

Description of the Proposed Action
Village of Farmingdale
Downtown Farmingdale BOA
Step 2 BOA Nomination Study /
Draft Generic Environmental Impact Statement (DGEIS)

For the purpose of scoping and continuing both the downtown master planning and New York State Environmental Quality Review Act (SEQRA) processes, the following is a brief summary of the Proposed Action to be studied in the DGEIS. As part of the SEQRA process, revisions to the Proposed Action are likely. Adjustments to proposed actions are made between the DGEIS and FGEIS, with the latter evaluating any differences. Further, the Lead Agency (in this case the Village Board) will have the ability to revise the Proposed Action further as part of Environmental Findings at the end of the SEQRA process.

The Planning Process

The Village of Farmingdale began formulating a strategy to revitalize its downtown area, which includes a number of vacant and/or underutilized properties and lacks a consistent aesthetic character, in 2006 by initiating a visioning process. This was followed by a master planning process that began in 2009 and looked to evaluate the downtown area to consider the most appropriate mix of development and preservation for the future. As part of the original scope of the project, a Downtown Master Plan was to be developed and subsequently adopted by the Village, based on the work completed in 2009, including the preparation of an *Existing and Emerging Conditions Report*; identification of 35 “Sites Subject to Change” that were the basis for potential future redevelopment in the downtown; development of Future Downtown Farmingdale Scenarios; technical review of such scenarios to evaluate if they were feasible with regards to traffic, economics, infrastructure, and other areas; coordination with the Downtown Revitalization Committee; selection of a scenario to study as part of the Downtown Master Plan, and development of recommendations and action items to be implemented in the short- and long-term. The result was the development of a draft version of the Downtown Master Plan that was to be reviewed by the Village and Committee.

As the Downtown Master Plan was being drafted, New York State awarded a Brownfield Opportunity Area (BOA) grant to the Village to conduct a Step 2 Nomination Study. The BOA Program, which is administered by the New York State Department of State (NYS DOS), has specific requirements as to what needs to be in a Step 2 Nomination Study, but also allows for flexibility to work with communities. To that end, beginning in late-2009, various work efforts have occurred to not only allow the draft Downtown Master Plan to comply with State requirements, but to also enhance and inform the previous work conducted for the draft Downtown Master Plan. These include:

- Completing a conceptual site plan for South Front Street;

- Preparing and finalizing a new downtown sign code (which has been adopted), including SEQRA compliance;
- Developing and beginning the first phase of the Village's downtown commercial façade improvement program;
- Drafting Design Guidelines for the downtown;
- Completing a Traffic Impact Study;
- Completing a Parking Yield Analysis for Parking Lot #5;
- Completing a Phase I ESA for 18 sites;
- Completing a Plume Study; and,
- Beginning the Economic and Market Trends Analysis.

The Study Area

The portion of the Village designated as a BOA, referred to as the Study Area, is the downtown area, located in the central portion of the Village, running along Main Street from Fulton Street (New York State Route 109) in the south to Melville Road in the north. The study area also continues east along South Front Street/Atlantic Avenue to the Nassau-Suffolk County line.

The Proposed Action

The "Proposed Action" to be described in detail and evaluated in the Draft Generic Environmental Impact Statement (DGEIS) includes the draft of the Downtown Master Plan (to be revised and informed by the above mentioned technical studies), as well as the proposed zoning for the downtown area (the D-MU Zoning District) suggested in the draft Downtown Master Plan, one of the implementation items that have been identified as part of the downtown master planning/BOA process.

The Downtown Master Plan includes beautifying and revitalizing the downtown core along Main Street with a mix of uses and connecting it to mixed-use transit-oriented development (TOD) at the Long Island Rail Road (LIRR) 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 (limited to the 35 Sites Subject to Change), so as to ensure protection of the residential character of the surrounding areas within Farmingdale. Based upon the potential build-out of the downtown area per the scenarios analysis component of the process, the Downtown Master Plan (as currently modeled) would allow an:

- Increase in residential development, including approximately 375 new residential units, 70 of which will be affordable;
- Increase in retail and restaurant uses;
- Increase in open/greenspaces; and,
- Approximately 800 new parking spaces.

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.

A number of implementation actions and products have been or will be developed to help provide this balance, including a new sign code for the downtown area, design guidelines for the downtown, and a new zoning district for the downtown. The Downtown Mixed-Use (D-MU) Zoning District prescribes graduated densities of development in three sub-areas within the zoning district boundaries, with the greatest intensity of development permitted for areas closest to the LIRR station along South Front Street (maximum height of 40 feet/maximum floor ratio of 2.0) and the lower intensity of development proscribed for those areas south of Village Hall along Main Street (maximum height of 35 feet/maximum floor ratio of 1.5).

As noted above, the environmental review process will provide an opportunity to make revisions and fine tune various aspects of the Proposed Action.