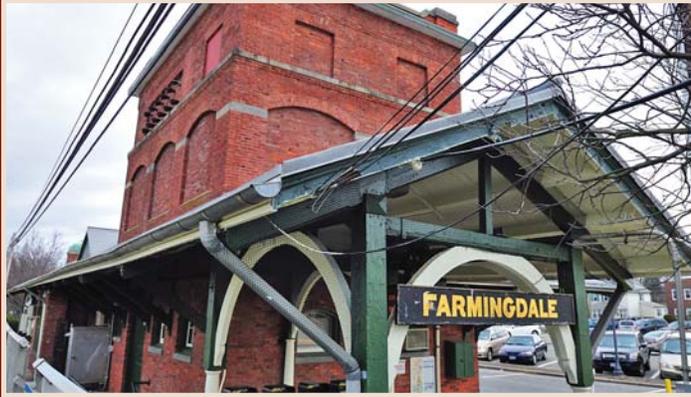


DOWNTOWN FARMINGDALE 2035



A DOWNTOWN MASTER PLAN
November 2011



Village of Farmingdale

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November, 2011

Dear Residents and Property Owners of the Village of Farmingdale,

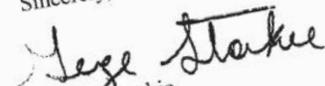
It gives me great pleasure to present to you the final updated Master Plan for Downtown Farmingdale. It has been six years since the Village initiated the visioning process beginning with a series of meetings with our residents and commercial property owners. Upon issuance of the Visioning Report, it became evident that updating our Master Plan would be vital to the revitalization of our Downtown as well as provide for proper future development in our Village.

In order to apply new Smart Growth principles to the redevelopment of our Downtown and the areas surrounding our train station, it became obvious that not only were our building codes inadequate but the associated costs to do a full study were immense. Incredibly, even in these unprecedented economic times, the Village Board received record amounts of grants from the Federal, State and County Governments to help us complete the task. This Master Plan is just the beginning of the process to revitalize our Village's Main Street. In the coming months we will begin the re-codification of our building, signage, and architectural codes to meld together the old to the new.

Your Village Board and all the associated committees who worked so hard these past four years realize that we must preserve the rich history of Farmingdale but know that we need to grow and be relevant to the next generation of residents and businesses. We need housing options that make sense to our young people and lower taxes so that the generations who came before us can afford to remain in the community that they made possible. We need a beautiful Main Street that we can all be proud of and rents that are realistic so that businesses can thrive in our Village.

I want to thank all the consulting team members who helped create this road map. A very heartfelt thanks has to be given to our volunteer residents and business owners who spent countless hours "behind the scenes" on our Revitalization committee, our Architectural Review Board members, Village staff and all our residents who participated in the process.

Sincerely,


George Starkie
Mayor



DOWNTOWN FARMINGDALE 2035

A DOWNTOWN MASTER PLAN

November 2011



Prepared for:

Village of Farmingdale Board of Trustees
Downtown Farmingdale Revitalization Committee

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ACKNOWLEDGEMENTS

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Hon. Patricia A. Christiansen, Deputy Mayor

Hon. Cheryl L. Parisi, Trustee

Hon. Ralph Ekstrand, Trustee

Hon. William A. Barrett, Trustee

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I. Introduction and Overview

Introduction

Downtown Farmingdale has all of the fundamental characteristics of an attractive, pedestrian-friendly, active village center, including a concentration of businesses, some of which are unique, along Main Street. However, due to competition from malls and the nearby Route 110 corridor, a number of vacant properties, and inconsistencies in the “look” of Main Street, the area is faced with a number of challenges to fulfilling its potential.

Recognizing this, the Village began a visioning process in 2006 for the Village as a whole and the downtown area specifically. In early spring of 2009 the Village, including the Board of Trustees and other departments, downtown interest groups, and community residents embarked on a planning process to take the vision and begin to provide direction for the future of the downtown area. The result is this Downtown Master Plan.

The goal of the Downtown Master Plan is to not only highlight and enhance the distinct characteristics of the downtown area, but to also preserve the residential character of the Village’s neighborhoods. In traditional master plans the focus is on the manner in which land is to be utilized and this is expressed primarily in terms of existing and proposed land use, with accompanying zoning recommendations designed to implement the land use proposals over time. Land use and zoning are certainly important components of the Downtown Master Plan; however, Farmingdale is a built-up community with little vacant land. Its land use patterns were established years ago and proposed changes will be limited to individual redevelopment projects in and around the downtown. As a result, land use planning alone is not the central focus of the Downtown Master Plan. Rather, it was determined that the Downtown Master Plan should be both broader and more focused, expanding master planning studies to transportation, economics, infrastructure, etc., as well as including detailed design recommendations.

I. Introduction and Overview

The Downtown Master Plan has been formulated to provide a framework for decision-making by establishing the potential build-out of the downtown area, as well as short- and long-term goals and recommendations for the revitalization and viability of the downtown area. As such, the Downtown Master Plan will be the main guide for the downtown for the Village Board of Trustees, Planning Board, Village administration, as well as other Village boards and departments, and will be supplemented by other planning and policy tools extant and to be developed. However, for the implementation of the Downtown Master Plan to be successful, the Village must be joined in partnership by the State of New York, Nassau County, as well as its residents and other stakeholders.

Location

The Village of Farmingdale is approximately 690 acres and is located at the foot of the west hills in southeastern Nassau County. It is flanked by the unincorporated area of Old Bethpage to the north, the unincorporated areas of Bethpage and Plainedge to the west, the unincorporated area of South Farmingdale to the south, and the Nassau-Suffolk County line and the Town of Babylon in Suffolk County to the east (see **Figure 1, Regional Location**). It should be noted that the high-tech office-retail Route 110 Corridor lies approximately one mile to the east of the Village. Farmingdale is approximately five miles from the Great South Bay and the Atlantic Ocean. Farmingdale is served by the Long Island Rail Road (LIRR), which provides direct service to New York City to the west

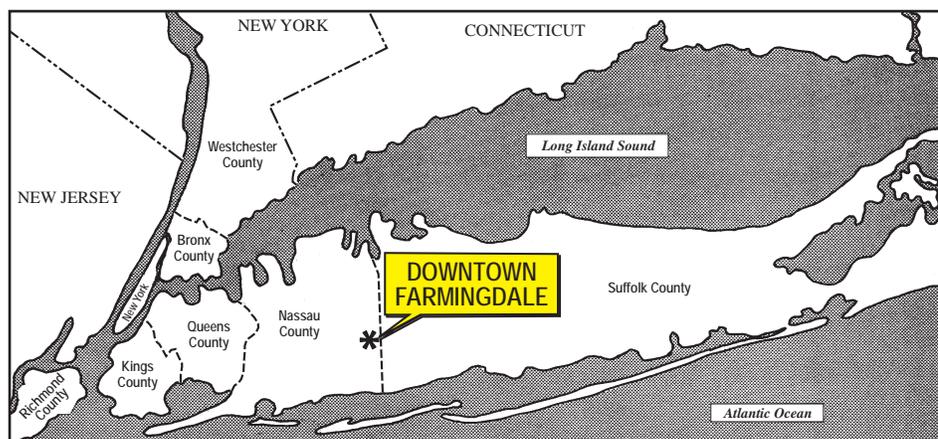


Figure 1
REGIONAL LOCATION

(approximately 50 minutes) and other Long Island communities to the east. New York City exercises profound influence, not only on Farmingdale, but on all Long Island communities.

The downtown area, the study area for this Master Plan, is located in the central portion of the Village, running north-south along Main Street from Fulton Street (New York State Route 109) to Melville Road. The study area also continues east along South Front Street/ Atlantic Avenue to the Nassau-Suffolk County line (see **Figure 2, Study Area**). Although this Master Plan focuses on the downtown area, it includes analysis, recommendations, and items that pertain to the entire community.

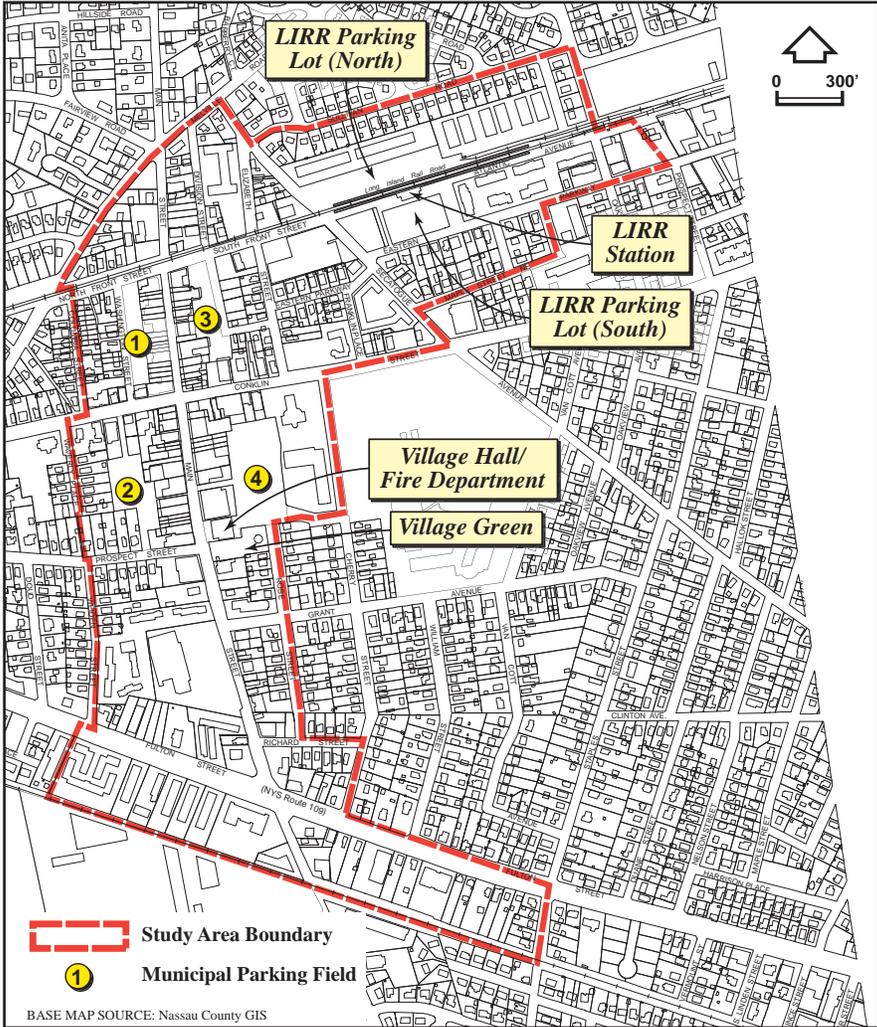


Figure 2
STUDY AREA

Settlement and Development History of Farmingdale

Based upon information compiled and provided by the Farmingdale-Bethpage Historical Society, as well as other sources, a brief description of the development history of Farmingdale is presented below and notated in the timeline presented in **Figure 3, Timeline**.

IN THE BEGINNING...THE BETHPAGE PURCHASE

Farmingdale sits near the eastern end of what was the Hempstead Plains, the vast, treeless prairie that covered central Nassau County. Welshman Thomas Powell, a 46-year old Quaker, moved from Huntington to Farmingdale searching for religious freedom in 1687 and purchased a 15-square mile tract of land from three Native American tribes (Marsapeague/Massapequa, Matinecock, and Secatogue) on October 18, 1695 for 140 English pounds sterling at Broad Spring (present-day intersection of Quaker Meeting House Road and Merritts Road). This is known as the “Bethpage Purchase” (and includes what are now Farmingdale, as well as Bethpage, Melville, North Massapequa, Old Bethpage, Plainedge, Plainview, and portions of East and South Farmingdale). His holdings were later increased in 1699 by the “Rim of the Woods Purchase.” The southeast corner of the tract was called “Hard Scrabble,” and the whole area initially took that name. One of two houses he built in the area (Powell House, circa 1700) remained in the Powell family for over 150 years and still stands today on Merritts Road. After Powell’s death on December 28, 1721 (or 1731), his remaining property was divided among his fourteen children and their heirs, and so it evolved into several farming communities. Over time, a gristmill, a tavern, and a few other businesses were established. **Figure 4, Bethpage Purchase**, courtesy of the Farmingdale-Bethpage Historical Society, provides a map of the Bethpage Purchase.

TRANSPORTATION TRANSFORMATION

In 1838, anticipating construction of the LIRR, Ambrose George, a real estate speculator/land developer from Buffalo who had moved to Hempstead in 1835, purchased a large tract of land between then

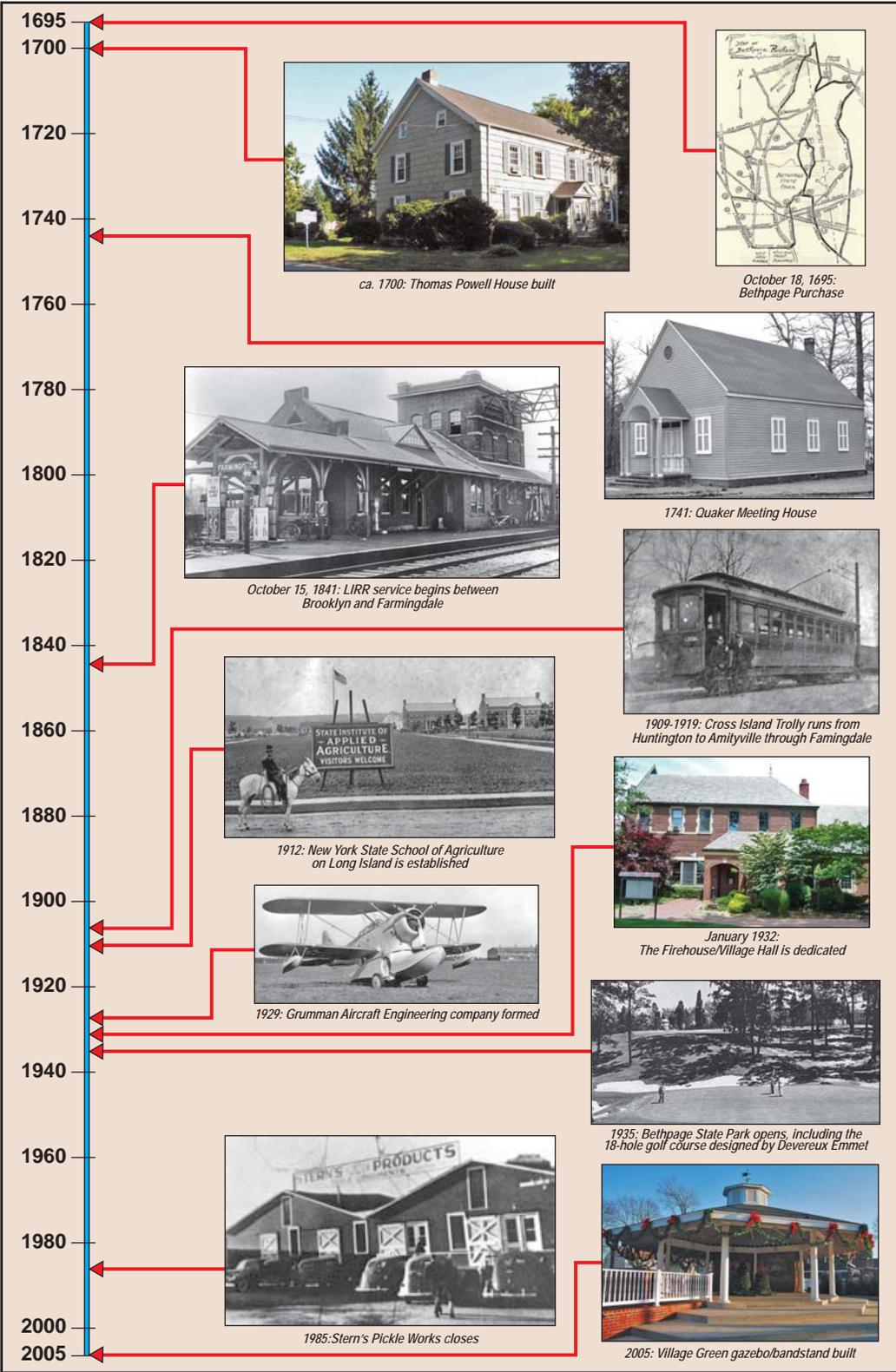


Figure 3
TIMELINE

I. Introduction and Overview

Bethpage and Hardscrabble. In preparation for the new railroad line, George opened a general store on the western portion of the property, subdivided his land and laid out streets (he named one of the streets after his daughter, Elizabeth), and renamed the area from the inelegant “Hardscrabble” to the more bucolic “Farmingdale.” When the LIRR started service to the area on October 15, 1841, it used the name Farmingdale for its latest stop on the line it was building from Brooklyn to Greenport (eventually completed in 1844). In 1841, the line ran from Hicksville to Farmingdale. In 1842, it was extended further east to Deer Park. In 1841, there were two trains a day, and the railroad also scheduled a Sunday train (which upset some of the area’s more Sabbath-minded residents. In 1841, there were also stagecoaches that took people from the Farmingdale station to Islip, Babylon, Patchogue, Oyster Bay, and West Neck (Huntington area). The Farmingdale station would become a key stop for the LIRR, where steam locomotives could refuel and get water, as well as for passengers and shipping (to New York City). It would also inspire Walt Whitman to write in *Brooklyniana*:

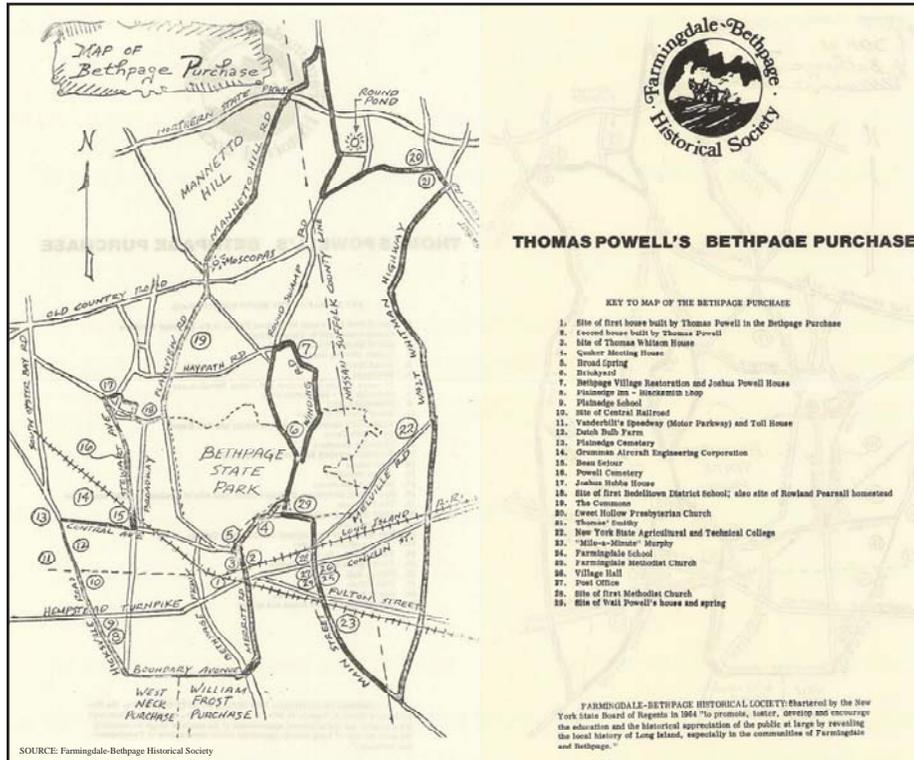


Figure 4
**BETHPAGE
PURCHASE**

At Farmingdale, anciently known under the appellation of 'Hardscrabble,' you begin to come among the more popular specimens of humanity which old Long Island produces. (Though we ought not to have overlooked the goodly village of Jericho, two miles north of Hicksville - a Quaker place, with stiff old farmers, and the native spot of Elias Hicks). Farmingdale rears its towers in the midst of 'the brush' and is one of the numerous offspring of the railroad, deriving no considerable portion of its importance from the fact that the train stops here for passengers to get pie, coffee, and sandwiches.

Note that for a short time (1909-1919) the Cross-Island Trolley ran through Farmingdale from Halesite in Huntington to the dock of the Great South Bay in Amityville, by travelling south on Broad Hollow Road (Route 110), west on Conklin Street, south to Main Street to the Farmingdale LIRR station.

INDUSTRIAL FARMINGDALE

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

FARMINGDALE STATE COLLEGE

In 1912 the New York State School of Agriculture on Long Island (NYSSA) was established and officially opened in the fall of 1916 (now Farmingdale State College). The school represented Long Island's first institution of higher learning and first public college.

BETHPAGE STATE PARK

In 1912, Benjamin Franklin Yoakum, a wealthy railroad and banking executive from Texas, acquired 1,368 acres of land along the northern edge of Farmingdale and into what is now Old Bethpage. Yoakum hired Devereux Emmet to design and build an 18-hole golf course on the land, which opened for play in 1923, and which Yoakum leased to the private Lenox Hills Country Club. The golf course was purchased by the State of New York, expanded, and opened as Bethpage State Park in 1935.

AVIATION

After World War I, Long Island and the Farmingdale area became one of the early centers of aviation in the United States:

- **Grumman**—In 1929, Roy Grumman, Jack Swirbul, and Bill Schwendler formed the Grumman Aircraft engineering company, eventually the Grumman Corporation. In 1931 the company built the single-fighter aircraft XFF-1 for the Navy. During World War II, Grumman was the major producer of aircraft for the Navy. Grumman designed and built many fighter aircraft, including the Hellcat and Tomcat, as well as the Lunar Excursion Module. Before being merged into the Northrop Corporation in 1994, Grumman designed and built the Joint Surveillance Target Attack Radar System. Although Grumman began in Baldwin and eventually ended up in Bethpage, from 1932 to 1937 it leased space in Farmingdale;
- **Fairchild**—In 1925 Sherman Fairchild formed the Fairchild Airplane Manufacturing Corporation, which produced Fairchild FC-1 and FC-2. Fairchild also developed the Fairchild Flying Field, which is now Republic Airport, in East Farmingdale;
- **Seversky**—In 1931, Alexander de Seversky formed the Seversky Aircraft Corporation, which developed the first modern fighter (the P-35) in 1935. The company was reorganized as Republic Aviation in 1939 and developed the P-47, which was one of the top fighter aircraft of World War II. The company later produced the F-84 and F-105. Republic Aviation was acquired by the Fairchild-Hiller Corporation in 1965; and

- **Sperry**—Lawrence Sperry established the Lawrence Sperry Aircraft Company of Farmingdale and built a sport plane called the Sperry Messenger.

COMMUNITY AND GOVERNMENT

In March 1842, Ambrose George donated some of his land for the construction of the first Methodist meeting house in Farmingdale. Until that time, the only other place of worship was the Quaker Meeting House northwest of the Farmingdale LIRR station, which had been established in 1741. The Quakers had originally met in Thomas Powell's home.

By the late 1800s, Farmingdale had five churches (Quaker Meeting House, established in 1741; Farmingdale Methodist Church, established in 1842; St. Thomas Episcopal Church, established in 1895; and, St. Kilian's Roman Catholic Church, established in 1896), two fire companies (Hook and Ladder Company No. 1; Water Witch Engine Company No. 1), a post office (which had opened on July 31, 1845, using the name "Farmingdale"), and dozens of retail stores serving the surrounding farms. Hook and Ladder Company No. 1 was organized on January 14, 1886. Its fire hall was located at the northeast corner of Conklin and Washington Streets. In 1915 the company's name was changed to Hook, Ladder, and Hose Company No. 1. On April 19, 1889, the Water Witch Engine Company No. 1 was formed. A fire house was erected on Rose Street later that year. Some years later it moved to a larger building on Main Street (which is now the McCourt & Trudden Funeral Home).

The Farmingdale School District was established in 1814 and was designated initially as the Joint School District #22 of the Towns of Oyster Bay, Queens County, and Babylon, Suffolk County. In 1899 the eastern section of Queens County merged into Nassau County, as the western portion became part of New York City. The School District was renamed the Union Free School Joint District #22 of the Town of Oyster Bay, Nassau County, and Babylon, Suffolk County. Weldon E. Howitt, for whom the middle school on Van Cott Avenue is named, had served as the principal of Farmingdale High School for 26 years (1929-1945).

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

In 1923, the Village bought a building that formerly housed a Town of Oyster Bay satellite governmental office and eventually built the firehouse/Village Hall on that location in January 1932. Behind the building was the three-cell jailhouse, built in 1915. Dedication was held in January 1932. Due to the construction of the new building, the Hook and Ladder Company No. 1 and the Water Witch Engine Company No. 1 were able to unite under one roof as the Farmingdale Fire Department (they had formally merged already in 1892). A Village-owned water system was completed in 1909. Village Green was dedicated in October 1968, the result of acquisition of two properties and an open space grant from the federal government. Since that time a fountain was dedicated (Memorial Day 1972), the World Wars I and II and Korea/Vietnam memorials were located there (early 1980s), and a gazebo/ bandstand was completed (2005).

FARMINGDALE PUBLIC LIBRARY

On April 9, 1923, the Women's Club of Farmingdale invited all organizations in the community to send a representative to Jesse Merritt's house to form a library association. The Farmingdale Free Library was created and received its charter from the University of the State of New York on September 20, 1923.

