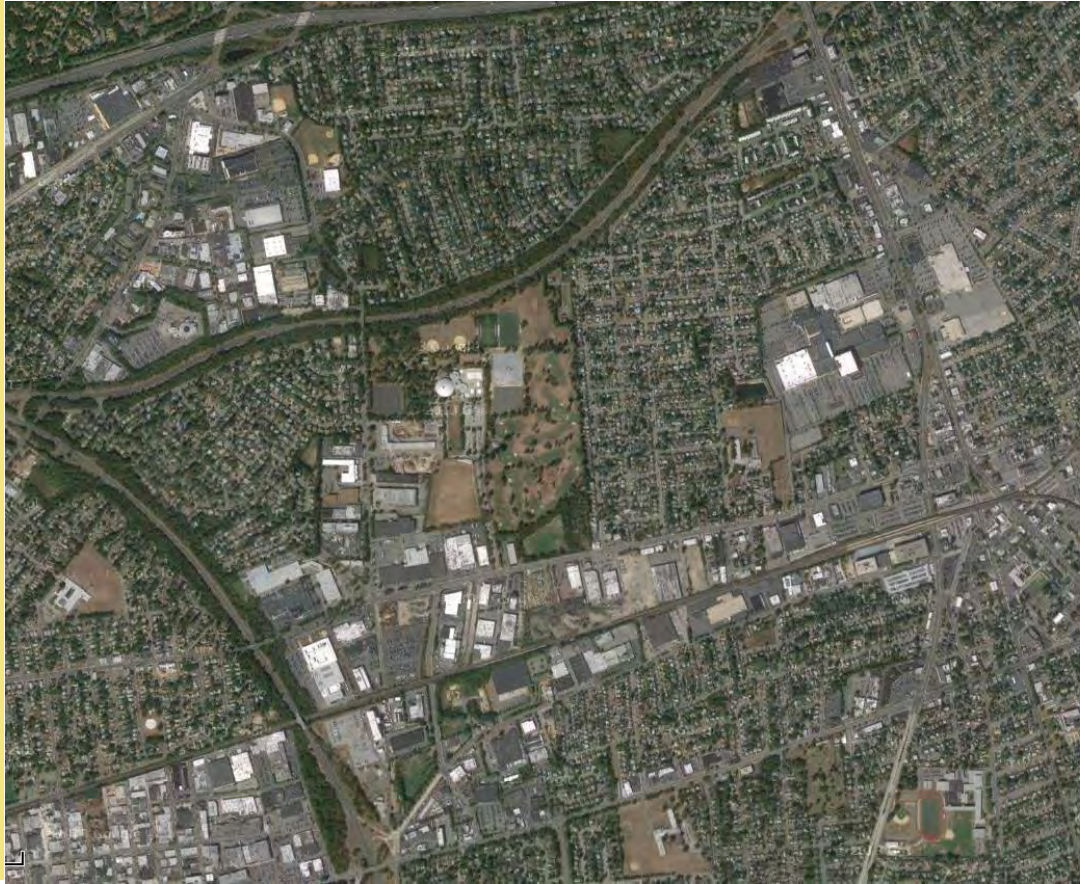


NORTHWEST HICKSVILLE

BROWNFIELD OPPORTUNITY AREA (BOA) STUDY



Prepared for:

Town of Oyster Bay, Nassau County, New York
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architects + engineers



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I. Executive Summary



I. EXECUTIVE SUMMARY

Through a grant from the New York State Department of State (“NYSDOS”), the Town of Oyster Bay has prepared this Pre-Nomination Study (also referred to as a “Step I” study) for an approximately 1,100-acre study area, located in the northwest portion of the hamlet of Hicksville (“Northwest Hicksville”), Town of Oyster Bay, Nassau County, New York. The Brownfield Opportunity Areas (BOA) Program, created by the New York State Legislature’s adoption of the Superfund/Brownfield Law in October 2003, provides municipalities with financial assistance to complete revitalization plans and implementation strategies for areas or communities affected by the presence of brownfield sites, and site assessments for strategic brownfield sites. Section 27-1405 of the New York State Environmental Conservation Law defines a **brownfield site** as: *“...any real property the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant.”*

This Step I Study provides a preliminary description and analysis of the proposed Northwest Hicksville Brownfield Opportunity Area. Key project objectives include:

- Identify and provide a clear description and justification of a manageable study area and associated boundaries;
- Establish a community participation process to identify a common vision for the area, including goals and objectives;
- Identify the multi-agency, private-sector, and other community partnerships necessary to inform the process and leverage assistance for revitalizing the community; and
- Complete a preliminary analysis of the study area and provide preliminary recommendations to revitalize the area.



Northwest Hicksville Brownfield Opportunity Area.



A. BROWNFIELD OPPORTUNITY AREA DESCRIPTION

The Town of Oyster Bay (“Town”) is located in Nassau County, New York, on Long Island. Hicksville is a hamlet located centrally in the Town, almost midway between the north and south shores of the island. The study area shown above is bounded by the Northern State Parkway to the north; Old Country Road to the south; North Broadway and Newbridge roads to the east, and the Town of Oyster Bay town boundary with the Town of North Hempstead to the west. The town’s westerly boundary is generally aligned with Cantiague Lane and then runs in a southerly direction. The BOA study area encompasses not only the vacant, underutilized, and potential brownfield sites identified in this Study, but it also includes the major residential areas which surround them and are therefore affected by actions which occur in proximity to these sites.

Hicksville has been well-served by major transportation corridors throughout its history, since the inception of the Long Island Rail Road line that runs primarily east-west through it. The name “Hicksville” derives from one of the community’s founders, Valentine Hicks, who was instrumental in convincing the New York State Legislature to pass an act (April 24, 1834) to incorporate the Long Island Rail Road (“LIRR”) - Hicks was subsequently a president of the LIRR. The hamlet’s central location and excellent transportation access gave rise to the community being a favorable location for major businesses, including heavy commercial and industrial uses, since at least the 1940s. Because of the concentration and age of many of the nonresidential buildings in the study area, it is characterized by a large number of vacant, underutilized, and potential brownfield sites. These properties front primarily to Duffy Avenue, West John Street and Cantiague Rock Road and many straddle either side of the LIRR right-of-way.

The Northwest Hicksville BOA study area is further characterized by sub-areas which define the “core” areas within the overall study area which have been the focus of community input and intended recommendations and actions. The sub-areas are as follows:

- **Tech Park Sub-area** – this sub-area includes nonresidential properties located primarily on either side of Cantiague Rock Road, including the Nassau County DPW complex. Several large nonresidential properties located on the south side of West John Street, between Cantiague Rock Road and the primary entrance into Cantiague Park, are also included.
- **Transitional Sub-area** – this sub-area is located between the LIRR right-of-way to the south and West John Street to the north. It extends from the train station area to the east, to the westerly border of the Cantiague Commons site to the west.
- **Train Station Sub-area** – this sub-area includes generally that area on the north and south side of the LIRR right-of-way, extending from Newbridge Road west to include the former FedEx property on the north side of the right-of-way, and to a vacant property on the south side of the right-of-way. This area incorporates the train station, associated commuter parking lots, the “high rise” Station Plaza buildings, and the USPS and former FedEx buildings.



- **Planned Light Industry Sub-area** – this sub-area includes properties located primarily on the south side of the LIRR right-of-way and north of Duffy Avenue. The area extends north to also encompass properties generally located on either side of Charlotte Avenue, and west of the Transitional sub-area. It also includes several properties on the south side of Duffy Avenue. This area extends to the south of Duffy Avenue to include a former farm and residential dwelling.



BOA sub-areas.

B. VACANT, UNDERUTILIZED, AND POTENTIAL BROWNFIELD SITES

Section III of this Study documents the process and rationale for the selection of the vacant, underutilized and potential brownfield sites identified within Northwest Hicksville. It is important to note that not all properties identified below are affected by the presence of a contaminant. However, their location in close proximity to known or suspected sites may affect their short- or long-term ability to be used in a manner consistent with community preferences and local land use regulations. Within Northwest Hicksville there are other sites not listed below with a history of contamination and remediation. Any limitations on future reuse of these remediated sites were considered in the recommendations set forth in this Step I Study.



Key Vacant, Underutilized, Potential Brownfield Properties					
Site No.	Address	Site Name	Tax Map-Block-Lot		Size
Tech Park Sub-area					
1	15 Cantiague Rock Rd	Cantiague Gateway property	11-441-54		1.5 ac.
2	140 Cantiague Rock Rd	Air Techniques, Inc. (old Sylvania site)	11-499-100		2.54 ac.
3	100 Cantiague Rock Rd	Air Techniques (old Sylvania site)	11-499-99		4.06 ac.
4	70 Cantiague Rock Rd	Air Techniques (old Sylvania site)	11-499-94		3.79 ac.
5	600 West John St	Former General Instruments Corp.	11-499-110		8.6 ac.
Transitional Sub-area					
6	449 West John St	Twin County site	11-325-436,436,452,454,459,460,462, P/O Brand Street		15.18 ac.
7	35 Engel St	35 Engel Street Warehouse	11-325-47		4.69 ac.
8	50 Engel St	Town of Oyster Bay site; Former Asphalt Plant	11-187-9		2.28 ac.
9	1 Keats Place	Risona (former Quaker State Oil)	11-243-75		0.5 ac.
Train Station Sub-area					
10	201 West John St	Former FedEx Building	11-G-209		2.96 ac.
11	185 West John St	USPS Facility	11-G-210		4.61 ac.
Planned Light Industry Sub-area					
12	555 West John St	Former Jones Institute property	11-E-469		13.2 ac.
13	325 Duffy Ave	Former Metco Site	11-H-112		6.79 ac.
14	344 Duffy Ave	Island Waste Site	11-327-421		9.04 ac.
15	230 Duffy Avenue	Former Amperex site	11-G-187		6.69 ac.
16	110 Duffy Avenue	Duffy Vacant Site	11-G-182		0.5 ac.
17	205 Duffy Avenue	Stolz Horse Farm	11-344-1		2.68 ac.

Seventeen (17) properties have been identified, and are described in additional detail in Section III.B of this Study. The Town reserves the right to add or subtract properties from the list in subsequent steps of the BOA process, as additional data are made available with regard to individual properties within the study area.



C. COMMUNITY PARTICIPATION



Public open house workshop.

Authentic community participation is a key element of any successful land use, community revitalization or development strategy. To this end, the BOA Program is designed to seek input from various stakeholders throughout all three steps of the Program through the creation of a community advisory or steering committee, public meetings, workshops, presentations, educational forums, and other interactions so that the participation process meets local needs and builds upon local practices.

Sustainable Long Island (SLI) led the community participation process for this Step I BOA Study. Community participation took place through five primary mechanisms: formation of a local Steering Committee; presentations to local groups and organizations; a community survey; a public workshop, and a public open house.

1. Steering Committee

The Steering Committee is comprised of individuals with strong ties to the community who represent a spectrum of interests within Northwest Hicksville, including community and civic groups, government officials, business and property owners, and residents of the study area. The role of the Steering Committee has been to:

- provide local knowledge and expertise about Northwest Hicksville, including guidance on community outreach and engagement;
- build understanding and support for the project;
- assist in identifying and prioritizing brownfield sites and preparing a community vision statement; and
- review and provide input on findings and draft documents.

An advantage of forming and working with a broad Steering Committee is the breadth of knowledge and expertise that comes to the process. The Steering Committee for this BOA process included representatives from such diverse stakeholders as the Long Island Rail Road; local community organizations and businesses; local, county, and state government; as well as residents and property owners. The Steering Committee included representation from the following organizations:



- Northwest Civic Association of Hicksville
- Hicksville Community Council
- Duffy Park Civic Association
- Jericho Gardens Civic Association
- Hicksville Chamber of Commerce
- Hicksville Water District
- Hicksville Fire Department
- Hicksville Fire District
- Hicksville Public Schools
- Long Island Power Authority
- Long Island Rail Road
- Nassau County Police Department
- Nassau County Executive, Hon. Edward Mangano
- Nassau County Legislature District 17, Hon. Rose Marie Walker
- New York State Department of State Division of Coastal Resources/BOA Program and Division of Environmental Remediation
- New York State Department of Environmental Conservation
- New York State Department of Transportation
- New York State Assembly District 15, Hon. Michael Montesano
- New York State Senate 5th District, Hon. Carl Marcellino
- New York State Senate 7th District, Hon. Jack Martins
- Town of Oyster Bay Supervisor, Hon. John Venditto
- Town of Oyster Bay Town Council, Hon. Rebecca Alessia
- Town of Oyster Bay Town Council, Hon. Anthony Macagnone

Two (2) Steering Committee meetings were held during preparation of the Study. The first Steering Committee meeting, held on June 20, 2012, organized at the beginning of the project, helped orient Committee members to the BOA process in general, the specifics of the NW Hicksville BOA study area and to solicit input on outreach methods and techniques. A second Steering Committee meeting was held on November 21, 2013, to solicit input on the Vision Statement, Goals and Objectives which had been drafted based on the results of a community survey and previous public input, and to review the format for the public open house to be held on December 5, 2013.

In the months leading up to the first Public Open House workshop, the consulting team was invited to give presentations at several community meetings within the area. The community meeting presentations served two purposes: they were opportunities to inform participants about the NW BOA project; and they were a chance for community members to identify key issues and concerns while building support among key community groups. The Northwest Civic Association invited the team to speak to members about the BOA project during its regular monthly meeting held on November 19,



2012. On November 20, 2012, the team met with the Hicksville Chamber of Commerce. Lastly, the team met with the Midland Civic Association on November 27, 2012.

A subgroup of the Steering Committee participated in a field trip with consultants and Town representatives on January 3, 2013, to examine the project area and to discuss potential brownfield properties. This field survey was conducted after the preliminary list of brownfield sites had been updated per the data gathered through inventory and analysis. Several properties were identified as potential underutilized sites.

2. Public Open House Workshop and Open House

The first of two public venues was held on January 17, 2013. Using preliminary information gathered through meetings and the inventory and analysis of the study area, the team facilitated a visioning workshop to gather input from a range of local residents, business and property owners, and other stakeholders within the study area and Hicksville. The workshop was a participatory process with open dialogue, brainstorming, and prioritization of ideas. The information helped shape the preliminary vision, goals, and objectives; opportunities for redevelopment; and new uses desired by the community. The exercises included:

- **Values - What do you value? What is important to you in your community?**
- **Vision Statements** –Write two to three sentences describing how Northwest Hicksville should look and feel in the future.
- **Priorities for Revitalization (sub-areas)** –The groups identified issues and opportunities that need to be addressed in each sub-area. How is this area used and perceived? What is the overall vision for this area? What types of uses or businesses should be located there? What would you like to see change? Stay the same?
- **Additional Opportunity to Comment**



Public open house.

On **December 5, 2013**, the Town of Oyster Bay and the Steering Committee co-hosted a second Public Open House. The December 5th Open House focused on gathering the community's input, feedback, and recommendations regarding draft community vision statements, goals, and preliminary strategies for the revitalization of Northwest Hicksville. Community members proceeded to circulate through the room, viewing information about the New York State BOA program as well as the specific tasks involved in the

Northwest Hicksville BOA project and work completed to-date. Participants contributed ideas to a community word cloud and evaluated alternative draft vision statements, and provided comments on preliminary strategies for each of the sub-areas, as well as for the Northwest Hicksville study area as a whole.



Soliciting public comment on the issues and opportunities confronting the following four sub-areas, as identified previously, was a primary focus of the open house:

- **Tech Park**
- **Transitional Area**
- **Train Station**
- **Planned Light Industry**

Lastly, a community survey was administered to solicit input from those individuals in the community who were unable to attend the public venues described above. The results of the survey served as additional input into the development of the vision, goals and objectives for Northwest Hicksville.

D. VISION STATEMENT, GOALS AND OBJECTIVES

1. Vision Statement

Northwest Hicksville...will be a destination that is vibrant, attractive and clean – a healthy and safe place to live, work, play and raise a family. By taking the opportunity to develop vacant and underutilized properties, our goal is to usher this community into the 21st century and secure a high quality of life in a community that offers good jobs, quality education, convenient and safe access to public transportation, a beautiful environment, and a full range of cultural and community amenities.

The Vision Statement summarizes the aspirations of the Northwest Hicksville community. It integrates input received through the public participation activities described above, in which community members were asked to share what their ideal vision of Northwest Hicksville would be in 10-15 years. In the future, Northwest Hicksville is a place where businesses and residents take pride in the community. The area will offer a

mix of housing options, business opportunities, and entertainment for all ages. It will be a clean, attractive, cohesive community that is accessible by transportation, safe and walkable. “Beautification” and associated words such as “trees”, “bushes”, and “parks”, came up time and time again during the public participation process. Northwest Hicksville desires to revitalize the major commercial and light industrial corridors to make them as attractive as the community’s residential neighborhoods.

In 10-15 years, the Hicksville train station area will be revitalized, and land use policies consistent with the Northwest Hicksville vision as well as the vision for a revitalized downtown Hicksville will allow the community to capture the economic benefits of having this significant transit resource. Northwest Hicksville will be redeveloped with uses that will benefit from, but not compete with, a revitalized downtown centered in and around the Hicksville station.

It will be characterized by a mix of attractive, well-kept homes that are predominantly single family, but there will be additional housing offered for seniors and young professionals, including townhomes and multifamily dwellings. Northwest Hicksville will be generously landscaped, will have ample and decorative street lighting and safe pedestrian connections will be made to a revitalized downtown area





11. <http://www.ck12.org>



objectives relate to the four sub-areas, and also include general principles that should guide decisionmaking throughout Northwest Hicksville.

Goals	Objectives
<p>Establish a Tech Park along Cantiague Rock Road to build upon and strengthen the existing technology business base in Northwest Hicksville.</p>	<ul style="list-style-type: none"> - Encourage high tech, biomedical, and healthcare uses within this sub-area, and reuse existing brownfield sites for this purpose. - Rezone properties that are presently in the LI zone to a new zoning district designation that effectuates the goal and which discourages or prohibits heavy commercial, auto-related uses, and retail uses which are not considered optimal uses for the sub-area. - Redevelop the triangular gateway property into an appropriate compatible Tech Park use, and promote a design which provides a positive visual entry into Northwest Hicksville from approaches to the west. - As part of the rezoning, establish larger minimum lot area requirements to discourage small lot subdivisions and encourage campus like settings. - As part of the rezoning, establish a maximum impervious coverage limitation which encourages landscaped green space, especially along street frontages. - As part of the rezoning, evaluate an increase in the maximum number of stories allowed to encourage development of a tech park. - Retain a real estate development specialist as part of a Step II Study to determine the amount of development that will be required to successfully convert brownfield sites into tech uses. - Prepare a generic environmental impact statement for Tech Park to comply with SEQRA and establish shovel ready sites. - Develop site design guidelines for new construction and substantial rehabilitation.



Goals	Objectives
<p>Create a vibrant and bustling downtown by promoting an appropriate mix of residential and nonresidential uses in the Train Station Sub-area, which is included within, and is an extension of, Downtown Hicksville.</p>	<ul style="list-style-type: none"> - Rezone the Train Station sub-area to allow a mix of residential, office, and commercial uses within approximately 1/2-mile radius of the train station. - Improve the sub-area through landscaping and outdoor seating, cafes, restaurants, and businesses that provide goods and services to both residents and commuters. - Specifically encourage residential and nonresidential uses at the USPS and former FedEx properties. - Retain a post office within downtown Hicksville to meet the needs of residents and businesses. - Encourage a university consortium that can provide daytime and evening courses and utilize nonresidential space within this sub-area. - Encourage a hotel to locate within this sub-area. - As part of the rezoning, allow live/work lofts. - In the long-term, evaluate whether below ground parking could be constructed to allow redevelopment of these expansive lots and introduce pocket parks within portions of the existing surface parking areas. - As part of any rezoning, evaluate rezoning properties within this sub-area from Light Industry to Central Business. - As part of any rezoning, evaluate existing building height in CB district (60 feet) and its appropriateness for this sub-area. - As part of any rezoning, establish maximum impervious coverage to ensure landscaping and green space. <p>Install decorative pedestrian scale lighting at and around the train station and along West John Street within a ½ mile radius of the station.</p> <ul style="list-style-type: none"> - Prepare site design guidelines for new construction and substantial rehabilitation.
<p>Within the Transition Sub-area, revitalize the properties between the Train Station Sub-Area and the new Active Adult Residential Development that has been approved at West John Street, with appropriate and complementary uses.</p>	<ul style="list-style-type: none"> - Rezone properties that are presently in the LI zoning district between Cantiague Commons site and Train Station Sub-area to a new zoning district which allows uses that are consistent with, and complement, the preferred uses in this area. - Establish an arts, antiques, home furnishings “warehouse” district as an interesting and distinct destination, which will complement but not compete with the commercial uses envisioned for downtown Hicksville. - Conduct reuse study for the former Engel Street asphalt plant to determine how it may be used consistent with the Vision.



Goals	Objectives
	<ul style="list-style-type: none"> - Reuse and revitalize existing bungalow and small dwellings to uses that conform to the new zoning. - Discourage automotive repair uses on small lots in this sub-area because their repair and storage activities spill over and are not contained on individual properties. - Consider establishing a parking area to be shared by the properties with shallow lot depth along West John Street to discourage parking in the front yards and encourage landscaping and attractive redesign of these yards to benefit the streetscape. - Provide positive physical streetscape linkages between the proposed Cantiague Commons and Train Station sub-area such as street lights and street trees, pocket park and similar amenities. - As part of any rezoning, establish maximum impervious coverage to ensure on-site green space - green space should be higher than other areas to encourage "greener" transition sub-area. - Prepare site design guidelines for new construction and substantial rehabilitation.
Preserve and Expand Northwest Hicksville's Employment Base in the Light Industry Sub-area.	<ul style="list-style-type: none"> - Redevelop vacant brownfield sites for appropriate nonresidential uses. - Conduct a business survey of owners and tenants to determine the potential expansion needs of businesses and especially encourage expansion of existing office, medical, pharmaceutical and food business clusters already located in Northwest Hicksville. - Encourage commercial sports complexes and associated uses at the west end of the sub-area. - Establish maximum impervious coverage to ensure on-site green space and landscape front yards along street frontages. - Develop design guidelines for new construction and substantial rehabilitation.
Protect Existing Residential Neighborhoods.	<ul style="list-style-type: none"> - Protect residential neighborhoods from existing and new nonresidential uses through appropriate setbacks, screening, and buffers. - As part of any redevelopment, evaluate the ability to add small "pocket" parks within or adjacent to existing residential neighborhoods.



Goals	Objectives
Improve Visual Quality of Broadway and Old Country Road Corridors.	<ul style="list-style-type: none"> - Prepare design guidelines for new construction and substantial rehabilitation. - Conduct a traffic study of the intersections adjoining the mall, and add sidewalks along roads where there are gaps in the pedestrian system. - Unify the street corridors through consistent streetscape, i.e., street lights, street trees. - Ensure safe continuous pedestrian sidewalk along corridors. - Create attractive gateways into the Community at: Wantagh Parkway/Old Country Road, North Broadway from Northern State Parkway, and at the corner of Cantiague Rock Road and West John Street (triangular parcel).
Promote Beautification throughout Northwest Hicksville and Provide Additional Open Space within the Community.	<ul style="list-style-type: none"> - Encourage landowners/ business owners to keep the public spaces around their properties clean at all times (including sidewalks and private parking/lawn areas). Consider programs for implementation by the Town to beautify the area. Ways to implement this goal may include: <ul style="list-style-type: none"> Frequent sweeping or hosing down of entrances and sidewalks by downtown business owners; Regular maintenance of green spaces, sweeping alleyways; Addition of trash receptacles for pedestrian use; Additional dog waste stations (including bags and receptacles) along routes used by dog owners; Frequent emptying of on-street trash receptacles; Enforcement of litter laws; Implementation of “Hicksville Clean-up” Day, for cleanup – graffiti removal, replacement of window boxes, new window displays, repainting facades, replacement of faded signs, entry mats, etc; - Refine and implement code for property maintenance and cleanliness as described above. - Repurpose some of the surface parking for a public/ community space near the train station where people can gather and interact. Design elements could include sculptures, water fountain display, seating areas, children’s play area and similar design features which act as a gathering place for families and for general public. - Purchase the Stolz former farm on Duffy Avenue and use it in a manner which informs residents and visitors of Hicksville’s history.



Goals	Objectives
Encourage Sustainable Design.	<ul style="list-style-type: none"> - Encourage sustainable building design by awarding density bonuses when a proposed project is designed to meet or exceed Leadership in Energy and Environmental Design (LEED) minimum certification requirements. - Encourage and incentivize the installation of solar panels in areas with large parking lots or buildings with extensive rooftops.
Promote arts, cultural and recreational activities in Northwest Hicksville.	<ul style="list-style-type: none"> - Conduct market study for potential introduction of live stage theater, an arts center for painting, sculpting, and other potential cultural and arts venues. - Evaluate the demand for a skate park, a teen center with a roller rink, a YMCA, an outdoor park with a stage for events.



II. Description of the Proposed Project, Boundary and Public Participation



II. DESCRIPTION OF THE PROPOSED PROJECT, BOUNDARY AND PUBLIC PARTICIPATION

A. COMMUNITY OVERVIEW AND DESCRIPTION

1. Geographic Location and Historical Context

The Northwest Hicksville study area is located centrally in the Town of Oyster Bay, just south of the Long Island Expressway (I-495) and almost midway between the north and south shores of Long Island. It is well-served by major transportation and transit services, including U.S. Interstate I-495 (Long Island Expressway), the Northern State Parkway, the Wantagh Parkway, and the Long Island Railroad (LIRR) via the Hicksville station. The Hicksville community, based on the boundaries of the census designated place of the same name, is generally located south of the Northern State Parkway, east of the Town of Oyster Bay's border with the Town of North Hempstead, west of South Oyster Bay Road, and north of Magpie Road/Flamingo Road/Coachman Lane. See **Map 1, Community Context Map**.

The Northwest Hicksville Brownfield Opportunity Area encompasses the “northwest” section of Hicksville and is bound by the Northern State Parkway to the north, North Broadway and Newbridge Road to the east, West Old Country Road to the south, and the Town of Oyster Bay boundary with the Town of North Hempstead to the west. The Northwest Hicksville study area is just to the west of Hicksville’s “downtown” and proposed revitalization activities in either area will influence the other. The Long Island Railroad, which travels east-west through the community, and Hicksville train station influences land use patterns in the study area. See **Map 2, Study Area Context**.

2. Socioeconomic Indicators

The Northwest BOA study area is characterized as a stable, middle income community, based on various socioeconomic indicators. **Table II-1** provides a snapshot of recent population trends. Northwest Hicksville is growing faster than Hicksville, Oyster Bay or Nassau County. Between 2000 and 2010, it is estimated that Northwest Hicksville grew by 3.7 percent, compared to the overall Hicksville Census Designated Place, which grew by 0.7 percent. The Town of Oyster Bay's population declined. Population estimates indicate that Northwest Hicksville's population continued to grow in 2013, while Hicksville's growth was flat.

Between 2013 and 2018, it is anticipated that Northwest Hicksville's population will grow by 1.8 percent, at a higher rate of any other jurisdiction within which the study area is located.

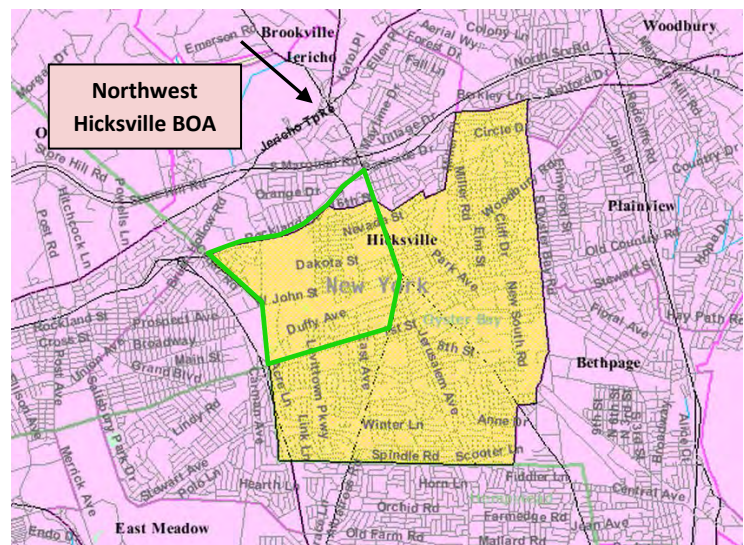


Figure II-1. 2010 Hicksville Census Designated Place (CDP).



Table II-2 provides the median age for the respective jurisdictions. In 2013, it is estimated that Northwest Hicksville’s population had the lowest median age, at 40.4 years of age. In contrast, the Town of Oyster Bay’s overall population had a median age of 43.6 years of age.

Hicksville and Northwest Hicksville have larger household sizes compared with the Town and County. The average household size in Northwest Hicksville is 3.08 persons. This compares to a Town average of 2.98 persons per household.

Table II-1. Population

Jurisdiction	2000	2010	Percent Increase 2000-2010	2013 (est.)	Percent Increase 2010-2013	2018 Projection	Percent Increase 2013-2018
NW BOA study area	7,478	7,758	3.7%	7,843	1.1%	7,984	1.8%
Hicksville CDP	41,256	41,547	0.7%	1,537	0.0%	41,589	0.1%
Town of Oyster Bay	293,626	293,213	-0.1%	294,619	0.5%	297,145	0.9%
Nassau County	1,334,542	1,339,532	0.4%	1,349,698	0.8%	1,366,652	1.3%

Source: U.S. Census Bureau, Nielson Solutions, 2012.

Table II-2. Median Age-2013 Estimate

	Median Age (years)	Average Household Size (persons)
NW BOA study area	40.4	3.08
Hicksville CDP	41.9	3.11
Town of Oyster Bay	43.6	2.98
Nassau County	41.4	2.94

Source: U.S. Census Bureau, Nielson Solutions, 2012.

Table II-3 provides a breakdown of occupation by “blue collar”, “white collar” and “service and farm” occupations. White collar workers are those who self-identify as professionals or managers. Blue collar workers are those who self-identify as assistants and clerical workers, technicians and repair workers, artists and entertainers, service workers, laborers, salespersons, operators, skilled trade workers, assemblers, or former military. Service and farm workers include those in the food service and healthcare industry, as well as emergency service protection; farm workers include those employed in farms, forestry and fishing. The Hicksville CDP had a higher percentage of blue collar workers than the other jurisdictions. It was also at the lower end of white collar workers. Northwest Hicksville also had the highest percent of workers employed in “service and farm” employment.



Table II-3. Occupation Classification – 2013 Estimate			
	Blue Collar (%)	White Collar (%)	Service and Farm (%)
NW BOA study area	11.08	70.60	18.32
Hicksville CDP	13.9	68.99	17.11
Town of Oyster Bay	11.58	75.96	12.46
Nassau County	13.81	70.18	16.02
Source: U.S. Census Bureau, Nielson Solutions, 2012.			

Table II-4 provides the transportation patterns of persons employed (16 years of age and older). In Northwest Hicksville, this is relevant, as the Hicksville train station is located in the BOA study area. Interestingly, Northwest Hicksville residents have the lowest percentage of transit use – 10.87 percent use mass transit, compared with 15.31 percent Countywide who use transit. Almost 1 percent of residents bicycle to work. Approximately 3.85 percent of study area residents work from home.

Table II-4. Workers 16+, Transportation to Work (2013)							
	Drove Alone (%)	Car Pooled (%)	Public Transit (%)	Walk (%)	Bicycle (%)	Other Means (%)	Work from Home (%)
NW BOA study area	76.41	6.95	10.87	0.63	0.87	0.46	3.85
Hicksville CDP	75.9	6.83	11.24	1.43	0.50	0.91	3.17
Town of Oyster Bay	74.99	5.97	12.42	1.4	0.22	0.69	4.32
Nassau County	70.13	7.29	15.31	2.65	0.27	0.81	3.54
Source: U.S. Census Bureau, Nielson Solutions, 2012.							

In terms of household income, Northwest Hicksville had a high median household income at \$99,662 – this is higher than the median household income for Hicksville and Nassau County, but less than the overall median household income for the Town of Oyster Bay.

Table II-5. Median Household Income – 2013 Estimate	
NW BOA study area	\$99,662
Hicksville CDP	\$86,648
Town of Oyster Bay	\$104,886
Nassau County	\$93,979
Source: U.S. Census Bureau, Nielson Solutions, 2012.	

As per **Table II-6**, the majority of dwellings in Northwest Hicksville are owner-occupied. However, that percentage is lower than the Town, Hicksville, or County. Like most of the Town, the median year a structure was built was in the 1950s, when servicemen came home from the war and the housing boom happened to accommodate them and the new households that were formed. Hicksville owner-occupied housing is affordable, by County standards.



Table II-6. Housing Characteristics – 2013 Estimate

	Owner Occupied (%)	Renter Occupied (%)	Owner Occupied Length of Residence (years)	Renter Occupied Length of Residence (years)	Median Owner- Occupied Housing Value (\$)	Median Year Structure Built (years)
NW BOA study area	70	30	24.5	8.6	361,842	1955
Hicksville CDP	84.85	15.15	26.1	11.5	351,064	1955
Town of Oyster Bay	86.88	13.12	23.8	9.9	424,974	1957
Nassau County	79.76	20.24	22.9	9.9	396,133	1954

Source: U.S. Census Bureau, Nielson Solutions, 2012.

3. Current and Historic Economic Trends

There were 913 businesses in the Hicksville Northwest study area, employing 10,581 individuals. The vast majority of these are small businesses; only 92 of these businesses employ more than 20 people. The largest segment of businesses are classified as Executive and Professional, composed of individuals employed in management, sales and marketing, health-legal-social, engineer-science-computer professional, educators, journalist-creative professional totaling 3,534 employees. “Trade and Labor”, including construction, installation and repair, craft production, machine operators, assemblers, transportation, agriculture and laborers is the next largest segment with 3,417 employees. The sector “Administration and Support”, including management support, admin-clerical support, technical support employs 2,777 individuals. “Service Personnel”, including health care personnel, food and beverage, personal services and protective services provides 1,127 jobs.

Economic Development Designations

Programmatic data were reviewed to determine whether any economic or other programs apply to properties within the study area. These programs include the following:

- Urban Renewal Areas;
- NYS Empire Zones;
- Environmental Zones;
- Federal Enterprise Business Zones;
- Business Improvement Districts;
- Industrial Parks; and
- Special Assessment Districts.

The foregoing programs do not apply presently in the Northwest Hicksville study area.



4. Current and Historical Land Use Trends

Historical Trends

The hamlet's history started with the Robert Williams purchase in 1648 of lands from local Native Americans which would become today's Hicksville. Households traveled to the area and settled on the Hempstead plains, converting the plains first into agricultural and residential use. Among those that settled in the area was Elias Hicks, a Quaker, who became a recorded minister and farmer, settling on his wife's family farm in Jericho. Hick's daughter, Abigail, would marry Valentine Hicks. In 1834, Valentine Hicks formed a Land Association and subdivided building lots within the project area. To encourage purchase of the parcels and settlement, Hicks and others sought easy access to New York markets.

In 1834, Valentine Hicks and others appeared before the New York State Legislature for the passage of an act to incorporate a railroad. On April 24, 1834, an act was passed incorporating the Long Island Rail Road.ⁱ By 1835, tracks were extended from a line controlled by the Brooklyn and Jamaica Railroad to Hicksville. The railroad station was located at Newbridge Road and Jericho Road (now North Broadway). Introduction of the railroad in the community was an impetus for its growth – Hicksville attracted numerous immigrants to the area. In 1849, Valentine Hicks and the Hicksville Association sold 1,000 acres of land to real estate speculators, among them Frederick Heyne and John Heitz. These investors were German immigrants to the United States who laid out streets and advertised for lot buyers from New York City.

The plains in and around the burgeoning Hicksville hamlet community continued to be converted to agricultural use, and cucumbers were raised for pickling in a Heinz company plant located on Bethpage Road.

By 1870, several of the primary roads in the study area had been constructed, including Jericho Road (which was to become North Broadway), Manetto Hills Road (now Old Country Road), Duffy Avenue, New Bridge Road, and John Street. A 1925 view of Hicksville illustrates the combination of agricultural and residential properties extending out from the Hicksville Train Station – Duffy and West John Street were already in existence. Prior to World War I, Hicksville was characterized as a summer place to vacation, with numerous hotels, bowling alleys, dance pavilions, and other places for social activity.



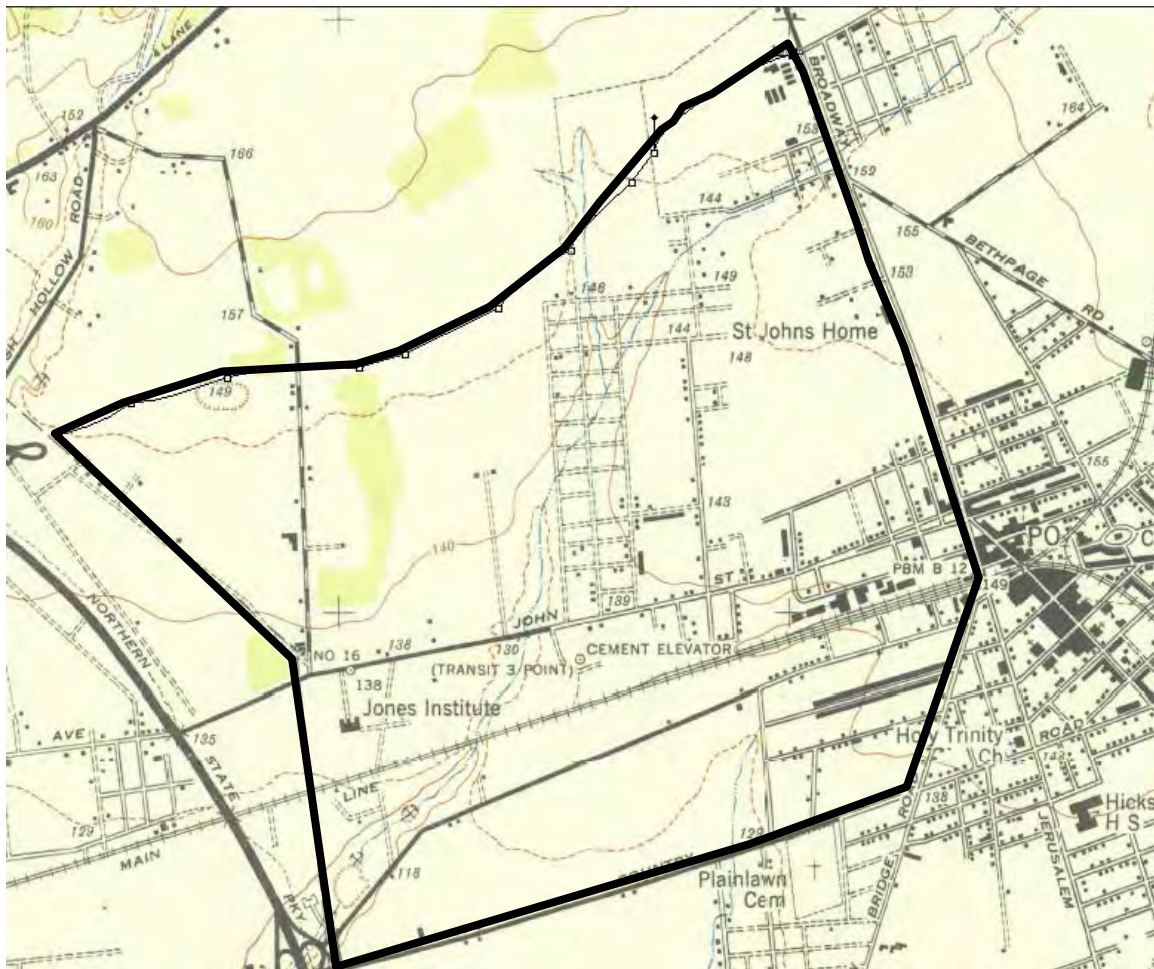


Figure II-3. Hicksville - 1947. Source: USGS, 2014.

Charlotte Avenue had not yet been constructed. Larger, nonresidential buildings were present along the south side of West Barclay Street. A cement elevator is shown on what is now the Twin County site. South of West John Street, extending in a southwesterly direction is a stream corridor along which gravel mining was being conducted. Mining was occurring on the Twin County site, as well as what is today the Island Waste Services site on the south side of the rail right-of-way. One larger building appears on the west side of Cantiague Rock Road, although its use is unknown. Old Country Road has little development along its frontage until it reaches “New Bridge” Road.

As early as the 1930s, Long Island had been growing as a regional manufacturer for the aviation industry.



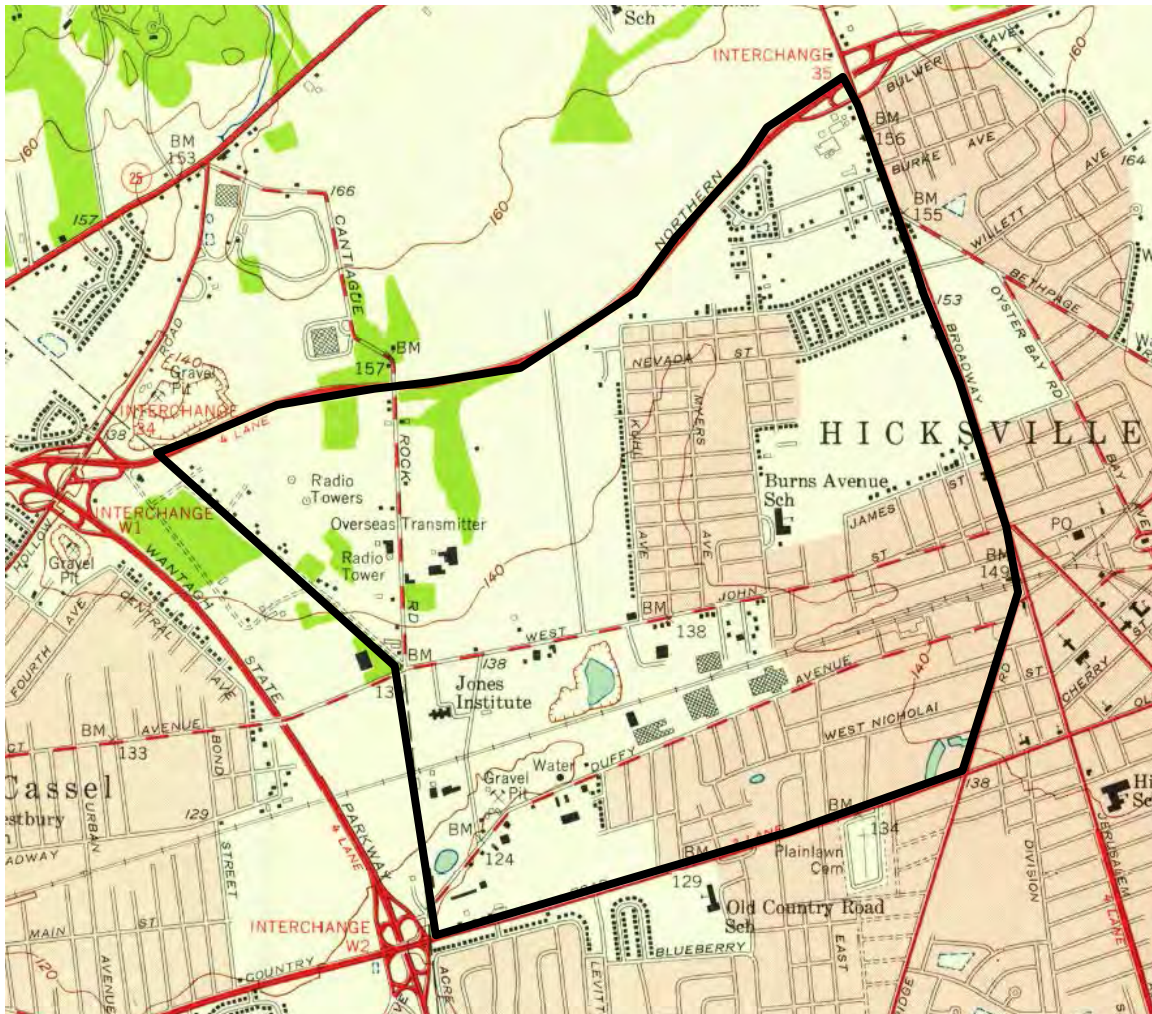


Figure II-3. Hicksville - 1954. Source: USGS, 2014.

By 1954, during the cold war, the Grumman Aircraft Engineering Corporation's facilities, to become the Grumman Aerospace Corporation, were situated in Bethpage just to the east of and extending into Hicksville. Not surprisingly, other manufacturing industries grew in and around these major manufacturing facilities, either supplying parts and services to Grumman, or manufacturing goods and providing services for the population employed by these defense industries. As shown in **Figure II-4**, large warehouse and manufacturing buildings were being constructed on either side of the rail right-of-way. The buildings at 35 Engel Street, 230 Duffy Avenue, 250 Duffy Avenue, and 260-270 Duffy Avenue had been constructed. Charlotte Avenue had been constructed, and numerous radio towers and buildings had been installed along Cantigue Rock Road. The stream corridor that crosses West John Street and Duffy Avenue no longer exists, but ponding appears where the stream used to be located, possibly due to the deep pits created from mining. Jones Institute is still present at 555 West John Street property. Northwest Hicksville's residential neighborhoods continued to grow. The Burns Avenue Elementary School had been constructed to serve children of the new families.



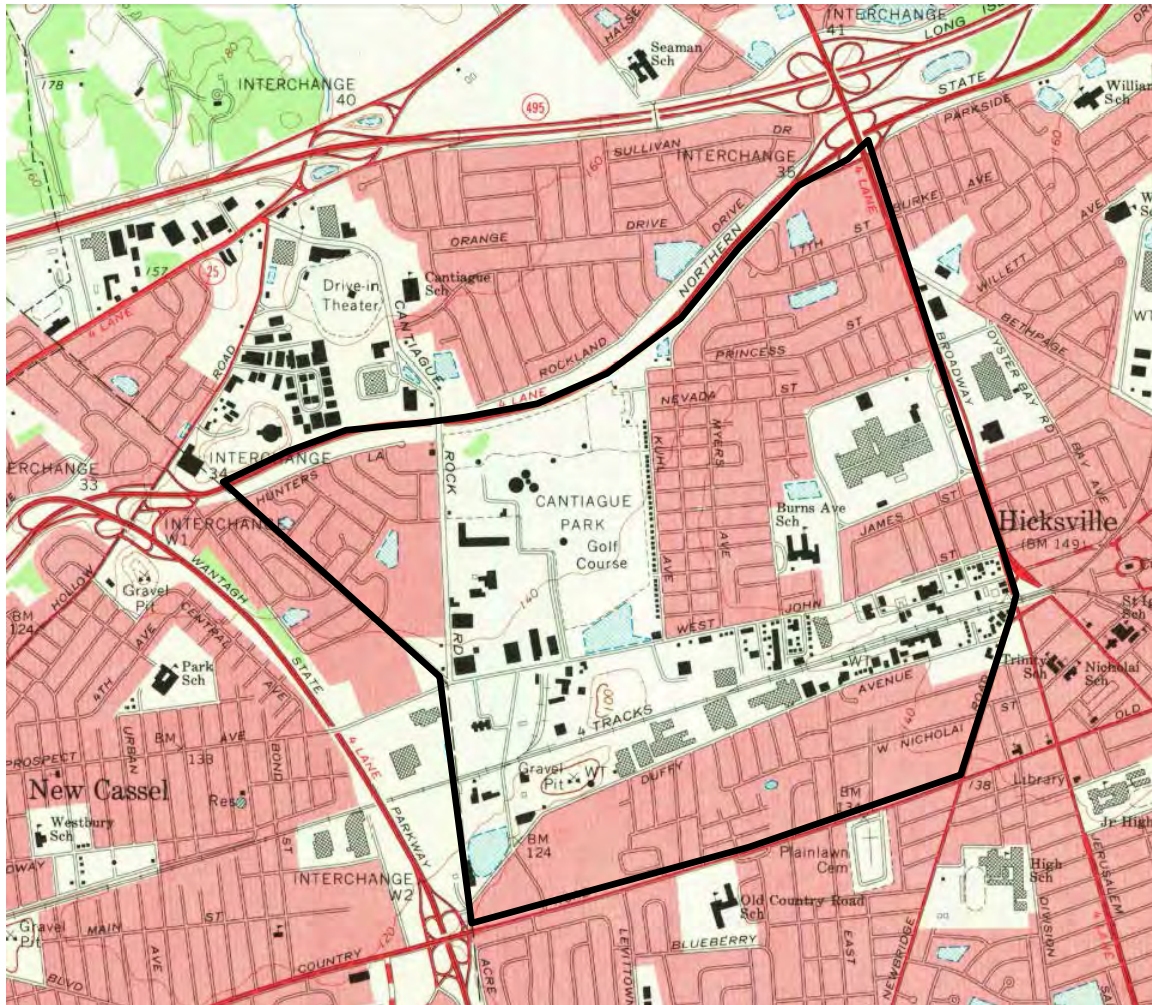


Figure II-5. Hicksville - 1967. Source: USGS, 2014.

By 1967, essentially all of Northwest Hicksville could be considered developed. The Broadway Mall appears along North Broadway, and the residential neighborhoods are complete. Much of the nonresidential and commercial uses within the study area's primary corridors have also been developed, with larger buildings added at 1-5 Burns Avenue, 201 West John Street (FedEx building), as well as 500, 530, 550, and 600 West John Street. The building at 70 Cantiaque Rock Road has been constructed, as have the buildings at 280 and 290 Duffy Avenue. The large parking lots surrounding the train station and the town parking garage, as well as the midrise office complex along Duffy near its intersection with Newbridge Road, have yet to be built. The largely industrial character of the West John Street and Duffy Avenue corridors along either side of the rail right-of-way had been set.

This BOA Study focuses especially on the heavy commercial and light industrial areas described above. Because of the age, past use, and location of these properties, they are more likely to exhibit potential brownfield conditions.



Current Trends

Today, Hicksville is primarily developed with large residential neighborhoods and nonresidential uses located on the primary road corridors in the BOA study area. Within the study area, approximately 22.9 acres is vacant land. The largest of the “vacant” parcels is being used temporarily for the storage of vehicles – the property is along the west side of Charlotte Avenue just north of the LIRR rail right-of-way and is a “key” site. There are scattered vacant lots within residential neighborhoods that are identified as vacant, although it appears that many are used as yards for the dwellings on adjacent parcels.

Residential land uses consist of a range of single family residences, two family dwellings, three family dwellings and multiple dwelling apartments and group homes. Residential land use is the largest land use category, accounting for 36.8 percent of the parcels in the study area. The majority of the study area’s parcels and land use is single family residence and approximately 161 parcels were identified as two-family dwellings. A large apartment complex is located in the northerly section of the study area near the Northern State Parkway and on the west side of North Broadway. The Fairhaven Apartment complex, also known as the Eagle Rock Apartments at Hicksville, includes approximately 400 dwelling units.

Several of the properties in the study area are identified as Mixed Use Residential – these land parcels include both a residential and nonresidential use. The largest of the parcels is the “Duffy Farm” property located on the south side of Duffy Avenue, between Loretta Lane and Underhill Avenue. A single family dwelling is situated on the property, but the remainder of the property had been used for the stabling of horses. There are other mixed use residential properties including several along Duffy Avenue, where a heavy commercial business, e.g., an auto-related use, is located on the same lot as a dwelling, which may be inhabited by the owner of the business, or otherwise rented out to tenants who may or may not be working at the business. Interestingly, in the study area, more typical mixed use residential properties one would see in an older downtown area, with commercial establishments on the ground floor, and apartments above, are not present.

Retail and commercial uses (including offices) account for 15.4 percent of the study area (including Mixed Use Residential). Retail and commercial uses are found primarily along the major roads in the study area: North Broadway, Newbridge Road, West Old Country Road, and West John Street. The greatest concentrations of these uses are located along North Broadway and Old Country Road. Retail uses along West John Street are more limited, and are concentrated closer to the Hicksville train station area. The largest single concentration of retail use is the Broadway Mall. The largest office complex is located at Station Plaza along Duffy Avenue near its intersection with Newbridge Road. Offices for the New York Sports Club are located in the complex.

Heavy commercial and light industrial uses are located primarily along West John Street, Duffy Avenue, Charlotte Avenue, and Cantiague Rock Road. The study area’s brownfields are likewise located along these corridors. Approximately 22.6 percent of the Study area consists of manufacturing, storage, warehouse, distribution as well as auto-related heavy commercial uses.



Based on the land use survey, it appears that there may be a cluster of biomedical/pharmaceutical, food processing and packaging, and building trade industry sectors. Additional outreach is recommended to determine whether additional economic growth can be pursued in these sectors, and specifically, if these businesses are seeking expansion opportunities.

Approximately 18.5 percent of the study area consists of land committed to roads and rights-of-way. The transportation network includes the Long Island Railroad right-of-way, Wantagh State Parkway, the Northern State Parkway, as well as major rights-of-way containing North Broadway, West John Street and Newbridge Road. Detention and recharge basins are scattered throughout the Study area, and are in Town of Oyster Bay and Nassau County ownership. The Hicksville Water District controls approximately 3.8 acres on three parcels. Two (2) of the Water District's eight (8) operable plant sites are located within the study area. Long Island Lighting owns four parcels within the study area, including a substation at the corner of Gardner and Princess Streets. Nassau County Department of Public Works (DPW) operates its facilities from 13 acres located on the east side of Cantiague Rock Road, just south of the Northern State Parkway. The Town of Oyster Bay controls the surface parking lots located around the Hicksville Train Station (note one additional parcel is also owned by the Oyster Bay Parking District).

Cantiague Park represents the vast majority of parkland within the study area. The park is a major community and County resource encompassing approximately 115 acres. The Town of Oyster Bay owns a small neighborhood park immediately adjacent to and west of Temple Beth Torah, located on the west side of Cantiague Rock Road. Access to the park is from the end of Hunters Lane.

The Town has purchased a property at 50 Engel Street but its future use needs have yet to be studied.

Institutional and cultural uses include: Hicksville Union Free School District (UFSD) properties; the Hicksville Fire District properties; a synagogue, and the Nassau County DPW operation. The Hicksville UFSD operates a school, Burns Avenue Elementary, within the study area. The school adjoins, and is west of, Broadway Mall. The United States Postal Service controls a sizeable property in the study area on the periphery of the Hicksville downtown area. There have been numerous discussions regarding the future of this property and its closure. The property is strategically located adjacent to the Hicksville train station. Nassau BOCES operates a career preparatory high school along Cantiague Rock Road that serves students with moderate or severe learning, and/or behavioral disabilities. The Hicksville Fire District operates from a large complex on Strong Street.

Land ownership is evaluated in detail in Section III of this Study. Of the total acreage comprising Northwest Hicksville, 879 acres are within "parcels" i.e., not highway or road rights-of-way. Approximately 18.5 percent of the study area consists of land committed to roads and rights-of-way, which is not surprising, given the study area's location amidst a major regional highway system. Of the land contained in tax parcels, approximately 194.1 acres are publicly-owned lands and the remainder, 684.9 acres, or 81.5 percent is in private ownership. The County owns the largest amount of publicly owned land in the study area, and their ownership includes Cantiague Park, the County DPW building,



and various recharge basins. In terms of privately owned land, Vornado Realty Trust, owners of Broadway Mall, represent the largest single private landowner.

The current land use trend to a large extent reflects the historic pattern of development, and has been reinforced by existing zoning regulations which are described in Section III.

