment noted. See Response B.iii.1.

### **Comment B.iii.9:**

NYSDOT does not support mid-block crossings and/or pedestrian bridges.

(NYSDOT, Region 10, 250 Veterans Memorial Highway, Hauppauge, Letter, 7/20/2011)

### **Response B.iii.9:**

Comment noted and will be considered.

**Comment B.iii.10:**

You're putting in 2 or 3 story parking for the railroad there? I think that's what the gentleman mentioned before. Okay, so you're going to double or triple the size of the parking. Secatogue Avenue is a concern. People are coming up and down there speeding during rush hour, during when the trains are coming in. There's traffic backed up especially from the train station and the Conklin light changes people keep going. People heading up to the train station they see that light turn green and they're gunning it, flying through stop signs. There's an average of at least an accident a year right on my corner. There has been three pedestrian hit between Conklin and the next block up. So, is there any type of work being done on Secatogue to try and control the traffic, slow the traffic down? There's a middle school right there with 6th, 7th, 8th grade kids. There was gentleman here before with his kids. I know parents are concerned driving their kids to and from school, picking up. The middle school children walk to school, back and forth. Also, there should be some sort of a turn lane situation, perhaps to get onto Conklin. Even the way the streets line up, they're off centered and it's amazing there aren't accidents there all the time.

(Richard Rousselle, 318 Secatogue Avenue, Public Hearing Transcript, 7/11/2011)

**Response B.iii.10:**

The Board has made a commitment to do additional traffic studies and to work with NYSDOT if the structured parking at the train station were to receive funding. The intersection of Secatogue Avenue and Conklin Street was studied as part of the *Traffic Impact Study (Appendix K* of the DGEIS). As indicated in the DGEIS in *IV. Environmental Impact Analyses of the Proposed Project, C. Description of Mitigation Measures, 1. Parameters and Criteria for Site-Specific Review of Future Development and Improvements/Conditions for Future Actions*, specific projects would have to follow a project for approval, including likely providing an indication of potential traffic impacts. Should there be an identified impact from a project, the Board would be able to request as part of the approval process mitigation, including potentially helping to fund or construct needed improvements.

**Comment B.iii.11:**

[W]e have four railroad crossings in the Village of Farmingdale, maybe five if you add the one by Central Avenue over there. Are there plans on making those railroad crossings underground? How is it going to impact the businesses in Farmingdale? How is it going to affect traffic?

(Surin Manaktala, 189 Melville Road, Public Hearing Transcript, 7/11/2011)

**Response B.iii.11:**

Due to the tremendous cost associated with changing railroad crossings and the fact that the right of way MTA/LIRR owns would not accommodate such change, altering the railroad crossings in the Village has not been pursued.

## ***Comments and Responses***

### Parking

#### **Comment B.iii.12:**

Since the answer to controlling the apartments over retail is parking. Does that mean that all current apartment/retail buildings meet parking requirements? Proposed parking: Retail, personal service, restaurant, bar and grill, and similar uses: 1 space for each 500 square feet of gross floor area. Previously it was 160sq. ft. for retail and 50sq. ft. for restaurants?

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)

#### **Response B.iii.12:**

The proposed parking requirements reflect the amount of parking needed in a downtown area where public parking is provided. Not all of the existing downtown buildings meet their parking requirements. Under the new Downtown Mixed-Use (D-MU) Zoning District, such building would be grandfathered in as legal, non-conforming uses. If changes were made to those buildings, they would then be required to conform to the new regulations.

#### **Comment B.iii.13:**

The plan talks about our parking lots being underutilized. (That number needs to be revisited). 20% empty stores would contribute and to include Waldbaums is not accurate statistics when that is private.

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011; Similar comments from Downtown Revitalization Committee, Letter, 4/30/2011)

#### **Response B.iii.13:**

Since the development of the Downtown Master Plan/DGEIS/BOA Nomination Study, the parking conditions have changed slightly, with the additional vacancy of the Waldbaum's site. Based on field work in August 2011, the Waldbaum's site appears to be less than 15% occupied, which is lower than previously observed. This underutilization, while an issue in the existing condition, is an opportunity for the future, as it would allow additional growth without the need for extensive construction of parking spaces. Regardless of the actual extent of underutilization currently, the Downtown Master Plan acknowledges that implementation of the Plan would require the construction of additional parking. Each specific development application would be required to demonstrate how they would meet the parking requirements.

#### **Comment B.iii.14:**

Pursue additional funds that rework our parking lots in need, enhance back store entrances and help maintain a cleaner streetscape i.e., Lot 1 & 2 south of Conklin are in bad shape and need redesign and much help with the rear entrances. Also there may be room for expanding the lot behind Chase.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011; Similar comments from Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011, Richard Gosline, 25 Linwood Avenue, Public Hearing Transcript, 7/11/2011, and Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011)



**Response B.iii.14:**

Comment noted. Aesthetic improvement of downtown Farmingdale is one of the key objectives of the Downtown Master Plan/DGEIS/BOA Nomination Study. As stated in the DGEIS/BOA Nomination Study in *I. Description of the Project and Boundary, E. Project Overview and Description, 3. Downtown Master Plan Strategies, Proposals, and Recommendations, b. Downtown Economic Development Strategies/Proposals, (1) Downtown Economic Development Strategy*, a suggestion to improve the downtown area is to better utilize the rear areas of stores, including potentially outdoor cafes, to build upon the Village's reputation and enhance the transition from Main Street to the parking areas. In addition, in multiple locations in *IV. Environmental Impact Analyses of the Proposed Action* it is recommended to improve the design, layout, and aesthetics of the Village's municipal parking lots. Further, *IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 5. Community Facilities and Resources, b. Parks, Recreation, and Open Space*, one of the recommendations of the Downtown Master Plan is the "greening-up" the space between the rear of buildings and the parking areas on the east side of Main Street from a redesigned Village Green to South Front Street through the creation of a linear multi-functional park.

**Comment B.iii.15:**

The S&S Existing Conditions report indicated that the parking lot owned by the Village at the railroad station experiences a 98% occupancy rate (p. 28). How will the Village compensate for the loss of parking spaces if the area that includes 23 parking spaces is swapped with Bartone?

(Downtown Revitalization Committee, Letter, 4/30/2011)

**Response B.iii.15:**

As part of the Downtown Master Plan/DGEIS/BOA Nomination Study process, the Board commissioned a study of Parking Lot #5 (*Appendix I* of the DGEIS/BOA Nomination Study). The parking yield analysis looked at a number of scenarios for Lot #5, including losing approximately 23 parking spaces to accommodate an open space near the train station. It was determined by the Board that the loss of these spaces was a valid action for a number of reasons: 1) Parking Lot #7 is currently underutilized and could accommodate the lost spaces; 2) the lost spaces would not be attributed to Village residents; 3) there is real value in being able to develop open space near the train station. In addition, the developer has agreed to pay the Village the lost revenue for a 10-year period as part of the development agreement for the proposed hotel.

**Comment B.iii.16:**

Where are we going to park? Build low level second story parking lots behind the stores take more parking spaces off of Main Street, as an example. It will give you a better free flow of traffic. Most businesses that I've seen in the Village over 36 years, has rear entrances, they could be spruced up a little bit.

(Sal DeRosa, 33 Bernard Street, Public Hearing Transcript, 7/11/2011)

## ***Comments and Responses***

### **Response B.iii.16:**

Although not part of the Downtown Master Plan and DGEIS/BOA Nomination Study, the Village has entertained the idea of parking garages in the four municipal parking lots off of Main Street. However, at this time, they are not being considered, especially given their potential cost and since the technical studies provided have indicated that there should be sufficient parking in the downtown to accommodate the Plan. With regards to improving the municipal lots, see Response B.iii.14.

### **Comment B.iii.17:**

Like in Bethpage, instead of parking cars in front of stores and make a plaza in the middle and the stores all around and somehow make it look better, thank you.

(Surin Manaktala, 189 Melville Road, Public Hearing Transcript, 7/11/2011)

### **Response B.iii.17:**

Comment noted. The Board will encourage parking to be placed at the rear for future development in the downtown area.

**B. Potential Significant Adverse Impacts**

iv. Socioeconomic Considerations

Taxes

**Comment B.iv.1:**

Volume 1 – DGEIS; IV, (4), (d) – While estimated “Plan implementation” tax revenues to the Village, Town, County, and School District are shown (Table IV-10), the discussion should be expanded to show the estimated (marginal) increase in service expenditures.

(Nassau County Planning Commission, 1194 Prospect Avenue, Westbury, Letter, 7/22/2011)

**Response B.iv.1:**

**Table II-1  
Estimated Increase in Service Expenditures**

Village Public Service	2011-2012 Budget	Current Population	Per-Capita Cost	Projected Population Increase	Projected Cost Increase
Fire Department	\$450,000	8,372	\$53.75	756	\$40,635
Water Department	\$1,030,000	8,372	\$123.03	756	\$93,011
Building Department	\$90,000	8,372	\$10.75	756	\$8,127
Code Enforcement	\$145,000	8,372	\$17.32	756	\$13,094
Public Works	\$620,000	8,372	\$74.06	756	\$55,989
<b>TOTAL</b>	<b>\$2,335,000</b>	<b>8,372</b>	<b>\$278.91</b>	<b>756</b>	<b>\$210,856</b>

As can be seen from **Table II-1**, it could be anticipated that service expenditures would increase by approximately \$210,856. Based upon the projected \$384,065 increase in revenues to the Village, the Village would still receive an additional approximately \$173,209 from implementation of the Proposed Action. In reality, the net revenues are likely to be higher for two reasons: 1) the increases in expenditures in the downtown would be lower than the per-capita projection due to the allocation of services for the area and 2) the budget line items cover the entire funds for each public service/department, including items that would not change with implementation of the Downtown Master Plan, such as salaries of existing staff, etc.

With regards to schools, the Farmingdale Union Free School District expends approximately \$21,100 per student. Based upon an estimated generation of 41 additional school-age children that would result from the implementation of the Downtown Master Plan, it is estimated that it would cost the School District \$865,100. Given the projected \$7,217,754 in additional revenues to the School District, the School District would still receive an additional approximately \$6,352,654 in tax revenues, a beneficial impact of the Proposed Action.

In sum, with regards to Village services and the Farmingdale Union Free School District, despite anticipated increases in expenditures (based on a conservative analysis), there still would be net increases in tax revenues as a result of the implementation of the Downtown Master Plan.

## **Comments and Responses**

### **B. Potential Significant Adverse Impacts**

#### v. Infrastructure and Utilities: Water Supply System

##### Water Supply

##### **Comment B.v.1:**

The S&S Draft Master Plan indicates that there is “minimal capacity to supply existing domestic water demand at this time” (p. II-9). Water is an immediate issue and of deep concern with impending new development. There needs to be a study to determine shared services with nearby water departments and/or costs in obtaining a new well.

(Downtown Revitalization Committee, Letter, 4/30/2011)

##### **Response B.v.1:**

Comment noted. The DGEIS/BOA Nomination Study, in **IV. Environmental Impact Analyses of the Proposed Project, B. Potential Significant Adverse Impacts, 6. Infrastructure and Utilities, b. Water Supply System**, suggests that a complete groundwater investigation should be performed and a number of alternative solutions should be explored (many of which have already been identified in the 2011 Plume Study). Due to plumes up gradient to the Village, establishing a new water supply well is no longer an option. The “Shared Public Water Services Feasibility Study” is complete. The Board will be negotiating with Bethpage Water District and Suffolk County Water in the coming months. The Board will be holding public hearings when a plan is ready to be shared with the public.

**C. Description of Mitigation Measures**

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

**Comment C.1:**

Signage on State roads must be designed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). All signage proposed under this project must be submitted to our Traffic & Safety Group for review.

Plans showing highway boundaries in relation to all proposed work are necessary in order to make a thorough review determination. If it is determined that any right-of-way acquisitions or relocations are necessary for this Downtown Farmingdale expansion, they must be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) or any Federal funding secured by the Village can be jeopardized.

Work permits/agreements with the Town of Oyster Bay, County of Nassau and New York State would be necessary for the village to work on the respective roadways. This includes the necessary New York State Department of Transportation Highway Work Permit(s).

An assessment of property rights would be necessary for work performed within the LIRR right-of-way.

Road widening, extensions and roadway additions such as indicated in strengthening primary route of travel, creating a center of downtown and gateways, and extending Main Street activities may require property acquisitions.

Any parking enhancements, traffic accesses, turn lanes, bus turnout lanes, signage, traffic signals/loops, etc. may require property acquisitions.

Additional drainage, utilities, etc. to accommodate development expansion may require acquisitions of adjacent lands.

(NYSDOT, Region 10, 250 Veterans Memorial Highway, Hauppauge, Letter, 7/20/2011)

**Response C.1:**

The Proposed Action in of itself will not result in any changes to area roadways, infrastructure, and property; it merely represents an implementation program consisting of a series of policies and administrative actions. Subsequent to plan adoption, other bodies at the Village, County, and State levels would have a role in the implementation program recommended in the Plan, including the site-specific reviews and individual development projects. In the DGEIS/BOA Nomination Study, *IV. Environmental Impact Analyses of the Proposed Project, C. Description of Mitigation Measures, 1. Parameters and Criteria for Site-Specific Review of Future Development and Improvements/Conditions for Future Actions*, provides a recommended process for the Village to follow for any specific project in the downtown area, whether explicitly stated in the Downtown Master Plan or not. NYSDOT will be involved in that review process and the above-listed comments will be taken into consideration for a site-specific review.

## **Comments and Responses**

### **D. Description of the Range of Reasonable Alternatives to the Proposed Action**

#### Alternatives

##### **Comment D.1:**

Revitalize Main Street with the current CDBG grant and just encourage some owners to make improvements to their building.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

##### **Response D.1:**

Comment noted. The Board has been using CDBG funds to develop and administer a downtown façade improvement program. One of the alternative future scenarios for downtown Farmingdale that was developed was Aesthetic Improvement of Downtown Only (No Additional Growth), which focused on the future of the downtown if only aesthetic improvements were applied to the downtown area, including façade, signage, streetscape, and parking area improvements (see the DGEIS/BOA Nomination Study: ***IV. Environmental Impact Analyses of the Proposed Project, E. Description of the Range of Reasonable Alternatives to the Proposed Action, 2. Alternative Scenarios, a. Aesthetic Improvement of Downtown Only***). Both the DGEIS/BOA Nomination Study and Downtown Master Plan determined that although the Village could implement beautification efforts only or other partial elements of the Plan, any such action would diminish the value of having a well thought-out comprehensive approach toward revitalization that was developed by the Village in a coordinated manner involving public participation. Further it would not provide, to the full extent, the benefits of the Downtown Master Plan.

**E. Summary Analysis, Findings, and Recommendations of the BOA and Strategic Sites**

Utility Wires

**Comment E.1:**

The Committee would like a study to determine the cost of removing the LIPA poles on Main Street. The Committee understands that the cost is high but we've never received a cost estimate. We want to know the actual cost. In the event that another stimulus- type program or grant becomes available would the Village be ready to pursue this project? The Committee agrees with Saccardi & Schiff that the downtown needs to be rid of this visual clutter.

(Downtown Revitalization Committee, Letter, 4/30/2011)

**Response E.1:**

As described in *V. Summary Analysis, Findings, and Recommendations, B. Recommendations and Next Steps, 2. Perform Area-Wide Planning Activities*, one of the follow-up studies that are recommended to be performed is a cost comparison of removing the overhead wires (including burying vs. moving the rear of buildings). This activity has been included as part of the application from the Village to NYSDOS to participate in Step 3 of the BOA Program.

**Comment E.2:**

[Y]ou mentioned moving all the poles, transformers, primary cables, secondary cables, all the cablevision cables and the telephone cables, who's paying for it? It's going to cost a fortune, I used to do that work. Who is going to pay? The utility company does not pay, I'll tell you right now, they won't pay. I worked for a utility company and they will not move it, because once you move it you have to put the service into every building through the foundations. They have to re due all the electric systems in the building. That falls on the landlord. Village Hall is going to have to put an underground system and so does the Fire Department, do you have an underground system? Fire Department? Then everybody else has a problem. Beautify Main Street. And as I said before, we did visit some of the other Village's and one of the things that were striking about the other Village's was that there was no solenoid's (phonetic) and that just happened to make the whole area really beautiful. Yes, it's very expensive, but as I said, we started this in 2008 and during the course of that time we thought well there may not be another chance to shovel ready project. This would be something we would like to see. It is really expensive but there really are no studies out to see how much that costs.

(James McDonnell, 198 Cherry Street, Public Hearing Transcript, 7/11/2011)

**Response E.2:**

See Response E.1.

## **Comments and Responses**

### Marketing of the Downtown Area

#### **Comment E.3:**

I believe there is a real need for marketing the village, either a Farmingdale staff person and/or a BID may work. However, will putting a BID in place cost more in village taxes? And/or would it be better to just hire a part-time marketing guru to work a future strategic plan? Develop a market strategy/outreach to niches businesses, i.e., a bakery, clothing store for all and others niche retail that could enhance the village shopping experience on Main Street. Are there some stores that may be better relocated? i.e., would the Post Office be better in the middle of the village, swap and move CVS? Grey & Grey swap out for a performing arts center and there may be others? I think we need a dedicated person/staff to create and push any marketing plan. A BID may be too costly, a FV staff person could be considered and/or could Chamber of Commerce fill that role? Include better details/options/opportunities in the market analysis than as presented 2/28/11.

(Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011; Similar comments from Downtown Revitalization Committee, Letter, 4/30/2011)

#### **Response E.3:**

One of the key recommendations of the Downtown Master Plan is to proactively market downtown Farmingdale, including developing a marketing plan for the area, along with other strategies. As described in **V. Summary Analysis, Findings, and Recommendations, B. Recommendations and Next Steps, 2. Perform Area-Wide Planning Activities**, one of the follow-up studies that are that is recommended to be performed is the development of a retail marketing strategy (including the feasibility of developing a BID). This activity has been included as part of the application from the Village to NYSDOS to participate in Step 3 of the BOA Program. Note that, at this time, there are no plans to provide additional staff to the Village payroll.

### Community Land Trust (CLT)

#### **Comment E.4:**

Consider stating and including the CLT model as an opportunity to create a greater percentage of affordability (not just 20%) also the CLT model as creating more affordable commercial business and public spaces. Plan a strategy for the CLT model to be employed and help provide 100% housing and some commercial affordability in the downtown area.

(Chuck Gosline, 33 Waverly Place, Letter, April 2011)

#### **Response E.4:**

As described in **V. Summary Analysis, Findings, and Recommendations, B. Recommendations and Next Steps, 1. Select Catalytic Sites and Perform Catalytic Site Planning Activities, b. Perform Catalytic Site Planning Activities**, one of the follow-up studies that are recommended to be performed is exploring the feasibility of exploring a community land trust (CLT). This activity (related to affordable housing) has been included as part of the application from the Village to NYSDOS to participate in Step 3 of the BOA Program. Should the Village be selected to continue in the BOA Program, the activity may be expanded to include commercial and public spaces.



**F. Miscellaneous**

Enforcement

**Comment F.1:**

How many apartments are in the downtown by number of bedrooms now? It appears many of these are housing more than the units intended, and if we are challenged today enforcing code how much better can we expect it to be in the future? Control of the illegal apartments and / or too many families in a single dwelling is poorly enforced today, if at all. How are we going to better control it when we add even more? That goes for the senior housing as well. These multifamily dwelling are restricted by age and not enforced.

(Richard Gosline, 25 Linwood Avenue, Letter, 7/19/2011; Similar comments from Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011 and Valerie LiCausi, Farmingdale Music Center, 135 Main Street, Public Hearing Transcript, 7/11/2011)

**Response F.1:**

If and when the Village receives a housing complaint, the Building Department acts accordingly. On multi-family dwellings in the Village, the Building Inspector has the right and responsibility to inspect those premises on a yearly basis. The Board will look into additional steps that can be taken to keep any illegal tenancies to a minimum. The Board believes that, because mixed-use in the downtown is currently not permitted, building owners are inclined to put apartments in without proper permits. With new Downtown Mixed-Use (D-MU) Zoning District, mixed-use would be a permitted use; thereby, hopefully, curtailing the illegal tenancies.