The Farmingdale Free Library was housed in the Kolkebeck House from January 19, 1924, until 1929 when it was demolished to build the Main Street School, now Waldbaum's. The library was then moved into the school and combined with the school library.

The Library Trustees purchased a former bank building on the corner of Main and Conklin Streets, and the new library opened its doors in 1959. Two years later, a branch in South Farmingdale was opened.

In 1990 Frank Manker of Manker's Quality Florist sold 4.1 acres of his property on Merritts Road to the Farmingdale Library Board for the construction of a new state-of-the-art library. In November

Table 1
Population of the
Village of Farmingdale

	Population
1904	1,047
1910	1,567
1920	2,091
1930	3,373
1940	3,524
1950	4,492
1960	6,084
1970	7,595
1980	7,946
1990	8,022
2000	8,399
2010	8,189

SOURCE: United States Census

1994 the new 60,000-square foot library was completed. The South branch building was sold and is currently a CVS pharmacy. The Main Street branch building was sold to Lessing's Inc. in 1998 and was converted into a library-themed restaurant called The Library Café.

DEVELOPMENT PATTERN

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

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

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

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

Downtown Farmingdale 2010: The Downtown Today

Today the Village of Farmingdale has a population of approximately 8,200 residents and is predominantly a built-out suburban community. Census information shows that the Village has experienced a minimal population decrease over the past 10 years. As with other areas on Long Island, the Village has seen a decline in the young professional population (non-married or recently married professionals in their 20s and 30s). The Village, however, has become more diverse, with a modest increase in the Latino population over the past twenty years. Village incomes tend to be lower than in surrounding areas and in the County as a whole, but are still relatively healthy.

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

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

The Village's strategic location is enhanced by its accessibility, both by automobile and by public transportation. The "jewel" of Farmingdale is its train station, which located only two short blocks from the downtown core. The station, however, is physically and visually disconnected from Main Street due to the gaps in street



Downtown Farmingdale along Main Street



Residential Uses in the Downtown



Narrowness of Main Street



Farmingdale Long Island Rail Road Station



Parking Field 1

frontage presented by Municipal Parking Field 3 and the parking lots adjacent to the train station. Also, the lack of activity generated by existing uses and the railroad right-of-way, the uneven street alignment of South Front Street, and a lack of pedestrian amenities and wayfinding signage contribute to the separation of the train station from downtown.

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

Downtown Farmingdale 2035: The Downtown as it Could Be

Throughout the Downtown Master Plan development process, a consistent vision for downtown Farmingdale’s future was expressed:

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

This vision balances growth and public investment in the downtown area with the preservation of the community’s residential neighborhoods.

Downtown Farmingdale 2035 meets this vision by beautifying and revitalizing the downtown core with a mix of uses and connecting it to mixed-use transit-oriented development (TOD) at the train station. Due to the already built-up nature of the community, the downtown concept is to accommodate future needs and demands on already vacant or underutilized parcels in or near the downtown, so as to ensure protection of the residential character of the surrounding areas within Farmingdale.

More efficient land use and development is just one part of the

downtown strategy. Better design standards and land use regulations will raise the quality of existing development and ensure that new development enhances the downtown's architectural character. Further, the provision of additional recreational/open space opportunities in the downtown area seeks to improve the quality of life of its residents. These strategies fit well with Farmingdale's vision to balance revitalization and smart growth with residential quality of life.

Role, Purpose, Structure, and Process

ROLE AND PURPOSE OF THE PLAN

The role and purpose of the Downtown Master Plan is to guide development and public investment in downtown Farmingdale over the next 25 years. It provides the framework for decisions about land use, urban design, transportation, infrastructure, and economic development within the downtown area, and offers general policies and specific action strategies. Downtown Farmingdale 2035 reflects a number of years of public input, and balances the desire to revitalize the downtown area while protecting the quality of life in Farmingdale's residential neighborhoods. Once adopted, the Downtown Master Plan will become a public declaration of the vision and policies that will guide decisions by the Village of Farmingdale Board of Trustees and other municipal planning boards, departments, and committees as they address community growth issues, development of public infrastructure, and review private-sector development proposals.

The Downtown Master Plan as a guide for smart growth and revitalization for the Village of Farmingdale fits into the context of other regional efforts on sustainability and is seen as an important element of these planning and policy initiatives:

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

Master Plan contains a discussion of downtowns and transit-oriented development, and conducted a downtown growth analysis in a number of downtowns. The Village of Farmingdale is featured as one of the downtowns analyzed, with a specific focus on TOD. The Draft 2010 Nassau County Master Plan is currently being revised based on comments received from the public in early 2011.

- **Long Island Regional Planning Council: Long Island 2035 Visioning Initiative and Regional Comprehensive Sustainability Plan**—The Long Island Regional Planning Council (LIRPC) is currently developing a plan to secure the sustainable development of Long Island’s economic, social, and natural environments over the next 25 to 30 years. The scope of the plan is a comprehensive Island-wide review, under the leadership of the LIRPC and with the oversight of Nassau and Suffolk Counties, in collaboration with business, environmental, philanthropic, not-for-profit, civic and community leaders. The Downtown Master Plan, with its focus on economic development and sustainability, personifies the goals of the Sustainability Plan and will continue to inform it.

Note that the Downtown Master Plan contains many sketches, photographs, and illustrations. These are intended to generally illustrate the concepts presented in the Plan.

STRUCTURE OF THE PLAN

The Downtown Master Plan is organized as follows:

- Introduction and Overview
- Farmingdale 2010: The Downtown Today
- Foundations of the Plan
- Downtown Farmingdale 2035
- Taking the Next Steps—Implementation of the Plan

DOWNTOWN MASTER PLAN DEVELOPMENT PROCESS

The Downtown Master Plan was developed through a multi-faceted, community-driven process that began in early 2006 with

the commencement of visioning for the community and culminated in this Downtown Master Plan. The general steps in the process have been:

- Visioning;
- Existing and Emerging Conditions;
- Goals and Objectives;
- Development of Future Downtown Farmingdale Scenarios;
- Selection of Preferred Future Downtown Farmingdale Scenario;
- Development of Land Use Concept Plan and Downtown Strategies;
- Additional Technical Studies; and
- Downtown Master Plan.

The process is not complete, however, as the downtown strategies and implementation items described herein will need to be developed, adopted, and put into action. Maintaining the momentum created as part of the development of the Downtown Master Plan is important and will go a long way towards implementation and, subsequently, planning success.

Frequently Asked Questions about the Downtown Master Plan

- **Why is this Plan being developed?**

Much has changed in the community over the past 25 years. Even recently, the downturn in the national economy was mirrored by a decline in the local Farmingdale economy, in concert with continued competition from regional malls and the Route 110 corridor. The Downtown Master Plan has been developed to address the challenges facing the downtown area in this economic climate, and to provide a direction for the next 25 years.

- **How does this Downtown Master Plan compare with the visioning process that took place in 2006 and 2007?**

The visioning process provided a general vision for the future of Farmingdale, with some recommendations, including for the downtown area. The current Downtown Master Plan builds upon

that vision and provides detailed analyses, recommendations, and conceptual design for the downtown area.

- **Is all of Farmingdale included in the Plan or just part?**

No. The area of study in the Plan was limited to the downtown area, although there is some discussion and recommendations that apply to all of Farmingdale. The downtown area is defined as the area running along Main Street from Fulton Street (New York State Route 109) in the south to Melville Road in the north. The study area also continues east along South Front Street/ Atlantic Avenue to the Nassau-Suffolk County line.

- **How long did the process take?**

The Downtown Master Plan process began with the issuance of a Request for Proposals (RFP) in November 2008. The project began in earnest in April 2009, was originally completed in December 2009, and updated in November 2011.

- **Who has approval over the Downtown Master Plan and could it be ignored by another administration?**

The Plan will be approved by the Village Board of Trustees as a guide for future development and planning within the Village's downtown area over the next 25 years. As such it would be hard for another administration, especially with reminder from the public, to ignore such a guidebook that is based upon community input.

- **How will the Plan be used?**

The Plan will guide policy makers, municipal departments, downtown interest groups, land owners, and developers in evaluating whether or not regulatory measures, public investments, and proposed development meet the Plan's goals. The policies and strategies presented in **Chapter V** of this document will be used to implement the Plan.

- **How will the Downtown Master Plan be implemented?**

Implementation requires meaningful action. This will require the support and involvement of elected officials, the hard work of

the Downtown Farmingdale Revitalization Committee, and the continued involvement and support of the public and business owners.

- **What is the timeframe for implementation?**

Implementation will occur in three phases: near-term (first two years); intermediate-term (two to five years); and, long-term (five or more years). Many recommendations can be completed right away, while others will require significantly more discussion, analysis, and planning.

- **I do not live or do business in downtown Farmingdale. How will this Plan benefit me or my business?**

By focusing smart growth redevelopment efforts to the downtown core of Farmingdale, the Plan helps to combat suburban sprawl and any associated detriments (e.g., traffic congestion, greenhouse gas emissions). Everybody benefits from a healthy, vital and livable downtown.

- **Will the Plan have an impact on the environment?**

A Generic Environmental Impact Statement (GEIS) has been prepared that looked at the various potential impacts from the Plan on the downtown environment. The GEIS includes a review of the impacts of the implementation of the Plan on the surrounding area, including, but not limited to traffic, utilities, public policy, socio-economics, and other related impacts.

- **Where can I look at a copy of the Plan?**

You can find the plan online on the Village's website at <http://www.farmingdalevillage.com>, in Village Hall, and at the Farmingdale Public Library.

II. Farmingdale 2010: The Downtown Today

As described in **Chapter I**, as part of the development of this Master Plan, an extensive analysis was conducted to gauge a picture of the existing conditions within the Village and downtown area, highlighting key issues and opportunities. The analysis was detailed in the July 2009 *Existing and Emerging Conditions Report* and is summarized here and presented in **Figure 5, Issues and Opportunities**.

Socio-Economic Context

DEMOGRAPHIC CHARACTERISTICS

The 2010 United States Census estimated the total population of the Village of Farmingdale as 8,189 persons. As shown in **Table 2, Demographic Characteristics**, the Village of Farmingdale experienced minimal population and household growth from 1990 through 2000. However, between 2000 and 2010 the Village experienced a slight decline in population decline, yet a growth in households.

Table 2
Demographic Characteristics

	1990	2000	2010	Annualized Growth	
				1990-2000	2000-2010
Village of Farmingdale					
Population	8,022	8,399	8,189	0.47%	-0.25%
Households	3,117	3,216	3,326	0.32%	0.34%
Nassau County					
Population	1,287,348	1,334,544	1,339,532	0.37%	0.04%
Households	431,515	447,387	448,528	0.37%	0.03%

SOURCE: United States Census

Between 1990 and 2010 the Village experienced a growth in family-age population (i.e., parents and children). At the same time, young professionals in their 20s declined dramatically, a trend that is reflected throughout Long Island and is associated with the high cost of housing in the area. During this same period, the population of people over 65 years of age also declined, which may reflect relocation from the area due to the cost of housing, taxes, and lack of opportunity to “downsize” housing. The Village

has increased its share of population of minorities and persons of Hispanic descent over the last 20 years. This has been reflected in some of the retail options—particularly food—offered in Village.

The average household income of residents in the Village was approximately \$96,500 per year in 2010, which was lower than the average household incomes for Nassau County, but represented an increase over 2000.

ECONOMIC AND MARKET FACTORS

Retail Market

The downtown, focused primarily on the blocks surrounding the intersection of Main Street and Conklin Street, is approximately one-half mile from the train station and contains elements of a traditional Village/Main Street, including contiguous first-floor retail with street parking (additional parking is also available in parking fields behind Main Street). The street has varying types of architecture and a mix of primarily one- and two-story building heights. It also contains a range of older and recently renovated storefronts, approximately 15 of which are currently vacant. Tenants can be characterized as primarily convenience retailers with numerous restaurants and bars and some specialty retailers. Despite its lower retail traffic, rents in Farmingdale are relatively high compared to the other village centers in the area. This factor, combined with the large size of retail spaces, competition from other areas, including Route 110, and other factors, makes retail economics in Farmingdale difficult.

Office Market

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

Residential Market

As shown in **Table 3, Residential Tenure, 2008**, the Village contains owner-occupied and renter-occupied units, with its share of rental housing units being higher than Nassau County as a whole. Single-family units and multi-unit buildings are equally represented, with over 28 percent in structures containing five or more units.

Table 3
Residential Tenure, 2010

Location	Housing Units	Owner-Occupied Units	Rental Units	Vacant Units ¹
Village of Farmingdale	3,482	65.2%	34.8%	4.5%
Nassau County	468,346	79.9%	20.1%	4.2%

SOURCE: United States Census

NOTE: ¹Vacant units include second homes.

The residential market appears to be healthy as a number of residential developments have recently been developed and two mixed-use developments have recently been proposed for downtown Farmingdale.

KEY ISSUES AND OPPORTUNITIES

Based upon these existing and emerging socio-economic conditions, there are a number of issues and challenges facing downtown Farmingdale. These issues and challenges specific to downtown Farmingdale, however, also present tremendous opportunities for the community for revitalization and re-growth, to be discussed later in **Chapter V**. What follows is a summary of the key socio-economic issues and opportunities within the downtown:

- **High Rental Rates and Large Store Floor Plates**—Rental rates are high relative to the amount of pedestrian traffic and sales revenues. Large store floor plates increase overall monthly rents and discourage small retailers from locating in the Village. A number of the building owners are absentee owners and/or have not taken an interest in their property either in terms of general maintenance or choice of tenant;

- **Nearby Competition**—Competition exists from nearby regional malls and Route 110 retailers. However, existing restaurants, the Chocolate Duck, Runner’s Edge, and Infinite Yarns are destination retailers that bring in non-Farmingdale residents;
- **Developer Interest**—Recent proposals from developers indicate that Farmingdale is “on the radar screen” for development;
- **Proximity of Main Street to LIRR Train Station**—Main Street is within walking distance of the LIRR train station, which provides an expanded customer base for retailers and more retailer stores and merchandise offerings for consumers. However, visual and physical connections between Main Street and the LIRR train station are poor;
- **Proximity of Main Street to Farmingdale State College**—The proximity to Farmingdale State College provides additional retail, service, and residential potential; and
- **Inconsistent Display Standards and Presence of Non-Retail Uses at the Street Level**—Merchandise and display standards are inconsistent, as is the quality of goods being sold. In addition, Non-retail uses at the street level negatively impact the overall shopping experience.

Traffic, Parking, and Public Transportation

TRAFFIC

Main Street is the north-south roadway that runs through the downtown area of the Village. It is a two-way undivided roadway, with a curb-to-curb width of approximately 32 feet and a speed limit of 30 miles per hour (mph). A typical section consists of one travel lane about 10 feet wide in each direction with particularly narrow six foot wide curb parking areas available on both sides. With such narrow travel and parking lanes it is common to see parked vehicles encroaching on the travel lanes, and trucks or buses using extreme caution when traveling along Main Street. At times, Main Street is used as a “cut-through” for traffic between Fulton Street and Conklin Avenue.



Typical section of Main Street

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Pedestrian crossings are painted across Main Street and emphasized with yield-to-pedestrian signs placed in the middle of the roadway. Midblock crossings are located between South Front Street and Conklin Avenue, and also between Conklin Avenue and Prospect Street. They are positioned leading to the one-way entrances to Municipal Parking Fields 3 and 4, on the east side of Main Street.

In general, traffic volumes in both directions are fairly consistent both on weekday and Saturday afternoons and can be characterized as moderate, generally in the 300 to 450 vehicles per hour (vph) range per direction during weekday peak periods, and 200 to 300 vph per direction on Saturdays. The most heavily trafficked intersections in the downtown area are Main Street/Conklin Avenue, followed by Main Street/Fulton Street and Main Street/South Front Street adjacent to the LIRR grade crossing.

PARKING

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

Main Street

Parallel parking is available on both sides along Main Street for the majority of its length between South Front Street and Fulton Street.

Municipal Parking Fields (see **Figure 2** for locations).

- **Municipal Parking Field 1** (Hogan Field) is located west of Main Street north of Conklin Street, with access via entrances on the south side of South Front Street and the north side of Conklin Street. There are a total of approximately 126 parking spaces within and around Parking Field 1;
- **Municipal Parking Field 2** (Weber Field) is located to the south of Field 1, west of Main Street south of Conklin Street with entrances on the south side of Conklin Street and the north side of Prospect Street. Approximately 140 parking spaces are available;



Pedestrian crosswalks near Village Hall



Midblock crossing near Parking Field 3

- **Municipal Parking Field 3** (Rathgeber Field) is located east of Main Street north of Conklin Avenue with multiple points of entry. Access to this lot is available on the south side of South Front Street, a one-way entrance on the east side of Main Street, and through a private parking lot on the north side of Conklin Avenue. There are approximately 235 parking spaces available; and
- **Municipal Parking Field 4** (Murray Field) is situated east of Main Street south of Conklin Street with four access points. A one-way entrance provides access from Main Street between Conklin Street and Prospect Street. The south end of the parking field is accessible from both Rose Street and Wesche Drive. Additional access is also available on the south side of Conklin Street through a private parking field. There are approximately 330 parking spaces available, although 60 parking spaces are reserved for employees and patrons of commercial and retail stores with rear entrances.

Long Island Rail Road Parking Lots (see **Figure 2** for locations).

The Farmingdale LIRR station has two parking facilities, one on each side of the tracks, which provide commuter parking throughout the day. The LIRR does not regulate or enforce parking regulations; permits must be obtained through the Village of Farmingdale to use these facilities.

The LIRR north parking lot is located on the north side of the tracks where westbound trains typically board. Its only access is on Secatogue Avenue north of South Front Street. The LIRR north parking lot contains approximately 254 parking spaces.

The LIRR south parking lot, which is Village-owned, is located on the south side of the tracks where eastbound trains typically board or alight. The entrance to the lot is on Eastern Parkway. There are approximately 268 parking spaces available, including 51 metered spaces inside the parking lot.

PUBLIC TRANSPORTATION

The Village of Farmingdale is served by both rail and bus. The Farmingdale LIRR station has service to and from Penn Station on the Ronkonkoma Branch. The scheduled travel time to Penn

Station ranges from 53 minutes on the weekend to 59 minutes during the evening commute. The Metropolitan Transportation Authority (MTA) Long Island Bus System serves the downtown area with four routes: the N95, N70, N71, and N72.

KEY ISSUES AND OPPORTUNITIES

Based upon these existing and emerging traffic and transportation conditions, there are a number of issues and challenges facing downtown Farmingdale. These issues and challenges specific to downtown Farmingdale, however, also present tremendous opportunities for the community for revitalization and re-growth, to be discussed later in **Chapter V**. What follows is a summary of the key transportation issues and opportunities within downtown Farmingdale:

- **Moderate Traffic Volumes**—Existing traffic volumes in the downtown area are moderate, not excessive. Main Street's key intersections with Conklin Avenue, South Front Street, and Fulton Street pose the greatest concern to capacity and congestion;
- **Limitations on Improvements to Traffic Flow**—Improvements can be made to traffic flow, but the narrow curb-to-curb width along Main Street with parking allowed on both sides is a significant impediment. The pedestrian environment in the downtown should also be improved;
- **Available Municipal Parking**—Existing parking surveys indicate that approximately half of the approximately 1,200 parking spaces available within the four municipal lots, the former Waldbaum's parking lot, and along Main Street between South Front and Fulton Streets are occupied during weekdays and the weekend, thus leaving additional parking available to help accommodate future parking demands;
- **Limited Weekday LIRR Parking**—The LIRR parking lots are nearly fully utilized at peak times on weekdays, so more residential development with at least some workforce orientation to Manhattan and downtown Brooklyn will create demand for more parking at the LIRR train station unless new residential development is focused within a convenient walking distance of the station.



Long Island Bus

Infrastructure

The Village is served by a number infrastructure and utility systems.

WATER SUPPLY SYSTEM AND CAPACITY

The water supply system for the entire Village of Farmingdale is currently being serviced by the Village of Farmingdale Water District via three water wells. Water is distributed via water mains running through the Village.

There is minimal capacity to supply the existing domestic water demand at this time, with specific concern if one of the wells were to shut down or if there were to be a fire emergency. In the case of a severe fire event within the downtown area, mutual aid companies would be called in to support the local fire department, and interconnections between the Village of Farmingdale and other water districts would be activated to provide an adequate water supply for the emergency.



Water District Water Tower

SANITARY SEWER SYSTEM AND CAPACITY

The Village of Farmingdale is currently being serviced by Nassau County Sewer District No. 3. The discharge from the Village of Farmingdale is collected at the Cedar Creek Water Pollution Control Plant, which is operated by the Nassau County Department of Public Works (NCDPW) and has ample capacity.

STORM DRAINAGE

Storm drainage within the Village follows rights-of-way. There are three right-of-way jurisdictions within the Village: Village of Farmingdale Department of Public Works (Village DPW), NCDPW, and New York State Department of Transportation (NYSDOT). Each of these jurisdictions requires on-site stormwater storage for properties fronting the right-of-way.

ELECTRICITY AND NATURAL GAS

The Village is currently being serviced by Long Island Power Authority (LIPA) for electricity. The Village is currently being serviced by National Grid for natural gas. For both electricity and

natural gas, LIPA and National Grid have, respectively, indicated that there is ample capacity.

KEY ISSUES AND OPPORTUNITIES

Based upon these existing and emerging infrastructure conditions, there are a number of issues and challenges facing downtown Farmingdale. These issues and challenges specific to downtown Farmingdale, however, also present tremendous opportunities for the community for revitalization and re-growth, to be discussed later in **Chapter V**. What follows is a summary of the key infrastructure issues and opportunities within downtown Farmingdale.

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

Urban Design and Community Character

ARCHITECTURAL/URBAN CHARACTER AND FORM

Urban Form

Downtown Farmingdale has a prototypical small village downtown form with streets and blocks built off a north-south “main street” spine. This urban form places greater importance on corner buildings, especially at the intersection of Conklin Street and Main Street, but also at the intersection of Main Street and South Front Street. Presently, these corners are not architecturally well-defined.

As previously noted, parking in the downtown is provided on-street and in four parking fields behind the stores on Main Street. These fields serve as buffers between the commercial uses on Main

Street and the residential uses that adjoin to the east and west. Unfortunately, the transition between the buildings and parking areas, and the parking area and adjoining residential uses is undefined and not well-maintained.

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

Architectural Character and Form

Downtown Farmingdale does not have an identifiable architectural character. Rather, the downtown is comprised of many diverse building types and architectural styles. The first issue is the obscuring of extant architectural character in many of the higher quality buildings in the downtown. Second is the loss of a traditional architectural vocabulary in newer buildings in the downtown and/or in older buildings that have been retrofitted or renovated.

Building Height and Density

The height of buildings and façades along Main Street is predominantly one-and-a-half stories, with some smaller and taller buildings. The highest density exists between Conklin Street and South Front Street. The second highest density occurs between Prospect Street and Conklin Street, and the lowest density occurs south of Prospect Street south to Fulton Street. Accordingly, there are more multi-story buildings on the northern portion of Main Street, north of Conklin Street, but these occur sporadically, and do not create a cohesive urban wall.

Pedestrian Environment, Street Design, and Walkability

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

- **Sidewalks**—While almost all sidewalks along Main Street have some paving pattern, including brick pavers along the street edge, there are places where the pavers and/or curb edges are in need of repair. These damaged areas give the downtown a “tired” or “run-down” appearance;

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



Retrofitted building along Main Street



Examples of commercial signage in downtown Farmingdale



Examples of informational signage in downtown Farmingdale



SIGNAGE

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

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

PARKING FIELDS

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

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people arrive downtown by car, it is important to recognize the important role that the parking fields play as functional gateways to the downtown.

OPEN SPACE

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

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

The small park at the intersection of Melville Road and Main Street has a gazebo, many trees and is well-maintained. The small Village-owned lot at 122-126 South Front Street, that fronts on Elizabeth Street is part of Parking Field 3. The Village Green and small hardscaped pocket park at the entrance to Parking Field 3 could be improved, so as to create a stronger sense of place in the downtown.



Village Green

KEY ISSUES AND OPPORTUNITIES

Based upon these existing and emerging aesthetic and urban design conditions, there are a number of issues and challenges facing downtown Farmingdale. These issues and challenges specific to downtown Farmingdale, however, also present tremendous opportunities for the community for revitalization and re-growth, to be discussed later in **Chapter V**. What follows is a summary of the key urban design issues and opportunities within downtown Farmingdale.

- **Urban Form**—Although downtown Farmingdale contains the typical “main street” urban form, some of the key intersections (e.g., Main Street and Conklin Street, Main Street and South Front Street) and gateways (i.e., LIRR train station) are not architecturally well defined or utilized.