5. Relationship to Existing Comprehensive Plans and Economic Development Strategies

In order to understand the existing land use pattern and potential for change, various regional planning documents were examined to understand Northwest Hicksville's position in the larger region.

New York Metropolitan Transportation Council

Since the 1970's, Federal transportation legislation has mandated that urbanized areas with a population over 50,000 must have a designated Metropolitan Planning Organization (MPO) to qualify for Federal transportation funding. Created in 1982 as the MPO for New York City, Long Island and the lower Hudson Valley, the New York Metropolitan Transportation Council (NYMTC) provides a forum to: discuss collaborative planning and transportation-related issues from a regional perspective; undertake transportation improvement studies; forecast future conditions and needs; and, make decisions on the use of Federal transportation funds. NYMTC published its **2010-2035 NYMTC Regional Transportation Plan – A Shared Vision for a Shared Future** in 2009. As described in that report, Nassau County, through its Comprehensive Plan, identified 14 areas as "Targeted Growth Areas". These are areas with potential for downtown revitalization and brownfield redevelopment - Hicksville is identified as a targeted growth area. The NYMTC Plan strongly supports transit-oriented development (TOD) to promote long-term, environmentally sound growth of business and residential populations around existing or planned transportation infrastructure investments. The aim of TOD policies is to reduce traffic congestion and improve air quality by promoting increased transit ridership, pedestrian activity and bicycle use. In addition, goals of economic revitalization and growth of housing stock are part of an overall effort to create vibrant and safe areas around major transit nodes. The Desired Growth Areas in the NYMTC region will be key centers for TOD in the coming years as local, county and state resources are focused on leveraging transportation to provide accessible, safe and environmentally sustainable neighborhoods.

Regional Plan Association

The Regional Plan Association (RPA) is a not-for-profit independent urban research and advocacy organization and it works to improve the prosperity, infrastructure, sustainability and quality of life of the New York-New Jersey-Connecticut metropolitan region. RPA pursues these goals by conducting independent research, planning, advocacy and public-engagement efforts. In January 2010, RPA published a report entitled "**Places to Grow, An Analysis of the Potential for Transit-Accessible Housing and Jobs in Long Island's Downtowns and Station Areas.**" The regional report specifically identified Hicksville among 29 downtowns as one with high potential for redevelopment. The downtowns were identified as having a High Potential for attracting new housing and jobs while encouraging transit use



and using very little of Long Island's remaining open space. Three large downtowns ranked high on all four criteria used to identify redevelopment potential - Mineola, Freeport and Hicksville - each has relatively high densities of residential and commercial uses within a half mile of their train stations. All three already have high transit use, and all have a large amount of surface parking and vacant land. All have been identified in the Nassau County Master Plan process as downtowns that could attract new residents and employers.

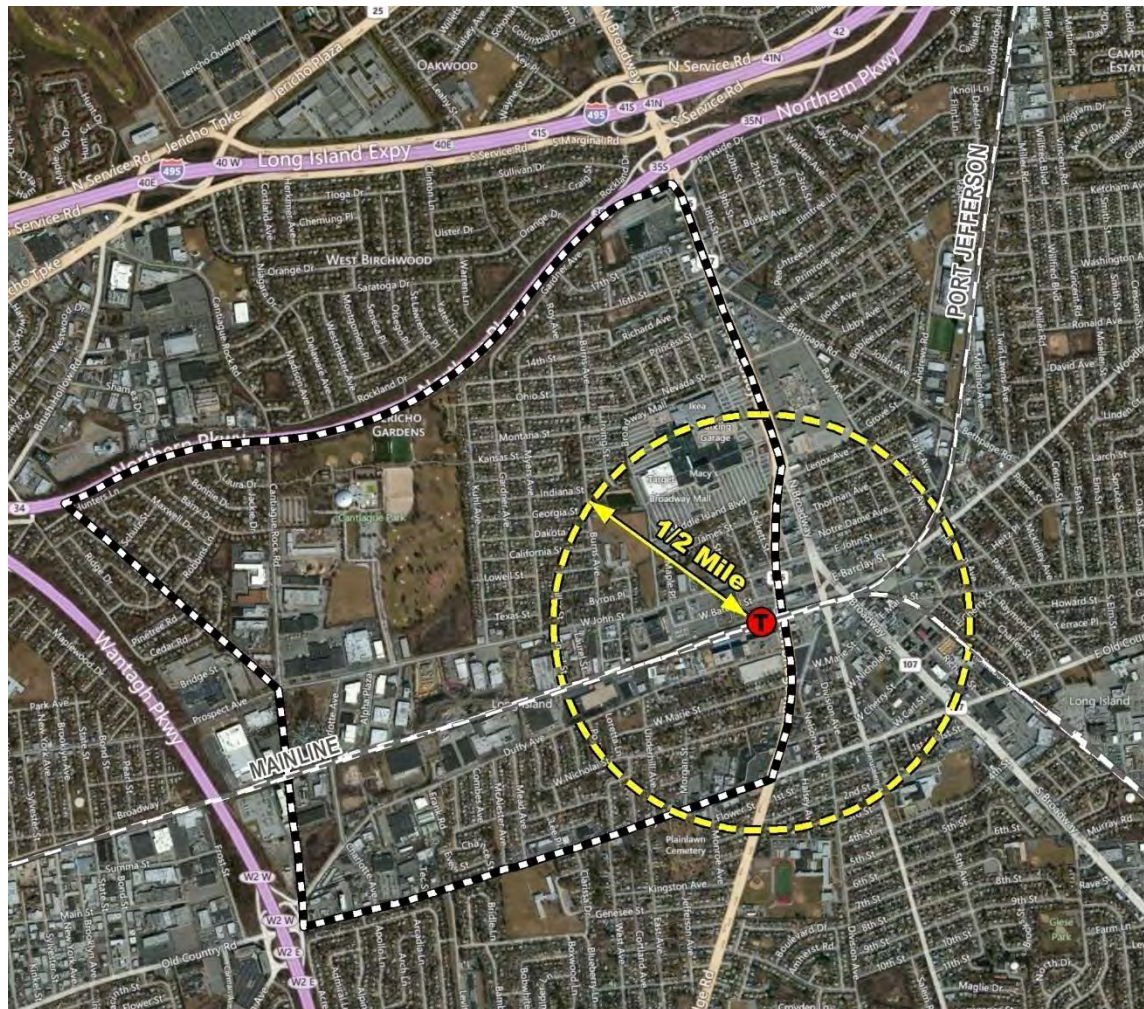


Figure II-6. One-Half Mile Radius Surrounding Train Station.

Hicksville is characterized as a hamlet that is both a rail and bus hub, home to the second busiest LIRR station in Nassau and Suffolk counties. Hicksville is identified as a "Transit Station Area", and recommendations for these areas include:

- an area where development opportunities around rail stations are optimized, while maintaining stability of adjoining land uses
- mixture of residential, office and retail uses;



- low to moderate density of buildings with residential densities of 8 to 45 dwelling units/acre (townhouses, garden and mid-rise apartments) or higher around the station area depending on individual approach for station Long Island areas of opportunity.

The identified “Downtowns” with high development capacity include: Valley Stream, Long Beach, Mineola, Port Washington, Rockville Centre, Roosevelt, Syosset, Westbury, Garden City, Glen Cove, Greenport, Southampton, Westhampton Beach, Bay Shore, New Cassel, Patchogue, Wyandanch, Riverhead, Amityville, Baldwin, Freeport, Great Neck, Hempstead, **Hicksville**, Babylon, Smithtown.

Long Island Regional Planning Council

The Long Island Regional Planning Council was formed in 2008 from the original Long Island Regional Planning Board and established pursuant to New York State General Municipal Law. Its purpose is to promote the physical, economic and social health and well-being of the Long Island region and its residents.

○ Long Island 2035 Visioning Initiative Report

The Long Island Visioning Initiative Report (December 2009) was an effort of Nassau County, Suffolk County, the Federal Highway Administration, the NYS Department of Transportation, the Metropolitan Transportation Authority and the Long Island Railroad. As per the Report, between 2003 and 2008, Long Island experienced its strongest employment growth in health services, education, business services, construction and building materials, and biomedical industries. Several of these industries—education, business services, and biomedical—pay higher than median wages.

During preparation of the report, a public workshop was held to solicit public comments and opinions on establishing a vision for Long Island. Participants were encouraged to clearly delineate desired patterns for new development. As a result, the groups defined what type of growth should be encouraged in what type of place. As per the report, a clear pattern emerged from the workshop that demonstrated how Long Island could grow by 2035 and where the most important places to grow – whether it be undeveloped land, downtowns or large redevelopment sites – should be. The conclusions relevant to Hicksville and the study area are identified below.

- **Redevelop already-developed areas and infill.** A common theme was to focus on redeveloping already-developed areas rather than developing entirely new neighborhoods in unprotected open spaces. Participants specifically identified existing employment centers or transit-accessible locations as targets for employment intensification in a mixed-use setting. Many participants expressed a particular need to develop housing accessible at a variety of income levels, in addition to housing for seniors, young people, and empty-nesters.
- **Preserve as much open space as possible.** Nearly all groups prioritized open space preservation. Some groups sought to preserve nearly all existing unprotected open space, or “as much as possible,” while others envisioned developing some of the open land while still preserving the remainder.



- **Mixed-use in downtowns, near railroad stations & at major redevelopment sites.** Most participants selected more intense mixed-use development around existing downtowns and Long Island Rail Road stations as a good way to accommodate growth, although there was variation in the degree of intensity they advocated in these areas.
- **Avoid new large lot development in favor of multi-family and small/medium lot.** Although most participants focused on multi-family housing and infill development, a few envisioned some new single-family housing development. They generally advocated that this take place on small-to-medium sized rather than large estates.
- **Avoid new commercial strip development.** An overwhelming theme was to avoid any new commercial strip development.
- **System-wide improvements in public transportation.** With a near unanimous focus on increasing development in downtowns around rail stations, participants also recommended system-wide improvements to the Long Island Rail Road and other transit systems. From the proposed improvements to the LIRR Main Line to electrification of lines out east and the reopening of closed stations like Republic Airport, the groups made the connection between improved and expanded rail service and the accommodation of population and jobs in downtowns with rail stations.
- **Concerns of denser development.** While most found ways to accommodate increased population through new development and redevelopment, participants expressed concerns about the exacerbation of existing problems such as congestion and parking capacity. Many hoped that solutions could be found that would alleviate these issues through improved mass transit, smart roadway enhancements and thoughtful parking solutions. Many also thought it was important to find the right balance between increased density and the suburban ideals that add value to living on Long Island.

Following closely after preparation of the Vision Report was the release of the Sustainable Strategies for Long Island 2035 (December 2010).

○ *Sustainable Strategies for Long Island 2035*

The conclusions of this report are relevant to Hicksville as the strategies recommend the creation of vibrant, transit-supported communities, applicable to the study area and proposals for future land use patterns. It recommends that areas targeted for development and redevelopment build upon an economic base built on healthcare, life sciences, green energy, brownfields remediation and homeland security industries. Given area energy demand and the Island's proximity to New York City, major airports, and highways, green energy, brownfields remediation, and homeland security sectors also represent potentially strong employment sources. Hand-in-hand with this objective is the report's recommendation to "create vibrant, transit-supported communities that unlock the development potential around transit stations and in traditional downtowns to develop walkable and safe communities that can accommodate growth on Long Island while protecting the Island's natural resources and existing single family home communities." The report identifies the benefits of transit-supported communities:



- Among young and aging populations, demand is growing for compact, pedestrian-friendly communities that are close to transit. Transit-supported communities are beneficial because they:
 - create vibrant, walkable communities;
 - attract young workers;
 - produce fewer school-age children per unit;
 - generate greater incremental revenues when compared to single-family development;
 - encourage transit use; and
 - decrease traffic congestion.

To implement this strategy, the report recommends increasing population density around existing LIRR stations. This form of growth allows more people to live on Long Island without adding to the burden of Long Island roads. It also adds to the mix of housing on the Island, creating more choice and more availability of housing stock across pricing categories and housing types. With the clustering of worksites at station areas, it can be easier to live and work in transit corridors and use the LIRR to travel from home to work. This growth strategy would boost LIRR ridership by creating reverse commute markets and establish more consistent, all-day, bidirectional use of the railroad.

The report also recommends establishing transit-served job centers. Long Island's primary employment centers are highway-focused, favoring automobile commutes and resulting in low-density development that is difficult to reach by other forms of transportation. Projected employment growth demands new and expanded job locations, preferably in walkable communities in close proximity to transit or around existing job centers where "nodes" or concentrators" can be created to attract and support more sustainable modes of transportation such as walking, biking, bus rapid transit (BRT) or rail transit.

Long Island Economic Development Council

In 2011, Governor Cuomo created 10 Regional Councils to develop long-term strategic plans for economic growth for their regions. The Regional Councils establish how investments in jobs and economic growth will occur through a community-based, bottom-up approach. These councils are public-private partnerships made up of local experts and stakeholders from business, academia, local government, and non-governmental organizations. The Regional Councils produce plans and implementation agendas that reflect the distinct characteristics of each of the 10 regions of New York. A key element of the economic development process is the identification of projects which will be awarded funding for implementation.

The LIREDC published the **Long Island Economic Development Strategy** to establish the priority economic development projects in the region. The Vision Statement, as set forth in the strategy report, is as follows: *"The vision of the Long Island Comprehensive Economic Development Strategy (LICEDS) is to develop and promote targeted initiatives and identify specific projects to address the distressed areas of Long Island, which pose a significant impediment to economic growth. In order to achieve this vision, the LICEDS will build on the strategic direction outlined in the Long Island 2035 Sustainability Plan*



published in December of 2010. A principal element of that plan was to enhance economic prosperity by retaining and creating well-paying jobs that provide upward mobility to residents, attracting and maintaining a highly productive workforce, and nurturing and rewarding innovation.”

Nassau County Draft 2010 Nassau County Master Plan

Relevant to land use considerations in Hicksville are the findings and recommendations of the 2010 Nassau County Master Plan. An important consideration is the Countywide economic development goals expressed in the Plan. Nassau County desires to pursue an economic development vision for the County that focuses on growing three sectors: high tech/high skilled industry (including green jobs), healthcare and higher education, and entertainment and tourism. The Plan specifically states that job growth in these industry sectors will be focused in downtowns and targeted redevelopment areas. Employment goals for these three sectors over the next twenty years are shown in **Figure II-7**.

<p align="center">Table 2-17 Countywide Economic Development Goals for Growth Sectors*</p>			
Sector	New Jobs in Downtowns and targeted Redevelopment Areas**	New Jobs in other locations within Nassau	Total New Jobs
High Tech	15,750	5,250	21,000
Healthcare & Higher Education	30,000	10,000	40,000
Entertainment & Tourism	8,250	2,750	11,000
Total Jobs	54,000	18,000	72,000

Source: Urbanomics

** Note: This table presents County job growth goals based on National trends and proactive County policies.*

*** Note: Jobs in downtowns and targeted redevelopment areas represent approximately 75% of expected job growth. Projections for the High Tech sector include Green Energy jobs*

Figure II-7. Excerpt from Nassau County Master Plan.

The Nassau County Master Plan identifies Hicksville as a priority growth area/targeted redevelopment area which is intended to accommodate jobs within the industry sectors identified above. Hicksville is also one of the downtown areas anticipated to accommodate a share of residential growth in the County via redevelopment opportunities. Relative to this designation is the following Land Use Policy:

- ***POLICY 3: PROTECT AND MAINTAIN ECONOMICALLY VIABLE COMMERCIAL LAND USES AND RESIDENTIAL NEIGHBORHOODS BY DIRECTING FUTURE DEVELOPMENT TO TARGETED GROWTH AREAS. YEAR 2030 GOALS:***

DOWNTOWNS AND TRANSIT ORIENTED DEVELOPMENT (TOD):

- ***ACCOMMODATE 26,000 NEW JOBS (10.4 MILLION SF OF NEW COMMERCIAL DEVELOPMENT)***
- ***ACCOMMODATE UP TO 11,000 NEW RESIDENTIAL UNITS***
- ***GENERATE ADDITIONAL PROPERTY TAX REVENUE WHILE MINIMIZING NEW SERVICE EXPENDITURES (“TAX – POSITIVE”DEVELOPMENT)***



Downtown Hicksville Revitalization Action Plan

In 2013, the Hicksville Revitalization Committee released a report entitled "Downtown Hicksville Revitalization Action Plan". The effort was community-based and lead by a Vision Long Island consultant team. The study area for the downtown plan encompasses a portion of the Northwest Hicksville BOA area, namely the west side of Broadway and Newbridge Road, south of West John Street and up to Duffy Avenue. The study area includes Station Plaza and the Post Office, as well as the surface parking lots surrounding the train station. The plan for this study includes the following land use concepts:

- Thought Box High Tech Businesses at 100 Duffy – the Concept Plan recognized the project that has already been initiated (however, as of this date, it is no longer being pursued);
- A potential parking garage on the north side of, and adjacent to, the current train station location;
- Multifamily senior housing on the south side of West John Street;
- A hotel at the Post Office site.

The study includes general design guideline recommendations and transportation improvements. This Step I BOA Study acknowledges that Northwest Hicksville is part of the larger Hicksville community, and any recommendations for land uses and improvements within the BOA area need to consider and complement the recommendations set forth in other Hicksville studies, including the Downtown Hicksville Revitalization Action Plan.

B. PROJECT OVERVIEW AND DESCRIPTION

As described in detail in Section III of this Step I Study, a number of vacant, underutilized and potential brownfield sites have been identified within the Northwest Hicksville BOA Area. These properties are shown on **Map 3, Brownfield Opportunity Area Boundary** and identified in **Table II-7**.

Table II-7. Key Vacant, Underutilized, Potential Brownfield Properties					
Site No.	Address	Site Name	Tax Map-Block-Lot	DEC Site Code and Program (if applicable)	Comments
Tech Park Sub-area					
1	15 Cantiague Rock Rd	Cantiague Gateway property	11-441-54	-----	1.5 ac, 1964 bldg; Gateway parcel to Tech Park and Northwest Hicksville.
2	140 Cantiague Rock Rd	Air Techniques, Inc. (old Sylvania site)	11-499-100	V00089 – VCP	2.54 ac, 1969 bldg; Vacant - Undergoing remediation.
3	100 Cantiague Rock Rd	Air Techniques (old Sylvania site)	11-499-99	V00089 – VCP	4.06 ac, 1981 bldg; Vacant - Undergoing remediation.
4	70 Cantiague Rock Rd	Air Techniques (old Sylvania site)	11-499-94	V00089 -VCP	3.79 ac, 1957 bldg ; Vacant - Undergoing remediation.
5	600 West John St	Former General Instruments Corp.	11-499-110	130020 - HW	8.6 ac, 196- bldg; Underutilized office/warehouse.
6	449 West John St	Twin County site	11-325-436,436,452,454,459,460,462, P/O	-----	15.18 ac; Cantiague Commons active adult community (prop).



Table II-7. Key Vacant, Underutilized, Potential Brownfield Properties

Site No.	Address	Site Name	Tax Map-Block-Lot	DEC Site Code and Program (if applicable)	Comments
			Brand Street		
7	35 Engel St	35 Engel Street Warehouse	11-325-47	-----	4.69 ac, 1966 bldg; Underutilized warehouse; in the process of being renovated.
8	50 Engel St	Town of Oyster Bay site; Former Asphalt Plant	11-187-9	-----	2.28 AC; Structures removed – use to be determined.
9	1 Keats Place	Risona (former Quaker State Oil)	11-243-75	-----	0.5 ac, 1951 bldg; Building is occupied; unknown whether requires remediation.
10	201 West John St	Former FedEx Building	11-G-209	-----	2.96 ac, 1963 bldg; Presently vacant building.
11	185 West John St	USPS Facility	11-G-210	-----	4.61 ac, 1968 bldg; Property has been on and off the market. Anticipate it may become available during BOA process.
12	555 West John St	Former Jones Institute property	11-E-469	-----	13.2 ac; Underutilized site for automotive storage.
13	325 Duffy Ave	Former Metco Site	11-H-112	130179 - HW	6.79 ac, 1959 bldg; Building is occupied; hazardous condition to the rear of the site. Under investigation.
14	344 Duffy Ave	Island Waste Site	11-327-421	-----	9.04 ac, 1954 bldg; Owner proposing to construct and operate a solid waste management facility processing 2,000 cubic yards per day clean fill material, recognizable uncontaminated concrete, asphalt, rock, brick and soil (RUCARBS).
15	Former Amperex site	230 Duffy Avenue	11-G-187	C130141 - BCP	6.69 ac, 1952 bldg; Vacant building and property being remediated.
16	Duffy Vacant Site	110 Duffy Avenue	11-G-182	-----	0.5 ac; structure demolished and property is vacant.
17	Stolz Horse Farm (Duffy Farm)	205 Duffy Avenue	11-344-1	-----	2.68 ac, residential property with barn; Former horse stable and farm; preference is to acquire for open space protection.

Based on the preliminary Step I evaluations, seventeen (17) properties have been identified as “key” vacant, underutilized, potential brownfield or identified brownfield sites. These properties comprise approximately 90 acres. Several of these properties are very large given their location in a built up,



mature hamlet. The Cantiague Commons site is approximately 15 acres and the former Jones Institute site is approximately 13 acres. Section IV of this Step I Study details the land use recommendations and other opportunities that have been expressed for the reuse and redevelopment of the 17 properties and the sub-areas within which they are located. The **Northwest Hicksville BOA** study area has been divided into a series of sub-areas that share common themes and characteristics. These subareas are as follows:

Train Station Sub-area: The train station area includes that area on the north and south side of the LIRR right-of-way, extending from Newbridge Road west to include the former FedEx property on the north side of the right-of-way, and to a vacant property on the south side of the right-of-way. This area incorporates the train station, associated commuter parking lots, the “high rise” station plaza buildings, and the USPS and former FedEx buildings.

Community participants have expressed that the train station and its surrounds do not integrate well into the community fabric. The extensive parking lots create a visually barren area in the middle of the Hicksville hamlet. Several properties are underutilized, and the addition of a mixture of residential, office, and retail uses would enliven this area. The community objective is to encourage mixed use development within a ½ mile radius of LIRR station, especially along West John Street. Residential uses could be either freestanding, e.g., townhouses or multifamily buildings, or could be accommodated in mixed use buildings, with ground level retail/office uses and upper floor residential uses. The Station Plaza buildings could be developed with mixed office and/or residential use. Key sites include the USPS (4.61 acres) and former FedEx (2.96 acres) properties. Recently, Newcastle Building Materials is occupying the FedEx building site. However, if rezoned, the site could accommodate a use in keeping with the vision of Downtown and Northwest Hicksville. It is also envisioned that a university incubator could be feasible with easy access provided by the train station, and where various colleges could offer courses in the arts, information systems, or other areas of concentration in a single building. The BOA Study does not propose to limit the market of any new multifamily residential dwellings that may be constructed in this area – to realize the vision, the housing market should accommodate young singles who may be commuting to Manhattan, couples without children saving for their first home, to seniors who want to be near shopping destinations and places that meet their daily needs.

Transitional Sub-area: This sub-area is located between the LIRR right-of-way to the south and West John Street to the north. It extends from the train station area on the east, to the westerly border of the Cantiague Commons site to the west. A particular challenge of the Step I Study has been how to address the area between Cantiague Commons, a proposed active adult multifamily housing development, and the Train Station sub-area. Cantiague Commons would introduce up to 390 active adult households. Between the proposed Cantiague Commons site and the Train Station is a mix of nonresidential underutilized, and potential brownfield sites, as well as an older, small-lot residential neighborhood with existing non-conforming dwellings and general and heavy commercial automotive uses. The Town of Oyster Bay has already secured the property at 50 Engel Street, allowing conversion of the property to a community use, and the Town will be a stakeholder in the midst of this neighborhood. Participants envision that the area “between” – that area between a revitalized train station and a major new residential neighborhood must be transitioned to uses which would not only complement and be consistent with the new residential uses, but would also serve as a draw and an interesting destination



itself. Because of the mix of large underutilized warehouses and small lot existing and former dwellings, the concept for this area is to create an eclectic and vibrant “arts” district. In this area, strong community support exists for the introduction of entertainment, arts, antiques, and a home furnishings warehouse district. The community also supports design guidelines for new construction and substantial rehabilitation to encourage consistency and uniformity in building design. Strong support was also expressed for implementation of this concept by rezoning this area from the Light Industry district to one which will allow the uses contemplated in the new transitional use district. Because housing is not presently allowed in this zone, this would create an alternative use which would encourage conversion of the pre-existing nonconforming residences. Participants favor a community theater or arts center in this transitional area.

The proposed uses in the transitional sub-area are to some extent supported by the regional plans identified previously, in that the transitional area is still in proximity to Downtown Hicksville. However, the recommendations are also a reflection in a major land use policy change implemented by the Town, i.e., rezoning the Twin County, site, zoned LI, to a residential zone. In the absence of the residential rezoning, the proposed recommendations applicable to this transitional use area would need to be revisited. This caveat is raised in the event that a thorough environmental evaluation of the Twin County site renders it suitable for nonresidential uses only.

Planned Light Industry Sub-area: This sub-area includes properties located primarily on the south side of the LIRR right-of-way and north of Duffy Avenue. The area extends north to also encompass properties generally located on either side of Charlotte Avenue, and west of the Transitional sub-area. It also includes a few properties on the south side of Duffy Avenue. This area extends to the south of Duffy Avenue to include a former farm and residential building. The community recognizes that light industrial uses have been part of the fabric of the community since the 1950s, and that these uses provide employment and tax ratables for the local and broader community. Furthermore, several of the larger properties are brownfield sites, and have been deed restricted for nonresidential uses only. Light industrial uses should be retained, and the community supports redevelopment of these sites in a manner that is environmentally sound and aesthetically pleasing.

It is envisioned that the major nonresidential corridors in Northwest Hicksville will continue to provide major employment opportunities. To the existing distribution, warehouse and small business base already located here, it is envisioned that additional employment could be generated by cultivating and expanding existing clusters of high-tech, pharmaceutical and food-related businesses to grow “in place” and maintain and strengthen the tax base.

Strong support is expressed for establishing a maximum or limit on impervious coverage in this area to ensure that on-site “green” space, especially along street frontages, is provided, to buffer industrial and residential areas, and provide an attractive streetscape. For example, at 300 Duffy Avenue, where conditions allow, a 50 foot landscape strip is provided at the street right-of-way. At 299 Duffy Avenue, the landscape strip is narrower, but a hedge is provided to screen views of the parking lot within the front yard. Another streetscape element which provides a sense of a planned industrial area is



consistent signage. The Bunzl monument sign is an example of a sign which supports this type of appearance.

The existing Light Industry zoning district supports light industrial uses; however, the zone also allows heavy commercial, auto repair, and other uses which are not conducive to retaining a higher quality planned environment the community seeks. As a result, some consideration should be given to limiting development to light industrial uses and office use, especially on the larger lots adjoining the LIRR right-of-way. The community does not want the area to devolve into automotive repair and heavy commercial uses. The existing rail spur is anticipated to continue.

A benefit of this Sub-area is that west of Benjamin Avenue along Duffy Avenue, the area does not adjoin residential uses. Thus, there are nonresidential uses which could be introduced which would not have a significant negative impact on any residential neighborhoods. The community supports a proposal to encourage sports complexes and recreational or entertainment uses at the western end of Duffy Avenue within this Sub-area - it has been well-received and participants expressed moderate support for this concept. The public survey expressed a desire to attract a YMCA or construct an indoor or outdoor pool for residents. These uses could be accommodated as part of a sports complex.

Essential to the Sub-area is the strong support for preserving the former horse farm on Duffy Avenue for public use (this received more support than any other proposal or comment for this subarea). This may be the highest supported project of the entire Northwest Hicksville BOA area.

Tech Park Sub-area: This sub-area includes nonresidential properties located on either side of Cantiague Rock Road, including the DPW complex. Several large nonresidential properties located on the south side of West John Street, between Cantiague Rock Road and the primary entrance into Cantiague Park, are also included. The concept of creating a technology park along Cantiague Rock Road is strongly supported by the community. The technology park concept evolved from considering the sub-area's adjacency to Cantiague Park. Here, there is a golf course, trails, and recreational amenities that are attractive to corporate businesses. It is possible that a relationship could be established which would allow employees to use the park during lunch hours, or to golf after hours.

In conjunction with the creation of a technology park would be the elimination of heavy commercial, auto-related uses, or retail uses in this Sub-area and encourage a more campus-like setting. The community is open to increasing the maximum number of stories to encourage appropriate redevelopment of the brownfield sites located here.

Like the Planned Industry Sub-area, it is envisioned that the major nonresidential corridors here should continue to provide major employment opportunities. To the existing distribution, warehouse and small business base already located here, additional employment could be generated by expanding in place existing clusters of high-tech, pharmaceutical and food-related businesses.

C. BROWNFIELD OPPORTUNITY AREA BOUNDARY

The Northwest Hicksville Brownfield Opportunity Area encompasses the "northwest" section of Hicksville and is bound by the Northern State Parkway to the north, North Broadway and Newbridge



Road to the east, West Old Country Road to the south, and the Town of Oyster Bay boundary with the Town of North Hempstead to the west (**Map 3**). The Northwest Hicksville study area is just to the west of Hicksville’s “downtown” and proposed revitalization activities in either area will influence the other. The Long Island Railroad, which travels east-west through the community, and Hicksville train station influences land use patterns in the study area.

The Brownfield Opportunity Area boundaries have been designated so that they capture not only the areas which contain vacant, underutilized, and potential brownfield sites, but encompass the residential neighborhoods which are primarily affected by these sites, and which would benefit from reuse and redevelopment of same.

Acknowledging the BOA study area is large, four primary sub-areas have been identified within which the majority of the vacant, underutilized, and potential brownfield sites are located, and which each share common goals and objectives. These are identified in more detail in Section II.D. below, and Section IV of this Step I Study.

D. VISION STATEMENT, GOALS AND OBJECTIVES

1. Vision Statement

Northwest Hicksville...will be a destination that is vibrant, attractive and clean – a healthy and safe place to live, work, play and raise a family. By taking the opportunity to develop vacant and underutilized properties, our goal is to usher this community into the 21st century and secure a high quality of life in a community that offers good jobs, quality education, convenient and safe access to public transportation, a beautiful environment, and a full range of cultural and community amenities.

The Vision Statement summarizes the aspirations of the Northwest Hicksville community. It integrates input received through public participation activities that are described above, in which community members were asked to share what their ideal vision of Northwest Hicksville would be in 10-15 years. In the future, Northwest Hicksville is a place where businesses and residents take pride in their community. The area will offer a mix of housing options, business opportunities,

entertainment for all ages. It will be a clean, attractive, cohesive community that is accessible by transportation, safe and walkable. “Beautification” and associated words such as “trees”, “bushes”, and “parks”, came up time and time again during the public participation process. Northwest Hicksville desires to revitalize the major commercial and light industrial corridors to make them as attractive as the community’s residential neighborhoods.

In 10-15 years, the Hicksville train station area will be revitalized, and land use policies consistent with the Northwest Hicksville Vision as well as the vision for a revitalized downtown Hicksville will allow the community to capture the economic benefits of having this substantial transit resource. Northwest Hicksville will be redeveloped with uses that will benefit from, but not compete with, a revitalized downtown centered in and around the Hicksville train station.



It will be characterized by a mix of attractive, well-kept homes that are predominantly single family, but there will be additional housing types available for seniors and young professionals, including townhomes and multifamily housing. Northwest Hicksville will be generously landscaped, will have ample and decorative street lighting and safe connections will be made to a revitalized downtown area extending outward from the train station that is vibrant and bustling with a “hometown” feeling. Parks and open spaces will dot the landscape and there will be a variety of recreational activities to persons of all ages.



Figure II-8. Word Cloud for Northwest Hicksville.

The Vision acknowledges that industrial and office businesses are an important component of the local economy – these uses provide jobs and contribute to the tax base. The community wants to preserve its nonresidential base and allow these areas to be reused in a manner which will not impact adjoining residential neighbors. Commercial retail and service business areas, including the shopping mall, will be interconnected by pedestrian walkways and better directional signage will be provided for wayfinding purposes. The downtown commercial area will also be an amenity to the many people who are employed in Northwest Hicksville during the daytime.

Northwest Hicksville will support a variety of mobility options. The community will be able to use vehicles, the train, bus, bike or walking paths to circulate through the community. Roads, sidewalks, and paths will be made safe for vehicles, pedestrians, and bicyclists and Northwest Hicksville will serve as a mobility model for other communities.



2. Goals and Objectives

A series of goals and corresponding objectives have been identified which are intended to achieve Northwest Hicksville's Vision of its community. A goal is an overarching principle that guides decision making. Objectives are specific, measurable steps that can be taken to achieve the goal. The goals and objectives relate to the four sub-areas, and also include general principles that should guide decisionmaking throughout Northwest Hicksville.

Table II-7. Goals and Objectives	
Goals	Objectives
Establish a Tech Park along Cantiague Rock Road to build upon and strengthen the existing technology business base in Northwest Hicksville.	<ul style="list-style-type: none">- Encourage high tech, biomedical, and healthcare uses within this sub-area, and reuse existing brownfield sites for this purpose.- Rezone properties that are presently in the LI zone to a new zoning district designation that effectuates the goal and which discourages or prohibits heavy commercial, auto-related uses, and retail uses which are not considered optimal uses for the sub-area.- Redevelop the triangular gateway property into an appropriate compatible Tech Park use, and promote a design which provides a positive visual entry into Northwest Hicksville from approaches to the west.- As part of the rezoning, establish larger minimum lot area requirements to discourage small lot subdivisions and encourage campus like settings.- As part of the rezoning, establish a maximum impervious coverage limitation which encourages landscaped green space, especially along street frontages.- As part of the rezoning, evaluate an increase in the maximum number of stories allowed to encourage development of a tech park.- Retain a real estate development specialist as part of a Step II Study to determine the amount of development that will be required to successfully convert brownfield sites into tech uses.- Prepare a generic environmental impact statement for Tech Park to comply with SEQRA and establish shovel ready sites.



Table II-7. Goals and Objectives

Goals	Objectives
	<ul style="list-style-type: none"> - Develop site design guidelines for new construction and substantial rehabilitation.
<p>Create a vibrant and bustling downtown by promoting an appropriate mix of residential and nonresidential uses in the Train Station Sub-area, which is included within, and is an extension of, Downtown Hicksville.</p>	<ul style="list-style-type: none"> - Rezone the Train Station sub-area to allow a mix of residential, office, and commercial uses within approximately 1/2-mile radius of the train station. - Improve the sub-area through landscaping and outdoor seating, cafes, restaurants, and businesses that provide goods and services to both residents and commuters. - Specifically encourage residential and nonresidential uses at the USPS and former FedEx properties. - Retain a post office within downtown Hicksville to meet the needs of residents and businesses. - Encourage a university consortium that can provide daytime and evening courses and utilize nonresidential space within this sub-area. - Encourage a hotel to locate within this sub-area. - As part of the rezoning, allow live/work lofts. - In the long-term, evaluate whether below ground parking could be constructed to allow redevelopment of these expansive lots and introduce pocket parks within portions of the existing surface parking areas. - As part of any rezoning, evaluate rezoning properties within this sub-area from Light Industry to Central Business. - As part of any rezoning, evaluate existing building height in CB district (60 feet) and its appropriateness for this sub-area. - As part of any rezoning, establish maximum impervious coverage to ensure landscaping and green space. - Install decorative pedestrian scale lighting at and around the train station and along West John Street within a ½ mile radius of the station.



Table II-7. Goals and Objectives

Goals	Objectives
	<ul style="list-style-type: none"> - Prepare site design guidelines for new construction and substantial rehabilitation.
<p>Within the Transition Sub-area, revitalize the properties between the Train Station Sub-Area and the new Active Adult Residential Development that has been approved at West John Street, with appropriate and complementary uses.</p>	<ul style="list-style-type: none"> - Rezone properties that are presently in the LI zoning district between Cantiague Commons site and Train Station Sub-area to a new zoning district which allows uses that are consistent with, and complement, the preferred uses in this area. - Establish an arts, antiques, home furnishings “warehouse” district as an interesting and distinct destination, which will complement but not compete with the commercial uses envisioned for downtown Hicksville. - Conduct reuse study for the former Engel Street asphalt plant to determine how it may be used consistent with the Vision. - Reuse and revitalize existing bungalow and small dwellings to uses that conform to the new zoning. - Discourage automotive repair uses on small lots in this sub-area because their repair and storage activities spill over and are not contained on individual properties. - Consider establishing a parking area to be shared by the properties with shallow lot depth along West John Street to discourage parking in the front yards and encourage landscaping and attractive redesign of these yards to benefit the streetscape. - Provide positive physical streetscape linkages between the proposed Cantiague Commons and Train Station sub-area such as street lights and street trees, pocket park and similar amenities. - As part of any rezoning, establish maximum impervious coverage to ensure on-site green space - green space should be higher than other areas to encourage "greener" transition sub-area. - Prepare site design guidelines for new construction and substantial rehabilitation.
<p>Preserve and Expand Northwest Hicksville’s</p>	<ul style="list-style-type: none"> - Redevelop vacant brownfield sites for appropriate nonresidential uses.



Table II-7. Goals and Objectives

Goals	Objectives
Employment Base in the Light Industry Sub-area.	<ul style="list-style-type: none"> - Conduct a business survey of owners and tenants to determine the potential expansion needs of businesses and especially encourage expansion of existing office, medical, pharmaceutical and food business clusters already located in Northwest Hicksville. - Encourage commercial sports complexes and associated uses at the west end of the sub-area. - Establish maximum impervious coverage to ensure on-site green space and landscape front yards along street frontages. - Develop design guidelines for new construction and substantial rehabilitation.
Protect Existing Residential Neighborhoods.	<ul style="list-style-type: none"> - Protect residential neighborhoods from existing and new nonresidential uses through appropriate setbacks, screening, and buffers. - As part of any redevelopment, evaluate the ability to add small “pocket” parks within or adjacent to existing residential neighborhoods.
Improve Visual Quality of Broadway and Old Country Road Corridors.	<ul style="list-style-type: none"> - Prepare design guidelines for new construction and substantial rehabilitation. - Conduct a traffic study of the intersections adjoining the mall, and add sidewalks along roads where there are gaps in the pedestrian system. - Unify the street corridors through consistent streetscape, i.e., street lights, street trees. - Ensure safe continuous pedestrian sidewalk along corridors. - Create attractive gateways into the Community at: Wantagh Parkway/Old Country Road, North Broadway from Northern State Parkway, and at the corner of Cantiague Rock Road and West John Street (triangular parcel).
Promote Beautification throughout Northwest Hicksville and Provide	<ul style="list-style-type: none"> - Encourage landowners/ business owners to keep the public spaces around their properties clean at all times (including sidewalks and private parking/lawn areas). Consider programs for



Table II-7. Goals and Objectives

Goals	Objectives
Additional Open Space within the Community.	<p>implementation by the Town to beautify the area. Ways to implement this goal may include:</p> <ul style="list-style-type: none"> Frequent sweeping or hosing down of entrances and sidewalks by downtown business owners; Regular maintenance of green spaces, sweeping alleyways; Addition of trash receptacles for pedestrian use; Additional dog waste stations (including bags and receptacles) along routes used by dog owners; Frequent emptying of on-street trash receptacles; Enforcement of litter laws; Implementation of “Hicksville Clean-up” Day, for cleanup – graffiti removal, replacement of window boxes, new window displays, repainting facades, replacement of faded signs, entry mats, etc; - Refine and implement code for property maintenance and cleanliness as described above. - Repurpose some of the surface parking for a public/ community space near the train station where people can gather and interact. Design elements could include sculptures, water fountain display, seating areas, children’s play area and similar design features which act as a gathering place for families and for general public. - Purchase the Stolz former farm on Duffy Avenue and use it in a manner which informs residents and visitors of Hicksville’s history.
Encourage Sustainable Design.	<ul style="list-style-type: none"> - Encourage sustainable building design by awarding density bonuses when a proposed project is designed to meet or exceed Leadership in Energy and Environmental Design (LEED) minimum certification requirements. - Encourage and incentivize the installation of solar panels in areas with large parking lots or buildings with extensive rooftops.
Promote arts, cultural and recreational activities in Northwest Hicksville.	<ul style="list-style-type: none"> - Conduct market study for potential introduction of live stage theater, an arts center for painting, sculpting, and other potential cultural and arts venues. - Evaluate the demand for a skate park, a teen center with a roller



Table II-7. Goals and Objectives	
Goals	Objectives
	rink, a YMCA, an outdoor park with a stage for events.

E. COMMUNITY PARTICIPATION TECHNIQUES AND PROCESS

Authentic community participation is a key element of any successful land use, community revitalization or development strategy. The BOA Program is designed to seek input from various stakeholders throughout all three steps of the Program through the creation of a community advisory or steering committee, public meetings, workshops, presentations, educational forums, and other interactions in a manner that is flexible so that each community's participation process meets local needs and builds upon local practices.

Community participation and public outreach serves to inform the community about the project as well as to gather information about the area or properties. It provides opportunities for the community to participate in forming the plan, and building community understanding and support. This study involved significant public participation designed to gather input and receive guidance from stakeholders in Northwest Hicksville.

Sustainable Long Island (SLI) led the community participation process for this Step I Study. Community participation took place through four primary mechanisms, as described in the Community Participation Plan (see **Appendix B**): formation of a local Steering Committee; presentations to local groups and organizations; a community survey; a public workshop; and, a public open house.

1. Partners and Stakeholders

The Steering Committee is comprised of individuals with strong ties to the community, and who represent a range of interests within Northwest Hicksville, including community and civic groups, government officials, business and property owners, and residents. The role of the Steering Committee has been to:

- provide local knowledge and expertise about Northwest Hicksville, including guidance on community outreach and engagement;
- to build understanding and support for the project;
- assist in identifying and prioritizing brownfield sites and preparing a community vision statement;
- And to review and provide input on findings and draft documents.

An advantage of forming and working with a broad Steering Committee is the breadth of knowledge and expertise that comes to the table. The Steering Committee for the NW Hicksville BOA included representatives from such diverse stakeholders as the Long Island Rail Road; local community



organizations and businesses; local, county, and state government; as well as residents and property owners. Steering Committee included representation from the following organizations:

- Northwest Civic Association of Hicksville
- Hicksville Community Council
- Duffy Park Civic Association
- Jericho Gardens Civic Association
- Hicksville Chamber of Commerce
- Hicksville Water District
- Hicksville Fire Department
- Hicksville Fire District
- Hicksville Public Schools
- Long Island Power Authority
- Long Island Rail Road
- Nassau County Police Department
- Nassau County Executive, Hon. Edward Mangano
- Nassau County Legislature District 17, Hon. Rose Marie Walker
- New York State Department of State Division of Coastal Resources/BOA Program and Division of Environmental Remediation
- New York State Department of Environmental Conservation
- New York State Department of Transportation
- New York State Assembly District 15, Hon. Michael Montesano
- New York State Senate 5th District, Hon. Carl Marcellino
- New York State Senate 7th District, Hon. Jack Martins
- Town of Oyster Bay Supervisor, Hon. John Venditto
- Town of Oyster Bay Town Council, Hon. Rebecca Alessia
- Town of Oyster Bay Town Council, Hon. Anthony Macagnone

2. *Techniques and Processes*

Steering Committee Meetings

Two (2) Steering Committee meetings were held during preparation of the Study.

The first Steering Committee meeting, held on **June 20, 2012**, organized at the beginning of the project, helped orient Committee members to the BOA process in general, details regarding the study area and to solicit input on outreach methods and techniques.

A second Steering Committee meeting was held on **November 21, 2013**, to solicit input on the Vision Statement and Goals and Objectives which had been drafted based on the results of a community



survey and previous public input, and to review the format for a public open house to be held on December 5, 2013.

Small Group Meetings & Presentations

In the months leading up to the first Public Open House workshop, the consultants were invited to present the Work Plan and purposes of the BOA Program at several community meetings. The community meeting presentations served two purposes: they were opportunities to inform participants about the NW BOA project and to spread the word about the January 17, 2013 public workshop; and they were a chance for community members to identify key issues and concerns while building support among key community groups. Collectively between 50 and 100 community members attended these meetings, learning about the project and sharing input on findings and priorities. The following is a brief summary of small group meetings held.

Northwest Civic Association - Nov. 19, 2012: The Northwest Civic Association invited the Project Team to speak before its members about the BOA program during a regular monthly meeting on November 19, 2012. The Northwest Civic Association represents the Hicksville community in the area bound by: by the Long Island Railroad mainline to the south; the North Hempstead-Oyster Bay Town line to the west; the Northern State Parkway to the north; and, an east-west line through Sixteenth Street and Broadway to the east.

The presentation emphasized that the project is building upon previous planning efforts and focuses on Brownfield sites - underutilized, vacant and other sites with potential for revitalization. A brief overview of the Project Team's work to-date was provided, and attendees were asked to consider what they want the project team to be aware of, the key players to talk to, and how vacant or otherwise underutilized sites could be used to their fullest potential.

Although no formal activity was conducted to solicit specific input, some feedback was provided. Attendees highlighted a few concerns and hopes for the future including, a suggestion to send postcards to the community to encourage participation in the project. One participant noted that this project represents an opportunity to take blighted and other such properties and turn them into something useful that the community wants, and that by presenting this information to the community through this and other similar meetings, people would have an opportunity to learn about the process, consider what they want, and come prepared to the workshop. Attendees were encouraged to prepare for the public workshop in January by thinking about what they want to see in Northwest Hicksville – the types of businesses, the look and feel of the various areas within the study area – and come to the workshop ready to discuss those ideas and priorities.



Hicksville Chamber of Commerce - Nov. 20, 2012: The Project Team was invited to present at the Chamber of Commerce's November 20, 2012 meeting to provide information about both the Northwest and Southeast Hicksville BOA projects. Between 15 and 20 members attended the meeting. The Project Team provided general information about the New York State BOA program and process as well as more specific information about the Northwest Hicksville Step I and the Southeast Hicksville Step II projects, work done to-date, and announced the January 17th Public Open House workshop for the northwest area. The meeting was an opportunity for the Project Team to better understand how the Chamber serves businesses of Northwest Hicksville and how to reach others in the future. Mailings and phone calls were suggested as effective forms of outreach.

Overall, feedback was favorable and attendees appreciated the opportunity to learn about the project and understand the process. Concerns were raised over being subject to yet another study and questions were asked about the timeline for completion, and whether environmental cleanup was included as part of the BOA process. Healthy dialogue ensued, with questions about funding and what types of properties were under consideration as part of the study. Other feedback indicated that housing may not be a good option for redevelopment as part of this process.

Midland Civic Association - Nov. 27, 2012 -The Project Team presented at a regular meeting of the Midland Civic Association on November 27, 2012. The presentation provided information about the New York State BOA program and process, the Northwest Hicksville BOA Step I study area and project, the Project Team, and announced the upcoming Public Open House workshop.

After the presentation, a brief discussion took place during which participants asked general questions and were encouraged to think about the potential for underutilized sites within the Northwest study area. It was generally stated that what happens in the Northwest area of Hicksville should complement the downtown area. Questions about whether properties have to be vacant and publicly owned in order to be included in the study were answered by the Project Team. A suggestion was made to capitalize on the possible development of housing for active adults ages 55 and over, and to identify potentially compatible uses. The Project Team urged attendees to think about what they want to see in Northwest Hicksville – the types of businesses, the look and feel of the various areas within the study area – and come to the January workshop prepared to discuss their ideas and priorities.

Field Tour

A subgroup of the Steering Committee participated in a field trip with Project Team members and Town representatives on January 3, 2013, to examine the project area and to discuss potential Brownfield locations. This field survey was conducted after the preliminary list of Brownfield sites had been updated per the data gathered through inventory and analysis. Some additional properties were highlighted as potential underutilized sites. The tour served to educate and inform both Project Team and Steering Committee members about the potential brownfield sites, as well as issues and opportunities facing the northwest Hicksville community in terms of revitalization.

During the tour, the group discussed the distinction between properties that are chronically vacant or underutilized and those that are likely vacant due to natural market turnover. Several such sites were



pointed out. Market turnover was the norm for properties along Old Country Road and Broadway. The project team pointed out the presence of an unsigned bike path adjacent to the Wantagh Parkway that could potentially be connected to other paths and used as a community asset. It was also noted that several properties within the study area are older industrial facilities that have been divided into multiple units and may represent either opportunities for new smaller tenants or if such an opportunity arises, to re-combine those smaller offices into space suitable for a new start-up or tech company, for example. Four participants also noted the potential of the former FedEx property and the adjacent US Post Office facility, if they were to become available.

Other feedback from participants indicates that in general, there is demand for all types of commercial space in Hicksville, but that often space is either not physically suitable to buyers needs or real estate prices are too high for the area. Anecdotally, prices in Hicksville are on par with nearby wealthier areas that offer more and better amenities, making it difficult for Hicksville to compete. It was also mentioned that one of the consistent issues in Hicksville historically has been at lack of cohesive or strategic development; the perception is that development seems to have been piecemeal and participants would like to these planning efforts result in more cohesive strategies that are compatible with one another.

Public Open House Workshop No. 1

A public open house workshop was held on January 17, 2013. Using preliminary information gathered through meetings and the inventory and analysis of the study area, the Project Team facilitated a visioning workshop to gather input from a range of local residents, business and property owners, and



other stakeholders within the study area and Hicksville.

The interactive workshop began with a brief presentation of the BOA program and the purpose and scope of the project and a brief summary of existing conditions, followed by interactive exercises. Participants provided input to guide the development of a community vision, goals and objectives, as well as input on assets, opportunities, strengths, and challenges within Northwest Hicksville. The workshop was a

participatory process with open dialogue, brainstorming, and prioritization of ideas. The information helped shape the preliminary vision, goals, and objectives; opportunities for redevelopment; and new uses desired by the community. Exercises included:



- **Values - What do you value? What is important to you in your community?** Each participant was provided three Post-It Notes. On each Post-It, the participant wrote one word or phrase that expresses a characteristic or something valued in a community (not necessarily Hicksville, but a place where participants like or would like to live or do business)
- **Vision Statements** – Each participant was given one index card and asked to write two to three sentences describing how he or she would like Northwest Hicksville to look and feel in the future.
- **Priorities for Revitalization (sub-areas)** – The BOA study area was broken down into five sub-areas to focus attention on priorities within specific areas. Using maps and large flip charts, the groups identified issues and opportunities that need to be addressed in each sub-area. Participants were asked: How is this area used and perceived? What is the overall vision for this area? What types of uses or businesses should be located there? What would you like to see change? Stay the same?
- **Additional Opportunity to Comment** - If an individual had ideas about other areas that did not get discussed at his or her table, maps of the study area were posted on a wall.

Values: Participants were asked to write three **key words or phrases** that express what they value in Hicksville - things, characteristics, qualities they like or appreciate. The Project Team used these key words as context for developing a Vision Statement. Many of the key words reflect characteristics the community desires, as seen in the word cloud below. They reflect preferences for an aesthetically pleasing community, smaller-scale, independent retail, community-oriented streets, safe streets, accessible transportation, and activities for people of all ages. A word cloud of the key words and phrases is presented in Section II.D.

Vision Statements: Each participant was asked to write a vision of how they see Hicksville in 15-20 years. Below are some of the common themes and ideas expressed in the **Vision Statements** exercise:

- A vibrant community, bustling downtown with easy access to residential areas - walkable, with mix of uses - a destination (a reason to stop & stay downtown) - better shopping/area to browse
- Entertainment, cultural activities, community events - music, etc. activities for young people
 - Sports venue/facility at W. John and Charlotte
- Bike paths or lanes, in part to accommodate safe family biking (specifically on W. John)
- A better mix of small stores and businesses (“mom & pop shops” or “boutiques”), restaurants, places with pride in the community; fewer big box or chain stores (“mixed use”)
- More housing – a lot of types were mentioned (senior, single family, next generation, condos, townhouses) and emphasis was on nice looking, well-kept or “beautiful”
 - Specifically gated communities (not just for seniors, but younger people too)
 - Specifically at W. John and Charlotte
- More attractive area landscaping - trees, flowers, plantings, etc.
- Cleaner, safer streets



- More parks, open spaces, and opportunities for recreation activities – parklets, community parks, open space
 - Recreation at Catiague Park
 - Repurposing surface parking

The general categories covered in the comments made by workshop participants are:

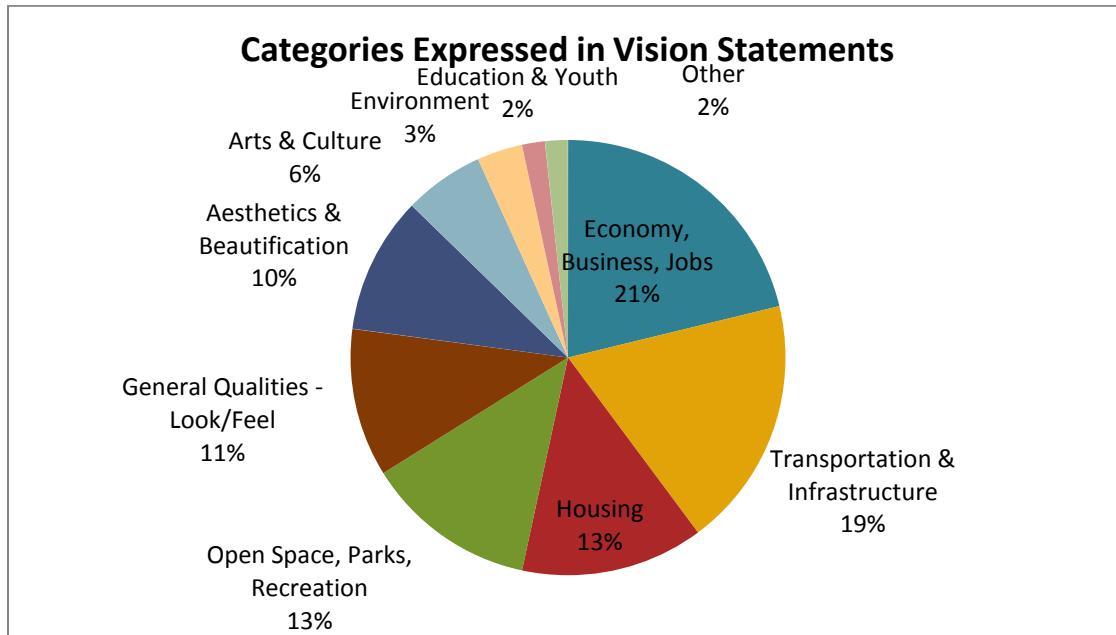


Figure II-9: Categories expressed in the Vision Statements prepared by community members.

Sub-area Priorities: Participants broke into groups to discuss **five (5) preliminary sub-areas within the Northwest Hicksville BOA area**, looking at what exists at present, what works and what does not, as well as what people believe is appropriate now and in the future. Below are some of the common themes and ideas expressed during this activity for each of the designated areas. Ultimately, the Step I Study focuses on the reuse and redevelopment of four sub-areas that are drawn from the areas described below.

Train Station: The LIRR provides easy, convenient access to New York City and although the train station area is used by many people from a large geographic area, it is not the type of destination that at this time benefits Hicksville - commuters simply “pass through”. Hicksville should capitalize on this asset and improve the surrounding area to “capture” commuters so that an economic benefit is generated. The area, which is contiguous to “downtown” Hicksville, is characterized by abundant surface parking yet poses problems for pedestrians and vehicles. In the future it could be improved by adding landscaped areas and outdoor seating, cafes, restaurants, and businesses that would provide goods and services to both residents and commuters. Pedestrians and cyclists should also feel comfortable passing through the area and it should be better connected to surrounding neighborhoods.