**Comment F.2:**

We are Farmingdale Music Center. Umm parking, parking, parking, parking. We live next door to an absentee landlord who has a lot of people living in the building that they are renting. It has been neglected. We have four cars parked in front of our store for months on end. We have had to come to several meetings to try and get parking enforced. Our customers constantly ask us, "where am I going to park"? You have teachers that teach in the store, "where am I going to park"? We do not allow our teachers to park on Main Street because we do not want to take away from our customers. We are constantly valet parking and the big battle is residents that are living on Main Street, when we walk down Main Street in the winter, we see them snowed in and they're digging themselves out. Their doors are facing Main Street. Even if they have parking in the back they will park on Main Street. The gentleman said there's a person that owns a business that is parking all day on Main Street. Main Street is designed to have people come and shop and they should not be staying more than two hours on Main Street. There are signs that are not being enforced apparently...Parking needs to be addressed.

(Valerie LiCausi, Farmingdale Music Center, 135 Main Street, Public Hearing Transcript, 7/11/2011; Similar comments from Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011)

**Response F.2:**

As part of the parking management workshop conducted for the downtown in 2009, the parking consultant suggested moving employees parking along Main Street out of the Main Street area

## **Comments and Responses**

through additional enforcement. Moving forward in the downtown revitalization process parking along Main Street will be addressed.

### Miscellaneous

#### **Comment F.3:**

Should include in the scope alternative options for dealing with „difficult’ land/building owners not participating. I still feel a big part of our empty store syndrome is the high rents that absentee owners charge. How can we better address those landlords that do little to improve their buildings and charge higher than market rates for their sites?

(Chuck Gosline, 33 Waverly Place, Letter, 7/19/2011 and Letter, April 2011)

#### **Response F.3:**

The commentator is correct, as discussed in the DGEIS/BOA Nomination Study in **III. Analysis of the Proposed Brownfield Opportunity Area, B. Inventory and Analysis, 4. Socioeconomic Considerations, c. Real Estate**, despite its lower retail traffic, rents in Farmingdale are relatively high compared to the other village centers in the area. This factor, combined with the large size of retail spaces, competition from other areas, including Route 110, and other factors, makes retail economics in Farmingdale difficult. In order to encourage communication and participation of landlords, one of the marketing strategies for the downtown presented in the Downtown Master Plan and DGEIS/BOA Nomination Study (**I. Description of the Project and Boundary, E. Project Overview and Description, 3. Downtown Master Plan Strategies, Proposals, and Recommendations, b. Downtown Economic Development Strategies/Proposals, (2) Other Economic Development Strategies/Proposals**) is to have the Village or Chamber of Commerce host a breakfast where landlords could hear about the implementation of the Downtown Master Plan and discuss ways in which joint marketing efforts could succeed.

#### **Comment F.4:**

What plans are being developed for the construction phase, especially during rush hour?

(Downtown Revitalization Committee, Letter, 4/30/2011)

#### **Response F.4:**

The Proposed Action in of itself will not result in construction; it merely represents an implementation program consisting of a series of policies and administrative actions. However, as stated in the DGEIS/BOA Nomination Study in **IV. Environmental Impact Analyses of the Proposed Project, D. Significant Adverse Impacts that Cannot be Avoided, 1. Short-Term (Construction) Impacts**, any particular project in the downtown could be expected to have construction impacts. In the DGEIS/BOA Nomination Study, **IV. Environmental Impact Analyses of the Proposed Project, C. Description of Mitigation Measures, 1. Parameters and Criteria for Site-Specific Review of Future Development and Improvements/Conditions for Future Actions**, provides a recommended process for the Village to follow for any specific project in the downtown area, whether explicitly stated in the Downtown Master Plan or not. Management of the construction phase, especially as related to

traffic, will be addressed on a project-specific basis. Mitigation for short-term construction impacts includes limiting construction to designated daytime hours and maintaining mechanical construction equipment in good working order to help limit noise levels. It is important to note that upon completion of construction, any short-term impacts would subside or be eliminated.

**Comment F.5:**

Although outside the scope of the study, I would very strongly suggest that the property on the south side of Fulton Street (just east of Merritts Road and immediately east of the car wash) be addressed as a major priority. This property at the western entrance to the village has been in a state of decay for many years. It screams to the passing public that Farmingdale is a dump! This is a very heavily traveled route and this very visible property certainly would not entice anyone to want to come to Farmingdale for any reason. It's kind of like passing through someone's front door and the entrance is comprised of rotted wood and is infested with termites and rodents. Why would you even want to look around the rest of the house? Please see if something can be done about adding this to the redevelopment plans as a major priority.

Also of major concern are the eastern approaches to the Village, specifically the Route 24/Conklin Street and Route 109/Fulton Street approaches that are within the Township of Babylon/Suffolk County boundaries. The aesthetics of these approaches to the Village of Farmingdale are deplorable. I know these are outside our jurisdiction but perhaps the Village can petition the appropriate government agencies including the State since Routes 24 and 109 are both State routes.

(Joe Mazzotta, 212 Fulton Street, E-Mail, 7/17/2011)

**Response F.5:**

As noted by the commentator, both areas are outside of the scope of this study. However, they are areas of concern for the Board as well. To that end, the Board will consider these suggestions, separate of the downtown master planning/BOA process. Regarding the property on Fulton Street, the Village has looked at a number of proposals to redevelop the property. However, none have gotten past the discussion stage. In terms of the appearance of the gateways into the Village, the Board has approached NYSDOT and now has an agreement with the State that will allow the Village the right to clean and landscape the median (the State does not have the funds to do any of the work themselves). The Board is working on securing the funding to implement the cleanup in the near future.

## ***Comments and Responses***

### **G. Proposed Downtown Master Plan Text (Appendix D)**

#### Downtown Master Plan Text Revisions

##### **Comment G.1:**

Volume 2 – Appendix D – Downtown Master Plan; Page I-10 – Population of the Village of Farmingdale – Population should be updated to 2010 based on the Census and not be a 2008 estimate as these updated numbers are in Volume I.

Page I-14 – Role and Purpose of the Plan – The first bullet point alludes to the Nassau County Master Plan and various concepts and terms in the Plan such as New Suburbia and Cool Downtowns. It is important to note that the Nassau’s Master Plan has not yet been adopted and is still being revised. Thus, some of these terms and concepts may or may not end up in the final Plan. Page III-2 – Nassau County – Cool Downtowns and New Suburbia – It should be noted that Nassau’s Master Plan has not been finalized or adopted and is still being revised.

Pages II-3 and II-4 – The discussion on each of the three markets – retail, office and residential market – should focus on the Downtown Study Area and not necessarily the Village as a whole.

Page II-6 – The color key/legend should not be overlain on the land use map as it hides much of the map.

Page II-8 – Public Transportation – A table may be provided that shows peak hour service/headways for both bus and rail service in the downtown area. Also, a map showing public transportation routes (bus and rail) serving the downtown as well as rail service should be included.

Page II-11 – Building Height and Density – This discussion does not address density, but only addresses only Height. Discussions on density should reference measures of density such FAR.

Page II-18 – Zoning – As a Land Use Map is included, a Zoning Map should also be included, particularly for the Downtown Study Area.

Pages II-18, II-19 – Zoning – While all of the Village’s business and residential zoning districts are listed, pertinent information for each applicable zoning district in the Downtown area should be provided (i.e., permitted uses).

Page II-21 – Housing Affordability – A definition of affordable and affordability criteria should be provided in the Master Plan document.

Pages II-3 and II-4/Page III-13 – A matrix should be provided comparing land uses by square footage and number of residential units for each of the growth scenarios described for the Downtown Study Area. Also, a matrix should be provided describing in square footage and number of residential uses (by type) of each of the land uses within the Downtown Study Area.

(Nassau County Planning Commission, 1194 Prospect Avenue, Westbury, Letter, 7/22/2011)

**Response G.1:**

Comments noted. The Downtown Master Plan will be finalized and will integrate suggested changes, to the extent necessary. Taken together, the Downtown Master Plan, DGEIS/BOA Nomination Study, FGEIS/Final BOA Nomination Study, and Environmental Findings, will represent the full record for the Proposed Action and the comprehensive vision for the future of downtown Farmingdale.

Further, as stated in the DGEIS/BOA Nomination Study in ***V. Summary Analysis, Findings, and Recommendations of the BOA and Strategic Sites, B. Recommendations and Next Steps, 4. Make the Downtown Master/BOA Plan a Living Document***, in order to ensure that the Downtown Master/BOA Plan is not relegated to a document that collects dust on the shelf, it is recommended that at least every five years, the Village review the Downtown Master/BOA Plan and assess its findings and recommendations and if they are still relevant. At that time, additional suggested changes could be integrated into the updated document.

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## ***Appendices***

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## **Appendix A – Public Hearing Transcript**

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MAYOR STARKIE: welcome everyone, I want to thank Deputy Mayor Christiansen and Trustee Parisi for doing the beverage and coffee. I'm going to be very, very brief so that we can get into the agenda. What I wanted to point out, did everyone see this Newsday Article? I was in the gym and I was exercising when I read this and it really captured the whole reason why we're here tonight. There's two different ways to redevelop a Village and one of those ways is doing (an over lay of work to) and the other way is to look at it comprehensively. To look at all the properties in a designated area and do a cumulative study, what would happen if? And the reason why this Board felt this was important and myself, was that if you give somebody, let's just say, four or five stories and a certain amount of density because you think it's good planning. The guy down the block that has the same situation, that has the same piece of property you can very easily come to the Board and set a precedent, why is he getting it and I'm not getting it? And there's a lot of different ways to deal with that and

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2 planning and zoning is Article 78, you read  
3 about it all the time. People have rights to  
4 their land and if you give something to  
5 somebody everyone has a right to approve the  
6 variance. By going through this long arduous  
7 process we have looked at the whole Downtown  
8 District comprehensively and we have come out  
9 with DEIS, which is really a summation and the  
10 study and you can look at it upstairs, if you  
11 care to before you leave, of all of the data,  
12 the traffic, economic, infrastructure, waste  
13 water to water etc... and some of the things  
14 that came up during this process because it has  
15 been a long process, was that a lot of people  
16 identified out Downtown Signage Code being weak  
17 at best and almost non-existent. We also know  
18 about some traffic stuff that we can do now, we  
19 don't have to delay. So, anyway to make a long  
20 story short tonight this meeting will be  
21 recorded by a stenographer and we have to be  
22 cognisant and speak clearly and loudly so she  
23 can hear. What I need you to focus on, I know  
24 you have a million questions and I'll stay here  
25 as late as necessary to answer everyone that we

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1 are able to, but the reason why we are having  
2 this meeting tonight is to discuss the DEIS,  
3 which is the Draft Environmental Impact  
4 Statement that we prepared based on the study.  
Page 2

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5 We have a draft of a code that is just that  
6 it's just a draft. It was the draft code that  
7 we used to then trigger the study. It doesn't  
8 mean the Board has made any decisions on it,  
9 any determinations whatsoever. What this is,  
10 is our outline of why we studied this and what  
11 we are looking to accomplish. It doesn't mean  
12 that anything is set in stone. There will be  
13 other meetings. Once we go through this I'm  
14 going to let Eric give you all the time frames  
15 and if you think of questions after tonight,  
16 there is a comment period that will be open for  
17 ten days for comment so none of you are left  
18 out. Whatever you ask tonight, if it's  
19 relevant, we might be able to give you the  
20 answer, but it becomes part of the study. Your  
21 question will end up in this packet and you  
22 will get a written response. That is the law  
23 that is why we are going through this process.  
24 So, it has to be based on the subject at hand,  
25 if it's a question that's not, Eric will say,

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1 well that's not really part of the study, and  
2 he will redirect you. And real quickly I want  
3 to thank Bill Dwyer from Newsday for doing an  
4 article that I thought really captured the  
5 essence of what we are doing, and thank Tony  
6 Macagnone our Councilman, Mike Ward, Deputy  
7 Mayor Patricia Christiansen, Cheryl Parisi,  
Page 3

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8 Trustee Ralph, Debbie Poldolski who really, her  
9 and he committee, guys you don't know how many  
10 meetings and they just did a tremendous job,  
11 without them they are the steering committee,  
12 they are the community residents that were part  
13 of the process that really kind of gave us  
14 direction. Like don't even study that because  
15 the study comes out we don't want it anyway.  
16 So, they really shaped what we were able to  
17 study. So, we didn't even look at five stories  
18 because if the data proved that we could build  
19 five stories without traffic, waste water,  
20 economic read was good. They said we will kill  
21 you if you ever put five stories here let alone  
22 study it. So, they did have a very important  
23 role to play. without any further ado I'll  
24 pass this off to Eric. Thank you again for  
25 your attendance and again if your questions

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1 don't get answered and you have anything you  
2 want to talk about after the meeting I'll be  
3 here.  
4 MR. ZAMFT: Good evening everyone, I'm  
5 Eric Zamft from Saccardi & Schiff. I've been  
6 the Planning Consultant for the Village for the  
7 past few years with regard to the Downtown  
8 Master Plan. Please let me start off my saying  
9 Michele is our stenographer tonight and it is  
10 important for everyone to speak clearly and

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11 slowly and state their name and address so that  
12 she can get it correct. I gave here my card  
13 because my name tends to be hard to spell, but  
14 for most she'll be able to get it. Tonight's  
15 agenda is up on the screen. The Mayor has  
16 spoken and I'll pass off to Debbie in just a  
17 second to talk a little bit about the  
18 committee. Now, I'm going to take you through  
19 a couple of slides about what this is all  
20 about, were we are in the process, what this  
21 project is and what it means to all of you.  
22 Then we'll get to the main purpose of tonight  
23 which is the public commentary. We want to  
24 hear form you. We want to hear from you on  
25 everything and anything that you want to tell

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1 us about DEIS, the Downtown Master Plan in  
2 Downtown Farmingdale. After that, which should  
3 take most of the evening the Mayor will get up  
4 and say a few more words and thank you and  
5 we'll be on our way. Please feel free at  
6 anytime to stretch your legs and look at the  
7 graphics in the back. I think they really show  
8 a lot of what we're talking about, grab some  
9 cookies and something to drink while you're at  
10 it. Without further ado I'll pass it off to  
11 Debbie to talk a little bit about the Committee  
12 and the work they've done.

MRS. PODOLSKI: Thank you, Eric. Good  
Page 5

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14 evening everyone my name is Debbie Podolski.  
15 First, I am the Director of the Farmingdale  
16 Public Library, so welcome to your Public  
17 Library and I hope you take a look at the way  
18 we renovated things in the recent months.  
19 Also, I'm President of the Farmingdale Chamber  
20 of Commerce and I was chosen to be the  
21 Chairperson of the Downtown Revitalization  
22 Committee. That Committee was really set up so  
23 this way the Board and the Trustees and the  
24 Mayor weren't operating in a vacuum and they  
25 heard your voice. And a lot of people helped

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1 contribute to some of the impact that we gave  
2 the Trustees along the way. We actually  
3 started meeting in January of 2008, over three  
4 years. It's been a long process. I have some  
5 names and if you're here Committee Members  
6 please raise your hand so people see who you  
7 are. At the core of the Committee that really  
8 started from the very beginning Kevin Bagnasco,  
9 John Capobianco, Joe Carosella, Joe Diurno,  
10 Timothy Dillon, Tom Lavin, Jim Orobona, Seymour  
11 Weinstein and Trustee Pat Christiansen and  
12 Ralph Ekstrand. Along the way we added more  
13 people to help us Laura Coletti, Frank  
14 DeStefano, Dylan Cruthers, Chuck Gosline, Nick  
15 Parisi, and Joe Schweitzer. Just to let you  
16 know about a little bit of what we've done



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17 along the way. From the very beginning we went  
18 to see different villages to see what made them  
19 tick. And one of the villages that I  
20 personally went to was Babylon Village. I  
21 think everybody here could say that was  
22 something, Babylon Village is something we  
23 would really like to see and we made our report  
24 to the village and whether we talk about report  
25 was also because they were also on the same

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1 radar. They created the Architectural Review  
2 Board for the village to set up the way the  
3 look should be and we see some of the new  
4 stores that have come in that represent some of  
5 the new look. One of the things we also were  
6 instrumental in doing was selecting the  
7 consultants, Saccardi & Schiff without even  
8 knowing what the fee was, we actually selected  
9 the one with the lowest fee and I think they've  
10 done a remarkable job for us. We've also  
11 provided tremendous feedback as the consultants  
12 did their work, as you see the beautiful  
13 renderings in the back. The Committee was very  
14 adamant about traffic and the impact on traffic  
15 in the village and the surrounding areas. And  
16 because of our persistence, I think that's why  
17 we got a second traffic study. We're also very  
18 concerned about density, as many of you are,  
19 and really at the heart of it was the

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20 beautification of Main Street and to try and  
21 make Main Street what it used to be. A  
22 beautiful downtown area, vibrant with a lot of  
23 economic diversity. As you see the Mayor and  
24 the Trustees have done a lot of street scapes  
25 since then. But we want those power lines

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1 down, I had to get that in there. It's been a  
2 great honor to work on this Committee. I've  
3 learned a lot of things and I don't know if I  
4 wanted to learn them, but it's been a really  
5 wonderful thing and depending on what happens  
6 here with your great input I think Farmingdale  
7 Downtown could be a real model downtown for the  
8 rest of Long Island. So thank you for the  
9 opportunity.

10 MR. ZAMFT: Thank you Debbie and I think  
11 it's interesting to know that the way we set up  
12 this slide is not by accident. You've got the  
13 Committee over here on the left and the  
14 technical consultants, the people that get paid  
15 to do this, on the right and it's really been  
16 that type of partnership throughout this  
17 process and we owe a debt of gratitude to the  
18 Committee for helping guide us through this  
19 process. So, what is this process and what are  
20 we doing here tonight? First of all, on two  
21 levels it is important tonight. First reason  
22 is because it's a culmination of a number of

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23 years hard work by everybody that's been  
24 involved and it's really time to hear what the  
25 general public has to say. Perhaps more

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1 importantly is that we are continuing the New  
2 York State Environmental Quality Review Act  
3 Process. SEQRA is a requirement for any  
4 project or any action, instructively action  
5 that the Board or a Village or a Municipality  
6 would vote on. So, at the adoption of the  
7 Downtown Master Plan and Zoning fits into that  
8 category. For that reason and because of some  
9 foresight by the Village it went through the  
10 rest of the schedule, which I'll talk about in  
11 just a second. We'll be speaking about the  
12 DGEIS as apposed to doing a lessor way out.  
13 So, besides continuing the process, we're going  
14 to talk a little bit about what the project is  
15 and there has been other people that's been  
16 involved besides the Committee. A lot of  
17 people didn't raise their hands tonight and  
18 that's good because there's a lot of  
19 demonstration here and a lot of this is going  
20 to be new to you. And then get to the main  
21 piece, which is to receive comments from all of  
22 you tonight. Again, we want to keep the focus  
23 on the DGEIS and the Master Plan, but we still  
24 want to here from you. Finally highlight some  
25 of the next steps and where we are going and

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1 what the immediate schedule is. As you can see  
2 on the slides here, it just highlights some of  
3 the points in the SEQRA Process. It's a  
4 lengthy and sometimes cumbersome process, but  
5 we've managed to get down here to point number  
6 six and we have still a few more opportunities  
7 for you guys to be involved and for you to  
8 comment. So, please stay involved and please  
9 pay attention as we move forward.

10 The main documents that we are talking  
11 about and the reason we are having this Public  
12 Hearing tonight is the Draft Generic  
13 Environmental Impact Statement and what I have  
14 here on the screen is the Table of Contents for  
15 the DGEIS. The DGEIS fulfills two  
16 requirements. It fulfills the State's  
17 requirements under SEQRA, but it also fulfills  
18 the State's requirements under the Brownfield  
19 Opportunity Area Program(BOA). The Village has  
20 been fortunate to receive a grant from the  
21 State to do many technical studies including a  
22 lot of the additional work on the traffic etc..  
23 and this document fills that and eventually  
24 becomes a State document that they take  
25 ownership of. The State has been very proud of

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1 the progress. I think Farmingdale is a model  
2 for not only small Communities and not only  
3 communities on Long Island but for communities  
4 throughout the  
5 State.