- **Lack of Identifiable Architectural Character and Form**—Downtown Farmingdale does not have an identifiable architectural character. Rather, the downtown is comprised of many diverse building types and architectural styles. Two elements contribute to this lack of identity: First is the obscuring of extant architectural character in many of the higher quality buildings in the downtown. Second is the loss of a traditional architectural vocabulary in newer buildings in the downtown and/or in older buildings that have been retrofitted or renovated.
- **The Pedestrian Environment Can Be Improved**—The pedestrian experience along Main Street contributes positively to Farmingdale’s small downtown character. However, elements of this experience, including pedestrian enclosures, sidewalks, program of uses, street trees, street furniture, fencing, and utility lines could be altered/enhanced to improve this experience.
- **Signage is Uncoordinated**—Downtown Farmingdale contains a wide variety of signage. In an environment with so many signs, each competes for attention (and also with the architecture), instead of conveying a message simply and effectively. This detracts from creating a unified Main Street appearance, which, if improved, would help define a more positive downtown character.
- **Conditions in the Parking Fields Can Be Improved**—From a design standpoint, conditions observed at the parking areas suggest a range of opportunities from improving their appearance to allowing for limited infill development. Further, the transition from the parking fields to Main Street, as well as to the adjacent residential areas, is not functioning to its potential from an aesthetic point of view.
- **Limited Open Space**—There is currently a little over one acre of open space/parkland in the downtown area. Many of the existing spaces are currently underutilized, and there are opportunities to create new open space.

Land Use, Zoning, and Public Policy

LAND USE

As presented in **Figure 6, Existing Land Use**, downtown Farmingdale along Main Street is typical of the commercial core

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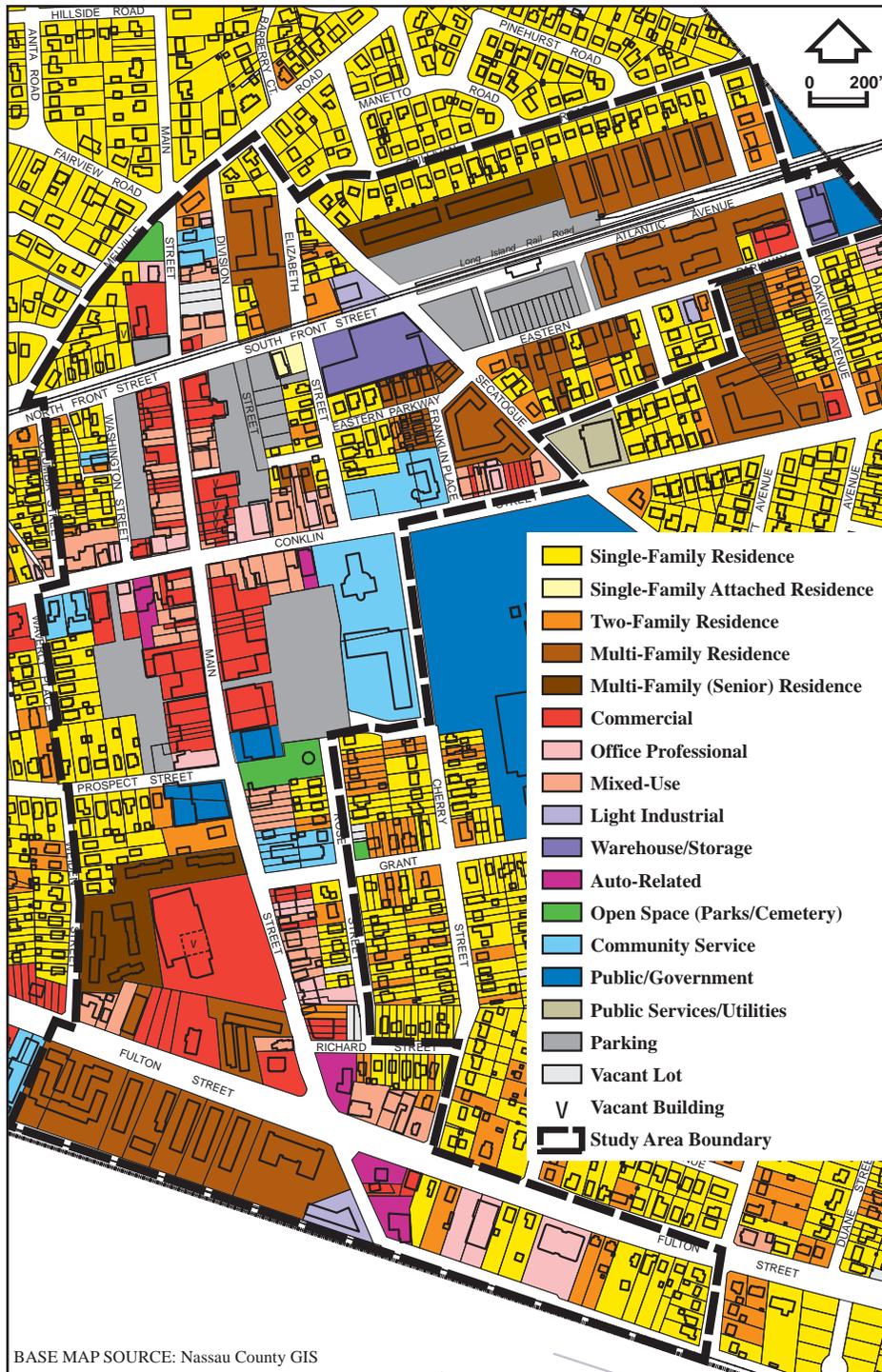


Figure 6
EXISTING LAND USE

of a small community, with a mix of retail, professional offices, personal service, restaurants, and with some multi-family uses and limited single-family residential. In addition, there are recreational (e.g., Village Green) and institutional uses, such as the Post Office, Village Hall, and a number of churches. Behind the buildings that line Main Street are four municipal parking fields.

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



Typical residential block outside of downtown area

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

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

ZONING

Chapter 105 of the Village of Farmingdale Village Code, the “Zoning Ordinance of the Incorporated Village of Farmingdale,” was first adopted in 1942 and most recently published in December of 2008. The zoning code lists thirteen zoning districts within the Village, five of which are commercial and eight of which are residential, and details the various permitted uses and lot and bulk controls for each district.

Commercial Districts

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

- **Business D**—The Business D District is the largest business district in the Village and makes up the majority of the zoning along Main Street. (See discussion below);
- **Business DD**—The Business DD District is distributed around the southern half of the Village on a parcel-by-parcel basis along Fulton Street with clusters around the Fulton/Merritts Road intersection, the Fulton/Conklin Street intersection, and the Fulton/Main Street intersection. There is also a cluster of parcels zoned Business DD around the Conklin/Cherry Street and Conklin/Franklin Place/Secatogue Avenue intersections.
- **Business H**—The Business H District is a very small zoning district that is comprised of only three parcels within the Village. These parcels are located along the south side of Fulton Avenue to the east of Main Street;
- **Industrial I**—The Industrial I District is limited to a few parcels in the southeasternmost corner of the Village along Fulton, Prince, and Potter Streets; and
- **Office-Residence**—The Office-Residence District was created to provide a transition between the commercial uses along Main and Conklin Streets and the residential uses that characterize the rest of the community. This transitional area represents the gateway and entrance to the downtown area. The Office-Residence District is located along Conklin Street west from Merritts Road and east to Columbia Street. The district is also located at the triangle east of the intersection of Fulton Street and Conklin Street.

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

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

While some of the permitted uses may be appropriate in other areas of the Village (even other areas zoned Business D, e.g., used car lots), they are not appropriate for the downtown environment of Main Street. An important general observation regarding the Business D District is that Fulton Street is a completely different environment from Main Street, yet they are both within the Business D District. Fulton Street is a relatively wide arterial with automobile-oriented uses; Main Street is a narrow, more traditional downtown street, with smaller, pedestrian-oriented uses.

Residential Districts

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

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

These districts are predominantly single-family; multiple-family dwellings are only permitted as a special use permit in the Residence BB District; senior residences are only allowed in the Senior Citizen Housing SCH District; townhouses are a special permit use in the Business D District; there is indication of “garden apartments” in the Business DD District. The Senior Citizen Housing SCH District is limited to two locations within the Village, both in the downtown area (Silver Manor and Hardscrabble Apartments). The Residence A, Residence B, and Residence BB districts are the residential districts that abut the downtown area.

Parking and Loading Requirements

In addition to the zoning districts and controls in the Village, the Zoning Code contains general parking and loading requirements. For the most part, the off-street parking requirements for residential buildings are appropriate for the Village, with the exception of the requirement for multi-family residential (one space for each 400 square feet of gross floor area, which is high for a downtown area. The parking requirements for commercial and business uses have a few instances where the parking requirements are too high, especially for a downtown area. The loading requirements appear to be relatively appropriate, although they do not distinguish between uses in the downtown area and those that are not.

KEY ISSUES AND OPPORTUNITIES

Based upon the existing zoning, there are a number of issues and challenges facing downtown Farmingdale. These issues and challenges specific to downtown Farmingdale, however, also present tremendous opportunities for the community for revitalization and re-growth, to be discussed later in **Chapter V**. What follows is a summary of the key land use and zoning issues and opportunities within downtown Farmingdale.

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

Other Existing and Emerging Conditions

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)- ELIGIBILITY AND HOUSING AFFORDABILITY

CDBG-Eligibility

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

Along with other smaller villages in Nassau County, the Village of Farmingdale is part of the Nassau County Urban County Consortium and relies on Nassau County to administer program activities. Although traditionally the Village Administrator, Mayor, Deputy Clerk/Treasurer coordinated with the County on the CDBG program, the Village hired Vision Accomplished, an outside consultant, to assume the role as point-person. The Village currently is utilizing CDBG funds for improvements to public parking lots and walkways in the Village, including design work, installation of energy efficient street lighting, and trees in the downtown area.

Housing Affordability

As with communities throughout Long Island, housing in Farmingdale has become more expensive and housing affordability is a major concern, especially for young professionals, seniors, volunteers, and public service employees. The result is that many citizens, including younger adults, cannot afford to remain in the community. Another result is the proliferation of illegal apartments. Besides being illegal, such apartments tend to be in poor condition and result in an excessive number of calls to local police and code enforcement officials. There are currently 174 affordable housing units in the Village, which represents 5.1 percent of all units in the Village, including Hardscrabble Apartments, the Woodbridge at Farmingdale, and Woodbridge II. The majority of these units, however, are senior. In downtown, the senior/affordable units are primarily located in the Hardscrabble Apartments.

II. Farmingdale 2010: The Downtown Today

In addition to the creation of physical units, issues of housing affordability can also be addressed through rental assistance. In particular to Farmingdale:

- The Nassau County Housing Choice Voucher Program (Section 8) is one of the major funding sources used by the County to assist those extremely low and low-income families that cannot find decent, safe housing.
- The Nassau County Office of Housing and Homeless Services administers the County's Housing Choice Voucher Program, as well as the programs for the smaller villages of Farmingdale, Island Park, and Sea Cliff. In the Village there are 20 Authorized Housing Choice Vouchers.

CULTURAL AND HISTORIC PROPERTIES

The Village of Farmingdale contains one structure that is listed on the State/National Register of Historic Places—the Farmingdale LIRR Station. The station is located along the Main Line (Ronkonkoma Branch) of the LIRR. Farmingdale Station was originally built on October 15, 1841, when the LIRR first went through the Village. It was rebuilt in July 1875 and again in 1890. On November 13, 1991, it was listed on the National Register of Historic Places. As such, it is afforded special protection and benefits.

The Village also contains a number of structures that have local significance and help to characterize the Village, including:

- Village Hall/Fire Department;
- St. Kilian's Roman Catholic Church;
- Thomas Powell House;
- Quaker Meeting House;
- 360 Main Street—formerly the "Farmingdale" (movie theater) and now law offices for Grey and Grey; and
- 31 Rose Street—Beierling residence, built in 1917.

Four properties, the LIRR train station, Village Hall/Fire Department, St. Kilian's, and 360 Main Street are within the downtown area.

OPEN SPACE AND RECREATION

The Village of Farmingdale is a built-up community with a limited number of passive and active recreation resources, parks and playgrounds. Further, these open spaces are smaller in size.



Farmingdale LIRR Station



Village Hall/Fire Department



St. Kilian's Roman Catholic Church



360 Main Street (formerly the Farmingdale movie theater)

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



Pocket park

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

- *Ellsworth W. Allen Town Park*, south of the study area on Heisser Lane and Motor Avenue;
- *Bethpage State Park*, north of the study area off of Merritts Road/ Quaker Meeting House Road/Bethpage Road;
- *Michel Park*, east of the study area off of Michel Drive;
- *Emil Gerngras Park*, east of the study area off of Hudson Street and Staples Street; and
- *Northside Pocket Park*, located north of the study area directly across from the Northside Elementary School.

KEY ISSUES AND OPPORTUNITIES

Based upon these other existing and emerging conditions, there are a number of issues and challenges facing downtown Farmingdale. These issues and challenges specific to downtown Farmingdale, however, also present tremendous opportunities for the community for revitalization and re-growth, to be discussed later in **Chapter V**. What follows is a summary of the other key issues and opportunities within downtown Farmingdale.

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

walkways in the Village, there are a number of other CDBG-eligible activities that appear to be appropriate for the Village;

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

Two other important issues and/or opportunities are present within downtown Farmingdale that do not fall under any one particular category:

- **Transit-Oriented Development at the LIRR Train Station**—The area in and around the train station is currently underutilized and not architecturally well-defined. In many locations throughout the United States, including on Long Island, development has concentrated around transit stations. This trend, coupled with real developer interest, provides a unique opportunity for TOD at the train station; and
- **Brownfield Opportunity Areas**—The Village applied for a number of community development monies, including two New York State Brownfield Opportunity Area (BOA) grants, which is administered by the New York State Department of State (NYSDOS). The Village was awarded and completed a Step 2 Nomination Study, and has applied for a Step 3 grant, which will, among other things, help facilitate additional funding for site remediation and clean-up, where necessary, for site-specific revitalization projects.

III. Foundations of the Plan

Community Values and Vision

Although the Village of Farmingdale has prepared master plans before (1959 and 1989), the primary foundations for the development of a master plan for downtown Farmingdale are rooted in two areas: 1) the community's vision and, 2) Nassau County's New Suburbia concept as part of its own comprehensive planning program.

VILLAGE OF FARMINGDALE VISIONING PROCESS

Based partially on the concern that the ideas put forth in the 1989 master plan were never implemented, in 2006 the Village of Farmingdale began a visioning community process that offered residents, business owners, and other stakeholders the opportunity to help frame a vision for the future of Farmingdale. This process included a number of presentations, meetings, walking tours, surveys, and interactive charrettes that involved over 200 participants and was led by Vision Long Island. The visioning process, while covering the entire Village, focused on the northern part of Main Street, the area near the train station, and areas along Route 109.

After conducting the above-mentioned public outreach, in 2007 a number of summary documents were produced, which included information regarding existing conditions, goals and priorities, recommendations, and supplementary information such as an example smart code, case studies, and some design guidelines.

The goals, as stated in the visioning summary documents were to:

- Protect and Preserve Neighborhoods
- Protect and Preserve Downtown Centers

Through the various outreach efforts, public workshops, and informal meetings with residents and community leaders, the following eight priorities emerged:

- Main Street Revitalization;
- Transportation;
- Housing;

- Open Space/Parks;
- Community Facilities;
- Street Design;
- Architectural Character; and
- Overdevelopment.

Many of the recommendations of the visioning process were enacted and those and others have been considered as part of the master planning process.

NASSAU COUNTY—DRAFT 2010 NASSAU COUNTY MASTER PLAN

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

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

REQUEST FOR PROPOSALS

Based upon these two efforts, the Village's administration determined that a master plan was needed. Working with local, regional, and state-wide elected officials, the Village applied for numerous planning and community development monies, including a BOA grant, CDBG funds, and Community Development Block Grant-Recovery (CDBG-R) monies as part of the American Recovery and Reinvestment Act of 2009 (colloquially known as "stimulus" monies). After culling together enough of a budget to conduct the master plan, in late 2008 the Village issued a RFP that detailed the purpose and objectives for the master plan, the process, and details about the areas to be covered under the master plan. This RFP reflected the values put forth by the community during the visioning process, as well as the acknowledgement of other efforts in the region. At the same time a Downtown Revitalization Committee was established to continue the involvement that had been garnered during the visioning process. After receipt of a number of proposals, the Village Board and the Downtown Revitalization Committee selected the consultant team and made it clear that the planning process was to be a transparent, collaborative effort between the consultant team, Village Board, Downtown Revitalization Committee, and the general public. This effort was realized through the multitude of Downtown Revitalization Committee meetings and public meetings that followed.

Existing and Emerging Conditions in Downtown Farmingdale

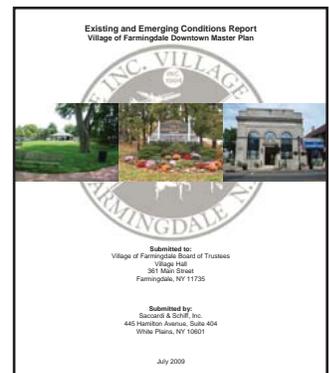
In preparation of this Downtown Master Plan, relevant available data pertaining to the physical, social, and economic characteristics of Farmingdale was collected. This compilation of existing background data, along with the preparation of a number of technical studies was important in order to establish the existing conditions within Farmingdale and the downtown area. Aside from the aforementioned Visioning Report, RFP, and Nassau County Master Plan initiative, a number of important pieces of information and technical studies were utilized in plan development, including:

III. Foundations of the Plan

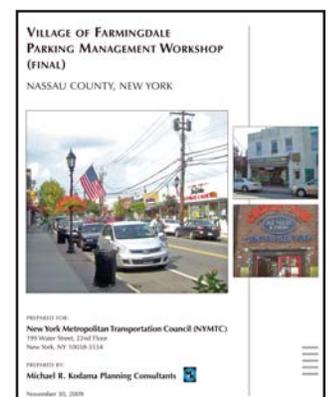
- Detailed parcel information of every parcel in the downtown area obtained from the Nassau County Tax Assessor;
- Geographic Information System (GIS) information;
- Census data on population, income, and housing;
- Inventory of land uses, building conditions, and urban design elements;
- BOA Program Step 1 Pre-Nomination Study/Step 2 Nomination Application;
- Available economic and market trends data and analysis;
- Available traffic volume data and traffic study reports;
- Sample traffic volume counts and travel time and delay runs;
- Parking field utilization survey;
- LIRR ridership counts;
- Treatment plant information;
- Sewerage system information and mapping;
- Water supply capacity information, including current well permits, reports, and mapping;
- Storm drainage information and mapping;
- Review of the Village Code and Village's Zoning Code; and
- Extensive coordination with local staff and the Downtown Revitalization Committee.

The observations and subsequent conclusions and initial suggestions that were culled from this background data and technical studies are summarized in an *Existing and Emerging Conditions Report* submitted to the Village in July, 2009.

In addition, after the *Existing and Emerging Conditions Report* was developed, in conjunction with the Metropolitan Planning Organization (MPO) for the New York Metropolitan Region, the New York Metropolitan Transportation Council (NYMTC), a parking workshop was held in the Village on August 26, 2009. This parking workshop was led by Michael R. Kodama, a nationally-recognized parking expert, and involved a presentation of parking principles, a tour of downtown from a parking perspective, and a mini-charrette to prioritize parking decisions in the downtown area. A report based on that workshop was prepared in 2009 and incorporated into the Downtown Master Plan.



Existing and Emerging Conditions Report



Parking Management Workshop Report

Sites Subject to Change

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

In approaching the Downtown Master Plan, areas of the Village potentially subject to change were identified. These include areas that exhibit the characteristics that could result in change of use. These characteristics include:

- Existing vacant land;
- Existing development that is below current development potential;
- Developer interest; and
- Key placement within the downtown area.

In addition, parcels that were identified for change via input from the Downtown Revitalization Committee were also 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.

Figure 7, Sites Subject to Change, shows the 35 sites within the downtown study area that were determined to have the potential of changing in the near future. These sites were a key component in developing possible choices for Future Downtown Farmingdale.

Possible Choices for Future Downtown Farmingdale

Once the Sites Subject to Change were identified, and in order to help formulate the Downtown Master Plan for Farmingdale, four hypothetical “Future Downtown Farmingdale Scenarios” were developed to present a range of hypotheses on how growth could occur in the downtown area and how that growth could be facilitated. These scenarios were developed in a development model for analysis purposes and were based on existing (and proposed) zoning, existing on-site and surrounding development, site access, parcel size and configuration, potential assemblages, market trends, and other factors. The Future Downtown Farmingdale

III. Foundations of the Plan

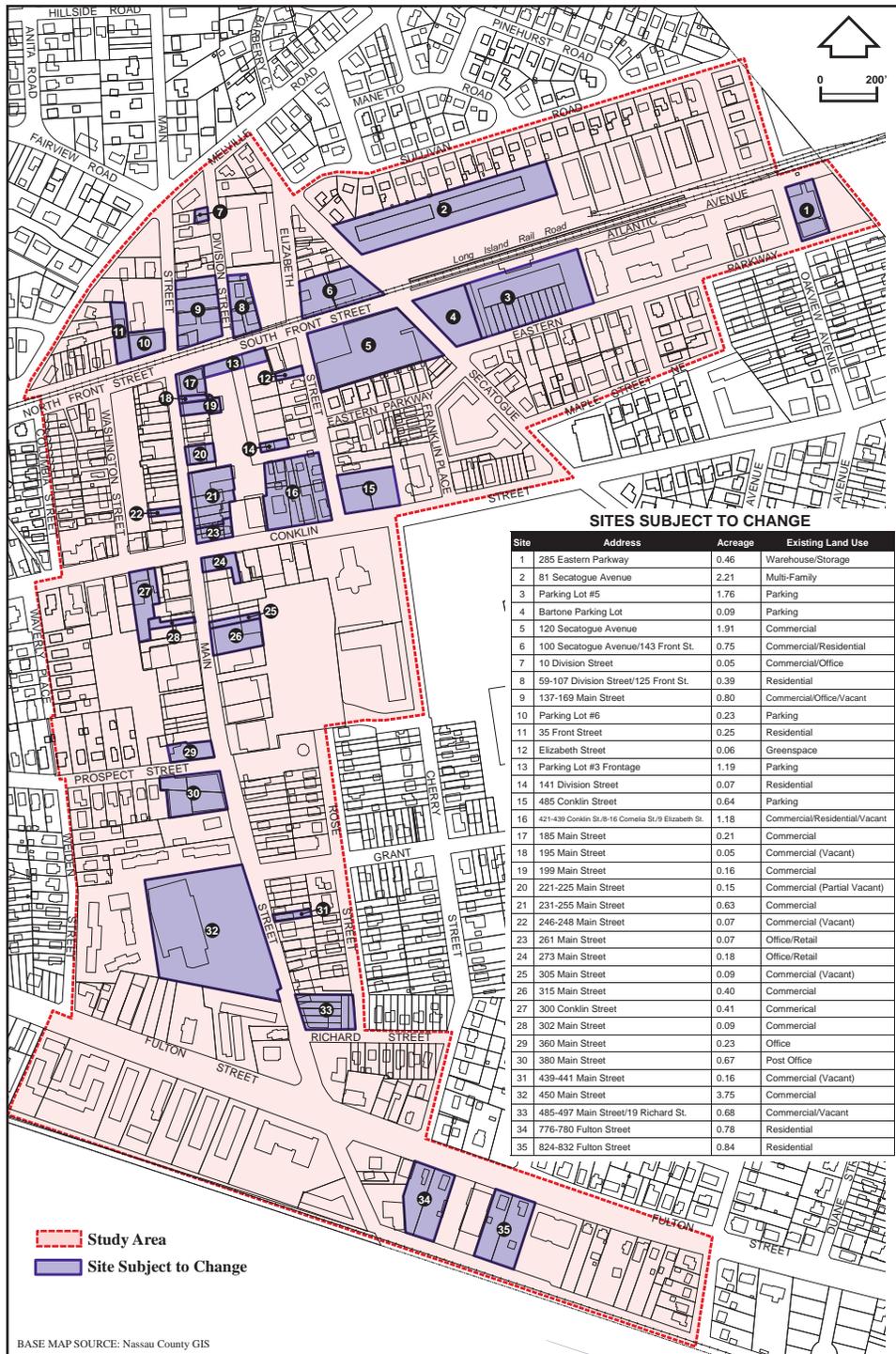


Figure 7
SITES SUBJECT TO CHANGE

Scenarios were further informed through extensive coordination with the Downtown Revitalization Committee and the Village Board of Trustees, with special focus on building heights and densities. What follows is a brief description of each of these scenarios.

SCENARIO 1: BUSINESS AS USUAL

The Business as Usual Scenario was developed as a baseline scenario to depict what would happen in the downtown area if everything were to proceed on its current market-trend course, with the existing zoning that is in place, current levels of focused business, parking and transportation and infrastructure investment, and existing patterns of development. This scenario assumes some TOD near the train station and some additional overall growth.

SCENARIO 2: AESTHETIC IMPROVEMENT OF DOWNTOWN ONLY

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

SCENARIO 3: MODERATE GROWTH

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

SCENARIO 4: HIGH GROWTH

The High Growth Scenario builds upon the Moderate Growth Scenario, indicating what would happen if aesthetic improvements were to occur in the downtown area along with a build-out of development. The development build-out consisted of development of additional sites subject to change, all based on higher FARs, typical of more urban areas, again emphasizing mixed-use and TOD.

Downtown Master Plan Goals and Priorities

The *Existing and Emerging Conditions Report* identified number of key challenges and opportunities for the downtown area. These challenges and opportunities were summarized in **Chapter II**. In order to address these key planning challenges, six goals and priorities were developed:

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

Each of these goals and priorities serves as a guiding benchmark moving forward in the process towards the development of the Downtown Master Plan. The Downtown Master Plan itself has been drawn up around these six guiding goals and priorities.