Broadway Mall: The Broadway Mall area is highly commercial and should stay that way. The current uses are generally good, but the area shuts down after 8:00 pm and lacks activities for kids. In the future it could be improved by slowing or calming traffic, providing safer ways for pedestrians to get around (sidewalks and crosswalks) and incorporating landscaping to improve the look of the area, which may also have the benefit of slowing down traffic. It is difficult to cross from one side of Broadway to the other, even in a vehicle, due to speeding and/or the volume of traffic. Participants indicated that a traffic study should be conducted that evaluated several key intersections, and sidewalks should be installed immediately around the mall. Traveling on Broadway, there is no indication when one enters or exits Hicksville, and it was suggested that some gateway marker or sign be considered in order to promote or differentiate Hicksville from surrounding areas.

Duffy Avenue: Duffy Avenue is primarily an industrial area that could benefit from aesthetic improvements to buildings, landscaping, and the streetscape. In general, continued industrial uses in this area are acceptable, as long as measures are taken to clean up the appearance and environment. Traffic in the area is an issue and a study should be done to investigate possible controls, traffic calming measures, or other ways to alleviate congestion and high speeds. In addition, consideration should be given to the addition of a bike path to connect to the train station and something to draw people to the area, such as a sports facility, drive-in theater, or arena. The former horse farm should be preserved or adaptively reused as a way to draw attention to the history of the area.

West John Street: West John is primarily an industrial area; however, a proposal to develop housing for active seniors, Cantiague Commons, is moving forward in the permitting process. In the future the area should be better connected with surrounding areas such as the train station by improving the pedestrian environment with better sidewalks and lighting, bike paths on Duffy Ave., and better bus connections. Most of the area will stay industrial, but should be made more attractive with additional landscaping and improvements to the exteriors of buildings. This area is seen as a good candidate for “clean tech” or “high tech” companies, especially along Cantiague Rock Road, as well as for an educational facility to attract and retain younger people and perhaps help create jobs. On the edges of this area, in close proximity to the train station and downtown, restaurants and pubs or similar businesses may be suitable. It was noted that building height is a sensitive issue within the community and any proposals for new uses should take that into consideration. Suggestions were also made to consider larger facilities in this area, such as a hotel and a live/work studio space.

Old Country Road: Old Country Road is a commercial corridor which will likely continue with its present mix of uses. Participants expressed that redevelopment efforts in Hicksville should focus primarily on the downtown and LIRR station area; corridors such as Old Country Road will change and evolve based on trends and the success of Downtown Hicksville. Traffic is the biggest concern in this area: there is often too much volume traveling too fast, and the corridor is not safe for walking, cycling, or parking. Buildings in this area have no consistent look, making the area appear “disjointed”. The area could be improved by slowing traffic and improving the appearance of stores, perhaps adding more restaurants and a few residential developments. Specific intersections were suggested for traffic studies, including Underhill Ave., Levittown Parkway, and at Newbridge Rd. New uses in this area should foster more social interaction and capitalize on the LIRR, making it a better asset, such as restaurants.



Community Survey

During preparation of the Step I BOA Study, Hurricane Sandy struck Long Island on October 29, 2012. Because the process was being conducted during a time when Steering Committee organizations were engaged in emergency and recovery efforts, and homeowners were preoccupied with repairs and other priorities, the Project Team decided it would be beneficial to create an online survey wherein participants could provide input into the process from their home computer at their convenience. The survey was available online, and paper copies were made available at the Hicksville Public Library.

To promote the survey and encourage participation by a wide spectrum of the community, notification cards (postcards) were mailed to all residences and businesses within the BOA study area (more than 1,700 cards were mailed). The Town of Oyster bay issued a press release to local media, which was publicized by several outlets, including the Hicksville Illustrated and Plainview Patch. The press release was posted on the Town's website and it was announced on the Town Supervisor's Facebook page. Outreach also included email announcements to the Steering Committee and community contact list encouraging people to spread the word. The survey was mentioned in later articles in both the Hicksville Illustrated and the Massapequan Observer. Dozens of flyers were printed and distributed throughout the study area, including the Town Recreation Center, the William P. Bennett Community Center, the Hicksville Library, the Boys & Girls Club, the Chamber of Commerce, local supermarkets, the LIRR station, a florist, deli, bank, local restaurants, and other businesses. Sustainable Long Island also attended the July 2013 Hicksville Street Fair and handed out hundreds of flyers to attendees in an effort to encourage participation in the survey. Additionally, SLI announce the survey on its website and an in its e-newsletter. As of April 1, 2014, 140 households had responded to the survey. About 50 percent of all respondents were from Northwest Hicksville. Approximately 40 percent were residents of Hicksville or business owners – the remainder were from other persons interested in taking the survey, such as commuters or those residing in a neighboring community. The vast majority of respondents did not work in Hickville. A slightly higher percentage of males offered responses. Approximately 70 percent of respondents were 50 years of age and older. Interestingly, 70 percent of respondents were single householders. Approximately 78 percent lived in Hicksville for at least 10 years.

More than half of respondents indicated that businesses in Hicksville meet most of their day-to-day needs, while more than one-third of respondents feel that Hicksville businesses only meet some of their needs. The most frequented retail businesses were the Broadway Mall and the Stop and Shop (Old Country Road). Of the general business uses, gas stations and banks were the most frequented. About half of respondents offered suggestions for other types of businesses they would like to see in the community. Popular suggestions for additional businesses or uses include **sit-down restaurants, pubs/cafes** or similar **places to socialize or meet friends and family, independent stores** ("mom and



Photo of flyer promoting community survey at the Hicksville LIRR station.



pop” shops), **healthy food** stores, and **big box** stores. Improvements that respondents would most like to see take place in Hicksville are **clean-up and beautification**, especially along West John Street. This was followed closely by **lighting, enforcement, and traffic flow**.

One question asked respondents to think about what kind of place they want Hicksville to be in 20 years, rating the importance of selected features or characteristics as very important, important, somewhat important, or not important. Based on a composite rating of scores assigned to each choice, the top three characteristics were 1) is a **healthy and safe place to live and work**; 2) is a **vibrant community**; and 3) has **safe, well lit roads with adequate signage**. Coming in close behind were “is recognized as a nice place to live” and “is easy to get around in (walking, biking, mass transit)”. A related question asked participants what they believe Hicksville should have in 20 years and rate how important certain features are. The top three choices were 1) **features that encourage entrepreneurs to locate in Hicksville**; 2) **nearby businesses that are within walking distance**; and 3) **good paying jobs**. These were followed closely by opportunities for job training and a variety of “other” suggestions including safer roads, affordable housing for retirees, a new business incubator, a nice downtown area, among other suggestions.

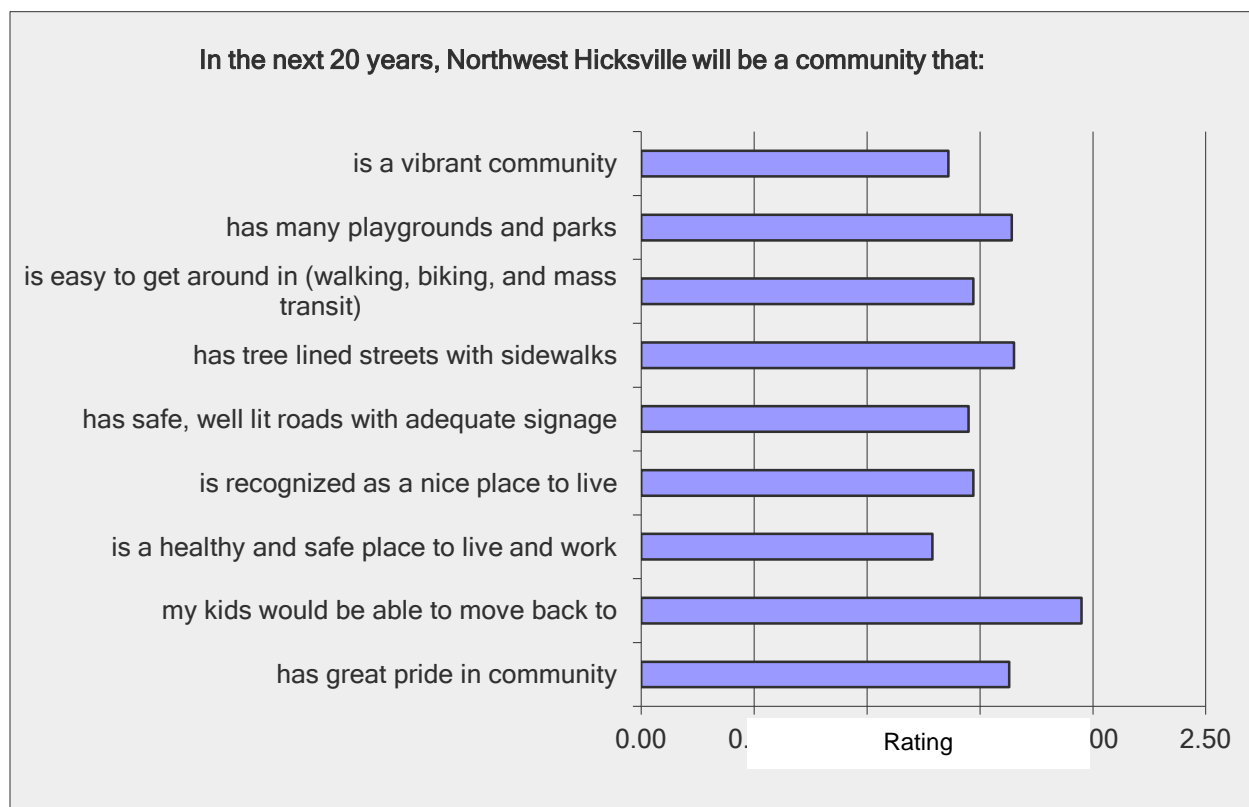


Figure II-10. Vision Statement Preferences.



Participants were also asked to provide feedback on what types of businesses or uses would be suitable in Hicksville. The clear preference in this question was **local businesses**. The next three preferences, as rated by whether participants strongly agree, agree, disagree, strongly disagree, or have no opinion, were **high tech companies**, **senior housing**, and **green companies**.

In terms of recreational opportunities, a cultural center and a teen center rated highly.

The survey evaluated community support for redevelopment of industrial properties if such redevelopment involved cleaning up the properties in question, as well as support for additional recreational uses. Specifically, participants were asked whether they would support redeveloping heavy industrial properties into other industrial uses as long as they were done in a clean orderly manner. More than 70% of respondents who answered this question (85% of all survey takers) indicated they either strongly agree or agree with the statement. Similarly, survey results show there is support for additional recreational uses in Hicksville, with about 81% of respondents indicating they strongly agree or agree that Hicksville needs more recreational uses.

Open-ended comments provided by participants reiterated previous responses, supporting development of independent local businesses, cafes or other places to socialize and purchase food, as well as support for high-tech companies, light industrial, and redevelopment of industrial properties. Instilling community pride and cleaning the community were also mentioned.

Public Open House Workshop No. 2

On December 5, 2013, the Town of Oyster Bay and the Northwest Hicksville Brownfield Opportunity Area (BOA) Steering Committee co-hosted a Public Open House. The December 5th Open House focused on gathering the community's input, feedback, and recommendations regarding draft community vision statements, goals, and preliminary strategies for the revitalization of Northwest Hicksville.

The session was designed as an open house so that members of the public could participate as their schedules allowed during a three-hour time period. Participants were invited to come when they could and stay as long as they like. More than 50 people attended the open house, including representatives of the project team, New York State Department of Environmental Conservation (NYSDEC); members of the Steering Committee including the Town of Oyster Bay, Nassau County, the Hicksville Chamber of Commerce, the Northwest Civic Association, Hicksville Community Council, Long Island Rail Road (LIRR), Nassau County Police Department, and the Hicksville Water District; as well as Northwest Hicksville residents and business owners, among others.

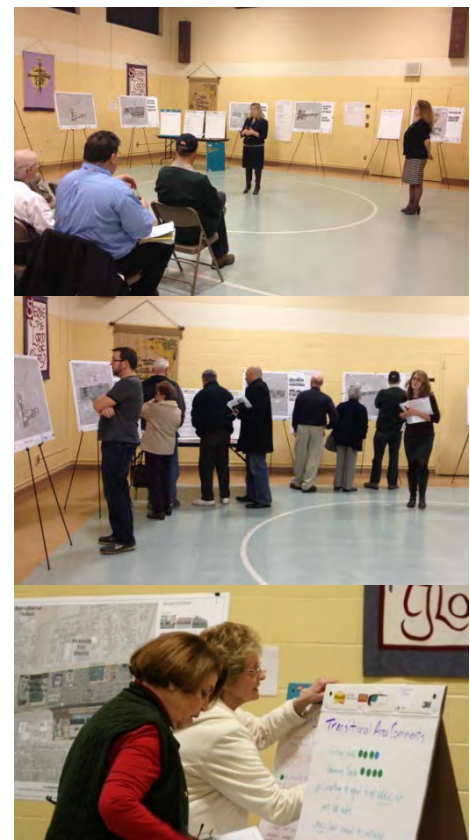
The Open House, held at Trinity Lutheran Church in Hicksville, was set up with four (4) stations around the room to provide information and solicit community feedback. The four stations were designed so that participants could circulate around the room and: view background information about the BOA program and the NW Step I project; take a community survey; provide input on draft vision statements; and review and provide feedback on preliminary strategies for each of four (4) geographic focus areas within Northwest Hicksville.



As the Open House got underway, the Project Team gave the first group of attendees a brief overview of how the Open House works, describing the purpose of the workshop, the information presented, and the type of feedback and input the team sought. A welcome handout describing this information (as presented in the table above) was available at the registration table.

Community members proceeded to circulate throughout the room, viewing information about the New York State BOA program as well as the specific tasks involved in the Northwest Hicksville BOA project and work completed to-date.

Participants contributed ideas to a community word cloud and evaluated two alternative draft vision statements, and provided comments on preliminary strategies for each of the focus areas, as well as for the Northwest Hicksville study area as a whole. Members of the project team were positioned at each station to engage with community members, answer questions, and record comments as needed. Several members of the Steering Committee were present throughout the Open House and not only participated in the activities, providing input on the strategies presented, but were able to engage and interact with community members, describing project components and the reasoning behind some of the recommended strategies.



Photos of community participation at December 5, 2013 Open House.

Station 1- Overview of BOA program and NW Hicksville BOA Step I project: The first station presented information about how the NYS BOA program operates and described the three phases of the program. Another display board showed the major components and tasks of the Step I project and what had been done to-date on the NW Hicksville project. The information presented did not generate much discussion, but several participants used this first station to talk to project team members to voice concerns about issues facing the community, including the need for smaller shops especially near the center of town, restaurants, places for kids to go (teen center, YMCA, or youth center), and more walkable areas. In addition comments were made about the changing nature of the community, a desire to have a park for Hicksville residents only, and that senior housing is not needed or desirable in this area. One person expressed concern for what he or she called “too much spot zoning,” while another commented on the need to do something with the US Post Office property, and create multi-family housing and condos to accommodate changing demographics. Another person suggested an overlay district that could apply to sections of Northwest Hicksville.

Station 2 – Community Survey: Station two gave people who had not already done so an opportunity to take the community survey. The station was equipped with a laptop so people could take the survey online, as well as paper copies, pens and pencils.



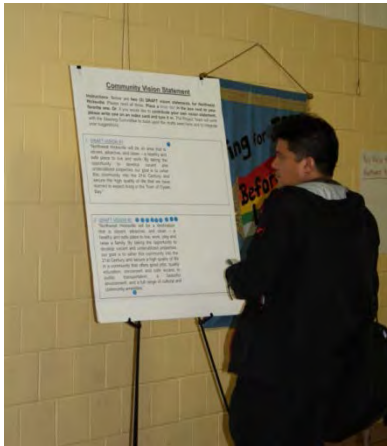


Photo of community member reviewing draft vision statements.

Station 3 – Community Word Cloud and Draft Vision Statements:

The third station was designed to solicit input on a word cloud representing key words that are important to the community that should be used in the vision statement for Northwest Hicksville. A word cloud had already been developed using input from the community survey and first open house, held in January 2013. At this workshop, attendees were asked to review the words in the cloud and use sticky notes to add any words they felt were missing or should be added. Overall the consensus was that the word cloud captured the words it needs to.

Also at Station 3, two draft vision statements were presented. The statements were developed by the project team using input from the Steering Committee and input received during the first public open house in January 2013, as well as results from the community survey.

The Steering Committee then reviewed the preliminary draft statements during a November meeting and provided suggestions for revisions. The revised versions were presented during the December Open House. Attendees read the two vision statements, presented on a large poster and used blue sticker dots to indicate their preference.

Any comments were recorded on a flip chart adjacent to the vision statement poster and reflected several ideas. In general, people feel the vision statements should be shorter, though many appreciated the comprehensive nature of the statements and verbally acknowledged that they “pretty much covered it all” when project team members asked if they had any suggestions for revisions. Other comments reflected a desire to incorporate green infrastructure and sources of alternative energy into the manufacturing area, and an overall desire to make Northwest Hicksville safer and more beautiful, as well as to have more cultural and arts activities in the area. Overall, the attendees felt the vision statements were an accurate representation of their values, what they’d like to preserve and the types of changes they would like to see in Northwest Hicksville.

Station 4 –Focus Areas: The fourth and final station at the Open House featured a series of display boards showing maps of each focus area, a goal for each area, a list of proposed strategies to achieve the goal, and images showing examples of what similar strategies look like in other communities. Attendees were encouraged to view each focus area, read the strategies, and express their level of support for the proposed strategies using green and orange sticker dots. Green dots indicate a high level of support, while orange represents a moderate level of support. The absence of dots represents no support or opinion on the strategy.



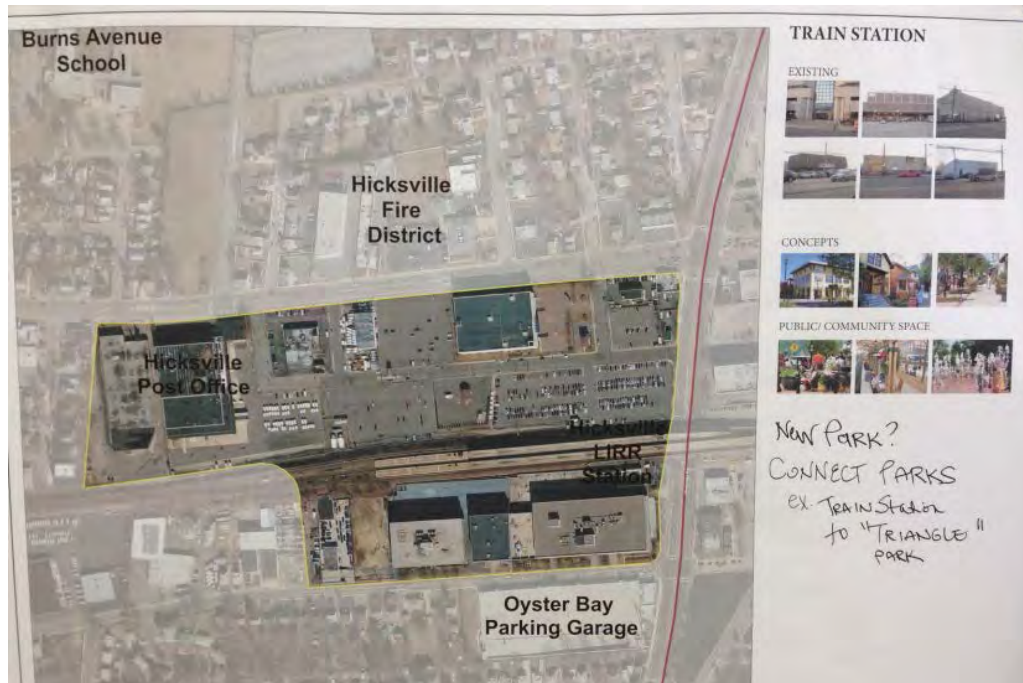


Photo of Train Station Sub-area poster.

The following summarizes community support for proposed strategies in each focus area as well as some of the common themes and unique or innovative ideas expressed in the public's comments.

Train Station Sub-area

Participants expressed moderate to strong support for mixed residential, office, and commercial uses within a 1/2-mile of the Hicksville train station, and strongly support encouraging uses that attract visitors, making the train station area a destination rather than pass-through, as well as development of public space and outdoor seating within the area. There appears to also be moderate support for evaluating the existing building height in central business district (60 feet) and appropriateness for this focus area. In addition, comments support the need to incorporate pedestrian amenities and facilities to ensure the area is walkable and safer for foot traffic. Comments also show support for encouraging development of the arts and art-uses, as well as exploring the possibility of more parking garages where rail road station parking already exists, which could possibly free up some more prime property for development and "make Hicksville appear to be more than on big parking lot."

Transitional Sub-area (along West John Street)

In this area, there was strong community support for encouraging development of entertainment, arts, antiques, and perhaps a home furnishings warehouse district, and for developing design guidelines for new construction and substantial rehabilitation to encourage consistency and uniformity in building design. The community generally recognized the intent for a creating a transitional area between the proposed senior housing development on the Twin County site, Cantiague Commons, and the train station. The idea was that a new residential at Cantiague Commons should be able to walk along West John Street to access the train station and downtown area. In doing so, the neighborhood between, i.e., the transition sub-area, should be developed for alternative uses. Strong support was also expressed, although by fewer participants, for implementation of this concept either through rezoning the Light



Industry district or by creating an overlay district between the Cantiague Commons site and the train station to allow for a new transitional use district. Comments made regarding strategies for this transitional area indicate a need to explore solutions to issues related to illegal housing units and to encourage development of arts and cultural uses, such as a theater. A few participants expressed moderate support for reducing heavy traffic, such as by narrowing West John Street in a manner similar to what was done on Prospect Avenue in New Cassel.

Planned Light Industry

The community recognizes that existing light industrial uses should be retained because of their importance to the tax base and jobs provided, and support redevelopment of these sites in a manner that is environmentally friendly and aesthetically pleasing. Strong support was expressed for establishing a maximum or limit on impervious coverage (land covered with paved surfaces and buildings) in this area to ensure on-site “green space”, especially along the street frontage, and to provide a buffer between industrial and residential areas. The proposal to encourage sports complexes and recreational or entertainment uses at the western end of West John Street within this focus area was also well-received and participants expressed moderate support for this concept. Comments about this focus area include **strong support for preserving the former horse farm on Duffy Avenue for public use (this received more support than any other proposal or comment for this focus area)** and for minimizing heavy traffic from tractor-trailers and large trucks. Participants also strongly agreed that they do not support a materials recycling facility (MRF) in this area (which has been proposed by the property owner) because of traffic volume and the difficulty of navigating through the area.

Tech Park

The concept of creating a technology park along Cantiague Rock Road was strongly supported by a large percentage of participants. Attendees also supported the idea that heavy commercial and auto-related uses, or retail uses should not be permitted in this area and that maximum impervious coverage should be limited to encourage green space especially along street frontages, encouraging a more campus-like setting. Similarly, there was a mix of strong and moderate support for consideration of increasing the maximum number of stories (existing 50 ft. max. height, 3 stories) to encourage redevelopment of brownfield sites. Comments support the concept of a campus-like setting including the need for setbacks - MacArthur Airport corporate park was expressed as an example for the area. Other comments caution to consider traffic

TECH PARK Goal: Create a Tech Park	
Strategy	Place green dot in this column adjacent to strategies you strongly support. Place an orange dot next to those you moderately support. Please write (legibly) any comments you have in the space provided.
1. Create a Tech Park area along Cantiague Rock Road.	
2. Encourage high tech, biomedical, business incubator, and healthcare uses.	
3. Do not permit heavy commercial and auto-related uses, or retail uses.	
4. Require larger minimum lot area to encourage campus-like settings.	
5. Limit maximum impervious coverage to encourage green space especially along street frontage.	
6. Consider increasing maximum number of stories (existing 50 ft. max. height, 3 stories) to encourage redevelopment of brownfield sites.	
7. Retain real estate development specialist and conduct study to determine minimum thresholds to construct campus like space on brownfield sites as part of Step II Nomination Study.	

Photo of community input poster on proposed concept of a Tech Park.



patterns through the area because of its close proximity to the parkway and to consider including bicycle lanes as part of the concept for this focus area.

Additional Goals for Northwest Hicksville BOA study area

A large number of participants expressed strong support for the two strategies proposed to achieve the goal of protecting and enhancing existing residential neighborhoods: 1) create a buffer or screen between residential and nonresidential uses and 2) consider adding pocket parks within existing residential neighborhoods.

Similarly, participants expressed strong support for nearly all of the strategies proposed to improve the visual quality of the Broadway and Old County Road commercial corridors. In particular, participants overwhelmingly support studying traffic conditions to work towards the goal of eliminating congestion and improving motorist and pedestrian safety. Strong support also exists for ensuring safe, continuous pedestrian sidewalk corridors and unifying the corridors through consistent streetscape design (i.e. lights, trees, landscaping). Some participants indicated that they would support development of design guidelines for new construction and substantial rehabilitation to improve these corridors as well.

General Comments

During the Open House, comments were captured at each station about the specific strategies and about the exercises generally. In addition, a flip chart was set up at the end of all the activities to capture any additional comments and thoughts about the NW Hicksville BOA project in general and the strategies proposed at the Open House. Comments were wide-ranging, addressing everything from landscaping suggestions to the need for arts/culture venues and activities for teens, to negative comments about not generating additional truck traffic. There was a general sense of the need for environmentally-friendly design and landscaping, including trees with good drainage, stormwater bioswales, and encouraging LEED certification for new manufacturing and commercial buildings.

Some comments focused on the need for arts and cultural activities and venues, such as a live stage theater, an arts center for painting, sculpting, and more. Echoing the comments suggesting more venues for activity in Hicksville, other comments suggested the plan should consider a skate park, a teen center with a roller rink (not just a 'sports center'), an indoor aquatic center, dedicated bike lanes (for cyclists only), a YMCA, and a park with a stage and wildlife area, similar to Heckscher Park in Huntington. Similarly, others indicated a need for better pedestrian safety (especially when crossing the street), exploring options for a better truck route to get trucks off of residential streets and off of Broadway and Woodbury Road where possible.

A couple of suggestions were offered regarding the train station area: open and expand the Syosset train station to help redirect traffic away from Hicksville; turn the train station into a true community asset; and address the expanses of surface parking surrounding the station area which is seen as "not good for the neighborhood." It was also suggested that affordable rental units are needed for seniors and lower-income residents, and that parks and green spaces will look great, but there is a real concern about garbage and litter accumulating in such places. Other comments touched on a desire for a farm or



market that offers fruit and vegetables within walking access, and using existing abandoned buildings as affordable housing for homeless families and displaced Sandy victims, requiring them to contribute to the care of the properties.

Other Tools and Techniques

Community Contact List: The Project Team compiled and maintained a database of names and email addresses of individuals who participated in BOA study activities and sent emails requesting to receive updates about the project. The list was used throughout the course of the project to inform interested individuals of opportunities to participate in activities and provide input in public workshops and the community survey. The list also serves to track outreach and information shared.

Community Events: A flyer was prepared for the Hicksville Street Fair that took place in July 2012. The handout provided an overview of the NYS BOA process as well as the NW Hicksville Step I Pre-Nomination Study project. (Concurrently there is a BOA Step II Nomination Study project under way in the southeast section of Hicksville; the Project Team included information about this study on the reverse of the handout).

In addition, Sustainable Long Island attended the July 2013 Street Fair to conduct outreach for the community survey, handing out more than 120 flyers to individuals, as well as having flyers available at the Chamber of Commerce table.

The results of the Community Participation process are set forth in this Northwest Hicksville Step I Study.

ⁱ *The Story of Hicksville Yesterday and Today, Hicksville Public Library; Hicksville's Story 300 Years of History 1648-1948 Ploughmen, Goldbeaters and Craftsmen: Hicksville's Earlier Economy 1648-1960.*



III. Inventory and Analysis



III. INVENTORY AND ANALYSIS

A. EXISTING LAND USE AND ZONING

The Northwest Hicksville Brownfield Opportunity Area (BOA) Study Area is located centrally in the Town of Oyster Bay, just south of the Long Island Expressway (I-495) and almost midway between the north and south shores of Long Island. It is well-served by major transportation and transit services, including U.S. Interstate I-495, the Northern State Parkway, the Wantagh Parkway, and Long Island Rail Road's Hicksville train station.

The study area encompasses the “northwest” section of Hicksville and is bounded by the Northern State Parkway to the north, North Broadway and Newbridge Road to the east, West Old Country Road to the south, and the Town of Oyster Bay boundary with the Town of North Hempstead to the west. The study area is just to the west of Hicksville’s “downtown” and proposed revitalization activities in either area will influence the other. The Long Island Rail Road, which travels east-west through the community, and its associated Hicksville train station influence land use patterns in the study area.

The study area is approximately 1,079 acres in size. Of this total, 200 acres are contained in various rights-of-way, and the remaining approximately 879 acres are contained on individual tax parcel properties. As described in the Land Ownership section, the vast majority of the area, or 684.8 acres, is in private ownership, while 194.1 acres are in public ownership. Nassau County owns the largest amount of publicly-owned property, including Cantiague Park, the County Department of Public Works building, and various recharge basins. In terms of privately owned land, KKR & Co., owners of Broadway Mall, represent the largest single private property holder and purchased the property in 2014.

1. Land Use

Table III-1 provides a breakdown of existing land use. Tax parcel land use classifications available from tax data were first mapped. The draft land use map was then verified through numerous field visits to the study area. A summary of the land use analyses is provided below.

Vacant

Within the study area, approximately 22.9 acres are vacant. The largest of the “vacant” parcels is being used temporarily for the storage of vehicles – the property (known as the former Jones Institute) is along the west side of Charlotte Avenue just north of the LIRR rail right-of-way. There are also two vacant parcels located along the southerly access drive into the Broadway Mall property along West John Street – the parcels are owned by KKR & Co. A third parcel is located on the north side of West John Street just west of its intersection with Kuhl Avenue – this parcel has been the subject of a land use application seeking approval for a senior housing development , but the application has been inactive. There are scattered vacant lots within residential neighborhoods that are identified as vacant, although it appears that many are yards associated with dwellings on adjacent parcels.



Table III-1. Northwest Hicksville BOA Existing Land Use

Land Use Type	Lots	Acres	Percent	
Vacant Land	71	22.9	2.6%	2.6%
Single Family Residence	1,800	278.2	31.7%	36.8%
Two Family Residence	161	25.7	2.9%	
Three Family Residence or Multiple Dwellings per Lot	9	2.9	0.3%	
Apartments	8	15.8	1.8%	
Group Home	2	0.4	0.0%	
Mixed-Use Residential	9	4.3	0.5%	15.4%
Restaurant / Fast food	22	7.8	0.9%	
Retail / Shopping / Service	36	96.2	10.9%	
Office / Professional	26	21.6	2.5%	
Other Commercial	8	3.5	0.4%	
Motel / Hotel	1	2.0	0.2%	22.6%
Auto-Related Service	33	20.0	2.3%	
Storage, Warehouse, Distribution	56	122.7	14.0%	
Industrial / Manufacturing	22	56.1	6.4%	0.2%
Religious	4	1.5	0.2%	
Park (Includes DPW)	3	129.5	14.7%	22.4%
Schools	4	15.4	1.8%	
Public Parking Facility	11	8.8	1.0%	
Utility	26	31.0	3.5%	
Other Government Services	9	7.4	0.8%	
Lots used as ROW	20	5.1	0.6%	
Total	2,270	878.8	100.0%	
Note: Land use does not add up 879 acres due to rounding. The land use is based on the land parcels within the Study Area. An additional 200 acres is contained within various transportation rights-of-way.				

Residential

For purposes of this analysis, residential land uses include the following categories: single family residence, two family residence, three family residence and multiple dwellings on a lot, apartments and group homes. Residential land use is the largest land use category, accounting for 36.8 percent of the parcels in the study area. The majority of the tax parcels are in single family residential use. Approximately 161 parcels were identified as two-family residences, scattered throughout the R1-6 and R1-7 zoning districts (described below). There are few three family residences in the study area; also, it was observed that it appeared there are several dwellings on a single lot on several lots in the area. For purposes of this analysis, apartments are included in the residential land use category (although for real property tax purposes, apartments are identified as a commercial type land use). A large apartment complex is located in the northerly section of the study area near the Northern State Parkway and on the west side of North Broadway. The Fairhaven Apartment complex, also known as the Eagle Rock Apartments at Hicksville, includes approximately 400 units – the land area for the apartment complex accounts for about 1.8 percent of the area. Lastly, two group homes are also present. Cantiague



Commons is an active adult development proposed on the Twin County site – it has yet to be constructed.

Mixed-Use Residential

Several of the properties in the study area are identified as Mixed Use Residential – a parcel will include both a residential and nonresidential use. The largest of the parcels is the “Duffy Farm” or “Stolz” property located on the south side of Duffy Avenue, between Loretta Lane and Underhill Avenue. A single family dwelling is situated on the property, but the remainder of the property has been used for the stabling of horses. There are other mixed-use residential properties including several along Duffy Avenue, where a heavy commercial auto-related use is located on the same lot as a dwelling, which may be inhabited by the owner of the business, or otherwise rented out to tenants.

More typical mixed use residential properties one would see in an older downtown area, with commercial establishments on the ground floor and apartments above, are not present.

Retail and Commercial

Retail and commercial uses (including offices) account for 15.4 percent of the study area (including Mixed Use Residential). Retail and commercial uses are found mostly along the major roads: North Broadway, Newbridge Road, West Old Country Road, and West John Street. The greatest concentrations of these uses are located along North Broadway and Old Country Road. Retail uses along West John Street are more limited, and are concentrated closer to the Hicksville train station. The largest single concentration of retail use is the Broadway Mall.

Along North Broadway, heading south from the Northern State Parkway, there are numerous commercial uses within small strip shopping centers or stand alone buildings. Two 4-story office buildings anchor the northerly end of North Broadway. Waldbaums, a pharmacy, various retail uses, a restaurant, and bar are located in the adjacent shopping center. Liberty Travel, an AT&T retail store, Goodyear tire dealer, Burger King, Pearl Vision, and various retail uses front to North Broadway. Along North Broadway from 17th Street to the south is a fitness equipment sales store, Sleepys mattress, Benjamin Moore paints, nail salon, BP gas station, restaurant, Chase Bank, McDonalds, and Sunoco gas station. A vacant parking lot is situated at Princess Street, as well as a McDonalds. A former Kentucky Fried Chicken restaurant, two-story retail and office building, drycleaners, cigar sales, a Boston Market restaurant, and On the Border restaurant are located along North Broadway approaching the Broadway Mall entrance. Border Creek restaurant is located on the south side of the entrance.

The Broadway Mall is a large retail and commercial complex. Major retail anchors include: Ikea, a Swedish home furnishing store; Macys, a retail clothing store, and Target, a discount item store. The mall also includes a large multiplex theater. It opened in 1956, and currently has approximately 100 tenants in addition to the three anchor stores. Apparel, gift, food, beauty, gadgets, tires, home goods, and other services (dental office, martial arts school) are found at the mall.

Along the north side of West John Street, retail and commercial uses are limited. There is a small one-story retail building in the vicinity of the train station, and several professional offices are located within converted residential buildings, such as a dental office. A medical office building, Kiddy Academy Daycare, drafting equipment retailer, laundromat, and multitenant shopping center with a Dunkin



Donuts are located on West John Street. Retail uses are absent beyond the immediate intersection of West John Street with Kuhl Avenue.

The south side of West John Street is primarily commercial east of Laurel Street. At the time the field surveys were conducted, Fad Toys, Verbena Design (floral), Lennox air conditioning, mobile sign maker, Islandwide Archery, NY1 Sams Realty, Speedway Travels and Tours, Werland Real Estate and JFP Carpet and Flooring, various offices, A&W Autosales, a vacant FedEx building, Hertz, Steinway Autoparts, Napa Autoparts, the Finishing Touch (linen rentals), Bestway Automall Sales Service, a large storage building, Hicksville Florist, and miscellaneous retail, were located here.

Office and commercial uses are scattered in the vicinity of Holman Boulevard. At 32 Holman Boulevard is a renovated office building. At 21 Holman Boulevard is a single-story multi-tenant building with Pace America Direct (distribute digital imaging equipment), Dynamic Cellular (wireless equipment sales), Latino America Taxi, (formerly Island Typographers. At 14 Holman Boulevard is a converted home which appears to be occupied by Hicksville Exterminators.

Newbridge Road frontage includes a Dunkin Donuts and medical offices. Heading from west to east along Old Country Road and east of Charlotte Avenue, commercial uses include but are not limited to: Stop & Shop grocery store, office space, autobody shop, tile sales and autoparts, 7-11 convenience store, Dunkin Donuts, a newly opened John Deere dealer, Volkswagen dealership, a vacant auto dealership lot with Chevrolet car storage, Sushi Valley, a used auto lot, Asian Buffet, Animal Hospital, a multi-tenant retail building, Antuns Catering Hall, and a multi-tenant retail shopping center with CVS as an anchor at the corner of Old Country Road and Newbridge Road. The gas station there sustained fire damage and was not in operation at the time of this study.

In the triangle formed by Duffy Avenue, West Old Country Road, and Charlotte Avenue are a variety of automotive-related uses and car dealerships, as well as Hicksville Mini Storage. An Exxon station, Mia Posto Restaurant, the Parkway Building, a four-story office, Champion Honda and a Hess station are located here. Except for an Econolodge at the west end of Duffy Avenue near the Wantagh Parkway, overnight accommodations are not present in the study area. Baseball Plus, a large indoor batting range and baseball equipment retail store, is also in this area.

A Nissan auto dealership is located on Charlotte Avenue. Along Frank Road, located on the south side of Duffy Avenue, is Patrician Products, Jodee Plastics, and multiple small business tenants including Hank Lane Productions, Nanoia Recycling, Fusion Enterprise Lighting, and More than Music.

The largest office complex is located at Station Plaza along Duffy Avenue near its intersection with Newbridge Road. Offices for the New York Sports Club are located in the complex. In 2013, New York Community Bancorp acquired 102 Duffy Avenue, part of the two-building, 460,000-square foot complex south of the train station. NYCB is using the 160,000-square foot property to house its back-office operations.

Heavy Commercial and Industrial

Heavy commercial and light industrial uses are located primarily along West John Street, Duffy Avenue, Charlotte Avenue, and Cantiague Rock Road. The majority of the key vacant, underutilized and potential brownfield sites described in Section III.B are located along these roads. Approximately 22.6 percent of the study area consists of manufacturing, storage, warehouse, distribution as well as auto-related heavy commercial uses.



On the north side of West John Street, heavy commercial and industrial activities commence on the west side of Kuhl Avenue although there are storage buildings at 4 Kuhl Avenue and 3-9 Kuhl Avenue. At 450-460 West John Street, there are a variety of uses, including Whole Baby & Pet Product Supplies.

500-520 West John Street is a building constructed in 1964 which contains the Cookie Factory Outlet – former occupancy included Anchor Chemical. As per a web search, tenants may include Best Cookies, Gourmet Italian ices; Tadmor Foods (retail wholesale bakery goods); and, Serviceair Global Ground (Nassau Airport ground handling).

530 West John Street is the location of Nassau Candy headquarters. Nassau Candy is a manufacturer, importer & distributor of specialty confections, gourmet foods & perishables. The company recently moved a part of its operations to the former Bunzl property on Duffy Avenue.

550 West John Street is occupied by Hercules - the building was constructed in 1966. A property card indicated it was owned by Sylvania Corning Nuclear Corporation. Hercules sells, installs and operates laundry equipment for laundromats and large users.

600 West John Street is an office/warehouse/flex space building which appears to have multiple tenants, although it is underutilized.

Along Cantiague Rock Road, three vacant buildings are situated at 70, 100, and 140 Cantiague Rock Road. These are brownfield sites described in Section III.B. On the west side of Cantiague Rock Road is Qualitest (Endo Pharmaceuticals Inc), a multi-tenant building with a bus company and Gyma Laboratory of America (pharmaceutical). At 95 Cantiague Rock Road is Crystorama (lighting sales), design showroom; T&P Paper, a paper and graphics store. At 75 Cantiague Rock is Foguera pharmaceuticals, a subsidiary of Sandoz Company. Near the corner of Cantiague Rock Road with Cantiague Lane is a heavy commercial auto garage and building identified formerly as Silverite Trucking.

Along Charlotte Avenue, businesses include Long Island Cold Storage, frozen food storage, Shred-it, Crown Lift trucks, Abco Refrigeration Supply, Williams Specialized Inc (rigging), and a supplier of various perfumes and fragrances.

Along the south side of West John Street heading east from Charlotte Avenue is Universal Photonics which will be moving to Islip to expand operations. A multi-tenant building includes Nassau Door and Window Corp, Lite-Trol Service Co. which provides service, repair and modification to architectural, theatrical and television lighting control systems. Along Alpha Plaza Street is Microcontacts, Loomis, Secco Components, Nassau Candy, Cambridge Kitchens, and U.S. Coffee. Petro heating oil depot and bus depot are located on West John Street east of Alpha Plaza. Beginning at 449 West John Street is Twin County Resource Recovery which fronts on West John Street, but then extends behind several other buildings that front to the street. At 441 West John Street, at the former Agway, is a crane operator. At 399 West John Street is Pinewood Development Corporation, developers. At 385 West John Street is Long Island Food Outlet as well as Hicksville Chemical Dependency and Inter-county paving. At 383 West John is AVA, a meat packing and slicing establishment. Engel Street includes an older warehouse



building which was occupied by the Northern Group. The building is undergoing renovation and appears to be occupied in whole or in part by Constantino Tiles.

At 307-319 West John Street is a 1963, one-story multi-tenant building containing Bartholemew Company Inc. (Overhead Crane and Hoist Service, repair, inspect and test overhead cranes and hoists) Markwik (wire and cable identification markers), Sign Arts & Display Inc. and Alfons/Francine Interiors – it is unclear whether these uses are manufacturing uses, although they are located in the Light Industry zoning district.

The southerly side streets, including Laurel Street, Burns Avenue, Keats Place and Holman Boulevard have a mix of uses. The area includes what appear to be single family dwellings but there are also a number of properties which also seem to have businesses operating from them. Uses in this area include: Tamperproof Screw Co, John Alfano Co. (machine shop); large warehouse building occupied partially by Prima Paving Corporation, a multi-tenant building with Cameo Gallery, Wind Service Appliance Repair, Keywest Plumbing & Heating, Casser Corp., Countywide Electric, Manty Glass and Aluminum. Colonial Autobody is located along Burns Avenue, as well as a recently renovated warehouse storage building. Keats Place includes a one-story warehouse building for Risona Inc., wholesale perfumes.

Another large concentration of industrial, warehouse, and heavy commercial uses is along Duffy Avenue. Some of the former industrial and warehouse spaces appear to now be occupied by smaller-tenant commercial businesses. Duffy Avenue includes automotive garages, a cleaning service, and Pinnacle Trucking. A storage tank for fuel and warehouse building appears to be associated with Mendon Truck Leasing, Locak Truck Leasing, and Gus Riedlinger Towing. At 156 Duffy Avenue is a one-story warehouse for Kalaty Rug Corporation. A new tenant occupies 190 Duffy Avenue, Fusion Solutions. As per the website, Fusion Solutions sells spinal surgery products. Verizon is located at 202 Duffy Avenue. 230 Duffy Avenue is the former Amperex Electron Corp. The ADSI building, which is 1-story with warehouse and office support space – it is a brownfield property and appears to be vacant.

At 250 Duffy Avenue is PAL Industries. The building dates to 1952 and is a one story, window manufacturer and building materials storage space.

At 260-280 Duffy Avenue are multi-tenant buildings that appear to be fully occupied - Sam Ash and other tenants occupy the space. 290 Duffy Avenue appears to be or was occupied by the Daily News and Closet Factory. At 292 Duffy Avenue is Oyster Bay Materials and Oyster Bay sand and gravel.

300 Duffy Avenue was redeveloped and occupied by Bunzl Distribution. However, in 2013, the operation left and has since been acquired by Nassau Candy to expand its operations, after receiving financial incentives from the Nassau County Industrial Development Agency.

344 Duffy Avenue is vacant. Island Waste Services occupied the property and the property is owned by Winters Brothers Hicksville LLC. In August 2013, the current owner applied for a NYSDEC permit to



construct and operate a solid waste management facility processing 2,000 cubic yards per day clean fill material, recognizable uncontaminated concrete, asphalt, rock, brick and soil (RUCARBS) on the 9.04-acre site.

The south side of Duffy Avenue includes Scrappy Autobody and Godsell Construction. Malvese Equipment is located at 1 Henrietta Street. 325 Duffy Avenue is a multitenant building occupied by Expedite Video conferencing services, My VRM scheduling software, Royale Linens textiles and Chesapeake Pharmaceutical and Healthcare Packaging.

At 299 Duffy Avenue is Wesco Manufacturing and Amken Orthopedics providing orthopedic and surgical supplies. At 295 Duffy Avenue is a depot for the First Student School Bus Company.

Based on the foregoing, there appears to be a cluster of biomedical/pharmaceutical, food processing and packaging, and building trade industry sectors. Additional outreach should be made to determine whether additional growth can be pursued in these sectors, and specifically, if these businesses are seeking expansion opportunities.

Utilities, Transportation and Parking Facilities

As noted at the bottom of the land use table, approximately 18.5 percent of the study area consists of land devoted to roads and rights-of-way. The transportation network includes the LIRR right-of-way, Wantagh State Parkway, Northern State Parkway, as well as major rights-of-way containing North Broadway, West John Street and Newbridge Road.

Detention and recharge basins are scattered throughout the study area, and are in Town of Oyster Bay and Nassau County ownership.

The Hicksville Water District controls approximately 3.8 acres on three parcels. Two (2) of the Water District's eight (8) operable plant sites are located within the BOA. Plant #6 is located at the northwesterly corner of Cantiague Park and accessed from Kuhl Avenue. This Plant operates two wells (#6-1 and #6-2) that were installed in 1952. Plant #10 is accessed from Barclay Street, located adjacent to the Hicksville train station and surrounded by surface parking adjacent to it.

Long Island Lighting owns four parcels within the study area, including a substation at the corner of Gardner and Princess Streets. Although the parcels are referenced in the ownership of Long Island Lighting, the electrical system in Nassau County is presently managed and operated by PSEG Long Island.

Nassau County Department of Public Works (DPW) operates its facilities from 13 acres located on the east side of Cantiague Rock Road, just south of the Northern State Parkway.

The Town of Oyster Bay controls the surface parking lots located around the Hicksville train station (note one additional parcel is also owned by the Oyster Bay Parking District).

The State of New York and NYS Department of Transportation own several parcels of property along Charlotte Avenue to create the right-of-way for this roadway.



Dedicated Parkland and Open Space

Cantiague Park is the largest park within the study area. The park is a major community resource encompassing approximately 115 acres. According to Nassau County's website, the following recreation facilities and activities are located at the park:

- 5 lighted tennis courts.
- 6 lighted handball/paddleball courts.
- 3 lighted basketball courts.
- Athletic fields, lighted for night play, include four softball fields and four multi-sport fields (two lighted). Soccer, football, lacrosse and rugby are played on the multi-sport fields.
- An 18-hole miniature golf course.
- A playground provides activities for children of varying ages, from pre-schoolers to teens.
- Two reserved picnic areas and one non-reserved family area.
- A 9-hole, par-30 golf course. The course is 1,878 yards, with holes ranging from 150 yards to 272 yards.
- An illuminated driving range.
- Indoor ice skating rink, used by recreational skaters and hockey teams. A swimming pool complex includes an Olympic-sized pool, two water slides, a diving pool, a "kiddie" pool, a training pool and an interactive water-play area. Lockers, showers and a refreshment area are located near the pool.
- In the gaming area next to the playground, there are shuffleboard courts, a bocci court, and tables with inlaid chess and checker boards.

The Nassau County Department of Parks, Recreation and Historic Museum representatives were interviewed during preparation of the Study, and they do not envision the need for additional parkland given the adequacy of the recreational space available at Cantiague Park.

The Town of Oyster Bay owns a small neighborhood park immediately adjacent to and west of Temple Beth Torah, and on the west side of Cantiague Rock Road. Access to the park is from the end of Hunters Lane. The Town of Oyster Bay has indicated it would consider adding parkland for smaller parks in the study area, but not for any large parks since recreation facilities have been introduced in other locations in Hicksville in the last ten years, including Walker Park, Triangle Park, and the indoor Hicksville Athletic Facility.

The Town has acquired the 50 Engel Street property but its future use has yet to be determined.

Institutional and Cultural Uses

Institutional and cultural uses in Northwest Hicksville include: Hicksville Union Free School District (UFSD) properties; Hicksville Fire District properties; a synagogue, and the Nassau County DPW operation. The Hicksville UFSD operates a school, Burns Avenue Elementary, within the study area. The school adjoins, and is west of, Broadway Mall.

The United States Postal Service controls a sizeable property in the study area on the periphery of the Hicksville downtown area – it is identified as a "key" site. There have been numerous discussions



regarding the future of this property and its closure as it has been offered for sale during the course of this Step I Study. The property is strategically located adjacent to the Hicksville train station.

Nassau BOCES operates a career preparatory high school along Cantiague Rock Road that serves students with moderate to severe learning, and/or behavioral disabilities. Educational programs are in accordance with the New York State Department of Education standards. Students are referred to Career Prep from all 56 school districts in Nassau County. Also along Cantiague Rock Road is the Temple Beth Torah synagogue, a religious use and the Nassau County Department of Public Works complex which is part of the parcel on which Cantiague Park is located.

The Hicksville Fire District operates Station 3 within the study area from a large complex on Strong Street. As per the Hicksville Fire Department's website, Station 3 was originally opened in 1956. In the early 1990's, it was decided that Station 3 would become a maintenance building for the Fire District (now the Clifford G. Davis Maintenance Facility). The property next to the station was acquired and the new Station 3 was opened in 1996. This Station houses Emergency Company 5 and Hook and Ladder Company 6. It provides protection to the Northwest section of Hicksville. Engine 935, Ladder 936, and Ambulance 9323 respond from this station.

Public and Private Land

Land ownership is described in Section III.D. **Map 7** illustrates the pattern of land ownership in Northwest Hicksville. Of the approximately 1,079 acres, 879 acres are within "tax parcels" i.e., not highway or road rights-of-way. Approximately 18.5 percent of the study area consists of land committed to roads and rights-of-way, which is not surprising, given the study area's location amidst a major regional highway system. Of the land contained in tax parcels, approximately 194.1 acres are publicly-owned lands and the remainder, 684.9 acres, or 81.5 percent, is in private ownership.

2. Zoning

Land use within the BOA is regulated in accordance with Chapter 246, Zoning, of the Code of the Town of Oyster Bay. The Town is divided into zoning districts, and each zoning district allows various land uses as either permitted principal uses, permitted accessory uses, or special permit uses. Special permit uses may require approval by the Town Board or the Zoning Board of Appeals. Zoning districts are either residential or nonresidential, although certain nonresidential districts, e.g., the Neighborhood Business district, allow apartments over stores and offices. **Map 5** illustrates the zoning pattern in the study area.

Residential Zoning Districts

Table III-2 identifies the zoning districts present in the Study Area:



Table III-2. Zoning Districts	
Zoning District Designation	District Name
Residential Districts	
R1-6	One-Family Residence
R1-7	One-Family Residence
R1-10	One-Family Residence
PUD/R-30	Planned Unit Development/Residence-30
Nonresidential Districts	
NB	Neighborhood Business
CB	Central Business
GB	General Business
LI	Light Industry

The Town zoning chapter establishes the purposes of each zoning district. The residential districts are guided by the following purposes:

- To promote and encourage a suitable environment for family life where safe streets, wide yards and quiet neighborhoods are of paramount importance.
- To achieve a balanced array of housing types, sizes and densities meeting the needs of households of varying ages and income levels, consistent with the character of existing neighborhoods, the need for protection of the natural environment, and the provision of adequate open space, sunlight and air.
- To avoid, insofar as possible, commercial and through traffic in residential neighborhoods.
- Specifically for the R1-10 district, to preserve the historical development character of the community, particularly with respect to the pattern of individual lots having relatively large yard areas in comparison to the size of the respective houses, as measured in terms of lot coverage and gross floor area, in relation to what is permitted in the R1-10 One-Family Residence District.

The R1-10 zone is the lowest residential density district, and the PUD/R-30 allows the highest density.

○ ***R1-6 One-Family Residence***

The R1-6 zoning district encompasses the residential properties located to the south of Duffy Avenue and north of Old Country Road, and totals approximately 123 acres of the Study Area, or 11.3 percent. One-family residences are allowed as principal permitted uses, and two family residences are allowed by special permit approval of the Zoning Board of Appeals. Country clubs are allowed by special permit of the Town Board. Agriculture is allowed as a permitted principal use. A variety of accessory uses are also allowed, including but not limited to swimming pools, tennis courts, and home offices, all subject to additional regulations. The minimum lot area for a one-family residence in the district is 6,000 square feet – for a two-family dwelling, the minimum lot size is 12,000 square feet. The gross residential density of this zoning district is about seven (7) dwelling units per acre. However, the net density is closer to six (6) dwelling units per acre, when roads are accounted for in the calculation of density.



- ***R1-7 One-Family Residence***

The R1-7 zoning district encompasses residential neighborhoods generally north of West John Street and on either side of Cantiague Park. It is the largest of the residential zoning districts in the Study Area, encompassing approximately 301 acres, or 27.9 percent. One-family residences are allowed as principal permitted uses, and two family residences are allowed by special permit approval of the Zoning Board of Appeals. Country clubs are allowed by special permit of the Town Board. Agriculture is allowed as a permitted principal use. A variety of accessory uses are also allowed, including but not limited to swimming pools, tennis courts, and home offices, all subject to additional regulations. The minimum lot area for a one-family residence in this zoning district is 7,000 square feet. The gross residential density of this zoning is approximately six (6) dwelling units per acre, and a net density of about five (5) dwelling units per acre.

- ***R1-10 One-Family Residence***

The R1-10 district is limited to two small neighborhoods in the northern section of the Study Area adjoining the Northern State Parkway. The zoning district accounts for 66 acres of the Study Area, or 6.1 percent. The first district encompasses residences on the north side of Laura Drive, west of Cantiague Rock Road. The second R1-10 district encompasses residential properties generally north of Nevada Street, along Gardner Avenue and surrounding properties.

One-family residences are allowed as principal permitted uses. Unlike the R1-6 and R1-7 districts, two-family residences are not permitted. Country clubs are allowed by special permit of the Town Board. Agriculture is allowed as a permitted principal use. A variety of accessory uses are also allowed, including but not limited to swimming pools, tennis courts, and home offices, all subject to additional regulations. The minimum lot area for a one-family residence is 10,000 square feet. The gross residential density is approximately four (4) dwelling units per acre, and the net density is approximately 3.5 dwellings per acre.

- ***PUD/R-30 Planned United Development Residence 30***

The PUD/R-30 zoning district was enacted in December 2012, and encompasses land that was formerly zoned Light Industry. This zoning district applies conditionally to the Twin County Asphalt Plant site, and encompasses 15.174 acres of property – it is identified as a key “site” in this Step I Study.

The rezoning was adopted with conditions by the Oyster Bay Town Board in order to allow the construction of Cantiague Commons, a proposed active adult (55 years of age and older) residential development with up to 390 owner-occupied dwelling units.