6 The DGEIS main piece here, which I'll get  
7 to in a second is a construction of the  
8 proposed action. The proposed action involves  
9 two main components. First being the  
10 implementation of the Downtown Master Plan and  
11 I'll start with that, and then one of the key  
12 implementation items which is the new Downtown  
13 Zoning District. The rest of the document goes  
14 through how community participation has  
15 occurred, what are the existing conditions in  
16 the study area, what are the environmental  
17 impacts of the plan, summary analysis, findings  
18 and recommendations. Finally, the appendices  
19 and I'm sure you've seen them in Village Hall  
20 or upstairs. They're quite modest, but it  
21 really shows the amount of technical work that  
22 has been done. In case you haven't read the  
23 DGEIS, and I recommend that you do, I'm going  
24 to give the key points on that, but it is  
25 available upstairs, Village Hall and on the

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1 Village website.

2 So, before we talk about what the plan is,

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3 let's talk about the area we're talking about.  
4 We're talking about Downtown Farmingdale which  
5 is indicated by this reddish line here. It  
6 essentially runs along Main Street past 109,  
7 past the vacant Waldbaums, Village Hall, past  
8 Conklin, past South Front Street and the train  
9 tracks up to Melville Road. It also extends to  
10 the east past the train station to the village  
11 line and approximately one block or one  
12 building that, either side of Main Street,  
13 what's notable and logical about the boundary  
14 is that it is down right poor. Outside of that  
15 is mostly residential, outside the 109  
16 environment, but this is where you have the  
17 shops and your offices etc... So, it's really,  
18 the Downtown Master Plan, is really that  
19 downtown area. Further on in the process a  
20 number of goals and objectives were  
21 established. And these actually were born  
22 first out of division and were sustained and  
23 recruited by existing emergency conditions an  
24 analysis that was done by a consulting Board  
25 and the community and finally the Master Plan

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1 process. It really balances two things as you  
2 heard from Debbie one of the key elements that  
3 the Committee was looking for was  
4 beautification of Main Street. On the other  
5 hand, as with many communities, there's the

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6 ability to grow. You might think that these  
7 two things, the beautification and down town  
8 quaintness and new developments are polar  
9 opposites but we found and I think the  
10 Committee and the Board found that throughout  
11 the process the two were not exclusive but in  
12 fact worked really well in concept with each  
13 other. One is that, that's what the community  
14 wants. They want there down town and they want  
15 to preserve the residential community, they  
16 also want to see this community go to the  
17 future. That's what sort of is highlighted  
18 here. Let's not just have like the Mayor said,  
19 people coming in with applications. Somebody  
20 doing a sign here a sign there, let's try to  
21 coordinate all of that and think about a  
22 comprehensive approach. Let's try to diversify  
23 the economy, you're not going to compete with  
24 110, it's a totally different environment and  
25 we shouldn't compete with 110. So, let's try

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1 and make Downtown Farmingdale a place, a  
2 destination, but also something that where  
3 people live. Let's make it much more  
4 attractive to the people who are living there,  
5 people that are come there to shop and for the  
6 people who work there.

7 It's an older downtown and has limited  
8 space, limited amenities. Let's try to

9 Farmingdale July 11  
increase social amenities such as open space.  
10 As the Mayor put it we have one jewel, sort of  
11 the shore line, which is the train station. I  
12 would actually argue we have two jewels, which  
13 is Main Street and the train station and really  
14 those two are connected to each other and to  
15 work with each other is really a key asset.

16 Finally, make sure that the  
17 transportation, whether it be a car, public  
18 transit or by pedestrian access works. And  
19 that is probably the biggest concern by the  
20 Board, if we do this, how is it going to affect  
21 our community to move around Farmingdale.

22 After coming up with these objectives and  
23 taking a look at the existing conditions in  
24 Farmingdale one of the key elements, take a  
25 look at some of the sites that might change in

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1 the future. By future I mean about 25 years.  
2 Beyond that you can't really predict much.  
3 With the help of the Committee and the help of  
4 the Board 35 sites were identified that over  
5 the next 25 years could possibly change. Are  
6 they all going to change? Of course not. Are  
7 some of them going to change? Probably. Are  
8 some others going to change? Maybe. But these  
9 seem to be the 35 sites that, given a bunch of  
10 criteria, might become something else over the  
11 next 25 years and we needed to examine what



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12 that might be.

13 The first criteria was are these sites  
14 currently vacant or abanded. So, you can add  
15 new one on the list even though it's on here  
16 and it's connected to the waldbaums. When you  
17 think about some of the other sites including  
18 another utilized site is the parking lot  
19 adjacent from the rail road parking lot. Other  
20 utilization, other sites in the downtown has a  
21 lot of potential.

22 Developer interest, there are sites that  
23 developers already expressed interest in  
24 developing. It would be foolish not to take  
25 that into consideration as well. Sites that

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1 have key placement would be at the intersection  
2 of South Front and Main or Conklin and Main.  
3 Sites that are really prominent in Downtown and  
4 should be the upmost potential. Finally,  
5 community input there were a number of sites  
6 that we were thinking about that we said hey,  
7 somethings that we thought should be included  
8 that the Committee felt we're never going to  
9 change. There was a lot of back and forth.  
10 Taking those sites subject to change a number  
11 of scenarios were provided. These scenarios  
12 were meant to analyze what would the impact be,  
13 if you were to develop those sites. The first  
14 being business as usual, which is essentially

15 Farmingdale July11  
no action. what happens if nothing in Downtown  
16 Farmingdale changed, but the zoning that's in  
17 place remained the same, types of stores,  
18 retail stores remained the same and there would  
19 just be a road based upon the growth of that  
20 area.

21 The second scenario is highlighting what  
22 the Committee was focusing on, which was the  
23 beautification of Main Street. What happens if  
24 you did some really serious improvement to Main  
25 Street. How would that affect the environment.

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1 The two growth scenarios a moderate and a high  
2 growth scenario, where the sites were projected  
3 ahead to see what they could be under a  
4 moderate growth and a high growth. As could be  
5 expected none of these scenarios were really  
6 were met well by the Committee and the Board.  
7 They felt like they really didn't capture what  
8 they wanted the vision of Farmingdale to be.  
9 So, in order to move this project forward and  
10 come up with a plan a preferred scenario, which  
11 was a hybrid was developed. That took some of  
12 the really good qualities, economic development  
13 qualities of the high growth scenario and  
14 melted that with some of the more moderate  
15 advancement and growth density. Actually all  
16 of these scenarios were put through two levels  
17 of screening. The first one being the

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18 technical use for the modification. It doesn't  
19 mean for the remodification it doesn't tip,  
20 which a lot of these did and secondly the  
21 Committee and the Board, which does this meet  
22 community preference. Again this is where we  
23 talked about tweaking densities etc... That  
24 preferred scenario again is sort of a guideline  
25 or a base for the development of the Master

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19

1 Plan.

2 I want to start at the end and go forward.  
3 Downtown Farmingdale 2035, which is another  
4 name for the Master Plan, we've come up with  
5 some very positive results and before I get  
6 into these results. The plan itself is really  
7 a set of recommendations and framework for the  
8 Board for policies, for strategies, and action  
9 items moving forward over the next 25 years.  
10 It doesn't contain any actual proposal, but it  
11 contains a lot of recommendations for  
12 proposals. So, what we did as the technical  
13 consultants, we looked at what happens if we  
14 implemented that plan. Again, is that probably  
15 going to happen? No, but in order to determine  
16 what the impact would be, we had to take a look  
17 at it, all 35 of those sites. We implemented  
18 all of the recommendations for beautification  
19 and economic development. How would that  
20 impact Downtown Farmingdale? This site

21 Farmingdale July11  
summarizes what that would be. First of all  
22 there would be beautification of Main Street  
23 and an investment for the community all along.  
24 An emphasis on the Mixed-Use along Main Street  
25 to have apartments above stores brings more

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20

1 people to Downtown from all over Long Island,  
2 but especially Farmingdale, which is younger  
3 people, senior citizens, and professionals not  
4 being able to afford to stay. And make it a  
5 place that has a little more life to it. The  
6 enhancement of the current retail and  
7 restaurants uses again you're not competing  
8 with 110. You have to do something that's  
9 different a concentration of unique types of  
10 uses that really want to draw people there.

11 An increase in park and open spaces.  
12 Something that's really lacking right now is  
13 greenery in Downtown outside of Village Green  
14 and there's plenty of opportunity to improve  
15 that quality of life issue that a lot of  
16 communities need to have and don't have the  
17 opportunity but at this point I believe it will  
18 be an asset.

19 Additional residential communities as we  
20 mentioned some of them will be for mixed-use  
21 apartments above retail and some stand alone  
22 residential uses. Again this is just what if,  
23 but the analysis calls up to 375 units in the

24 Farmingdale July11  
Downtown area. Again 375 is not going to be  
25 built. It could be 374, maybe 372, it might be

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1 200. If the analysis says that's the amount  
2 that Downtown could handle. Those units would  
3 be market rate for professionals, seniors who  
4 are sort of limited down to a couple of senior  
5 complexes and work force affordable. People in  
6 emergency services who tend to have lower  
7 salaries and do the public good. It would then  
8 give them the ability to live in the Downtown  
9 area.

10 Two other elements here is that the plan  
11 would need and involve additional parking  
12 spaces. Many of which could probably be  
13 accommodated already in Downtown because of,  
14 it's hard to believe, but there's a lot of  
15 under utilization of parking spots in the  
16 Downtown area. Also some new parking, which  
17 would have to be provided even by a private  
18 developer or by the builder itself.

19 Finally one of the key pieces which is the  
20 Downtown Zoning, which is something that would  
21 allow this type of development. Again  
22 framework is a vision, but it's an improvement  
23 especially when we are using a guide to move  
24 forward. Sort of moving backwards now, I'm  
25 going to show you the graphics, which again is

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1 in the back, which highlights some of the  
2 strategies and recommendations of the Master  
3 Plan. I urge you to read the Master Plan  
4 because I think that's got a lot of great  
5 information in there and it really details all  
6 of this. But for the public's sake here, there  
7 are a couple of key elements here. The first  
8 one being that Downtown Farmingdale has a  
9 number of points where people hyper product  
10 (phonetic) and down the road, people like the  
11 trains get off at the train station in the  
12 south manner. People get off or enter through  
13 109 and Main Street. These are really the  
14 first interactions of people with the  
15 community. And it is important that those  
16 areas really are treated well. Right now  
17 there's some nice signage, but for the most  
18 part it's not a fully well designed  
19 neighborhood. And what the Downtown Master  
20 Plan DGEIS analyzes is what happens if you were  
21 to add some really nice treatments, banners,  
22 lights better signage. Signs directly in front  
23 of the train station Downtown to Main Street.  
24 All these sources that would take a person from  
25 there entry point and bring them to Main

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2           The second key piece here is highlighted  
3 attached lines, over here is orange I think,  
4 then there's red and these are orange, these  
5 are blue. These are frontages and for  
6 pedestrians frontage is the interaction for a  
7 pedestrian with the community. It's walking a  
8 long a store and how the sidewalk feels, how  
9 the buildings are placed up against the  
10 sidewalk. For the most part this area is where  
11 the people do there walking. Not only could  
12 they park in the back, which people could do  
13 that but that's where the concentration of  
14 stores, but this area is also an area where  
15 people walk. In fact many people walk across  
16 109 to Downtown to the train station. So,  
17 those areas need to be improved. Those  
18 sidewalks need to be better. Those facades  
19 need to be more aesthetically pleasing to make  
20 it a place that people want to come to, not  
21 because they have to but because they want to.

22           Finally the area between the train station  
23 and Main Street is right now a tough area for  
24 pedestrians. Not only is there not much going  
25 on, but it has some funny movements in terms of

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1           sidewalks and roadways and it's really not a  
2 pleasant experience. It's very easy to get  
3 lost there. So, the Master Plan is really  
4 called the strengthening that connection to not  
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5 only (inaudible) but a big community plan. And  
6 try to make that connection as good of a  
7 quality as the rest of the Downtown is hoping  
8 to be. These dash lines (pointing) are sort of  
9 the other frontages that occurred near the  
10 Downtown area and not to be minimized but those  
11 are more residential and they are less  
12 important in terms of the public policy and  
13 more important to the homeowner. Another key  
14 element here are transition zones. So, once  
15 you get off of Main Street how does that  
16 transition from the first parking lot into  
17 residential area? One of the key pieces of  
18 this plan is the protection of the residential  
19 community. You should really maintain that  
20 residential quality that characterizes  
21 Farmingdale. The transitions sort of go two  
22 ways. The first one is that many people park  
23 in the four parking fields get out of their car  
24 and go into a store. They may or may not walk  
25 down Main Street. The backs of these buildings

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1 are really in a way a sight and really it's an  
2 opportunity for the village to  
3 spruce them up and make them into an areas that  
4 are desirable to walk into. Not just a back  
5 entrance. Moving off of these parking lots,  
6 the residential area is also an area of  
7 concern. We want to make sure that not only

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8 it's aesthetically pleasing, but additional  
9 buffering and the light will help buffer any  
10 sort of noise and additional traffic that might  
11 occur with building Downtown.

12 Another piece here are key buildings, as I  
13 mentioned earlier you have a couple of sites  
14 and a couple of locations where you've got some  
15 key corners. First looking at Conklin and  
16 Main, so the western two buildings, which is  
17 Library Cafe and the Law Offices are beautiful  
18 buildings, but the other side, not so great.  
19 Master Plan recommends really making those two  
20 buildings also prominent. Anywhere Downtown  
21 has a nice solid corner, in term of Farmingdale  
22 corners in the Master Plan, you can call it  
23 whatever you want, but it's really the place  
24 people identify with. Moving further up this  
25 area is tough especially because of the rail

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1 road track. It's a real barrier and once you  
2 go over it's sort of a different environment,  
3 but in reality Main Street continues and the  
4 Down Town continues up to Melville Road. The  
5 key element here would be to really make this  
6 corner, the south corner a little bit better,  
7 but really work on the north corner by trying  
8 to redevelop and have something prominent on  
9 this northwestern site, which is normally a  
10 parking lot and really making this an important

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11 building as well.

12 Finally, and perhaps most importantly to a  
13 constraint Downtown is the improvement or  
14 enhancement to the Green Spaces. Right now  
15 all you have is The Village Green and although  
16 it's a wonderful space, that's all there is.  
17 We see that and the Master Plan recommends that  
18 there are other opportunities for green space.  
19 The first being doing something out of the  
20 station making that a place that, when  
21 something arrives it's not just a train  
22 station, it's not just a building or whatever.  
23 But a specific space that somebody can set some  
24 guidelines. And trying to connect that new  
25 green space to some sort of linear space

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1 whereby Palmers Market etc.. could be held.  
2 Again this is quality of life and it's  
3 something that the Village could easily do  
4 moving forward.

5 Finally, one of the biggest questions of  
6 the night is new zoning. As I mentioned  
7 earlier Downtown, 109 and parts of Conklin are  
8 all zoned the same Zoning District. There are  
9 a lot of uses that are outdated but perhaps  
10 more importantly there are uses that are  
11 allowed in the B Zone and these are perfectly  
12 appropriate for 109, such as used car lots and  
13 gas stations, which are not appropriate for

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14 Downtown. So, one of the key elements for  
15 creating a new district would differentiate  
16 Downtown Farmingdale from 109. In addition to  
17 what the zoning does is it has a tier  
18 graduating density. More density up north, a  
19 little bit lesser in the middle part, and even  
20 lesser down toward 109. Again this is your  
21 most intense area, it's your core and that  
22 would be the principal behind having more  
23 density closer to 109. A big emphasis on a lot  
24 of mixed use. Currently mixed use isn't  
25 allowed. Looking at parking requirements again

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1 and making sure they fit a Downtown setting,  
2 but also a Downtown setting with a train  
3 station and finally providing incentives to  
4 developers to provide social amenities, which  
5 they may not want to provide on there own.

6 So, given that framework of the Master  
7 Plan and the number of recommendations that  
8 were provided in the Master Plan the DGEIS was  
9 developed and looked at the build out of 2035  
10 what would the impacts be and what would  
11 concern or need for mitigation would be.

12 These are the Zoning categories I'll run  
13 through them quickly the DGEIS does it much  
14 more justice than I give it, but it looks at  
15 effects on land use, zoning and public policy  
16 not just in Farmingdale but in additional

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17 communities and in the region. There's a lot  
18 of work going on sustainably in the region and  
19 this pertains to that. Urban design and visual  
20 conditions, again not just for how Downtown  
21 Farmingdale looks but how it effects neighbors,  
22 traffic, transportation, and parking. If you  
23 build it will they come. Socioeconomic  
24 considerations, how many more people could be  
25 living in Farmingdale? How many more school

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1 kids? Community facilities and resources, do  
2 we need more fire trucks? Are the police going  
3 to be able to respond to calls? Infrastructure  
4 and utilities, can the water system support  
5 this type of development etc.. Natural  
6 resources and Environmental features, not only  
7 is this an issue in Farmingdale as we build up  
8 the community. water resources, again concern  
9 is how clean is the water anyway, but the  
10 Downtown Master Plan recognizes that and there  
11 are some recommendations on how to move  
12 forward. Finally, hazardous materials sort of  
13 the genesis of the BOA Program is trying to  
14 clean up sites. And the question is will this  
15 help clean up the sites and Downtown. Again,  
16 the DGEIS was developed because this impact  
17 just is, briefly about additional facts, and  
18 some negative facts. we'll talk about negative  
19 facts of traffic impact. Our traffic engineers

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20 told us there can be mitigation in  
21 infrastructure. There will be impact to  
22 improve infrastructure and individual design  
23 that will help mitigate visual concerns. The  
24 comprehensive frame work we need to have would  
25 provide additional housing opportunities in

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1 Downtown Farmingdale, it includes fiscal impact  
2 is positive and beneficial not only to the  
3 village but to the school district as well.  
4 There are other impacts on both sides and you  
5 should read the DGEIS to find those out.

6 Just a few seconds on the process and  
7 we'll get to the public comment section. As  
8 you can see there's a scope of opportunities  
9 here to get involved. What we are going to do  
10 here tonight is hear from you and public  
11 commentary will be open until the 22nd of July  
12 and then it will close and the Board and the  
13 technical consultants will respond to any  
14 comments. If it's necessary and probably will  
15 be, a Master Plan and Zoning will be revisited  
16 and revised. That will be put into a document  
17 called the Final Environmental Impact Statement  
18 or the FEIS and that's something that the Board  
19 will eventually vote on. Or they will accept  
20 it and vote on it. The last step in the SEQRA  
21 Process is a document called SEQRA Findings,  
22 it's the last opportunity for the Board to

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23 critique our project usually it's a bigger deal  
24 with project developers coming in because a  
25 Board can put certain requirements on

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1 development. In this case, the Board may have  
2 some changes through the DGEIS and the  
3 findings, but that's the final SEQRA document.  
4 After that time, the Downtown Master Plan and  
5 zoning will be finalized and hopefully adopted  
6 and the zoning hopefully adopted probably in  
7 its own public hearing.

8 Last point I just want to make here is  
9 that all the documentation needs to go to New  
10 York State, not just because of SEQRA, but  
11 because of the whole program. It's really  
12 there document that happened with this and  
13 they're going to look to use Farmingdale as a  
14 model for other BOA projects. Before I hand it  
15 off to Artineh I just want to mention again  
16 please speak clearly and slowly for Michele,  
17 state your name and address. If you don't want  
18 to speak tonight please give us comments in  
19 writing. They are due by the 22nd and that can  
20 be by email or I'll leave this up here to give  
21 you a few seconds to write it down. The Mayor  
22 and I will be up here to answer your questions.  
23 If we can't answer your questions tonight, we  
24 will definitely answer them in the FGEIS.  
25 There may be some questions that go to the

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1 traffic engineers. We want to give you the  
2 right answers, we don't want to give you the  
3 wrong answer. Or there may be some questions  
4 that we want to think about a little bit before  
5 giving you answer. Again everything is on the  
6 record. So it's a little bit more formal here.  
7 Again thank you all for coming out on this hot  
8 breezy night and we look forward to hearing  
9 from you.