Selection of Preferred Future Downtown Farmingdale Scenario

IMPACT ANALYSES

After each of the Future Farmingdale Scenarios was developed, but before a Preferred Future Downtown Farmingdale Scenario was selected, impact analyses (both qualitative and quantitative) were performed for each of the Future Farmingdale Scenarios to provide information on the likely effects of potential redevelopment. Impact areas included:

- Changes in land use;
- Water demand and capacity;
- Sewer demand and capacity;
- Traffic generation (demand) and roadway capacity;
- Parking demand and capacity;
- Tax revenues and costs of service for expected new development/ population; and
- Socioeconomic indicators (e.g., population, school-age children, affordable housing units).

In order to evaluate the quantitative impact areas, such as water and sewer demand, traffic and parking generation, tax revenues, and socioeconomic indicators, the development model (described above) was utilized. Again, the role of the model was to assist in the analysis by applying input factors and multipliers to an assumed mix of uses, based on square footages. Thus, for each scenario, “the numbers” were developed, which allowed a fair comparison. For the more qualitative impact areas, such as changes in land use, land use patterns, and mix of uses, professional judgment by the consulting team was used. Building heights, a core concern of the Downtown Revitalization Committee, was a particularly qualitative factor that was considered in each scenario. The technical members of the consulting team “reported” in several meetings with the Village on each scenario regarding its merits and deficiencies. This report on the impact areas and their outcomes were then weighed against the six goals and priorities developed for the project. What follows is a brief description of the outcomes and conclusions of the impact analyses associated with each of the Future Downtown Farmingdale Scenarios.

SCENARIO 1: BUSINESS AS USUAL

As a market-driven, under existing zoning controls scenario, the Business as Usual Scenario would not create substantial growth (outside of a three percent assumed growth factor for the downtown). The result was that:

- Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
- It would not change the mix or type of uses;
- Building heights would remain the same;
- Tax revenues and surplus to the Village and School District would modestly increase;
- Downtown population and school children would modestly increase;
- Area roadways and intersections would be able to handle the modest additional traffic volumes; and
- Existing parking would be sufficient.

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

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

SCENARIO 2: AESTHETIC IMPROVEMENT ONLY

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

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

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

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

SCENARIO 3: MODERATE GROWTH

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

- Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
- The mix or type of uses would change to be more mixed-use;

- Building heights would increase, including in some locations to 3½ stories;
- Tax revenues and surplus to the Village and School District would increase;
- Downtown population and school children would increase;
- The additional traffic would be significant and would need to be analyzed further; and
- There would be just enough existing parking.

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

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

SCENARIO 4: HIGH GROWTH

The High Growth Scenario was not simply a “build-out” scenario, but rather looked to provide revitalization and redevelopment at a higher density, typical of more compact downtowns. As with the Moderate Growth Scenario, it included mixed-use, with TOD near the train station, as well as beautification of the downtown area. In addition, a higher ten percent general growth factor was applied. The result was that:

- Capacity for infrastructure would be sufficient (note that in all scenarios water supply remained an issue due to the various concerns highlighted in this document);
- The mix or type of uses would change to be dense mixed-use;
- Building heights would increase, including in some locations to 4½ stories;
- Tax revenues and surplus to the Village and School District would

greatly increase;

- Downtown population and school children would greatly increase;
- Traffic volumes would be too high; and
- There would not be enough existing parking.

It was determined that the High Growth Scenario would meet most, but not all, of the project’s goals and objectives:

- It would provide a long-range approach to the downtown area;
- It would diversify the downtown with a mix of uses that would make it a more vibrant and unique destination, including TOD;
- It would improve the aesthetics of the downtown, although the heights of the buildings could overwhelm the adjacent residential neighborhoods;
- There would be additional social amenities, including some additional open space and additional workforce housing; and
- It would partially create the connection between the train station and Main Street.

It was, however, determined that due to the amount of traffic that would be generated by this scenario, it contained a fatal flaw:

- The transportation network would be overloaded and would not function properly.

Table 4, Future Downtown Farmingdale Scenarios—Impact Comparison, summarizes the preliminary impact analysis conclusions for each of the Future Farmingdale Scenarios.

Project Goal/Priority	Future Downtown Farmingdale Scenarios			
	Business as Usual	Aesthetic Improvement Only	Moderate Growth	High Growth
<i>Long-range approach</i>	No	Partial	Yes	Yes
<i>Diversify</i>				
- <i>Vibrant and unique destination</i>	No	No	Yes	Yes
- <i>Mixed-use</i>	No	No	Yes	Yes
<i>Attractive</i>	No	Yes	Yes	Partial
<i>Increased social amenities</i>				
- <i>Workforce housing</i>	Partial	Partial	Yes	Yes
- <i>Parks/open space</i>	No	Yes	Partial	Yes
<i>Connection</i>	No	No	Partial	Yes
<i>Greater efficiency</i>	No	No	Partial	No

HYBRID FUTURE DOWNTOWN FARMINGDALE SCENARIO

As was expected, there were both beneficial and adverse aspects of each of the scenarios; however, no one scenario completely worked to the satisfaction of the Village Board and Downtown Revitalization Committee. Therefore, none was deemed as the appropriate scenario on which to base the Downtown Master Plan. As a result, and after much discussion, elements from each of the scenarios were combined to form a Hybrid Scenario.

The Hybrid Scenario included aesthetic improvements to the downtown area, as well as development on many of the Sites Subject To Change based on mix of FARs, emphasizing mixed-use (retail/residential) along Main Street, and TOD at the station area, connected to Main Street.

This scenario was then run through the same analysis as the earlier Future Farmingdale Scenarios, and it was determined that with a few modifications, notably by slightly decreasing the total amount of development along South Front Street (via lower allowable building heights), it met the community's goals and objectives in that:

- It would provide a long-range approach to the downtown area;
- It would diversify the downtown area with a mix of uses, including TOD, that would make it a more vibrant and unique destination;
- It would improve the aesthetics of the downtown, although the building heights could overwhelm adjacent residents;
- There would be additional social amenities, including some additional open space and additional workforce housing;
- It would partially create the connection between the train station and Main Street; and
- The transportation network would function properly with appropriate improvements at key intersections.

SELECTION OF THE PREFERRED FUTURE DOWNTOWN FARMINGDALE SCENARIO

At the September 14, 2009, Downtown Revitalization Committee meeting, the modified Hybrid Scenario was presented and the Committee, along with the Board of Trustees, selected it as the Preferred Future Downtown Farmingdale Scenario on which to base the Downtown Master Plan.

IV. Downtown Farmingdale 2035

As discussed in **Chapter III**, through the visioning and master planning process, overall goals and objectives for community improvement were identified. With these goals providing a framework upon which to structure the Future Downtown Farmingdale Scenarios, and, ultimately the Downtown Master Plan, specific priorities for the Plan were identified, describing a series of concepts and proposals to help achieve the goals. Some of the concepts/proposals are general, relating to policies for the entire community; others are specific, being concerned with proposals for one site or area. This chapter presents the main elements of the Downtown Master Plan in both in a written and visual format

Downtown Concept

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

The resulting plan would encourage the following changes from the existing conditions over the next 25 years:

- 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 (sub-surface, surface, and structured); and
- Approximately 800 additional residents of the Village, including approximately 40 school-age children.

In order to best illustrate the downtown concept, a Downtown Concept Plan was developed. **Figure 8, Downtown Concept Plan**, presents the concept plan for downtown Farmingdale.

IV. Downtown Farmingdale 2035

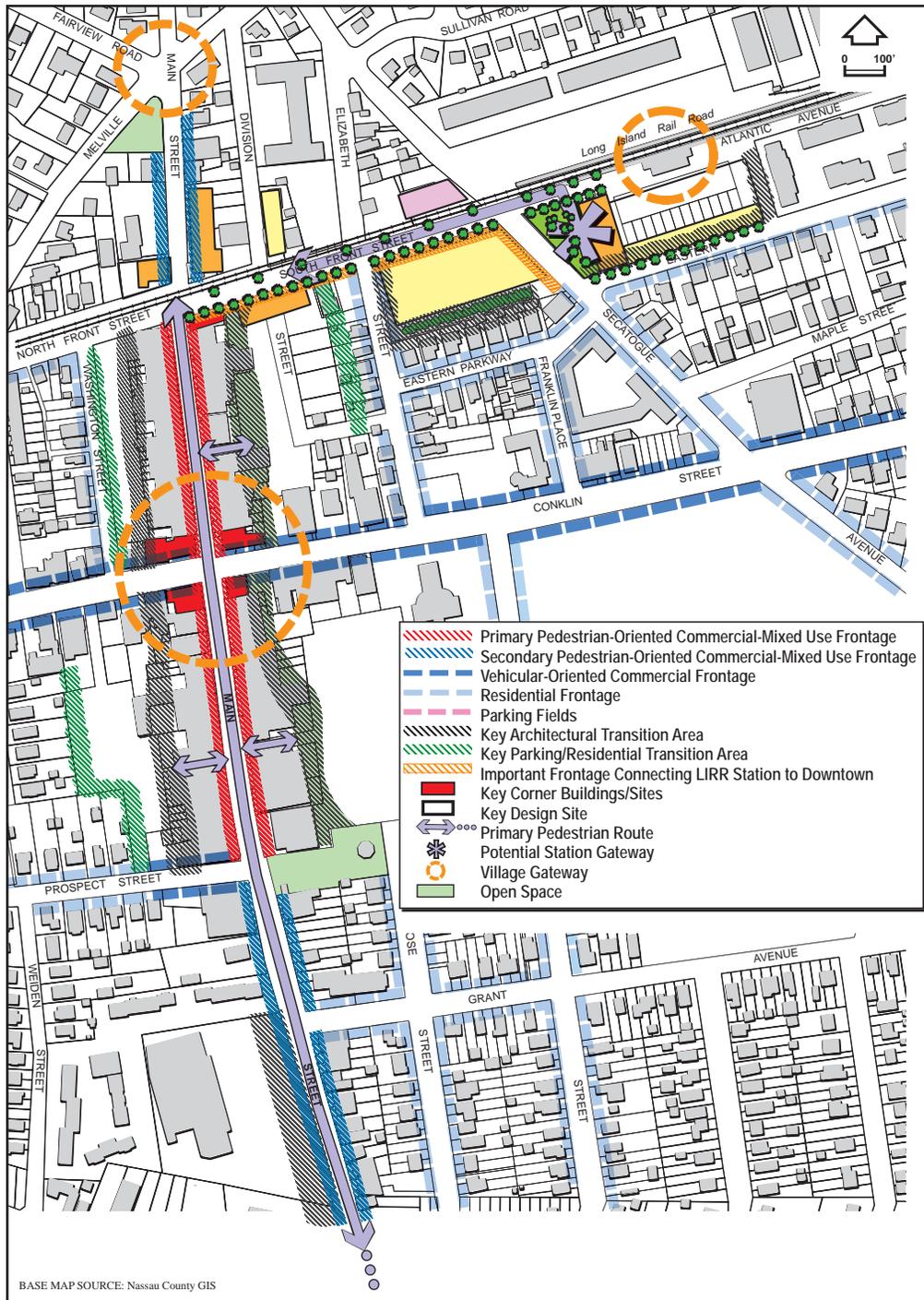


Figure 8
DOWNTOWN
CONCEPT PLAN



Existing Northern Gateway



Farmingdale LIRR Station

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

VILLAGE GATEWAYS (see also **Figure 9, Gateways Plan**)—Provide well-designed, landscaped treatments for the entryways to downtown Farmingdale signaling that people have arrived in the downtown area and that it is an attractive community. Gateways to downtown Farmingdale include:

- **Northern Gateway** at the intersection of Main Street and Melville Road, which is the entry point for many people from the north, including those coming from the Long Island Expressway (LIE), Bethpage State Park, Farmingdale State College, and Route 110;
- **LIRR Gateway** at the train station, which is the entry point for those who utilize the LIRR;
- **Downtown Gateway** at Farmingdale Corners, the intersection of Main Street and Conklin Street. This is the “heart” of downtown Farmingdale, but also serves as the key intersection for those coming from the east or west along Conklin Street. In addition, it marks the gateway to north Main Street, which, along with South Front Street, is envisioned in the Plan as the focus area of redevelopment activities; and
- **Southern Gateway** at the intersection of Main Street and Route 109, which is the entry point for those coming from the south, including people coming from the Southern State Parkway and South Farmingdale.

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

FRONTAGES—Emphasize the quality and character of frontages along Main Street and South Front Street as mixed-use and pedestrian-oriented. These areas, especially the connection from

IV. Downtown Farmingdale 2035

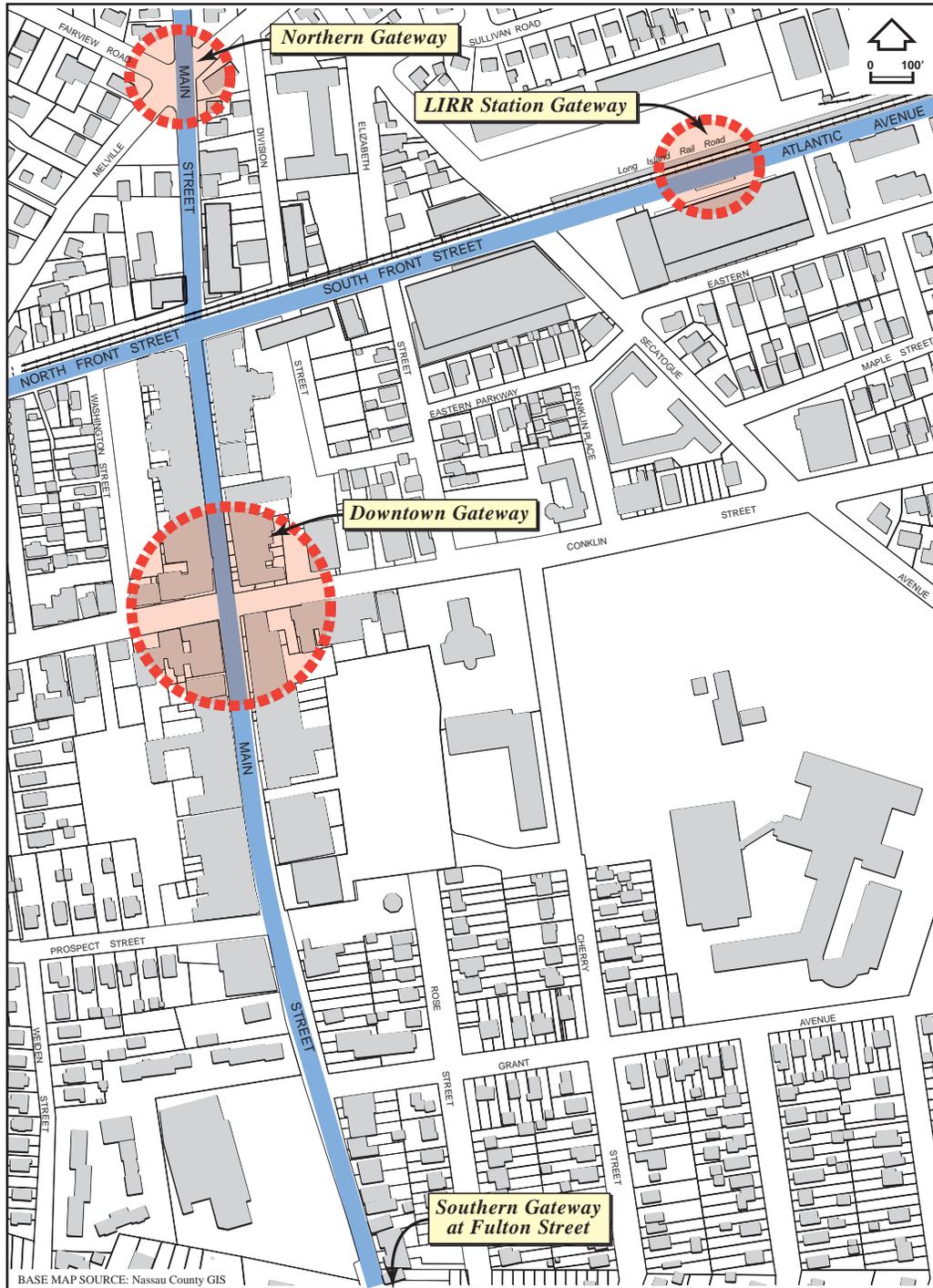


Figure 9
GATEWAYS
PLAN

the train station to Main Street and the northern portion of Main Street between Village Hall and South Front Street, represent the commercial core where residents and consumers shop, eat, and experience civic and social activities. The goal is to persuade the consumer to walk or shop along Main Street by improving the pedestrian experience. Improvements along South Front Street should encourage commuters and others who utilize LIRR to feel comfortable and confident that they can access Main Street along a safe, pedestrian-friendly, and enjoyable route.

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

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

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

KEY CORNER BUILDINGS/SITES—Pay special attention and focus on those buildings and sites that are located on key corners. Among the key corner buildings and sites are:

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

KEY DESIGN SITES—Ensure that the connection between the train station and Main Street provides a pedestrian-friendly

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

OPEN SPACES (see also **Figure 10, Open Space Plan**)— Increase the amount of open space in the downtown area by creating a large greenspace at the train station and by “greening-up” the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street through the creation of a linear multi-functional green/hardscape space. The proposed greenspace at the train station will not only add to the overall amount of greenspace, but will help establish a sense of place at the train station and contribute to the success of TOD at that location. The Plan proposes a linear flexible-use greenspace along the backs of the businesses to provide an opportunity to improve the interface of those areas, as described above, add vibrancy to the downtown area with such activities as a farmer’s market, and provide a continuous connection between the station area greenspace and Village Green. Connecting greenspaces is a component of placemaking.

What follows are some of the more specific strategies and proposals that come out of these components and the overall downtown revitalization concept.

Downtown Land Use and Zoning

LAND USE

Figure 11, Future Land Use, represents the future land use patterns as envisioned by the Downtown Master Plan. Since the Village of Farmingdale is an already built-up community, the Downtown Master Plan has been designed to reinforce existing

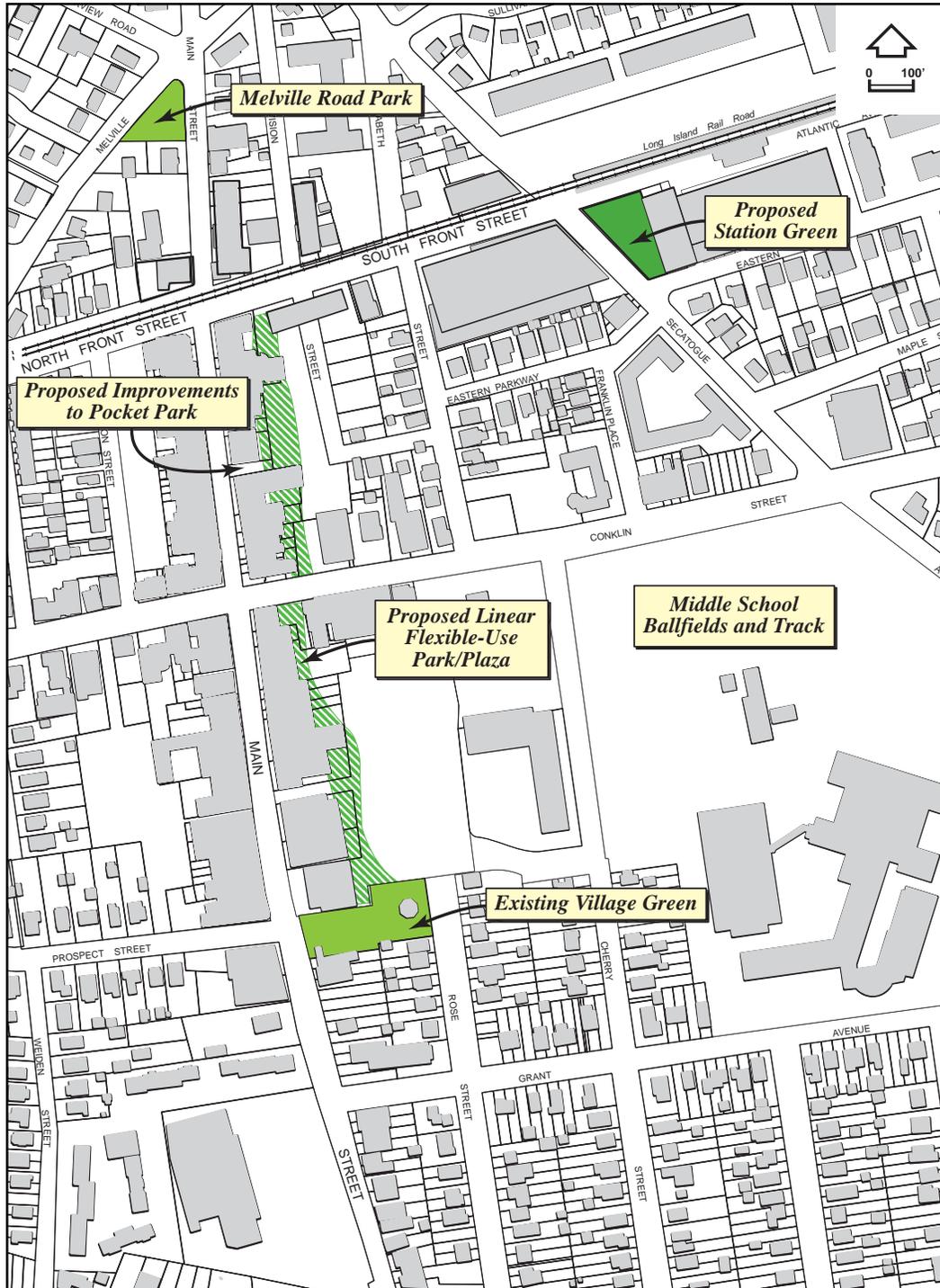


Figure 10
OPEN SPACE
PLAN

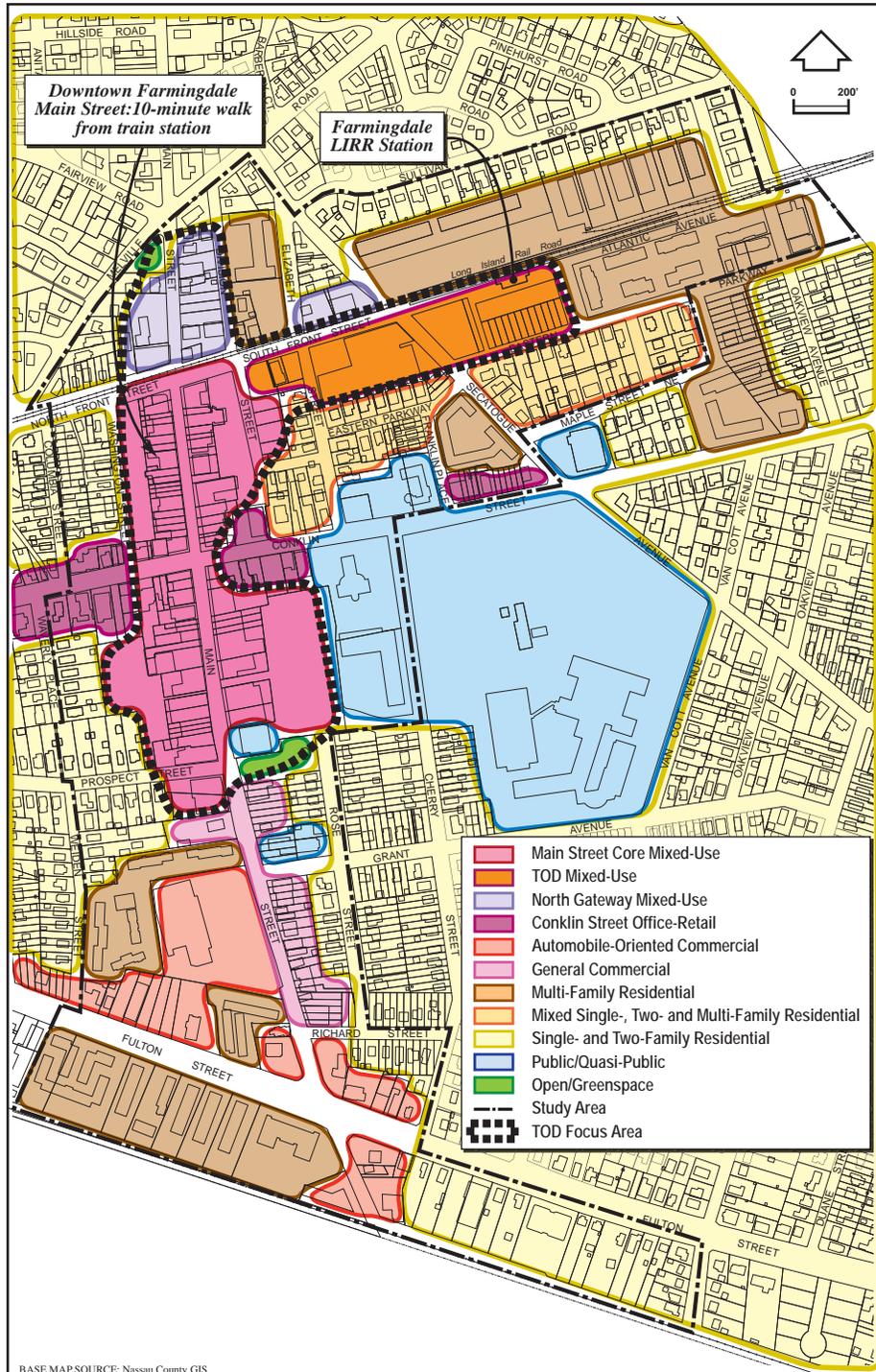


Figure 11
FUTURE LAND USE

land use patterns where they are appropriate, and to shape a rational context for planned redevelopment of specific area and provide the basis for the recommended zoning changes necessary to support these land use patterns.