The conditions of the rezoning include the removal of the asphalt plant, removal of all materials used in the businesses on the subject premises. The applicant/owner is required to perform a Phase II Study, and to conduct any remediation as may be indicated by a Phase II Study. The applicant had 90 days within which to meet the conditions, although the time period within which the conditions must be met can be extended by the Town Board. The zoning will not take effect until such time that the conditions are met.

Concurrently with the conditional approval of Cantiague Commons, the Town Board entered into a contract of sale to purchase the Engel Street asphalt plant. The properties are identified in **Figure III-1**



below. The Town Board, at an appropriate time, will examine potential reuse of the Engel Street property. The property has been cleared of all equipment and buildings.

Development of the Cantiague Commons active adult community will influence and induce land use change in the BOA.



Figure III-1. Cantiague Commons site.

Nonresidential Zoning Districts

Table III-3 summarizes the land uses that are allowed within the four nonresidential zoning districts located within the Study Area.

Table III-3. Uses Allowed in Applicable Nonresidential Zoning Districts				
Uses	NB	CB	GB	LI
Residential				
Rooming or boarding houses	SP (TB)		SP (TB)	
Congregate-care assisted living facilities	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Apartments over stores or offices	PP	PP	PP	
Conversion of garage	PA	PA (ZBA)	PA	
Private garages and carports	PA	PA	PA	
Home businesses	PA	PA	PA	



Table III-3. Uses Allowed in Applicable Nonresidential Zoning Districts

Uses	NB	CB	GB	LI
Home offices	PA	PA	PA	
Recreation				
Country clubs	PP	PP	PP	
Game rooms			SP (TB)	
Active recreation uses, including bowling, tennis, golf driving ranges, miniature golf, batting ranges, skating and similar uses	SP (TB)		SP (TB)	SP (TB)
Fitness centers, 1,500 square feet and larger	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Fitness centers under 1,500 square feet	PP	PP	PP	PP
Marinas			SP (TB)	SP (TB)
Private membership clubs	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Public parks	PP	PP	PP	PP
Swimming pools	PA	PA	PA	PA
Tennis courts	PA	PA	PA	PA
Theaters	SP (TB)	PP	SP (TB)	SP (TB)
Public/Semi-Public				
Cemeteries	SP (ZBA)	SP (ZBA)	SP (ZBA)	SP (ZBA)
Colleges or universities or private schools	PP	PP	PP	PP
Day care, play care, nursery schools and similar facilities	PP/PA	PP/PA	PP/PA	PP/PA
Eleemosynary institutions	PP	PP	PP	PP
Hospitals, convalescent or nursing homes	PP	PP	PP	PP
Municipal uses of Town of Oyster Bay	PP	PP	PP	PP
Museums	PP	PP	PP	PP
Other governmental uses of federal, state or county agencies, or special purpose districts thereof	PP (TB)	PP (TB)	PP (TB)	PP (TB)
Places of worship	PP	PP	PP	PP
Public schools	PP	PP	PP	PP
Technical or trade schools	PP	PP	PP	PP
Business				
Accessory outdoor sales and display	PA	PA	PA	PA
Animal boarding facility				SP (TB)
Animal hospitals		SP (TB)	SP (TB)	PP
Banks	PP	PP	PP	PP
Bars	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Boatyards				SP (TB)
Business services	PP	PP	PP	PP
Catering services	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Collateral loan brokers		PP	PP	
Commercial greenhouses	SP (TB)		SP (TB)	PP



Table III-3. Uses Allowed in Applicable Nonresidential Zoning Districts

Uses	NB	CB	GB	LI
Cabarets, discotheques, dance halls, night clubs		SP (TB)	SP (TB)	PP
Drive-through services, fast food	PA (TB)	PA (TB)	PA (TB)	PA (TB)
Drive-through services, other	PA	PA	PA	PA
Existing businesses as of the effective date of Local law 3-2012	SP (ZBA)	SP (ZBA)	SP (ZBA)	SP (ZBA)
Landscape nursery, garden center			PP	PP
Public markets	PP		PP	PP
Fast-food restaurants	PP	PP	PP	PP
Fast-food restaurants (in freestanding building)	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Fishing stations	PP		PP	PP
Fish markets	PP	PP	PP	PP
Lodging places	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Mariculture				PP
Office	PP	PP	PP	PP
Personal services	PP	PP	PP	
Professional, real estate and insurance offices	PP	PP	PP	PP
Restaurants (maximum permitted occupancy of 75 persons)	PP	PP	PP	SP (TB)
Restaurants (maximum occupancy of 76 or more persons)	SP (TB)	SP (TB)	PP	SP (TB)
Retail stores	PP	PP	PP	SP (TB)
Self-service storage facility		SP (TB)	SP (TB)	PP
Undertaking establishments	PP	PP	PP	PP
Veterinary offices	PP	PP	PP	PP
Automotive				
Motor vehicle fuel sales and service, motor vehicle repair, auto body, tow car operations, car washing establishments and public garages		SP (TB)	SP (TB)	SP (TB)
Motor vehicle rental facilities	SP (TB)	SP (TB)	SP (TB)	SP (TB)
Motor vehicle dealership	PP	PP	PP	PP
Parking structures	PA	PA	PA	PA
Outdoor motor vehicle sales				SP (TB)
Storage of registered commercial vehicles	PA	PA	PA	PP
Taxi or limousine service	SP (ZBA)	PP	PP	PP
Industrial				
Helipads				SP (TB)
Light manufacturing uses				PP
Lumber yards				PP
Research and development uses				PP
Warehouse, distribution and storage uses				PP
Utility				



Table III-3. Uses Allowed in Applicable Nonresidential Zoning Districts				
Uses	NB	CB	GB	LI
Antennas	PA	PA	PA	PA
Communication and cellular telephone towers	SP (ZBA)	SP (ZBA)	SP (ZBA)	SP (ZBA)
Electric substations			PP	PP
Public utility buildings or structures	SP (ZBA)	SP (ZBA)	SP (ZBA)	SP (ZBA)
Radio and television broadcasting studios				SP (TB)
Solid waste management facilities				SP (TB)
Key: PP: Permitted Principal Use; PA: Permitted Accessory Use; SP: Special Permit Use; (TB): Town Board Approval; (ZBA): Zoning Board of Appeals				
Note: Certain uses are required to meet additional standards set forth in the Zoning Chapter.				

○ **NB Neighborhood Business**

The NB zoning district applies to several properties located along North Broadway, West John Street, West Old Country Road and Newbridge Road. There are ten (10) NB zones in the Study Area, accounting for 35 acres, or 3.2 percent of the Study Area. An important distinguishing feature of the NB zone is that it is a mixed-use district, which allows residential uses as well.

The purpose of the NB district is *“to provide for the opportunity for the development and maintenance of local-oriented retail and service business uses, as well as multifamily residence uses, in or adjacent to the Town’s hamlet center.”*

○ **CB Central Business**

The Central Business district is found in a single location in the Study Area, encompassing 28 acres of land including the train station. While a sizeable portion of the zoning district includes Town-owned surface parking lots, it also includes the office buildings associated with Station Plaza.

The purpose of the CB zone is *“to provide the opportunity for the development of retail, office, and service business uses in appropriate locations within downtown areas and concentrated commercial development.”*

What distinguishes this zone from others is that it allows the tallest buildings in the Town, with an allowable maximum building height of 60 feet. Building coverage is allowed a maximum of 70 percent; only the GB district allows a higher percentage of building coverage.

○ **GB General Business**

The purpose of the GB district is to provide an opportunity for the attractive development of retail, office and service business uses with adequate automobile access and off-street parking and loading facilities in appropriate locations along major commercial arteries. There are seven (GB) zoned areas in the Study Area encompassing 110 acres of property. The largest GB zone includes Broadway Mall. The



GB zone is located on the major roadways in the area, including North Broadway, Newbridge Road, Old Country Road, and West John Street.

○ **LI Light Industry**

The LI zoning district encompasses a wide swath of the Study Area on either side of the Long Island Railroad right-of-way, extending generally from the south side of West John Street to the north side of Duffy Avenue. In addition, it encompasses the nonresidential parcels along Cantiague Rock Road, including Cantiague Park itself. The zone extends to the south side of Duffy Avenue and Charlotte Avenue, as well as Henrietta Street. The LI zone encompasses 416 acres, or 38.6 percent of the Study Area, the largest single zone. Note that the LI-zoned land area will be reduced once Cantiague Commons meets its conditions and the Twin County property is rezoned to PUD/R-30.

The purpose of the LI zone is *“to provide the opportunity and encouragement for the development of manufacturing, assembly, warehousing, research and development, office and other compatible types of job-creating commercial activities in established industrial areas in accordance with modern development standards.”*

There are a number of nonconforming properties in the Study Area’s LI district, especially on the south side of West John Street, where a number of residences are located along Holman Boulevard and Burns Avenue.

The LI district is the location for all of the potential brownfield properties in the Study Area.

3. Economic Development Designations

Programmatic information was reviewed to determine whether any economic or other programs operate within or apply to properties within the BOA Study Area. These programs include the following:

- Urban Renewal Areas;
- NYS Empire Zones;
- Environmental Zones;
- Federal Enterprise Business Zones;
- Business Improvement Districts;
- Industrial Parks; and
- Special Assessment Districts.

The foregoing programs do not presently apply to the Study Area.

4. Vacant, Underutilized and Potential Brownfield Sites

Vacant, underutilized and potential brownfield sites are addressed in detail in Section III.B that follows. Seventeen (17) sites have been included on the list of sites to study further. One of the sites, 50 Engel Street, is owned by the Town of Oyster Bay and was formerly used as an asphalt plant.



B. VACANT, UNDERUTILIZED AND POTENTIAL BROWNFIELD SITES

It is a fundamental purpose of this Study to identify vacant, underutilized and potential brownfield sites within Northwest Hicksville, for purposes of identifying properties with conditions that may be impeding development and redevelopment in the community. In many instances, a property may not itself be a brownfield, but has been abandoned or is vacant due to its proximity to a brownfield site and concerns with the potential liability and reduced marketability of being in close proximity to it.

1. Overview

What is a brownfield? The term has been defined by various governmental agencies - the most common definitions, for purposes of this study, are those set forth by the U.S. Environmental Protection Agency (USEPA) and New York State Environmental Conservation Law. The USEPA defines a “brownfield” as follows:

“real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant”.

Similarly, Article 27, Title 24 of the Environmental Conservation Law defines a "Brownfield site" as:

“any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant.”

In either case, the key word is “contaminant”. Examples of brownfields include gas stations, old manufacturing plants, and foundries. The problem with the presence of a brownfield in a community is it is often underutilized or abandoned, where a property owner is no longer willing to maintain it or pay real property taxes. Along with the actual health hazards, a brownfield site can have other negative impacts on the community, such as negative visual impacts. Remediation of a site can result in beneficial impacts, including the introduction of housing, creation of businesses and employment, improvement in real property values, increase in tax revenues, and revitalization of the overall community. The purpose of the Brownfield Opportunity Program is to identify brownfield sites, offer incentives for their remediation, and establish community-based preferences for their redevelopment and reuse.

This Step I Pre-Nomination Study provides a basic and preliminary analysis of those areas or properties that may be affected by brownfield conditions. The actual presence of contaminants on any site identified in this study, which have not been investigated, will be evaluated in subsequent BOA studies via an environmental site assessment (ESA). This Step I study identifies preliminarily sites that:

- already have known contamination issues; or
- based on past use information, could likely have contamination problems.

This Study also considers whether or not the property is fully occupied and in full use. While a site may have or had a contamination issue, the intent of the Study is to identify those particular sites which are underutilized or vacant as a result of a continuing or present condition.



It is important to note at the outset that while all properties were evaluated to some degree, only those properties which the community has deemed as “strategic” sites for purposes of revitalizing the neighborhood and effectuating change, are listed as key strategic sites at the end of this section.

Step I Grant Application - Preliminary Identification of Sites

The Town of Oyster Bay, in preparing a Step I Pre-Nomination Study grant application for Northwest Hicksville, identified 21 potential sites to be investigated. **Table III-4** lists the properties, and **Figure III-2** illustrates their locations.

Table III-4. Step I Grant Application Properties		
Site No.	Address	Tax Parcel No.
1	140 Cantiague Rock Road	11-499-100
2	100 Cantiague Rock Road	11-499-99
3	70 Cantiague Rock Road	11-499-94
4	Vacant Lot on John Street	11-499-102
5	555 West John Street	11-E-469
6	489 West John Street	11-325-429
7	477 West John Street	11-325-112
8	449 West John Street	11-325-436,436,452,454,459,460,462, P/O Brand Street
9	411 West John Street	11-325-448
10	35 Engel Street	11-325-47
11	50 Engel Street	11-187-9
12	1 Keats Place	11-243-75
13	344 Duffy Avenue	11-327-421
14	325 Duffy Avenue	11-H-112
15	299 Duffy Avenue	11-H-352
16	295 Duffy Avenue	11-H-356
17	100 Frank Road	11-H-434
18	200 Frank Road	11-H-458
19	110 Duffy Avenue (application had identified property as 112 Duffy Avenue)	11-G-182
20	276 Old Country Road	11-J-67
21	Vacant Lot on Princess Street	11-299-6,9,11
Source: Town of Oyster Bay application to the NYSDOS, 2010.		



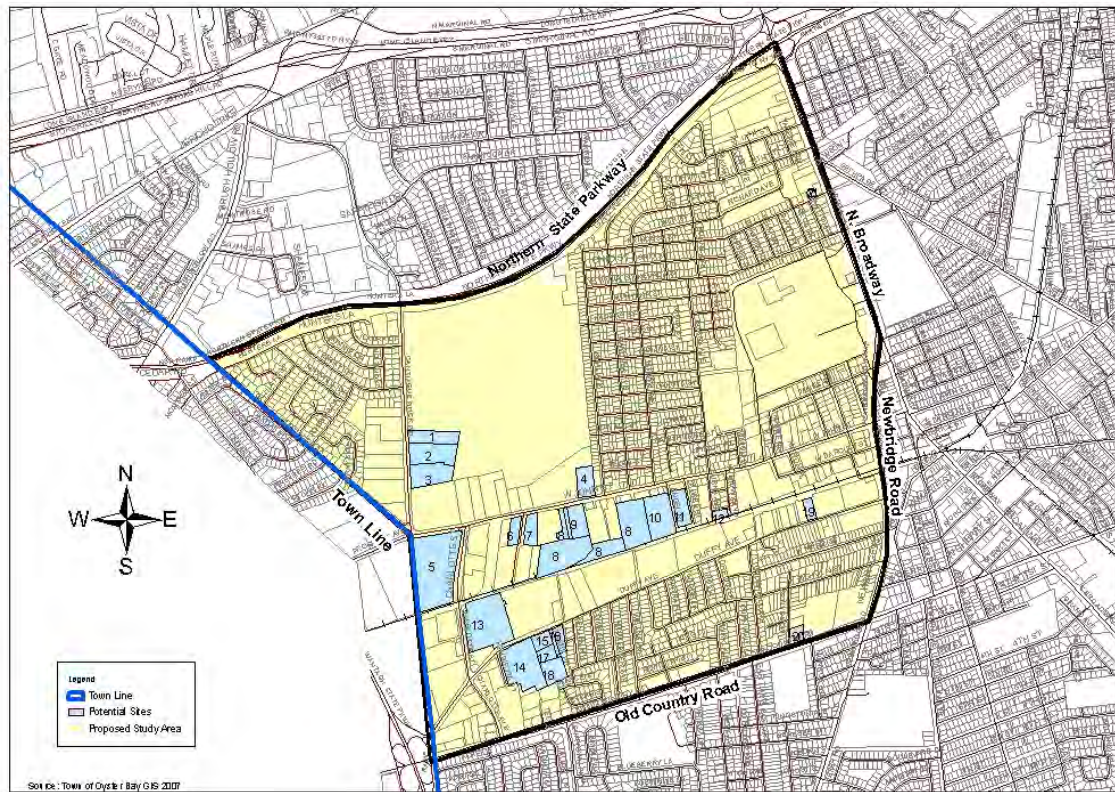


Figure III-2. Step I Grant Application properties.

The sites listed in **Table III-4** were first evaluated to determine whether they should remain on the list. The analysis was then expanded to evaluate adjoining sites and sites within several established, primarily nonresidential corridors. As described in Section III.A., Existing Land Use and Zoning, Northwest Hicksville has well-established, older, heavy commercial and light industrial areas which are more likely to exhibit conditions which are indicative of brownfields. These major corridors include the south side of West John Street, the north side of Duffy Avenue, the southerly end of Cantiague Rock Road, and properties on either side of Charlotte Avenue. Although Broadway, Newbridge Road and Old Country Road are developed presently and historically with nonresidential uses, the uses are primarily retail, personal service business, and general commercial in nature, which are less likely to exhibit the type of conditions that are indicative of brownfields.

This Step I Study ultimately eliminated from consideration potential sites which may have been vacant or abandoned merely due to market conditions, and not environmental factors. Specifically, while conducting land use surveys, various vacant buildings and properties were observed along Broadway, Old Country Road, or Newbridge Road. These vacancies are attributable to market turnover, and many buildings that were once vacant are now occupied, e.g., the John Deere retailer on Old Country Road.



Methodology

For purposes of identifying potential brownfield sites, the following resources were examined:

- Historic and current U.S. Geological Survey Quadrangle maps for background data;
- NYSDEC Environmental Site Remediation Database;
- USEPA database;
- Historical aerial photos and current photos;
- Nassau County property cards and property data available from the Nassau County Land Record Viewer;
- Tax assessment rolls for Oyster Bay, for current ownership data;
- Sanborn maps;
- Nassau County Health Department data;
- Reports, records of decision and other studies;
- General online searches of the addresses or ownership information of the relevant parcels.

Land use field surveys were conducted of the entire Northwest Hicksville area during preparation of the Step I Study. The resulting descriptive profiles of the sites that have been selected for further evaluation are included in **Appendix C**.

2. Historical Background

For a discussion of the historical context of the potential brownfield properties, refer to Chapter II. This BOA Study focuses on those properties that due to age, past use, and location, are more likely to have the potential for brownfield conditions to be present.

3. Environmental Conditions

NYSDEC Environmental Site Remediation Database

As per the NYSDEC website, the Environmental Site Remediation database contains records of sites which have been remediated or are being managed under one of the Division of Environmental Remediation (DER) remedial programs (for example, State Superfund, Brownfield Cleanup). All sites listed on the "Registry of Inactive Hazardous Waste Disposal Sites in New York State" are included in the database. The database also includes the "Registry of Institutional and Engineering Controls in New York State". Institutional (legal) controls are an alternative to complete treatment or removal of contaminants at a brownfield site. These controls prevent the public from being exposed to unhealthy concentrations of contaminants by imposing restrictions, e.g., deed restrictions, which limit their use. Engineering controls can be impermeable caps, dikes, trenches, leachate collection systems, treatment systems, and groundwater containment systems that physically separate people from coming into contact with contaminants. The imposition of institutional controls may allow higher levels of contamination to remain in place, and the resulting cleanup may be more cost-effective and completed



much sooner than a comprehensive site cleanup. Table III-5 lists the properties in Northwest Hicksville which are referenced in the database.

Table III-5. NYSDEC Environmental Site Remediation Database					
Site Code	Property on Step I Grant List	Site Name	Program	Site Class	Address
C130141		230 Duffy Avenue	BCP	A	230 Duffy Ave
130020		General Instruments Corp.	HW	2	600 West John St
130021		Anchor Lith Kem Ko (Anchor Chem)	HW	C	500 West John St
130024		Mattiace Petrochemicals-MEK Spill	HW	C	530 West John St
130027		Alsly Manufacturing, Inc.	HW	2	270/280 Duffy Ave
130031		Magnusonics Devices	HW	2	290 Duffy Ave
130038		Depew Manufacturing	HW	C	359 Duffy Ave
130040	X	Air Techniques, Inc. (Old Sylvania Site)	HW	4	70 Cantiague Rock Rd
130048	X	Bowe Systems and Machinery	HW	C	200 Frank Rd
130179	X	Metco	HW	2	325 Duffy Ave
V00089	X	70-140 Cantiague Rock Rd./Former Sylvania	VCP	A	70-140 Cantiague Rock Rd.
Source: NYSDEC Environmental Site Remediation Database, 2014. BCP – Brownfield Cleanup Program HW – State Superfund Program					

Seven (7) properties not identified on the initial Step 1 list of properties are enrolled in the Brownfield Cleanup or State Superfund program. **Table III-6** provides a brief summary of information regarding the sites above.

Table III-6. Description of Contamination		
Site Code	Site Name	Description
C130141	230 Duffy Avenue Classification A - non-registry site in a remedial program where work is underway and not yet complete.	The site occupies approximately 6.76 acres of land and includes a 122,900 square foot one and two story building. The Site was used by Amperex Electronic Corporation from 1951 to 1993 for the manufacture of electron tubes. Process included machining, heat treating, chemical cleaning, metal and glass working, cathode coating, and metal plating. The primary contaminants of concern at this site include volatile organic compounds (VOCs) and metals in soil and groundwater. Several VOCs were detected in site soils but below their respective NYSDEC Part 375 Restricted Industrial standards. Two metals, arsenic and mercury, were detected in site soils exceeding the Part 375 Restricted Industrial standards. Several VOCs were detected in site groundwater above the NYSDEC AWQSGVs. Detected compounds include: tetrachloroethene (PCE) at 12 ug/L, cis-1,2-dichloroethene (cis-1,2-DCE) at 14 ug/L, trichloroethene (TCE) at 40 ug/L, 1,1-dichloroethane (1,1-DCA) at 59 ug/L, and 1,1,1-trichloroethane (1,1,1-TCA) at 3000 ug/L. The several metals were detected in site groundwater above the NYSDEC AWQSGV. Soil vapor intrusion into structures on-site is also a concern. Sub-slab and soil vapor



Table III-6. Description of Contamination

Site Code	Site Name	Description
		<p>samples collected revealed levels exceeding NYSDOH guidance values. 1,1,1 TCE values ranged from 117 ug/m3 to 7,310 ug/m3. Carbon tetrachloride was found at levels ranging from 21 ug/m3 to 1,990 ug/m3. PCE values ranged from 173 ug/m3 to 14,600 ug/m3. TCE values ranged from 6.4 ug/m3 to 355 ug/m3. Regarding sub-slab samples collected, 1,1,1 TCE was found in exceedance of the NYSDOH Sub-Slab guidance value in five of the six sub-slab samples collected, ranging from 446 ug/m3 to 16,600 ug/m3. PCE was found in exceedance in five of the six sub-slab samples, ranging from 479 ug/m3 to 1,530 ug/m3. TCE was found in exceedance in two of the six sub-slab vapor samples ranging from 59.7 ug/m3 to 63.4 ug/m3. Based on a comparison to the NYSDOH guidance document decision matrices, mitigation is warranted.</p> <p>Direct contact with contaminants in the soil is unlikely because the majority of the site is covered with buildings and pavement. Contaminated groundwater at the site is not used for drinking or other purposes. The site is served by a public water supply that has a treatment system in place to remove contamination prior to distribution to the public. Volatile organic compounds in the groundwater and/or soil may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. The potential exists for inhalation of site contaminants via soil vapor intrusion within the on-site building. Also, the potential exists for off-site migration of contaminated soil vapor toward downgradient residences.</p>
130020	<p>General Instruments Corp. 600 West John Street Classification: 2 This classification is assigned to a site at which:</p> <ul style="list-style-type: none"> - the disposal of hazardous waste has been confirmed and the presence of such hazardous waste or its components or breakdown products represents a significant threat to public health or the environment: or - hazardous waste disposal has not been confirmed, but the site has been listed on the Federal National Priorities List (NPL) 	<p>The site occupies 11.5 acres at the northeast corner of the intersection of West John Street and Cantiague Rock Road in Hicksville. The main site features include several large, abutting one and two story buildings surrounded by paved parking lot. Prior uses of a variety of solvents and acids during the production of microelectronic components have lead to site and groundwater contamination. The effluent from production was discharged into a waste lagoon and drywells. During 1985 the on-site waste lagoon area was partially remediated under the oversight of the Nassau County Dept. of Health. Liquid waste, sludge and shallow soils were removed from the lagoon. Operable Units: The site is divided into two operable units. An operable unit represents a portion of a remedial program for a site that for technical or administrative reasons can be addressed separately to investigate, eliminate or mitigate a release, threat of release or exposure pathway resulting from the site contamination. Operable Unit 1 (OU1) is on site soils and source areas. OU2 consists of off-site groundwater.</p> <p>Based upon investigations conducted to date, the primary contaminants of concern for OU1 included chlorinated and petroleum volatile organic compounds (VOCs), including tetrachloroethene, trichloroethene, 1,2-dichlorobenzene, ethylbenzene, xylene, vinyl chloride and other breakdown products. Contaminants of concern were present in the waste lagoon area soils and sludge, and in on-site soils in other areas above standards and guidance values. On-site groundwater has been contaminated with chlorinated and petroleum volatile organic compounds (VOCs). The primary contaminants of concern include tetrachloroethene, trichloroethene,</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
		<p>dichlorobenzene, ethylbenzene, xylene, vinyl chloride and other breakdown products. Groundwater standards have been exceeded. Continuing investigations indicate a plume of groundwater contamination has migrated off site and extends generally south beyond the property border and may extend near or beyond Old Country Road.</p> <p>Soil vapor contamination was present in areas of shallow contaminated water and/or contaminated soil. On-site soil vapor contamination has been addressed during remediation by excavation and Soil Vapor Extraction (SVE).</p> <p>For OU2; Off-site areas Groundwater: The primary contaminants of concern for OU2 (off site groundwater) include chlorinated and petroleum volatile organic compounds (VOCs), including tetrachloroethene, trichloroethene, dichlorobenzene, ethylbenzene, xylene, vinyl chloride and other breakdown products. Groundwater standards have been exceeded. Significant Threat: This site presents a significant environmental threat because the dissolved plume is impacting a sole-source aquifer.</p> <p>Soil contamination is beneath buildings or pavement and dermal exposures are unlikely. Exposures to site-related contaminants in groundwater are not expected since the area is served by public water. Industrial and monitoring wells downgradient of the site are contaminated with volatile organic compounds (VOCs). The Hicksville Plant 5 supply wells one mile downgradient of the site treat raw water to remove low levels of VOC contamination. The water is monitored routinely to verify compliance with New York State drinking water standards. Recent monitoring near an outpost well detected part per million levels of VOCs in groundwater near the Plant 5 supply wells. Increasing VOC contaminant levels in the Plant 5 raw water are prompting the upgrade of the current treatment system to handle the impending plume.</p>
130021	<p>Anchor Lith Kem Ko (Anchor Chem) 500 West John Street Classification Code: C (Completed) The classification used for sites where the Department has determined that remediation has been satisfactorily completed under a remedial program.</p>	<p>The main site feature is a 28,850 square foot, two story building, a small lawn area in the front, and a paved parking lot in the front and rear of the building. Contamination at the site is attributed to the building's past use as a chemical blending and packaging operation. Chemicals utilized during operations included acetone, 1,1,1-trichloroethane (TCA), methylene chloride, 2-butoxyethanol, and isopropyl alcohol. There were several on-site dry wells believed to have been impacted by site operations, as well as six underground storage tanks that failed tank tightness tests in the 1980's. A record of decision was issued for this site by the U.S. Environmental Protection Agency (EPA) on September 29, 1995. Additional investigations were conducted from 2008 to 2010 to evaluate off-site groundwater and soil vapor intrusion. All off-site groundwater concerns and soil vapor intrusion concerns have been adequately addressed and no further action is required.</p> <p>Remediation at the site is complete. Prior to remediation, the primary contaminants of concern were chlorinated organics (TCA) and metals (chromium and lead) within the soil and groundwater. The 17 underground storage tanks have been abandoned in place. The 7 aboveground storage tanks have been removed. The impacted soils within the dry wells were removed.</p> <p>The site does not present a significant threat to the environment.</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
		Direct contact with contaminants in soil is unlikely because contaminated soils were excavated and properly disposed off the site. People are not coming into contact with the contaminated groundwater because the area is served by a public water supply that is not affected by this contamination. Volatile organic compounds in the groundwater and/or soil may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of a building, is referred to as soil vapor intrusion. The potential for soil vapor intrusion to occur within the on-site building was evaluated and sampling indicated that soil vapor intrusion is not a concern for the building. In addition, sampling indicates soil vapor intrusion is not a concern for off-site buildings.
130024	Mattiace Petrochemicals-MEK Spill 530 West John Street Classification Code: C (Completed) The classification used for sites where the Department has determined that remediation has been satisfactorily completed under a remedial program.	<p>This site is a paved truck parking lot that is located behind the Austin Drug Co. warehouse. On February 17, 1983 a parked tank truck containing 7,170 gallons of pure methyl ethyl ketone (MEK) tipped over after the asphalt pavement beneath it gave way. Approximately 4,783 gallons spilled out of the truck and onto the surrounding parking lot. This accident caused a massive release of MEK into an aquifer that is used as a public drinking water supply. There are seven water wells downgradient from the site. A federally funded partial clean-up was conducted in 1984. The last round of sampling done by the EPA has indicated that there is no longer any MEK in the groundwater. Public wells downgradient of the site are being monitored. Remediation is completed and the treatment system is in operation.</p> <p>In 1982 groundwater was contaminated with methyl ethyl ketone (MEK). The United States EPA remediation reduced MEK concentrations on-site. Westbury, Bowling Green, and Hicksville Water Supply District water supply wells are 1000-2000 meters downgradient, south and southwest of the spill site. MEK has not been detected in these wells. On-site groundwater is no longer contaminated; the MEK contaminant plume has moved entirely off-site has dissipated or no longer exists. The possibility exists that the highly mobile MEK is still present in the aquifer. Nearby public water supply wells are drilled deep into the Magothy and Lloyd Aquifers and it is not suspected that the MEK, which is less dense than water, will reach the well intakes. Historic sampling of these wells has not shown MEK contamination.</p>
130027	Alsy Manufacturing, Inc. 270/280 Duffy Avenue Classification: 4 This classification is assigned to a site that has been properly closed but that requires continued site management consisting of operation, maintenance and/or monitoring. Class 4 is appropriate for a site where	<p>The Site occupies approximately 4 acres of land. Site Features: The main site features include several large one-story buildings surrounded by asphalt parking areas. Prior to 1975, Metalab, a laboratory furniture manufacturer, conducted operations at the Site. ALSY Manufacturing manufactured electric lamps and lampshades at this facility from 1975 through 1991. ALSY's manufacturing processes included bronze plating, electroplating, and antiquing. Waste material that was generated included metals plating waste, wastewater treatment sludge, paint thinner, acidic paint stripper, alkaline paint stripper, and 1,1,1-trichloroethane. A remedial investigation was completed in several phases between 1995 and 2003. A Record of Decision (ROD) was issued March 2005. The ROD required a soil vapor intrusion assessment, rerouting the drainage of the parking lot, excavation/disposal of contaminated dry well sediments and installing monitoring wells between the</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
	remedial construction actions have been completed for all operable units, but the site has not necessarily been brought into compliance with standards, criteria, or guidance (e.g., a groundwater extraction and treatment system has been installed and is operating properly but groundwater standards have not been achieved yet). The Record of Decision should define the remedial action objectives that need to be achieved during site management.	<p>site and a public water supply well. The Remedial Design was completed June 2009. The Remedial Construction to implement the remedy began January 2010. Construction was completed in April 2010. The Project is in Site Management. <u>The ROD requires that an institutional control be imposed limiting the property to commercial or industrial use only, in addition to engineering controls.</u></p> <p>The primary contaminants of concern at the Site were associated with historic metal plating operations. Contaminants that exceeded clean-up guideline concentrations included arsenic, chromium, copper, nickel and zinc in the soil and nickel in the groundwater. Chlorinated solvents were also found in soil vapor on-site, triggering mitigation of overlying structures. A SSDS system has been installed by the current owner of the overlying structures. The remedial action for the site involved excavation and off-site disposal of contaminated soils and sludge/waste from drywells at the site. These source removal actions are expected to prevent further releases to groundwater and reduce nickel concentrations south of the site (dissolved nickel has exceeded the groundwater standard). A monitoring program is being implemented to ensure that these actions remain protective of active public water supply wells are located generally downgradient of the site.</p> <p>Access to the site is unrestricted and a majority of the site is covered by buildings and pavement. However, contact with contaminated soil or groundwater is unlikely unless they dig below the surface materials. People are not drinking the contaminated groundwater because the area is served by a public water supply that is not affected by this contamination. Subslab depressurization systems (systems that ventilate/remove the air beneath the building) have been installed in both of the on-site buildings to prevent the indoor air quality from being affected by the contamination in soil vapor beneath the building. Sampling indicates soil vapor intrusion is not a concern for off-site buildings.</p>
130031	<p>Magnusonics Devices 290 Duffy Avenue</p> <p>Classification Code: C (Completed) The classification used for sites where the Department has determined that remediation has been satisfactorily completed under a remedial program.</p>	<p>Magnusonics is a 3 acre site that is entirely paved or covered by the building structure. The northernmost and southernmost portions of the site are used as parking areas. Magnusonics Devices manufactured computer tape recording heads, an operation which generated both hazardous and non-hazardous wastes. Processes included photographic etching of thin sheet metal as well as copper and chrome electroplating. The facility used a physical chemical treatment system that processed rinse waters from its plating and chemical milling operations, and discharged the treated wastewater, which contained metals and solvents, into on-site leaching pools. Plating wastes containing chromium and lead were discharged into a leaching pool. A ferric hydroxide sludge which contained lead and iron was generated as part of the facility's processes and discovered beneath the parking lot at the northern portion of the site.</p> <p>Remediation at the site is complete. The primary site contaminants of concern were metals in soils and groundwater. The selected remedy was performed and met the remediation goals identified in the Record of Decision.</p>
130038	Depew Manufacturing	This site was listed as a dried up lagoon approx. 30 ft. x 50 ft., where industrial



Table III-6. Description of Contamination

Site Code	Site Name	Description
	<p>359 Duffy Avenue</p> <p>Classification Code: C (Completed)</p> <p>The classification used for sites where the Department has determined that remediation has been satisfactorily completed under a remedial program.</p>	<p>wastes were discharged over several years. Piles of fiberglass wastes, contaminated with dimethyl phthalate, are located on property immediately adjacent to it. Depew Manufacturing sold the property in 1986. The new owner excavated the lagoon and stored the contents in an on-site building. Subsequently, some of the waste was transported to certified landfills. A Phase I was completed in 1988. A preliminary site assessment was completed in 1992. No hazardous wastes were found. PCBs were found near the upgradient boundary, but below 50 ppm.</p> <p>No environmental problems exist related to hazardous waste disposal. PBCs were found in site soils.</p> <p>The area around this site is supplied with public water, although commercial/industrial supply wells for non-potable uses have been identified nearby. No contamination of the known private or public water supply wells in the area has been attributed to this site. The site owner performed a removal action which removed all hazardous waste from the site facility. Potential contact with any contaminants which may remain in on-site soil is not expected since a substantial portion of the site is paved and public access is restricted. The site was removed from the registry of inactive hazardous waste sites of New York State and no human exposures are expected.</p>
130040	<p>Air Techniques, Inc. (Old Sylvania Site) 70, 100 and 140 Cantiague Rock Road</p> <p>Classification: 4</p> <p>This classification is assigned to a site that has been properly closed but that requires continued site management consisting of operation, maintenance and/or monitoring. Class 4 is appropriate for a site where remedial construction actions have been completed for all operable units, but the site has not necessarily been brought into compliance with standards, criteria, or guidance (e.g., a groundwater extraction and treatment system has been installed and is operating properly but groundwater standards have not been achieved yet). The Record of Decision should</p>	<p>The site is comprised of three properties with the addresses of 70, 100 & 140 Cantiague Rock Road. Each property contains one large building with mostly paved areas surrounding each. 70 Cantiague Rock Road parcel was occupied by a manufacturer of dental equipment from 1979 to 2006. During that period buried drums containing waste chlorinated solvents consisting primarily of tetrachloroethene were discovered in 1986 and were removed in 1987. After some additional investigation activities conducted between 1992 and 1994, additional parcels north and upgradient of 70 Cantiague Rock Road were evaluated. It was discovered that the 70, 100, and 140 Cantiague Rock Road parcels had all been used for the production of uranium and thorium fuel elements in the 1950s and 1960s by Sylvania. Portions of this nuclear fuel work was done for the US government under federal contract. Uranium, thorium, tetrachloroethene, and nickel present in the processing waste had been discharged to recharge basins and leaching pools. The site entered the Voluntary Cleanup Program in April 1999 and was assigned a new site number, Site No. V00089. Additional investigation and remedial activities were conducted and continue to be managed under Site No. V00089.</p> <p>Numerous investigations have been conducted to determine the extent of on-site contamination. During 2003 through 2005 soils contaminated with uranium, thorium, tetrachloroethene, and/or nickel were excavated to depths up to 54 ft. deep resulting in approximately 58,000 cubic yards of waste. The generated waste was disposed off-site in Utah. Some on-site contamination remains at depth and under existing buildings.</p> <p>Air Soil vapor contamination is present in shallow soils and under buildings over various portion of the site. Numerous investigations have been conducted to determine the extent of contamination in groundwater. Groundwater</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
	define the remedial action objectives that need to be achieved during site management.	<p>standards have been exceeded both on- and off-site. The primary contaminants of concern include tetrachloroethene, trichloroethene, and their breakdown products. Continuing investigations indicate a plume of groundwater contamination has migrated off-site and extends south beyond Old Country Road. This site presents a significant environmental threat because the dissolved plume is impacting a sole-source aquifer.</p> <p>Since some contaminated soils remain at the site below concrete or clean fill, people will not come in contact with contaminated soils unless they dig below the surface materials. People are not drinking contaminated groundwater because the public water supply that serves the area is treated to remove contaminants before the water is distributed to customers. Volatile organic compounds in the groundwater and/or soil may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently, there are no occupied buildings at the site, therefore, soil vapor intrusion does not represent a current concern. However, the potential exists for people to inhale site contaminants in indoor air due to soil vapor intrusion in any future on-site building development and /or current site building re-occupancy.</p>
V00089	<p>70-140 Cantiague Rock Rd./Former Sylvania 70-140 Cantiague Rock Rd.</p> <p>Classification: A</p> <p>The classification assigned to a non-registry site in any remedial program where work is underway and not yet complete.</p>	<p>Location: The 70-140 Cantiague Rock Rd./Former Sylvania site is comprised of the three separate but contiguous parcels located at 70, 100, and 140 Cantiague Rock Road. The southernmost parcel, located at 70 Cantiague Rock Road, is also listed as an Inactive Hazardous Waste Disposal site under #130040 (see above description).</p> <p>See above for description.</p>
130048	<p>Bowe Systems and Machinery 200 Frank Road</p> <p>Classification Code: C (Completed)</p> <p>The classification used for sites where the Department has determined that remediation has been satisfactorily completed under a remedial program.</p>	<p>The site consists of a one story masonry building located on a two acre parcel. Historical operations at the facility consisted of importing commercial dry cleaning machinery for assembly, testing and distribution. In 1989, a spill of dry cleaning fluid (PCE) into an on-site leaching pool system contaminated subsurface soil and groundwater. An environmental assessment was conducted in December 1989 in response to an accidental discharge of PCE at the site. In March 1991, the NYSDEC oversaw the excavation and removal of approximately 450 tons of contaminated soil (maximum depth 29 ft bgs). In August 1992, a site screening investigation (SSI) was performed. Based on the findings interim remedial measures were performed in September 1992. The facility was connected to the municipal sewer system. The Remedial Investigation (RI) was conducted in September, 1992 (Phase I) and in September 1993 (Phase II). After the completion of an on-site and off-site remedial investigation a record of decision (ROD) was issued in March 1999. As prescribed in the ROD, groundwater sampling was conducted on a quarterly basis for three years starting in June 2000. On February 26, 2004, the site was delisted when the groundwater quality goals (NYS Drinking Water Standards)</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
		<p>were obtained. A soil vapor intrusion evaluation was initiated in September 2006 with subsequent activities in March 2007. The vapor investigation was completed in December 2007. The investigation did not identify any unacceptable indoor air contamination, but did find levels of chlorinated solvents in sub-slab soil vapor, which triggered a recommendation for action to protect indoor air quality.</p> <p>The primary contaminants detected at the site are tetrachloroethylene (PCE), 1,1,1 trichloroethylene (TCA), and trichloroethylene (TCE). Groundwater samples obtained at the site did not detect site contaminants in September 2006. Air samples collected in September 2006 and March 2007 detected elevated concentrations of site contaminants in the soil vapor and sub-slab soil vapor at the site. Indoor air levels at the on-site structure were below or slightly above background levels. Off-site structure sampling detected minimal impacts from site contaminants.</p> <p>The site is covered by buildings and pavement so public exposures to contaminated soils are not expected unless excavation occurs on the site. Exposures to contaminated groundwater via drinking water are not expected because public water serves the area and groundwater levels are below applicable standards, criteria, and guidance values. The potential for soil vapor intrusion was investigated, and no further actions were necessary for the off-site structures; however, the potential for future exposures via soil vapor intrusion into the on-site structure exists.</p>
130179	<p>Metco 325 Duffy Avenue</p> <p>Classification: 2</p> <p>This classification is assigned to a site at which:</p> <ol style="list-style-type: none"> the disposal of hazardous waste has been confirmed and the presence of such hazardous waste or its components or breakdown products represents a significant threat to public health or the environment: or hazardous waste disposal has not been confirmed, but the site has been listed on the Federal National Priorities List (NPL). 	<p>The site is approximately 6.8 acres and includes one large building surrounded by parking lots and roadways. A storm water recharge basin is located in the southeastern corner of the site. The site has been historically used for light manufacturing and metal working, machining, metal finishing (including a vapor degreaser), and metal spraying. These prior uses appear to have led to site contamination. Nassau County Department of Health sampling of the wastewater discharge point and on-site private water well were reported to have solvent related contaminants</p> <p>Based on the investigations conducted to date, the primary contaminants of concern are metals and chlorinated volatile organic compounds (solvents). Soil contamination consisted of metal and polycyclic aromatic hydrocarbon (PAH) contaminants above standards. Maximum shallow surface soil sampling results reported chromium of 337 mg/kg above the 10mg/kg Soil Cleanup Objective (SCO); Nickel at 64 mg/kg above the 13 mg/kg SCO. Slightly elevated arsenic, copper, iron, mercury and zinc were also present in shallow soils. Maximum subsurface soil results were reported slightly above SCOs for chromium and iron. On-site groundwater contamination in excess of Standards Criteria and Guidance (SCGs) was reported for 1,1,1, Trichloroethane (1,1,1,TCA) and multiple metals. The TCA was reported at 9.6 ug/l and slightly exceeded the SCG of 5 ug/l. Cadmium was reported at 9.3 ug/l and slightly exceeded the SCG of 5 ug/l; chromium was reported at 2190 ug/l and exceeded the SCG of 50 ug/l; copper at 723 ug/l exceeded the SCG of 200 ug/l; lead was reported at 340 ug/l above the 25 ug/l SCG; Nickel was reported at 467 ug/l above the 100</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
		<p>ug/l SCG; Thallium was estimated at 6.4 above the SCG of 0.5 ug/l. Potassium, iron, manganese, sodium and selenium also had results above SCGs. Tetrachloroethene (PCE), Trichloroethene (TCE), Trichlorofluoromethane, Methylene Chloride, Acetone and 1,1,1 TCA were detected in on-site soil vapor. The maximum PCE was reported at 876 ug/m3, maximum TCE at 1461 ug/m3, maximum Trichlorofluoromethane at 400 ug/m3, maximum Methylene Chloride at 647 ug/m3, maximum Acetone at 202 ug/m3 and 1,1,1 TCA at 5205 ug/m3.</p> <p>No sub-slab or indoor air testing has been conducted. Significant Threat: This site presents a significant environmental threat because the dissolved groundwater contamination is impacting a sole-source aquifer.</p> <p>People are not drinking the contaminated groundwater because the area is serviced by a public water supply that obtains its water from a different source. The site is not fenced, therefore people who come onto the site may come into contact with contaminants in the soil by digging on or below the ground surface, and otherwise disturbing the soil. Volatile organic compounds in the groundwater may move into the soil vapor (air space within the soil), which in turn may move into overlaying buildings and affect the indoor air quality. Based on previous soil vapor sampling, the potential for soil vapor intrusion to affect the indoor air quality of the on-site building exists. The NYSDOH has insufficient information to determine whether soil vapor intrusion is a concern for off-site buildings.</p>
130113	<p>Cantiague Road Plume Trackdown</p> <p>Classification: N</p> <p>Sites are given a classification of "N" when the investigation and evaluation of a Class P site results in a determination that contamination at the site does not warrant placing the site on the Registry or it is being addressed under a brownfield program.</p>	<p>The site area is to the west of Cantiague Rock road north of Cantiague Lane and south of Barry Drive. Commercial and industrial buildings and their parking lots occupy the surface of the investigation area. The objective of the characterization was to investigate the groundwater in the area to determine if there was a significant source of groundwater contamination and if the contamination warranted listing a site on the registry of inactive hazardous waste disposal sites. The characterization took place from 2006 through 2009. The evaluation of the data determined that there were no sites in the area that met the criteria for listing on the registry.</p> <p>Based on the data collected no properties from the investigation area qualify for listing on the registry of inactive hazardous waste disposal sites.</p>
130142	<p>Hercules Machine 550 West John Street</p> <p>Classification: N</p> <p>Sites are given a classification of "N" when the investigation and evaluation of a Class P site results in a determination that contamination at the site does not warrant placing the</p>	<p>The predominant feature is a building that occupies roughly a third of the site. There is a parking lot and paved area that occupies the remaining area. The current operations at the site are believed to be related to washing machine repair. The surrounding properties are current or former hazardous waste sites. There are impacted municipal wells downgradient of this site. No previous investigations are known to have taken place. A State Funded site characterization has generated a records report for this site. It has been determined that the site does not qualify for listing on the registry.</p> <p>A records search report has been evaluated by the Department. The site has been classified as N. No further investigation is planned at this time.</p>



Table III-6. Description of Contamination

Site Code	Site Name	Description
	site on the Registry or it is being addressed under a brownfield program.	
Source: NYSDEC Environmental Site Remediation Database, updated to July 2014.		

Bulk Storage Facilities

As per the NYSDEC website, the Bulk Storage Program Database maintains the registrations of over 60,000 active and inactive bulk storage sites statewide*. The Bulk Storage Program includes three types of facilities; Petroleum Bulk Storage (PBS), Major Oil Storage Facilities (MOSF) and Chemical Bulk Storage (CBS). For some facilities only basic facility information is provided because the Department has determined that releasing additional information could endanger the life or safety of persons or the security of critical infrastructure (Public Officers Law Sections 86.5, 87.2(f), 89.5(a)(1)(1-a)).

Table III-7. Bulk Storage Facilities

ID	Site Type	Facility Name	Site Address	Facility Status	Expiration Date	Description
1-000050	PBS	GGLE GAS CORP.	118 NEWBRIDGE RD.	ACTIVE		3 underground storage tanks, 8,000 gallons each, gasoline
1-000081	CBS	PLT. #6	117 KUHL AVE	ACTIVE	5/25/2015	Undisclosed, Hicksville Water District
1-000085	PBS	ENGEL STREET ASPHALT	50 ENGEL STREET	UNREGULATED/ CLOSED		2 underground storage tanks, 10,000 and 4,000 gallons; 6 aboveground, 275gallon, all #2 fuel oil
1-000121	CBS	GENERAL INSTRUMENT CORP.	600 W. JOHN ST.	UNREGULATED/ CLOSED	6/22/1995	2,000 and 1,300 above ground tanks; closed and removed
1-000167	CBS	MICRO CONTACTS INC.	62 ALPHA PLAZA	UNREGULATED/ CLOSED	4/6/2004	2 aboveground, 1,000 each; one removed, one closed in place
1-000197	PBS	AMOCO SERVICE STATION	506 OLD COUNTRY ROAD	UNREGULATED/ CLOSED		5 underground (3-30000 total gas), 2 above ground 1100 total; fuels oil. Waste oil, lube is above
1-000198	PBS	BP AMOCO	300 N. BROADWAY	UNREGULATED/ CLOSED		closed
1-000199	PBS	SUNOCO	274 N. BROADWAY	UNREGULATED/ CLOSED		closed



Table III-7. Bulk Storage Facilities

ID	Site Type	Facility Name	Site Address	Facility Status	Expiration Date	Description
1-000316	PBS	FIRST STUDENT BUS	455 WEST JOHN STREET	UNREGULATED/ CLOSED		diesel, underground, unknown quantity
1-000679	PBS	UNITY FUELS LLC	497 WEST JOHN ST	UNREGULATED/ CLOSED		above ground 2,000 gallons
1-3000	MOSF	MEENAN OIL CO INC	299 DUFFY AVENUE	INACTIVE	3/31/1981	Inactive, unknown

Source: NYSDEC, Bulk Storage Facilities, updated to July 2014.

USEPA Database

The USEPA database Envirofacts was reviewed to obtain relevant data for properties in the study area. The particular focus was to identify any properties which may be undergoing remediation, or have been listed on the federal Superfund list. The United States Environmental Protection Agency (EPA) added the “New Cassel/Hicksville Ground Water Contamination site” to the National Priorities List (NPL) of sites eligible for long-term remedial action financed under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, on September 16, 2011. The site is considered to be an area of widespread groundwater contamination within the Towns of North Hempstead, Hempstead and Oyster Bay in Nassau County, New York. In 2010, EPA collected groundwater samples from raw (pre-treated) water from multiple public supply wells in central Nassau County and analyzed the raw water samples. EPA’s 2010 analytical results determined that there were volatile organic compounds (VOCs) above the Maximum Contaminant Level (MCL) in the raw water in four Town of Hempstead wells (Bowling Green 1 and 2, Roosevelt Field 10, and Levittown 2A), six Hamlet of Hicksville wells (4-2, 5-2, 5-3, 8-1, 8-3, and 9-3) and one Village of Westbury well (Water District 11). The MCL is a legal threshold limit on the amount of a substance that is allowed in public water systems under the Safe Drinking Water Act. The public water suppliers monitor water quality regularly and based on past results have already installed treatment systems to remove VOCs from groundwater. The primary contaminants observed in groundwater at the site are tetrachloroethylene (PCE), trichloroethylene (TCE) and other volatile organic compounds (VOCs). VOCs are contaminants that evaporate easily into the air and dissolve in water and have been used as ingredients in paints, solvents, aerosol sprays, cleaners, disinfectants, automotive products and dry cleaning fluids.

EPA will be addressing the site in discrete phases or components known as operable units (OUs). An operable unit represents a portion of the site remedy that for technical or administrative purposes can be addressed separately to eliminate or mitigate a release, threat of release or exposure pathway resulting from site contamination. EPA anticipates that there will be multiple OUs for the site. The first operable unit at the Site, OU1, addresses a portion of the contaminated groundwater. EPA will subsequently conduct remedial investigations to determine the nature and extent of contamination in



other operable units. Subsequent operable units will include, but may not be limited to, the areas downgradient of OU1, the Sylvania and the General Instruments sites in Hicksville, as well as areas impacting Hicksville PSWs 4-2, 8-1, 8-3, 0-3 and Hempstead-Levittown 2A.¹ At this time, no specific entity has been assigned responsibility for the contamination in Hicksville. Additional investigations will be occurring.

Sanborn Maps

Sanborn maps were obtained for a portion of project site, and for a select time period, to ascertain the use of properties which, based on community input, are likely to be added to the list of potential brownfield sites. These uses are generally located between West John Street and Duffy Avenue, east of the Twin County site. A number of buildings are situated in this project vicinity for which additional data were collected.

4. 2014 Revised List of Vacant, Underutilized and Potential Brownfield Sites

On the basis of the evaluations, the following represents an updated list of sites, based on the research conducted to date. These sites are shown in **Map 6**. The following is noted:

- There are a number of sites within the study area that are enrolled in the Brownfield Program or are identified as State Superfund sites. Many of the buildings are fully occupied, and any existing or former brownfield condition does not appear to have a negative or blighting effect on their occupancy. Not all existing properties within those programs are included on this list. However, any limitations related to a property have been considered when defining the objectives of the BOA Sub-area within which it is located.
- Several sites are not considered “strategic”, i.e., they are not within locations where the community desires to effectuate revitalization and change. Only those key vacant, underutilized, and potential brownfield sites within the focused sub-areas are included on the following table. These sites have the highest potential for having a major positive impact if revitalized and reused in accordance with the community’s Vision, Goals and Objectives.

Many of the properties have structures that were developed between 1950-1969. All of the recommended properties are privately-owned, except 35 Engel Street which was recently acquired by the Town of Oyster Bay.

Specific recommendations for these properties, as well as the sub-areas, are identified in Section IV of this Step I Study. The following describes the acreages by property and sub-area:

¹ Fact Sheet (July 2013), New Cassel and Hicksville, New York (EPA ID#: NY0001095363) EPA REGION 2, Congressional District(s): 05, Nassau, Southern end of Iris Place, NPL LISTING HISTORY - Proposed Date: 3/10/2011, Final Date: 9/16/2011.



- the Tech Park Sub-area includes five (5) properties totaling 20.49 acres,
- the Transitional Sub-area includes four (4) properties totaling 22.65 acres;
- the Train Station Sub-area includes two (2) properties totaling 7.57 acres; and
- the Planned Light Industry Sub-area includes six (6) properties totaling 38.9 acres.

In summary, the Northwest Hicksville area includes 17 properties totaling 89.61 acres.



Table III-8. Key Vacant, Underutilized, Potential Brownfield Properties

Site No.	Address	Site Name	Tax Map-Block-Lot	DEC Site Code and Program (if applicable)	Owner	Comments
Tech Park Sub-area						
1	15 Cantiague Rock Rd	Cantiague Gateway property	11-441-54	-----	ELKCOM COMPANY INC 15 CANTIAGUE ROCK RD HICKSVILLE NY 11801	1.5 ac, 1964 bldg; Gateway parcel to Tech Park and Northwest Hicksville.
2	140 Cantiague Rock Rd	Air Techniques, Inc. (old Sylvania site)	11-499-100	V00089 – VCP	GTE OPERATIONS SUPPORT INC ONE VERIZON WAY VC34W453 BASKING RIDGE NJ 07920	2.54 ac, 1969 bldg; Vacant - Undergoing remediation.
3	100 Cantiague Rock Rd	Air Techniques (old Sylvania site)	11-499-99	V00089 – VCP	HARBOR DISTRIBUTING CORP C/O KRAUS KENNETH M 42 HUNT DR JERICHO NY 11753	4.06 ac, 1981 bldg; Vacant - Undergoing remediation.
4	70 Cantiague Rock Rd	Air Techniques (old Sylvania site)	11-499-94	V00089 -VCP	GTE OPERATIONS SUPPORT INC ONE VERIZON WAY VC34W453 BASKING RIDGE NJ 07920	3.79 ac, 1957 bldg ; Vacant - Undergoing remediation.
5	600 West John St	Former General Instruments Corp.	11-499-110	130020 - HW	FED LI LLC, GSM LI LLC, ICA LI LLC & SAF LI LLC 45 BROADWAY 25TH FL NEW YORK NY 10006	8.6 ac, 196- bldg; Underutilized office/warehouse.
Transitional Sub-area						
6	449 West John St	Twin County site	11-325- 436,436,452,454,459,460,462, P/O Brand Street	-----	VIM CONSTRUCTION CO INC, 50 ENGEL ST, HICKSVILLE NY 11801; TWIN COUNTY RESOURCE RECOVERY, 299 DUFFY AVE HICKSVILLE NY 11801;	15.18 ac; Location of proposed Cantiague Commons active adult development.
7	35 Engel St	35 Engel Street Warehouse	11-325-47	-----	HOLBER ASSOCIATES LLP C/O HOLTZMAN DAVID MANAGER 120 EAST PROSPECT AVE MOUNT VERNON NY 10550	4.69 ac, 1966 bldg; Underutilized warehouse.
8	50 Engel St	Town of Oyster Bay site; Former Asphalt Plant	11-187-9	-----	FORMERLY VIM CONSTRUCTION CO INC 299 DUFFY AVENUE HICKSVILLE NY 11801; NOW	2.28 AC; Structures removed – use to be determined.