10 MRS. HAVAN: Good evening everyone, we  
11 will start the Public Commentary right now.  
12 When everyone came in we asked, whether  
13 everyone wanted to make comments, we have some  
14 names down, we will call them out and you come  
15 to the microphone and make comments. There is  
16 still time we have someone right there, the  
17 young lady, passing out papers for you to make  
18 comments if you haven't already. We'll call  
19 your name you come up and make comments  
20 regarding the DGEIS. I'm going to set up the  
21 microphone.

22 MRS. MOYNIHAN: Robert Pleace (phonetic),  
23 Chuck Gosline, Anthony Addeo, Rich Gosline,  
24 Jerry Verno (phonetic).

25 MR. PLEACE: Robert Pleace, Sr. I live at

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1 25 Elizabeth Street, Apt 2G. Farmingdale has a  
2 very limited amount of traffic for the space  
3 for the people on Main Street. Now you're  
4 going to have more people with apartments. It  
5 doesn't make sense you're going to have more  
6 people with children it's going to make the  
7 taxes go up on the schools. Traffic is a  
8 horror there is no green space. You keep  
9 talking green space. I'd like to know where  
10 you think green space is? Every space in  
11 Downtown has been taken care of. We don't need  
12 apartments here.

13 MAYOR STARKIE: The traffic, again I ask  
14 everyone to please read the study it's a good  
15 read. It's your community, it's not all  
16 technical data and it's only about an inch  
17 thick and it addresses everything that you  
18 mentioned. One of the things that was pointed  
19 out was that Main Street is a very thin roadway  
20 and there's traffic mitigation that's going to  
21 have to take place even if we didn't change the  
22 code. If there's anyone cued up to make a left  
23 turn off of Conklin to Main Street, you might  
24 have to wait two light turns. It's going to be  
25 addressed, it has to be addressed, we're going

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1 to have to out a turning lane in. There's  
2 certain mitigation that has to take place



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3 before the shovel hits the ground because we  
4 have traffic problems now. So, I completely  
5 agree with the first response. Secondly, about  
6 school aged children and taxes, Dr. Pearl  
7 Kramer a very well known Economist on Long  
8 Island did a very extensive study and basically  
9 what you build is what brings the children in  
10 and she has all the data available that shows  
11 that single family homes do a lot more to bring  
12 children in than apartments do. Apartments are  
13 for starter housing. Especially if in the code  
14 you tell them how many bedrooms, so you don't  
15 have to put three bedrooms in the code, you may  
16 be able to put ones and twos, but a good  
17 example of this in Downtown Farmingdale now, we  
18 have a wonderful test case is Fairfield  
19 Properties at 150 Secatogue (phonetic) Avenue.  
20 That is a rehabilitated building with 54  
21 apartments, they have I think two school aged  
22 children there, we actually got to speak to one  
23 person, particularly, who sold there house in  
24 Bellmore, moved in and has an apartment next  
25 door to her daughter and son-in-law. She

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1 watches the baby during the day, they both get  
2 on the train and go into the city. So, we do  
3 have that data, I understand there are fears  
4 and concerns, but please read the study and  
5 this is just the beginning and you might

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6 rethink some of your fears, if you have the  
7 data.

8 MR. PLEACE: I know that this doesn't  
9 pertain to Downtown, but you did mention the  
10 railroad station. As such on Secatogue, we're  
11 not allowed to call them illegal immigrants  
12 that might want to rent the apartments because  
13 they work jobs that, which don't pay taxes,  
14 which do have children, they come into the  
15 schools and increase the taxes for the school.

16 MAYOR STARKIE: Again, whether or not a  
17 persons citizenship is called into question,  
18 that is your Federal Government and your State  
19 Government and what they choose to do with who  
20 lives where is something that we cannot  
21 regulate. With that said, when we talk about  
22 affordability we're not talking about, first of  
23 all it's a State requirement that any  
24 development built with more than four units is  
25 required to have a 10% set aside by law now.

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1 So any developer that comes in and wants to  
2 build 10, 15, 20 units there going to have to  
3 build 10% of them as affordable and there will  
4 be a matrix that will be used for that. What  
5 people's immigration status is or anything like  
6 that, it's nothing that the village is going to  
7 do nor are they going to buy into that in that  
8 regard. It's something that, sadly in the past

9 Farmingdale July11  
10 statements were made I think in error that gave  
11 people the impression that the village was  
12 prejudice in some way and we've been in a major  
13 lawsuit over the last four years. So, I'm not  
14 touching that bait. I'm not buying into it, I  
15 don't agree with it and the Court's and I'm  
16 sure the law is very clear on that. And if you  
17 don't agree with that talk to your Congressman,  
18 talk to your Senators, that's nothing the  
19 Village of Farmingdale is going to address.

20 Lastly, on the green space the first thing  
21 out of the gate that came to us as an  
22 application as of right was a hotel. They  
23 helped and branded a hotel on a vacant piece of  
24 property by the railroad station and there  
25 would be may be a 500 or 600 sq. ft. patch of  
grass left in the front and by partnering with

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1 this developer we were able to move that  
2 building back and create a 5,500 sq. ft. park  
3 in the front so, that picture that was up  
4 before that showed the green space at the train  
5 station, it'd doable, it's real, all of the leg  
6 work has been done to address green space. We  
7 also, if Mr. Staller is here or has a  
8 representative here, it might be a good time to  
9 talk to him now, but he has the potential to  
10 partner with the village with his application  
11 to make the green space, which is now just a

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12 cut through to get to lot 3 and 7 much more  
13 attractive to the village. Behind the stores  
14 with code changes we can create a green space  
15 behind the stores where we have no code now  
16 that requires green space, we can create the  
17 code to require that with an application you  
18 have to make the back of the place as nice as  
19 what the front should be. So, we can address  
20 all of that.

21 MRS. HAVAN: I just wanted to clarify  
22 something, if you would like to make a public  
23 comment, you can raise your hands and Carla  
24 will give you a sheet, you can fill out your  
25 names, you can give it to us and then we will

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1 call you.

2 MR. GOSLINE: Chuck Gosline, 33 Waverly  
3 Place in Farmingdale. I know the plan is kind  
4 of overwhelming if you go into the website and  
5 see 216 or so pages in the document, but I can  
6 tell you from being involved the last 7 or 8  
7 years it's been a long road, but I think  
8 there's some fruit hopefully at the end of the  
9 tunnel. I focused in on pages 139 through 159.  
10 The summary of the analysis on pages 209 to  
11 215, which is some interesting findings and I  
12 think everything is on the table this is not a  
13 caste in concrete proposal. So, I look forward  
14 to an implementation study and I think a lot of

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15 good groundwork unfortunately, a lot of people  
16 do feel it's been a painful road, but I think  
17 like the Mayor did mention this was a  
18 comprehensive study not just a little spot  
19 study. So, I look forward towards implementing  
20 some of this good stuff and I think the village  
21 because of the due diligence that we've done,  
22 it's probably in better shape to receive  
23 funding from the Federal Government and the  
24 State and I think some of the good ideas that  
25 are in here can come to partition. Just some

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1 notes about possibly retooling the Post Office,  
2 may be it belongs at another location to open  
3 up some things. Another point about putting  
4 the old Farmingdale Theater back to life could  
5 be quite a life blood for the Village. I think  
6 there's a lot of good stuff out there.  
7 Bayshore has grown Patchogue, Port Washington,  
8 Riverhead struggles but all these communities  
9 have put Performing Art Center in there  
10 Downtown and I think it's something, that even  
11 though it's expensive, it's something worth  
12 looking at and I hope we can do that with some  
13 public financing and maybe some private  
14 partnerships. I think that's what this is all  
15 about is a real need these days because the  
16 economy, to focus in on a public and private  
17 partnerships to make some of these things

18 Farmingdale July11  
happen. So, I look forward as the village goes  
19 forward, I'm a 35 year village resident, I  
20 think I'm going to stick around for a few more  
21 years if the taxes don't kill me, but that's  
22 another topic. So, I look forward to it.

23 MRS. MOYNIHAN: Anthony Addeo.

24 MR. ADDEO: Good evening, Anthony Addeo,  
25 111 Conklin Street, Farmingdale. I'm an

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1 attorney. First of all can we turn the air  
2 conditioning on? That maybe the only applause  
3 I get tonight. I'm going to be talking  
4 specifically about the Zoning Code and some  
5 requested modifications. This is purely a  
6 technical speech tonight. With reference to  
7 the Zoning Code, it's a Draft Code for the  
8 Downtown Mixed Use Zoning District. Of course  
9 there are different parts of the Code. I  
10 encourage all of the village resident's to  
11 please review it. It will give you a better  
12 idea of what the village proposes. With  
13 reference to the permitted uses Section 105-92  
14 residents are not permitted uses on the second  
15 floor or the upper levels of the new proposed  
16 zones. This would require a Special Use Permit  
17 by the Board of Trustees. In order to  
18 streamline the process and possibly encourage  
19 developers coming in with a plan that would  
20 specifically streamline the process, perhaps

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22 residential uses should be permitted on the  
23 upper floors. Secondly, when we're talking  
24 about the new Draft Code, Section 105-93, box  
25 and bolt control as an attorneys point of view  
and a developers point of view there seems to

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1 be a mixed signal. When we are talking about  
2 maximum building height, it's stated as 3.5  
3 stories or 40 ft. I believe it's in everyone's  
4 best interest just to leave it at 40 feet and  
5 build what you can in that 40 feet. 30 feet,  
6 40 feet, 50 feet whatever you choose, but don't  
7 talk about stories because then there are  
8 issues of what if one floor is half underground  
9 and one floor is above the ground. If you have  
10 a maximum height we know where we can build, 40  
11 feet is the maximum height and that's it.  
12 Additionally in section 105-93, the most  
13 appropriate restrictions on this type of a  
14 development should be height and parking and  
15 floor area ratio. When we're talking about new  
16 commercial uses in the village, there are a lot  
17 of vacant stores and I hear from my clients  
18 both the landlords and the tenants the same  
19 story over and over again, it's the rent. The  
20 component of the rent which drives the local  
21 merchants out of business is the taxes.  
22 Because most of the stores in Farmingdale were  
23 built 20 years ago and more they tend to be

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24 larger. They tend to be old style with bigger  
25 spaces and today's merchant doesn't need a large

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1 space. If we could make the stores smaller, we  
2 would be able to have much more variety of  
3 different stores with more reasonable rents and  
4 more reasonable taxes. Now, a per acre amount  
5 of units will stifle development. It's my  
6 opinion as an attorney and an attorney who has  
7 practiced in residential and commercial  
8 development and zoning. We need to have a  
9 floor area ratio. A floor area ratio will be  
10 a certain number. It's a number that a  
11 developer can sit down and plan for and in the  
12 beginning come into the village with a plan  
13 that fits within the parameters of the zoning  
14 code. It streamlines matters. It sets up  
15 where we know what the recipe is before we bake  
16 the cake and put it in the oven. We can come  
17 to the village with our plan and then present  
18 it. That way there's no guessing games.  
19 There's no back, there's no forth. We go to  
20 the Architectural review Board, the Planning  
21 Board and then to the Village Board and finally  
22 we get an approval. Of course if we know what  
23 the parameters are and the public has input as  
24 to what the parameters are and the Board of  
25 Trustees vote for those parameters, whatever

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1 they are we know what the plan is. We know the  
2 specifics. Not units per acre or this or that.  
3 If we have a floor area ratio it's easily  
4 calculated. In section 105-93 again with the  
5 lock and bolt controls, there is a maximum area  
6 for retail establishments. Again, 2,500 sq.  
7 ft. instead of encouraging that development  
8 that would actually have a new landlord or a  
9 tenant have a problem and elongate the process  
10 to get approval. If someone feels they could  
11 come in with more square footage, now of course  
12 we're not talking big box store, but we're  
13 talking establishment that may be able to have  
14 a larger retail space or a larger office space  
15 they should not have to go to the Zoning Board  
16 of Appeals as long as they meet all of the  
17 requirements. And I'm going to say these three  
18 words which are so very important to me as a 50  
19 year resident in the village it can't be more  
20 important, parking, parking, parking. Although  
21 folks are not inclined to park as far away and  
22 walk and they're not utilizing the empty spaces  
23 there should be some method of allowing people  
24 or allowing employees to park further away and  
25 walk to their locations. There's one

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1 particular store, I can't get over, everyday  
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2 this gentleman who owns the store parks right  
3 in front. You would think he would leave it  
4 for his clients. Big beautiful car but no  
5 where to park to get your haircut. With  
6 reference to Section 105 again, the workforce  
7 or the affordable housing for the public.  
8 There should be a specific set number of 50%  
9 requirement can become problematic especially  
10 in these current economic times. In these  
11 current economic times it's almost impossible  
12 to get any financial institution to finance  
13 condominiums. As you know FHA must approve the  
14 condominiums so you have to have 50% sold  
15 before they approve it and once they approve it  
16 it's a Catch 22, you can't get it approved  
17 until you have 50% sold and there is price  
18 range under 417, where the vast majority will  
19 be FHA mortgages. With reference to the  
20 affordable workforce proposing, these market  
21 conditions today will affect what will be built  
22 and how it will be built if a building is going  
23 to be built specifically for rentals and not  
24 for owner occupied condominiums, then the  
25 workforce housing component should be modified

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1 and should be projected for when the building  
2 may turn over to condo or co-op and then the  
3 amount of workforce can be implemented at that  
4 point. These items should be specifically

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5 installed in the approval, which the Town Board  
6 will give. Now, with reference to lowering the  
7 percentage or increasing the percentage of  
8 affordable work units, or affordable housing  
9 units, which ever way the Board wishes to go  
10 10%, 15%, 20% whatever it is there should be a  
11 sliding scale allowing the Village Board of  
12 Trustees to negotiate with the developer to  
13 allow more village amenities or less amenities  
14 and more workforce housing because each and  
15 every development would be different and each  
16 and every development in its own location is  
17 different. The Bartone Property by the  
18 railroad station is different than the Staller  
19 Property on Main Street and different from the  
20 property across from waldbaums or waldbaums  
21 itself. There's just a difference in each  
22 location even though there proximity is close.  
23 Finally, with reference to 105-97 the Site Plan  
24 and the related approvals, I believe the new  
25 Zoning should allow for multiple paths at the

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1 same time by the developer. Allow the  
2 developer to go to Zoning. Allow the developer  
3 to go to PRB or Architectural Review to move  
4 things along quickly. And instead of having a  
5 45 day comment period by the Architectural  
6 Review Board, it should really be 20 days that  
7 way. Although it does require the  
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8 Architectural Review Board and the Planning  
9 Board to work a little harder a little quicker,  
10 it allows that developer not to miss that next  
11 months meeting. And you all know carrying  
12 costs today, with any development is a large  
13 chunk of the expense. That's all I have to  
14 say.

15 MRS. MOYNIHAN: Richard Gosline.

16 MR. GOSLINE: Richard Gosline, 25 Linwood  
17 Avenue, Farmingdale. We discussed this concept  
18 of 375 units, but can you give me a better idea  
19 as to what would be the stores versus what  
20 could be complete residential units built. The  
21 Mayor had stated that the Secatogue Unit is  
22 like 54 units and that's 375 and that's 54, how  
23 many more is going to be housing units and how  
24 much of Downtown is going to see overflow?

25 MR. ZAMFT: To answer that shortly and

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1 quickly, you can imagine the Downtown and how  
2 it is in the back. The bigger sites obviously  
3 could accommodate more units--

4 MR. GOSLINE: How about unit numbers,  
5 right now I'm talking over stores? You  
6 envision 150 of those units being done over  
7 stores and the other 200 being done as separate  
8 building, I mean, how do you see this playing  
9 out?

10 MR. ZAMFT: Again, I would say at least  
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11 150 units are not over stores and related to  
12 some of the bigger projects that are out there  
13 or could be out there. Again--

14 MR. GOSLINE: That leaves a big number  
15 over the stores if you envision 150 not to be  
16 over the stores, now you're saying it's a  
17 bigger number going over the stores. I happen  
18 to like the look of what I consider Northwest  
19 Main Street. I think it has a fair mix of  
20 residential and retail, but I hate to see this  
21 coming straight down and saying, hey he did it,  
22 I want to put 16 units above my store and 12 on  
23 mine and the next thing all the way down the  
24 line I got units above every store and that  
25 kills that whole look.

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1 MAYOR STARKIE: I just want to make  
2 mention that in the study and I pray that  
3 everyone reads the study, that we attributed  
4 density and units to every site subject to  
5 change. That's how we came up with the  
6 numbers. Moderate growth increased every time.  
7 So, when you look at the data, Ralph, you had  
8 mentioned--

9 TRUSTEE EKSTRAND: We had protracted out  
10 each of the 35 areas subject to change. So, if  
11 you look at and I'll pick on the Bartone  
12 Property has 101. The Staller Properties,  
13 which is proposals has approximately 24. One

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14 is condo units possibly or rental units. The  
15 other is rental units. So, in the study all  
16 the subjects to change is, do have numbers  
17 attested to them and if you look at the study  
18 you can actually add them up. It will tell you  
19 where on Main Street they ae going to be above  
20 and where on South Front Street they're going  
21 to be stand alone.

22 MAYOR STARKIE: One of the critical  
23 components also and how these sites were chosen  
24 was they have to have some potential to meet  
25 market requirements. If you notice on the

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1 graphics in the back, that the stores are on  
2 the same side of Ralph's store. There is very  
3 little parking available there and there is no  
4 sites. I think one small site that's subject  
5 to change because they met parking. We had to  
6 utilize parking in lot 3 and 7 so that had more  
7 of an ability. Plus, just to give you an  
8 example, one application and it came to our  
9 Board, but we don't have the Code to approve it  
10 is those 6 stores the Staller Property. He was  
11 proposing to knock that down and one time he  
12 had 16 units and he was asking about 24. He  
13 met his parking requirements because his stores  
14 were so deep he was going to cut the stores in  
15 half and he still met his parking requirements  
16 based on the Code that exists today. So, he

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17 had an application technically as of right, but  
18 that right doesn't exist in our Code today, but  
19 he met his parking. So, those are the sites  
20 subject to change. People that met parking.  
21 In the case of the Bartone Property, they are  
22 going underground and they are putting their  
23 parking underground, but they have to meet  
24 their parking requirements. That's why in the  
25 study you'll see we are adding new parking

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1 spaces and if you're curious where those are  
2 that's all spelled out. Some of the sites are  
3 underground and some have their own land--

4 MR. GOSLINE: But in all fairness it's not  
5 unheard of to give relief of parking as well.

6 MAYOR STARKIE: One of the things and we  
7 have our Chairman and our ZBA's here and we  
8 have our Village Counsel here. It's very hard  
9 to go through this type of a study and you have  
10 this data to go to the ZBA on the first  
11 application and ask for relief. Now, with that  
12 said there's cases which I actually recommended  
13 a perfect example look at the--I'm sorry the  
14 graphic is not up, but if you look at the  
15 Waldbaums property and Kevin Bagnasco has a key  
16 piece of property in our village, that right  
17 now because of lower density's you're only  
18 allocating two stories to that and a minimal  
19 amount of apartments because we were graduating

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20 it down. He has pointed out to the Board at  
21 one of the Steering Committee Meetings, that  
22 would be a terrible mistake because those are  
23 key areas of the village that should have more  
24 density. Now, if we put that in the Code that  
25 you could have just say 40 feet at those sites,

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1 that means that--picture this if waldbaums came  
2 in they could gobble up all 375 units because  
3 they got over 4 acres and meet their parking  
4 and that's not what you want to do. So,  
5 there's cases that we might write the code and  
6 you might want people to see the variance then  
7 we can then go back to the study to use that  
8 data to say yes and no and it will meet the  
9 legal test on why we are making this decision.  
10 So, I understand your points, but there's a lot  
11 of things in there that--

12 MR. GOSLINE: I was just hoping that there  
13 was some kind of a summary that was available.  
14 So, fine I'll go back, I'll add it up and do  
15 the numbers on that. But we kind of have a lot  
16 of empty stores right now and I believe some of  
17 the study did recommend more retail--

18 (whereupon a woman spoke and  
19 didn't state her name or speak  
20 into a microphone.)