The plan calls for 11 categories of land use:

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

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

Commercial Uses

Six categories of commercial use are shown on the Future Land Use map:

- 1) Main Street core mixed-use;
- 2) TOD mixed-use;
- 3) Gateway mixed-use;
- 4) Conklin Street office-retail;
- 5) Auto-oriented commercial; and
- 6) General commercial.

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

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

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

The three other commercial land use areas in the Village will remain the same as they are currently constituted and is not envisioned to be expanded (outside of in-fill development), with the office-retail uses continuing as a gateway to the downtown along Conklin Street, the more general mix of office and retail along the southern portions of Main Street, and the auto-centric uses that line Route 109. Part of what differentiates the auto-oriented uses in the Village from the

downtown area is the provision of surface parking in four municipal parking lots behind the stores on Main Street. Although the other commercial uses in the Village will continue to primarily utilize on-street parking, the Downtown Master Plan does, however, call for the strengthening of these other commercial uses through overall façade, signage, and landscaping improvements. In addition, the underutilized Waldbaum's parking lot will contain infill development along the Main Street frontage to maintain street presence.

Residential Uses

As mentioned above, single- and two-family residential will remain the dominant use of land in the neighborhoods that surround the downtown area. Further, the multi-family housing developments along South Front Street/the railroad right-of-way, Secatogue Avenue, Eastern Parkway, Elizabeth Street, south Main Street, and Route 109, will remain. Under the Downtown Master Plan, the area between South Front Street and Conklin Street that currently contains a mix of single-, two-, and multi-family buildings will continue to contain such a mix. Finally, at the southern end of the downtown area, on the south side of Route 109, are two 16-unit (each) townhouse projects that are currently planned and are considered under the Downtown Master Plan. It is imperative that any infill housing in the downtown area be designed to be compatible to existing housing in the immediate neighborhood. Continuing the current practice of the Village Board of Trustees, new housing is to include a percentage of workforce housing units.

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

Public/Quasi-Public Uses

The public and quasi-public uses shown on **Figure 11, Future Land Use**, represent a continuation of existing land uses in the Village. They include governmental buildings and facilities (such as Village Hall and the Fire Department), public and private schools (Howitt Middle School), and religious facilities (St. Kilian's Roman Catholic Church). Also included within this category, but mapped separately are the open/greenspaces located/to be located throughout the Village. These include the extant Village Green, the proposed

greenspace near the train station, and the smaller enhanced green areas along and behind Main Street.

Zoning

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) Zoning District, should be one of the first implementation items to be developed and adopted. This D-MU Zoning District, which is described in greater detail in **Chapter V**, would follow a tiered approach with three sub-areas within the district (see **Figure 12, Proposed Downtown Mixed-Use Zoning District**); the areas closest to the 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 D-MU Zoning District would permit mixed-use, with residential apartments and offices above commercial uses. The main purpose of this new district would be to differentiate the type, use, and development density between Main Street and the more automobile-oriented Route 109 corridor and other D-zoned areas in the Village.

Zoning, along with some of the other immediate next steps that are necessary in order to see the Plan come to fruition, will be described in **Chapter V**.

Downtown Design 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 redevelopment of vacant and underutilized properties, seek to revitalize downtown and provide a pleasant experience to visitors, residents, and businesses alike.

IV. Downtown Farmingdale 2035

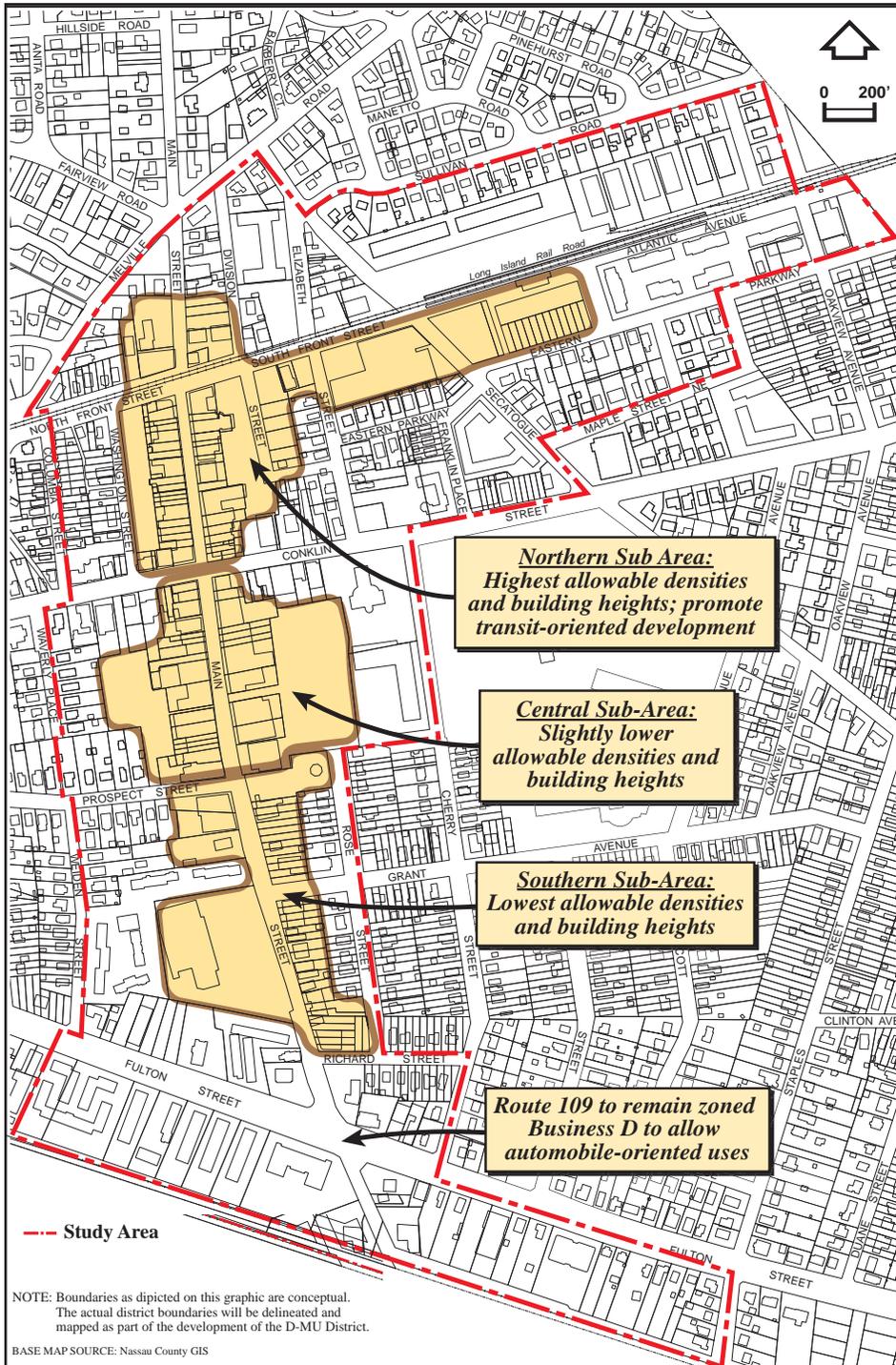


Figure 12
PROPOSED
DOWNTOWN
MIXED-USE
ZONING DISTRICT

URBAN DESIGN

Urban Form

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

- **Strengthen Key Corners**

The Downtown Master Plan creates an identifiable downtown center by strengthening important corners, specifically at the intersection of Main Street and Conklin Street. This intersection has two strong buildings on its north and south corners on the west side. However, the buildings on the eastern corners could be improved through improved signage, awnings, and lighting. The corner of Main Street and South Front Street is another important corner that should have a clear identity so as to help provide a visual connection of Main Street to the train station. **Figure 13, “Station Green” Perspective**, and **Figure 14, South Front Street Perspective**, present the visual perspective of the Main Street and South Front Street corridors, respectively.

- **Create Connection Between Main Street and the Train Station**

The Downtown Master Plan improves urban form by creating a strong and intentional pedestrian connection between the train station and Main Street. This is supported by new infill development along Parking Field 3's frontage along South Front Street.

From an urban design standpoint, making this connection is the most obvious missing element in downtown Farmingdale. Currently, the train station plays a markedly diminished role in downtown—one of secondary importance as simply a functional point of departure and/or arrival rather than one of primacy in creating a sense of place. Many communities in the region and around the country have effectively employed their train stations to create or reinforce a stronger sense of place by making it an attractive element in their downtowns.

In order to accomplish this, the Downtown Master Plan proposes actions and strategies for three areas, which formally act as a beginning, middle, and end of the improved physical connection between the train station and Main Street. Each of these areas is equally important in creating the improved connection:



Figure 13
"STATION GREEN" PERSPECTIVE

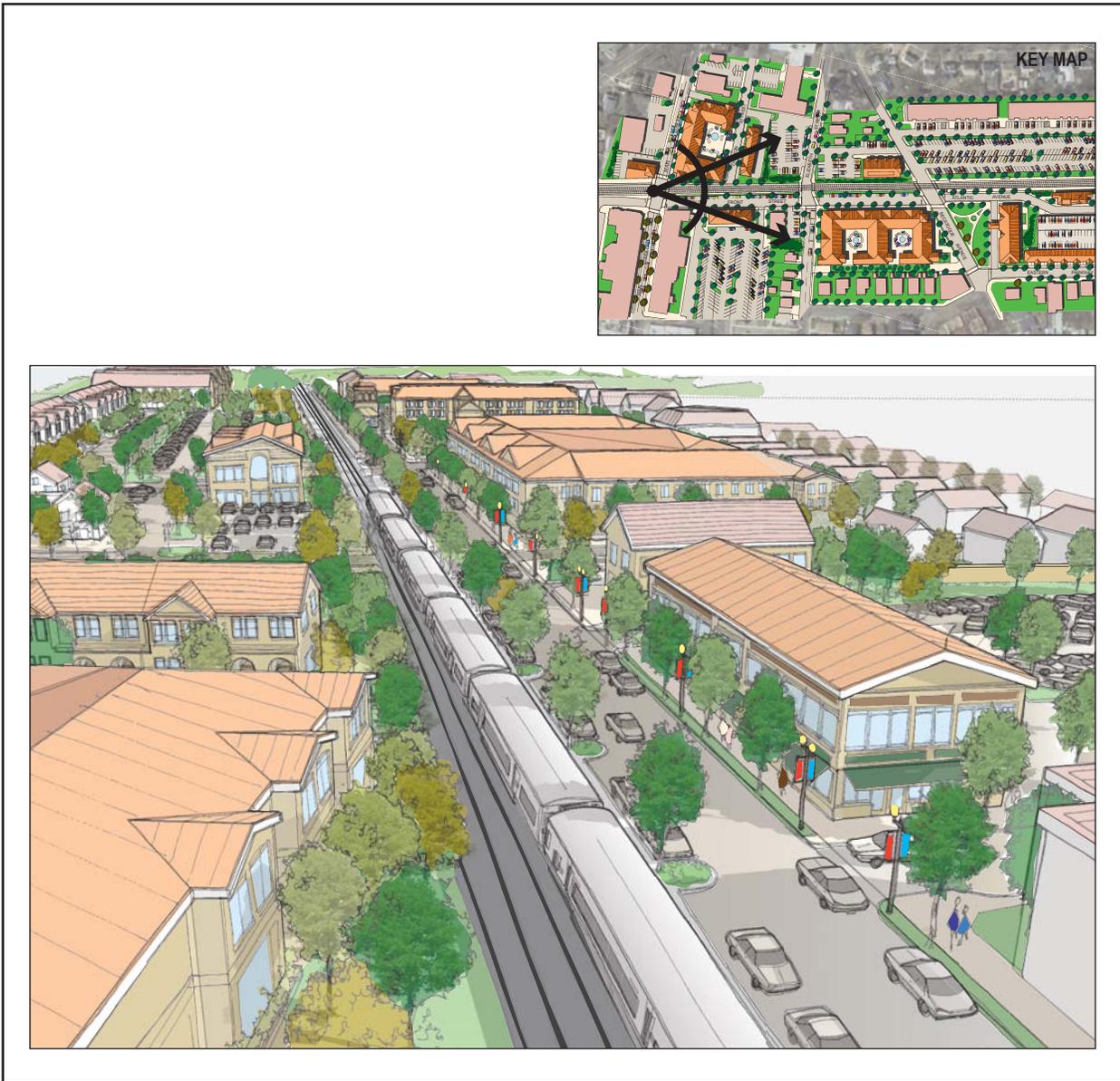


Figure 14
SOUTH FRONT STREET PERSPECTIVE

- Encourage appropriate infill development at the Corner of Main Street and South Front Street (north of the railroad right-of-way);
- Provide new street and sidewalk improvements and infill development along South Front Street between Main Street and Secatogue Avenue; and
- Encourage new TOD on public and private property in and around the train station and along Eastern Parkway, east of Secatogue Avenue.

The areas, potential infill development, design recommendations, and associated improvements of this connection are described below and presented in **Figure 15, South Front Street Connection Plan**.



Existing streetwall along Main Street

Infill Development North of the Railroad Right-of-Way

- New 2½-story infill mixed-use development on Parking Field 6 on the northwest corner of Main Street and South Front Street (north of the railroad right-of-way), with retail on the ground level and office on the second story. This building should incorporate a tall design element of unoccupied space, such as a clock tower, preferably on the corner, so as to provide a visual connection to Main Street along South Front Street from the train station. This design element should be at least 15 feet taller than the allowable zoning building height. This will also provide a visual landmark to be viewed from Main Street south.
- New 3½-story mixed-use infill development on the northeast corner of Main Street and South Front Street (north of the railroad right-of-way), including residential, retail/restaurant, and office. This infill development should be designed to maintain the streetwall and provide parking to the rear.
- New three-story mixed use infill development at the corner of Secatogue Avenue and South Front Street (north of the railroad right-of-way) with ground-floor office space and residential units above. This new infill development is envisioned to be transit-oriented and would potentially include development of the residential lot to the west.

Infill Development and Street and Sidewalk Improvements Along South Front Street, Between Main Street and Secatogue Avenue

- New 2½-story mixed-use infill development on Parking Field 3's northern frontage along South Front Street with a mix of ground-floor restaurant/retail and second story office. New infill development at this location would help create a streetwall and a cohesive pedestrian connection between the train station and the northern portion of Main Street.

TOD at the Train Station

- New 3½-story mixed-use infill development on the southwest corner of Secatogue Avenue and South Front Street, with three stories of residential apartments above ground-floor restaurant/retail. Parking would be provided sub-surface. This site abuts two-story residential development to the south, and care should be taken in how these uses interface, including the use of a well-planted green buffer and/or purposefully transitioning the massing of the new development to step down in height as it meets adjacent residential uses. Care should also be take to strategically locate service facilities and entrances serving the retail and restaurant uses away from the adjacent residential uses.
- A new “station green” occupying approximately 0.4 acres along Secatogue Avenue adjacent to the above-mentioned site to welcome visitors and improve the connection between the station area and downtown. This open space should be appropriately equipped with landscaping, lighting and street furniture to support new shops and retail development. Pedestrian circulation should be designed to provide efficient pedestrian access to the train station and any active uses that may be built fronting the park. The park should include a vertical element that connects it visually to the corner of Main Street in concert with proposed improvements along South Front Street.
- A new 40-foot tall mixed-use and/or commercial building such as a hotel located between the station green and the existing Village-owned parking lot (on the southeast corner of Secatogue Avenue and South Front Street). This building should include

active uses on the ground level fronting the park. Appropriate uses for this building include mixed-use retail/residential or a hotel with active retail/program on the ground level.

- A new three-story parking garage set behind (to the east of) the proposed mixed-use building that fronts the station green. The new garage could provide needed parking for proposed new development and potentially double the existing capacity of commuter parking at the train station. Options for constructing this garage could include public/private partnerships involving private developers, the MTA/LIRR, and the Village.
- New three-story residential development along Eastern Parkway to screen the parking garage (see above) and reinforce the existing residential nature of the street. This development could include townhomes with single-car private garages facing the street (additional parking would be provided in driveways in front of the garages). In order to create a more unified visual appearance and identity, the street frontage along Eastern Parkway should include new sidewalks with street trees and decorative elements, including lighting, to match those used in the station park and in improvements to South Front Street.

Infill development alone will not create a strong enough connection between the train station and Main Street. Therefore, the Downtown Master Plan makes other recommendations including design strategies such as improving the streetway with tree plantings (on bump-outs) on the north side of the South Front Street to reduce the visual impact of the exposed train tracks. Currently, the tracks are exposed and separated from the street by chain link fencing. Replacing that fencing with a more attractive barrier and blending it with trees and on-street parking would provide a more appealing pedestrian environment. New lighting and well-designed signage along the route would help create a stronger sense of place, as would improvements to the pavement and crosswalks along the route. These recommendations are described later in this section of the Plan.

The Village is encouraged to work creatively and collectively with the private sector to develop properties adjacent to the train station area. This could include consideration of public-private partnerships or allowances to developers to build on part of Village-owned land so that a new station green may be sited appropriately

along Secatogue Avenue, and/or appropriate contributions to accommodate parking needs. The Village is also encouraged to seek public investment from a variety of sources, including the MTA/LIRR to help finance parking improvements. These and other implementation strategies related to urban form are outlined in **Chapter V**.

Architectural Character and Form

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

- **Develop Design Guidelines**

The Downtown Master Plan recommends adopting design guidelines for the downtown area. Generally, design guidelines are presented in a handbook or pattern book that serves to guide residents, developers, and design professionals wishing to build new development. In the case of Farmingdale, the handbook would assist in the implementation of the community vision that has been set forth in the Downtown Master Plan, and would provide a clearer visual expression of that vision as it relates to the Village's built environment. The handbook would serve as the basis for the planning, design and evaluation of new residential and non-residential development in the downtown area. By doing so, design guidelines attempt to provide those wishing to build with a clearer picture of what to expect when appearing before the Village's Architectural Review and Planning Boards, thus simplifying and expediting the review, permitting, and development process. Applicants are more likely to get it right the first time by reviewing the guidelines presented and, therefore, avoid expensive delays, public controversy, and project redesign.

Design guidelines can be implemented in one of three ways:

- As a **"reference document"**—The guidelines document can be used solely as a reference document at the pleasure of the Planning and Architectural Review Boards. Under this scenario, the document is not formally adopted by the Village;
- As an **"advisory document"**—The guidelines document can be accepted by the Village as an advisory document for use by the Planning and Architectural Review Boards; or

- As a “**regulatory document**”—The guidelines document can be adopted as a regulatory document, meaning that the guidelines become compulsory as part of the Zoning Ordinance.

The Downtown Master Plan recommends that design guidelines be formally accepted by the Village Board as an advisory document for use by the Planning and Architectural Review Boards. Under this form, the document serves a guide to both boards, but is non-binding (thus allowing flexibility). By formally accepting the guidelines as an advisory document, it would carry more weight than a reference document. This ensures greater compliance and consideration by developers.

Downtown Master Plan Progress Update: Design Guidelines for the downtown were adopted by the Board of Trustees in 2011.

- **Reintroduce a Traditional Architectural Vocabulary**

A traditional architectural vocabulary should be introduced in new buildings and those that have been retrofitted with modern storefronts. A traditional downtown architectural vocabulary includes, for example, kick plates along the bottom of storefronts, transoms above doorways, clerestory portions within the display windows, and dedicated sign bands above display windows to clearly differentiate between the first and second stories of a building. **Figure 16, Traditional Façade Elements**, shows these traditional main street architectural elements. These elements should be introduced through adoption of downtown design guidelines (see above).

- **Align Architectural Features**

Architectural features, including the proportion and width of buildings (or storefronts), should be aligned, to unify the street visually. Aligning features from one building to the next creates visual continuity, which in turn improves the pedestrian experience and helps create a sense of place. Currently, the buildings along Main Street are poorly aligned and thus do not create a cohesive environment. Requiring new buildings or retrofitting existing buildings to have aligning sign bands, kick plates, and awnings, for example, would establish a recognizable and pleasing visual rhythm along Main Street.

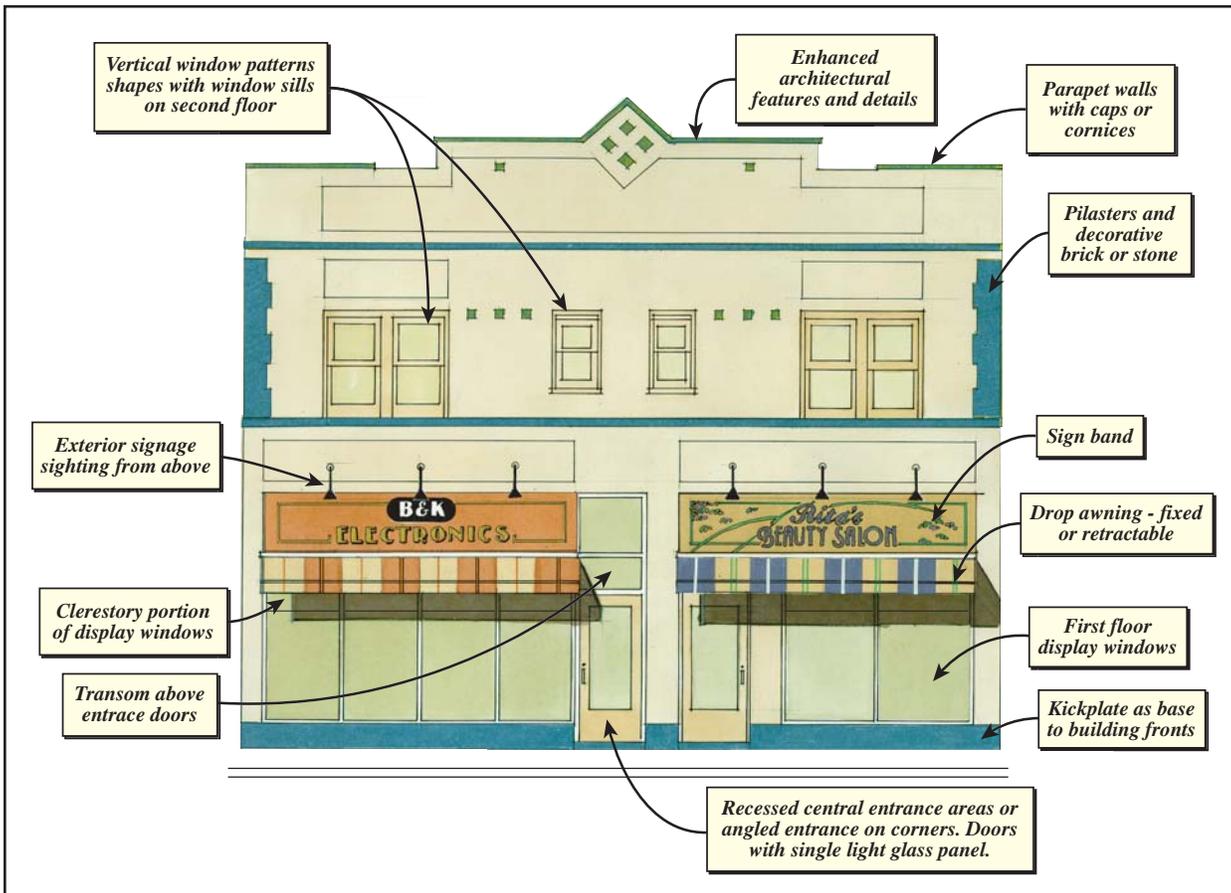


Figure 16
TRADITIONAL FAÇADE ELEMENTS

● **Establish Façade Improvement Program**

Architectural character in the downtown could be improved through façade improvements and by improving and better regulating signage in the downtown area. Building and façade rehabilitations should respect extant architectural character of the buildings. In many cases in the downtown, attractive buildings have been obscured by modern, strip-mall storefront retrofits. Downtown architectural character could be improved with removal and rehabilitation of these storefronts to reintroduce traditional materials, proportions, and design. The Village should continue implementation of this recommendation through

its façade rehabilitation program, which is funded through the Nassau County CDBG Program.

Downtown Master Plan Progress Update: A Façade Improvement Program was initiated by the Village in 2010.

● Improve Pedestrian Environment

The pedestrian environment in downtown would be improved by relocating office uses to the second floor along Main Street, relocating the utility lines along the east side of Main Street to the rear of the existing commercial development (see **Figure 18, Visual Clutter of Utility Lines on Main Street**), and encouraging more residential development in the downtown.