Table III-8. Key Vacant, Underutilized, Potential Brownfield Properties						
Site No.	Address	Site Name	Tax Map-Block-Lot	DEC Site Code and Program (if applicable)	Owner	Comments
					TOWN OWNED	
9	1 Keats Place	Risona (former Quaker State Oil)	11-243-75	-----	RISONA HOLDINGS INC 1 KEATS PL, HICKSVILLE NY 11801	0.5 ac, 1951 bldg; Building is occupied; unknown whether requires remediation.
Train Station Sub-area						
10	201 West John St	Former FedEx Building	11-G-209	-----	GAR BEN ASSOCS 100 JERICO QUADRANGLE JERICO NY 11753	2.96 ac, 1963 bldg; Presently vacant building.
11	185 West John St	USPS Facility	11-G-210	-----	NEW YORK FSO US POSTAL SERVICE, 2 HUDSON PL 5TH FLOOR, HOBOKEN NJ 07030	4.61 ac, 1968 bldg; Property has been on and off the market. Anticipate it may become available during BOA process.
Planned Light Industry Sub-area						
12	555 West John St	Former Jones Institute property	11-E-469	-----	555 WEST JOHN STREET LLC 185 CENTRAL AVENUE BETHPAGE NY 11714	13.2 ac; Underutilized site for automotive storage.
13	325 Duffy Ave	Former Metco Site	11-H-112	130179 - HW	FED LI LLC, GSM LI LLC, ICA LI LLC & SAF LI LLC 45 BROADWAY 25TH FL NEW YORK NY 10006	6.79 ac, 1959 bldg; Building is occupied; hazardous condition to the rear of the site. Under investigation.
14	344 Duffy Ave	Island Waste Site	11-327-421	-----	WINTERS BROS HICKSVILLE LLC 1198 PROSPECT ST WESTBURY NY 11590	9.04 ac, 1954 bldg; Owner proposing to construct and operate a solid waste management facility processing 2,000 cubic yards per day clean fill material, recognizable uncontaminated concrete, asphalt, rock, brick and soil (RUCARBS).
15	230 Duffy Avenue	Former Amperex site	11-G-187	C130141 - BCP	GSM LI INC 45 BROADWAY 25TH FLOOR NEW YORK NY 10006	6.69 ac, 1952 bldg; Vacant building and property being



Table III-8. Key Vacant, Underutilized, Potential Brownfield Properties

Site No.	Address	Site Name	Tax Map-Block-Lot	DEC Site Code and Program (if applicable)	Owner	Comments
						remediated.
16	110 Duffy Avenue	Duffy Vacant Site	11-G-182	-----		0.5 ac; structure demolished and property is vacant.
17	205 Duffy Avenue	Stolz Horse Farm	11-344-1	-----	STOLZ LE M STOLZ ETAL, M 205 DUFFY AVENUE HICKSVILLE NY 11801	2.68 ac, residential property with barn; Former horse stable and farm; preference is to acquire for open space protection.



C. TRANSPORTATION AND UTILITIES

1. Transportation

This overview and evaluation of transportation in the study area consider the various modes of mobility and types of mobility users. The information for the transportation inventory is based on research and interviews. This section also examines the preferences of residents and transportation users from data sources, such as the U.S. Census Bureau, and from speaking with residents through various public outreach events.

Mobility modes can include driving, walking, bicycling, passenger train service, freight train, bus service, shuttle service, carpooling/vanpooling, truck use, or other modes for the movement of people and goods. The users of transportation include commuters, the elderly, the handicapped or impaired, families, students, truck drivers, etc. Each type of end user has unique transportation needs that must be accommodated by the overall system.

Within the study area, transportation users benefit from a multi-modal system - a large network of roads, passenger and freight rail service, bus service, and facilities for pedestrians. The map below shows the study area's location within the region- easily accessed by a number of major highways, including the Long Island Expressway, Northern State Parkway, and the Wantagh Parkway. The Long Island Rail Road (LIRR) also crosses through the study area.

Each component of the network is discussed in the inventory that follows.



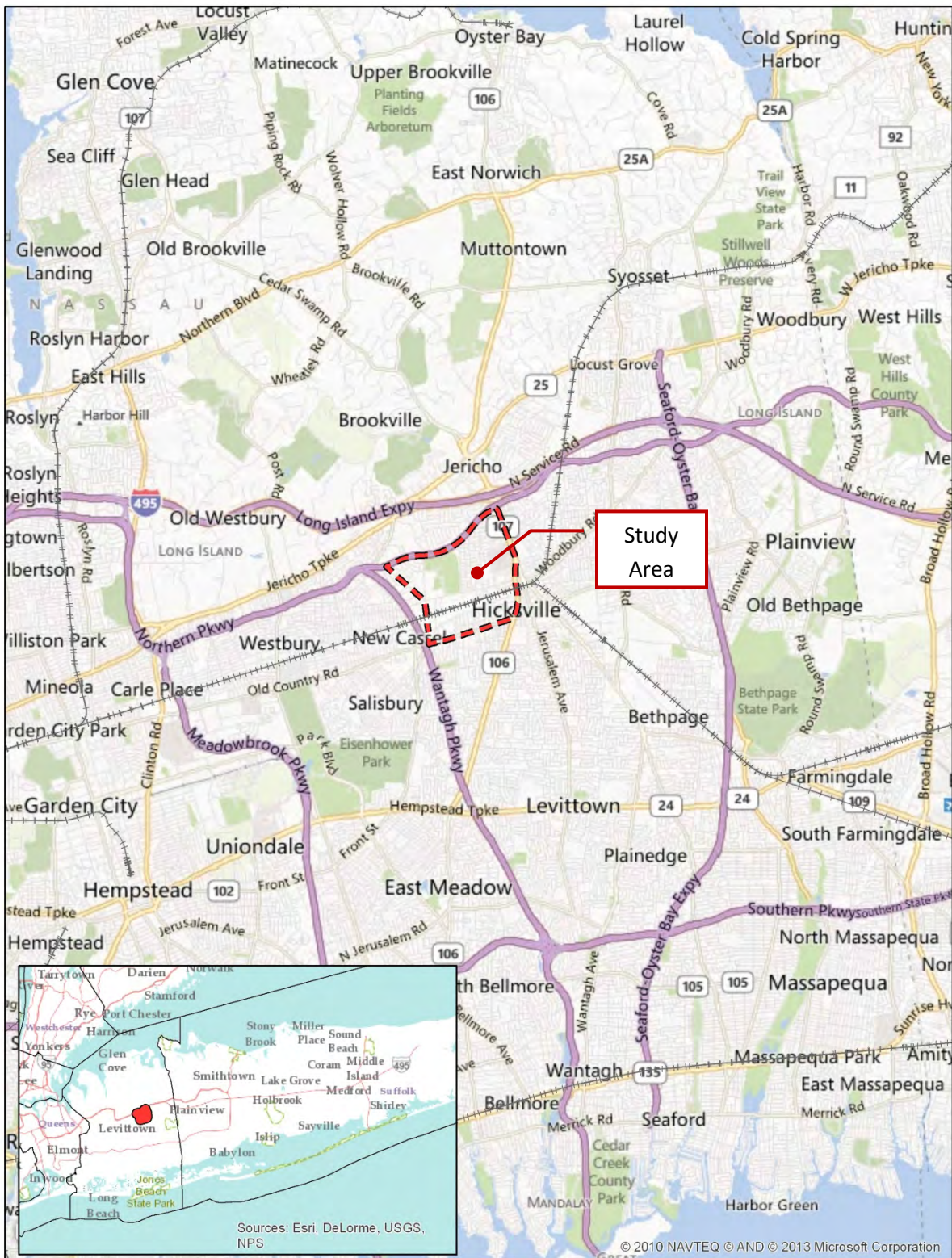


Figure III-3. Road and Rail Network.



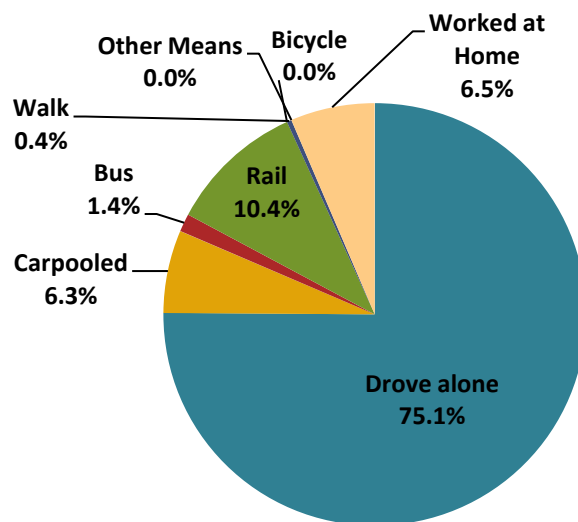
Commuting Patterns

The US Census Bureau collects data on commuting or “journey to work” characteristics, including the “means of transportation to work.” While the trip to work does not encompass all travel trips made by people within the study area, the data can assist in understanding the modal preferences and patterns of people within the study area for one of the largest users of transportation: commuters. The table below shows commuting data from the 2000 Census and the 2011 American Community Survey 5-Year Estimate for the Study Areas Census Tract (Tract 5189). Overall, the data shows that between 2000 and 2011, the number of people driving to work and those working from home increased substantially, while the number of people taking the bus or walking to work has decreased.

Table III-9. Means of Transportation to Work

Means of Transportation	Census 2000		2011 ACS 5-Yr Est.		Percent Change	
	Num	Pct	Num	Pct	Num	Pct
Drove alone	2,416	73.6%	2,712	75.1%	296	12%
Carpooled	202	6.2%	229	6.3%	27	13%
Bus	181	5.5%	49	1.4%	-132	-73%
Rail	309	9.4%	375	10.4%	66	21%
Bicycle	0	0.0%	0	0.0%	0	0%
Walk	101	3.1%	13	0.4%	-88	-87%
Other Means	12	0.4%	0	0.0%	-12	-100%
Worked at Home	63	1.9%	233	6.5%	170	270%
<i>Total</i>	<i>3,284</i>	<i>100.0%</i>	<i>3,611</i>	<i>100.0%</i>		

Source: US Census Bureau 2000; 2011 5-Year ACS



Roads

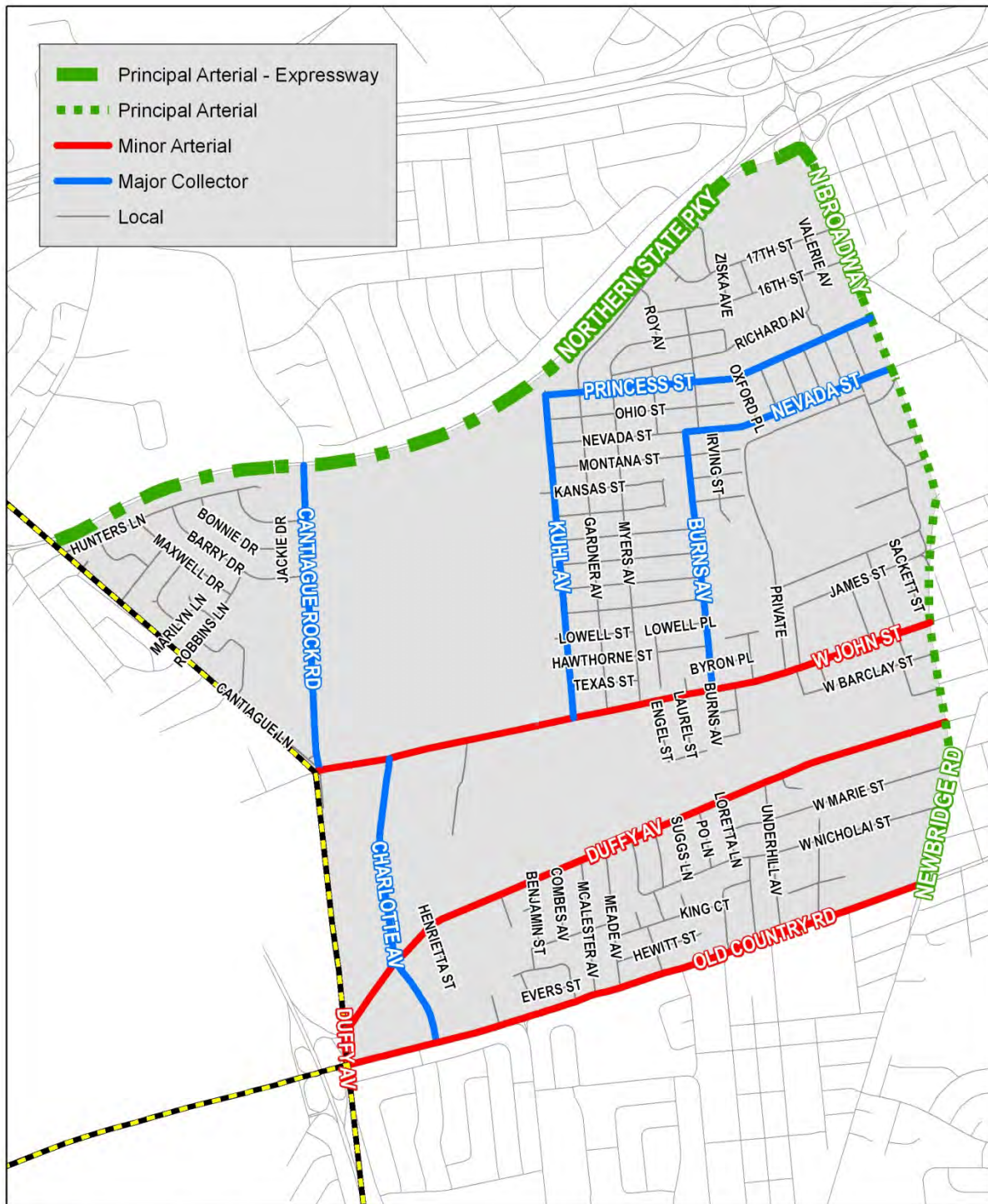
There are approximately 29 miles of roads in the study area. In New York, roadways are grouped into “functional classes” according to the level and character of service they provide. A roadway’s classification defines its importance within the overall network and is used to determine which roads are eligible for federal funding under the Federal Highway Administration Surface Transportation Program. The New York State Department of Transportation (NYSDOT) prepares Functional Class Maps for the entire NY State roadway system. Within the urban system, there are six classifications of roads: Interstate, Principal Arterial (Expressway), Principal Arterial, Minor Arterial, Collector and Local. All roadway classifications are Federal Aid eligible, except for Local roads. Approximately 70%, or 20 miles of road length in the study area, are classified as local roads. **Table III-10** and **Figure III-4** below show the hierarchical classification of roads.

Table III-10. Functional Classification of Roads		
Functional Class	Miles	Percent
Principal Arterial	1.5	5%
Minor Arterial	3.8	13%
Major Collector	3.4	12%
Local	20.3	70%
Total	29.0	100%

The characteristics of each class of roads in the study area varies, including the number of lanes, presence of on-street parking, speed limits, and adjacent uses.

Principal Arterials: **North Broadway** and **Newbridge Road** form the easterly boundary of the study area and are multi-lane roads that provide access to commercial businesses that line each side of the streets. These are the major thoroughways of the study area, providing access to the Northern State Parkway, Long Island Expressway and points north, and south to Bellmore and the East Bay. North Broadway extends between 7 and 9 lanes wide (including multiple turning lanes), and is 150 feet at its widest point. Most often, it has 3 travel lanes in each direction, and turning lanes at intersections. North Broadway provides primary access to the Broadway Mall and various shopping centers north and south of the Mall. These two thoroughfares also provide primary access to the Hicksville train station. Both North Broadway and Newbridge Road have center medians that vary in width. Both streets also have segments that include on-street parking.





Hicksville BOA Step 1

Town of Oyster Bay, Nassau County, New York

0 0.1 0.2 0.4 Miles



Figure III-4. Functional Classification Map.



Minor Arterials: The Minor Arterials are the major east-west routes in the study area. Each route is lined with a mix of uses. **West John Street** demonstrates the widest variety of uses along its length within the study area. At the easterly end of West John are properties with recent redevelopment, including the Self Storage building. The Hicksville Train Station and parking, the former FedEx Building and US Post Office are also located at the easterly end. Each of these uses is in a state of change and represent major opportunities for future investment. Moving west, the southerly side of West John Street is lined with a significant number of auto bodies and auto-oriented uses, along with smaller offices. To the west of Engel Street are a number of major industrial uses, including the Twin County Asphalt Plant, Petro, First Student bus company, and the LIRR Transfer Station. These larger properties back up to the LIRR railroad. The northerly side of West John is largely residential, with some small office and convenience commercial. West John also provides the only vehicle access to Cantiague Park, a regional park and golf course owned by Nassau County. To the west of the access to Cantiague Park on the northerly side of West John Street are industrial and warehousing buildings, including the former Newsday, Hercules, Best Cookies and other businesses.

Along **Duffy Avenue**, industrial, warehousing, and office uses line the northerly side of the street. The railroad tracks of the LIRR back up to the rear of these properties, which at one time, relied heavily on rail and freight service for goods and materials movement. Some of the rail sidings still remain. At the very easterly end of Duffy Avenue is new Station Plaza. On the southerly side of Duffy Avenue, single family homes front to Duffy Avenue. After Benjamin Street and at the location where Duffy Avenue meets Old Country Road, industrial and automotive uses line both sides of the street. An approximately 2.7-acre property, formerly part of the Stulz Farm, is a remnant of Hicksville's agricultural history.

Old Country Road forms the southerly boundary and contains a wide variety of primarily commercial uses. Traveling generally from west to east, uses include a Stop & Shop, the Tec Street Industry Park, two automobile dealerships, the new John Deere use, single family dwellings.

Collectors: The study area collectors run in a north-south direction, except for Nevada and Princess Streets. These streets serve to bring traffic to the Minor and Principal Arterials. **Burns Avenue, Kuhl Avenue, Princess Street** and **Nevada Street** serve as residential collectors, while **Cantiague Rock Road** contains a mix of commercial and industrial uses at its southerly end, and transitions to residential and access to Cantiague Park to the north. **Charlotte Avenue** provides access to industrial uses. Each road runs one lane in each direction, except for Charlotte Avenue, which has two lanes in each direction. The residential streets also allow parking on both sides, where Cantiague Rock Road and Charlotte Avenue do not have on-street parking. Burns Avenue contains the Burns Avenue Elementary School.



Table III-11. Major Roads and Characteristics

Road Name	Class	Mi	Width	Lanes	Dir.	Parking	Center Median	Primary Uses	AADT
N Broadway	Principal Arterial	0.7	100 – 150 ft	6 - 9	N-S	Both Sides - Portions	Yes	Commercial	58,108
Newbridge Rd	Principal Arterial	0.8	85 - 90 ft	4 - 5	N-S	Both Sides - Portions	Yes	Commercial	29,159
W John St	Minor Arterial	1.2	55 - 85 ft	4 - 7	E-W	Very minimal	East End Only	Commercial, Indust, Residential	NA
Duffy Ave	Minor Arterial	1.4	30 - 50 ft	2 - 4	E-W	No	No	Commercial, Indust, Residential	NA
Old Country Rd	Minor Arterial	1.2	75 - 80 ft	5 - 7	E-W	Both Sides - Portions	No	Commercial, Indust, Residential	26,286
Burns Ave	Collector	0.5	30 ft	2	N-S	Both Sides	No	Residential, School	2,622
Cantiague Rock Rd	Collector	0.6	55 ft	2 - 5	N-S	No	No	Commercial, Indust, Resid, Park	10,690
Charlotte Ave	Collector	0.6	44 - 58 ft	4 - 5	N-S	No	No	Commercial, Industrial	17,409
Kuhl Ave	Collector	0.6	30 ft	2	N-S	Both Sides	No	Residential	1,795
Nevada St	Collector	0.4	30 ft	2	E-W	Both Sides	No	Residential	2,904
Princess St	Collector	0.7	30 ft	2	E-W	Both Sides	No	Residential	689

One factor that determines a roadways classification is its average daily traffic volume. The NYSDOT's Engineering Division collects traffic volume data for 8,000 – 10,000 locations per year, including several road segments within the study area. The traffic counts, or estimated Annual Average Daily Traffic (AADT), for these roads was published in 2009/2010 by NYSDOT and are shown on **Figure III-5**.

By far, North Broadway experiences the highest traffic volumes with a 2010 AADT of more than 58,000, nearly twice as high as the 29,159 AADT for Newbridge Road. Traffic volumes are halved, as traffic travels along South Broadway. Data are not available for West John Street and Duffy Avenue, but given their classification as minor arterials, AADTs are likely to be in the 15,000-30,000 range. Old Country Road through the study area had an AADT of 26,286. The residential collectors, including Burns



Avenue, Kuhl Avenue, Nevada Street and Princess Street all have AADT volumes under 3,000, while the urban collectors that serve commercial and industrial uses, Cantiague Rock Road and Charlotte Avenue, have AADTs over 10,000.

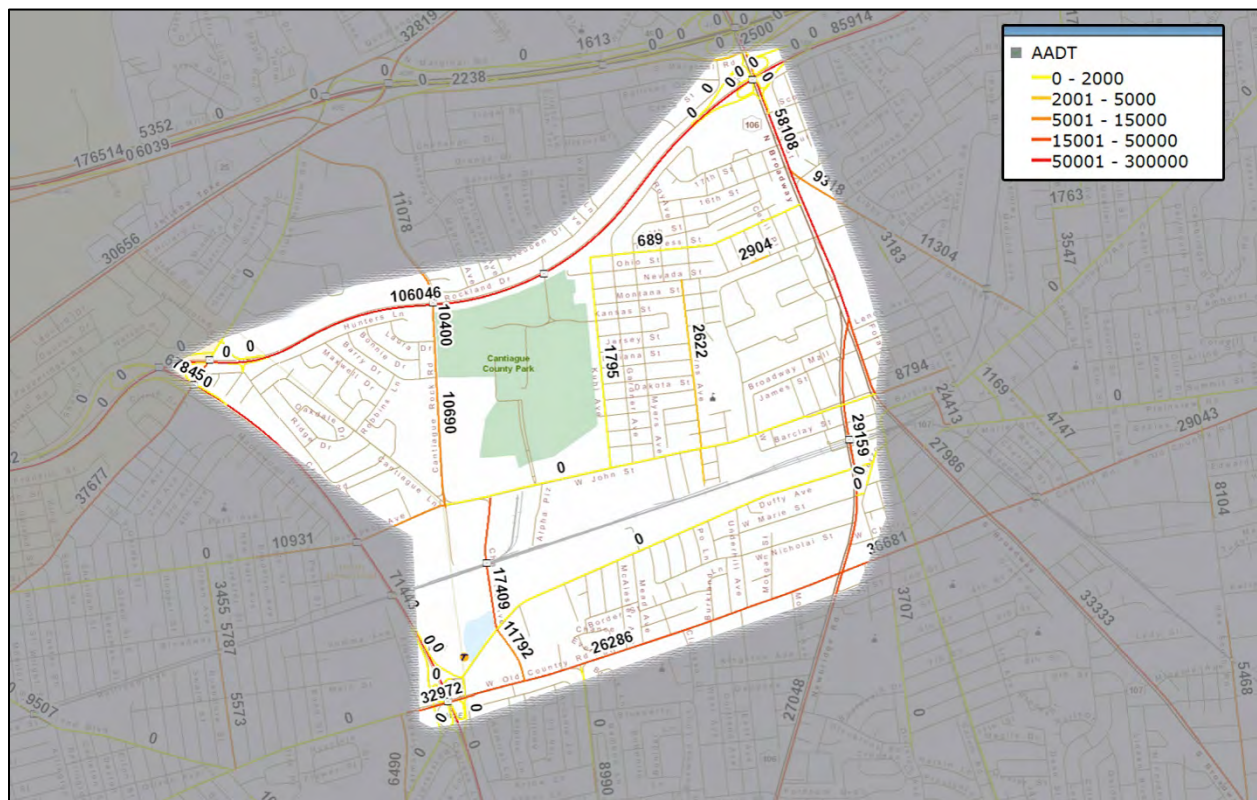
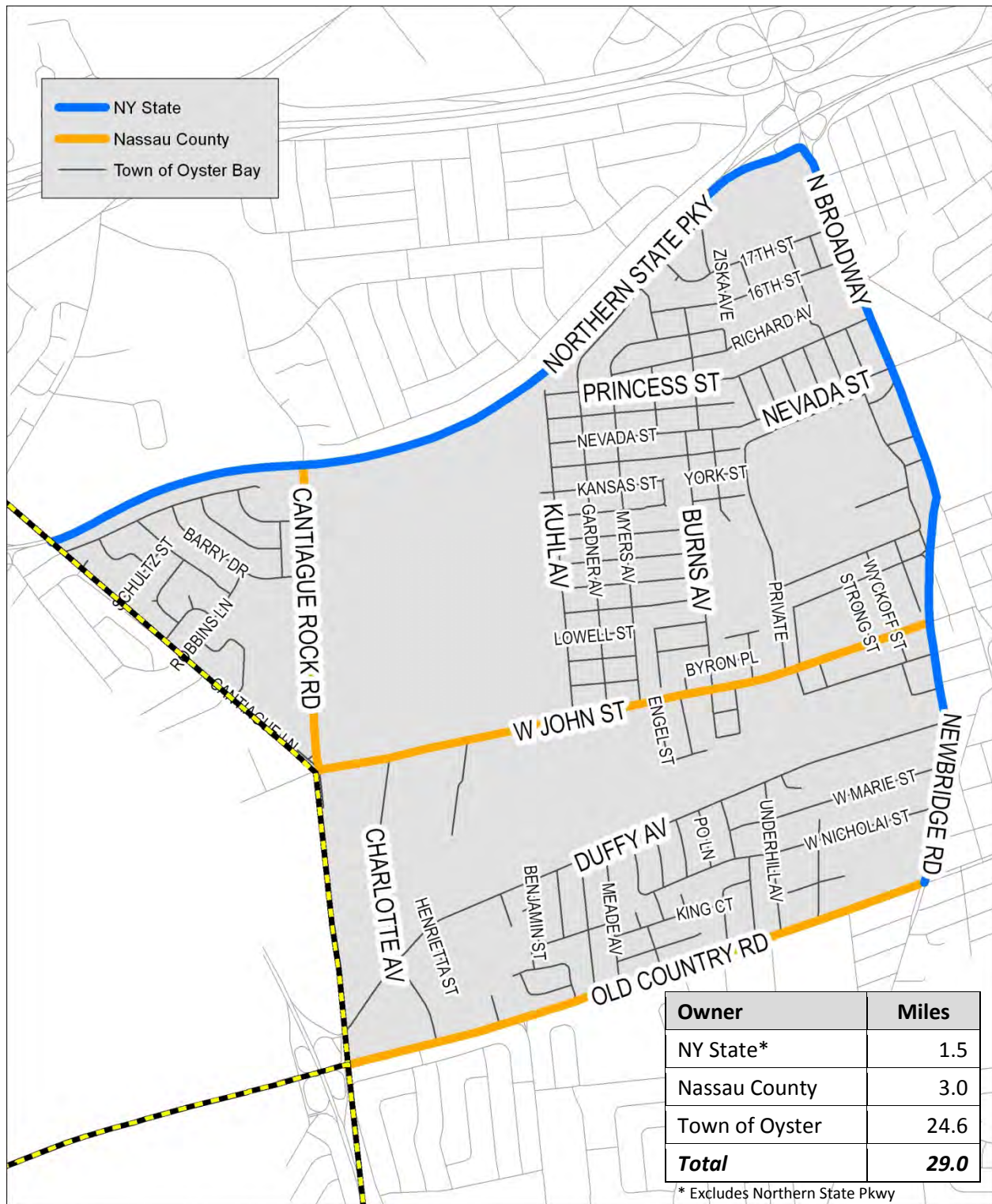


Figure III-5. AADT.

Most roads in the study area (85%) are under the jurisdiction of the Town of Oyster Bay. The Town's Engineering Division and Highway Department are responsible for the design and maintenance, respectively, of the Town's roads. The Northern State Parkway, which forms the northerly boundary of the study area and North Broadway and Newbridge Road, along the easterly boundary of the study area, are under the jurisdiction of the New York State Department of Transportation (NYSDOT). Three roads, West John Street, Cantiague Rock Road and Old Country Road, are owned and maintained by Nassau County. **Figure III-6** below shows road jurisdiction in the study area.





Hicksville Study Area: BOA Step 1

Town of Oyster Bay, Nassau County, New York

Figure III-6. Road Ownership.

0 0.1 0.2 0.4 Miles



The NYSDOT prepares the Statewide Transportation Improvement Program (TIP), which is a listing of all transportation projects or project phases proposed for Federal funding that are scheduled to begin in the four federal fiscal years 2011-2014. One project is listed on the TIP affecting roads in the study area:

- Resurfacing of Federal-Aid eligible Roads in Nassau County, including Old Country Road. Funding to be obligated in federal fiscal year 2013.

Nassau County's Capital Program includes a yearly Capital Budget and a four-year Capital Improvement Plan (CIP). The CIP is administered by the County's Department of Public Works and includes capital projects ranging from improvements or enhancements to County roads, traffic signals, transit, buildings, equipment, infrastructure at County facilities, acquisitions and studies, parks public safety, stormwater and sewers. In addition to specific locations and facilities, the CIP includes funding for unspecified locations for funding throughout the County such as: replacing curbs and sidewalks along County Roads, planting trees in County-owned stormwater basins, studies for civil engineering projects, Community Environmental Improvement Projects, Community Revitalization Programs, traffic calming studies, Countywide Green Initiative, repairing bridges, rehabilitating parks and playgrounds, police and fire projects, etc. The 2012 Capital Budget and 2012-2015 CIP include the following specific projects in the Northwest Hicksville study area:

- Replace signal heads for all traffic signals along Old Country Road, with larger LED signal displays.
- Install a Traffic Incident Management System along Old Country Road from Mineola to Plainview. Video cameras will provide the County with live feedback of traffic conditions, incidents and backups and be able to respond to correct conditions and restore traffic flow.
- Resurface each County roadway once during a 15-year cycle, depending on surface wear.

The Oyster Bay Engineering Division within the Public Works Department is responsible for the design and construction of road and drainage projects. The Oyster Bay Highway Department is responsible for general road maintenance and repair, and snow, ice, and flood control of these roads, on an as-needed basis. The Highway Department is also responsible for the operation of public parking fields. At the time of this report, the Engineering Division indicated that there were no road projects in the design phase.

Deputy Commissioner Kevin Hanifan indicated that the Town is still on track to utilize a \$3 million commitment from the Town Supervisor for streetscape improvements in Hicksville. The streetscape improvements include new sidewalks, stamped concrete in the utility strip, new lighting, and handicapped ramps where needed. Streetscape projects recently completed with this funding include portions of West Nicholai, East and West Marie Streets, and Jerusalem Avenue. Future projects likely to occur over the next 2 to 3 years include East Carl Street, Herzog Place, East Cherry Street, East Nicholai Street, and portions of Broadway. Except for Broadway, each of these streets lies just to the east of the study area, in the vicinity of the downtown.



The Town of Oyster Bay also implements its annual Tree Planting Program, where 2,000 trees are planted each year. The locations for the plantings are based on requests that come into the Town throughout the year.

Passenger and Freight Rail Service

The **Long Island Rail Road (LIRR)** runs through the southern half of the study area between West John Street and Duffy Avenue.



Figure III-7. LIRR Passenger and NY&A Freight Lines.



The Hicksville Train Station is located at the easterly edge of the study area at Newbridge Road (Route 106) and West Barclay Street. It is on the Main Line of the LIRR and is a stop for trains on the Port Jefferson, Ronkonkoma, and Montauk Branches. Travel time to NY Penn Station is between 40 and 50 minutes over a distance of 26.6 miles. With more than 130 trains stopping here every weekday, Hicksville is one of the busiest stations on the LIRR. Its close proximity to the Long Island Expressway and Northern State Parkway and available parking make it a convenient option for many commuters. Despite being home to one of the busiest rail stations on the LIRR, little more than 10 percent of commuters within the study area take a train to work (US Census Bureau 2011 5-Year Est.).

The Hicksville Train Station began operating in March 1837. Since then it has been reconstructed three times- in 1873, 1909 and most recently, in 1962. In March 2011, a 1,400-vehicle parking garage opened at the Hicksville station. The new garage replaced a parking garage that had been demolished three years earlier because of its structural deficiencies. The parking garage is open to Town of Oyster Bay residents only.

In 2015, the LIRR is scheduled to begin work on a \$100 million upgrade to the Hicksville station anticipated to be complete by 2019. The plans include adding new platforms to accommodate 12-car trains, canopies, escalators, waiting areas, and lighting. The project will also modernize the signal system and lay tracks to connect the station to a nearby siding, where trains are stored.





Hicksville Station, 1905



Hicksville Station 1954



Hicksville Station, 2012



In 1997, in a move to privatize its freight operations, the LIRR franchised freight service to the New York and Atlantic Railway (NY&A), a short-line railroad and affiliate of the Anacostia and Pacific Company. The initial franchise term was for 20 years, which expires in 2017. NY&A transports lumber, paper, building materials, plastic, aggregates, food products, and recyclables. It also transports municipal solid waste on containers on flat cars (COFC). The NY&A lines connect to Canadian Pacific, CSX, New York Cross Harbor, Norfolk Southern and Providence & Worcester railroads.

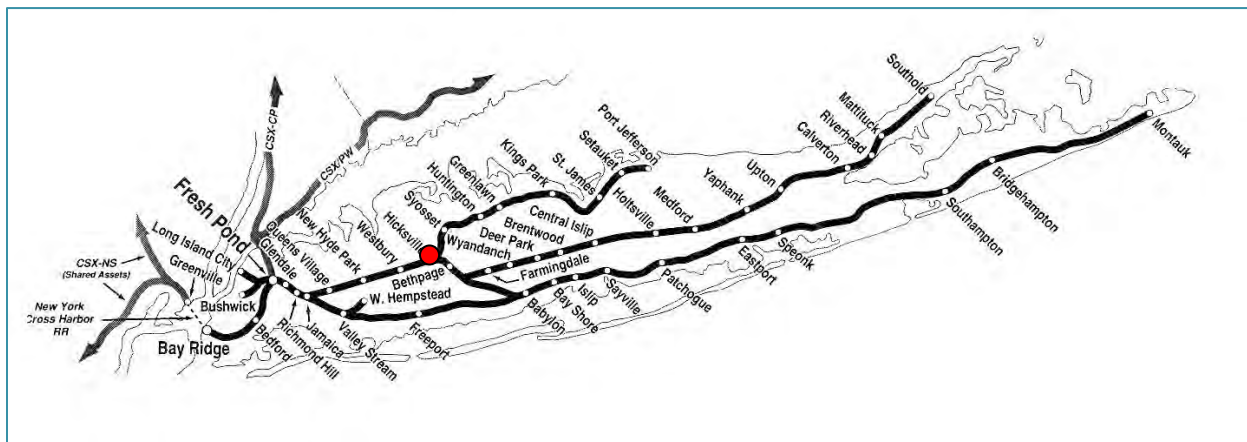


Figure III-8. Freight Rail Service in the Region.

NY&A operates seven transload facilities, including the Hicksville Transload Facility and Redistribution Center on West John Street. During the course of the study, the team reached out to NY&A, but received no response. Unanswered questions include: When and how does it operate? What is capacity (25 cars) and what type of cars? Is it adequate? Where do goods go from here? By truck?



In the past, the manufacturers and warehouses located along the rail right-of-way made use of the railway's team tracks or utilized their own spurs or sidings to load and unload commodities and materials conveniently onto their properties. The image below shows a 1966 map of the rail line through a portion of the study area (Charlotte Avenue to Hicksville Station) and the rail spurs serving many of the adjacent businesses at the time. The list of business also notes the number of rail cars that each spur could hold. According to the figure, rail spurs served at least 10 companies in the study area: Kullen, Inland, Hicksville Newcrete, Greenman, TID, a cement company, Metalab, Sanita EagleBeef, and NY Telephone, in addition to the three track transfer station east of Charlotte Avenue. The sidings held between 4 and 15 rail cars. Today, many of the freight spurs have been removed, are overgrown with weeds, or are no longer operational. The extent of the rail through the study area is shown in the map below, followed by close-up views of three sections of the rail. The Team Yard to the Transload Facility continues to operate. An existing rail spur (Area 2 Map) serves a 4.7-acre property at 35 Engel Street. It is unclear if the spur is currently operational. A rail line called the Atlantic Pipe runs parallel to the north of the tracks for nearly 3,000 feet and appears to be used for rail car storage.

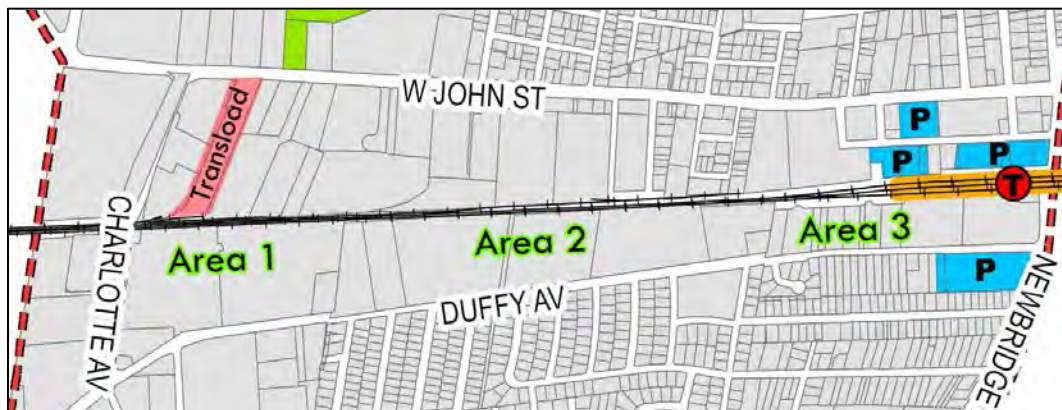


Figure III-9. Detail of Rail Lines in the study area. See also below.





Bus Service

The Nassau Inter-County Express (NICE) operates bus service within and around Hicksville. Bus service runs the length of West John Street, Duffy Avenue, Old Country Road, Broadway and Newbridge Road within the study area. There is also a loop around the Broadway Mall.

Route	Route along study area Streets	Villages/Destinations
N20/N21	N. Broadway, Newbridge Rd	Hicksville, Glen Cove, Great Neck, Flushing
N22/N22A	Newbridge Rd, W. John St,	Hicksville, Roosevelt Field, Mineola, Winthrop Hospital, Jamaica via Hillside Avenue
N48	N. Broadway, Newbridge Rd, Duffy Ave,	Hempstead, Nassau County Medical Center, Hicksville, Jericho Quad
N49	N. Broadway, Newbridge Rd, Broadway Mall Loop	
N50	N. Broadway, Newbridge Rd	Bellmore, East Meadow, Hicksville
N73/N74	Newbridge Rd	Hicksville LIRR Station, Levittown, Wantagh
N78/N79	Newbridge Rd, Old. Country Rd	Mineola, Roosevelt Field, Hicksville LIRR, Plainview, Walt Whitman Mall
N80	Broadway Mall Loop (N. Broadway, W. John), Newbridge Rd	Broadway Mall, Hicksville, Plainedge, Massapequa LIRR Station, Sunrise Mall
N81	Broadway Mall Loop (N. Broadway, W. John), Newbridge Rd	Broadway Mall, Hicksville, Bethpage, Massapequa LIRR Station, Sunrise Mall



According to the US Census Bureau's 2011 American Community Survey 3-Year Estimate, just 1.4% of commuters within the study area rode the bus to work, compared with 5.5% in 2000. In speaking with a representative from Veolia, the company under contract with the County to manage bus operations, Nassau County and Veolia do not presently track usage statistics of riders at the community or bus stop level and could not offer data on the most heavily used bus stops.

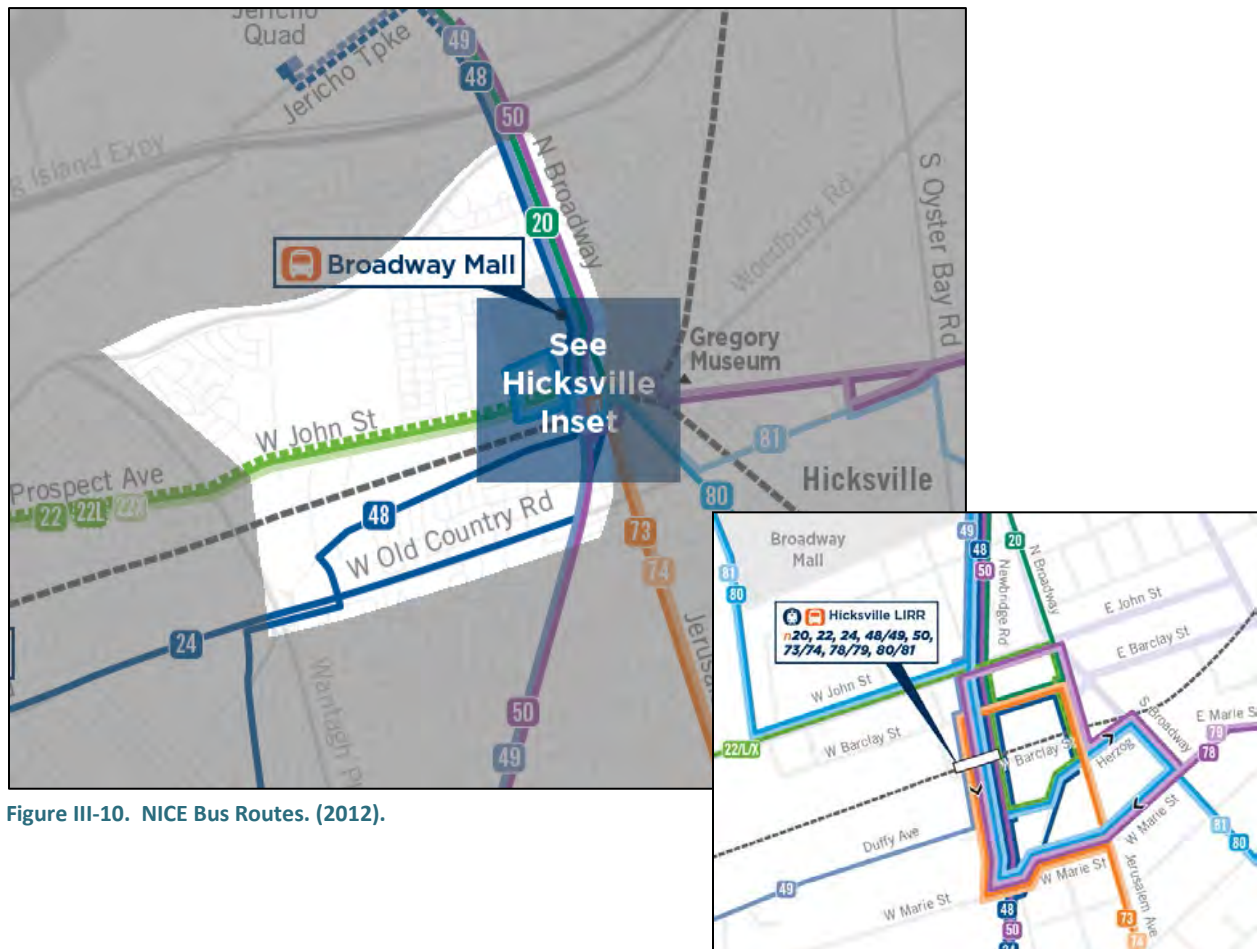


Figure III-10. NICE Bus Routes. (2012).



The figure below shows the locations of bus stops in the study area.

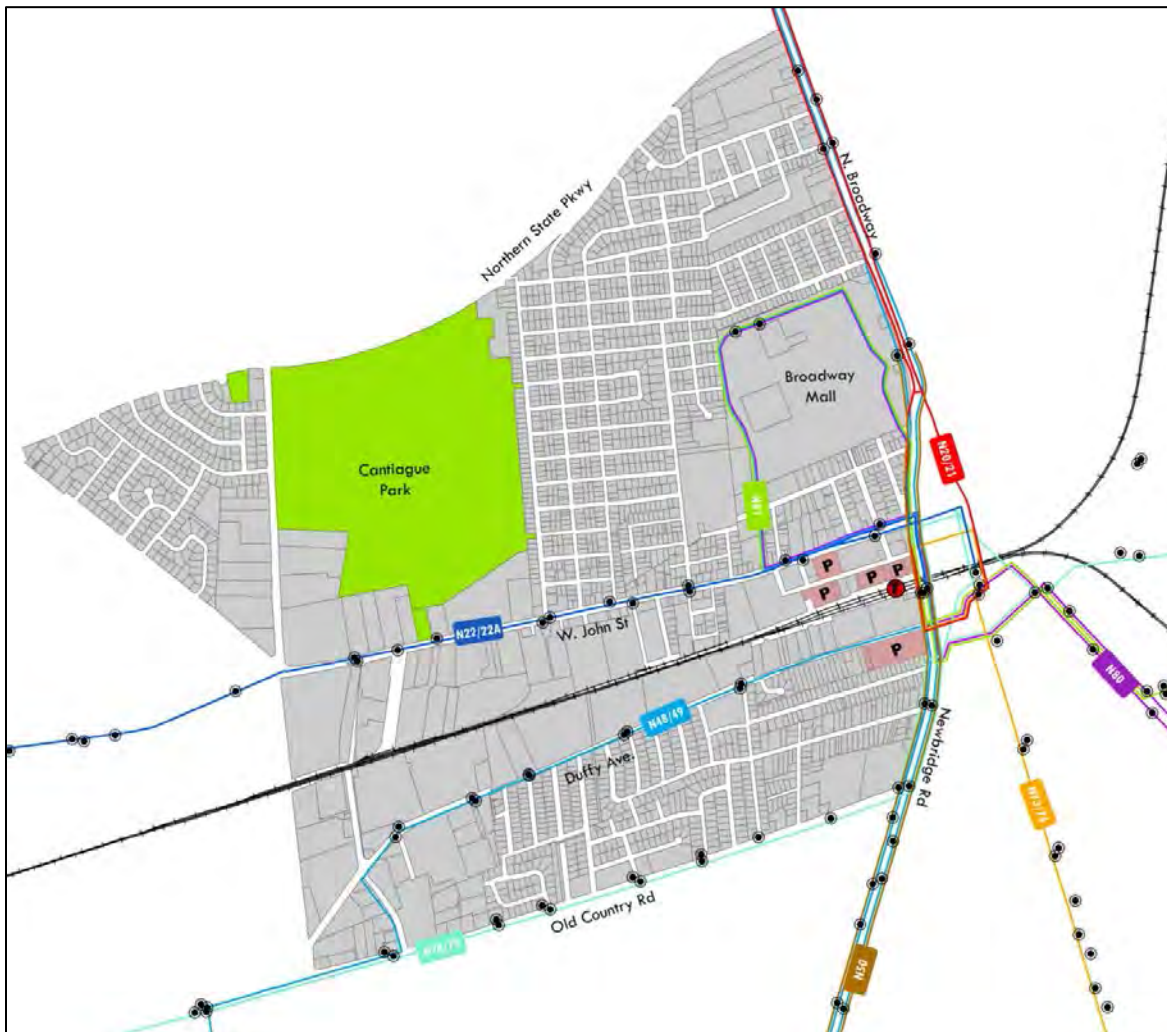


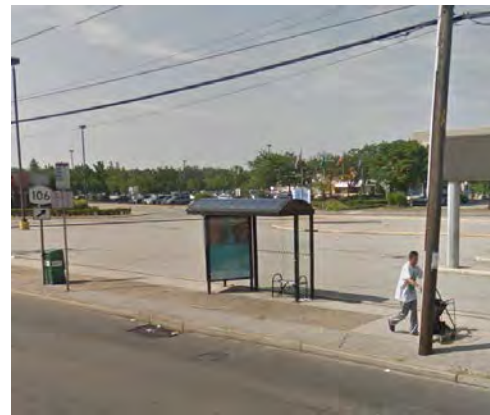
Figure III-11. NICE Bus Stop Locations.

Three (3) bus stops are located along the westerly side of Broadway within the study area - in front of the Good Year Tire store, at 16th Street/BP Gas Station, and at the Broadway Mall. The routes that serve Broadway include N20/21 and N48/49. Bus Route N50 also serves the Mall stop. The images below show the bus stops at the BP Gas Station and the Broadway Mall. The stop at the Broadway Mall has a form of shelter and a small seat.





Bus stop on Broadway (at 16th St/BP Gas Station) in Study Area



Bus stop on Broadway at the Broadway Mall in Study Area

South of the Broadway Mall, the next closest bus stop is more than 2,000 feet away at the Hicksville Station parking lot on Newbridge Road, as shown in the image below. Routes N80 and 81 serve this stop, where a few trees provide some light shade for pedestrians. Another stop for other routes is located under the rail bridge. Farther south approximately 1,500 feet is the next stop on Newbridge Road, which is marked by the bus route sign. Bus Routes N49, N50, N78 and N79 serve this stop.



Bus stop on Newbridge at the Hicksville Station in Study Area



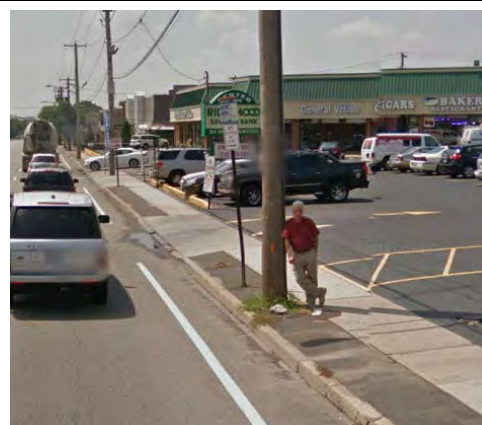
Bus stop on Newbridge at W Nicholai Street in Study Area



On the northerly side of Old Country Road in the study area, bus stops serve Routes N78 and N78. A route sign designates a bus stop at the intersection with Newbridge Road, as shown in the image below, where a pedestrian leans against a telephone pole while waiting for the bus. In front of a shopping plaza near the intersection with Lee Place, there is a bench at the bus stop.

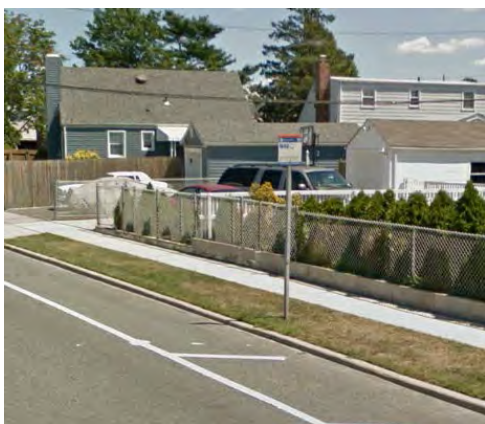


Bus stop on Old Country Road at Lee Place in Study Area

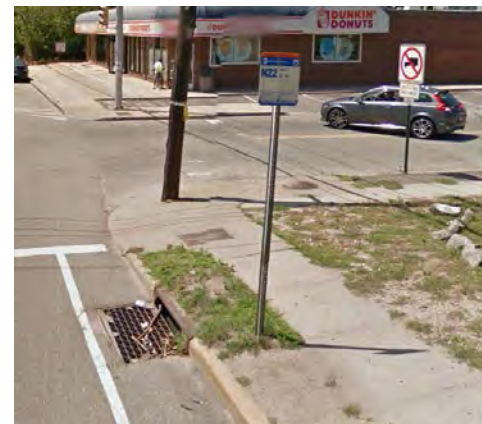


Bus stop on Old Country Road at corner of Newbridge Rd in Study Area

On Duffy Avenue, bus route N48 serves widely spaced bus stops. On West John Street bus Routes N22 and in some instances, Route N80 and N81 serve stops placed more frequently. Bus stops on both streets are similar to those elsewhere in the study area, in that most include a route sign only designating the stop.



Bus stop on Duffy Avenue at Combes Avenue in Study Area



Bus stop on W John St at Kuhl Avenue in Study Area

According to Veolia, the operator of the NICE bus service, the company tracks ridership data for each of the bus lines on a daily and yearly basis. The company does not track ridership data at the bus stop level, and specific ridership figures for the Hicksville area were not available when requested. Veolia



studies service on a quarterly basis to determine change in passenger patterns. Some routes to the Broadway Mall, for example, have been discontinued recently because ridership has dropped off. According to Veolia, Route N20 (North Broadway to train station) and N22 (West John Street to train station) have very strong ridership travelling in morning and evening peak commuting periods.

Pedestrian Travel

As with most suburban communities, the study area streets have been designed over time to handle the demand and need for increased vehicular capacity. The people most likely to walk frequently are those who are unable to drive (youth, the elderly, impaired), households where car ownership is unaffordable, and those seeking a healthy lifestyle and an alternative to driving. There are very few people living in the study area that walk to work. The Census Bureau estimates that less than 1% of commuters walked to work in 2011, down from 3.1% in 2000. Conditions for walking in the study area vary widely. Most streets have sidewalks, although sidewalk conditions could be improved in many areas. The Town of Oyster Bay has completed streetscape improvements (concrete sidewalk, brick band, street trees and lighting) along several streets just outside of the study area, such as West Marie and Jerusalem Avenue. Examples of pedestrian conditions on several of the study areas collectors and arterials are provided in Appendix D.

The study area contains few walking or multi-use paths, other than sidewalks along streets, for residents to enjoy. One opportunity for walking paths is Cantiague Park.

Vehicular traffic into the park is limited to the West John Street entrance. As seen below, pedestrians using the West John Street entrance must walk alongside the road in the grass area, as sidewalks are not available. There are pedestrian entrances to the park from adjacent residential areas, including from Kansas Street to the east, Laura Drive to the west (from Cantiague Rock Road), and a walkway under the Northern State Parkway that enables pedestrian-only access from residential areas to the north of the study area.



At the north end of Cantiague Park, a tunnel under the Northern State Expressway enables residents to the north of the park continuous access. This is a beneficial feature.



Regional recreational paths are available to Hicksville residents. The map below illustrates the existing network of nearby recreation trails, which are located primarily east of the study area. Via the Bethpage State Park, residents can access the Bethpage State Parkway Shared Use Path (paved multi-use path, 6.8 miles), which runs south of the Park, and the Nassau-Suffolk Greenbelt Trail (dirt walking path, 19.6 miles), which runs to the north of the Park. Providing Hicksville residents a safe way to access to Bethpage State Park by walking and bicycling would open up these convenient recreational opportunities to study area residents.