21 MR. GOSLINE: I got that document. We  
22 currently have a lot of empty stores right now



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23 and the proposal says it's going to be retail  
24 added underneath some of this residential. I  
25 still don't understand how 375 residential and

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1 you quoted 800 people is going to revitalize  
2 that. I'm just not seeing that. You talk  
3 about the back of the stores, our parking lots  
4 are not friendly. The closest thing to a  
5 decent parking lot is the one behind Moay's  
6 that's the closest. And that was not even done  
7 totally right. I mean to give life back to our  
8 parking lots is what's going to bring people  
9 back to our village. I mean if it's not  
10 friendly they are not going to come.

11 MRS. MOYNIHAN: Joe Diurno.

12 MR. DIURNO: Joe Diurno, 128 Fairview  
13 Road. I've been involved with the  
14 Revitalization Committee. I was nominated from  
15 the previous administration and in the past,  
16 what we were challenged with, was to figure out  
17 how to solve symptomatic problems that was to  
18 walk down Main Street and see all the empty  
19 stores. So, how do you revitalize Main Street?  
20 The direction that has been-- that we have  
21 evolved into, what I call Revitalization to  
22 Concentration and what that means is to create  
23 more living environment for people in the area  
24 and therefore you're going to revitalize Main  
25 Street. However, that wasn't the direction our

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1 Committee took and that's the direction the  
2 current administration decided to go in.  
3 Taking that into consideration the question  
4 comes up and how do you do the concentration?  
5 We've heard words of Bartone's Property. We've  
6 heard words of Staller's Property. We've heard  
7 words of Waldbaums Property and all those words  
8 really mean is special interests as far as I'm  
9 concerned. Okay, the real thing we have to  
10 look at is we have 375 available units to be  
11 built in the Main Street area, the Downtown  
12 area and there has to be a priority set on how  
13 those spaces get allocated. You cannot  
14 allocate 120 spaces to the railroad area and  
15 not worry about what happens on Main Street.  
16 So, I've asked the Village and they've done a  
17 commendable job. They've worked at this thing  
18 very hard the administration. I've asked the  
19 Village we are at this point right now, we've  
20 done a lot of work in this area be objective  
21 set up some sort of priority on how you  
22 allocate the 375 units to be built. Say we  
23 want priority number one, anything that gets  
24 built on Main Street Proper, which is there  
25 going from 109 all the way up to Melville Road,

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1 that gets priority number one. And for every  
2 unit that gets built in Main Street Proper, you  
3 allow a unit to be built in non Main Street  
4 Proper ie the railroad, ie the--well the  
5 railroad is the Bartone Property. So, my whole  
6 focus is since we've taken this approach and  
7 since we've all committed to living this  
8 approach Revitalization to Concentration lets  
9 make sure that we prioritize and that we  
10 optimize on how this concentration takes place,  
11 thank you.

12 MAYOR STARKIE: I'll keep my comments  
13 limited, but part of the job of this Board and  
14 myself as Mayor is taking hits. You're damned  
15 if you do and you're damned if you don't and I  
16 want this in the record, that's why I grabbed  
17 the microphone. As for special interests,  
18 Bartone has an application that was here prior  
19 to me even being--I was a Trustee, when this  
20 application came to the Board. Mr. Staller has  
21 plans filed at Village Hall for a mixed use  
22 development back when I was a Trustee that are  
23 still there and alive. waldbaums went vacant  
24 and because of the size of the land and  
25 everyone knows now that it's empty it's in

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1 play. So, you're damned if you study those  
2 things and look at them but then it would be

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3 terribly wrong for the Board not to look at it  
4 because they're real applications. So, to  
5 object that there is any interest whatsoever in  
6 this, any special interest, any special favor  
7 made, but if we didn't look at Bartone's and we  
8 came out of left field, then we didn't do our  
9 job and if we did look at them, the first thing  
10 people want to say is that there is a special  
11 interest. I don't even know Gary Staller, I  
12 met him once, but if he has an application in  
13 Village Hall and the Building Department, we  
14 have an obligation to look at it and we have an  
15 obligation to share that with the audience.  
16 So, yes Bartone has an application, Staller has  
17 an application and Waldbaums has already been  
18 in with two different ideas on what they want to  
19 do with their property. Because we're being  
20 honest and full disclosure, we're not doing  
21 anything for special interests.

22 MRS. MOYNIHAN: Valerie Licausi.

23 MRS. LICAUSI: We are Farmingdale Music  
24 Center, 135 Main Street. Umm parking, parking,  
25 parking, parking. We live next door to an

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1 absentee landlord who has a lot of people  
2 living in the building that they are renting.  
3 It has been neglected. We have four cars  
4 parked in front of our store for months on end.  
5 We have had to come to several meetings to try

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6 and get parking enforced. Our customers  
7 constantly ask us, "where am I going to park"?  
8 You have teachers that teach in the store,  
9 "where am I going to park"? We do not allow  
10 our teachers to park on Main Street because we  
11 do not want to take away from our customers.  
12 We are constantly valet parking and the big  
13 battle is residents, that are living on Main  
14 Street, when we walk down Main Street in the  
15 winter, we see them snowed in and they're  
16 digging themselves out. Their doors are facing  
17 Main Street. Even if they have parking in the  
18 back they will park on Main Street. The  
19 gentleman said there's a person that owns a  
20 business that is parking all day on Main  
21 Street. Main Street is designed to have people  
22 come and shop and they should not be staying  
23 more than two hours on Main Street. There are  
24 signs that are not being enforced apparently.  
25 There are rentals and I understand the rentals,

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1 when you're saying the rentals will have so  
2 many bedrooms, will they shove five people in  
3 one bedroom? will they pack the houses, legal  
4 or illegal? will they pack these apartments  
5 full of people and have four or five cars in  
6 front of our valuable businesses? Parking  
7 needs to be addressed. Doors do not need to be  
8 on Main Street. They need to be in the back

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and they must be addressed. Because once these  
10 absentee landlords come, you said yourself,  
11 there's nothing you could do about it. You  
12 cannot enter their property and find out how  
13 many people are living there.

14 MRS. MOYNIHAN: William Denny? William  
15 McDonnell.

16 MR. MCDONNELL: My name is James  
17 McDonnell, I live at 198 Cherry Street,  
18 Farmingdale, New York 11735-3607. You already  
19 answered some of my questions, but there's a  
20 picture of a building back there with  
21 automobiles on the roof, does everybody see it?

22 MAYOR STARKIE: That's a parking garage at  
23 the railroad station that was looked at, yes,  
24 sir.

25 MR. MCDONNELL: It's on the roof of the

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1 building?

2 MAYOR STARKIE: No, that's just the top  
3 floor of the parking structure.

4 MR. MCDONNELL: Alright.

5 MAYOR STARKIE: That's the parking station  
6 across the street.

7 MR. MCDONNELL: I have a question for you,  
8 Debbie, you mentioned moving all the poles,  
9 transformers, primary cables, secondary cables,  
10 all the cablevision cables and the telephone  
11 cables, who's paying for it? It's going to

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cost a fortune, I used to do that work.

13 MRS. PODOLSKI: Are you offering?

14 MR. McDONNELL: Whose going to pay? The  
15 utility company does not pay, I'll tell you  
16 right now, they won't pay. I worked for a  
17 utility company and they will not move it,  
18 because once you move it you have to put the  
19 service into every building through the  
20 foundations. They have to redo all the  
21 electric systems in the building. That falls  
22 on the landlord. Village Hall is going to have  
23 to put an underground system and so does the  
24 Fire Department, do you have an underground  
25 system? Fire Department? Then everybody else

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1 has a problem.

2 MRS. PODOLSKI: Well, part of the job of  
3 the Committee was to take a look and see how to  
4 beautify Main Street. And as I said before, we  
5 did visit some of the other Village's and one  
6 of the things that were striking about the  
7 other village's was that there was no  
8 solenoid's (phonetic) and that just happened to  
9 make the whole area really beautiful. Yes,  
10 it's very expensive, but as I said, we started  
11 this in 2008 and during the course of that time  
12 we thought well there may not be another chance  
13 to shovel ready project. This would be  
14 something we would like to see. It is really

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expensive but there really is no studies out to  
16 see how much that costs.

17 MR. MCDONNELL: But do you--

18 MRS. PODOLSKI: Even about putting them  
19 behind in the parking lots.

20 MR. MCDONNELL: That would be crazy, that  
21 would be worse.

22 MRS. PODOLSKI: Worse or not, we thought  
23 it was something that was worth investigating.

24 MR. MCDONNELL: Levittown has all their  
25 poles running through the backyard and

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1 everybody moans about their cables because of  
2 their kids and swimming pools and everything  
3 else. There's an easement through there.  
4 They're going to work.

5 MRS. PODOLSKI: Right now take a look at  
6 it, it's spaghetti up there. I think there's a  
7 lot of cables--

8 MR. MCDONNELL: I love it. I made a lot  
9 of money because of that. Really, every owner  
10 of every store of every business has to pay and  
11 every transformer has to be under the sidewalk.  
12 We just did sidewalks and they would rip it up.

13 MRS. PODOLSKI: I have to commend the  
14 Mayor and the Trustees for listening to all our  
15 wishes.

16 MR. MCDONNELL: That was my question.  
17 Somebody else took my other question.



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19 (Whereupon a man in the audience  
20 was speaking and didn't identify  
himself.)

21 MRS. PODOLSKI: We would hope to get some  
22 sort of grant.

23 MR. McDONNELL: By the way, you have like  
24 where that bar is on the corner the Library, if  
25 you look at the sidewalks, that sidewalk they

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1 don't belong there.

2 MRS. HAVAN: Thank you very much, that was  
3 our last public comment. So, I will ask again,  
4 if you have any public comments that you would  
5 like to make, raise your hand and come up and  
6 we'll try to spot you.

7 MR. DAY: William Day, I was supposed to  
8 speak before. I came here for my daughters, I  
9 don't like what I see what this village is  
10 turning into. We don't need more apartments,  
11 we have enough apartments. If you look around  
12 at the surrounding towns you can see, we have  
13 more apartment buildings than any other towns.  
14 That's basically it. We need to do something  
15 about getting the stores filled and having more  
16 people, like I said is not the answer. It  
17 takes up more parking, when the people park  
18 there. Having these huge monstrosity  
19 property's in a quaint village. Somebody  
20 mentioned the Town of Babylon. Town of Babylon

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looks nothing like Downtown. We're supposed to  
22 maintain our heritage in our village, not with  
23 these buildings. We don't need more  
24 apartments. We already have more apartments  
25 than everybody else and that's basically it.

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1 MRS. HAVAN: Thank you, anybody else?  
2 MR. CAROSELLA: Joe Carosella, 21 Sherman  
3 Road, Farmingdale. I always save myself for  
4 last because I'm hoping somebody else will  
5 bring it up. I know it's in the record and  
6 it's in the study about the traffic. I think  
7 we've done at least two. I think possibly  
8 three traffic studies and I'm not an engineer  
9 and I'm not a scientist. I can only go by  
10 observation and my observation is, you can't  
11 drive down Main Street at 5 p.m. without having  
12 to wait usually two perhaps three times before  
13 that traffic light changes. I just want to go  
14 on record that the traffic I think is going to  
15 be a problem. We're talking about 375  
16 additional units and if we have a problem now I  
17 don't see how that's going to exacerbate the  
18 situation. I know we're talking about the  
19 traffic turn signal on Conklin Street, which  
20 will eventually help the situation, but I can't  
21 see where this traffic is going to go. There's  
22 going to be a major problem and I just wanted  
23 to put that on the record. I think who ever is

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doing these traffic studies should be aware of  
25 this, thank you.

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1 MRS. HAVAN: Anybody else would like to  
2 make a public comment? Please come on up, sir.

3 MR. RYAN: My name is Patrick Ryan, I live  
4 at 2 Sullivan Road. That's a wonderful plan  
5 there and that's a lot of money there. Now, I  
6 ask you at the present time, how many stores  
7 are available in Farmingdale in the village?

8 MAYOR STARKIE: How many empty stores?

9 MR. RYAN: Yes.

10 MAYOR STARKIE: Somewhere around 13 to 23.

11 MR. RYAN: Have you had any inquiries, as  
12 to anybody moving into these vacant stores?

13 MAYOR STARKIE: We have had a couple of  
14 new stores open and we've had a couple close  
15 recently. But we also know that one of the  
16 store owners Mr. Staller's application is six  
17 of those stores that he has chosen to leave  
18 vacant until he can redo his stores. He's got  
19 a 3,000 sq. ft store his footprint of his  
20 building are two big for somebody to come in at  
21 \$25.00 a foot a year and afford the rent and  
22 have a business and afford to stay there. So,  
23 they're not relative in today's market. It  
24 used to be Bohacks, it used to be a grocery  
25 store. So, those spaces aren't relevant. So,

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1 he wants to wait.

2 MR. RYAN: Is he going to rent those  
3 stores?

4 MAYOR STARKIE: I can only tell you that  
5 other communities are out in front of us. If  
6 anyone has not been down to Downtown Patchogue  
7 recently, Downtown Bayshore we're not new to  
8 this. There are other areas that have done  
9 mixed use. One in particular is in Copaigue,  
10 for anyone who is close go take a look it's on  
11 the corner of Oak Street and Great Neck Road in  
12 Copaigue. It was done as an overlay district  
13 and they allowed a three story mixed use retail  
14 with apartments. I checked with Supervisor  
15 Bellone's Office it's also on the market to be  
16 sold fully occupied with all the leases written  
17 on the bottom. Absolutely drop dead beautiful  
18 building and it's exactly what we are talking  
19 about. It doesn't look over powering. It  
20 meets its parking requirements. So, if you  
21 want to kick the tires and see this for real  
22 Oak Street right off Great Neck Road.

23 MR. RYAN: That's a wonderful plan and I  
24 hope it goes through.

25 MR. ROUSSELLE: Richard Rouselle, 318

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2 actually is two fold regarding the hotel and  
3 parking at the railroad station. As far as  
4 putting a hotel there is there really a need  
5 for a hotel in Farmingdale, is there really a  
6 demand for that?

7 MAYOR STARKIE: I can answer although it  
8 has nothing to do with the DGEIS. The hotel  
9 was an application that was brought to the  
10 Village Board as a matter of right. In our  
11 code today in the D Zone the right to build a  
12 hotel. All you need is some variances, small  
13 height variance I believe and that's an  
14 application as of right. That's for a  
15 businessman investing all that money to make  
16 that determination. If this Village Board for  
17 whatever reason, I don't think it ever crossed  
18 our minds to say no, they would of taken us to  
19 Court because it's a permitted use in the Code.  
20 So, we saved you a lot of tax money. We got  
21 the developer to give the hotel as of right,  
22 with green space and social amenities and I  
23 think we even asked him, no bar or restaurant  
24 as part of the hotel. So, that the people  
25 staying there will have a need to go down to

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1 Main Street to support our businesses. That  
2 was one of the covenants or restrictions that  
3 we put, which we are allowed to as a Site Plan  
4 Review. So, that's the answer to the hotel.

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5 MR. ROUSSELLE: Thank you, that was my  
6 minor question, big question this goes to  
7 traffic. You're putting in 2 or 3 story  
8 parking for the railroad there? I think that's  
9 what the gentleman mentioned before. Okay, so  
10 you're going to double or triple the size of  
11 the parking. Secatogue Avenue right now is  
12 again traffic. People are coming up and down  
13 there speeding during rush hour, during when  
14 the trains are coming in. There's traffic  
15 backed up especially from the train station and  
16 the Conklin light changes people keep going.  
17 People heading up to the train station they see  
18 that light turn green and they're gunning it,  
19 flying through stop signs. There's an average  
20 of at least an accident a year right on my  
21 corner. There has been three pedestrian hit  
22 between Conklin and the next block up. So, is  
23 there any type of work being done on Secatogue  
24 to try and control the traffic, slow the  
25 traffic down? There's a middle school right

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1 there with 6th, 7th, 8th grade kids. Parents  
2 I'm sure, there was gentleman here before with  
3 his kids, I'm sure, I know parent's are  
4 concerned driving their kids to and from  
5 school, picking up. The middle school walk to  
6 school back and forth. Also there should be  
7 some sort of a turn lane situation, perhaps to

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8 get onto Conklin and even the way the streets  
9 line up they're off centered and it's amazing  
10 there aren't accidents there all the time.

11 MAYOR STARKIE: You bring up very good  
12 points and when we went back to the second  
13 traffic study, we addressed all those  
14 intersections and there are problems there  
15 existing now with nothing so how are they going  
16 to get better and there are certain things that  
17 can be done for mitigation, number one. Number  
18 two, that parking garage at the railroad I put  
19 right up with getting the poles off of Main  
20 Street, okay but shame on us if we're looking  
21 out 25 years from now I guarantee you I'm not  
22 here anymore, whether it's alive or just not  
23 Mayor, but I'm not here anymore it's shame on  
24 us for not studying and looking at it  
25 comprehensively. Because one of the things

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1 that we did when we did that analysis on that  
2 parking structure was to wrap a residential  
3 component around it because there's no  
4 transition. There's residential homes across  
5 the street, if you look closely at that plan,  
6 there's residential homes or townhouses up  
7 against that parking garage. So, really you're  
8 looking at it from a birds eye, but from the  
9 street level you don't see it. You'll see an  
10 entrance way and an exit way out. But shame on

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11 us if we didn't study it and we didn't take  
12 that data, number one. Number two, Jim Orbona  
13 (phonetic) was is probably--hes's actually made  
14 meetings at Village Hall than I have, he never  
15 misses a meeting, lives right in that community  
16 and one of the commitments, and I want this in  
17 the record, was that it never saw the light of  
18 day, that, that would trigger an automatic  
19 redo, reanalysis of the parking and the Board's  
20 all shaking there head, but we wanted to look  
21 at it because it was a comprehensive study.  
22 So, that's why it's there but don't worry about  
23 it yet. I have to point this out and this  
24 needs to be in the record, when Stop & Shop was  
25 not here yet I was at every single meeting for

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1 10 years with the redevelopment of that  
2 property and Councilman Macagnone that's in the  
3 back and Mr. McCaffrey is economic development.  
4 I know those guys they were at the meetings  
5 too. And the biggest outcry that we got was  
6 traffic and I'm telling you if I heard it once,  
7 I've heard it 100 times and people that know me  
8 know that my business is on the south side of  
9 109 and my residence is in the village on the  
10 north side and I have to go back and forth 4,  
11 5, 6 times a day. Prior to that store being  
12 built it was a given that during rush hour I  
13 would wait for 2 or 3 traffic minimum times



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14 before I get through 109. Since Stop & Shop is  
15 built I've never ever had to wait. Just one  
16 light and I get through that intersection and  
17 yet everyone in the audience, like Joe just  
18 did, I don't see how--it's impossible, it can't  
19 be done and yet we have traffic experts that  
20 this Board is relying on and there expertise,  
21 and we will scrutinize it and we did it twice.  
22 We will be really open minded and cross the T's  
23 and dot the I's before any decisions are made  
24 so there will be noticeably better traffic than  
25 we have now.

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1 MR. GOSLINE: Chuck Gosline, 33 Waverly  
2 Place. I would like to make a comment for  
3 those who are very concerned with traffic and  
4 I'm not saying that it isn't a concern. And I  
5 saw a number of younger folks making that  
6 comment and I guess you have kids at home. I  
7 would like to ask you, where are your kids  
8 going to live if we don't add some traffic?  
9 Are they going to live--they're going to live  
10 with you, but it's still going to add traffic,  
11 but at least we could provide some reasonable  
12 affordable alternatives to your house.  
13 Wouldn't it be nice to have the kids staying in  
14 your community. So, there's an opportunity to  
15 do that in a number of venues and we have to  
16 work on that and there is some reasonable

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17 affordable housing that could come to  
18 Farmingdale. So, before you say no more  
19 traffic think about your grandkids and kids  
20 that are going to need a place to stay.