● Improve Transitions Between Commercial and Residential Uses

The transitions between parking areas and adjacent uses should be improved. This can be accomplished through design guidelines (see above). Specific recommendations include:

- Transition building height down towards the rear of buildings and the parking areas on Main Street to provide a more human scale. This transitioning strategy could also function to provide a buffer between the Main Street business environment and residential uses in the surrounding neighborhoods;
- Transition height down in the rear of new buildings along South Front Street to soften their interface with existing adjacent residential uses. Care should be taken in how these uses relate to one another. In addition to transitioning architecturally in height, it is recommended that a well-planted green buffer be provided to ease the transition between uses; and
- Transition between residential, commercial, and parking areas in the downtown. These areas should be planted with a green buffer, including trees, and should be at least 15 feet wide.

Building Height and Density

The Downtown Master Plan proposes a number of strategies and recommendations related to building height and density within downtown Farmingdale:

- **Develop New Zoning**—As described earlier, new zoning in the downtown that reinforces the existing pattern of tiered density will be developed, with the highest density being permitted north of Conklin Street and the lowest being permitted south of Prospect Street. If additional height and/or density bonuses are considered, these should reinforce this tiered density urban form.
- **Strengthen Urban Wall**—The urban wall along Main Street in the downtown area should be strengthened by requiring new buildings to meet zero-setback requirements and to provide residential and or office uses above ground level retail in order to maintain an active streetscape.

Pedestrian Environment, Street Design, and Walkability

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

- **Pedestrian Enclosure**
 - **Improve Existing Sidewalks**—The existing level of pedestrian enclosure along downtown sidewalks should be improved through the use of street trees, awning, street furniture, and traditional architectural elements including sign bands above display windows, clerestory windows, and sconce lighting along pedestrian routes.
 - **Design New Buildings that Promote a Strong Pedestrian Environment**—New buildings in the downtown should include elements that promote a strong pedestrian environment including ornamental cornices or attractive rooflines to help define the building form where it meets the skyline.
 - **Rehabilitate Existing Buildings**—Existing buildings with retrofitted modern storefronts should be rehabilitated so as to improve downtown character and the pedestrian shopping experience. In addition, damaged elements such as torn awnings should be replaced. Finally, missing cornices or building caps should be reinstalled as part of a downtown façade improvement program.
- **Sidewalks and Accessibility**
 - **Improve Sidewalks**—Damaged sections of sidewalk along Main Street and South Front Street should be inspected and repaired. While the brick inlay along Main Street is generally

- in good repair, there are sections that need replacement. The Village could consider using an alternative surface treatment such as patterned concrete along South Front Street.
- **Improve Crosswalks**—Painted crosswalks should be replaced with patterned-surface crosswalks in key locations along Main Street and along South Front Street. Patterned crosswalks along Main Street will improve downtown character and improve walkability. Safety may be further improved through lighted signage indicating pedestrian right-of-way and differentiating surface treatment of sidewalk and roadway. Key locations along Main Street could include the intersection of Main and Conklin Streets, at entrances to Parking Fields 3 and 4, and at the intersection of Main Street and South Front Street. In order to improve pedestrian travel from the train station to Main Street, new patterned crosswalks should be considered at the intersections of South Front Street, Elizabeth Street, and Secatogue Avenue. In addition, midblock bumpouts, to be discussed later under “Downtown Traffic, Parking, and Transportation Strategies/Proposals,” should be provided.
 - **Identify Preferred Pedestrian Routes**—Preferred pedestrian routes into and around the downtown should be defined with informational and wayfinding signage. Defined pedestrian routes should have sufficient sidewalks in good repair, signaled crosswalks, and intersection corners with curb cuts to allow for wheelchair accessibility.
 - **Improve Access for the Seeing-/Physically-Impaired**—All defined downtown pedestrian circulation routes should provide and sight- and physically-impaired access. This generally involves installation of dropped curbs for wheelchair access and directional sound devices and tactile surface treatments on signalized crosswalks, their entrances, and at street corners. These high visibility pedestrian crossings will be discussed later under “Downtown Traffic, Parking, and Transportation Strategies/Proposals.”
 - **Provide Additional Bicycle Racks**—Bicycle racks should be provided at key locations throughout the downtown. Locating bicycle racks near the train station and along Main Street will be especially important in encouraging users to leave their bicycles and explore the downtown on foot.



Patterned-surface crosswalk



Mid-block bump-out



Dropped curb



Tactile surface treatment



Bicycle rack

Program

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

- **Place Offices on the Second Story of Buildings**—Office uses should be restricted to spaces above retail storefronts in order to promote an active pedestrian shopping environment. It is important to preserve viable office uses as part of a mixed-use program for Main Street, but allowing too many of these uses on the ground level can detract from maintaining a strong, active pedestrian environment.
- **Allow Upper-Level Residences**—Residential uses should be encouraged, preferably above retail and restaurant uses in order to create a healthier mixed-use environment. New residential and mixed-use development in the downtown should contribute positively to the streetscape. This is achieved through placement of doorways directly on or just above street-level and by providing parking in the rear or underneath the residential units.

Street Furniture

Street furniture includes benches, planters, decorative street lamps, trash receptacles, and trees. While these elements are present in downtown Farmingdale, their placement and condition should be evaluated to improve downtown character and pedestrian environment.



Street bench

- **Replace Existing Benches**—Existing benches along Main Street should be replaced due to their age, condition, and/or design. For example, most benches on Main Street do not have backs and many were observed to be in disrepair. Replacement would enhance the pedestrian environment and help improve the character of downtown Farmingdale. In general, all street furniture in the public right-of-way should have similar materials, colors, and style. New street furniture should be compatible with existing furnishings, for example those found in Village Green.
- **Improve Street Furniture Placement**—Placement of furniture on the sidewalk on Main Street should be evaluated so as to encourage greater use and facilitate a stronger pedestrian shopping experience.

- **Enhance Wide Sidewalks**—Wider downtown sidewalks, such as those on the east side of Main Street between Conklin Street and Village Hall, should be divided into three areas from storefront to curb:
 - A window shopping area of at least two feet wide in order to allow pedestrians to stop without disrupting pedestrian flow or six feet wide if it is to accommodate on-street dining;
 - A pedestrian travel path of at least four feet wide. Note that the 19-foot wide sidewalks in downtown could accommodate a much wider path (perhaps up to seven feet wide); and
 - An area for street furniture placement, including pedestrian seating, should be no less than four feet wide (preferably six feet) and street furniture such as benches, planters, and trash receptacles should be placed to create informal and inviting seating areas. This available width could allow benches to be perpendicular to the curb and to face one another to allow for conversation and enhance pedestrian comfort. Presently, benches on Main Street are placed singularly and face towards the street. The width of the existing 19-foot wide sidewalks also provide opportunities for additional planting opportunities.

Figure 17, Downtown Sidewalks, shows an example of a well-organized sidewalk utilizing three distinct zones.

- **Enhance Narrow Sidewalks**—Narrower sidewalks in the downtown should be divided into two areas from storefront to curb:
 - A pedestrian travel path of at least four feet wide (up to seven feet wide); and
 - An area for street furniture placement of at least four feet wide, with street furniture such as benches, planters, and trash receptacles. These should be placed to face the storefronts so as to create opportunities for informal conversation with pedestrians.

As indicated in **Figure 17**, the wide path of travel could also accommodate some window shopping. In this instance, benches should face the storefronts.

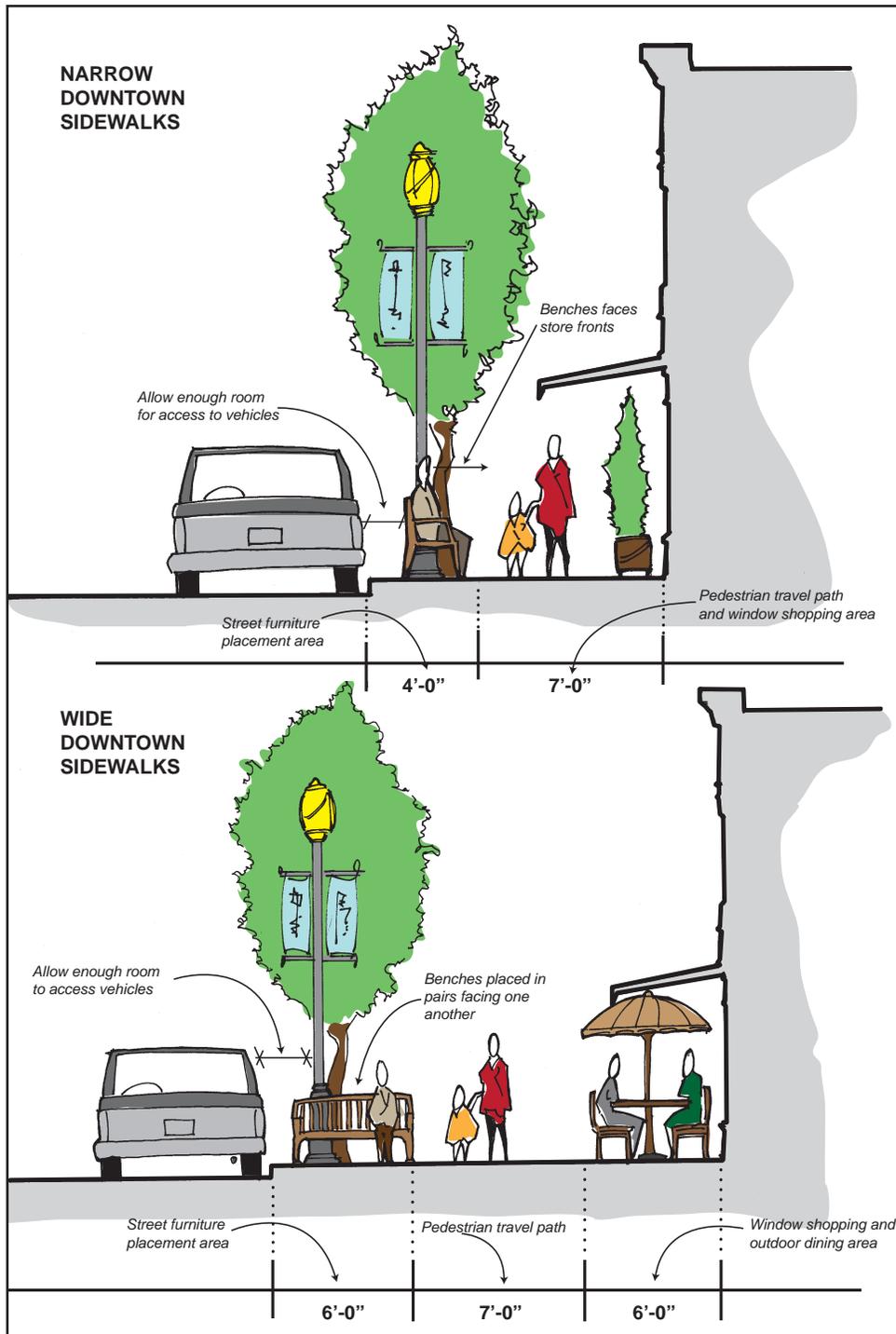


Figure 17
DOWNTOWN
SIDEWALKS

- **Replace Fencing**—The existing chain link fencing in the downtown should be replaced, especially along primary frontages on Main Street and South Front Street. Chain link fencing, while affordable, detracts from the character of downtown and could be replaced by other fencing material, including wrought iron, painted wood, and/or low stone, or brick walls. The base of fencing could be softened with vegetative ground cover.
- **Protect Street Trees**—Decorative grates or short wrought iron fencing should be installed around tree beds for protection, to improve appearance and for litter control. Street trees along Main Street are young, healthy, and are generally well-cared for. However, the tree wells could benefit from better maintenance with respect to litter clean-up, and their appearance could be improved with decorative grates or by planting vegetative ground cover.



Wrought iron fence

Remove Utility Lines

The utility lines that run on the east side of Main Street could be relocated to the rear of stores, as has been done on the west side of Main Street. While submerging these lines underground would be ideal, the associated cost would likely be prohibitive. Currently, the utility lines contribute to the visual clutter of Main Street and their numerous poles detract from the pedestrian environment along the sidewalk. **Figure 18, Visual Clutter of Utility Lines on Main Street**, shows a before and after image with and without utility lines for a portion of Main Street.

SIGNAGE

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

Improve Commercial Signage

Commercial signage in downtown should be improved and the number of signs reduced, especially along Main and Conklin Streets. The wide variety of sign styles, including attractive carved wood hanging signs to large interior illuminated light-box wall signs creates unnecessary visual clutter, hides architectural



Examples of attractive commercial signage in the downtown area





Figure 18
REMOVING
VISUAL CLUTTER
OF UTILITY LINES
ON MAIN STREET

character, and detracts from creating a unified Main Street appearance. Remedying this should be accomplished through a review and amendment of existing signage regulations and adoption of downtown design guidelines, which should be one of the early items to be implemented. Improved signage regulations and design guidelines would apply first to the downtown area only and could include specific regulations governing the number of signs allowable, sign size and placement, materiality, color and an improved permit review process. Design guidelines for signs would provide those wishing to build or redevelop with a clearer picture of what to expect when appearing before the Village's Architectural Review and Planning Boards.

Downtown Master Plan Progress Update: Signage regulations and Design Guidelines for the downtown were adopted by the Board of Trustees in 2011.

Provide Better Wayfinding/Placemaking Signage

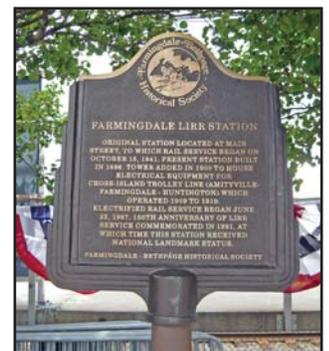
A wayfinding and placemaking signage program should be developed to define the boundaries of downtown and direct visitors to key locations in the downtown. For example, clear and attractive signage will be instrumental in making a clearer connection between the train station and Main Street. One placemaking idea that has been successful uses local or regional artists to create a local public art program or design wayfinding/placemaking signs for the downtown area. This unique signage program could also help to develop Village municipal identity if applied to municipal buildings and facilities.

Improve Informational/Street Signage

Informational and street signage in the downtown should be improved and the number of signs reduced. Informational signage, while necessary and helpful, does not have to be unattractive. There is an over abundance of informational signage in downtown, much of it being standard NYSDOT signage mounted on perforated metal channel. These should be replaced with more attractive signage. Where standard NYSDOT signage must remain, it should be mounted on more attractive poles. As discussed in the *Existing and Emerging Conditions Report*, there are several examples of attractive, functional informational signage in the downtown. These signs should be used as models, and/or the Village should seek alternate models or public signage programs.



Examples of attractive informational signage in the downtown area



Improve Signage Alignment

Signage and their features should be aligned to help unify the street visually. Alignment of signage is an important element in creating a stronger sense of organization in the downtown. Aligning signage features from one building to the next creates visual continuity, which in turn improves the pedestrian experience and helps create a sense of place. Alignment of signage with architectural features contextual to each building is also important. Regulations should not discourage individual retail expression, but rather should allow for purposeful differentiation to occur within certain parameters (e.g. signage typeface and colors, storefront displays, etc.). **Figure 19, Main Street Façade and Sign Placement Analyses**, and **Figure 20, 300 Main Street Façade Analysis**, show a conceptual realignment of signage and façade elements for one block on Main Street.

Downtown Master Plan Progress Update: Signage regulations for the downtown were adopted by the Board of Trustees in 2011.

Develop Design Guidelines

Examples of preferred and discouraged signage types should be included in the design guidelines to inform property owners of the Village's preferred signage types. The design guidelines should be referenced in the sign ordinance.

Downtown Master Plan Progress Update: Design Guidelines for the downtown were adopted by the Board of Trustees in 2011.

Create Signed Gateways to the Village

Intentional gateways should be created through gateway buildings, street and landscaping improvements, and the use of signage to mark entry into the downtown. As described earlier in this chapter and in detail in the *Existing and Emerging Conditions Report*, several gateways into downtown were identified, including the train station the four parking fields, and the intersections of 1) Fulton Street and Main Street, 2) Main Street and Conklin Street, and 3) Main Street and Melville Road. These areas should be appropriately signed with attractive directional signage.

1. Introduction

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PARKING FIELDS

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

Subdivide Parking Areas

The parking fields should be subdivided into smaller areas through the use of landscaping and/or other visual elements including planting strips/islands, ground cover, or shrubs to separate double rows of parking. It was observed that some areas of the Village's parking fields employ planting strips to separate double rows, but these elements need replanting with ground cover and/or trees.

Provide Better Pedestrian Connections

The parking areas should be connected to one another and to Main Street through the use of clearly defined pedestrian pathways and signage within the parking areas. These pathways can be formed through the use of islands and/or alternate paving treatments.

Provide Better Landscaping

Landscaped planting strips should be utilized to separate the parking area from the pedestrian public right-of-way where parking areas abut public sidewalks. These should be at least six feet wide or equal to the setback of adjacent buildings. Several parking areas provide planting strips between the parking areas and sidewalk, but these areas should be planted with vegetation that provides visual screening to reduce the visual impact of the parking areas.

Enhance Screening

Vegetative screens or low walls of a material similar to adjacent buildings should be utilized at vehicular entrances to parking fields to minimize the visual impact of the parking areas. These areas can also be planted with small trees and shrubbery, but care will be needed to be given to protecting sight lines for pedestrians and vehicles. **Figure 21, Parking Entrance Design Concept**, shows a concept plan of how the entrance to Parking Field 1 could be improved. In addition, service facilities, such as refuse dumpsters,

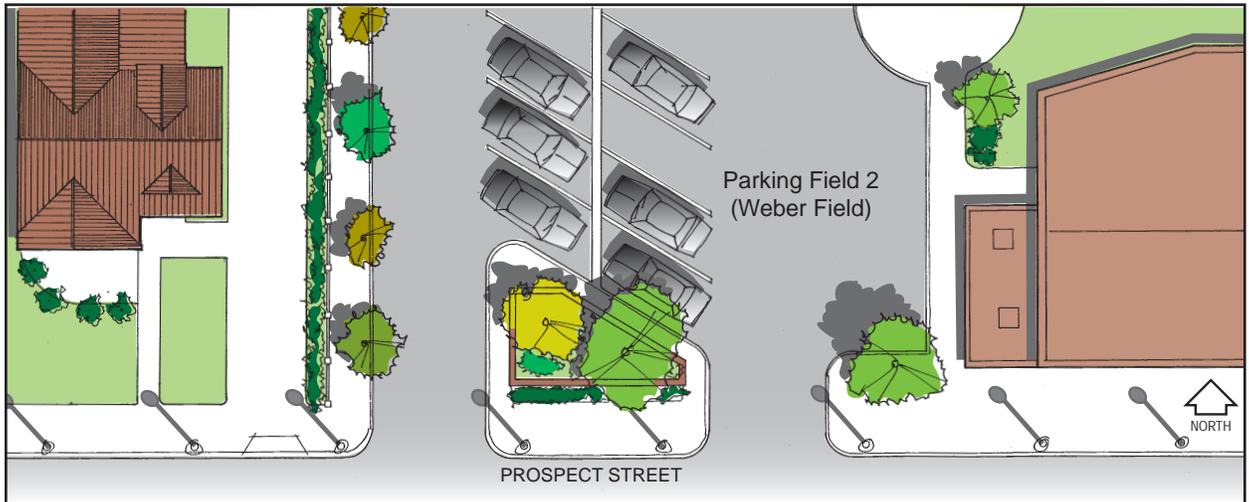


Figure 21
PARKING ENTRANCE DESIGN CONCEPT

recycling areas, and utility equipment should be screened with fencing and vegetation. It was observed that some dumpsters in the parking fields were screened with chain link fencing and aluminum slats. These could be improved with the use of alternate fencing material, including painted wood or brick walls with vegetation used to soften the base.

Enhance Buffering

Vegetative buffers, including trees where parking areas abut private residences should be provided. Buffers should be at least 15 feet wide. None of the parking areas observed in the downtown provides adequate screening for adjacent residential uses.

Improve Lighting

Ample lighting should be provided within the parking area. Lighting design should be given the same attention as other design elements, including consideration for providing lighting that not only provides adequate security but is also attractive and contributes to sense of place. In addition, such lighting should be shielded so as to prevent light trespass or upward distribution of light.



Enhanced buffering between parking and residential areas

OPEN SPACE

Open space plays an important role in a downtown by providing areas where people can rest, play, enjoy the outdoors, and participate in social activities. Downtown parks and public spaces can and should be great assets for the whole community. To that end, they should play an especially important role in the Village's efforts to enhance downtown's livability and its distinctive quality of life. Recommendations to improve existing and create additional open space in the downtown include:

Redesign Village Green

The Village Green, which is located adjacent to Village Hall along Main Street, should be redesigned so that it has a stronger presence on Main Street and is more pedestrian friendly. The rear of Village Green should be improved with a formal entrance from Parking Field 4 and/or connection to the proposed multi-functional linear space between the backs of buildings and the parking areas (see below). Currently, the Village Green operates as a landmark—people recognize it as only as a destination or place to go. Given its location, the park could be improved to operate also as a node—a place that people pass through—and function as another formal pedestrian entrance or gateway to Main Street from Parking Field 4.

Create a Linear Park/Plaza

A linear multi-functional green/hardscape space should be created in the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street. Currently, this area is underutilized and not well-maintained. Creation of a new multi-function open space would not only provide additional flexible open space in the downtown, but it would also serve as a functional buffer between parking fields and new residential development on Main Street. This would increase the market viability of such residential units and increase the comfort level of the residents.

Beyond that, this space should be viewed as an important zone of architectural transition. If new development were to occur on Main Street (e.g. residential above retail) this space should be rendered so as to provide a functional buffer between the parking and residential units. This would increase the market viability of residential uses along Main Street and increase the comfort level

of the residents. This area should also function to provide a buffer between the Main Street business environment and residential uses in the surrounding neighborhoods.

More specifically, in Parking Fields 3 and 4 for example, the 30-foot to 50-foot wide zone between the backs of buildings and the parking areas could be designed to accommodate a wide variety of outdoor uses. It would also improve the appearance of the parking areas, which is a primary point of arrival for many downtown visitors. The area could be planted with trees and vegetative planters to buffer and screen the parking area from restaurant seating, and designed with hardscape and landscaped areas to allow restaurants and bars to hold patio dining in the new park. It was observed that at least one business currently provides patio service in the rear of its establishment in this area, but it has to screen this seating within a much too tall eight-foot wooden fence. If improved, this space could also serve as a location for a linear “Farmers’ Market in Farmingdale” or an annual crafts fair and other programmatic functions that would enhance and promote downtown identity. The linear park design could also provide a formal rear entrance to the Village Green. Service functions such as trash, deliveries, fire access, and other required functions that presently occur along this edge would also be accommodated in the design.

Improve the Pocket Park at the Entrance to Parking Field 3

The existing pocket park at the entrance to Parking Field 3 should be improved with new plantings, street furniture placement, and tree grates, or decorative tree guards at the base of trees. This park is presently equipped with benches, trees and a clock, but could be improved with more attentive maintenance. The space could be further improved if windows opened on to the park from adjoining buildings. This would create a more active setting for outdoor dining if a restaurant was to occupy the adjoining building space to the north.

On the south side of the parking entrance, potential new development on the adjacent row of vacant buildings could be designed to provide a small green space that compliments the existing hardscaped seating area on the north. Restaurant uses could front the new green space at this location. This would not only provide additional needed open space in the downtown, but

would also allow the existing pocket park to play a stronger role in the downtown. Under this scenario, the parking entrance itself could be improved with brick paving and traffic calming measures such as speed bumps. **Figure 22, Pocket Park Design Concept**, shows a conceptual design for the pocket park at this location.

Create a “Station Green”

As discussed above, a new park or “station green” should be created at the western end of the train station parking area to welcome visitors to Farmingdale and to serve as a formal pedestrian gateway into the downtown (in combination with improvements to South Front Street). The station area offers the greatest opportunity to create additional open space in downtown Farmingdale. Currently, people arriving by train are greeted by two large parking lots and a mostly empty warehouse and other vacant buildings. This could be improved with a new park supported by station-serving restaurants and convenience retail, as depicted in **Figure 13, “Station Green” Perspective**.

Enhance Recreational Events and Activities

The Village Green and other outdoor spaces in downtown could also be used to attract additional visitors and residents to the downtown. Recommendations include:

- **Better Coordinate Events**—A more coordinated approach to activity and event planning should be developed to help attract more visitors to the downtown and strengthen existing events, such as those held at Village Green. This approach should include improvement plans based on public input and result in a range of spectator and participatory events for all user groups year-round, including farmers, crafts and flea markets, or book fairs; and
- **Promote Youth Activities**—The strengths of existing cultural offerings should be built upon to promote activities for youth in the downtown. This could include art or reading programs associated with Farmingdale Public Library and youth-oriented events including high school theater productions and college fairs.