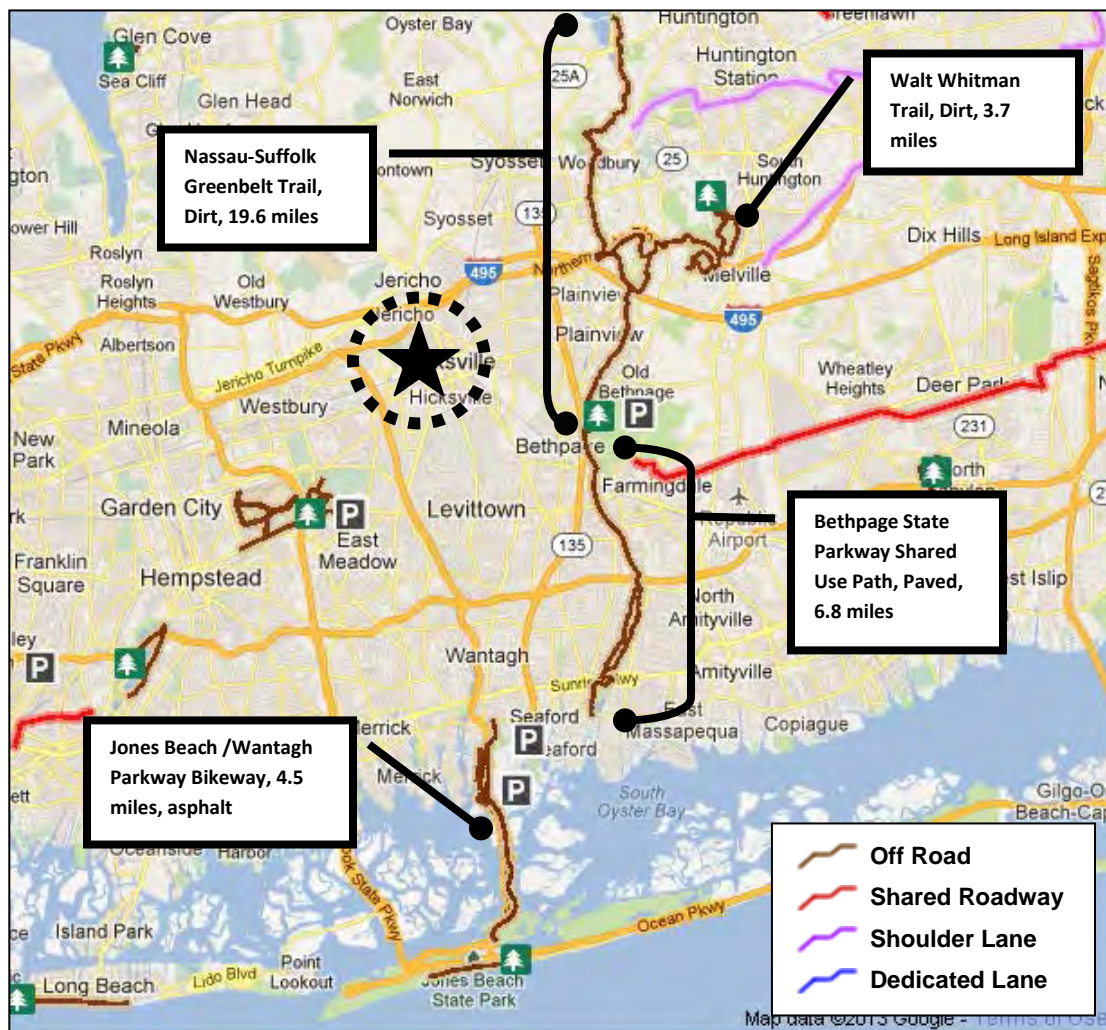


Figure III-12. Regional Walking and Multi-Use Trails. Source: NYSDOT & BikeNY.



Bicycling

Except in one location shown in the photo below, the study area does not have dedicated bicycle lanes or paths. The US Census Bureau does not report anyone living within the study area commuting by bicycle, but anecdotal evidence and discussions with community members suggest otherwise. In addition, while individuals may not “commute” to work, others may simply cycle for recreational purposes, or to make a quick trip to a destination, e.g., retail store, to serve their needs.

Improvements needed to increase ridership and safety overall include-- providing bike lanes and “share the road” lanes, bike signage, and safe places to lock up bicycles in convenient locations.

- Bike Lanes: The study area has one bike lane that is one block in length. The bike lane runs on Newbridge Road between the train overpass and Duffy Avenue (see Photo below). Connecting major destinations such as the Train Station, Broadway Mall, major shopping centers, schools, parks, government buildings should be considered.
- Bike Signage: The only signs are the “bike lane” and “end of bike lane” along the one block stretch of bike lane on Newbridge Road. Additional bike routing signage and “share the road” signs that warn drivers of bicyclists should be considered.
- Parking: In areas throughout the study area, bicycles are seen chained to poles, signs, fences, etc. Shopping centers, the Broadway Mall, schools and government facilities could provide bike racks on site, in a safe and convenient location.



In collaboration with www.511ny.org, the NYSDOT has prepared a *Bikeways and Trailways Map for Long Island*, which details existing bikeways, shared-use paths, bike lanes, and hiking trails throughout the Island. **Figure III-13** below illustrates two roads through the study area - West John Street and Duffy Avenue- that are marked as “connecting routes.” According to the State, connecting routes are unsigned roads that are generally safe for bicycling. These routes offer a connection to Bethpage State Park and bikeway from Hicksville and points west. Notably, there are no routes indicated within the study area that run in a north-south direction.

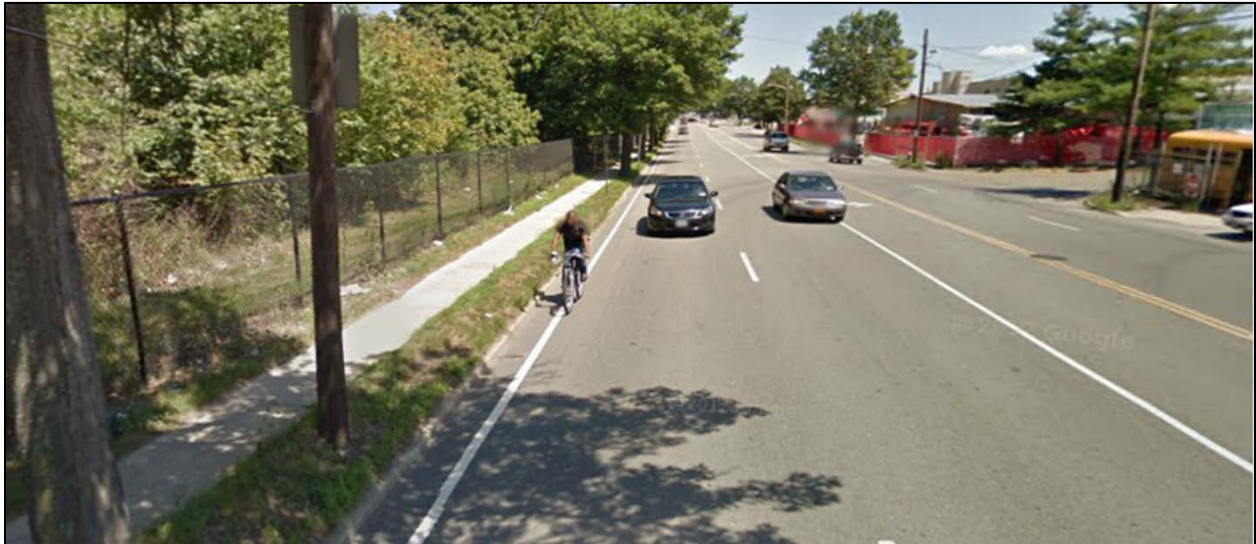


Figure III-13. Bikeways and Trailways Map for Long Island. Source: NYSDOT.



West John Street and Duffy Avenue, the “connecting routes” as indicated above, are both presently used by bicyclists despite the narrow shoulder. The photos below show bicyclists on two sections of West John Street.

Bicyclist on West John Street approaching Cantiague Park entrance



Bicyclist on West John Street at the intersection with Cantiague Rock Road



Officially, there are two existing bikeways that could connect Hicksville to shore points to the south- the Bethpage State Parkway Shared Use Path and the Wantagh State Parkway Shared Use Path, as shown below.

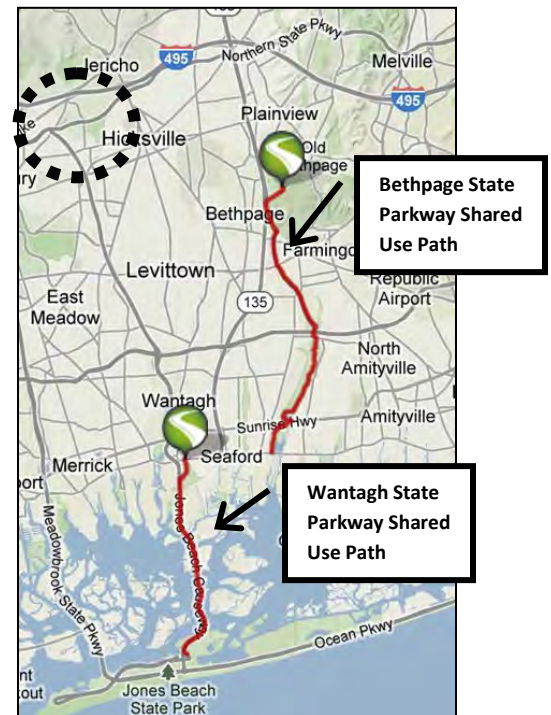


- **Bethpage State Parkway Shared Use Path –**

Walking, bicycling, horse riding, skiing

Paved, 6.8 Miles

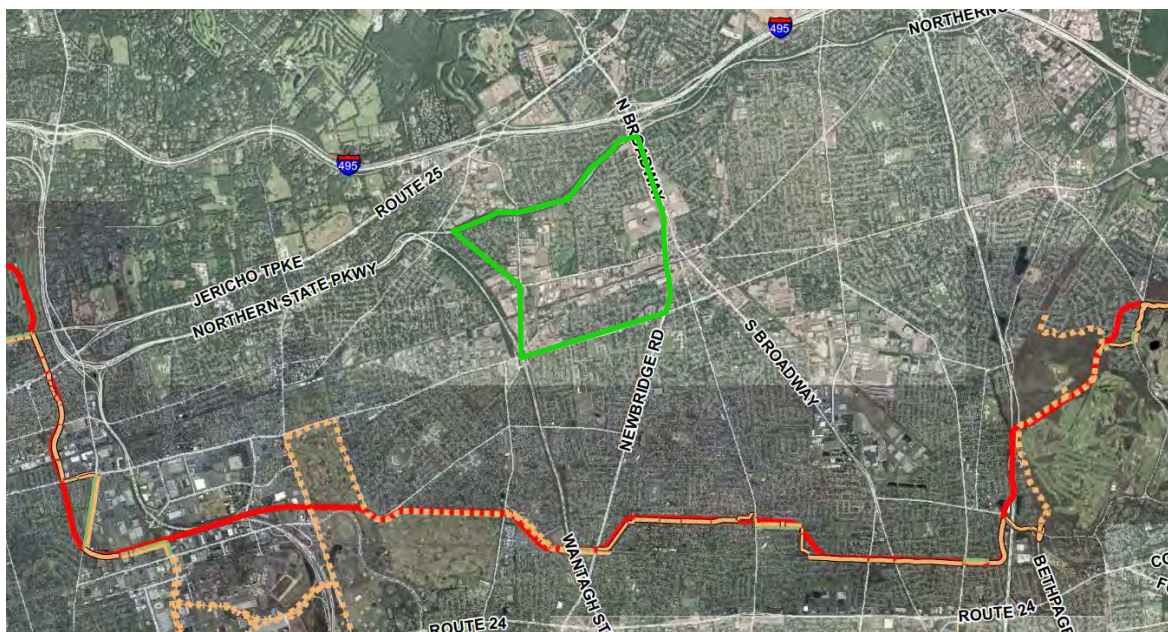
The Bethpage Shared Use Path stretches approximately 6.8 miles between Bethpage State Park and Merrick Road in Massapequa. The path features views of lush greenery and the Massapequa Preserve. There are several road crossings and markers every quarter-mile. From the southern point of the Bethpage Bike Path, cyclists can take a short (off-path) route to the Jones Beach Bike Path / Wantagh Parkway Bike Path to get to Jones Beach State Park. At the northern end of the path, the NYS Department of Transportation (NYSDOT) will be extending the bikeway from the picnic fields at Bethpage State Park through Trail View State Park on to Woodbury Road, resulting in a 12.5 mile shared use bikeway. An additional 2.4 miles of on-road bike facility with kiosk maps providing guidance to the downtown Syosset area and train station is also planned.



- **Motor Parkway Trail (planned)**

The Long Island Motor Parkway (LIMP) was originally built to provide a form of recreation for William K. Vanderbilt Jr., who wanted a landscaped parkway to drive and race his vehicles. It also provided an important vehicular connection from Queens through Nassau County to Suffolk County. Nassau County retained a consultant to assist in a detailed site analysis to redevelop portions of the Long Island Motor Parkway as the Motor Parkway Trail for new recreational uses. The site investigation included walking the length of the original LIMP right-of-way and additional potential connecting routes, photographing the site and analyzing the conditions for potential development as a trail. The portion of the trail in closest proximity to the study area identified as Section F - the link to the map is <http://www.vhb.com/limp/pdf/MotorPkwayTRAIL-Seg-F.pdf>. Two options exist to connect the study area to the proposed trail: develop a trail along the Wantagh Parkway that could connect to the Motor Parkway Trail, or stripe and sign a bike route that would extend from the study area south along Newbridge Road. These would be the most direct routes, however, any path would have to be analyzed based on safety considerations. The dotted orange line represents the route of the proposed trail, and the red line represents the original Parkway route.





○ Wantagh State Parkway Shared Use Path/Jones Beach

Walking, bicycling, skating

Paved, 4.5 Miles

The Wantagh State Parkway Shared Use Path (Ellen Farrant Memorial Bikeway) connects Cedar Creek Park, Wantagh State Park, and Jones Beach State Park. Wantagh County Park has an additional 3 miles of paved trails within its 111 acres for walking, bicycling and skating. The Wantagh State Parkway Shared Use Path crosses three draw bridges with scenic views of South Oyster Bay. A bike route along Ocean Parkway is also being considered for the future.

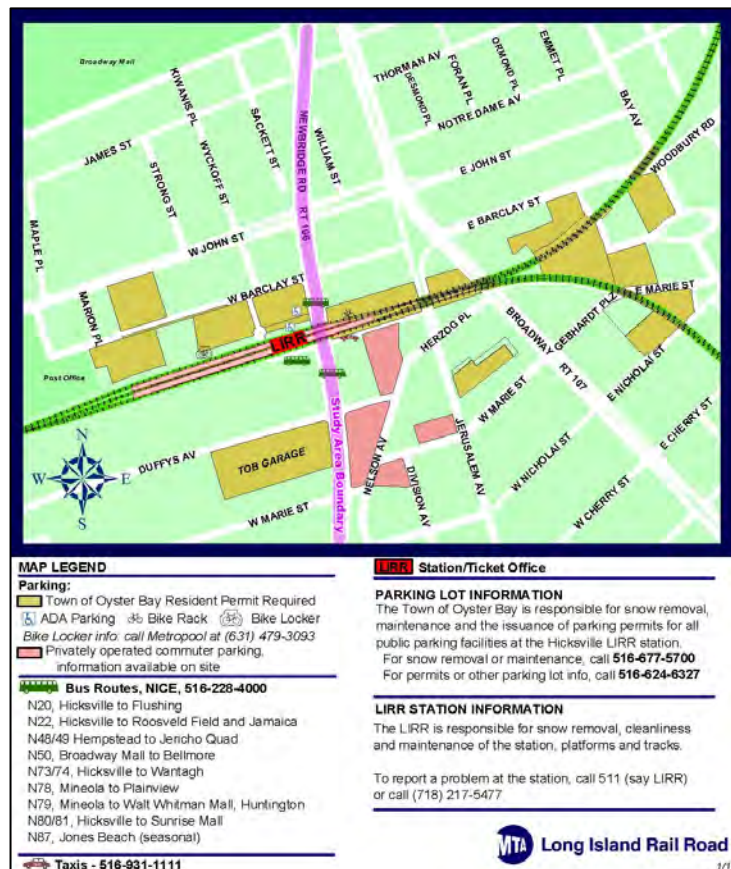
There are informal path connections that area residents may utilize for bicycling, walking and running routes. Immediately to the south of the study area, for example, a path runs alongside portions of the northbound lane of the Wantagh State Parkway featuring paved and dirt sections. According to the State, even though bicyclists use the path, it is not officially designated for bicycling use. If this path were to be opened to bicycle use and extended farther south to connect to existing paths along the Wantagh Parkway, Hicksville residents could ride the 14-15 mile route to Jones Beach.

Parking

The Town of Oyster Bay operates several parking lots and a parking garage near the Hicksville Station. The surface lots within the study area are accessed from West Barclay Street and West John Street and encompass 5.13 acres. The parking garage is located a block south of the station and is accessed from Duffy Avenue. These spaces are limited to Town of Oyster Bay residents and require a resident permit. There are considerably fewer spaces in privately owned lots for non-residents that need to park near the Station.



The four-level Town of Oyster Bay Parking Garage opened in March 2011 and has 1,400 parking spaces. It replaced a parking garage of the same size that closed in 2008 due to structural problems. The new garage operates on a first-come, first-serve basis (limited to Town of Oyster Bay residents) and is open Monday through Friday, from 5AM to 12AM.



On-street parking is also available along major road corridors in the study area. However, depending on the speed of vehicle travel and width of parking aisles, some areas tend to be used more often than others.



2. Utilities

Water Supply

The Hicksville Water District (www.hicksvillewater.org) is one of 46 independently operated water districts in Nassau County. The District services a 7.7 square mile area that includes Hicksville and the border areas of Bethpage, Jericho, Syosset and Westbury. The District currently operates 14 wells at eight (8) plant sites, which all pump water from the Magothy Aquifer beneath Long Island. (Note: an additional four (4) wells at two plant sites are currently inoperable because of high nitrate concentrations.). The District also owns, operates and maintains four (4) water storage facilities and approximately 183 miles of water main ranging in size from less than 4 inches to 24 inches.

Two (2) of the Water District's eight (8) operable plant sites are located within the study area, as shown in the figure below. Plant #6 is located to the northwesterly corner of Cantiague Park and accessed from Kuhl Avenue. This Plant operates two wells (#6-1 and #6-2) that were constructed in 1952 and have a combined daily pumping capacity near 2.1 million gallons. Plant #10 is accessed from Barclay Street, located adjacent to the Hicksville Station and surrounded by surface parking adjacent to the train station. Plant #10 has a daily pumping capacity of 480,000 gallons.

According to the Nassau County 2010 Master Plan, from a regional perspective, available groundwater sources are more than sufficient to meet present groundwater demands. Countywide demand, which averages 190-million-gallons per day (2010), is considerably less than the amount of recharge to the aquifers that occurs through precipitation.

HICKSVILLE WATER DISTRICT FACTS

(www.hicksvillewater.org)

- The Hicksville Water District provides more than 2 billion gallons of water to nearly 48,000 customers each year.
- It is pumped by 14 wells situated approximately 600 feet beneath the earth's surface from Long Island's Magothy aquifer.
- The water is carried throughout the District's 7.9 square mile service area to more than 15,400 homes and businesses in Hicksville, as well as portions of Bethpage, East Meadow, Jericho, Levittown, Syosset and Westbury.
- It travels through 183 miles of water main ranging in width from less than 4 to 24 inches.
- The utility's storage capacity of 7.25 million gallons of water includes 2 elevated tanks and 3 ground level tanks, located at 10 plant sites throughout the District.
- The Hicksville Water District maintains more than 1,500 fire hydrants to assist area firefighters with protecting the community.





Figure III-14. Water Supply Locations.

Groundwater extracted by the wells is monitored for the presence of contaminants. If contaminants are detected at levels above drinking water standards, use of the water source is either suspended or the water is treated to remove the contaminants. Presently, the supply well source and distribution water provided to the residents of the water district complies with all federal, state and county water quality standards.

However, for several water supply facilities in the District, volatile organic compounds (VOCs) and nitrates are a current concern. At Plant No. 6 (Kuhl Avenue) in the study area, for example, monitoring has shown an increasing trend in peak VOC levels in recent years, as well as an increase in nitrates over the past 10 years. To address these rising concentrations, a VOC treatment system has been in



operation since the summer of 2012 and is currently removing VOC concentrations to non-detect levels and a new nitrate treatment plan capable of removing nitrates to 5 mg/l is currently being commissioned. Conversely, Plant No. 10 (West Barclay Street) in the study area is the only plant in the Hicksville Water District that does not experience either nitrate or VOC water quality issues.

The Hicksville Water District projects that the District should be able to operate without deficiencies in supply well and storage capacity through 2025, considering present and projected future demand conditions. Presently, the water district maintains 14 supply wells with an actual supply well capacity of 24.58 million gallons per day (MGD) and 5 storage facilities with a usable storage capacity of 5.8 million gallons (MG). Actual supply well and storage capacity currently exceed historic maximum day and historic peak hour pumpage by 12.75 MG and 6.58 MG, respectively.

As for water demand, water use in the District has been slightly decreasing for the past 20 years. The trend is expected to continue, assuming weather patterns remain moderate, the District continues to receive average yearly precipitation, and all facilities continue to operate based on current operating conditions. Also, sustaining the present water conservation measures successfully implemented by the District will mitigate large increases in the maximum day and peak hour demands into the future.

The Water District's top 10 water users for 2012 include several office buildings, a restaurant, a park and several industrial facilities. Cantiague Park, with an annual demand rate of 212.99 MG, is the second largest water user in the District. NYCOMED (Fougera Pharmaceuticals), a manufacturing company at 55 Cantiague Rock Road is the third largest consumer at 9.16 MG annually. The seventh largest consumer is Ava Pork Products, Inc. at 383 W John Street, which consumes 6.52 MG annually. The largest user, located outside of the study area is Kozy Shack, Inc., which consumes 26.54 MG annually, less than 1% of the total annual pumpage provided by the District.

There are several major developments currently proposed within the District service area, the largest of which is Cantiague Commons to be located on the south side of West John Street. The project will contain 390 senior citizen units and a projected water use of 18.25 MG annually. The total annual water use of Cantiague Commons and the other proposed developments is projected to be 25 MG, which is approximately 1% of the District's current annual pumpage, and not expected to significantly impact District operations.

The District plans to replace 32 miles of existing "phase 1" water main over a 34 year timeframe. Phase 1 water mains are those that are the oldest, or have reached the end of their useful life, or are assumed to be universal pipe. A map of the age of water mains in the District and within the study area is shown in the figure below. Notably, portions of West John Street, Broadway, Old Country Road, Burns Avenue and Cantiague Rock Road have water mains that predate 1945.

The District also plans on implementing a number of improvements to well facilities to improve the reliability, efficiency and security of its infrastructure. For Plant No. 6 (Kuhl Ave) and Plant No. 10 (West Barclay Street) in the study area, the District will conduct yearly pump tests and monitor specific



capacity of wells on a quarterly basis. Plant No. 10 may see drainage and maintenance improvements, as well as a slide gate. At the same time, the Water District continues to study the possibility of reopening two of the closed plants- Plant No. 3 and Plant No. 7.



Figure III-15. Hicksville Water District Water Main Replacement Evaluation Project. Source: H2M, 2013.

Wastewater Treatment

Sewer service in Hicksville is provided by the Nassau County Sewer District, which is owned and operated by Nassau County Department of Public Works (DPW). Approximately 90% of the sewage generated in Nassau County is treated at the County's two sewage treatment plants. The two plants, located in Bay Park and Cedar Creek, each treat approximately 60 million gallons per day (mgd), which is below their operational capacities of 70 and 72 mgd, respectively. Hicksville sewage is discharged to the Cedar Creek Park Water Pollution Control Center with the treated effluent being discharged through a marine outfall pipe into the Atlantic Ocean 7.0 miles offshore.



As part of the approval process, applications for development seek approval from the Nassau County DPW. Development applications must first send the DPW a “Request for Sewer Availability.” The DPW determines the anticipated discharge or minimum design sewage flow rate based on the type of use proposed and makes a determination of available capacity. Except for major water-intense uses (i.e., an industrial laundromat running 24 hours per day), the capacity is typically available. However, wastewater-intense uses may be assessed impact fees to fund improvements that may be needed for their sewer connections. Where capacity is deemed not to be available, a site may need to provide individual sewer servicing, which is often cost prohibitive.

Storm water

Storm water is the rainwater or snowmelt that runs off a property that does not naturally drain into the ground. Much of the land in Hicksville is today is covered by roads, parking lots, and buildings and other impervious surfaces which do not allow stormwater to penetrate the ground. Storm water that is not contained eventually finds its way into surrounding surface waters (streams, lakes, ponds, bays, oceans), carrying with it any pollutants found on these impervious surfaces. During heavy rain events, storm water can lead to massive flooding and destruction of property. To protect surface waters from pollution and to prevent flooding events, stormwater should be contained on a property (i.e., using dry wells, detention basins, retention basins, rain gardens, rain barrels, etc.) or drain sufficiently to municipal and county storm water facilities, which typically exist in roadways (i.e., catch basins and inlets) and end up in large storm water basins.

The requirements for managing storm water on a property depend on whether the property lies adjacent to a municipal or a County Road. Under Phase II of the Federal Storm Water Regulations, Nassau County and the Town of Oyster Bay are obligated to implement measures to reduce the impact of storm water discharges. Both the Town and Nassau County are considered “municipal separate storm sewer systems” (MS4s), since both operate a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) used for collecting or conveying stormwater. According to the Town of Oyster Bay development code, development applications along Town roads must calculate expected storm drain loads and stormwater runoff that is to be accommodated by a proposed drainage system in accordance with Nassau County Department of Public Works (NCDPW) requirements.

If an application for development lies adjacent to a county road or drainage system, the application must also be reviewed by the NCDPW. Nassau County regulations require that storm water generated from developed sites be retained onsite. As a result, the NCDPW requires proposed property improvements to include facilities sufficient to provide for the retention/storage of eight (8) inches of storm water runoff that can recharge into the ground. Storm water can be stored onsite by the construction of storm water basins, drainage reserve areas, installation of drywells, or by other storage devices deemed acceptable by the NCDPW. Through this storage requirement, the County seeks to limit and control the amount of storm water runoff from private properties where site overflow would enter the County’s drainage system.



On a property where land disturbance from construction activity (including, but not limited to- clearing, grading, grubbing, excavating, soil disturbance, demolition, placement of fill) is equal to or greater than one acre, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared . The SWPPP details how the site will address storm water management, post development water quality, and soil erosion and sediment control measures during construction. A permit under the New York State Pollutant Discharge Elimination System (SPDES) is also issued to developers of construction activities to regulate disturbance of one or more acres of land. During site plan development, detailed analyses must be performed to determine the appropriate storm water storage volume to be provided onsite; the storage volume to be provided off-site in recharge basins, the post development water quality to be included with the development and details of the SWPPP proposed during project construction.

Nearly half of the land area of Nassau County drains to water bodies, while the other half of the County drains to recharge basins. As a non-coastal community, Hicksville relies on recharge basins to control stormwater and prevent flooding incidents. There are at least twelve (12) recharge basins distributed throughout the study area, varying in size from a quarter of an acre to 7.4 acres. There are two basins in the northeast corner of the study area owned by the Town of Oyster Bay that serve the surrounding apartment communities. Two of the basins are privately owned, including the basin for the Broadway Mall and the small basin at the northerly end of Tec Street. The remaining basins are owned and operated by Nassau County Department of Public Works. The map below shows the location of the Nassau County DPW Basin Areas and the recharge basins within the study area.

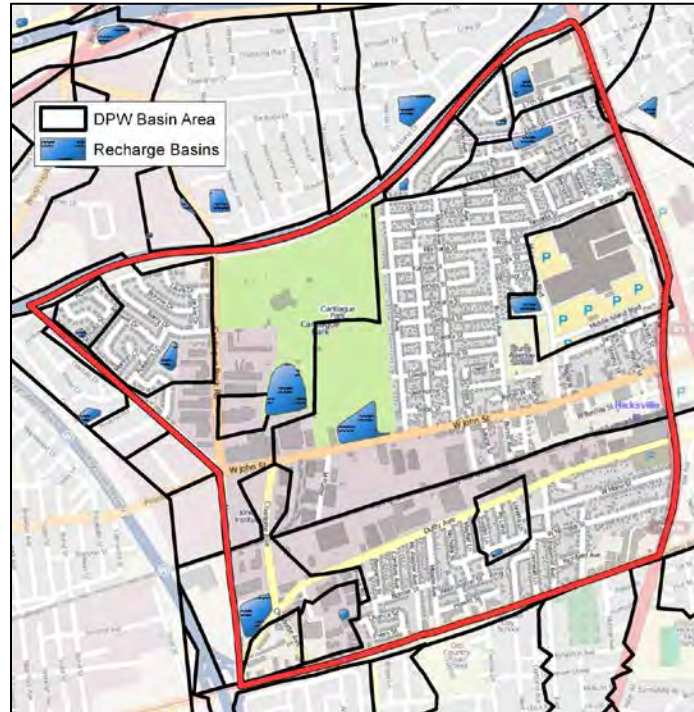


Figure III-16. Recharge Basins.



D. LAND OWNERSHIP

A review of land ownership patterns in the Northwest Hicksville Study Area is necessary to determine the extent to which brownfield issues are contained on properties that are in public versus private ownership – this in turn may affect the availability and accessibility to further document, examine and remediate brownfield conditions. In addition, strategies to implement improvements or effectuate policies to revitalize the study area must also be tailored to the unique land ownership pattern within it. This section identifies the major landholdings in the Northwest Hicksville Study Area. **Table III-13** identifies lands that are publicly owned within the Study Area and **Map 7** illustrates the ownership pattern in Northwest Hicksville.

1. Public Ownership

Map 7 illustrates the pattern of land ownership in the study area. The study area encompasses approximately 1,079 acres. Of this total, approximately 879 acres are within tax parcels i.e., not highway or road rights-of-way - approximately 18.5 percent of the study area consists of land committed to roads and rights-of-way, which is not surprising, given its location amidst major regional transportation systems. The transportation network includes the Long Island Railroad, Wantagh State Parkway, the Northern State Parkway, as well as major rights-of-way containing North Broadway, West John Street, West Old Country Road, and Newbridge Road. Of the land contained in tax parcels, approximately 194.1 acres are publicly-owned lands. The County of Nassau is the largest public landowner, accounting for 146.6 acres of property. Major county landholdings include Cantiague Park and the Nassau County Department of Public Works property. In addition, several of the recharge basins in the study area are owned by the County.

The Town of Oyster Bay owns 20 parcels in the study area, totaling 13.9 acres. The Town maintains ownership over several of the recharge basins as well as the surface parking lots and parking garage located in the vicinity of the Hicksville train station (one additional parcel is also owned by the Oyster Bay Parking District). The Town also owns a small neighborhood park immediately adjacent to and west of Temple Beth Torah, located on the west side of Cantiague Rock Road. Access to the park is from the end of Hunters Lane.

Hicksville Union Free School District controls 12.2 acres – the entirety of this acreage is associated with the Burns Avenue Elementary School complex.

The United States Postal Service controls a sizeable property in the Study Area on the periphery of the Hicksville downtown area. There have been numerous discussions regarding the future of this property and its closure. The property is strategically located adjacent to the Hicksville train station.

The Hicksville Water District controls approximately 3.8 acres on three parcels. Two (2) of the Water District's eight (8) operable plant sites are located within the study area, as shown in Section III.C of this Study. Plant #6 is located at the northeasterly corner of Cantiague Park and is accessed from Kuhl Avenue. This Plant operates two wells (#6-1 and #6-2) that were constructed in 1952. Plant #10 is accessed from Barclay Street, located adjacent to the train station, and surrounded by surface parking lots.



Nassau BOCES operates a school site along Cantiague Rock Road. According to the BOCES's website, BOCES operates a career preparatory high school that serves students with moderate to severe learning and/or behavioral disabilities. Students who attend are between the ages of 15 to 21 years of age. The Career Preparatory High School (formerly Career Development Center) is an alternative high school that focuses on the social, emotional, pre-vocational and academic needs of students. Educational programs are in accordance with New York State Department of Education standards. Students are referred to Career Preparatory High School from the 56 school districts in Nassau County.

The Hicksville Fire District operates Station 3 within the Study Area from a large complex on Strong Street. As per the Hicksville Fire Department's website, Station 3 was originally opened in 1956. In the early 1990's, it was decided that Station 3 would become a maintenance building for the Fire District (now the Clifford G. Davis Maintenance Facility). The property next to the station was acquired and the new Station 3 was opened in 1996. This Station houses Emergency Company 5 and Hook and Ladder Company 6. It provides protection to the Northwest section of Hicksville. Engine 935, Ladder 936, and Ambulance 9323 respond from this station.

The State of New York and the NYS Department of Transportation own several parcels of property along Charlotte Avenue purchased to create the right-of-way for this road that connects West Old Country Road with Duffy Avenue and West John Street. Lastly, Long Island Lighting (LIPA) owns four parcels within the Study Area, including a substation at the corner of Gardner and Princess Streets.

Table III-13. Land Ownership					
Property Owner	Lots	Acres	Pct	Summary	
US POSTAL SERVICE	1	4.7	0.5%	US	0.5%
STATE OF NEW YORK	10	3.7	0.4%	NYS	0.4%
NYS DOT	2	0.0	0.0%		
COUNTY OF NASSAU	17	146.6	16.7%	County	17.0%
NASSAU BOCES	1	3.2	0.4%		
LONG ISLAND LIGHTING (LIPA)	4	2.0	0.2%	LIPA	0.2%
TOWN OF OYSTER BAY	20	13.9	1.6%	O.B.	1.7%
OYSTER BAY PARKING DISTRICT	1	1.3	0.1%		
HICKSVILLE FIRE DISTRICT	8	2.7	0.3%	Hicksville	2.1%
HICKSVILLE UNION FREE SCHOOL DISTRICT	3	12.2	1.4%		
HICKSVILLE WATER DISTRICT	3	3.8	0.4%		
PUBLIC	70	194.1	22.1%		22.1%
PRIVATE	2,271	684.8	77.9%		77.9%
TOTAL	2,341	879	100.0%		100.0%



2. Private Ownership

Approximately 684.8 acres of land in the study area is in private ownership. The Broadway Mall is the single largest contiguous property owner in Northwest Hicksville, accounting for 60.4 acres, according to Nassau County Land Records.

3. Vacant, Underutilized and Potential Brownfield Ownership

Almost all of the potential vacant, underutilized and potential brownfield properties are in private ownership, as set forth in the Brownfield section of this Study. The vacant property at 50 Engel Street is in Town ownership – the end use of the site has yet to be determined.



E. NATURAL RESOURCES

This section provides an overview of the natural resources and environmental conditions present within the study area. Environmental conditions, to a lesser or greater extent, can influence development patterns within a community. Also, natural resources have been inventoried to assess their potential vulnerability to any brownfield-related conditions.

1. *Geology, Soils, and Topography*

Geology and topography influence patterns of community development. Geology, such as shallow depth to bedrock, or topographic conditions such as steep slopes, can serve to limit or constrain development, or otherwise increase the cost to develop in these areas. Hicksville is not constrained by any of these types of features, as discussed below.

In Long Island, pre-glacial geologic events (over 400 million years ago) included the formation of the metamorphic bedrock that forms the foundation upon which Long Island rests, and the deposition of sands and clays on this bedrock 70 million years ago, during the late Cretaceous period. In the study area, bedrock lies 800-1,000 feet below sea level and does not pose any constraint to community development.

Resting on the bedrock and extending under nearly all of Long Island is a massive wedge of Cretaceous sediments (sands, clays and gravels). These sediments were subsequently covered by younger glacial deposits. The geologic event that most significantly shaped the land surface of Long Island was the advance of a massive continental glacier during the Wisconsin stage of the Pleistocene Epoch. The Ronkonkoma and the later Harbor Hill are two sub-stages, or positions, of this ice sheet which occurred on Long Island. The accumulation of rock debris along these two stationary melting fronts formed two prominent ridges called terminal moraines. These two, parallel ridges trend in an east-west direction on Long Island – Hicksville lies to the south of the Ronkonkoma terminal moraine. This terminal moraine roughly follows the same course as the Long Island Expressway in the vicinity of the study area. The elevation above mean sea level decreases traveling southward from this terminal moraine. To the south of this moraine is an outwash plain within which Hicksville is located. The study area is located in the portion of the plain identified as the “Hempstead Plain” further described below. Sand and gravel associated with this outwash plain have been excavated within the study area, notably on either side of the LIRR right-of-way between West John Street and Duffy Avenue, in the vicinity of Charlotte Avenue.



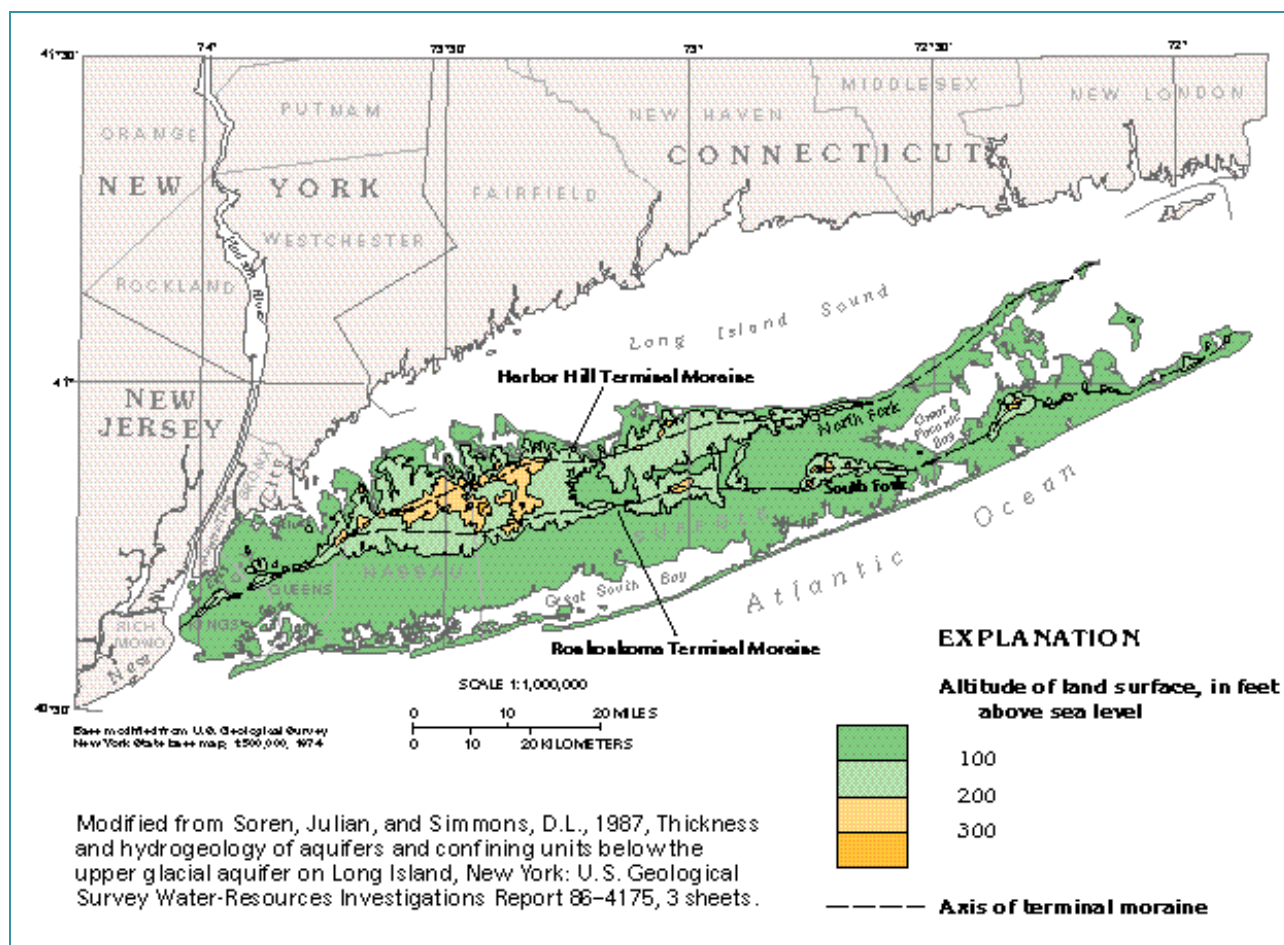


Figure III-17. Altitude of Land Surfaces.

Topographically, the study area is representative of areas located in the outwash plain, with very gently sloping land. The highest elevations are in the northeast corner of the study area, approximately 160 feet above mean sea level, and the lowest elevations are located in the southwest corner of the study area, in and around 120 feet above mean sea level. Given the gently sloping topography in the study area, steep slopes are not present, except for those that are man-made, e.g., steep embankments created during former quarrying activities or highway construction.



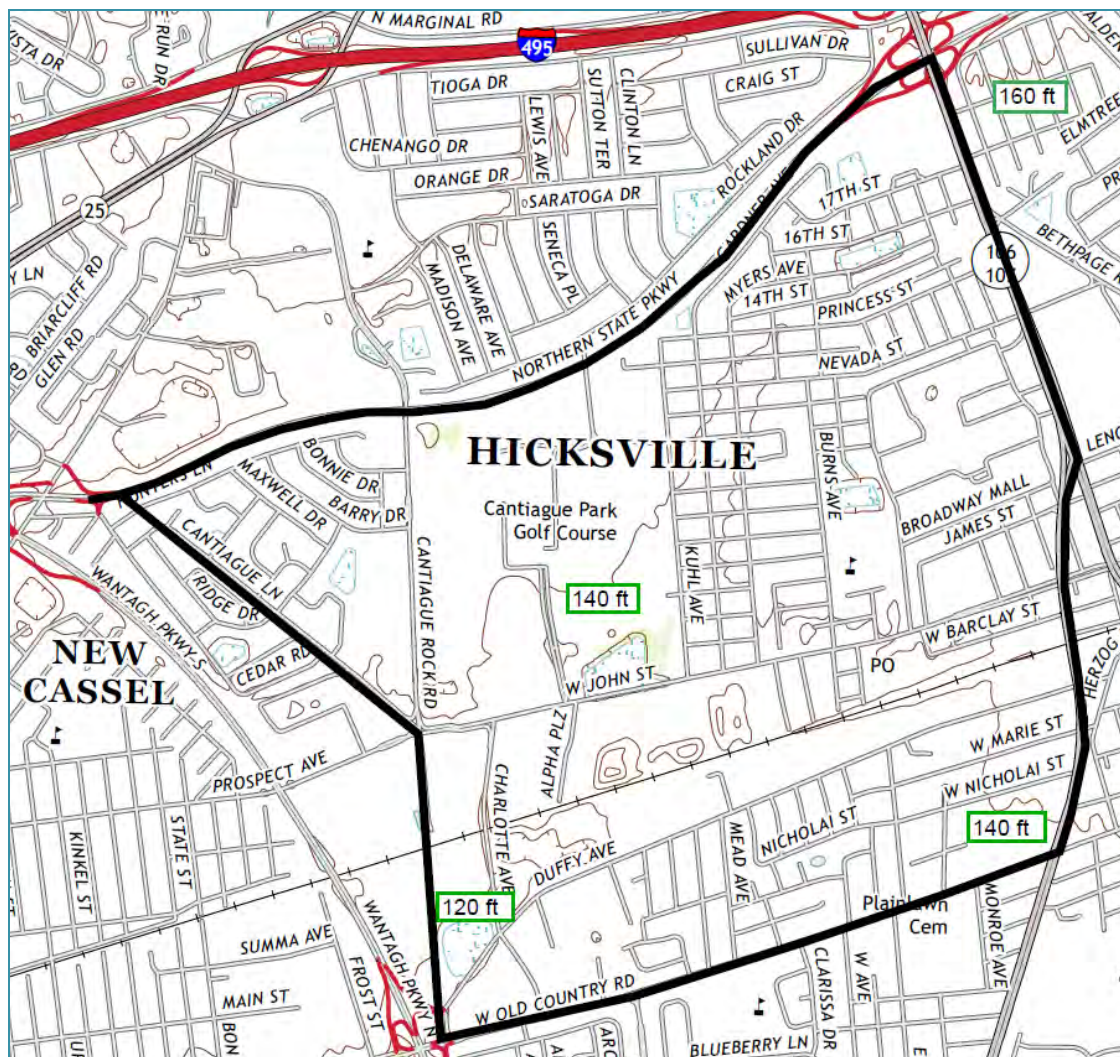


Figure III-18. General Topography, Source: USGS, 2014.

The study area is underlain by Hempstead silt loam soils. These are very deep, well drained soils on outwash plains. The soils formed in a loamy mantle overlying stratified sand and gravel. These soils once supported a large “prairie” known as the Hempstead Plains, described further below.

2. Groundwater

Groundwater is defined generally as the water that lies below the surface of the ground that fills the pore space as well as cracks and other openings. An aquifer is an underground layer of water-bearing permeable rock or unconsolidated materials (gravel, sand, silt, or clay) within which groundwater is located. The amount of groundwater that can flow through soil or rock depends on the size of the spaces in the soil or rock and how well the spaces are connected.



The aquifers that underlie Long Island and the study area are high yielding aquifers. According to the NYSDEC, the three most important Long Island aquifers are the Upper Glacial Aquifer, the Lloyd Aquifer, and the Magothy Aquifer. The Upper Glacial Aquifer is an unconfined aquifer directly underlying the ground surface. The Upper Glacial aquifer was formed during the last ice age. The Magothy is the largest of Long Island's aquifers. Consisting of sand deposits alternating with clay, it attains a maximum thickness of approximately 1,100 feet and is the source of water for most of Nassau County. The formation can be seen in the coastal bluffs of the north shore and plunges under the land surface to the south. The Raritan Formation underlies the Magothy. Its two primary units are an upper clay member and a lower sand member named the Lloyd Sand. The clay member separates the Magothy and Lloyd aquifers and serves as a confining unit for the underlying Lloyd Sand aquifer. The clay member has a maximum thickness of 300 feet. The Lloyd Aquifer is the deepest and oldest of Long Island's aquifers. It is a sand and gravel formation ranging in thickness from zero to five hundred feet. At its deepest, it is 1,800 feet below the surface. The water contained in the Lloyd aquifer is about six thousand years old. Not many wells tap this formation and New York Environmental Conservation Law §15-1528 establishes a moratorium on the use of water from this formation in order to maintain it for future generations. The Lloyd is underlain by bedrock. In the study area, the Hicksville Water District taps the Magothy Aquifer as a source for drinking water. For additional information, refer to the Utilities section of the study.

The aquifer underlying Nassau and Suffolk County portions of Long Island has been designated a sole source aquifer by the United State Environmental Protection Agency. As set forth in the draft *Long Island Pesticide Pollution Prevention Strategy* (NYSDEC, January 2013), almost three million people in Nassau and Suffolk Counties rely on clean drinking water from Long Island's sole source aquifer. The heavy reliance on the sole source aquifer plus the nature of the aquifer system itself (e.g., shallow depth of groundwater, sandy and permeable soils overlying it), which is a factor in its vulnerability to contaminants, underscores the critical need to protect the quality of the groundwater before it becomes impaired for such usage.

Evidence of the aquifers' susceptibility to pollution within the study area is the recent designation of the New Cassel/Hicksville Groundwater Contamination Superfund site – see <http://www.epa.gov/superfund/sites/docrec/pdoc1832.pdf>.

As per the USEPA, the New Cassel/Hicksville Ground Water Contamination Superfund site involves volatile organic compound (VOC) contamination of the Magothy aquifer underlying a portion of Hempstead and Hicksville in central Nassau County, New York. VOCs are contaminants that evaporate easily into the air and dissolve in water. Working with the NYSDEC, USEPA proposed the site to the National Priorities List (NPL), more commonly known as Superfund, in March 2011. The site was finalized and placed onto the NPL in September 2011. Prior to the NPL proposal, EPA conducted an initial investigation of the site and confirmed the presence of elevated VOC concentrations in 11 public water supply wells. Six wells are located in Hicksville – none of the public water supply wells situated within the study area had documented VOCs. The affected public water systems currently treat the water for VOCs prior to public distribution. The primary contaminants of concern are tetrachloroethene (PCE) and



trichloroethene (TCE) and other VOCs. VOCs are often used as ingredients in paints, solvents, aerosol sprays, cleaners, disinfectants, automotive products and dry cleaning fluids. A variety of past industrial and commercial activities overlying the aquifer in the area may have contributed the ground water contamination present at the Superfund site. Water from the affected public water supply wells is treated to remove the contaminants. Additional discussion regarding contaminated sites and potential effect on groundwater resources is provided in Section III.B of this Study.

3. Surface Water and Flood plains

A review of the NYSDEC Environmental Resource Mapper indicates that above ground streams are not present in the study area. As shown in historic U.S.G.S topographic maps, streams were present in the study area, but were piped below ground as the Northwest Hicksville community developed. A 1947 U.S.G.S map shows that a stream once entered the study area in the vicinity of 16th Street and North Broadway, and traveled in a southwesterly direction where it crossed West John Street to the west of Kuhl Avenue in the vicinity of the existing recharge basin located there. The stream traveled under the railroad right-of-way toward Charlotte Street and eventually crossed under the Wantagh State Parkway interchange with Old Country Road. Today, a series of recharge basins dot the path that former streams once followed.



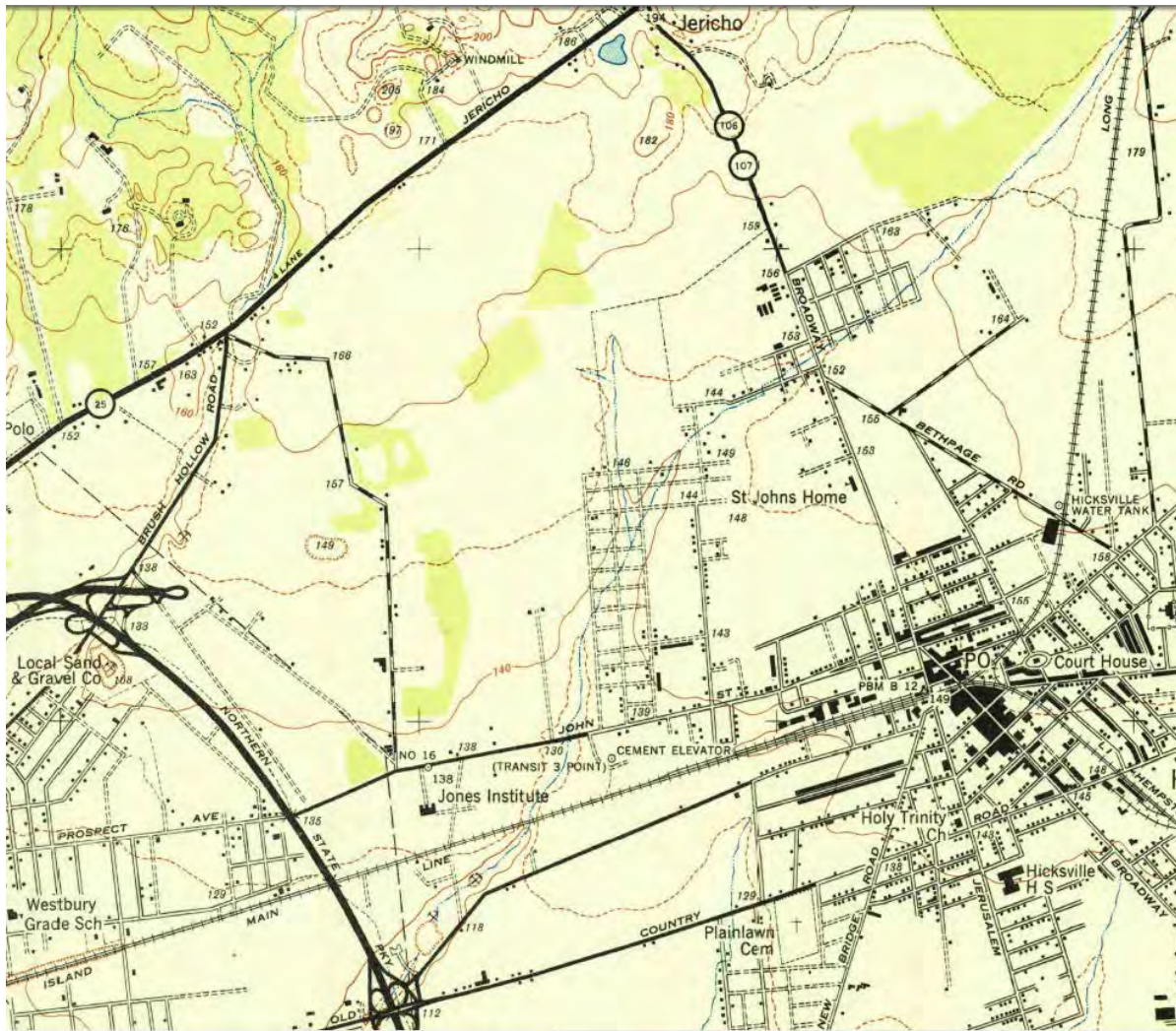


Figure III-19. Historical Locations of Surface Waters. Source: USGS, 1947 Hicksville Quadrangle.

Flood plains are illustrated on maps published by the Federal Emergency Management Agency (FEMA). Flood hazard areas are identified on Flood Insurance Rate Maps. The special flood hazard area is defined as the area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood and the area that would contain the 100-year flood is the 100-year flood plain. The 500-year flood plain is the area between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood.

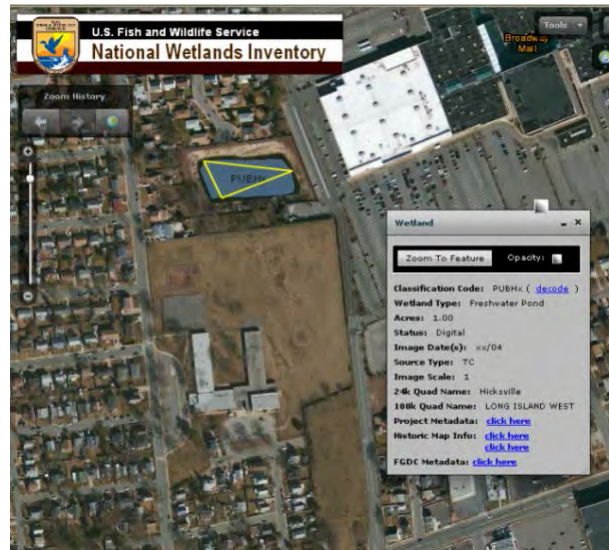
According to the FEMA website, the study area is contained on Firm Insurance Rate Map (FIRM) panel 36059C0145G. The panel has not been printed for the study area. According to a FEMA representative, there are no flood plains present in the study area, as no panel has been printed. In the study area, storm water is captured in a series of large storm water basins located throughout the study area. The basins also provide recharge to the underlying aquifers. The requirements for managing storm water on a property depend on whether the property lies adjacent to a municipal or a County Road. For a detailed discussion of storm water management, refer to Section III.C.



4. Freshwater Wetlands

Based on a review of New York State Department of Environmental Conservation freshwater wetland maps, there are no state-regulated freshwater wetlands present in the study area.

The U.S. Fish and Wildlife Service publishes wetland maps which indicate the potential location of freshwater wetlands. National Wetland Inventory Maps were consulted to determine the potential presence of freshwater wetlands. Two freshwater wetlands are present. The first is associated with a storm water basin situated immediately adjacent to and west of Broadway Mall. The wetland is identified as PUBHx, or a “freshwater pond”.