21 MR. WEINBERG: Rudy Weinberg, 1 Lennox  
22 Court, Farmingdale. I've been a resident here.  
23 Sometimes traffic I've heard a lot of negative  
24 things about traffic. To me traffic is  
25 positive. Sometimes that's the price you pay

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1 for traffic. If you go down Main Street at 5  
2 o'clock you got all that traffic, that means  
3 the stores are doing well. Everybody's talking  
4 about getting hit by a car, people coming out  
5 of the sides. I'd rather get hit by a car  
6 going 5 miles an hour instead of a car going  
7 50. We are all going down Main Street at 5  
8 miles an hour, that's a good thing and we all  
9 live in the village and we all know at times  
10 there's traffic. Let's walk down to the  
11 village, let's not drive. Sometimes that's  
12 what you pay for success, traffic. You go down  
13 Babylon, you go down Bayshore everybody's  
14 walking around. Stay off Main Street during  
15 rush hour.

16 MRS. PENCE: Ellen Pence, 180 Cherry  
17 Street, Farmingdale. My question is, if  
18 everything is in agreement and everything goes  
19 forward, when would it start and how long would

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20 it take?

21 MAYOR STARKIE: If we adopted a Code there  
22 are already applications that are in the system  
23 sort of speak and there's people that said they  
24 desire it, but it's a 25 year plan. We don't  
25 know what's going to happen with waldbaums

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1 because they don't know what they want to do  
2 yet, but there are some 3, 4, 5 projects that  
3 we could probably start right away.

4 MR. ZAMFT: The plan has short term items,  
5 long term items, and things like overhead wires  
6 (inaudible) if they come to it, it's really a  
7 25 year plan.

8 MR. DeROSA: Sal DeRosa, 33 Bernard  
9 Street, Farmingdale. Just a few minor rants.  
10 I speak for myself and I believe many people  
11 here, I don't think there's anybody here who  
12 doesn't appreciate the effort of this Board. I  
13 think density will definitely bring better  
14 business, longer term business. All of these  
15 things we are discussing here are things that  
16 are good. Where we going to park? Build low  
17 level second story parking lots behind the  
18 stores take more parking spaces off of Main  
19 Street, as an example. It will give you a  
20 better free flow of traffic. Most businesses  
21 that I've seen in the Village over 36 years,  
22 has rear entrances, they could be spruced up a

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23 little bit. I think younger people will come  
24 into the Village. We certainly need a bakery  
25 as an example, that with density will certainly

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1 stay alive. I'm not trying to compare what I  
2 want in the Village with Brooklyn, but there  
3 are Farmers Markets throughout. Great little  
4 restaurants, movie theaters and that should be  
5 revitalized. If Brooklyn could do it, there's  
6 no reason why the Village can't. So, I want to  
7 thank everybody on the Board.

8 MRS. DONNOLO: Lorraine Donnolo, 24 Yoakum  
9 Avenue. I grew up in Farmingdale and like the  
10 gentleman mentioned before I remember walking  
11 to Town with my mom, going to Bohacks, Hills,  
12 A&P and the library. There was always a bakery  
13 in Town. I leave Farmingdale to go to  
14 Bayshore, Patchogue. Umm, we want that back,  
15 I'm sorry, that hometown feel, the movies, the  
16 Cadillac Diner things like that. My kids don't  
17 believe it the Diner on the corner called  
18 Sunrise Diner or the movie theater, which is  
19 now a Law Office or whatever it is. You  
20 mentioned Copaque had a revitalization. It's  
21 not Babylon Village, it's not Patchogue, it's  
22 not Bayshore. It's very different and each of  
23 those three towns Bayshore even Port  
24 Washington. They all have a community center  
25 or a YMCA--

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1 (whereupon someone from the  
2 audience asked a question  
3 without identifying himself.)

4 MRS. DONNOLO: Where can the children go  
5 rather than roaming the streets? Was there any  
6 consideration brought up about that?

7 MAYOR STARKIE: Absolutely.

8 MRS. DONNOLO: Cause Copaigue to me is  
9 not--

10 MAYOR STARKIE: I only mentioned Copaigue  
11 for a mixed use building to give people an  
12 example of what a real mixed use building looks  
13 like that's close because some people aren't  
14 going to go to Patchogue or Bayshore. So, that  
15 was just to look at a building, and I could  
16 almost cry too, the Cadillac--

17 MRS. DONNOLO: The Cadillac Diner.

18 MAYOR STARKIE: What I wanted to mention  
19 is Tony Macagnone is here and Mr. McCaffrey  
20 from the Town of Oyster Bay. Allen Park is a  
21 huge campus and it's going to be a game changer  
22 for the whole Village of Farmingdale as well as  
23 the Town of Farmingdale. So, keep your eyes  
24 open for that. That's going to be very, very  
25 important and I do tip my hat Patchogue and all

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1 the villages you mentioned are doing what we  
2 did. We are just doing it differently than  
3 they did. As an example, Mr. Pontieri, Paul  
4 Pontieri, the Mayor of Patchogue is a good  
5 friend of mine. I sit on the Regional Counsel  
6 and I admire what he's done down there, but he  
7 hasn't done it comprehensively and since then  
8 he has such a large village and such decay.  
9 There's decay that he was able, the Village was  
10 willing to do anything overlay districts,  
11 special use permits, to kick start that  
12 process. At some point and maybe Bill Dwyer  
13 can get something on the record, he's going to  
14 have to sit down and start counting and start  
15 doing things comprehensively because if you  
16 don't, then when these 10, 12, 20 acre sites  
17 that he has still in Patchogue come to the  
18 plate and say where's mine and they say there's  
19 no more room for traffic. There is no parking  
20 or anything like that. So, at some point I  
21 think he is going to be forced to do I think  
22 what the Village did, but it coming and I  
23 appreciate the remarks.

24 MRS. DONNOLO: I have one more thing to  
25 say though. How did it get to be this bad?

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1 How did it fall by the way-side for so long?

2 MAYOR STARKIE: You can give it a lot of

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3 reasons, but one of the things that I observed  
4 and this is my own opinion, is that people are  
5 resistant to change. Change scares people.  
6 It's okay when we change the bad because it's  
7 gradual over time. So, when the Cadillac Diner  
8 closed, it wasn't a game changer. Then we lost  
9 our movie theater and then we lost some of the  
10 key components and little by little that  
11 negative change just kind of happened. Now,  
12 when we are looking at something  
13 comprehensively we're looking at game changing  
14 stuff here. It scares people and the traffic  
15 and you know the infrastructure, safety all of  
16 them are very important items but it's been  
17 great feedback from the crowd tonight and I  
18 haven't heard horrible stuff.

19 MRS. DONNOLO: I could deal with the  
20 traffic, just bring back everything that should  
21 be in the Town.

22 MAYOR STARKIE: We're working on it.

23 MR. MANAKTALA: Good evening everybody my  
24 name is Surin Manaktala 189 Melville Road. I  
25 have a question about, we thave four railroad

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1 crossings in the village of Farmingdale, maybe  
2 five if you add the one by Central Avenue over  
3 there. Are there plans on making those  
4 railroad crossings underground? How is it  
5 going to impact the businesses in Farmingdale?

Farmingdale July11

6 How is it going to affect traffic?

7 MAYOR STARKIE: We did study the train  
8 crossings and that's right up there with the  
9 telephone poles and even worse is to do  
10 elevated because they just don't have the width  
11 or the right of way there to ever consider  
12 doing elevation, and to go underground the  
13 expenses. The railroad is not going to pick it  
14 up. So, the traffic studies do address that  
15 and if you notice when the gates are down, at  
16 the railroad tracks now, it makes traffic qued  
17 up. It's never been where it's backed up to  
18 Conklin Street or if it is it clears as soon as  
19 those gates open again. But obviously that has  
20 to be studied. We did look at Elizabeth  
21 Street, I don't know if any Elizabeth Street  
22 resident's care to hear this, but we really  
23 don't need that traffic gate there. We could  
24 make that a dead end and close that and we have  
25 asked the railroad to look into that. So,

July 11, 2011

□

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1 there are some things that the village looked  
2 into that could be done and for not a large  
3 expense.

4 (whereupon Mr. Manaktala asked a  
5 question and people sitting in  
6 the audience were talking over  
7 him. Mayor Starkie answered as  
8 follows:)



Farmingdale July11

9                   MAYOR STARKIE: The problem is again, yes,  
10 we would love to. We would have to redo the  
11 traffic studies because we did all of the  
12 studies based on the railroad signals where  
13 they are now, but as you heard before the 5  
14 million plus to move the lines off of Main  
15 Street with no funding available, with a  
16 railroad going underneath it, it's right up  
17 there with--

18                   MR. MANAKTALA: I'm saying the road.

19                   MAYOR STARKIE: I know exactly what you're  
20 saying. Big money, big, big, money and there's  
21 no dollars that I'm aware of that we could  
22 a--but we haven't studied it.

23                   MR. MANAKTALA: Even if we do get funding  
24 will affect the traffic and the businesses or  
25 beautification about the village?

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1                   MAYOR STARKIE: I can tell you if we  
2 didn't have those rail crossings, yes, it would  
3 be a positive. No doubt, we would have a lot  
4 less traffic when the trains are going through.  
5 I'm telling you it wasn't studied that we  
6 either go underground or above. It wasn't  
7 studied and I don't believe it would of been  
8 something that I would of used taxpayer money  
9 to study because the chance we would get the  
10 lines off of Main Street sooner than we would  
11 get the money to go underneath those railroad

Farmingdale July11

12 tracks. But if it ever came available your  
13 comments are going to be part of the final  
14 record and the future Board can look at, and if  
15 by chance there's an opportunity to get that  
16 kind of money, it's in the record now.

17 MR. MANAKTALA: Like in Bethpage instead  
18 of parking cars in front of stores and make a  
19 plaza in the middle and the stores all around  
20 and somehow make it look better, thank you.

21 MR. ROUSAKIS: Peter Rousakis, 354 Main  
22 Street. I think I know the answer to this  
23 question because I went through it for the last  
24 6 months. This is more of an aesthetics  
25 question, I live out west so I drove down to

July 11, 2011

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80

1 Post Avenue and I see that even though there  
2 are different landlords and different tenants  
3 everything is uniform in terms of signage and  
4 lighting and all that, how are you going to  
5 make it as you go down Main Street, to make  
6 everyone comply down the road to make  
7 everything look uniform, because one building  
8 looks great and the next looks horrible and it  
9 will give that great home feeling again?

10 MAYOR STARKIE: Is Tom Savino in the  
11 audience? Okay, Tom Savino was the Clerk  
12 Treasurer of Westbury for 10 years. He's now  
13 in private practice in a company called Vision  
14 Accomplished. Tom is working for us under a

Farmingdale July11

15 grant and he's doing just that. We have  
16 Community Development Block Grant money that 23  
17 stores signed up for that we will pay 80% to  
18 change there signs over and come up with a look  
19 that you're describing. They did Westbury. We  
20 don't want it as cookie cutter, but we want  
21 some uniformity. We want to take some of the  
22 Bill Boards down and it's happening as we  
23 speak. So, if there is any store owners here,  
24 there could be additional funding grab Tom on  
25 the way out and get your name on the list. And

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1 design guidelines that come out of the  
2 visioning process from the Master Plan from day  
3 one, we needed design guidelines we had none  
4 and any store front that comes in for a permit  
5 now is required to adhere to the new Downtown  
6 guidelines, which are in place now and this  
7 came from this process. Again, we have the 80%  
8 for the people that need the funding. The bad  
9 news for the building owners is that we have a  
10 sunset clause and after three years time now  
11 you're not in compliance anymore. So, you have  
12 three years. So, take the money while we have  
13 it. I'm getting nods so I want to make sure  
14 I'm accurate with this. So, in three years  
15 time if you sign does not comply, it will. So,  
16 it's going to be a process over the next three  
17 years and we will have that look. Cascarino's

18 Farmingdale July11  
is a wonderful example, CaraCara. You're  
19 starting to see some of these stores and if you  
20 like that look, thank our  
21 Planning/Architectural Review Board, many of  
22 these folks are in the audience tonight Chaired  
23 by Frank DeStefano. They've done a tremendous  
24 job in implementing this and hand holding and  
25 working through the process.

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1 MR. COOK: My name is George Cook, 3  
2 McCarthy Court, Farmingdale. I'm a retired  
3 architect after 45 years here on the Island. I  
4 was also with the Village of Farmingdale,  
5 involved for 24 years in building construction,  
6 planning, zoning. This approach is the only  
7 way to go. It assesses so many thing on your  
8 wish list, as a young lady pointed out a few  
9 minutes ago, to bring Farmingdale back to a  
10 point. The isolated spot zoning doesn't solve  
11 anything. This is the first step and I'd like  
12 to congratulate the Board on what they have  
13 done. It is not the end all that's for  
14 certain. There are so many things. Anthony  
15 Addeo made so many great points tonight.  
16 Helping to fill some empty stores a lot of  
17 people are concerned about that. But he's the  
18 only one I heard who made a point that's  
19 absolutely legitimate. Make the spaces smaller  
20 and you can justify rentals. Not in every case

Farmingdale July11

21 you're not going to get some huge Department  
22 Store here so, you have to look at the special  
23 possibilities. I think the answer on any  
24 residential that's added on Main Street should  
25 be--make the entrances from the rear. I've

July 11, 2011

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1 done some beautiful things, but the point is  
2 you can do it dressings up the rear of these  
3 properties is going to set up a whole different  
4 thing. It's not that they will never travel  
5 down Main Street, but as some of you may recall  
6 I think we tried opposite side of the street  
7 parking one time many years ago. Cheryl has  
8 probably attended more Board meetings than any  
9 human being in this room. I could remember  
10 Cheryl being at the Board meetings in the 70's.  
11 This is the way to go and this is only the  
12 start. You've got professional folks working  
13 in this. I just think it's great you all come  
14 out. I'm not here all the time, but I do like  
15 being here. I hope the young ladies wishes  
16 that were expressed a moment ago, I hope and I  
17 think it's a possibility. It's not 3 years, 5  
18 years, 10 years but really a 25 year plan, but  
19 this is the right process and I would like to  
20 thank the Board.

21 MRS. HAVAN: We are going to wrap up now,  
22 there are no more hands. I do want to mention  
23 if you think of a anything else to comment on

24 Farmingdale July11  
the Village is accepting written comments up  
25 until July 22, which is not this Friday, but

July 11, 2011

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1 the following Friday close of business and the  
2 Village is accepting these written comments  
3 either by mail to the Village address, Brian  
4 Harty, Village Clerk, 361 Main Street or his  
5 email address bharty@Farmingdalevillage.com so,  
6 please make any comments thank you so much for  
7 coming out this was an amazing turnout and we  
8 look forward to seeing you.

9 MAYOR STARKIE: Thank you folks.

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July 11, 2011  
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I, MICHELE BURRUANO, a Notary Public for  
the State of New York, certify the above to be a  
correct transcription of my stenographic notes.

  
MICHELE BURRUANO

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**Appendix B – DGEIS/BOA Nomination Study  
Comments and Correspondence**

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Response/public comments to FV scoping meeting on 4/13/11. In reviewing the proposed action FV BOA I have the following comments and/or suggested changes for the doc;

1. Planning process; A. the end result must clearly define the implementation scenario planned, based on meetings attended and discussion it appears it will be a 'hybrid' scenario, however that needs to be clear and defined. B. The implementation must suggest funding strategies and opportunities. C. Much talk about TOD needs a clear draft of what could be in words and a rendering. D. Should include in the scope alternative options for dealing with 'difficult' land/bldg owners not participating. E. Include better details/options/opportunities in the market analysis than as presented 2/28/11.
2. Study area; consider the impact of future development in surrounding communities redevelopment possibilities and rumored , like TOD Plan for East Farmingdale plus other locations and some potential in Bethpage.
3. Proposed Action; A. Better define TOD as it may relate to our village. B. Consider stating and including the CLT model as an opportunity to create a greater % of affordability (not just 20%) also the CLT model as creating more affordable commercial business and public spaces. C. consider a Performing Arts Theater as a downtown destination to be created. D. Bldg Height should be limited to 3 stories max and better explain the floor ratio that will determine future density.

Please include my other thoughts that were detailed in the email below as sent to FV Bd recently.

submitted by Chuck Gosline 33 Waverly Pl. F'dale, LI. NY

My thoughts/comments from 2/28 DMP subcommittee meeting;

Lots of number crunching and data was presented Monday night. As I digest what I heard my feeling now is how much is useful that we can take away and implement? Also, could we have simply arrived at a similar conclusion? Overall I was not very impressed, didn't seem like they really walked the streets and talked to store owners? As I walked Main Street last night I counted 20 empty store fronts, included soon to be Waldbaums.

If I heard the experts correctly the results of their data indicated Farmingdale Village had room to grow the following;

1. 15K sq ft of Grocery business
2. 15-40K sq ft of add'l dining restaurant space
3. 4000 sq ft of retail

So this could become part of our revitalization strategy in the future? However do we agree this is the right mix?

After listening and hearing some of the comments I must strongly agree with Pat as far as a starting point strategy we need to see an upgrade on Main Street. Cleaner streets, attractive storefronts, good spaces to shop/dine and back store fronts that are clean and more welcoming. Absentee property owners still seem to continue to be a barrier/challenge. Even with the new CDBG funds. Rents are very high compared to other downtowns and many landlords, I hear, are very difficult to deal with. I for one do not want to reward these types of property owners in the future with height and density bonuses. So we need a strategy to deal with that issue.

I continue to applaud the boards efforts and I welcome more discussion that can lead to a more vibrant sustainable downtown and desirable community overall. All the studies in the world are mute if we do not create a realist strategy that people can embrace and then develop a strong implementation plan (with funding potential) that you can roll out and make visible progress to.

My thoughts toward drafting a strategic plan as of this point are;

1. To revitalize Main Street with the current CDBG grant and just encourage some owners' to make improvements to their building.
2. Pursue add'l funds that rework our parking lots in need, enhance back store entrances and help maintain a cleaner streetscape ie Lot 1 & 2 south of Conklin are in bad shape and need redesign and much help with the rear entrances. Also there may be room for expanding the lot behind Chase.
3. Develop a market strategy/outreach to niches businesses ie a Bakery, Clothing store for all and others niche retail that could enhance the village shopping experience on Main Street. Are there some stores that may be better relocated? ie Would the Post Office be better in the middle of the village, swap and move CVS? Grey & Grey swap out for a PAC and there may be others ? I think we need a dedicated

person/staff to create and push any marketing plan. A BID may be too costly, a FV staff person could be considered and/or could C of C fill that role?

4. Draft the new code that would allow for new and infill development that includes a max of two and half stories, first floor businesses with a mix of housing options above. ( again not sure about rewarding some of those difficult owners but swap for trade-offs may help )
5. Plan for TOD potential with walk-able connection to Main Street and maybe even to F'dle College. Coordinate with other municipalities for TOD potential synergy for more clout with the MTA.
6. Plan a strategy for the CLT model to be employed and help provide 100% housing and some commercial affordability in the downtown area.
7. Plan for an anchor business and/or a Performing Arts Theater to help draw more folks that could contribute to our many restaurants.

I look forward to continuing this dialogue and I welcome a discussion on a CLT strategy in the near future.

***Regards,***

***Chuck Gosline***

516-346-7411... [charles.gosline@ngc.com](mailto:charles.gosline@ngc.com)

The Downtown Revitalization Committee met at the Farmingdale Public Library on April 21 to prepare comments for the Draft Scoping Document.

The following members were present: Debbie Podolski, Ralph Ekstrand, Kevin Bagnasco, Joe Diurno, Jim Orabono, John Capobianco. Joe Carosella arrived as the meeting ended and shared his concerns.

The Committee recalled the goals and priorities of the master plan as indicated on page III-8 of the Drafter Master Plan.

- Coordinate a long-range approach for downtown Farmingdale
- Diversify the economy of Farmingdale to be more competitive;
- Make downtown Farmingdale a more vibrant and unique destination;
- Provide mixed-use;
- Make the downtown more attractive to residents, shoppers and employees;
- Provide increased social amenities such as open space and workforce housing;
- Create a connection between Main Street and the train station;
- Improve the efficiency of the transportation/circulation/parking network.