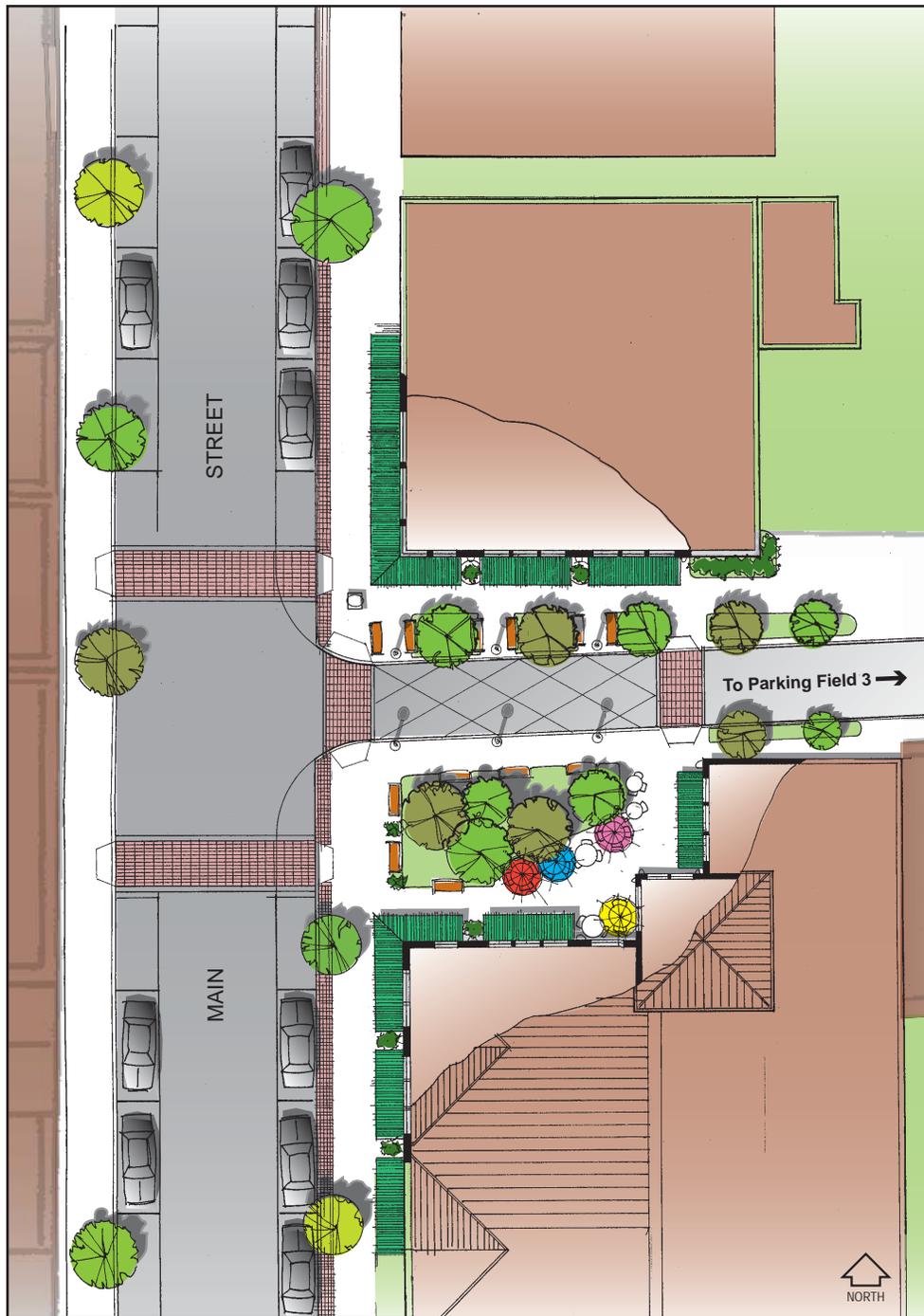


Figure 22
POCKET PARK
DESIGN CONCEPT

Downtown Economic Development Strategies/Proposals

DOWNTOWN MASTER PLAN INTEGRATION

The Downtown Master Plan for the downtown area brings together a number of elements that support and enhance the Village as a sustainable and vibrant downtown, including mixed-use development at the 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.

Train Station Development

The proposed master plan calls for the development of a mixed-use district around the train station, including multi-family residential buildings with retail at the base. The inclusion of residential units around the station will bring new customers to downtown. Based on other TOD in the New York metropolitan area, residents of these buildings are likely to represent a wide demographic spectrum including young professionals (either single or married) and empty nesters that will have diverse shopping needs that can be satisfied by retailers in downtown Farmingdale.

In addition to bringing new customers to the area, the buildings are positioned in a way that creates a retail corridor that leads from the train station to Main Street and extends the downtown's retail district on the ground floor by providing an uninterrupted shopping experience for pedestrians.

In order to maximize the potential for train riders to shop on Main Street, an anchor tenant such as a casual sit-down restaurant/bar should be located at the intersection of Main Street and South Front Street. Other retailers that would benefit from both train riders and Main Street shoppers include a gourmet deli with take-out/take-home foods, dry cleaner/shoe repair, and wine shop.

New Residential Units on Main Street

As with residential development around the train station, the inclusion of residential units on Main Street will bring new

customers to the shops and services on Main Street. This should bode well for casual dining restaurants, small home furnishings/gifts, as well as specialty food stores selling cheese/baked goods/produce/gourmet coffee and tea by increasing the retail market and supporting street life and shopping activity during the day, evening, and on weekends.

Smaller Stores and Storefronts

Since currently most storefronts along Main Street are greater than 2,000 square feet, many of the stores on Main Street today are economically infeasible for the smaller tenant seeking space in the 500- to 1,000-square foot range. When coupled with relatively high rental rates, occupancy costs in downtown Farmingdale cannot be supported by the potential to generate revenues. The Downtown Master Plan recommends limiting the size of new retail stores along Main Street. By doing so, the Main Street corridor will be able to provide a greater range of storefronts and store sizes, and as a result, will be attractive to larger number of retail shops and services than it is today.

Creation of Sidewalk Cafés

Currently Downtown Farmingdale is a destination for dining on Long Island, attracting diners from nearby, as well as from other towns and villages. The Village should build upon its reputation as “the” place to go for food and drink by encouraging additional restaurant venues to locate along Main Street. One way to enhance the physical attractiveness of Main Street as a “restaurant row” is to create an atmosphere that supports this concept through the use of sidewalk cafés. As described earlier in reference to urban design, by creating spaces where sidewalk cafés can be incorporated into the design of Main Street, pedestrians and drivers are more likely to notice these venues and, perhaps, frequent them. Additionally, outdoor seating that operates into the evening hours will create a sense of excitement and activity as well as a place to be seen, that can be found in vibrant cities throughout the world. Finally, better utilization of the rear areas of stores, including outdoor cafés, will build upon the Village’s reputation and enhance the transition from Main Street to the parking areas.



Sidewalk Café

OTHER ECONOMIC DEVELOPMENT STRATEGIES/PROPOSALS**Mandate Ground-Floor Retail Uses**

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

Provide Public Incentives and Activities

The Village should consider pursuing County and State funding for small business training and storefront improvements. As discussed earlier, the Chamber of Commerce and the Village should work together to host public festivities such as festivals, parades, and other special events, especially in Village Green and the new greenspace by the train station to promote the Village and Village retail. A successful example in Farmingdale was its recent hosting of the United States Golf Open (which was played on the “Black Course” at Bethpage State Park), which benefited the downtown area and its retailers.

Proactively Market Downtown Farmingdale Shops and Services

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

Reach Out to Farmingdale State College

The Village should develop a working relationship with Farmingdale State College and partner very closely to increase their usage of Village retail and possibly residential. In the short-term, the school could help to develop temporary uses for vacant storefronts, such as exhibits from the Visual Communications department and seasonal displays from the Ornamental Horticulture department. Additionally, the Acting Dean of Students suggested that students might utilize more Village businesses if their operating hours were extended to 9:00 or 10:00 PM. To complement this effort, the Village or Chamber of Commerce could attract more business from the college by offering special promotions or discount coupon books for both students and faculty/staff and inviting college participation for any sponsored special events. In the longer-term, the Village should conduct a survey of students, faculty, and staff about retail and residential offerings in Village, as well as investigate the potential for transit connections between the campus and downtown Farmingdale.

Downtown Traffic, Parking and Transportation Strategies/Proposals

Within the *Existing and Emerging Conditions Report*, several key attributes of the downtown area's traffic and transportation system were highlighted and are built upon in the Downtown Master Plan, including:

- The **train station is within walking distance** of Main Street and is a significant asset. Parking lot occupancy is at virtually 100 percent and there is a backlog of commuter requests for parking spaces should spaces become available;
- The **pedestrian environment** along Main Street is relatively attractive, with brick pavers and landscaping and with crossings of Main Street also highlighted by the placement of in-street signage advising motorists to yield to pedestrians;
- **Overall parking occupancy**, both on-street along Main Street between South Front Street and Fulton Street and within its four parking fields and the Waldbaum's parking lot, is generally 40 to 60 percent, indicating additional parking demand can be accommodated; and

- **Main Street's narrowness** allows for just one travel lane and a narrow curb lane in each direction since its overall curb-to-curb width is only 32 feet. Yet, its moderate volume of traffic allows it to potentially accommodate more traffic.

The sections that follow address the above issues and outline recommendations for improved accessibility and safety, while reducing the potential for adverse impacts as a result of the Downtown Master Plan.

TRIP/PARKING GENERATION

The proposed program of the Downtown Master Plan would generate traffic as a result of its potential for a net increase of residential units, office, local retail, restaurant, and community facility spaces as compared to existing conditions. Each type of land use generates trips at a different rate, at different hours of the day, and at different peaking intensity levels, with different modal splits (i.e., travel mode percentages), and vehicle occupancies.

Retail/Restaurant

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

For retail use, one significant factor will be the type of retail space that occurs and its fit contextually within the overall type of stores and uses presently on Main Street. New stores that fit contextually

with the existing uses would likely have more linkage for shoppers and, hence, generate fewer new vehicular trips. On the other hand, a significant new retail tenant—specifically a “big box” type of tenant or one that generates a flurry of new shoppers coming into the area—would be a more sizable traffic generator. In addition, the space available in existing and proposed downtown stores is not sufficient for any new “big box” development. Success will, by definition, bring more shoppers, more diners, more walkers, etc. which are all good for downtown, while also bringing more traffic.

Residential

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

A major factor vis-à-vis residential development is its proximity to the train station. Overall, about 10 percent of work trips made by Village residents are by public transit. Yet sample data provided by the LIRR also indicate that more than 20 percent of all access trips to the station are made on foot, meaning that new residential development near the station would have more walk trips and fewer auto trips than residential projects a half-mile or more from the station.

Impact of Downtown Master Plan

The Downtown Master Plan would generate a net increase of vehicle trips in the the downtown, including both inbound and outbound trips. It is important to point out that not all of these vehicle trips will pass through any single intersection, but would be distributed from many origins within the Village to many destinations generally beyond the Village limits. Trips are made to destinations elsewhere in Nassau County, in Suffolk County, Queens, and even longer-distance trips beyond Queens. Traffic would use a multitude of routes to get to their destinations including, but not limited to, Conklin Avenue, South Front Street, Fulton Street, Clinton Street, Melville Road, Round Swamp Road, Secatogue Avenue, and

others. Further, it should be noted that additional traffic and, likely slower moving vehicles, is often a positive thing for downtowns and for the pedestrian environment.

The Downtown Master Plan could provide upwards of 830 new parking spaces in the downtown area. However, based upon industry sources, approximately 950 spaces would be required. The result is a potential difference of approximately 120 spaces. However, given the under-utilization of the municipal parking fields and the abundance of available spaces, it is expected that the net shortfall would easily be made up by existing parking facilities incrementally over time (i.e., 25 years).

RECOMMENDED ACCESS, CIRCULATION, AND PARKING IMPROVEMENTS

Based on the existing conditions within the downtown area and the potential improvements and redevelopment, a series of downtown access, circulation, and parking recommendations are being suggested as part of the Downtown Master Plan. These recommendations are measures that the Village can take to improve conditions along Main Street, regardless of how much development proceeds.

“Complete Streets”

Complete streets are designed and operated to enable safe and convenient access for all users, including: pedestrians, bicyclists, motorists, and public transportation riders. Common elements of a complete street include: sidewalks, bike lanes, wide shoulders, crosswalks, street trees and other elements that increase safety and accessibility. The Downtown Master Plan recommends the creation of a complete streets policy that will help direct transportation planners and engineers to design streets with all users in mind.

Vehicular Traffic Improvements

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

INTERSECTION OF MAIN STREET AND CONKLIN AVENUE (LOOKING AT SOUTHBOUND TRAFFIC ON MAIN STREET)



Southbound Main Street traffic is queued behind a vehicle waiting to make a left turn. The single travel lane on Main Street does not permit through traffic to go around a car waiting to complete its left turn. The same condition exists on northbound Main Street.

• Intersection of Main Street and Conklin Avenue

Although this is not a limiting factor within the majority of the street's length between South Front Street and Fulton Street, it is a significant factor at Main Street's intersection with Conklin Avenue. At this intersection, delays are caused by the inability of northbound/southbound through traffic on Main Street to pass through the intersection when cars ahead of them are waiting to make left turns onto Conklin Avenue. There is not sufficient roadway width for through traffic to easily get around a queue of cars waiting gaps in oncoming Main Street traffic in order to safely complete their left turns. On the eastbound and westbound approaches of Conklin Avenue, the roadway is wider and allows for inclusion of left turn lanes in each direction. On Conklin Avenue, there is just one general travel lane in each direction shared by through traffic and right turns onto Main Street; bus stops and on-street parking or delivery vehicle areas also occupy the curb lanes.

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

A preferable option would be to prohibit on-street parking for approximately 100 feet along each side of Main Street north and south of Conklin Avenue, and utilize the 32 feet of street width to create a left turn lane and a through lane in each direction. Since there are some restrictions on on-street parking already in this 100-foot approach to the intersection, this prohibition would result in the loss of a maximum of about four to five spaces on the north side of Conklin Avenue and the same number of spaces

INTERSECTION OF MAIN STREET AND CONKLIN AVENUE (LOOKING EASTBOUND ON CONKLIN AVENUE)



The loading zone can be designated for loading/unloading for a period in the morning only, and be designated as a right turn lane during the remainder of the day to increase the capacity of this approach to the intersection.

on the south side of Conklin Avenue. Although all parking spaces are valuable on Main Street, the Village’s main shopping street, the benefits of reducing delays for much Main Street traffic by implementing this plan would outweigh the loss of fewer than ten spaces overall.

There are additional actions that can be taken to improve traffic flow at this intersection. One would be limiting the hours for commercial deliveries along the curb lane of eastbound Conklin Avenue approaching Main Street (commercial deliveries are currently allowed all day every day) to peak periods for deliveries on weekdays (7:00 to 10:00 AM, or even 7:00 AM to 3:00 PM, for example), and allowing right turns to use that curb lane during all other time periods. Similarly, westbound on-street parking is allowed in the curb lane approaching Main Street. A right turn lane could be created by prohibiting curb parking for approximately 100 feet, resulting in the loss of four to five spaces but taking right turns out of the traffic stream that today has just one travel lane for through traffic and right turns. It also appears that the total signal cycle is excessive; modifications to the signal cycle and timing allocations can be considered in conjunction with the other capacity improvements mentioned above.

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

• **Intersection of Main Street and South Front Street**

Conditions at the intersection of Main Street/South Front Street are heavily influenced by the presence of the LIRR at-grade crossing. Both Main Street and South Front Street each operate with just one travel lane per direction. The intersection is unsignalized; South Front Street traffic is stop-sign controlled. When the gates are down and Main Street traffic is stopped, traffic conditions are substantially worse, until such time as the train passes completely through and the gates are activated to return to the up position and free flow returns to Main Street traffic. There is little that can be done by the Village regarding the at-grade crossing. Railroad stipulations dictate how long the gates need to be in a down position. However, there are two sets of measures that can be undertaken by the Village, regardless of the at-grade crossing conditions. First, as part of the TOD development near the train station, South Front Street could be widened between Elizabeth

SOUTH FRONT STREET LOOKING EAST BETWEEN ELIZABETH STREET AND SECATOGUE AVENUE



Proposed TOD development near the train station will include widening South Front Street to allow for adequate two-way traffic flow.

Street and Secatogue Avenue to the same width that exists west of Elizabeth Street to Main Street. This would create substantially improved two-way traffic flow while maintaining on-street parking. Second, a series of pedestrian improvements can be instituted to make the connection from the train station to and from Main Street more walkable, more pedestrian-friendly, and potentially safer. This is described below in this section under “Pedestrian Improvements.”

- **Intersection of Main Street and Fulton Street**

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

Parking Recommendations

Along with vehicular traffic improvements, a series of parking recommendations should be considered.

- **Configuration of On-Street Parking**

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

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

- **Additional LIRR Parking**

In terms of additional LIRR parking, two options exist. One is to create additional 12-hour parking in Parking Field 3 for use by LIRR commuters. Other considerations include the creation of some 12-hour parking along Conklin Avenue and/or use of the parking lot along Jackson Avenue for non-resident long-term parking. The second is to provide additional commuter parking

12-HOUR PARKING OPTION IN PARKING FIELD 3



Opportunities exist to create additional 12-hour parking in Parking Field 3 for use by LIRR commuters.

ADDITIONAL LIRR COMMUTER PARKING OPTIONS



Opportunities to provide needed LIRR commuter parking exist as part of the TOD development near the train station (above) and by converting some parking in Parking Field 3 for commuter use (below).



or shared parking near the LIRR train station, including the possibility of structured parking that would be constructed via a public-private partnership. All of these options are viable and should be developed further.

Opportunities to provide needed LIRR commuter parking exist as part of the TOD development near the train station and by converting some parking in Parking Field 3 for commuter use.

- **“Park Once” Program**

As noted in Chapter III, contiguous to the development of the Downtown Master Plan, a workshop was held with a parking consultant funded through NYMTC. One of the recommendations was to create a “Park Once” program that would encourage retail customers to “park once” and then walk throughout the downtown. Downtowns such as Boulder, Colorado or Pasadena, California have created “park once” programs creating a “sense of place” and walkable environment with retail, entertainment and restaurants. Urban design improvements and pedestrian enhancements proposed as part of this Plan will create an opportunity to improve the walkability of the downtown, thereby reducing the impact of perceived and real distances between locations and acting as an incentive to support a “park once” environment.

- **Improvements to the Parking Fields**

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

- **Other Parking Recommendations**

It would also be important to educate and promote downtown employers and their employees to not use the on-street parking spaces in front of their businesses in order to keep them available for their patrons. Downtown employees should be educated to park within the Municipal lots.

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

Pedestrian Improvements

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

- **Midblock Bumpouts**

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

- **High Visibility Pedestrian Crossings**

Also mentioned under “Downtown Design Strategies/Proposals,” high visibility (perhaps raised) pedestrian crossings should also be installed at the intersections of Main Street/South Front Street and Main Street/Conklin Avenue. Although corner bumpouts would shorten the crossing distance for pedestrians across Conklin Avenue at Main Street, there are roadway traffic capacity issues that are more significant and installation of bumpouts at this location would negate the potential for traffic capacity improvements. Installation of high visibility pedestrian crosswalks would still constitute a step in the right direction (see photograph below). Consideration should also be given to improving sight- and physically-impaired access by installing pedestrian countdown clocks and audible devices and tactile paving patterns across Conklin Avenue at Main Street that advise

INTERSECTION OF MAIN STREET AND SOUTH FRONT STREET



Pedestrian treatments would be beneficial at this location to heighten motorist awareness of pedestrian crossing needs.

pedestrians of the amount of time remaining for them to cross Conklin Avenue and which can improve pedestrian crossings and safety.

- **Improved Connection Between the Train Station and Main Street**

A third recommendation relating to pedestrian improvements, which is also linked to other recommendations within the Plan, is improving the connection between the train station and Main Street. Currently, the roadway width of South Front Street between Main Street and Secatogue Avenue is about 32 feet curb-to-curb, with a 10-foot wide sidewalk along the south side of South Front Street and 24 feet curb-to-curb with a 10-foot wide sidewalk between Elizabeth Street and Secatogue Avenue. As stated earlier, as part of the TOD near the train station, the developer would widen South Front Street to provide a 32-foot wide roadway, which would align with the section of South Front Street to the south and allow for better two-way traffic flow on this street, as well as maintain the 10-foot width of sidewalk. Creating an attractive, well-lit pedestrian environment would be an important factor in linking the station with Main Street and would be an important of a revitalized downtown. See **Figure 13, South Fron Street Perspective**

Downtown Infrastructure Strategies/Proposals

WATER SUPPLY SYSTEM

In order to accommodate the anticipated growth of the Downtown Master Plan, the water supply system of the Village will need to be upgraded. As noted before, the water supply system will have to be upgraded regardless, due to concerns over a contamination plume and minimal existing water capacity to handle fire emergencies. The Downtown Master Plan recommends that a complete groundwater investigation should be performed and a number of alternative solutions should be explored. In addition, the Village has conducted a “Shared Public Water Services Feasibility Study,” which aims to evaluate the applicability, potential savings, advantages, and disadvantages of a shared public water services between the Village of Farmingdale and the South Farmingdale

Water Department. Whatever the strategy that is selected, the resultant upgrading of the water supply system will allow growth and revitalization of the downtown area to occur, without concern over water demand, fire emergencies, and/or contamination.

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

SANITARY SEWER SYSTEM AND STORM DRAINAGE

The Downtown Master Plan does not contain any improvements or modifications to the existing sanitary sewer and storm drainage systems since the downtown area is already developed and all stormwater runoff is to be contained on-site, to the extent possible. However, Village DPW, the Village's civil engineering consultant, and NCDPW are examining ways to reduce or eliminate the existing flooding issues within the Village, including at the intersection of Secatogue Avenue and South Front Street. The proposed TOD at that location will need to ensure that it does not contribute to the flooding issue. Regardless of any alternative solutions, it is important that proper maintenance of the existing drainage structures is done on a regular basis to avoid any flooding issue.

SITE-SPECIFIC REVIEWS

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

Other Downtown Strategies/Proposals

Much of what will be discussed here has already been mentioned in other sections of the Downtown Master Plan document.

HOUSING AFFORDABILITY

The provision of additional housing opportunities in the Village is a key component of the Downtown Master Plan. The Plan's recommendations will add to the Village's supply of affordable housing units, which will complement the Village's existing affordable housing choices (currently focused on seniors), will in some cases replace the existing "illegal" apartments, and should be integrated into the general community housing stock. The zoning regulations will be reformulated to include a minimum required set-aside of 10 percent workforce units in all new residential or mixed-use construction. Affordability should be defined based on the local median family incomes, as opposed to the median family incomes in the County, which are greater. The zoning regulations will also include incentives to those developers who produce more than the minimum set-aside. The Downtown Master Plan encourages augmentation of the Village's current affordable housing programs via continued coordination with Nassau County. The feasibility and structure of establishing a community land trust to develop and ultimately manage potential affordable housing on Village-owned catalytic sites (as well as potentially other sites in the Village) should be explored. Finally, other approaches should be considered, such as transferring foreclosed and tax-delinquent properties to working families and first-time homebuyers, in order to provide additional affordable housing opportunities. As has been done in other locations, not-for-profit groups should be utilized to help develop parcels and buildings for workforce/next generation housing.



Mile-a-Minute Murphy



Cross-Island Trolley

CULTURAL AND HISTORIC PROPERTIES

The Downtown Master Plan will promote the preservation and, in some cases, enhancement of cultural and historic properties.

The National Register-listed train station will be enhanced via TOD that will enliven the entire area and make the train station a centerpiece of development. The placement of activity generators, especially the proposed station green, will allow commuters,

residents and others to dwell in the station area. Further, civic functions and gatherings could occur at the greenspace and could include, among other things, annual re-enactments of Mile-a-Minute Murphy and the Cross-Island Trolley.

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

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

The Village should continue to work with the Farmingdale-Bethpage Historical Society to identify and preserve historic properties.

OPEN SPACE AND RECREATION

The Downtown Master Plan improves and adds to the open spaces in the downtown area through a mix of the creation of new spaces and improvement to existing spaces:

- The creation of a new greenspace at Secatogue Avenue and South Front Street is a key component of TOD at the train station. This "station green" would welcome visitors to Farmingdale and to serve as a formal pedestrian gateway into the downtown;
- The small hardscaped pocket park at the entrance to Parking Field 3 off of Main Street will be enhanced to include a number amenities, including new plantings, street furniture, and tree grates. The space could be further improved if windows opened on to the park from adjoining buildings and if a small greenspace is included in any redevelopment of the buildings to the south;
- Village Green should be redesigned to have a stronger presence on Main Street and is more pedestrian friendly. The rear of Village Green should be improved with a formal entrance from Parking Field 4 and/or connection to the proposed multi-functional linear greenspace at the backs of buildings and parking areas;
- As part of the creation of a northern gateway to the downtown

area, the small park at the intersection of Melville Road and Main Street will continue to act as an important gateway entrance;

- The Village-owned parcel along Elizabeth Street, south of South Front Street, currently not utilized by the public, will be made more user-friendly through signage, amenities, and maintenance;
- In order to tie these greenspaces together, the Downtown Master Plan proposes a linear multi-functional green/hardscape space be created in the space between the rear of buildings and the parking areas on the east side of Main Street from the Village Green to South Front Street. Creation of a new multi-function open space would not only provide additional flexible open space in the downtown, but it would also serve as a functional buffer between parking fields and new residential development; and
- Finally, the Downtown Master Plan encourages the Village and School District to continue to coordinate to allow public use of the Weldon E. Howitt Middle School ballfields and track outside of school hours. Access to this large recreational resource just outside of the downtown area would be a tremendous quality of life amenity to Farmingdale's residents.