The second wetland is associated with a storm water basin located on the north side of Duffy Avenue, to the west of its intersection with Charlotte Avenue. The wetland is classified as PEM1/SS1C and is identified as a freshwater emergent wetland.

With the exception of these two wetland areas, no other wetlands are present in the study area.

5. Fish and Wildlife Habitats

As much of the study area is developed, there are no significant fish and wildlife habitats present. The vegetated areas associated with recharge basins and the rights-of-way of the Northern State and Wantagh Parkways offer wooded and vegetative habitat for common species such as squirrels, chipmunks, cardinals, robins, sparrows and other species that can adapt in a suburban environment. A review of the New York Nature Mapper does not indicate the presence of rare, threatened or endangered species within the study area.



Hicksville is located at the easterly end of an ecological habitat known as the Hempstead Plains or Hempstead Grasslands. Roland M. Harper described the area in his 1911 article, *The Hempstead Plains: A Natural Prairie on Long Island*, published in the Bulletin of the American Geographical Society. A notable reference to the habitat was made in a 1903 U.S. Department of Agricultural Soil Survey of Long Island: “The...Hempstead Plain is notable in being a natural prairie east of the Allegheny Mountains. In its natural state it bears a rank growth of sedge grass. It was treeless when first discovered, and was originally used as commons for the pasturage of cattle and horses belonging to individuals and to communities.” The soils of the plains are Hempstead loams. Abundant plants included little bluestem, big bluestem, birdfoot violet, and indiagrass to name several. Additional information regarding species that inhabited the grasslands can be found at the New York Natural Heritage program website: <http://www.acris.nynhp.org/guide.php?id=10008>.

Today, the Friends of the Hempstead Plains maintain remaining remnants of this ecological habitat at Nassau Community College. They have published a guide for persons who wish to restore native plants to the area – see <http://friendsofhp.org/nativeplantguide.pdf>. Within Hicksville, areas that have Hempstead loam soils which are conducive to grasslands include Cantiague Park, the former Jones Institute property (although recently paved) at the southwest corner of Charlotte Avenue and West John Street (although the property is slowly being urbanized with pavement) and “Stolz Farm”. The residential neighborhoods within the study area are also identified as having Urban Land-Hempstead complex soils as the properties are developed with homes and other impervious surfaces, but also contain lawn area under which Hempstead loam soils are located.



**Tall grasses provide shelter and cover for birds
Hempstead Plains – covered 60,000 acres**

Although the purpose of the recharge and storm water detention basins is for dedicated open space, the basins are publicly owned islands of natural vegetation which offer visual relief and informal open space, as do the vegetated rights-of-way associated with the Northern State Parkway and Wantagh Parkway. These basins and natural right-of-ways could be repurposed to provide greater open space benefits. For example, in Garden City, a neglected storm water basin has been converted

into a flourishing nature preserve. Similar to Hicksville’s basins, the underlying soils are supportive of grassland species which provide habitat for certain birds. The Garden City Bird Sanctuary is the pilot project for an innovative program to foster dual use of many of Nassau County’s 700 storm water storage basins. As with the NYSDOT basin at Hofstra University, many of these sumps can serve as



bird sanctuaries, nature preserves, passive parks, and recreational fields for local communities while still functioning to prevent flooding of roads.

6. Visual Quality

Scenic Roads

Within the study area, there are no formally designated scenic views or scenic roads. The residential neighborhoods within the study area are attractive and well-maintained. However, during community participation discussions, participants believe that the visual quality of the environment within the commercial and light industrial areas requires improvement. In particular, there is a lack of landscape areas on commercial properties, and most properties are fully developed with impervious surfaces.

At the intersection of North Broadway and Bethpage Road, a landscaped median was installed, expanding south to Newbridge Road within the study area. The median offers visual relief from the impervious surface associated with the roadways.



The Town of Oyster Bay has been awarded funding to pursue streetscape improvements within Hicksville. Street trees have been installed along the major road corridors in Hicksville, and improvements made to sidewalks and the verge between the sidewalks and the curb. While these improvements dress up the public right-of-way, additional improvements are

needed to improve the visual quality of private properties along the public right-of-way/private edge interface.



Gateways



A community's image is often established as one enters the gateway into community. Gateways are found along the major arterials and collectors through which visitors, residents, and commuters travel into and out of Hicksville. In the photo below, decorative street lamps and a sidewalk were placed near the intersection with the Long Island Expressway marginal access road with Broadway.

Major gateways within the study area include:

- The intersection of Wantagh Parkway and Old Country Road;
- The intersection of North Broadway and the Northern State Parkway;
- Intersection of Long Island Expressway marginal access roads with Broadway;
- Hicksville train station plaza, as people embark and disembark from the station;
- Cantiague Rock Road, Prospect Avenue, Cantiague Lane.



Attractive gateway signs, "Welcome to Hicksville", have been constructed along East Old Country Road at its intersection with South Oyster Bay Road. Here, a landscaped island with an American flag, bollards to protect the gateway, and textured colored asphalt or stamped concrete have been installed. Also, a gateway sign has been installed along West Old Country Road and Levittown Parkway.



Design Guidelines

The study area is not presently subject to design review. Thus, the architecture within the study area is varied with no single architectural style dominating. The recently released Hicksville Downtown Revitalization Action Plan contains general design guidance for improvements in the downtown study area.

7. *Agricultural Lands*

Although there are no actively cultivated agricultural lands present in the study area, a property situated on the south side of Duffy Avenue, bound by Loretta Lane, West Marie Street and Underhill Avenue, represents the remaining vestige of a 44.5 acre farm once owned by William Duffy as per the 1906 E. Belcher Map of Hicksville. It has also been referred to as the Stolz Farm, named after the current owners. The parcel was subdivided to create the neighborhood, Hicksville Manor. It is still one of the few large private parcels remaining in the study area. Hempstead loam soils are intact.



8. *Air Quality Maintenance Areas*

In June 2010, a final draft of New York State Department of Environmental Conservation's Air Quality Management Plan (AQMP) was publicly released. As per the AQMP, NYSDEC is pursuing a multi-pollutant planning approach that integrates air quality and climate goals in air quality planning. The NYSDEC created the comprehensive air quality management plan (AQMP) with the intent that it provide for a more efficient and proactive pollution control process. The state's AQMP is one of the first of its kind to combine air quality and energy goals into one plan that includes potential emission control strategies that could most efficiently address the state's air quality goals as well as meet federal Clean Air Act requirements.

The AQMP also addresses attainment and maintenance of national ambient air quality standards (NAAQS), incorporates potential climate change mitigation strategies, reduction of air toxics, increased visibility, reduced acid deposition and considers Environmental Justice (EJ) concerns. As stated above, these priorities are addressed through a variety of potential control strategies that apply to the transportation, energy and residential/commercial/industrial sectors. In addition to taking a sector-based approach to address air pollution and climate change, the AQMP has a time dimension in that there are potential strategies that can reduce pollution now, as well as those that have the potential to



benefit the environment decades into the future. The AQMP can be reviewed at: http://www.dec.ny.gov/docs/air_pdf/aqmpfinal610.pdf

In terms of Air Quality, the AQMP notes that overall air quality in New York State has been continually improving over the last several decades. The addition of control requirements and the gradual replacement of older cars with new vehicles have significantly contributed to this improvement. However, indigenous source pollution, as well as the transport of pollutants into the state, continues to be an issue and there are areas that are in nonattainment for ozone and fine particulate matter.

Ozone is a pollutant found in smog. Unlike other air pollutants, ozone is not emitted by pollution sources but is formed by high temperatures (over 80°F) and sunlight initiating chemical reactions involving ozone precursors, i.e., hydrocarbons such as gasoline vapors and nitrogen dioxide from vehicles and smokestacks. In sufficient quantities, ozone attacks surfaces, fabrics and rubber materials, and is toxic to some crops, vegetation and trees. Persons can experience irritated eyes and air passages. At high concentrations, ozone can cause a variety of respiratory problems, including coughing, shortness of breath, decreased lung function, and increased susceptibility to respiratory infection. Asthma and other respiratory ailments may worsen and victims can develop severe respiratory problems.

The Clean Air Act requires EPA to set National Ambient Air Quality Standards for ground level ozone and five other criteria pollutants. The Clean Air Act established two types of national air quality standards for ground-level ozone:

- Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly.
- Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings.

As per the AQPM, the EPA is reconsidering the 8-hour standard for ozone (as of 2008). Thus, the 1997 designations are still in effect. Nassau County, and consequently the study area, is in the 8-hour moderate nonattainment area associated with the New York-Northern New Jersey-Long Island, NY-NJ-CT-area. It is also in the 1-hour standard for ozone severe nonattainment area.

The U.S. EPA has also set standards for fine particles (PM_{2.5}) based on their link to serious health problems, ranging from increased symptoms, hospital admissions and emergency room visits for people with heart and lung disease, to premature death in people with heart or lung disease. Nassau County is within a nonattainment area for both the 1997 PM_{2.5} NAAQS and the 2006 24-hour PM_{2.5} standard.

While air quality issues need to be addressed on a regional level, there are policies which can be implemented at the community, i.e., local level, which could serve to improve air quality, including:



- improving mobility of all segments of the population;
- reducing commuting time, especially for vehicles
- increasing opportunities for residences to be within walking distance of basic necessities, eliminating the need to use a vehicle;
- increasing opportunities for residences to walk to transit for commuting and other purposes;
- increase the urban tree canopy and amount of “green space” within a community – ozone becomes chemically reactive at high temperatures – street trees help to moderate and decrease temperatures

9. Designated Open Space Areas

Hicksville has approximately 115 acres of land dedicated to parks. Cantiague Park is a county-owned and maintained park located in the northwest corner of the study area. Its facilities are described in Section III.A. The Nassau County Department of Parks, Recreation and Historic Museum representatives were interviewed during preparation of the Study, and they do not envision the need for additional parkland in the BOA given the adequacy of the parkland space available at Cantiague Park.

The Town of Oyster Bay owns a small neighborhood park immediately adjacent to and west of Temple Beth Torah, located on the west side of Cantiague Rock Road. Access to the park is from the end of Hunters Lane.

The Town of Oyster Bay has indicated it would consider adding parkland for smaller parks in the study area, but not for any large parks as recreation facilities have been introduced in other locations in Hicksville in the last ten years, including Walker Park, Triangle Park, and the indoor Hicksville Athletic Facility.

The Town has purchased the 50 Engel Street property – its use is still to be determined.

As mentioned previously, storm water detention basins and other public rights-of-way can be repurposed to serve multiple purposes. Within the study area, potential reuse of recharge basins and rights-of-way is possible.



IV. Summary of Preliminary Analysis and Recommendations



IV. SUMMARY OF PRELIMINARY ANALYSIS AND RECOMMENDATIONS

A. POTENTIAL END LAND USES AND DEVELOPMENT PROJECTS

Northwest Hicksville...will be a destination that is vibrant, attractive and clean – a healthy and safe place to live, work, play and raise a family. By taking the opportunity to develop vacant and underutilized properties, our goal is to usher this community into the 21st century and secure a high quality of life in a community that offers good jobs, quality education, convenient and safe access to public transportation, a beautiful environment, and a full range of cultural and community amenities.

This section of the Northwest BOA Step I Study presents the tangible land uses and development projects that have been identified and recommended by the stakeholders of the community. Several recommendations are general to the entirety of Northwest Hicksville, e.g., the desire to adopt design guidelines to beautify and “green” its neighborhoods. However, the Northwest Hicksville area is a very large BOA and has distinct sub-areas, each with a unique

set of opportunities and challenges. Recommendations are thus also presented by sub-area to better express the land use concepts and development projects envisioned for Northwest Hicksville.

To implement these projects, a series of strategies and recommendations are identified which should be pursued. The land uses and development projects are guided by the Vision Statement for Northwest Hicksville, expressed in the text box above.

Note that the recommendations in this section are for strategic sites and sub-areas – it is acknowledged that there are other areas in the BOA study area which would also benefit from improvements. However, the thought is that if the town and stakeholders can focus efforts on revitalizing the sub-areas, they will serve as catalysts to produce market momentum, and the benefits realized will spill over to adjoining properties.

1. Sub-areas

The **Northwest Hicksville** study area has been divided into four sub-areas that share common themes and characteristics. These sub-areas are shown in **Figure IV-1**. The subareas are:

- **Train Station Sub-area** – the train station area includes generally that area on the north and south side of the LIRR right-of-way, extending from Newbridge Road west to include the former FedEx property on the north side of the right-of-way, and to a vacant property on the south side of the right-of-way. This area incorporates the train station, associated commuter parking lots, the “high rise” Station Plaza buildings, and the United States Postal Service (USPS) and former FedEx buildings.
- **Transitional Sub-area** – this sub-area is located between the LIRR right-of-way to the south and West John Street to the north. It extends from the train station sub-area on the east, to the westerly border of the Cantiague Commons site to the west.



- **Planned Light Industry Sub-area** – this sub-area includes properties located primarily on the south side of the LIRR right-of-way and north of Duffy Avenue. The area extends north to also encompass properties generally located on either side of Charlotte Avenue, and west of the Transitional sub-area. It also includes a few properties on the south side of Duffy Avenue. This area extends to the south of Duffy Avenue to include a former farm and residential building.
- **Tech Park Sub-area** – this sub-area includes nonresidential properties located on either side of Cantiague Rock Road, including the Nassau County Department of Public Works (DPW) complex. Several large nonresidential properties located on the north side of West John Street, between Cantiague Rock Road and the primary entry into Cantiague Park, are also included.



Figure IV-1. Sub-areas.



2. Train Station Sub-area

The Train Station Sub-area is shown below in **Figure IV-2**. Many participants have expressed that the train station and its surrounds do not integrate well into the community fabric. The extensive parking lots create a visually barren area in the middle of the Hicksville hamlet. Many properties are underutilized, and the addition of a mixture of residential, office, and retail uses would enliven this area. The community objective is to encourage mixed-use development within ½ mile radius of the LIRR station, especially along West John Street. Residential uses could be either freestanding, e.g., townhouses or multifamily buildings, or could be accommodated in buildings with ground level retail/office uses. Community stakeholders also envision redeveloping the USPS and former FedEx properties into residential or mixed residential land use. A university incubator could be explored, where various colleges could offer courses in the arts, information systems, or other areas of concentration in a single building. The vision anticipates that Northwest Hicksville can benefit from its adjacency to the train station in many ways – future students could attend a class before or after work and dormitory or apartment space could be introduced. The BOA Step I Study does not propose to limit the market of any new multifamily residential dwellings that may be constructed in this area – to realize the vision, the housing market should accommodate young singles who may be commuting to Manhattan, couples without children saving for their first home, and/or seniors who want to be near shopping destinations and places that meet their daily needs.

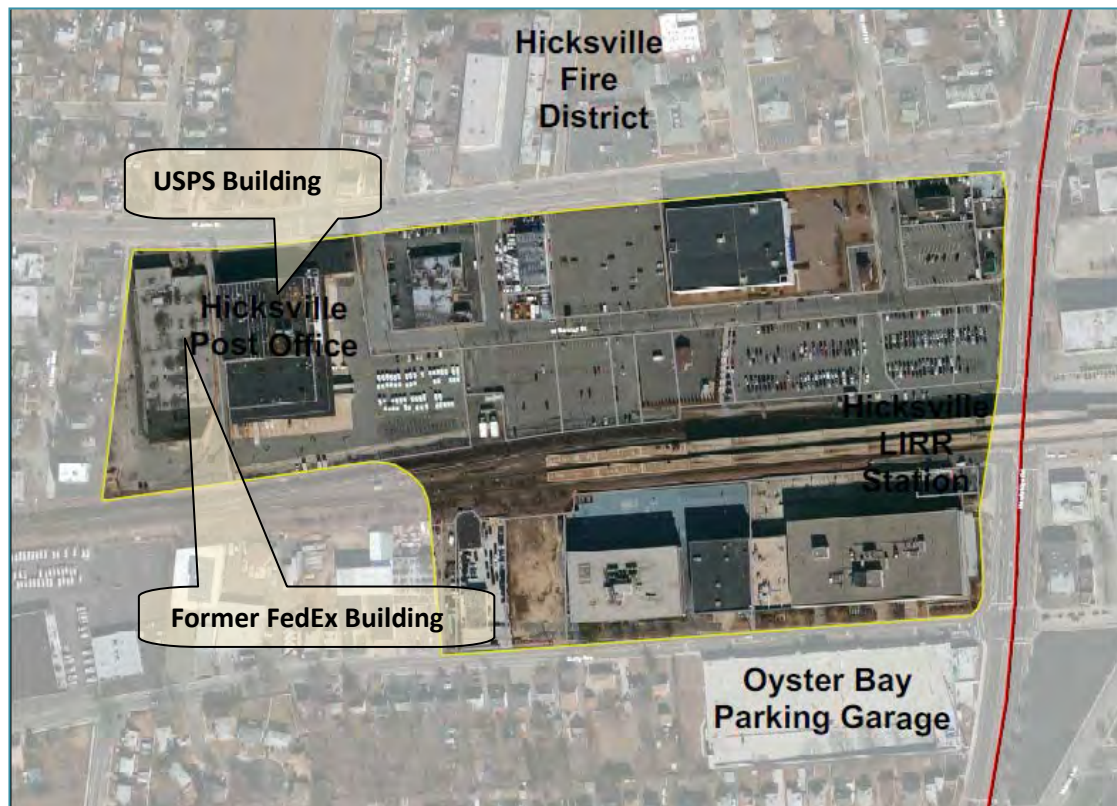


Figure IV-2. Train Station Sub-area.



The extent to which land is not dedicated to buildings, and instead dedicated to roads and parking areas, can be seen in the image below. Buildings are highlighted in black, and all other areas are highlighted in gray. Participants feel strongly that the train station area needs to be activated with businesses and uses that enhance the neighborhood. “Liner” buildings could be constructed along the street frontages, with parking tucked behind the buildings.

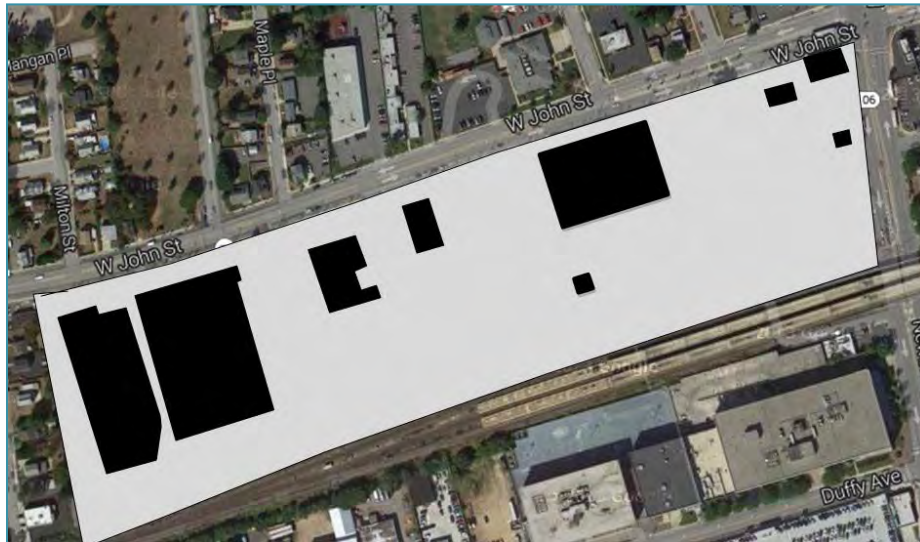


Figure IV-3. Building Outlines

Redevelopment of the sub-area would be consistent with numerous local and regional plans. The Regional Plan Association (RPA), in its report entitled "Places to Grow, An Analysis of the Potential for Transit-Accessible Housing and Jobs in Long Island's Downtowns and Station Areas", the RPA specifically identifies

Hicksville as one of 29 downtowns with high potential for redevelopment. Three large downtowns ranked high on all four criteria used to identify redevelopment potential - Mineola, Freeport and **Hicksville**. Each has relatively high densities of residential and commercial uses within a half-mile of a train station. All three already have high transit use, and all have large amounts of surface parking and vacant land. All have been identified in the Nassau County Master Plan as downtowns that could attract new residents and employers. Hicksville is recommended as a "Transit Station Area", or

- an area where development opportunities around rail stations are optimized, while maintaining stability of adjoining land uses;
- mixture of residential, office and retail uses; and
- low to moderate density of buildings with residential densities of 8 to 45 dwelling units/acre (townhouses, garden and mid-rise apartments) or higher around the station area depending on individual approach for station Long Island areas of opportunity.

A common theme in the **Long Island Visioning Initiative Report** (December 2009) was to focus on redeveloping already-developed areas rather than developing entirely new neighborhoods in unprotected open spaces. Participants specifically identified existing employment centers or transit-accessible locations as targets for employment intensification.



TRAIN STATION

EXISTING



CONCEPTS



The **Downtown Hicksville Revitalization Action Plan** (2013), prepared by a team of consultants with the involvement of Vision Long Island, includes a portion of the train station sub-area. The plan for this study included the following land use concepts:

- Thought Box High Tech Businesses at 100 Duffy – the Concept Plan recognized the project had been initiated (this project has been abandoned as of 2014 at the Hicksville site);

- A potential parking garage on the north side of, and adjacent to, the current train station location;

- Multifamily senior housing on the south side of West John Street;

- A hotel at the Post Office site.

Figure IV-4. Train Station Concepts.

The following table summarizes preliminary recommendations for the Train Station Sub-area.

Table IV-1. Train Station Sub-area	
Major Existing Land Uses	Hicksville Train Station, parking lots, Station Plaza office complex, USPS building, former FedEx building, miscellaneous retail and commercial uses.
Potential Brownfield Issues	USPS and former FedEx buildings date to 1960s. Former use of these properties needs to be evaluated as part of an Environmental Site Assessment. These two properties represent 7.6 acres.
Land Use Development Projects	<p>Encourage full occupancy of Station Plaza buildings.</p> <p>Encourage an upscale hotel to locate in the train station area.</p> <p>Encourage a university consortium to locate within walking distance of station.</p> <p>Allow mix of residential, office and retail uses within ½-mile of the train station. Allow the adaptive reuse of existing buildings for</p>



Table IV-1. Train Station Sub-area

	<p>these purposes.</p> <p>Allow and develop live/work lofts.</p> <p>Introduce uses that attract visitors and make train station area a destination rather than a pass-through.</p> <p>Add cultural uses to train station area, including music, theater, arts, cultural center, museums.</p>
Transportation and Parking Recommendations	<p>Make area safer and more appealing for pedestrians and cyclist through sidewalk improvement, lighting, landscaping, bike lanes, coordinated signage and traffic calming measures.</p> <p>Improve walkability near LIRR station, especially with ½ mile radius of LIRR station.</p> <p>Provide bike storage area.</p> <p>Make streets around the train station “complete” streets accommodating all modes of transit – pedestrian, vehicular, bike, and transit.</p> <p>Provide adequate parking but do not allow parking to visually overwhelm streetscape. Consider going vertical (parking garage) and not horizontal.</p> <p>Analyze feasibility of accommodating bike lanes within the existing roadway system to encourage use of bicycle to/from train station.</p> <p>Establish coordinated way-finding signage for automobiles and for pedestrians</p> <p>Open station at Syosset (aka Landia) to reduce demand for parking in Hicksville.</p>
Community Character /Aesthetic Recommendations	<p>Enhance the streetscape with street trees, landscaping, and screen views of parking lot expanses.</p> <p>Install pedestrian-scaled decorative light posts along West John Street within 1/2 mile of the train station.</p> <p>Add green public spaces and outdoor seating areas, street trees and landscape islands to the commuter parking lots to soften appearance of the lots, and to provide a path for pedestrians to get to and from the main entrances to station.</p> <p>Designate an area for public/ community space near LIRR station where people can gather and interact. Design elements of such</p>



Table IV-1. Train Station Sub-area

	<p>public space may include a decorative water fountain, seating areas, children’s play area and similar design features which act as a gathering place for families and for general public.</p> <p>Add sculptures, water features, and decorative elements to beautify the train station area, especially at drop-off points.</p> <p>Adopt building design guidelines that the town reviewers can follow when reviewing new and rehabilitation projects.</p> <p>Encourage sustainable building design incorporating green design features.</p>
Follow-Up Studies, Projects and Implementation Measures	<p>Complete parking demand and capacity study at the LIRR station and surrounding area.</p> <p>Conduct traffic analysis which evaluates traffic circulation and patterns near LIRR station for efficient circulation – both vehicular and pedestrian.</p> <p>Work with the LIRR to prepare a concept plan of a redesigned parking lot layout which incorporates the aesthetic and circulation recommendations.</p> <p>Evaluate zoning and consider rezoning area zoned LI (post office and FedEx building) to the Central Business (CB) zoning district.</p> <p>Prepare building and landscaping design guidelines.</p> <p>Prepare renderings of a revitalized train station area with infill buildings.</p> <p>Prepare economic and market feasibility study for university consortium incubator in sub-area.</p> <p>Conduct Environmental Site Assessments (ESA) of the FedEx and USPS properties.</p> <p>Communicate with Hicksville Water District regarding Plant No. 10 and its continued use. Plant 10 sits in the midst of the Hicksville Train Station parking lot, which could become an important area for future redevelopment.</p>



3. Transitional Sub-area

A particular challenge of the Northwest Hicksville study area is to address the area between Cantiague Commons, a proposed active adult multifamily housing development, and the Train Station sub-area. Cantiague Commons would introduce up to 390 households to what is a former asphalt processing site. Between the proposed Cantiague Commons site and the Train Station sub-area is a mix of nonresidential, underutilized, potential brownfield sites, as well as a small-lot residential neighborhood with nonconforming dwellings and general and heavy commercial automotive uses. The Town of Oyster Bay has already secured the property at 50 Engel Street, allowing the conversion to occur, as the Town will be a stakeholder in the midst of this neighborhood. The easterly end of the sub-area is also within ½-mile of the train station.

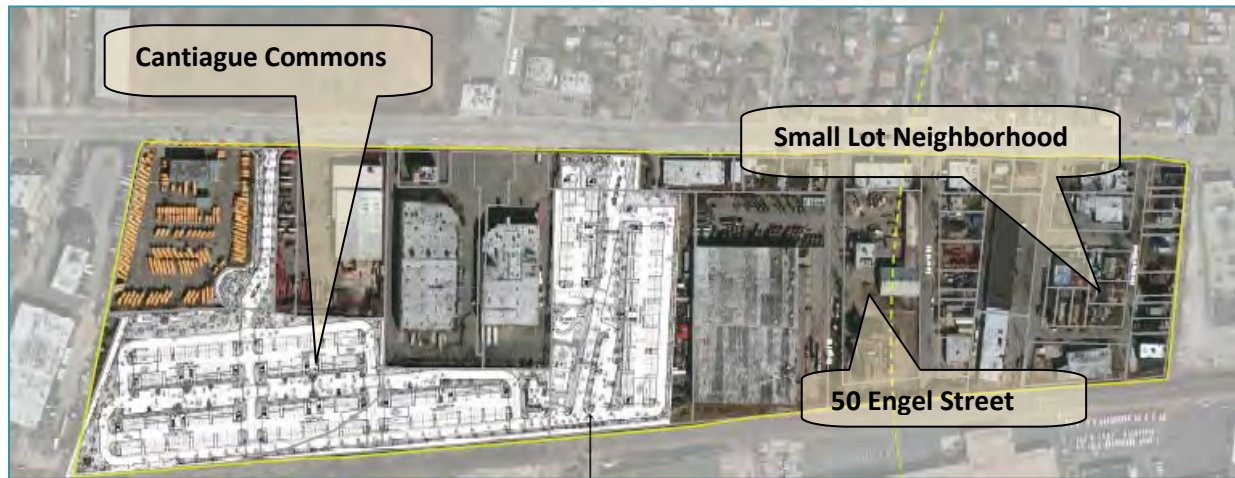


Figure IV-5. Transitional Sub-area.

Participants envision that the area “between” – that area between a revitalized train sub-area and a major new housing development, should be transitioned to uses which would not only complement and be consistent with the new residential project, but would also serve as a draw and an interesting destination itself. Because of the mix of large underutilized warehouses and small lot existing and former dwellings, the concept for this area is to explore creation of an eclectic and vibrant “arts” district.



TRANSITIONAL

EXISTING



CONCEPTS



Renderings of Cantigue Commons prepared and proposed by the developer

In this area, strong community support exists for the introduction of entertainment, arts, antiques, and home furnishings warehouse district. The community also supports design guidelines for new construction and substantial rehabilitation to encourage consistency and uniformity in building design. Strong support was expressed for implementation of this concept by rezoning this area from the Light Industry district to one which will allow the uses contemplated in a new transitional use zoning district. Because housing is not presently allowed in this zone, this would create an alternative use which would encourage conversion of the pre-existing nonconforming residences. Community participants also favor a community theater or arts center in this transitional area.

Since the Town has purchased 50 Engel Street, additional consideration should be given to eliminating the narrow parking lots in front of pre-existing buildings that front to West John Street. It would be beneficial to acquire easements from the Town and adjoining properties to place parking behind these businesses.

Figure IV-6. Transitional Concepts.



Within the transition sub-area, West John Street is a very wide thoroughfare with four lanes, and center turning lane in places – it is not pedestrian friendly. Although street trees have been added to create a positive visual impact, the sidewalk is still in close proximity to travel lanes with fast moving vehicles.

As a result, participants have asked that West John Street’s capacity be evaluated to determine whether the number of lanes could be reduced, or a center landscaped median introduced to limit the expanse of this road.

There are a number of design methods to enhance the pedestrian experience, and provide a measure of safety. Examples include providing low scale walls with landscaping to beautify the streetscape, while protecting the pedestrian. Even if these are used intermittently, the pedestrian realm will still feel safer.



Photo of Pedestrian Safety Improvements.

The proposed uses in the sub-area are to some extent supported by the same regional plans identified previously, in that the transitional sub-area is still in proximity to “downtown” Hicksville and the train station. However, the recommendations are also reflected in a major land use policy change implemented by the Town, i.e., rezoning the Twin County, site, zoned Light Industry (LI), to a residential zone. In the absence of the residential rezoning, the proposed recommendations applicable to this transitional sub-area would need to be revisited. This caveat is raised in the event that a thorough environmental evaluation of the Twin County site renders it suitable for nonresidential uses only.



Table IV-2. Transitional Sub-area	
Major Existing Land Uses	Twin County Recycling Corporation (Cantiague Commons); 35 Engel Street – former Northern Amenities (now home to Constantino Tiles), 1-5 Burns Avenue (requires evaluation), First Student Bus Company, Bartholomew Co (cranes), Pinewood Development Group, AVA Company (pork products).
Potential Brownfield Issues	Twin County Recycling Corp (ongoing evaluation), 35 Engel Street (requires evaluation), 1-5 Burns Avenue (requires evaluation).
Land Use Development Projects	Create warehouse arts district – allow art galleries, antiques, furniture and home goods businesses; create a community theater, arts and/or cultural center; Cantiague Commons is a major development project proposed within the sub-area.
Transportation and Parking Recommendations	<p>Make area safer and more appealing for pedestrians and cyclist through sidewalk improvement, lighting, landscaping, bike lanes, coordinated signage and traffic calming measures.</p> <p>Improve walkability to the LIRR station.</p> <p>Analyze feasibility of accommodating bike lanes within West John Street as part of potential reconfiguration of street.</p>
Community Character /Aesthetic Recommendations	<p>Enhance the streetscape with street trees, landscaping, and buffer views of expanses of parking lots.</p> <p>Install pedestrian-scaled decorative light posts along West John Street extending from the train station sub-area.</p> <p>Reclaim narrow parking areas along West John Street and create landscape front yards. Provide parking to the rear of these structures.</p> <p>Adopt building design guidelines that the town reviewers can follow when reviewing new and rehabilitation projects.</p> <p>Encourage sustainable building design incorporating green design features.</p>
Follow-Up Studies, Projects and Implementation Measures	<p>Conduct traffic analysis which evaluates traffic capacity of West John Street and determine whether lanes can be reduced so as to reclaim area for wider sidewalks and grassy verges with pedestrian scaled lighting improvements.</p> <p>Study ability to create business improvement district to implement improvements.</p>



Table IV-2. Transitional Sub-area

	<p>Code enforcement to remove potential illegal apartments.</p> <p>Evaluate zoning and consider rezoning area zoned LI to an arts-related zoning district.</p> <p>Prepare building and landscaping design guidelines.</p> <p>Prepare renderings of a revitalized arts district.</p> <p>Conduct ESA of the potential brownfield properties.</p>
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A.4 Planned Light Industry Sub-area

The community recognizes that light industrial uses have been part of the fabric of the community since the 1950s, and that these uses provide employment and represent property tax ratables for the local



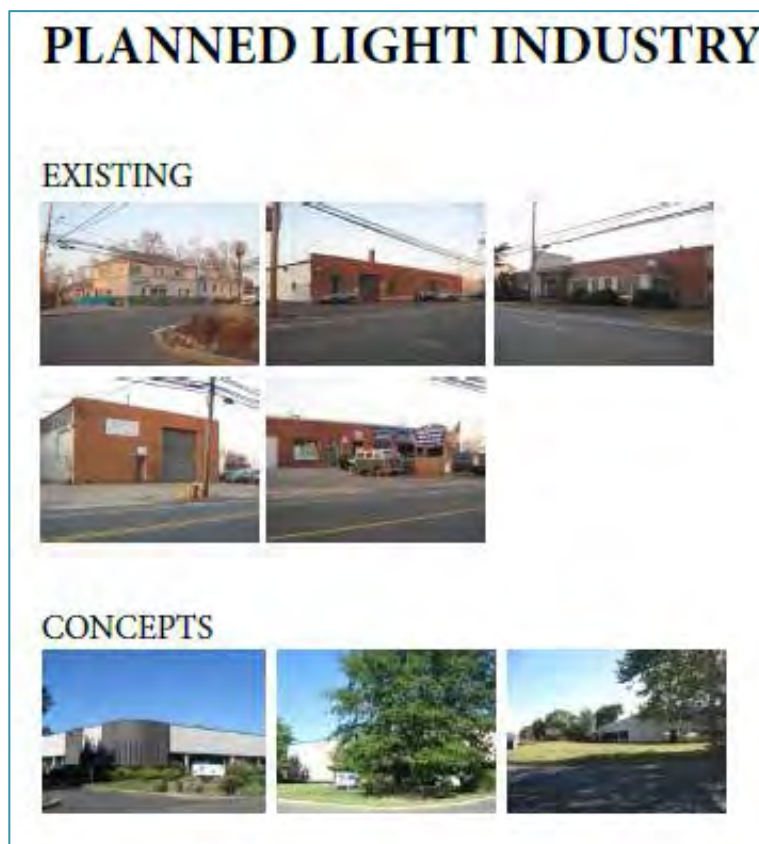
Figure IV-7. Planned Light Industry Sub-area.

and broader community. Several of the larger properties are brownfield sites, and have been deed restricted so as to allow nonresidential uses only. Light industrial uses should be retained, and the community supports redevelopment of these sites in a manner that is environmentally sound and aesthetically pleasing.

It is envisioned that the major nonresidential corridors in Northwest Hicksville will continue to provide major employment opportunities. To the existing distribution, warehouse and small business base already located here, it is envisioned that additional employment could be generated by cultivating and expanding existing clusters of high-tech, pharmaceutical and food-related businesses to grow “in place” and maintain and strengthen the tax base.



Strong support is expressed for establishing a maximum or limit on impervious coverage in this area to ensure that on-site “green” space, especially along street frontages, is provided, to buffer industrial and residential areas, and create an attractive streetscape. An examination of the various properties indicates that many are underutilized, and portions of the lots could be recaptured as “softscape”. Examples within the sub-area where landscaping is provided include 299 and 300 Duffy Avenue. At 300 Duffy Avenue, where conditions allow, a 50-foot landscape strip is provided at the street right-of-way. At 299 Duffy Avenue, the landscape strip is narrower, but a hedge is provided to screen views of the parking lot within the front yard. Another streetscape element which provides a sense of a planned industrial area is consistent signage. The Bunzl monument sign is an example of a sign which supports this type of appearance.



The existing Light Industry zoning district allows light industrial uses; however, the zone also broadly allows heavy commercial, auto repair, and other uses which are not conducive to retaining a higher quality planned environment the community seeks. As a result, some consideration should be given to limiting development to light industrial uses and office use, especially on the larger lots adjoining the LIRR right-of-way. The community does not want the area to devolve into one dominated by automotive repair and heavy commercial uses.

Figure IV-8. Planned Light Industry Concepts

Use of the existing rail spur is anticipated to continue. Opportunities exist to create pocket parks within the sub-area.





A benefit of this sub-area is that west of Benjamin Avenue along Duffy Avenue, the area does not adjoin residential uses. Thus, there are nonresidential uses which could be introduced which would not have a significant negative impact on any residential neighborhoods. The community supports a proposal to encourage sports complexes and recreational or entertainment uses at the western end of Duffy Avenue within this sub-area - it was well-received and participants expressed moderate support for this concept. The public survey expressed a desire to attract a YMCA or construct an indoor or outdoor pool for residents. These uses could be accommodated as part of a sports complex.

Essential to the sub-area is the strong support for preserving the former horse farm on Duffy Avenue for public use (**this received more support than any other proposal or comment for this sub-area**). This may be the highest supported project of the entire Northwest Hicksville BOA area.

In addition, the community does not support materials recycling facilities (MRF) in this area, for a variety of reasons, including traffic volumes, difficulty navigating through the area, and it is simply not the highest and best use for the sub-area.

Table IV-3. Planned Light Industry Sub-area	
Major Existing Land Uses	Nassau Candy now occupies the former Bunzl property; Long Island Cold Storage, Winter Brothers recycling facilities, Mendon Truck Leasing, Fusion Solutions, Verizon, Cambridge Kitchens, Sam Ash, Shred It, Crown Lifts, Newcastle Building Products, Chesapeake Pharmaceuticals, Amken Orthopedics, Wesco Manufacturing.
Potential Brownfield Issues	Winter Brothers sites (Island Waste Services), 359 Duffy Ave., (State Superfund site), 325 Duffy Ave (former Metco, State Superfund site); 290 Duffy Ave, (Magnusonics, former State Superfund site, 260-280 Duffy Avenue (Alyse Manufacturing), 230 Duffy Ave (Brownfield Cleanup program - former AmpereX), 110 Duffy (former factory).
Land Use Development	Preserve horse farm on Duffy Avenue.



Table IV-3. Planned Light Industry Sub-area

Projects	<p>Encourage sports and commercial recreation and entertainment uses at the west end of the sub-area.</p> <p>Create train car pocket park by rail spur.</p>
Transportation and Parking Recommendations	<p>Monitor truck traffic along Duffy Avenue, especially from Newbridge Road west, as residential uses front to Duffy at the eastern end of the road corridor.</p>
Community Character /Aesthetic Recommendations	<p>Enhance the streetscape with street trees, landscaping, and buffer views of expanses of parking lots.</p> <p>Adopt landscape design guidelines that the town reviewers can follow when reviewing new and rehabilitation projects.</p> <p>Encourage sustainable building design incorporating green design features.</p>
Follow-Up Studies, Projects and Implementation Measures	<p>Prepare renderings of reconfigured sites with landscape buffers along the street edge.</p> <p>Introduce maximum impervious surface coverage limitations in zoning to ensure that some green space is provided on each site, especially along the street frontage.</p> <p>Develop design guidelines for landscaping and creating a visually attractive environment.</p> <p>Examine potential rezoning to Planned Light Industry zone to allow office and light industrial uses, but not heavy commercial uses.</p> <p>Obtain data from New York & Atlantic Railway regarding the types of materials that are being transported. Assess the level of interest in reinvigorating the freight line and attracting companies to the area that could benefit from its presence.</p>



4. Tech Park Sub-area

The concept of creating a technology park along Cantiague Rock Road is strongly supported by the community. The technology park concept evolved from consideration of the Sub-area's adjacency to



Figure IV-9. Tech Park Sub-area.

Cantiague Park. Here, there is a golf course, trails, and recreational amenities that are attractive to corporate businesses. It is possible that a relationship could be established which would allow employees to use the park during lunch hours, or to golf after hours.

In conjunction with the creation of a technology park would be the elimination of heavy commercial, auto-related uses, or retail uses in this sub-

area. Again, maximum impervious coverage should be limited to encourage green space e+specially along street frontages, encouraging a more campus-like setting. Similarly, there was a mix of strong and moderate support for studying an increase in the maximum number of stories (existing zoning allows 50 foot maximum height, 3 stories) to encourage redevelopment of brownfield sites. The community supports the concept of a campus-like setting including the need for setbacks; MacArthur Airport corporate park located in Islip was provided as an example for the area. Other comments caution to consider traffic patterns through the area because of its close proximity to the parkway and to consider including bicycle lanes as part of the concept for this focus area.



TECH PARK

EXISTING



CONCEPTS



Like the Planned Industry Sub-area, it is envisioned that the major nonresidential corridors here should continue to provide major employment opportunities. To the existing distribution, warehouse and small business base already located here, additional employment could be generated by expanding in place existing clusters of high-tech, pharmaceutical and food-related businesses.

Figure IV-10. Tech Park Concepts.

Table IV-4. Technology Park Sub-area	
Major Existing Land Uses	Nassau County DPW, former Sylvania Corning Nuclear facility, former Harbor Distributing, Qualitest, Gyma Laboratory, Acme Bus Corp, Nassau BOCES, Crystorama, former Nassau Candy site.
Potential Brownfield Issues	15 Cantiague Rock Rd to be evaluated; 70, 100, 140 Cantiague Rock Rd are in State Superfund Program; 500, 530, 600 West John Street have been enrolled in the State Superfund Program.
Land Use Development Projects	Pharmaceutical, biotech, food industry, healthcare, and medical device businesses. Eliminate heavy commercial and retail uses. Focus on relocation of the business on the triangular parcel at 15 Cantiague Rock Road, located at the intersection of Cantiague Rock Road, Cantiague Lane, West John Street, and Prospect Street. This is a “gateway parcel” and would be better developed for attractive office space. The parcel was for sale at the time of the field visits.
Transportation and	Ensure that the roads in the Sub-area support pedestrian and



Table IV-4. Technology Park Sub-area	
Parking Recommendations	bicycle access.
Community Character /Aesthetic Recommendations	<p>Enhance the streetscape with street trees, landscaping, and buffer views of expanses of parking lots, especially on the private side of the public-private street interface.</p> <p>Adopt landscape design guidelines that the town reviewers can follow when reviewing new and rehabilitation projects.</p> <p>Encourage sustainable building design incorporating green design features.</p>
Follow-Up Studies, Projects and Implementation Measures	<p>Conduct pro-formas of the sites to determine the minimum land use intensity to feasibly develop a site.</p> <p>Prepare a generic environmental impact statement (GEIS) to evaluate impacts of fully developed sites, so they will be shovel ready for future development.</p> <p>Prepare renderings of reconfigured sites with landscape buffers along the street edge.</p> <p>Introduce maximum impervious surface coverage limitations in zoning to ensure that some green space is provided on each site, especially along the street frontage. Provide minimum lot size so that a large lot, campus environment is encouraged.</p> <p>Develop design guidelines for landscaping and creating a visually attractive environment.</p> <p>Examine potential rezoning to a Planned Light Industry zone to allow office and light industrial uses, but not heavy commercial uses.</p>

5. Other Projects

The Northwest Hicksville Study Area is expansive, and the community has expressed a larger vision for the BOA Study Area which, besides the sub-areas, encompasses major retail corridors, Broadway and Old Country Road, and established residential neighborhoods.

The community has expressed strong support for the two strategies that would achieve the goal of protecting and enhancing existing residential neighborhoods: 1) create a buffer or screen between residential and nonresidential uses and 2) consider adding pocket parks within existing residential neighborhoods.



Similarly, the community has expressed strong support for nearly all of the strategies proposed to improve the visual quality of the Broadway and Old County Road commercial corridors. In particular, participants overwhelmingly support studying traffic conditions to work towards the goal of eliminating congestion and improving motorist and pedestrian safety. Strong support also exists for ensuring safe, continuous pedestrian sidewalk corridors and unifying the corridors through consistent streetscape elements (i.e. lights, trees, landscaping). Many participants support development of design guidelines for new construction and substantial rehabilitation to improve these corridors as well. There are a host of other recommendations and projects that the community has considered which may be community-wide in impact, and are identified in this section.

Property Maintenance and Appearance

To realize a beautiful Northwest Hicksville, property maintenance is a key aspect of that effort, according to community participants. Property maintenance and cleanliness of the public realm is important to protect and maintain a stable tax ratable base.

Table IV-5. Property Maintenance	
Cleanliness	<p>Encourage landowners/ business owners to keep the public spaces in proximity to their properties clean at all times (including sidewalks and private parking/lawn areas):</p> <ul style="list-style-type: none"> - Conduct frequent sweeping or hosing down of entrances and sidewalks by downtown business owners. - Sweep alleyways. - Regularly maintain green spaces. - Provide additional trash receptacles and empty them on a regular basis. - Provide dog waste stations (including bags and receptacles) along routes used by dog owners. - Enforce litter laws. <p>Implement a “Hicksville Clean-sweep” Day, for cleanup – graffiti removal, replacement of window boxes, new window displays, repainting facades, replacement of faded signs, entry mats, etc.</p> <p>Refine and implement code for property maintenance.</p>
Visual Quality of Broadway and Old Country Road	<p>Develop design guidelines for new construction and substantial rehabilitation.</p> <p>Unify the corridors through consistent streetscape, i.e., street lights, street trees.</p>



Public Parks and Gathering Spaces

An integral element of Hicksville’s quality of life is the creation of a network of public open spaces and gathering places. These spots should be located throughout the Northwest Hicksville area, but two primary locations are proposed at the LIRR station and at Duffy Avenue Farm. The following images received much support within the community.



Photos of Parks and Gathering Places



Photos of Duffy Farm Concepts

Gateways



Photo of Iconic Gateway Sculpture.

Related to the creation of open space is the desire to create an attractive setting at the key locations where residents, employees and visitors “enter” Hicksville, i.e., its gateways. Major gateways include Old Country Road/Wantagh Parkway, and Broadway at the exit from the Northern State Parkway. Gateways establish a pattern and expectation of the place one is entering. Although the sculpture in the image is for a different “Broadway”, it includes an iconic symbol for that community, an eagle, along the major road corridor that one enters.





Photo of Landscape Gateway with Business Supporter provided on Slat below Sign.

In other communities, landscape islands and gateways have been adopted by civic groups or local landscape businesses. The same opportunity exists in Hicksville, and would limit costs to the Town to implement this measure.

The following projects have been identified by the community.

Table IV-6. Public Parks, Gathering Spaces, and Gateways	
Public Parks and Gathering Places	<p>Develop a public park on Duffy Avenue at the former horse farm.</p> <p>Develop a gathering place to be incorporated into the parking lots associated with the Hicksville train station.</p>
Gateways	<p>Develop concept plans for enhanced, landscaped gateways.</p> <p>Establish a theme and create a major entry feature for the Broadway corridor.</p> <p>Allow landscape businesses or civic groups to “adopt a gateway” as a way to create a landscape entry into the community, and in return, provide a means for the business to promote itself. Give first priority to local Hicksville businesses.</p> <p>Allow local civic groups to adopt a gateway or pocket park, for planting and maintenance.</p>

Transportation and Transit

Transportation and transit is a critical and primary focus of Northwest Hicksville, given the presence of the train station within the study area, and the multiple highways and major roads that ring or pass through Hicksville: the Long Island Expressway, the Wantagh Parkway, the Northern State Parkway, and State Route 106/107. The presence of these facilities also creates demand for surface parking, pedestrian and bicycle routes for access. Northwest Hicksville desires to “tame” transportation and transit facilities in a manner which enhances, and does not detract from, the community-at-large. In



addition to the specific recommendations made for the sub-areas, the table below describes additional projects to consider.

Table IV-7. Transportation and Transit	
Parking	<p>Conduct a survey of users of the station to determine how people arrive (drive, walk, bike, bus, etc.) to it. Determine the percentage of Hicksville residents and Town of Oyster Bay residents using the station, as compared to non-residents and determine where drivers of each group elect to park. Determine if the supply of parking for each group matches the demand, and where gaps or over supply may exist. The Metropolitan Transportation Authority last conducted an Origins and Destinations Survey in 2006 that counted ridership at each of its stations. A survey questionnaire was also sent to a random sampling of customers at every LIRR station as part of the study. While the counts and survey responses may shed some light on ridership trends, a more detailed survey for the Hicksville Station should be conducted to determine mode preference and to assess parking demand for ridership.</p> <p>Develop a comprehensive parking plan for the train station. If any plan recommends off-site satellite parking (e.g., parking at the mall and other locations), safe walking routes from these locations should be included in the plan. Address the concept of a structured parking garage in lieu of surface parking to accommodate development as per the recommendations of the Downtown Hicksville Revitalization Action Plan. In addition, expand any evaluation to include the option of below ground parking, as well as mechanized parking.</p> <p>Prepare design standards for parking and pedestrian-scale lighting and mandate landscaping be integrated into parking lot design.</p>
Bus Terminal	<p>Evaluate the Hicksville station and nearby locations for the development of a bus terminal.</p> <p>Evaluate the viability of a dedicated bus lane / bus rapid transit (BRT) along N. Broadway & Newbridge Road as part of an overall “road diet.” All buses in the Study Area run through the short portion of Newbridge Road.</p> <p>Obtain ridership data from Nassau Inter-County Express (NICE) to determine which bus stops have the most riders. Initiate a</p>



Table IV-7. Transportation and Transit

	<p>campaign to improve those bus stops by providing shelter, seating and lighting for those with high usage. Ask local businesses to sponsor the bus stop improvements in exchange for advertising at the stop.</p> <p>Consider instituting a Hicksville shuttle with frequent stops in the downtown revitalization area, the Broadway Mall, and major employers.</p>
Streetscapes	<p>Improve the shade tree planting program so that more trees can be planted along Study Area streets. Involve neighborhood civic associations and community groups in ‘tree planting days.’</p> <p>Conduct a detailed sidewalk inventory, and prepare a program that prioritizes improvements to the sidewalk system.</p>
Bike Paths	<p>Evaluate the Study Area roads and develop a plan that provides design recommendations to introduce safe bike paths along same. Determine which streets could accommodate bicycle lanes and which should have “share the road” lanes or signage.</p> <p>Provide bicycle way-finding signage that directs cyclists in the Study Area to and from other surrounding bikeways and popular destinations.</p> <p>Formalize the Wantagh Parkway bicycle route that exists just south of the Study Area by providing enhanced buffering that offers security and improves the scenery. This would be a regional project that would benefit a number of communities along the path’s length.</p> <p>Complete the bicycle route along the Wantagh Parkway or nearby streets that link Hicksville to the Jones Beach Bikeway via a combination of bike paths, lanes, share the road, and safe routing signs. This connection would offer Hicksville residents a car-free route to the beach.</p> <p>Connect future bike routes in the Study Area to the Motor Parkway Trail.</p> <p>Search for funding sources for pedestrian and bicycle programs, such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which provides funding to support</p>



Table IV-7. Transportation and Transit

	<p>transportation projects in air quality non-attainment areas that strive to reduce pollutant emissions from transportation sources.</p> <p>Obtain Safe Routes to School funding to implement the recommended improvements.</p>
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Environment

Another major theme that has been expressed during community participation events and the survey is to create a green Hicksville. In addition to the numerous objectives stated with regard to landscaping, several other “green” projects have been expressed as identified below.

Table IV-8. Environment

Storm water Design	Integrate Low Impact Development (LID) storm water management techniques into redevelopment projects. This will serve to reduce the amount of impervious surface on a site, reduce storm water flow and improve water quality. Rain gardens, use of rain barrels, and other techniques could be used in the overall design of improvements.
Improving Environment as Habitat	<p>Redevelop storm water basins as nature areas – start with an ecological demonstration project at one basin.</p> <p>Consider a demonstration project to plant species native to the Hempstead plains, at Duffy Farm, recharge basin, or elsewhere.</p>
Green Technologies	Evaluate providing zoning other incentives for properties which integrate green buildings techniques, including installation of solar panels.

Market Conditions

Further study is required to determine what the Northwest Hicksville market can support. Below is a list of studies that are needed to move forward to a Step II Nomination Study:

1. Retain a real estate market professional to conduct an inventory of existing, retail, industrial and office properties, analyze market trends and forecast future demand for such properties. The specialist should specifically be familiar with the Long Island and NYC region and market.



2. Retain a real estate market professional to examine the market demand for senior housing and next generation housing, university consortium, hotel, live/work lofts, cultural venues, and commercial recreation venues.

B. FUNDING SOURCES

The table below identifies the various funding and other sources available to assist in implementing the projects set forth in these recommendations.



Table IV-9. Potential Brownfield Funding Sources - Funding for Businesses

Funding Agency	Program	Eligible Activities	Funding Amounts	Website	Contact	Comments
New York State Department of Environmental Conservation/New York State Department of Taxation & Finance	New York State Brownfield Clean Up Program	1. Site Preparation and On-Site Groundwater Remediation Credits. 2. Tangible Property Credit Component (Redevelopment Credit)	Tax credits vary depending on use, level of clean-up, and if project is in a BOA or Economic Development Zone	http://www.dec.ny.gov/chemical/8450.html	Walter Parish, PE, NYS DEC, 631-444-0241, wjparish@gw.dec.state.ny.us	<u>Refer to the following website which describes the tax credits in detail:</u> http://www.dec.ny.gov/chemical/45734.html#post_June
Nassau County Industrial Development Agency	Taxes & Incentives	Relocating or Starting a Business in Nassau County	Incentives: 1. Real Estate Tax Exemptions, 2. Sales and Use Tax Exemptions, 3. Mortgage Recording Tax Exemption, 4. Tax Exempt Financing:	http://www.nassauida.org/Public/Advantages-Incentives	Nick Terzulli, nterzulli@nassauida.org	<u>For details of the incentives:</u> http://www.nassauida.org/Public/Page/Files/13_NassauCountyFinancialIncentivesExamples.pdf
Empire State Development Corporation	Taxes & Incentives	Relocating, Starting or Expanding a Business in New York State	1. Investment Tax Credit, 2. Lower Corporate Tax for Manufacturers, 3. Real Property Tax Abatement, 4. Research & Development Tax Credit, 5. Sales Tax Exemptions, 6	http://www.empire.state.ny.us/BusinessPrograms/Taxes/Incentives.html	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	It's important to talk to Nassau County IDA and ESD at the same time preferably before the business start-up or relocation.
Empire State Development Corporation	Excelsior Jobs Program	Job creation, Job Retention and Significant Capital Investment (On-going enrollment)	Tax and Wage credits based on new jobs created and include the following: 6.85% wage credit per new job created, 2% Investment Tax Credit, 3% Research & Development Tax Credit, and Real Property Tax credit	http://www.empire.state.ny.us/BusinessPrograms/Data/Excelsior/06272013_ExcelsiorJobsProgramOverview.pdf	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	<u>Eligibility determination based on number of job created in each eligible field per the following:</u> http://www.empire.state.ny.us/BusinessPrograms/Excelsior.html
Empire State Development Corporation	Empire State Development Grant Funds	Projects must create jobs. and application is available competitively thru the CFA and include the following: 1. Business Investment, 2. Infrastructure Investment, & 3. Economic Growth Investment.	20% grant funding/80% other investment for the following: Acquisition or leasing of land, buildings, machinery and/or equipment; Acquisition of existing business and/or assets; Demolition and environmental remediation; New construction, renovation or leasehold improvements; Acquisition of furniture and fixtures; Soft costs of up to twenty-five percent (25%) of total project costs; and Planning and feasibility studies related to a capital project. Public projects that support development that lead to job creation such as sewers, STP's, drinking water system upgrades, etc.	http://regionalcouncils.ny.gov/sites/default/files/documents/2013/new-available_resources_2013.pdf	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	Consolidated Funding Application period is available once a year usually after April 1.