With those basic tenets in mind, the Committee respectfully submits the following comments.

### **Traffic, Transportation, and Parking**

The Nelson & Pope report is based on a .3% growth rate (Assumption 2 & 3) that disregards the projected rate of the NYSDOT for the Town of Oyster Bay. How was the .3% annual growth rate determined?

The mitigation conclusions are similar to the Saccardi & Schiff (S&S) report except that S&S did not study the Secatogue intersections with Conklin St. and Melville Road. The traffic analysis by Nelson & Pope indicate that under Assumptions 1 & 2, the traffic Level of Service (LOS) will be at D and F and LOS C and E (p. 41), which in one case is average while the rest below average. The Committee believes there should be further study with additional recommendations to mitigate traffic impact at these intersections. The N&P study recommends a signal warrant analysis.

The Committee noted the recommendations to mitigate traffic impact at Main St and Conklin St. There is no data to support the improvement gained from widening the sidewalks on Main Street. This recommendation would seem contrary to the goal of creating more pedestrian-friendly walkways. This intersection is currently at a LOS of F, D E, going NB and SB in the AM and PM making this intersection a priority for improvement before additional development.

The Committee noted that the N&P report did not take into consideration future growth of areas surrounding the Village, i.e. Babylon, South Farmingdale, etc. which the Committee sees as having an impact on Village traffic.

**Parking**

The S&S Existing Conditions report indicated that the parking lot owned by the Village at the railroad station experiences a 98% occupancy rate (p.28). How will the Village compensate for the loss of parking spaces if the area that includes 23 parking spaces is swapped with Bartone?

The Existing Conditions report also includes the parking available at the Waldbaum's site. What is the impact of the loss of these spaces should the property become private residential or mixed-use?

**Land Use & Zoning**

The Committee feels that there is inconsistency in referring to building heights in feet, i.e. 40 feet vs. 3 ½ stories. The Committee prefers building heights to be indicated in feet.

The Committee felt strongly that there should be a height limit included in the revised zoning code. In addition, the number of stories should be explicit so that ½ is not subject to interpretation. The Committee would also suggest that no height variances be permitted.

The Committee recommends a minimum front to curb distance to prevent narrow walkways such as those north of Conklin Street.

There is a concern about rental units vs. owned townhouses. The S&S Existing Conditions Report indicated that there are ample rentals units in the Village, so why more? What data was used to determine that rental is a better market than condo/townhouse? The Village currently has a number of empty stores, we don't want empty apartments as well. What is the current demographic of the new Secatogue apartments and vacancy rates?

The Committee has been informed, that rental units are considered commercial property whereas townhouses/condos are considered residential. An influx of rental properties doesn't help lower residential taxes.

How was it determined that a hotel would be beneficial to the community? Where is the market research data? There have been reports that vacancy rates at nearby hotels are at 40%. How was it determined that a hotel in the Village is a viable option?

What data defines transit-oriented retail? Who is marketing the area to attract such retail?

The Nelson & Pope study also included the 85 rooms of the hotel in the number of changed or increased residences. The total changed residences is listed as 389 not

375 which is indicated in the Preferred Scenario.

### **Downtown Design**

The hotel at the train stations seems to be garnering the most attention as it probably has a proposal waiting for approval. The construction of a hotel by the train station would start the development of that area. If higher density, mixed-use with retail, around the railroad is the first priority, what is the plan/timeline for connecting the train station area with Main Street, providing green spaces to provide walkability to Main Street, S. Front Street improvements, and the development at the Main Street/S. Front Street gateway? The Draft Master Plan indicates that mixed-use development at the train station will bring more customers to Main Street. The Committee believes this will be true only if simultaneous actions occur. The concern is that the build up of the train station area, with new retail, iHOP, etc. will detract from Main Street not enhance it.

The Committee would like a study to determine the cost of removing the LIPA poles on Main Street. The Committee understands that the cost is high but we've never received a cost. We want to know the actual cost. In the event that another stimulus- type program or grant becomes available would the Village be ready to pursue this project? The Committee agrees with Saccardi & Schiff that the downtown needs to be rid of this visual clutter.

The ARB was established to develop a "look" for the Village and provide a template for new proprietors to use in building out their stores. It seems that there are several "looks". As the new Cara, Cara restaurant shows, their design choice is different from the new pizza place. The Committee is hoping that the design guidelines recommended by Saccardi & Schiff will be considered.

### **Infrastructure**

The S&S Draft Master Plan indicates that there is "minimal capacity to supply existing domestic water demand at this time" (p. II-9). Water is an immediate issue and of deep concern with impending new development. There needs to be a study to determine shared services with nearby water departments and/or costs in obtaining a new well.

### **Community Facilities and Resources**

A new issue has surfaced since the Draft Master Plan was written and that is the fate of the Waldbaum's property. The Committee suggests that someone or the Village purchase the property and create a cultural arts center. The Committee believes that this will be the draw for Main Street and the downtown. The Committee believes that in addition to adding new residents to the Village, the downtown has to create an atmosphere to attract people from outlying areas.

### **Construction**



What plans are being developed for the construction phase, especially during rush hour?

Anthony Bartone  
201 Lenox Ct  
Farmingdale, NY 11735  
516-249-2022

July 6, 2011  
VIA U.S. MAIL

Brian Harty  
Village Clerk  
361 Main St  
Farmingdale, NY 11735

RECEIVED BY  
VILLAGE OF FARMINGDALE  
2011 JUL 11 P 4: 21

**RE: DGEIS Comments**

Brian,

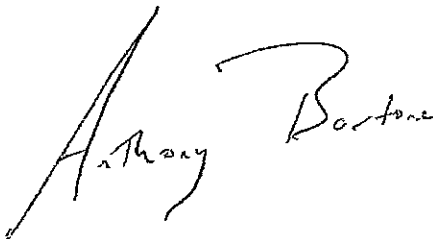
In accordance with the notice sent from the village pertaining to the DGEIS, below please find my comments on the proposed D-MU zoning ordinances.

1. Section 105-92, Paragraph A (2), Uses permitted on upper levels: Residential uses are not a permitted use in the mixed use zone. That seems a bit odd as a large motivator behind these new zoning laws were residential over commercial mixed use. The Mayor and Board seemed clear that they want to move away from special use permits as much as possible and the way this ordinance is drafted all residential over commercial uses will need a special use permit. I believe that residential on the upper floors should be specifically listed as a permitted use, and not require a special use permit.
2. Section 105-93: Maximum building height is stated as 3 ½ stories or 40'. ½ stories sometimes confuses the public and requires counsel to define. I would think it would be more straight forward if it simply said 40'.
3. Section 105-93: Maximum residential density for multi family has a residential unit per acre restriction. This type of restriction doesn't make sense in a mixed use zone. If the zone was residential only then a unit per acre restriction would work, but in mixed use the most appropriate restriction on development is height, parking, and FAR. Further, this unit per acre language will stifle development not encourage it. The zoning law with a FAR restriction and maximum height of 40' will successfully limit what can be developed on a site. Therefore, I would like to recommend that the unit per acre restriction be removed entirely.
4. Section 105-93, item #9 states 'Maximum Area per Retail Establishment' and stipulates 2500 sf. This is confusing, am I interpreting this correctly in that a commercial tenant would need a variance to build out retail space greater than 2500sf? If that is correct it

imposes a burden on certain tenants and may dissuade them from coming to the Village. I know the village is looking to reduce store square footage to promote a more sustainable footprint for local merchants, but the way this is written it may have a negative impact on attracting new tenants.

5. Section 105-95, section A: this ordinance being written with a 15% requirement for workforce affordable housing can be problematic. For instance, market conditions will be driving this type of development and if buildings need to be done as rental and converted in the future, having an affordable rental component will not be well received. I would urge you to reconsider mandating this. My suggestion would be to have this language targeted towards condos that are for sale and not include rentals. Further, rather than mandating this for all time I would think that it should be at the discretion of the board with a range, for instance between 10-20%. Certain projects can benefit the community in many other ways, and tacking on top a mandatory affordability component may render the project not viable economically. Also, the board may prefer other amenity 'give-backs' and a percentage range would empower them to negotiate with the developer on a case by case basis.
6. Section 105-97: Putting a time period where ARB must report to the Planning Board within 45 days takes you to another month. For instance, the village code states that application to the ZBA must be done 38 days prior to the next hearing date. So, a developer files a plan and gets a denial letter within a month. Then loses a month for no other reason than the 38 day rule. Goes before ZBA and they take however long they take to render their decision, then it goes to Planning and ARB and ARB takes 45 days which costs you more time. This is the classic story of how years lapse while plans are being reviewed. If fast tracking is an intent in the new laws, and I believe it is, then time limits should be 20 days versus 45 so months are not lost. Further, provisions should be stipulated where applications can be reviewed by numerous boards on a parallel path. What I mean is ZBA can be reviewing the variances sought while ARB is reviewing architecture in the spirit of true fast tracking. The Village currently does not allow a developer to run with different boards concurrently.

Thank you very much

A handwritten signature in black ink, reading "Anthony Bortone". The signature is written in a cursive style with a large, sweeping initial "A".

## Farmingdale Village DMP comments to DGEIS

submitted by C. Gosline 7/19/11

Since 2002 I have been involved in a number of efforts and committees toward developing a comprehensive village master plan. Something I felt from day one was the right way to go. From researching smart growth principles, sustainable community ideas and participating in much discussion on revitalization I believe the village is at long last headed in the right direction. Beside our local effort there have been two other regional projects to help guide development on Long Island; the LIRPC's LI2035 and LI Index's 2010 report. The LI2035 talks about the many ideas from reducing taxes to sound land-use ideas. They also note the potential of a population growth of some 500,000 people over the next 20 years. If you were to divide that by 127 school districts, understanding that most of the growth will be in Suffolk, Farmingdale's forecast is not out of line. The LI Index pointed to re-development around LI RR Stations as more than sufficient to meet this forecast and Farmingdale has two such opportunities. I am glad the FV Board chooses to pursue comprehensive study and planning, not spot zoning.

The task now will be to formulate a sound implementation plan that helps preserve our small town feel, incorporate smart grow principles, mitigate traffic/parking concerns and provide a good quality of life for those that choose to live in the village.

However, I have the **following specific DGEIS questions I would like answered;**

1. 800 new parking spaces are noted. If not a parking garage then where would you possibly put 800 new spots? Also did the parking study consider the 20 empty stores on main St?
2. The parking study reflected at best a 50% full condition (except one lot over two hours on a Friday night), how can we better reorganize the lots to maximize the parking usage?
3. 375 new housing units. In reviewing the Sites Subject to Change list there was no forecast for where they may be constructed, could that be done item by item to SStC list so we could see the potential impact?
4. I would like to see the goal of housing affordability at much more than 15%, closer to 50% would be a start. Can we consider building that goal into the plan?
5. People are concerned with rental Apts, if we pursue owner occupied some of that fear may be reduced. Can we build that into the plan?

6. Traffic concerns are also a top issue. Since that report was not on line I would like to understand a few ways that issue might be reduced, options?
7. The Economic study I heard at the 2/28 meeting was weak at best. In reviewing the update I still do not see a sound plan. There is no mention of the need for an anchor business, no draft plan of the TOD area and just to add 80% more restaurants in IMHO is obvious at best. I still feel a big part of our empty store syndrome is the high rents that absentee owners charge. How can we better address those landlords that do little to improve their buildings and charge higher than market rates for their sites?
8. Enforcement will always be a challenge. The issues of parking, illegal apartments and mis-use of storefronts need to be proactively followed by village departments. How can the village build stiffer penalties into the new code that will make residents feel enforcement can really make a difference?
9. How do we make our neighbors to the East and west more sensitive to FV plans so they are mindful of development that are close to our borders?
10. I believe there is a real need for marketing the village, either a FV staff person and/or a BID may work. However, will putting a BID in place cost more in village taxes? And/or would it be better to just hire a part-time marketing guru to work a future strategic plan?

I look forward to continuing the dialogue toward a strategic plan that helps improve and revitalize our downtown.

Sincerely,  
Chuck Gosline  
33 Waverly Place  
Farmingdale, LI NY

Richard Gosline  
25 Linwood Ave.  
Farmingdale, NY 11735

7/19/2011

Village of Farmingdale  
361 Main St.  
Farmingdale, NY 11735  
Att: Village Board of Trustees  
Subject : July12th 2011 Public Hearing

Dear Mayor Starkie,

After attending the public hearing on the Village's downtown revitalization plan and hearing that this is really all about developing a plan that truly represents the wishes of the community, then hands down additional apartments are out. That was obvious at the July 12<sup>th</sup> Public Hearing. I have been involved in the community vision (and for the record it goes back to 2003), the discussions regarding building heights were should it be 2 or 3 stories, never 3 1/2 or 4 stories. . Yes we need housing affordability! There's no question about it. To change codes so developers and landlords benefit, and in return they throw you a bone of 10% doesn't cut it, I'm sorry. There needs to be a much better balance between providing sufficient development density, while preserving other elements of suburban appeal or people are not going to buy in..

Re-zone to allow for higher density, and lessen restrictions on parking. Taking this step, as stated by the Mayor, will help prevent the threat of Article 78. We are a developed Village and the precedents have been set, by way of zoning relief and special use.

- How exactly does this prevent the threat of Article 78?
- As a land owner, I too should be allowed to go four stories. Four one bedroom apartments, with one car parking requirement for each unit, and living in one remaining owner occupied.

The addition of 370+ apartment units to the downtown village, with 250 of them in the Main St Downtown area are some serious numbers. I have been involved with the visioning for a long time now and the residents have spoken. Four stories were never welcomed. I'm not seeing how the formula for revitalizing the downtown is by adding 800 more people.

- Since the answer to controlling the apartments over retail is parking. Does that mean that all current apartment / retail buildings meet parking requirements?
- Proposed parking --- Retail, personal service, restaurant, bar and grill, and similar uses: 1 space for each 500 square feet of gross floor area. Previously it was 160sq. ft. for retail and 50sq. ft. for restaurants?
- How many apartments are in the downtown by number of bedrooms now?
- It appears many of these are housing more than the the unit intended, and if we are challenged today enforcing code how much better can we expect it to be in the future?
- Control of the illegal apartments and / or too many families in a single dwelling is poorly enforced today, if at all. How are we going to better control it when we add even more? That goes for the senior housing as well. These multifamily dwelling are restricted by age and not enforced.

REVITALIZE-- this is an issue all its own! Of course you add more people, the chance the % of usage goes up (didn't need to pay big bucks for that one) .. The plan talks about our parking lots being underutilized. (That number needs to be revisited). 20% empty stores would contribute and to include Waldbaums is not accurate statistics when that is private.

Our parking lots are a disaster! Add that to the backs of the stores and it's anything but welcoming. There is land and private parking in these lots that need to be obtained by the Village, for the betterment of the Village. There couldn't be better candidates for emanate domain. This would invite more people to our downtown, and open up the backs better. Making for a better, cleaner, safer and friendlier transition from lot to store.

We enforce a signage law that prohibits a barber shop from placing a little Aframe sign out in front, while shop owners park for hours on Main St. This does not welcome businesses in our downtown. I say allow the sign and get rid of the blow up pools.

For the record an as of right Hotel in Farmingdale would have been 3 stories not 4. I was glad to hear the lawyer for the hotel project guarantee the residents that the Hotel would not add any children to our schools. How is it now that the parking lot that is soon to be a hotel / park was once needed to maintain compliance for parking for 120 Secatouge building?

Thank you

Rich Gosline



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
STATE OFFICE BUILDING  
250 VETERANS MEMORIAL HIGHWAY  
HAUPPAUGE, N.Y. 11788-5518

SUBIMAL CHAKRABORTI, P.E.  
REGIONAL DIRECTOR

JOAN McDONALD  
COMMISSIONER

July 20, 2011

Mr. Brian Harty  
Village Administrator-Clerk/Treasurer  
Village of Farmingdale, Village Hall  
361 Main Street  
Farmingdale, NY 11735

RECEIVED BY  
VILLAGE OF FARMINGDALE  
2011 JUL 22 10 1:12

Dear Mr. Harty:

Thank you for providing us with an opportunity to comment on the Downtown Farmingdale Draft Generic Environmental Impact Statement (DGEIS)/BOA Nomination Study. Please find our comments listed below:

- Cross access between developed properties should be strongly encouraged. Local access to developed property for pedestrians and bicyclists should also be considered.
- Increasing density could generate additional vehicle trips.
- NYSDOT is supportive of the smart growth oriented concepts being proposed that will improve walkability.
- NYSDOT does not support mid-block crossings and/or pedestrian bridges.
- Signage on state roads must be designed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). All signage proposed under this project must be submitted to our Traffic & Safety Group for review.
- Plans showing highway boundaries in relation to all proposed work are necessary in order to make a thorough review determination. If it is determined that any right-of-way acquisitions or relocations are necessary for this Downtown Farmingdale expansion, they must be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) or any Federal funding secured by the Village can be jeopardized.

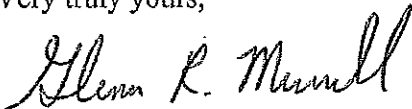


Mr. Brian Harty, Village Administrator-Clerk/Treasurer  
Village of Farmingdale Village Hall  
July 20, 2011  
Page 2

- Work permits/agreements with the Town of Oyster Bay, County of Nassau and New York State would be necessary for the village to work on the respective roadways. This includes the necessary New York State Department of Transportation Highway Work Permit(s).
- An assessment of property rights would be necessary for work performed within the LIRR right-of-way.
- Road widening, extensions and roadway additions such as indicated in strengthening primary route of travel, creating a center of downtown and gateways, and extending Main Street activities may require property acquisitions.
- Any parking enhancements, traffic accesses, turn lanes, bus turnout lanes, signage, traffic signals/loops, etc. may require property acquisitions.
- Additional drainage, utilities, etc. to accommodate development expansion may require acquisitions of adjacent lands.

Thank you again for including us in this DGEIS process. NYSDOT looks forward to playing an integral role as this effort progresses. Please feel free to contact Geoffrey Rick of my staff at (631) 952-6108, if you have any questions regarding the above.

Very truly yours,



Glenn Murrell, P.E.  
Acting Regional Planning and Program Manager

GM:GR:jh

Edward P. Mangano  
*County Executive*

Satish Sood  
*Deputy Commissioner*



Jeffrey Greenfield  
*Chair*

Marty Glennon  
*Vice-Chair*  
Robert Ellerbe  
Neal Lewis  
Donna Martini  
Mary A. McCaffery  
Robert Melillo  
Leonard Shapiro  
Eric Sussman

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## Nassau County Planning Commission

1194 Prospect Ave.  
Westbury, L.I., New York 11590  
[www.nassaucountyny.gov](http://www.nassaucountyny.gov)

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July 22, 2011

Brian Harty, Village Administrator  
Village of Farmingdale  
361 Main St.  
Farmingdale, NY 11735

Re: Nassau County Planning Commission Staff Comments – Village of Farmingdale BOA  
Nomination Study, Downtown master Plan, and Proposed MU Zoning Amendment

Dear Mr. Harty:

Nassau County Division of Planning is pleased to submit staff comments relative to the above-referenced subject matter. The Nassau County Planning Commission supports the Village's Downtown planning initiatives and views this effort as a template for future community-based planning initiatives for other downtowns. We hope these comments prove useful to the Village in finalizing its plans.

Respectfully,

Satish Sood  
Deputy Commissioner  
Division of Planning

**Nassau Planning County Commission Staff Comments:  
Village of Farmingdale BOA Nomination Study, Downtown Master Plan  
and Proposed MU Zoning Amendment  
July 21, 2011**

**Volume 1 - DGEIS**

- **IV,(4),(d).** - While estimated "Plan implementation" tax revenues to the Village, Town, County, and School District are shown (Table IV-10), the discussion should be expanded to show the estimated (marginal) increase in service expenditures.