SUSTAINABILITY

in concert with the sustainability efforts occurring as part of the Nassau County Master Plan and the Long Island 2035 Sustainability Plan, the Downtown Master Plan suggests applying development and financial incentive programs to the downtown area, such as the County's "Greening of Levittown" and the Town of Hempstead's "Energy Star Homes" Program for developers to use sustainable practices and require all Village departments to do the same. Sustainable practices include utilizing low impact development methods (such as green roofs, porous paving, stormwater retention), green building and infrastructure design techniques to reduce total energy consumption, and alternative and renewable energy (such as wind and solar power). A key component of the Downtown Master Plan is the creation of TOD at the train station, which is not only an important element towards the revitalization of the downtown, but is part of the overall sustainability strategy of the Plan. According to the American Planning Association (Zoning Practice, April 2009), the average TOD (with 100 residential

units) provides 500 tons of CO2 saving per year. This compares favorably to three tons per year for the installation of a solar array (300 square feet) and one ton per year for the planting of 40 trees. Sustainability encompasses not only environmental sustainability, but economic and social sustainability as well. The Downtown Master Plan envisions downtown Farmingdale as a socially sustainable community, characterized by an intergenerational and socioeconomically diverse population, and by public services that equitably meet the needs of the entire population. Further, the Downtown Master Plan envisions the downtown as a place with a diversified economic base.

INTERGOVERNMENTAL COOPERATION

Intergovernmental cooperation, various levels of government working together to address issues that cross municipal boundaries (such as transportation, schools, emergency services, recreation, and resource protection) offers considerable benefits. Among the gains from such cooperation include improved services, enhanced environments, and significant savings. Increased cooperation between the Village, County, Town of Oyster Bay, and State would benefit not only the downtown area, but the Village and the region as a whole. In order to achieve this, the Downtown Master Plan encourages the Village to remain involved in the development of the Nassau County Comprehensive Plan and the Long Island 2035 Sustainability Plan. In addition, as is taking place between the Village and the Town of Babylon on a number of Eastern Parkway proposals, the Village and its neighbors should continue to share information about plans, proposals, and lessons learned.

PROJECT MANAGEMENT

Due to the amount of recommendations in this Plan, coupled with real developer interest, it is likely that the Village will be busy reviewing and evaluating proposals for the downtown area. In order to assist the Village with its effort, it is recommended that the Village have a consulting planner to review documents, site plans, environmental assessments, etc., similar to what the Village has already done with the hiring of a community development consultant. The value of an on-call consultant is that they can be assigned when needed and that the relationship would be maintained throughout a period of time.

V. Taking the Next Steps: Implementation of the Plan

The successful implementation of the Downtown Master Plan for the Village of Farmingdale will require a multi-faceted approach, combining regulatory actions, financial incentives, and public improvements projects, with well-coordinated public-private partnerships. The Downtown Master Plan provides a realistic development program that meets the needs of the residents, the business community and private sector developers. It builds upon Village assets, including the scale and the already-existing ambiance of the downtown area; its well-located off-street parking; and, most notably, the nearby train station which can serve as a catalyst for TOD. The Village has already been successful in securing certain outside grants for its downtown revitalization from Federal, State, and County sources. Additional funding from the MTA/LIRR, among others, is anticipated as the implementation program proceeds.

The implementation program, as described below, includes:

- New and modified 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; and
- 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.

Proposed Regulatory Changes

Zoning and other land development regulations have evolved from ordinances that mostly provided lists of permitted uses to more proactive tools that clearly signal what a community's intentions are for a given area. This not only included the type and intensity of development, but how that development could enhance the visual environment and provides amenities that benefits the geographic area of which the development is an integral part. Contemporary

V. Taking the Next Steps: Implementation of the Plan

zoning techniques often provide incentives for private developers, allowing greater intensities of development or flexibility from rigid standards, in exchange for amenities, such as on-site or off-site open spaces, specified design treatment, or the provision of affordable or workforce housing.

Contemporary regulations also make ample use of design guidelines and standards that provide clear direction for private sector applicants, expressing desired signage, façade treatment, and overall site design features.

The single most important regulatory action needed to implement the Downtown Master Plan is the preparation and adoption of a new downtown zoning district that specifically encourages the type and level of development recommended in the Downtown Master Plan. The proposed Downtown Mixed-Use (D-MU) Zoning District is designed to encourage the type and level of development recommended in the Downtown Master Plan. It calls for a maximum density of development tied into distinct sub-geographic areas, with the highest density permitted as part of TOD near the train station. It is designed to provide incentives for development that meet Village objectives, as expressed in this Downtown Master Plan.

In addition, the existing sign ordinance has been amended for all types of permitted signage in the downtown area. Accompanying the sign ordinance would be design guidelines for commercial uses in downtown Farmingdale, providing clear direction for property owners, tenants, and the Village Architectural Review Board (ARB) in the approval of building renovations and façade treatments.

Each of these proposed regulatory changes are described in more detail below. Note that the sign ordinance and design guidelines will also be useful tools for the implementation of a commercial rehabilitation program, based on CDBG funding provided to the Village through the Nassau County CDBG Program, of which the Village is a consortium member community. This is described in more detail later in this chapter.

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

The new zoning district should be drafted to include a number of provisions that clearly outline desired development in the downtown area. To the extent possible, it should avoid cross references

to other sections of the Zoning Ordinance that may need to be updated separately by the Village.

The proposed district should begin with a Statement of Intent and Purposes, referencing this Downtown Master Plan and its major objectives. Draft language follows:

Statement of Intent and Purposes

Upon review and consideration of expert analysis, studies and reports, the Board of Trustees of the Village of Farmingdale ("Board") has determined that it is in furtherance of the health, safety and general welfare of the Village and its residents to enhance and revitalize the Village Downtown and that various changes are necessary to do so. In connection with its study of revitalizing the Downtown, the Village has developed a proposed downtown master plan: "Downtown Farmingdale 2035: A Downtown Master Plan" ("Downtown Plan"). The Downtown Plan identifies various existing conditions which stand in the way of a revitalization of the Downtown and calls for the implementation of various actions to encourage and facilitate the creation of such a Downtown. The Board finds that the creation of a Downtown Mixed-Use ("D-MU") Zoning District is necessary to create and sustain a vibrant, attractive and economically flourishing Downtown. The Board finds that Transit-Oriented Development ("TOD") at the Long Island Railroad ("LIRR") train station with a strong and intentional connection to Main Street, as well as an active, pedestrian-friendly Main Street, encouraging walking, bicycling and transit use, are necessary to revitalize the Downtown. The Board finds that an environment which includes a mixture of commercial and residential uses, building in proximity to the train station, and encouraging greater demand on local businesses in Downtown Farmingdale, to be conducive to the proper development of the Downtown. It is the intent of the Board to allow for graduated densities of development in three sub-areas within the zoning district boundaries, with the greatest intensity of development permitted for areas closest to the train station. It is the Board's intention to have no more than two full stories of habitable space above the ground level. The Board finds that a pedestrian-friendly commercial area, with off-street parking located to the rear of Downtown

V. Taking the Next Steps: Implementation of the Plan

buildings and ground-floor uses on Main Street which foster pedestrian activity with restaurants, shops, and personal service establishments, providing a lively streetscape are necessary to revitalize the Downtown. The Board finds that uses that do not foster pedestrian traffic such as office and multi-family apartments should be limited to upper floors. The Board also finds that it is important to regulate the design and architectural characteristics of development so as to encourage a neighborhood identity which promotes pedestrian activity, human interactions, safety and livability. A revitalized Downtown which encourages a mix of moderate and high density development within walking distance of the LIRR train station will increase transit ridership; provide an alternative to traditional development by emphasizing mixed use, pedestrian oriented development; encourage building reuse and infill to create higher densities; reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance of one another; provide a range of housing options for people of different income levels and at different stages of life; and allow the Village to take advantage of the Village's location and the new industries relocating in area of Route 110, supporting new uses, ancillary uses and housing for advancing science and technology. The Board also finds it necessary for the revitalization of the Downtown the improvement, and creation, of additional open spaces for recreational activities. In order to effectuate the intent and purpose of this Article it is necessary for the Board to have the authority to waive or alter the provisions of this Article, in a manner consistent with this Article.

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

The downtown zoning district should have parking requirements designed to recognize the existing supply of public parking, both on-street and off-street, and the proximity of the train station. Housing in the downtown areas, especially as part TOD, would be designed for commuters and should be required to provide less parking than multi-family housing elsewhere in the Village. Reference to the existing provisions within the Zoning Ordinance that allows a waiver of parking for new development in close proximity to municipal parking fields would be included, including the provision that permits a payment in lieu of parking, with funds provided to the Village for improvements to existing public fields.

The graduated density of development (see **Figure 12, Proposed Downtown Mixed-Use District**) should include maximum building height, floor area ratio, building area coverage, and residential density requirements that are greater for the areas close to the train station, utilizing the intersection of Conklin Street and Main Street as the boundary. Buildings to the north should have a maximum height of 3½ stories, or 36 feet in height, with a floor area ratio of up to 2.0 and a maximum residential density of 40 dwelling units per acre. Between Conklin Street and Prospect Street, the intensity of development would be less, with a slightly lower FAR of 1.5. South of Prospect Street to Route 109, the intensity of development would be even lower.

The Village should also consider including certain incentive provisions in the zoning for projects that fully address the Downtown Master Plan's objectives. Projects that exceed the minimum percentages of workforce housing units (i.e., more than 10 percent) or projects that provide design treatment of an exemplary character with perhaps open space plazas or other amenities, could be given a bonus density or relief from parking requirements or lot and bulk standards.

IMPLEMENTATION ITEM:

- *Amendment to Zoning Ordinance to include D-MU Zoning District.*

SIGN REGULATIONS AND DESIGN GUIDELINES

During the downtown planning process, concern for the quality of the visual environment in the downtown area was clearly expressed. The ARB, which reviews signage, stated the need for a comprehensive set of design guidelines to help ensure that

new development better retains the visual, environmental, and architectural characteristics of the Village. In addition, the ARB and the Building Inspector indicated that the sign regulations in the Village Code contained many gaps and, in some cases, contradicted the intents of the ARB. As a result, key implementation items will include revisions to the existing sign regulations and the development of design guidelines.

Sign Regulations

In order to improve and properly regulate signage within the downtown, the current signage regulations (§§ 83-2 through 83-18 of the Village Code) will be reviewed and modified to include a listing or visual examples of appropriate and inappropriate signage for the downtown and more specific language with respect to number of signs allowable, sign size, sign placement/alignment, materials, colors, lighting, and signage typeface. In addition, the amended sign regulations would detail an improved permit review process between the Planning Board, ARB, and Building Inspector. The design guidelines, as described below, would be referenced within the modified signage regulations.

Downtown Master Plan Progress Update: Signage regulations for the downtown were adopted by the Village in 2011.

Design Guidelines

Unlike the specificity in the sign regulations, the proposed design guidelines would include concepts related to the compatible scope of architectural styles and building form, landscape design, lighting standards, and other design clients that the community prefers. Recommendations for façade treatments and suggested building materials are also needed.

The proposed design guidelines in Farmingdale would be presented in a “pattern book” that serves to guide residents, developers, and design professionals. The pattern book would assist in the implementation of the community vision set forth in the Downtown Master Plan. The pattern book would further serve as the basis for the planning, design and evaluation of new residential and non-residential development. Applicants are more likely to “get it right” the first time, avoiding expensive delays, public controversy, and project redesign.

Benefits of design guidelines are that they:

- Send a clear message to developers and property owners of the aesthetics and site design expected in new development;
- Establish a consistent set of visual objectives that the Planning Board, Village Board, and the ARB use in reviewing and approving projects. This avoids arbitrary decision making and inconsistent approvals, reduces legal challenges, and produces a more harmonious development pattern; and
- Promote a vision for a built environment that is proactive reflecting Village choices rather than reactive reflecting applicant choice.

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

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

Downtown Master Plan Progress Update: Design Guidelines for the downtown were adopted by the Village in 2011.

Signage Program

Good signage is more than merely amending the regulations and instituting design guidelines; it requires the development of a signage program. Recommendations to help make a signage program possible include:

- Establish a Signage Committee to work with a design professional to not only determine the appropriate aesthetics and dimensions of signage, but also the appropriate locations within the downtown area. This committee would also be responsible for determining the key destinations, cultural events, significant historic or cultural sites, and other resources to be identified on the signage;
- Hire a professional graphic designer to assist in the development of the signage system;
- Work with local historians, the Farmingdale-Bethpage Historical Society, and/or historic preservation professionals to determine significant sites, resources, and events that are in need of interpretive signs to showcase their importance in Farmingdale's history;
- Work with the Chamber of Commerce and/or BID and local merchants to develop a sign-sponsored program to help pay for the signage program; and
- Consider incorporating the work of local or regional artists into signage wherever possible. This would be essential in distinguishing Farmingdale from other locales and celebrating what makes it unique.

Downtown Master Plan Progress Update: A Façade Improvement Program was initiated by the Village in 2010.

IMPLEMENTATION ITEMS:

- *Development of Signage Program (Downtown Master Plan Update: Initiated);*
- *Amendments to Village Code to include new/revised sign regulations (Downtown Master Plan Update: Amendments adopted);*
- *Preparation of Design Guidelines/Pattern Book (Downtown Master Plan Update: Adopted).*

Proposed Administrative and Procedural Changes

The Downtown Master Plan recognizes that developers and local businesses need some degree of certainty before they invest private capital, minimizing their risk. The previously described downtown zoning, sign regulations and design guidelines would help developers and investors understand Village requirements and expectations for individual properties. Understanding the length of time and the amount of soft costs necessary to receive local approvals is an equally important component, helping to secure private sector participation in revitalization of Farmingdale.

SITE PLAN APPROVAL AND NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA) REVIEWS

New construction in downtown Farmingdale requires approval of site plans by the Village Planning Board in accordance with Article XXVII of the Zoning Ordinance. At present, all site plans are also subject to a separate review by the Village Board.

In order to expedite site plan reviews, the Village should:

- Require all applicants to attend a pre-submission conference with the Planning Board, wherein a preliminary review of the project would occur, with a specific outline of requirements provided;
- Arrange for a meeting between the Applicant and the ARB at an early stage in the review process to obtain the ARB's input in design issues, consistent with the design guidelines; and
- Process required environmental reviews under SEQRA as a site-specific action, utilizing an Environmental Assessment Form (EAF) Long-Form, supplemented with technical studies. If mitigation is required, it should be clearly be defined as an up-front item in the EAF.

The Village should also examine the present requirement for the additional site plan review by the Village Board. Perhaps it could eliminate the possible need for a second site plan review by the Village Board in all cases where the site plan is consistent with the Downtown Master Plan and the design guidelines, as certified by the Planning Board and the ARB.

IMPLEMENTATION ITEM:

- *Site-specific EAFs*

BUILDING PERMITS AND SIGN APPROVALS

The role of the ARB would be clarified in relation to its review of all types of plans. The revised sign regulations should clarify ARB review procedures and timing. For sign improvements funded with outside grants, such as the CDBG program or the New York State Main Street program, the ARB's input is even more important since this signage includes public monies.

In order to avoid any processing delays, the ARB's reviews would need to be provided in a timely manner. This is particularly important in cases where the ARB provides design review comments to the Planning Board as part of the site plan approval process. In such cases, design input would be beneficial to the planning process, provided that it is within the framework of the Planning Board's overall review. This can be accomplished if ARB involvement occurs early-on in the site plan approval process is essential.

MARKETING PROGRAM

As discussed in detail in **Chapter IV**, the Chamber of Commerce and the Village should work together to proactively market downtown shops and services, including the development of a marketing plan. In addition, as previously described, the Village should also develop a working relationship with Farmingdale State College.

The Village and the Chamber should also 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.

The initial steps necessary to consider a BID in Farmingdale would include:

- Develop preliminary list of desired services;
- Develop preliminary boundaries for the district;
- Review estimates of revenues that could be generated through different levels of special assessments;
- Evaluate impact of different assessment levels on individual

property owners;

- Prepare a conceptual service plan; and
- Notify all property owners in the proposed district about the plan to create a district and hold a community meeting to address questions about special services districts.

IMPLEMENTATION ITEMS:

- *Work with Chamber of Commerce to develop a marketing plan*
- *Work with Farmingdale State College*
- *Explore possibility of establishing a BID*

Potential Financing of Downtown Revitalization

The Downtown Master Plan calls for a wide variety of projects that require the types of public funds suggested below. Certain projects, such as improvements recommended for parking fields to the rear of existing Main Street stores, for example, could be funded through outside grant programs, such as the CDBG program. Improvements to existing commercial properties can also be funded with CDBG grants from the County, typically with a matching contribution from individual property owners or merchants. Construction of a parking structure at the train station could be realized via a public-private partnership, with MTA/LIRR funds, coupled with private developer funds as well as funds from the Village as part of a TOD program. Such a project would result in housing opportunities for LIRR commuters. If some of that housing were targeted as affordable or workforce housing, additional United States Department of Housing and Urban Development (HUD) or State monies could be tapped to reduce costs. Finally, the Village's participation in the BOA Program will help facilitate additional funding for site remediation and clean-up, where necessary, for site specific revitalization projects.

Successful utilization of the myriad of potential funding sources will require a commitment by the Village to dedicate staff and consistent resources to prepare applications and accompanying support documentation, and to coordinate grant administration.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

As described in the *Existing and Emerging Conditions Report* and summarized in **Chapter III** of this Downtown Master Plan, the entire downtown area of the Village of Farmingdale is within census tracts that are eligible for CDBG funding from the Nassau County Office of Housing and Intergovernmental Affairs (OHIA). County funding of projects in Farmingdale are competitive with the other approximately 25 smaller Consortium Communities each seeking funding for local projects. Farmingdale has certain distinct advantages in this competition, including its census-defined eligibility and the County's on-going commitment to the Village's Downtown Master Plan.

The Village has received recent allocations from the County for parking field improvements and commercial (façade) rehabilitation projects in the downtown area. The Village, led by a recently hired community development consultant, should continue to coordinate with the County on the CDBG program and advocate for additional funding called for in the Downtown Master Plan.

OTHER HUD FUNDS

In addition to its annual allocation and CDBG funds, Nassau County receives other funding from HUD, or is available to seek discretionary funding from HUD that may be applicable to the downtown revitalization program in Farmingdale.

In 2009, the County received an additional HUD allocation of approximately \$4.2 million in CDBG-R/stimulus funds as part of the American Recovery and Reinvestment Act of 2009. Unlike its annual CDBG funding for which a large portion is allocated to the eight largest communities in the County, the CDBG-R monies were allocated to projects that could be implemented quickly, resulting in much-needed job creation. The Village received \$300,000 for improvements to public parking lots and walkways, including design work, installation of energy efficient street lighting, and trees in the downtown area. It has been suggested that there may be another round of CDBG-R funding. Alternatively, if any of the 2009 CDBG-R projects get delayed or fail to proceed, the Village should be poised to apply for additional funds with specific projects identified in the Downtown Master Plan.

Other potential HUD funding for Farmingdale may come from the Federal government's new emphasis on competitive revitalization projects that foster smart growth planning. Similarly, New York State and Nassau County recognize the value of projects like the Downtown Master Plan offer. Funds for housing components of the Plan are potentially available from New York State agencies like New York Homes or the New York State Affordable Housing Corporation. HUD funds may be available from the HOME Program, which is also administered by Nassau County, similar to the CDBG program. Although competitive, HOME funds can be utilized to help make workforce housing units affordable, either as apartments above Main Street stores, or as part of a TOD near the train station.

NEW YORK STATE PROGRAMS

Two New York State grant programs may be particularly applicable to Farmingdale in its efforts to revitalize the downtown area: 1) the RESTORE program, which is administered by the Empire State Development Corporation (ESDC); and 2) the Main Street program, which is administered by the New York State Division of Housing and Community Renewal (DHCR). The Downtown Master Plan, with its focus on TOD and smart growth, provides ideal projects for these grant programs.

RESTORE Program

The RESTORE program has been very successful on Long Island. It provides funding to revitalize urban areas, stabilize neighborhoods and invite renewed investment. Three years of annual awards have been made to municipally-sponsored projects to demolish, deconstruct, rehabilitate, and/or reconstruct vacant, abandoned, or condemned buildings.

The projects must be architecturally consistent with nearby and adjacent properties. Projects must be designed to attract individuals, families, industry and commercial enterprises to the municipality, and thereby result in increased property tax revenues. Villages such as Farmingdale, with a population of under 40,000, can apply for one project for a maximum of \$2.5 million per year. The program has a 10 percent local match requirement.

Main Street Program

In contrast, the Main Street program is designed to provide funding for commercial rehabilitation and façade improvement programs similar to those funded through the CDBG program. The program makes awards to not-for-profits and local governments, with maximum award amounts of \$500,000. The Main Street program encourages investment in projects that provide long-term economic and affordable housing opportunities. The most common awards are for the improvement of streets, the renovation of façades, and the rehabilitation of buildings in downtown areas. Attention is particularly focused on investments that will prolong the useful life of Main Street buildings, such as energy conservation, accessibility modifications, building code compliance, and interior modifications to respond to modern uses. In limited cases, capital funding for projects intended to anchor downtown districts are provided and technical assistance and other resources to support community revitalization efforts are made available.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

The MTA has become a strong advocate for TOD. It has developed a region-wide TOD program to assist local communities as part of the State's Smart Growth agenda. TOD not only boosts ridership, but it reduces energy consumption. In places like Farmingdale, TOD also supports the community's downtown revitalization effort. The Village should meet with MTA/LIRR officials and discuss its participation in the construction of structured parking at the railroad station, with that parking designed to serve commuters and residents of the TOD.

OTHER POTENTIAL FUNDING SOURCES

Although State and Federal funding sources constantly change, there are a number of programs that may be available to assist in the implementation of the Downtown Master Plan. For example, NYSDEC provides competitive grants for water supply projects. Brownfield remediation monies are potentially available from the State, under the BOA program, which the Village is participating in

as part of a \$280,000 Step 2 planning grant and has submitted an application for participation in Step 3 of the program. The State's Quality Communities Program, also administered by NYSDOS, can provide funds for planning grants. Coordination of such State programs is through the State's Smart Growth Task Force.

In addition to CDBG, Federal monies from HUD, United States Environmental Protection Agency (USEPA), United States Department of Transportation (USDOT), and other agencies may be available for infrastructure, remediation, or transportation projects as the Federal government seeks to combine grant programs and focus on community revitalization projects.

Public-Private Partnerships

The Village needs to leverage the previously outlined outside grants, along with its own capital funds, and with private sector dollars to bring the Downtown Master Plan to reality. Creating partnership with private developers requires a commitment to the Downtown Master Plan and the potential it offers. Cooperation between the public and private sectors is essential in downtown revitalization since it is far easier for developers to build on an open tract and vacant land, rather than in a built-up location like downtown Farmingdale, where construction problems are more challenging. In difficult economic times, government agencies need to be active participants, bringing public sector dollars while offering locational benefits, transportation and parking within the context of a mixed-use downtown area. Parking represents a good example of public-private partnerships. In the case of Farmingdale, this could include the Village, private developers, and potentially at certain locations, MTA/LIRR.

Short-Term Action Plan

In order to begin the implementation program, the Village should move quickly on the following action items:

- Complete the Step 2 BOA studies (including environmental assessments for underutilized properties or sites with contamination); *Downtown Master Plan Progress Update: This has been completed.*
- Draft the zoning district regulations that call for TOD at the train station, graduated densities, and other recommended components of the Downtown Master Plan, including amendments to the sign regulations and development of design guidelines; *Downtown Master Plan Progress Update: This has been completed.*
- Undertake a SEQRA review of the above items, and the Downtown Master Plan as whole, through the preparation and processing of a Draft and Final Environmental Impact Statement (DGEIS/FGEIS); *Downtown Master Plan Progress Update: This has been completed.*
- Upon approval of SEQRA Findings, adopt the Downtown Master Plan, zoning, and sign regulations;
- Undertake public improvements in the downtown area with County CDBG funds, including existing parking area improvements;
- Continue to utilize a sign and façade improvement program with CDBG funds, working with individual merchants and owners, following the new sign regulations and design guidelines;
- Seek additional funding from outside sources, including Step 3 BOA grant funds; *Downtown Master Plan Progress Update: Application for Step 3 has been submitted.*
- Meet with the MTA/LIRR relative to the construction of a parking garage at the railroad station;
- Review and approve the site plan for the TOD project on South Front Street near the train station. Provide assistance in securing grants to help finance workforce housing components of the project; and
- Meet with the Chamber of Commerce and discuss recommendations for marketing downtown businesses, including potential establishment of a BID. As part of that effort, work with the Village Beautification Committee, with the focus of adding additional plantings and flowers to Main Street.

Intermediate and Long-Term Action Plan

There are a number of other implementation items that will take longer to implement or require other items to occur first. These intermediate and long-term implementation items are equally important to the revitalization of the downtown as the short-term items listed above, but will likely occur further on in the implementation of the Downtown Master Plan.

In the intermediate term, between two and five years, the Village should monitor future traffic at key intersections, especially Main Street and Conklin Avenue, to see the effects of the Downtown Master Plan. The Village should also continue to develop a strategy to provide additional water supply, including the possibility of constructing a fourth water supply well or an alternative strategy. During this time period, focus on completing the connection between the train station and Main Street should occur, and the Village should seek and work with developers to provide such connection. The Village should also look for and provide additional open space/recreational opportunities. In the longer term, beyond five years, the Village should work with developers to redevelop other vacant or underutilized properties within the downtown area.