**Volume 2 - Appendix D - Downtown Master Plan**

- **Page I-10 – Population of the Village of Farmingdale** – Population should be updated to 2010 based on the Census and not be a 2008 estimate as these updated numbers are in Volume I..
- **Page I-14 – Role and Purpose of the Plan** – The first bullet point alludes to the Nassau County Master Plan and various concepts and terms in the Plan such as New Suburbia and Cool Downtowns. It is important to note that the Nassau's Master Plan has not yet been adopted and is still being revised. Thus, some of these terms and concepts may or may not end up in the final Plan.
- **Pages II-3 and II-4** – The discussion on each of the three markets - retail, office and residential market - should focus on the Downtown Study Area and not necessarily the Village as whole. Also, a matrix should be provided describing in square footage and number of residential units (by type) of each of the land uses within the Downtown Study Area
- **Page II-6** – The color key/legend should not be overlain on the land use map as it hides much of the map.
- **Page II-8 - Public Transportation** – A table may be provided that shows peak hour service/headways for both bus and rail service in the downtown area. Also, a map showing public transportation routes (bus and rail) serving the downtown as well as rail service should be included.
- **Page II-11 – Building Height and Density** – This discussion does not address Density, but only addresses only Height. Discussions on density should reference measures of density such FAR.
- **Page II-18 – Zoning** – As a Land Use Map is included, a Zoning Map should also be included, particularly for the Downtown Study Area.
- **Pages II-18, II-19 – Zoning** - While all of the Village's business and residential zoning districts are listed, pertinent information for each applicable zoning district in the Downtown area should be provided (i.e., permitted uses).

- **Page II-21 – Housing Affordability** – A definition of affordable housing and affordability criteria should be provided in the Master Plan document.
- **Page III-2 – Nassau County – Cool Downtowns and New Suburbia** – It should be noted that Nassau’s Master Plan has not been finalized or adopted and is still being revised.
- **Page III-13** – A matrix should be provided comparing land uses by square footage and number of residential units for each of the growth scenarios described for the Downtown Study Area.

**Volume 2 - Appendix E - Proposed Mixed Use Zoning District**

- **Section 105-93. Lot and Bulk Controls** – By not requiring any rear yard setback for new development under the proposed Mixed Use District, emergency or secondary access may be precluded, which may be problematic. With respect new multi-story residential buildings, fire emergency access should be provided. However, with the site plan approval process these issues may be addressed.
- **Page 5: Workforce or affordable Housing Requirement** – Workforce Housing is generally defined and accepted (ex. “*Draft Nassau County Affordable Housing Study*”, “*Draft Nassau County Master Plan*”, City of Glen Cove Downtown Zoning Code Amendments (2010), Town of Hempstead MFM Mitchel Field Mixed-Use Zoning District (2011), Town of Oyster Bay Next Generation Zoning District) as providing housing to those having an income of 80% - 120% of AMI. Given that the 2005-2009 American Community Survey 5-year estimate defines the Nassau County and Village of Farmingdale Median Household Income as \$92,450 and \$73,883, respectively, it is recommended that the Village consider substituting the proposed workforce housing income restriction with a range from 80% to 100% of AMI (for Nassau County, as defined by HUD) to meet local housing needs and workforce housing demand in the Village.

## Zamft, Eric

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**From:** Brian Harty [bharty@farmingdalevillage.com]  
**Sent:** Friday, July 22, 2011 3:45 PM  
**To:** Zamft, Eric  
**Subject:** FW: Public Comment BOA/DGEIS

*Brian Harty  
Village Administrator  
Clerk-Treasurer*

*Village of Farmingdale  
361 Main Street  
Farmingdale, NY 11735  
(516) 249-0093 ext 214  
(516) 249-0355 fax*

---

**From:** Joe Mazzotta [mailto:imaz4@optonline.net]  
**Sent:** Sunday, July 17, 2011 2:44 AM  
**To:** bharty@farmingdalevillage.com  
**Cc:** George Starkie  
**Subject:** Public Comment BOA/DGEIS

Dear Mr. Harty,

Public Comment Re: Village of Farmingdale BOA/DGEIS

### I. Introduction

First I would like to applaud the Mayor, the Board and all participants in the re-development planning. Your hard work is evident. Second, I would like to state for the record that this is Long Island, not North Dakota. It means we're surrounded by water and traffic. If we want economic development we will have traffic, we just need to manage it. If we don't want economic development, we will have economic decay and reduced traffic will be the result. There are no other choices unless we have volunteers to leave Long Island or we have enough people give up their cars to have an impact.

### II. Concerns with Implementation Delays

I am concerned with the amount of time it takes to go from a visioning process to implementation. It seems we study endlessly without ever implementing. I am concerned that we are going down a path that seems all too familiar on Long Island. As I look around Long Island and see one project after another fall victim to bureaucratic stonewalling, NIMBYism and "over-the-top" environmental fanaticism, I fear that Long Island is evolving into a dead-end for economic development and growth. While other municipalities around the country facilitate economic growth, our Long Island communities seem to do all they can to stunt it. Our youth are leaving in droves and our population is rapidly aging. Without economic development, the suburban dream is slowly turning into suburban blight. Even before the economic downturn, the number of abandoned buildings and vacant lots were growing. Developers repeatedly tell our elected officials of the massive layers of red tape that must be navigated to accomplish anything on Long Island. Unfortunately, Farmingdale appears to be a model example of this. The assembly of a master plan began five years ago. Five years later we still don't have a shovel in the ground or any properties revitalized.

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land area. Much of this growth has come in the form of retirement communities. The bottom line is that Long Island and its component towns and villages are not growing. Development projects will change the look of an area but are not expansion and do not represent growth. The bottom line is that we must stop endless studies and begin implementation before suburban blight consumes us. We must cut through the red tape and encourage private sector development rather than mimic the failure of Kate Murray in the Town of Hempstead where she blocked a multi-billion dollar private investment to re-build the Nassau Hub. We can not allow Kate Murray-like failures in Farmingdale.

#### IV. Looking forward

I hope we in Farmingdale can reverse the trend that developers have to face on Long Island. I envision Farmingdale as the hub of Long Island, a community at the crossroads joining counties, townships and villages. While I don't believe we should charge ahead with blinders on, I do believe we must move ahead boldly. We should cherish and remember our past but if we try to preserve the past we will remain in the past. Even in times of economic distress we must reach into the future, rather than cling to the past. I would like to see Farmingdale lead Long Island and I think we can.

I am passionate about Farmingdale and Long Island. I believe Farmingdale can be the center of a dynamic growth-oriented cutting edge economic development zone pooling the energies and resources of the townships and counties it is surrounded by. I realize your concern is the Village, but perhaps the Village can be a catalyst for the greater good. Rather than compete with our surroundings lets build a framework with our surroundings. We are unmatched on Long Island. The attributes below make us unique on Long Island:

1. Classic Main Street USA
2. World class golf courses
3. State park
4. Bridle paths
5. Greenbelt trails
6. Airport
7. Air museum
8. Aerospace school
9. State College
10. Business incubator
11. Amusement park
12. Industrial park
13. Military reserve base
14. National and religious cemeteries
15. Powell House
16. Landmark LIRR station
17. 2nd possible railroad station (old East Farmingdale station)
18. Abundance of churches
19. Multiple private and public schools
20. Abundance of restaurants and pubs
21. Major intersecting thoroughfares
22. Route 110 corridor
23. Hempstead Turnpike direct link to Nassau Hub
24. Easy access to all major Long Island highways

It is my hope that we can accelerate the make-over of Farmingdale, the town I grew up in and which I have resided in for 45 of my 54 years.

Thank you for your time.

Joe Mazzotta

**Zamft, Eric**

---

**From:** Brian Harty [bharty@farmingdalevillage.com]  
**Sent:** Friday, July 22, 2011 2:57 PM  
**To:** Zamft, Eric  
**Subject:** FW: Comments on BOA/DGEIS

Brian Harty  
Village Administrator  
Clerk-Treasurer

Village of Farmingdale  
361 Main Street  
Farmingdale, NY 11735  
(516) 249-0093 ext 214  
(516) 249-0355 fax

-----Original Message-----

**From:** Seymour [<mailto:psweinstein@optonline.net>]  
**Sent:** Thursday, July 21, 2011 11:00 AM  
**To:** [bharty@farmingdalevillage.com](mailto:bharty@farmingdalevillage.com)  
**Subject:** Comments on BOA/DGEIS

Dear Brian:

I don't know if this relates directly to the BOA/ DGEIS and Master Plan, but, it does impact residents. In addition to the various comments that I have directed to the board in the past, I want to repeat one that I think is very important. It is that the construction that is performed should benefit the residents from a tax point of view. If I remember correctly, condo units would benefit residents and rental units would benefit commercial interests from a tax point of view. It is essential that residents get a fair shake. Otherwise, the code should be changed again to accomplish that objective.

Yours truly,

Seymour Weinstein

## Zamft, Eric

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**From:** Brian Harty [bharty@farmingdalevillage.com]  
**Sent:** Friday, July 22, 2011 3:39 PM  
**To:** Zamft, Eric  
**Subject:** FW: Public Comment BOA/DGEIS

*Brian Harty  
Village Administrator  
Clerk-Treasurer*

*Village of Farmingdale  
361 Main Street  
Farmingdale, NY 11735  
(516) 249-0093 ext 214  
(516) 249-0355 fax*

---

**From:** Joe Mazzotta [mailto:imaz4@optonline.net]  
**Sent:** Sunday, July 17, 2011 6:47 PM  
**To:** bharty@farmingdalevillage.com  
**Subject:** Fw: Public Comment BOA/DGEIS

Mr. Harty,

If I can make one more comment please.....

Although outside the scope of the study, I would very strongly suggest that the property on the south side of Fulton Street (just east of Merritts Road and immediately east of the car wash) be addressed as a major priority. This property at the western entrance to the village has been in a state of decay for many years. It screams to the passing public that Farmingdale is a dump! This is a very heavily traveled route and this very visible property certainly would not entice anyone to want to come to Farmingdale for any reason. It's kind of like passing through someone's front door and the entrance is comprised of rotted wood and is infested with termites and rodents. Why would you even want to look around the rest of the house?

Please see if something can be done about adding this to the redevelopment plans as a major priority.

Thank you.

Joe Mazzotta  
212 Fulton Street, Apt. 2F  
Farmingdale, NY 11735  
516-694-5019  
[imaz4@optimum.net](mailto:imaz4@optimum.net)

----- Original Message -----

**From:** Joe Mazzotta  
**To:** [bharty@farmingdalevillage.com](mailto:bharty@farmingdalevillage.com)  
**Cc:** [George Starkie](mailto:George.Starkie)  
**Sent:** Sunday, July 17, 2011 2:43 AM  
**Subject:** Public Comment BOA/DGEIS

Dear Mr. Harty,

Public Comment Re: Village of Farmingdale BOA/DGEIS



## I. Introduction

First I would like to applaud the Mayor, the Board and all participants in the re-development planning. Your hard work is evident. Second, I would like to state for the record that this is Long Island, not North Dakota. It means we're surrounded by water and traffic. If we want economic development we will have traffic, we just need to manage it. If we don't want economic development, we will have economic decay and reduced traffic will be the result. There are no other choices unless we have volunteers to leave Long Island or we have enough people give up their cars to have an impact.

## II. Concerns with Implementation Delays

I am concerned with the amount of time it takes to go from a visioning process to implementation. It seems we study endlessly without ever implementing. I am concerned that we are going down a path that seems all too familiar on Long Island. As I look around Long Island and see one project after another fall victim to bureaucratic stonewalling, NIMBYism and "over-the-top" environmental fanaticism, I fear that Long Island is evolving into a dead-end for economic development and growth. While other municipalities around the country facilitate economic growth, our Long Island communities seem to do all they can to stunt it. Our youth are leaving in droves and our population is rapidly aging. Without economic development, the suburban dream is slowly turning into suburban blight. Even before the economic downturn, the number of abandoned buildings and vacant lots were growing. Developers repeatedly tell our elected officials of the massive layers of red tape that must be navigated to accomplish anything on Long Island. Unfortunately, Farmingdale appears to be a model example of this. The assembly of a master plan began five years ago. Five years later we still don't have a shovel in the ground or any properties revitalized.

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Joe Mazzotta  
212 Fulton Street, Apt. 2F  
Farmingdale, NY 11735  
516-694-5019  
[imaz4@optimum.net](mailto:imaz4@optimum.net)

## Zamft, Eric

---

**From:** Brian Harty [bharty@farmingdalevillage.com]  
**Sent:** Monday, July 25, 2011 9:50 AM  
**To:** Zamft, Eric  
**Subject:** FW: Public Comment BOA/DGEIS

Brian Harty  
Village Administrator  
Clerk-Treasurer

Village of Farmingdale  
361 Main Street  
Farmingdale, NY 11735  
(516) 249-0093 ext 214  
(516) 249-0355 fax

-----Original Message-----

**From:** Joe Mazzotta [mailto:imaz4@optonline.net]  
**Sent:** Sunday, July 24, 2011 3:55 PM  
**To:** George Starkie  
**Cc:** bharty@farmingdalevillage.com  
**Subject:** Re: Public Comment BOA/DGEIS

Mr. Mayor,

Thanks for responding.....

Also of major concern are the eastern approaches to the Village, specifically the Route 24 / Conklin Street and Route 109 / Fulton Street approaches that are within the Township of Babylon / Suffolk County boundaries. The aesthetics of these approaches to the Village of Farmingdale are deplorable. I know these are outside our jurisdiction but perhaps the Village can petition the appropriate government agencies including the State since Routes 24 and 109 are both State routes.

Thank you.

Joe Mazzotta  
212 Fulton Street, Apt. 2F  
Farmingdale, NY 11735  
516-694-5019  
imaz4@optimum.net <mailto:imaz4@optimum.net>

----- Original Message -----

**From:** "George Starkie" <gstarkie@hotmail.com>  
**To:** "Joe Mazzotta" <imaz4@optonline.net>  
**Sent:** Sunday, July 24, 2011 3:28 PM  
**Subject:** Re: Public Comment BOA/DGEIS

The property you speak of is out of the study area. It is a concern to the board also. It would have been impossible to include it in the "Downtown" study because it is so far out of the downtown.

Sent from my BlackBerryR smartphone with Nextel Direct Connect

-----Original Message-----

From: Joe Mazzotta <imaz4@optonline.net>  
Date: Sun, 24 Jul 2011 19:18:14  
To: <gstarkie@hotmail.com>  
Subject: Fw: Public Comment BOA/DGEIS

----- Original Message -----

From: Joe Mazzotta <mailto:imaz4@optonline.net>  
To: bharty@farmingdalevillage.com <mailto:bharty@farmingdalevillage.com>  
Sent: Sunday, July 17, 2011 6:46 PM  
Subject: Fw: Public Comment BOA/DGEIS

Mr. Harty,

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property at the western entrance to the village has been in a state of decay for many years. It screams to the passing public that Farmingdale is a dump!

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Joe Mazzotta  
212 Fulton Street, Apt. 2F  
Farmingdale, NY 11735  
516-694-5019  
imaz4@optimum.net <mailto:imaz4@optimum.net>

----- Original Message -----

From: Joe Mazzotta <mailto:imaz4@optonline.net>  
To: bharty@farmingdalevillage.com <mailto:bharty@farmingdalevillage.com>  
Cc: George Starkie <mailto:gstarkie@hotmail.com>  
Sent: Sunday, July 17, 2011 2:43 AM  
Subject: Public Comment BOA/DGEIS

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## III. Scope of Re-development

Development projects that have been proposed must be put in context. They are not big. They will not have any dramatic change on infrastructure. They would be big if they were in an isolated village of 8,000 people. However, Farmingdale is not an isolated village of 8,000 people. It is part of a continuous megalopolis of 23 million people. Put in context, the proposals on the table are akin to adding 20 grains of sand to Jones Beach. The population of Nassau County has been in decline since 1970. Suffolk has seen

growth but it is primarily an expansion of suburbia into its vast geographical land area. Much of this growth has come in the form of retirement communities. The bottom line is that Long Island and its component towns and villages are not growing. Development projects will change the look of an area but are not expansion and do not represent growth. The bottom line is that we must stop endless studies and begin implementation before suburban blight consumes us. We must cut through the red tape and encourage private sector development rather than mimic the failure of Kate Murray in the Town of Hempstead where she blocked a

multi-billion dollar private investment to re-build the Nassau Hub. We can not allow Kate Murray-like failures in Farmingdale.

#### IV. Looking forward

I hope we in Farmingdale can reverse the trend that developers have to face on Long Island. I envision Farmingdale as the hub of Long Island, a community at the crossroads joining counties, townships and villages. While I don't believe we should charge ahead with blinders on, I do believe we must move ahead boldly. We should cherish and remember our past but if we try to preserve the past we will remain in the past. Even in times of economic distress we must reach into the future, rather than cling to the past. I would like to see Farmingdale lead Long Island and I think we can.

I am passionate about Farmingdale and Long Island. I believe Farmingdale can be the center of a dynamic growth-oriented cutting edge economic development

zone pooling the energies and resources of the townships and counties it is surrounded by. I realize your concern is the Village, but perhaps the Village can be a catalyst for the greater good. Rather than compete with our

surroundings lets build a framework with our surroundings. We are unmatched on Long Island. The attributes below make us unique on Long Island:

1. Classic Main Street USA
2. World class golf courses
3. State park
4. Bridle paths
5. Greenbelt trails
6. Airport
7. Air museum
8. Aerospace school
9. State College
10. Business incubator
11. Amusement park
12. Industrial park
13. Military reserve base
14. National and religious cemeteries
15. Powell House
16. Landmark LIRR station
17. 2nd possible railroad station (old East Farmingdale station)
18. Abundance of churches
19. Multiple private and public schools
20. Abundance of restaurants and pubs
21. Major intersecting thoroughfares
22. Route 110 corridor
23. Hempstead Turnpike direct link to Nassau Hub
24. Easy access to all major Long Island highways

It is my hope that we can accelerate the make-over of Farmingdale, the town I grew up in and which I have resided in for 45 of my 54 years.

Thank you for your time.

Joe Mazzotta

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## **Appendix C – 150 Secatogue Avenue Demographics**

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TOTAL APPLICATIONS REVIEWED		49
<b>NUMBER OF OCCUPANTS</b>		
AVERAGE # OF OCCUPANTS PER HOUSEHOLD		1.5
1 OCCUPANT PER HOUSEHOLD		26
2 OCCUPANTS PER HOUSEHOLD		21
3 OCCUPANTS PER HOUSEHOLD		2
<b>GENDER</b>		
	MALE	45
	FEMALE	29
<b>AGE</b>		
AVERAGE AGE		36.5
<b>WORK LOCATION</b>		
NYC		8
QUEENS		7
BROOKLYN		2
NASSAU COUNTY		29
	FARMINGDALE	3
	FREEPORT	3
	GARDEN CITY	1
	HICKSVILLE	1
	LEVITTOWN	1
	LAKE SUCCESS	1
	MELVILLE	9
	MINEOLA	2
	PT WASHINGTON	1
	ROCKVILLE CTR	1
	ROOSEVELT	1
	SEAFORD	1
	SYOSSET	2
	WESTBURY	1
	WOODBURY	1
OUT OF STATE		3
SUFFOLK COUNTY		6
RETIRED		1
<b>NUMBER OF VEHICLES</b>		
AVERAGE # OF CARS PER HOUSEHOLD		1
CARS		44
	CARS PARKED IN RESERVED GARAGES	15
	CARS PARKED IN EXTERIOR RESERVED PARKING SPACES	27
<b>MARITAL STATUS*</b>		
MARRIED		25
SINGLE		18
DOMESTIC PARTNER		1
ENGAGED		1
DIVORCED		1
UNSPECIFIED		3
<b>INCOME</b>		
\$0-\$25,000		3
\$25,000-\$50,000		14
\$50,000-\$75,000		27
\$75,000-\$100,000		7
\$100,000-\$150,000		4
\$150,00-\$200,000		2
\$200,00-\$250,000		2
\$250,000 and above		2
<p><i>The information provided is based on data provided by tenants at the time of their application and which is currently available to us. No representation is made to the accuracy or completeness of such information. This information is subject to change from time to time and we do not undertake to update such information if or when any change occurs.</i></p>		