Empire State Development Corporation	New York State Business Incubator and Innovation Hot Spot Support Program	Projects must create jobs, and application is available competitively thru the CFA to become a designated Incubator and/or Innovation Hot Spot for start-up companies	2:1 funding share: Incubators: \$125,000 annually for operations. Hot Spots: 250,000 annually (Hot Spots businesses must be affiliated with colleges, universities and independent research institutions and the incubators within the hot spots are also eligible for significant State income and sales tax benefits for 5 years.	http://regionalcouncils.ny.gov/sites/default/files/documents/2013/new-available_resources_2013.pdf	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	Consolidated Funding Application period is available once a year usually after April 1.
Empire State Development Corporation	ESD Strategic Planning and Feasibility Studies	For economic and employment opportunities and stimulating development of communities by developing 1. Strategic Development Plans, 2. studies for Site or Facility Assessment Planning. Eligible Applicants thru the CFA include: Municipalities, Local Development Corporations, & Not-For Profit Economic Development Organizations.	\$100,000 maximum grants, 50% match and at least 10% cash equity. Studies, surveys or reports, and feasibility studies and preliminary planning studies to assess a particular site or sites or facility or facilities for any economic development purpose other than residential, though mixed-use facilities with a residential component are allowed.	http://regionalcouncils.ny.gov/sites/default/files/documents/2013/new-available_resources_2013.pdf	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	Consolidated Funding Application period is available once a year usually after April 1.
Empire State Development Corporation	Job Development Authority (JDA) Direct Loan Program	Loans for the growth of manufacturing industry and other businesses. Cost of acquiring and renovating existing buildings or constructing new buildings, and the purchase of machinery and equipment.	Loans for 40% of the total project cost and 60% in an economically distressed area.	http://www.esd.ny.gov/BusinessPrograms/JDADirectLoanProgram.html	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	Project Financing Scenario: 50% Bank Loans, 40% JDL Loan, 10% Borrower Equity
Empire State Development Corporation	Manufacturing Assistance Program (MAP)	The program assists NYS manufacturers invest in capital projects that significantly improve production, productivity and competitiveness	Maximum Award: \$1million. Minimum requirements: \$1 million in capital investment machinery, quantified improvements over baseline operation of 20% or more, and retention of at least 85% of workforce for five years.	http://www.empire.state.ny.us/BusinessPrograms/MAP.html	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	Discuss project with ESD contacts and then complete application. Applications are accepted on an on-going basis.
New York Power Authority(NYPA)	Re-Charge New York	Receive low cost power thru LIPA transmission lines. Should be companies that are manufacturing based that have high electricity requirements.	Reduced electric bills, possibly by 20% depending on the use for businesses that want to expand or relocate in NYS.	http://www.nypa.gov/recharge/ny/	1-888-562-7697 or recharge.newyork@nypa.gov	Application available thru the CFA.
New York Business Development Corporation	Small Business Administration Section 504 Business Loans	Lower Interest federal government Small Business Administration loans	Loans for small and medium sized businesses - plant, equipment and working capital	http://www.nybdc.com/	Jim Goldrick, 534 Broad hollow Road, Suite 430, Melville, New York, 11743 516-845-2700	



New York State Department of Labor	Workforce Development	Employee Training (for both existing employees and unemployed and On-the-Job Training	Maximum cost per trainee is \$5,000 maximum cost of On-the-Job Training is 50% of the employees salary for a period not greater than 6 months. Maximum grant award per private company is \$100,000.	http://labor.ny.gov/cfa/index.shtm	Andrew Gehr, NYS DOL - 518-457-0361	Application available thru the CFA
NYS Environmental Facilities Corporation	Green Innovation Grant Program	Permeable Paving, Bioretention (Rain Gardens, Bioswales), Green Roofs/Green Walls, Stormwater Street Trees, Downspout Disconnection, Stormwater Harvesting and Reuse.	90% federal EPA funding/10% local share	http://www.nysefc.org/	Suzanna Randall, Green Innovation Coordinator, NYS EFC, 518-402-7461	Application available thru the CFA and must include a feasibility study. Municipalities and non-profits are also eligible for funding.
Town of Oyster Bay	WIA	Employee Training, On-the-Job Training, Job Placement	Funding varies	http://www.oysterbaytown.com/	Gail Paraninfo 516-797-4575	Employers should contact the department in order to obtain on-the-job information and available trained clients for job placement
IRS	Tax Credits	For Brownfield Remediation and Development	Program was created by Tax Relief Act of 1997 but expired in 2011 and has not been renewed	http://www.epa.gov/brownfields/tax/ti_faq.htm#i		Will provide future information as to the status of any new legislation.
Long Island Development Corporation	Financial Assistance to businesses	1. Fastrak - Provides incentives to lenders to make small business loans up to \$100,000 with an SBA. 2. L.I. Targeted Industries Revolving Loan Program - Low fixed rates for targeted industries, including defense diversification, fisheries, biomedical, pharmaceutical, software development and high-end electronics. 3. Micro Loan revolving loans for women owned businesses - provides short-term loans ranging from \$2,000 to \$25,000 for working capital needs, purchase of equipment or inventory for start-up and expanding businesses. 4. capital Asset financing	Both short and long term loans available	http://www.lidc.org/	1-866-433-5432, info@lidc.org	



New York State	Start-Up New York	<p>Company Eligibility: New Start Up-Company from Out-of-State, or In State Company that is expanding it's business, or Tech Companies. Must be affiliated with a SUNY Campus or Community College). •Any vacant space in any building located on the campus.</p> <ul style="list-style-type: none"> •Any vacant land on the campus. •A NYS Incubator with a bona fide affiliation to the college or university. •No off-campus land or building space. •Affiliated State Strategic Assets, as designated by the START-UP NY Approval Board (limited to 200,000 square feet each asset). •Participating businesses must be high-tech companies and/or start-ups. 	Tax Benefits regarding sales, property, business income and personal income taxes for up to 10 years	http://startup-ny.com/376-2/	Use Website to establish contact	
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Table IV-10. Potential Brownfield Funding Sources - Governmental Projects that Support Business Development

Funding Agency	Program	Eligible Activities	Funding Amounts	Website	Contact	Comments
Nassau County/Town of Oyster Bay	Community Development Block Grant Program	Commercial Improvements, low interest loans, Improvements to Town/County owned land that would support business development, streetscape improvements	Varies depending on budget and federal allocation	http://www.nassaucountyny.gov/agencies/OCD/index.php	Town of Oyster Bay: 516:797-4187/Nassau County: 516-572-1915	-
U.S. EPA	Brownfields Assessment & Clean-Up Program	Brownfield Assessments, Setting up a Revolving Loan Fund, and direct clean-up on sites owned by governmental or quasi-governmental agencies. Funding is for petroleum or other hazardous substances only.	80/20 funding shares. The Revolving Loan Fund can offer private entities low or no interest loans.	http://www.epa.gov/brownfields/	Lya Theodoratos, US EPA Region II, 212-637-3260	-
FHWA/New York Metropolitan Planning Organization	Map-21 Transportation Alternatives	Replaces SAFTEA-LU Transportation Enhancements Program - Streetscapes and connections to the transportation system	Funding allocation and specific program requirements to be determined - call for projects may happen in late 2014	http://www.nymtc.org/	Howie Mann - 631-952-6115	-



New York State Office of Community Renewal	Main Street New York	Private Building Renovations and Commensurate Public Improvements. Must be in an economically distressed area and have a mixed use component in downtown areas	75%/25% funding shares for projects between 50K and 200K	http://www.nyshcr.org/Programs/NYMainStreet/	Crystal Loffler, Program Director - 518-474-2057	
Empire State Development Corporation	Technical Assistance and Training Grants - Opportunity Agenda Projects	1. Technical Assistance to Local Businesses, and 2. Training and Career Development Opportunities to Local Workers. Eligible Applicants: Not-for-profit Corporations § Community Development Organizations § Economic Development Organizations § Local Development Corporations	Up to \$100,000 applicant must finance at least 10% cash equity	http://regionalcouncils.ny.gov/sites/default/files/documents/2013/resources_available_2013.pdf	Andrea Lohneiss or Barry Greenspan, ESDC Long Island Region, 631-435-0717	
U.S. Department of Commerce, Economic Development Administration	Investments for Public Works and Economic Development Facilities	Characteristic projects include investments in facilities such as water and sewer systems, industrial access roads, business parks, port facilities, rail spurs, skill-training facilities, business incubator facilities, brownfield redevelopment, eco-industrial facilities, and telecommunications and broadband infrastructure improvements necessary for business creation, retention and expansion. To be eligible, a project must be located in or benefit a region that, on the date EDA receives an application for investment assistance, satisfies one or more of the economic distress criteria set forth in 13 C.F.R. § 301.3(a). All investments must be consistent with a current EDA- approved Comprehensive Economic Development Strategy (CEDS) or equivalent strategic economic development plan for the region in which the project will be located,	Grant funding in the amount of 50% to 80% of the project costs depending on the needs of the region	www.eda.gov	Willie Taylor, Regional Director, 215-597-4603, wtaylor2@eda.gov	CFDA 11.300



FHWA/NYS DOT	Surface Transportation Program (Part of Map-21)	Highway Reconstruction, drainage and streetscape improvements	80/20 federal funding. The NYS DOT will fund part of the local match in the construction phase. Project must be included in the Nassau-Suffolk Transportation Improvement Program and Town must coordinate this with the Nassau county department of Public Works	http://www.nymtc.org/	NYS DOT Planning Unit 631-952-6108 and the Nassau County Department of Public Works	
FHWA/NYS DOT	Local Safe Streets & Traffic Calming Program	Traffic Calming improvements such as Round-A-Bouts, Bump-outs, Turning lanes, Bicycle lanes and facilities	90%/10% grant funding	https://www.dot.ny.gov/inde_x	NYS DOT Region 10, 631-952-6108	
NYS DOT	CHIPS Program	Road Reconstruction and Drainage	100% funding annual allocation determined by formula	https://www.dot.ny.gov/programs/chips	Ronnie Wilgeroth, NYS DOT 631-952-6189	
NYS DOT	Multi-Modal Program	Road Reconstruction, Drainage, Highway Safety, Streetscape	100% funding. Projects should be requested by the municipality to their State legislators prior to or in January of each year.	NA	Ronnie Wilgeroth, NYS DOT 631-952-6189	
NYS DOT	Industrial Access Program	Necessary highway, bridge or rail projects which facilitate economic development that create jobs.	60% grant, 40% interest free loan that must be paid back in 5 years. \$1,000,000 grant/loan limit for project. Eligible projects must be an integral part of an economic development effort which seeks to retain, attract, expand an industrial facility.	https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/iap	NYS DOT Region 10 Planning Unit - 516-952-6108	
NYS Council on the Arts	Core Grant Funding	Street art	100% funding for small grants	http://www.nysca.org/	212-459-8800 Various program coordinators	
NYS DEC	Urban & Community Forestry Program	Tree Planting -funds can be used for downtown parks	50% matching grants, \$50,000 grant limit for large Towns. Municipal forces can be used as the match or part of the match.	http://www.dec.ny.gov/lands/5285.html	Debra Gorka, NYS DEC, 518-402-9425	
NYS Office of Parks, Recreation & Historic Preservation	Environmental Protection Fund	1. Land Acquisition for Parks Purposes, 2. Parks Development for active or passive parks	50% matching grants.	http://nysparks.com/	Traci Christian, NYS OPRHP, Long Island Region 631-321-3543	
NA	Tax Incremental Financing (TIF)	A Municipality can create a TIF district and issue bonds based on future revenues resulting from an increase in assessments that result from the improvements. The bonding now applies to both Town and School District assessments	With bond revenues the municipality can make public improvements that support the district	NA	NA	Municipality may want to consult a law firm familiar with the process. Agreement with the School District would be necessary.






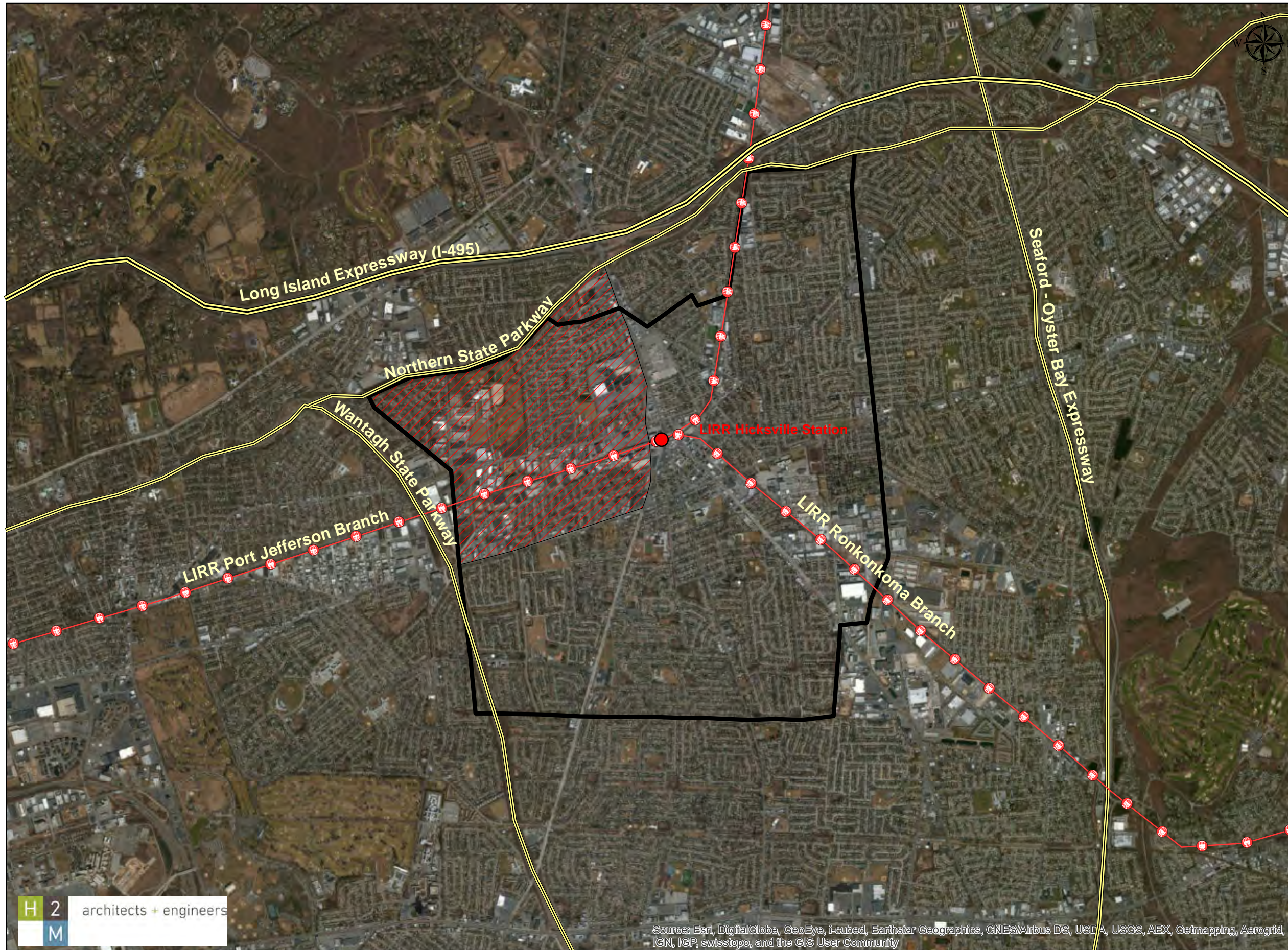
NYS Member Item Funding	Funding is through various existing State programs	Varies - Streetscape, road, drainage, and aesthetic improvements would be eligible	Varies depending on State budget. Projects should be requested by the municipality to their State legislators prior to or in January of each year.	NA	NA	
Federal Legislative Grants	Funding is through various existing federal programs	Varies - Streetscape, road, drainage, and aesthetic improvements would be eligible	Municipalities should contact their federal legislators	NA	NA	







Legend

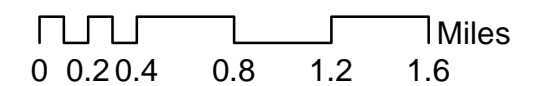
-  Counties
-  Town of Oyster Bay
-  Hicksville Hamlet



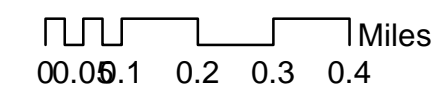
Legend

-  Hicksville Hamlet
-  Northwest Hicksville

Note: Hicksville hamlet boundary is coincident with the Hicksville census designated place.

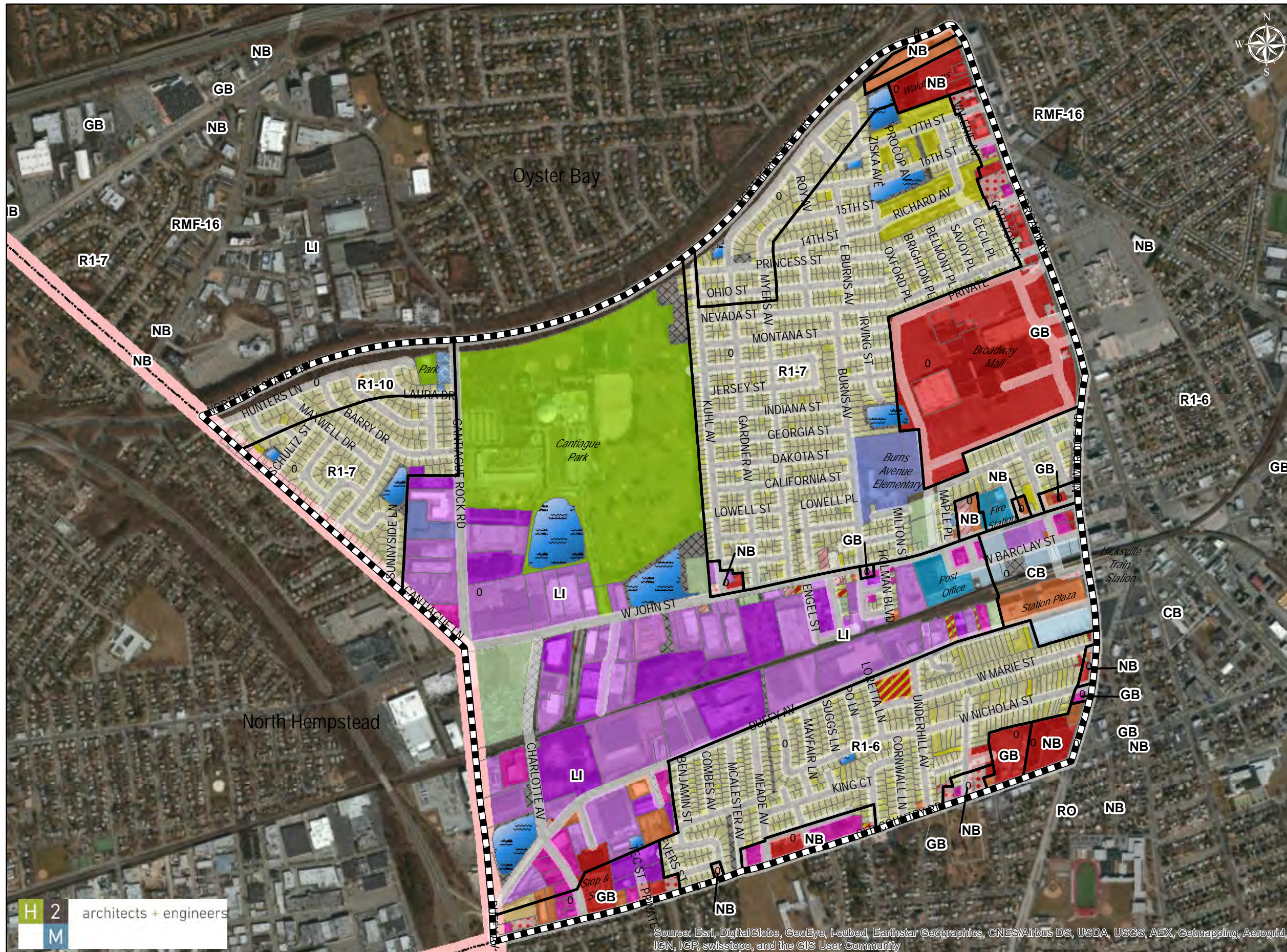




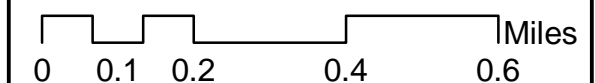




Map 5: Existing Zoning



Zone	District Name	Number of Districts	Acres
CB	Central Business	1	28
NB	Neighborhood Business	10	35
GB	General Business	7	110
LI	Light Industrial	1	416
R1-6	One-Family Residence	1	124
R1-7	One-Family Residence	3	301
R1-10	One-Family Residence	2	66
		Total	1080



Map 6: Vacant, Underutilized & Potential Brownfield Sites

Legend



**Vacant,
Underutilized,
Potential
Brownfield Sites**

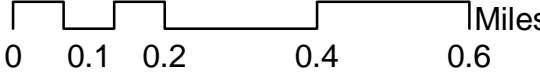
Refer to Table II-7
for property descriptions.

0 0.1 0.2 0.4 0.6 Miles



Legend

- US POSTAL SERVICE
- NEW YORK STATE
- NEW YORK STATE DOT
- NASSAU COUNTY
- NASSAU BOCES
- LONG ISLAND LIGHTING
- HICKSVILLE UNION FREE SCHOOL DISTRICT
- HICKSVILLE FIRE DISTRICT
- HICKSVILLE WATER DISTRICT
- TOWN OF OYSTER BAY
- TOWN OF OYSTER BAY PARKING DISTRICT
- RELIGIOUS
- PRIVATE



Appendices



Appendix A. Work Plan



HICKSVILLE NORTHWEST BROWNFIELD OPPORTUNITY AREA – STEP 1

Town of Oyster Bay, Nassau County, New York

NYSDOS Contract No. C096016

PROJECT OUTLINE

Prepared for:

Town of Oyster Bay, Nassau County, NY

New York State Department of State

Prepared by:



Holzmacher, McLendon & Murrell, P.C.



Nelson, Pope, Voorhis, LLC



Sustainable Long Island, Inc.

April 2013

This document has been prepared for the Town of Oyster Bay and the New York State Department of State, with state funds provided through the Brownfield Opportunity Areas Program.

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Northwest Hicksville BOA Step 1 Project Outline

I. OVERVIEW OF BROWNFIELD PROGRAM

This Project Outline has been developed to meet the requirements of Component 1, Task 1.2, of the Scope of Services for the Northwest Hicksville Pre-Nomination Study. It has been prepared subsequent to the initial project scoping session which was attended by Town of Oyster Bay representatives and the Town's consultants selected for this assignment.

Through a grant from the New York State Department of State ("NYSDOS"), the Town of Oyster Bay intends to complete a Pre-Nomination Study (also referred to as a "Step I" study) for an approximately 1,100-acre study area, characterized by approximately 21 *potential* brownfield sites, located in the northwest portion of the Hamlet of Hicksville ("Northwest Hicksville"), Town of Oyster Bay, Nassau County, New York. Refer to Project Area Map below.



Northwest Hicksville BOA Step 1 Project Outline

The Brownfield Opportunity Areas Program, created by the New York State Legislature's adoption of the Superfund/Brownfield Law in October 2003, provides municipalities with financial assistance to complete revitalization plans and implementation strategies for areas or communities affected by the presence of brownfield sites, and site assessments for strategic brownfield sites.

Section 27-1405 of the New York State Environmental Conservation Law defines a **brownfield site** as:

"...any real property the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant."

The Pre-Nomination Study provides a basic and preliminary analysis of the area affected by brownfield sites, including: a description and justification of the study area and associated boundaries; a basic description and understanding of current land use and zoning; the delineation and description of existing brownfield sites and other underutilized properties; and a description of the area's potential for revitalization.

II. PROJECT AREA DESCRIPTION

The Town of Oyster Bay (Town), Nassau County, NY, intends to complete a Pre-Nomination Study for an approximately 1,100-acre study area located in Northwest Hicksville. Hicksville is a hamlet located centrally in the Town, almost midway between the north and south shores of Long Island.

The study area is bound by the Northern State Parkway to the north; Old Country Road to the south; North Broadway and Newbridge roads to the east, and the Town of Oyster Bay town boundary with the Town of North Hempstead to the west. The town's boundary is generally aligned with Cantiague Lane and then runs in a southerly direction.

Hicksville has been well served by major transportation corridors throughout its history, since the inception of the Long Island Railroad line that runs primarily east-west through Hicksville. The name "Hicksville" derives from one of the community's founders, Valentine Hicks, who was instrumental in having the New York State Legislature pass an act (April 24, 1834) to incorporate the Long Island Railroad - Hicks was a president of the LIRR. The hamlet's central location and excellent transportation access gave rise to the community being a favorable location for major businesses, including heavy commercial and industrial uses, since the early 1940s. Because of the concentration and age of many of the nonresidential uses in the study area, it is characterized by a large number of potential brownfield sites, with 21 potential brownfield sites having been identified in the grant application to the NYSDOS. These properties primarily front to Duffy Avenue, West John Street and Cantiague Rock Road – the majority straddle either side of the Long Island Railroad right-of-way. The 21 potential brownfield sites identified in the grant application to the NYSDOS are as follows:

Northwest Hicksville BOA Step 1 Project Outline

Table 1 NORTHWEST HICKSVILLE POTENTIAL BROWNFIELD SITES	
Number	Address
1	140 Cantiague Rock Road
2	100 Cantiague Rock Road
3	70 Cantiague Rock Road
4	Vacant Lot on West John Street
5	555 West John Street
6	489 West John Street
7	477 West John Street
8	449 West John Street
9	411 West John Street
10	35 Engel Street
11	50 Engle Street
12	1 Keats Place
13	344 Duffy Avenue
14	325 Duffy Avenue
15	299 Duffy Avenue
16	295 Duffy Avenue
17	100 Frank Road
18	200 Frank Road
19	112 Duffy Avenue
20	276 Old Country Road
21	Vacant Lot on Princess Street
Source: Town of Oyster Bay.	

These properties will be studied to determine whether they are potential brownfield sites, and other sites may become apparent during preparation of the baseline analyses associated with this study.

The primary community revitalization objectives to be achieved by this project include: establishing a community vision for redevelopment; assembling accurate data and information about the area and establishing a process that will spur redevelopment. Anticipated community benefits resulting from this project include a more vibrant community, increased property values, a safer and cleaner neighborhood, improved public health, and improved quality of life.

III. OBJECTIVES OF STEP I PRE-NOMINATION STUDY

Through a grant from the New York State Department of State (“NYSDOS”), the Town of Oyster Bay intends to complete a Step 1 Pre-nomination study for the approximately 1,100-acre study area identified above.

The Pre-Nomination Study will provide a preliminary description and analysis of the proposed Brownfield Opportunity Area. Key project objectives include:

Northwest Hicksville BOA Step 1 Project Outline

- Identifying and providing a clear description and justification of a manageable study area and associated boundaries;
- Establishing a community participation process to begin to identify a common vision for the area, including goals and objectives;
- Identifying the multi-agency, private-sector, and other community partnerships necessary to inform the process and leverage assistance for revitalizing the community;
- Completing a preliminary analysis of the study area and preliminary recommendations to revitalize the area.

IV. PROJECT ATTRIBUTION AND NUMBER OF COPIES

The Town of Oyster Bay will ensure that all material printed and produced acknowledge the contributions of the NYSDOS to the project. All materials will include the following acknowledgment:

“This (document, report, map, etc.) was prepared for the Town of Oyster Bay and the New York State Department of State with state funds provided through the Brownfield Opportunity Areas Program.”

The Town of Oyster Bay will ensure that all materials printed, constructed and/or produced with funding provided by the Brownfield Opportunity Areas Program form a unified and coherent report and include the components and products described in this work plan. Submission of pre-existing and stand alone data and reports are not acceptable as substitutes.

All products described in this Work Plan shall be submitted to NYSDOS.

Northwest Hicksville BOA Step 1 Project Outline

V. PROJECT COMPONENTS

The Project Components set forth in this Section follow generally the Pre-Nomination Study Work Plan attached as Appendix D of the Agreement between the Town of Oyster Bay and the New York State Department of State, starting at Task 1.6 of that Agreement. The Project Components have been refined based on the specific Scope of Services prepared by the consultants selected for this assignment.

1. Component 1 – Project Start-up

Task 1.1: Project Scoping Meeting: A project scoping meeting was held on April 12, 2012. In attendance were:

Town of Oyster Bay: Jim McCaffrey, Colin Bell, Rich Pfaender, Ralph Healey, MaryAnn Hughes

Consultant Team: Lead - Holtzmacher, McLendon & Murrell (H2M): Phil Schade, P.E.; Bonnie Franson, PP, AICP; **Nelson, Pope & Voorhis (NPV):** Kathy Eiseman, AICP; Jon Klein; **Sustainable Long Island (SLI):** Donna Boyce

Goals and objectives, project requirements, existing conditions, study area boundaries, project tasks, and information requests were reviewed and the roles and responsibilities of the overall project team were discussed.

Products: The product of this task is a summary of the meeting which has been distributed to scoping session participants.

Task 1.2: Project Outline: This document represents the Product of Task 1.2. This project outline was reviewed by the Project Manager and circulated to the NYDOS **on April 16, 2013**. Upon completion of NYSDOS and Town review, the project outline was approved. This Project Outline has been circulated to all participants of the scoping session.

2. Component 2 – Capacity Building and Training

Task 2.1: NYS Community Seminar Series: Members of the consultant team have attended training sessions and have viewed programs available at the NYSDOS website. The consultant team and town staff will supplement this training by attending any new sessions that the State may offer during the project period. Members of the Project Team have already attended several of the NYS Community Seminar Series related to the development of BOA programs including Developing a Vision, Organizing for Community Leadership, Introduction to Brownfields; Inventory and Analysis for LWRPS and BOAS, BOA: Getting Started, LWRP/BOA Economic & Market Trends Analysis.

Products: The NYSDOS will inform the Town and its consultants of any training sessions that may be held.

Task 2.2: Interagency Workshops: The team may participate in any interagency workshops or meetings, including those agencies that might offer expertise related to brownfields clean-up, implementing BOA plans, community revitalization, grant funding and other financial incentives.

Products: Workshop attendance, participation and associated preparation.

3. Component 3 – Community Participation

Task 3: Community Participation

A. Community Participation Plan and Process: The consultant team met on May 11, 2012, to discuss broadly how community participation will be encouraged and promoted. Sustainable Long Island (SLI) will be responsible for preparing a draft Community Participation Plan to be reviewed and approved by the Town and NYSDOS. The Community Participation Plan has been drafted and transmitted with this Project Outline.

The Community Participation Plan (“CPP”) describes the techniques or processes that will be applied to encourage and promote community participation in the development of the BOA Step I study and how this participation will guide the project towards the creation of a Draft Pre-Nomination Study.

SLI staff will lead and organize this effort and will work with the Town’s Project Manager and the Town’s Public Information Office in soliciting community participation through press releases in the local papers that cover Hicksville, placing information on the Town’s website, and making direct phone calls.

A community contact list of all of the stakeholders in the BOA will be prepared and maintained. SLI will circulate announcements to the time and place of all Steering Committee meetings, the minutes to all Steering Committee meetings, and other announcements in cooperation with the Project Manager.

In cooperation with the Town staff, the Project Team managed the initial Steering Committee kick-off meeting (June 20, 2012) where the Brownfield Program was described including its intent, scope, benefits - examples of successful brownfield programs. The consultant team will ultimately outline the existing conditions and circumstances in the study area, develop a vision statement and outline the goals and objectives of the project.

Throughout the various meetings, the team will strive to create an atmosphere that communicates that the stakeholders and Northwest Hicksville citizens are the driving force, and that the vision plan will be created by them and not one dictated to them. The Team role will be to offer suggestions in order to keep the dialogue progressing, the exchange of ideas flowing, and forming a preliminary vision for the Pre-Nomination study.

Prior to the first public workshop meeting, a rough analysis of the 21 brownfield sites and a rough assessment of new sites will be prepared by H2M. The process of identifying sites will evolve through the course of initial stakeholder meetings as sites are further identified through the planning process

B. Steering Committee: At the Scoping Session meeting, the Project Team discussed the creation of a Steering Committee to guide preparation of the Step 1 Pre-Nomination Study. Subsequent to discussions with Town staff, the Town designated representatives from the following organizations and individuals to serve on the Northwest Hicksville BOA Steering Committee:

Northwest Hicksville BOA Step 1 Project Outline

Table 2 STEERING COMMITTEE REPRESENTATIVES	
Civic Organizations:	
Joel R. Berse, President	Pres., Northwest Civic Association of Hicksville; 1 st VP, Hicksville Community Council
Gregory Yatzyshyn	Resident
John K. Keyer	President, Duffy Park Civic Association
Lloyd Campbell	President, Jericho Gardens Civic Association
Lionel J. Chitty	President, Hicksville Chamber of Commerce
Elected Officials:	
Hon. John Venditto	Town Supervisor, Town of Oyster Bay
Hon. Rebecca Alesia	Councilwoman, Town of Oyster Bay
Hon. Anthony Macagnone	Councilman, Town of Oyster Bay
Hon. Edward P. Mangano	County Executive, Nassau County
Hon. Michael Montesano	New York State Assembly District 15
Hon. Carl Marcellino	New York State Senate 5 th District
Hon. Jack Martins	New York State Senate 7 th District
Special Districts/NYS Agencies/Police/LIRR:	
Anthony Iannone	Superintendent, Hicksville Water District
Warren Uss	Board of Commissioners, Hicksville Water District
Christofer J. Moskos	Chief, Hicksville Fire Department
Gerard J. O'Brien	Chairman, Hicksville Fire District
Maureen K. Bright	Superintendent, Hicksville Public Schools
Thomas V. Dale	Commissioner of Police, Nassau County Police Department
Dep. Inspector John Berry	Commanding Officer, Nassau County Police Department, Second Precinct

Northwest Hicksville BOA Step 1 Project Outline

Table 2 STEERING COMMITTEE REPRESENTATIVES	
Helena Williams	President, Long Island Railroad
David Ashton*	BOA Program, NYS Department of State
Walter J. Parish	Environmental Engineer 3, Div. of Environmental Remediation, Region 1, NYSDEC
Peter A. Scully	Regional Director, Region 1, NYSDEC
Subimal Chakraborti, P.E.,	Regional Director, NYSDOT
<p style="text-align: center;">Town of Oyster Bay Personnel</p> <ul style="list-style-type: none"> • Richard H. Pfaender, Executive Office** • Colin Bell, Department of Intergovernmental Affairs • James McCaffrey, Department of Economic Development, Project Manager • Linda F. Bianculli, Department of Economic Development • Ralph P. Healey, Department of Economic Development • Eric Swenson, Department of Environmental Resources • Phyllis Barry, Public Information Office • John Ellsworth, Environmental Consultant/Cashin, Department of Planning & Development 	
<p>* Sarah Crowell is now representing NYSDOS as of February 2013.</p> <p>** Has since retired but still participating as steering committee member.</p>	

C. Meetings: As per the Scope of Services, the following meetings were established to ensure public participation:

- Steering Committee Kickoff Meeting
- Steering Committee Meeting – Preparation for Public Workshop – Subgroup Field Visit
- 1st Public Open House Workshop
- Steering Committee Work Session
- 2nd Public Open House Meeting to Present Findings and Solicit Final Input

These formal meetings are supplemented by daytime meetings held with Town staff, the Consultant Team, and stakeholders for purposes of soliciting additional information and comments on the various topics to be addressed in the Pre-Nomination Study.

Northwest Hicksville BOA Step 1 Project Outline

D. Public Survey: During the time period within which this Study is being conducted, Hurricane Sandy struck Long Island on or about October 30, 2012. Subsequent to Hurricane Sandy, Oyster Bay governmental staff and citizens were subjected to prolonged utility outages, gas shortages, and recovery and rebuilding efforts. The public open house workshop was postponed from its original date in December 2012 to be sensitive to other pressing priorities. Lastly, it is our understanding that recent planning efforts conducted in downtown Hicksville prior to the launch of the Northwest BOA project may have “tired” some of the public from attending another public meeting, especially subsequent to the hurricane.

To optimize public participation in light of these events, Project Team will facilitate public input by administering a survey to seek additional comment. The public survey will be made available online, and questions similar to those asked at the 1st public workshop will be presented in the survey. In addition, hard copies of the survey will be made available at the Hicksville Library and other repositories selected in consultation with the Town.

Schedule: A Schedule for community participation is incorporated into the Community Participation Plan. To date, the following meetings have been held as per the CPP:

Table 3 MEETINGS HELD TO DATE (MARCH 2013)	
Date	Meeting
June 20, 2012	1st Steering Committee meeting - Hicksville Community Center
November 19, 2012	Northwest Hicksville Civic Association meeting - Hicksville Community Center
November 20, 2012	Hicksville Chamber of Commerce – Peppercorn’s Restaurant, Hicksville
November 27, 2012	Midland Civic Association meeting - Hicksville Community Center (rescheduled from October 30, 2012, due to Hurricane Sandy)
January 3, 2013	Steering Committee Subgroup Field Visit
January 17, 2013	1 st Public Open House Workshop

Throughout the various meetings, the Project Team will ensure that the participants understand that the vision, a product of this Study, will be created by the community and not one dictated to them. Our role will be to offer suggestions in order to keep the dialogue progressing, the exchange of ideas flowing, and forming a preliminary vision for the Pre-Nomination study.

E. Community Contact List

A Community Contact List is being maintained by SLI with the contact information of various participants and stakeholders involved in the Step I planning process. Sustainable Long Island is managing the Community Contact List, in consultation with the Project Manager.

Northwest Hicksville BOA Step 1 Project Outline

Products: The product of this component will be an approved outline and summary description of community participation and vision for the pre-nomination study.

4. Component 4 – Draft Pre-Nomination Study

Task 4.1: Description of the Proposed Project, Boundary and Public Participation

A. Community Overview and Description: The goal for this task is to provide a community overview that provides the context for the BOA and setting and includes a description of the neighborhood, Town and region utilizing demographic, social and economic indicators, provides a description of community features and conditions, and historical land uses and trends.

Demographic, economic, and employment data will be prepared for the proposed BOA area, both on a comparative and a historical basis. This will be tied into any comprehensive plans and/or economic development reports or other existing documentation of conditions in the BOA and the larger Nassau County statistical area. Historical land use information will be included based upon historical references, Town input and interviews.

Products: The community overview and description will be prepared for review by the Town and NYSDOS. The map that accompanies this description will be the Community Context Map that shows the location and relationship of the community to the county and region.

B. Project Overview and Description: A written description will be prepared of the proposed BOA in terms of existing land uses and development patterns, a summary of brownfields and other abandoned, vacant, or underutilized sites and an overview of the area's potential in terms of providing new uses, businesses and housing, new employment opportunities, additional revenue opportunities, new public amenities and/or recreational opportunities, and improving environmental quality.

Existing land use and potential brownfields or other eligible sites within the BOA will be identified and evaluated. This assessment will initially include the potential brownfield sites identified in the Step 1 grant application and will be supplemented with additional sites where potential for redevelopment for businesses, housing or public, recreational, social, and/or cultural amenities may exist and where potential to create new employment and environmental quality may exist. It is noted that the identification of underutilized properties included in the grant application may be expanded to include municipal properties, such as surface parking lots, which may be suitable for redevelopment. Alternatively, some may be eliminated, based on the results of the analyses.

Products: The project overview and description will be accompanied by a study area context map which shows the location of the BOA in relation to the municipality and region.

C. Brownfield Opportunity Area Boundary Description and Justification: A narrative description of the proposed BOA and justification for the proposed boundary will be prepared. The boundary will follow recognizable boundaries that define the area (such as roadways or defined neighborhoods). A Brownfield Opportunity Area Map that clearly shows and identifies the proposed location and boundaries of the study area will accompany the description.

Although the Town had identified 21 potential brownfield sites within the 1,100 acre area upon submission of the grant application, the current status of these sites will be assessed in order to determine if remediation and redevelopment has taken place. If this is the case, it is possible that some of these sites will no longer be targeted for the study. New sites will be included in the study and the boundary will be adjusted, if appropriate.

Northwest Hicksville BOA Step 1 Project Outline

Products: The Brownfield Opportunity Area description will be accompanied by a map clearly showing and identifying the proposed location and boundaries of the study area.

D. Community Vision and Goals and Objectives: Following an initial meeting with the Town and the Steering Committee, and subsequent to the first public workshop and public survey, a preliminary vision statement and a set of goals and objectives will be drafted that address how community redevelopment and revitalization may be achieved. The goals and objectives will be expressed in terms of opportunities for new development projects that are desired by the community and will fulfill community development needs, such as:

- Providing new housing opportunities
- Improving economic conditions
- Addressing environmental justice issues
- Providing new recreational opportunities
- Improving quality of life and environmental quality; or other goals and objectives relevant to the redevelopment of Brownfields and the surrounding area

Such goals and objectives shall, where practical, reflect the principles of smart growth and sustainable community development, including, but not limited to:

- Mixing land uses
- Taking advantage of compact building design
- Creating a range of housing opportunities and choices
- Creating walkable neighborhoods
- Fostering distinctive, attractive communities with a strong sense of place
- Preserving open space, natural resources, and critical environmental areas
- Strengthening and directing development toward existing communities
- Providing a variety of transportation choices
- Making development decisions predictable, fair and cost effective
- Encouraging community and stakeholder collaboration in development decisions

The proposed BOA already exhibits many of these sustainable features, e.g., small lot and compact building patterns, and the availability of sidewalks. We will consider how these resources may be further enhanced or improved upon, including additional and new pedestrian linkages, etc.

A description will also explain the relationship of the proposed vision, goals, and objectives to existing community vision, revitalization strategies, and or comprehensive plans within the Town and adjoining communities. For context, it will be important to understand the implications of plans and projects in adjoining communities on the BOA.

It is anticipated that projects to be undertaken as part of this BOA process will complement existing and planned projects in the Hicksville area, adding to the vitality of the area and enhancing the quality of life throughout the community.

E. Community Participation Techniques and/or Process: The community participation component incorporates the involvement of the Town, local civic organizations, regional entities, private interests and other stakeholders. Sustainable Long Island will be tasked with overseeing and conducting extensive outreach to engage a broad spectrum of the community in the BOA Step I project, working to ensure

Northwest Hicksville BOA Step 1 Project Outline

consistent community participation, an active Steering Committee, and development of a community-driven vision, goals and objectives. The methodology will adhere to NYS DOS guidelines.

Community participation is critical to the success of the project: it will improve local understanding of and support for the project, allow the project team to receive important feedback, ensure that the project reflects community priorities and will benefit the community. A summary of the community participation process will be included in this section.

Products: Complete description of the project and Brownfield Opportunity Area boundary, including all of the elements above, and all required maps.

Task 4.2: Preliminary Analysis of the Brownfield Opportunity Area

In this task, each of the resource areas described below will be inventoried, analyzed and summarized for inclusion in the report, and accompanying figures will be prepared. The inventory and analysis of existing conditions will include the following resources:

A. Land Use and Zoning: A descriptive overview of existing land use and zoning within the proposed Brownfield Opportunity Area will be prepared including but not limited to:

- Location of study area as it relates to the community
- Total land area in acres and area in the proposed BOA
- Existing and adjacent land uses, including but not limited to, residential, retail, commercial, mixed-use, industrial/manufacturing, vacant or underutilized land, private and publicly owned land, dedicated parkland and open space, institutional uses and cultural uses
- Land area committed to each land use category
- Brownfield, underutilized, abandoned, or vacant properties that are privately or publicly owned
- Existing zoning and other relevant land use controls, including historic designations
- Local, county, state or federal economic development designations such as but not limited to Urban renewal areas, NYS Empire Zones, Federal Enterprise Business Zones, Business Improvement Districts, Industrial Parks, and Special Assessment Districts

The data will be gathered from existing real property databases and GIS mapping, and supplemented and updated based on field visits.

In addition, during preparation of the land use survey, a list of existing businesses within the study area will be prepared. We will consider whether there is a cluster(s) of businesses, e.g., retail outlets, food distributors, which should be evaluated for potential expansion and growth in the BOA or elsewhere in Town.

Products: The land use and zoning section of the report will be accompanied by maps which indicate general land use patterns generated using the tax assessor code (and modified based upon field survey), recent aerial photography annotated with specific land uses based upon field inventory, an existing zoning map with appropriate legend, and brownfield, underutilized, abandoned or vacant properties. We will analyze the conformity of the various land uses to the zoning within which the uses are located.

B. Brownfield, Abandoned, and Vacant Sites: This section provides the inventory of potential BOA sites and identifies and describes the size and condition of each of the properties. A summary document will be prepared of each brownfield, abandoned, and vacant site, including available information such as:

Northwest Hicksville BOA Step 1 Project Outline

- Size and condition
- Current ground water conditions
- Potential contamination issues based upon:
 - review of existing or historical records and reports, including existing remedial investigations
 - aerial or regular site photographs
 - field observations from locations adjacent to or near the site; or, if permission is granted, from being present on the site
 - interviews with people that are familiar with the land use history of the site
 - Any other known data about the environmental conditions of the properties in the proposed BOA, as appropriate

We will prepare a site profile worksheet template that will be utilized to summarize available information for each brownfield, abandoned or vacant site, as defined by the NYSDOS, to include at least the following:

- Site name and locations, including owner, site address, size in acres, and map location
- Current use/status
- Environmental and land use history, including environmental reports, previous owners and previous operators
- Known or suspected contaminants, and the media which are known or suspected to have been affected (soil groundwater, surface water, sediment, soil gas)
- Use potential (residential, commercial, industrial, and recreational) and potential redevelopment opportunities

It is noted that there are sites included in the NYSDEC Environmental Site Remediation Database that may be eligible for inclusion in the BOA. It is recognized that any Inactive Hazardous Waste Disposal Site Program, i.e. Superfund sites, would not be eligible for funding under the BOA. However, the status and potential reuse of these federal sites will still be inventoried and evaluated as part of the Step I process.

In our description of reuse potential for these properties, it is our intent to identify properties that can become catalysts for revitalization.

Products: The BOA Sites Inventory and Analysis section of the report will include an organized, e.g., matrix, summary of BOA site information, a full set of data sheets that provide comprehensive information about each of the sites as well as photographs and site map. The section will also include an overall map of BOA properties labeled with an identification number and table for easy reference within the BOA area.

C. Transportation and Infrastructure: This section will provide a description of transportation systems (vehicular and rail) in the study area and the area's infrastructure (water, sewer, stormwater, etc) and utilities including jurisdiction, location, capacity, and general condition.

In particular and to the extent existing data from traffic reports are available, we will characterize the levels of service of the major roads in the area, AADT traffic volumes, ridership levels on the LIRR system

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for the station in Hicksville, and other means of analyzing the existing capacity of the system. Future plans for transportation system will also be disclosed.

For utilities, we will especially map the location of groundwater wells, stormwater basins, major water and sewer lines, and will prepare a narrative on existing capacities versus demands placed on the system. We will consult with the applicable local district, county and regional agencies that oversee these infrastructure systems.

Products: Inventory and Analysis Section of the report describing and illustrating on appropriate maps the transportation and infrastructure within the BOA.

D. Land Ownership: We will utilize the GIS database provided by the Town of Oyster Bay to identify privately and publicly owned properties within the BOA. The information will be supplemented through input from the Town as needed.

We will focus on potential opportunities to assemble parcels for revitalization and redevelopment based on current and anticipated ownership patterns.

Products: This section will inventory land ownership and describe land ownership patterns including: land and acres held in public ownership (municipality, county, state, and federal); land held in private ownership; brownfields held in private or public ownership; and land committed to roads and rights-of-way. A map illustrating land ownership patterns including color coding for ownership will accompany the section.

E. Natural Resources: This inventory will look at natural resources and conditions including but not limited to: current groundwater use and conditions; surface waters and tributaries; wetlands; flood plains; erosions hazard areas; visual environment; air quality maintenance areas; and any locally, state, or federally designated resources and open space areas.

Within Hicksville, tree-lined medians still exist and street trees are prominent along certain roadways. An inventory of natural resources will consider street trees and green streetscapes, and an analysis will be provided of opportunities for “greening up” and naturalizing areas within the BOA.

Products: Report section providing an inventory and analysis of existing natural resources and appropriate maps such as groundwater elevation contours and direction of groundwater flow, local surface water bodies including man-made impoundments, and air quality nonattainment areas and or monitoring stations.

F. Summary of Preliminary Analysis and Recommendations: The results of the inventory and analysis task will be summarized in narrative form with accompanying maps, tables and charts.

The reuse potential and new development opportunities will be identified and described. The inventory and analysis will be linked with the community’s vision to identify the needs in the area and identify realistic potential future land uses such as housing, recreation/cultural uses, transit-oriented uses and commercial/office uses. Implementation techniques to be explored will include public actions (capital, public works, zoning changes and other legislative actions to incentivize private investment) and identify where private developers will be essential in realizing the community’s goals for revitalization. The report will also summarize the environmental benefits that would result from the discontinuation of certain uses and property remediation and enhancement to overall community health which would occur (in addition to overall quality of life issues).

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Recommendations will be identified through a public workshop to further develop community goals and objectives. The emphasis will be on the identification, description, and recommendations for preliminary reuse opportunities for identified sites, and other actions to revitalize the area. The results will guide the Pre-Nomination study to the next phases of study and implementation.

Products: The Preliminary Analysis of the Brownfield Opportunity and Recommendations report will include the products from the preceding inventory sections, all figures, and summary of analysis and recommendations to achieve the community vision. The report will include the site inventory sheets and overall maps which illustrate cluster areas that have the opportunity to be planned comprehensively and those sites whose redevelopment are expected be catalysts in the overall revitalization of Northwest Hicksville.

5. Component 5 – Completion and Approval of the Pre-Nomination Study

Task 5.1: Draft Pre-Nomination Study

A Pre-Nomination Study, including all of the Tasks in Component 4 that reflect or address the ideas and views expressed during the community participation process, will be drafted. The document shall include, as necessary, a revised vision statement, goals and objectives, and provide a preliminary set of development and community revitalization opportunities to address the identified goals and objectives.

Ten (10) copies of the draft Pre-Nomination Study will be submitted, including three electronic copies, consistent with Attachment A to the Town's agreement with the NYSDOS. No additional copies of the draft Pre-Nomination shall be printed or distributed without the approval of the NYSDOS.

Task 5.2: Final Pre-Nomination Study

A Final Pre-Nomination Study will be prepared and submitted in the required number of copies. The Final Pre-Nomination Study will incorporate comments received on the Draft Pre-Nomination Study.

Task 5.3: Application for Project Advancement

Upon completion of all tasks, the NYSDOS will advise the Town as to whether an application should be submitted to complete Nomination of the proposed Northwest Hicksville BOA. The Town will prepare the application with consultant assistance.

Products: Completed application to continue work under the BOA Program.

6. Component 6 – NYS Environmental Quality Review Act

Documents will be prepared in order to comply with the regulations implementing SEQRA, including completion of a full Environmental Assessment Form. If sufficient information is provided by the Pre-Nomination Study, the Town may make a SEQRA determination of significance, i.e., a Negative Declaration or a Positive Declaration.

Task 6.1: Environmental Assessment Form

A Full Environmental Assessment Form (EAF) will be prepared. A Part I EAF will be prepared, and as necessary, a Part II and III EAF. The Consultant Team will assist the Town in the preparation of all resolutions and notices required under SEQRA for this proposed action.

Northwest Hicksville BOA Step 1 Project Outline

Task 6.2: Lead Agency

If required, the Town will circulate the completed Part I EAF and request lead agency status under SEQRA. With regard to SEQRA, the Town and the NYSDOS are involved agencies, since the BOA will be designated by the NYS Secretary of State, and may be locally adopted. The NYSDEC is a potential involved agency since Site Assessments undertaken through the BOA program will be funded and administered by the NYSDEC.

Task 6.3: Environmental Assessment and Determine Significance

Based upon the resources identified in the Part II EAF, a Part III may be required. If sufficient information is provided by the Pre-Nomination Study, the lead agency shall make a Determination of Significance and file the required notices.

Products: Completed Full Environmental Assessment Form and Determination of Significance, if required. As the Pre-Nomination will not result in any adoption of local laws or new development, SEQRA may be deferred to later phases (Step II or III).

7. Component 7 – Project Reporting

Task 7.1: Project Summary

A brief project summary will be prepared for use in presentations to various stakeholders. The project summary will follow the format and content provided by the NYSDOS to be consistent with other such summaries produced by other participating communities, and will include:

- **Community Context;** a one-paragraph description, including a brief history of the community's development and a description of current conditions
- **Project Description;** a description of the study area in terms of size and character, number of brownfields, and specific issues being addressed
- **Key Redevelopment Objectives;** described in terms of redevelopment, community revitalization, job creation, public infrastructure, amenities, and natural resource protection or enhancement, as appropriate
- **Revitalization Needs;** a list of specific revitalization needs, including, but not limited to: housing, retail, mixed use, industrial, recreational, cultural, and infrastructure needs

Product: Completed project summary in a format provided by NYSDOS.

Task 7.2: Semi-Annual Reports

NYSDOS semi-annual reports will be prepared by the Town, with the assistance of the Consultant Team, which will document the extent of work accomplished, any problems encountered, and any assistance needed. If a payment request is submitted, the semi-annual report may be submitted as part of the payment request.

Products: Completed semi-annual reports.

Appendix B. Community Participation Plan



Northwest Hicksville Brownfield Opportunity Area Pre-Nomination Study **Community Participation Plan**

April 2013

Town of Oyster Bay, New York



OUTLINE

SECTION 1: INTRODUCTION

THE STUDY

PROJECT TEAM

COMMUNITY PARTICIPATION PLAN

SECTION 2: NW HICKSVILLE BOA

SITE LOCATION

SECTION 3: SCOPE OF WORK

PROJECT SCOPE

SECTION 4: COMMUNITY PARTICIPATION ACTIVITIES

NW HICKSVILLE BOA STEERING COMMITTEE

PUBLIC MEETINGS

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APPENDICES

APPENDIX 1 – MAP OF STUDY AREA

APPENDIX 2 – STEERING COMMITTEE MEMBERS

APPENDIX 3 – PROJECT SCHEDULE

SECTION 1: INTRODUCTION

The Town of Oyster Bay (Nassau County) received a grant from the New York State Department of State (NYSDOS) to undertake a Brownfield Opportunity Area (BOA) Study in the Northwest area of Hicksville to examine the potential reuse and revitalization of vacant and underutilized properties within the neighborhood.

Brownfield Opportunity Area Program

Successful community revitalization takes advantage of existing assets, opportunities, and resources, building upon these to improve communities. Underutilized sites, such as vacant lots or buildings, located in neighborhoods, downtowns, commercial or business corridors, and near waterfronts, often present some of the best opportunities for future revitalization.

The New York State (NYS) BOA Program provides financial and technical assistance to help municipalities and community organizations identify and implement revitalization strategies for their communities with an emphasis on underutilized sites whose redevelopment is complicated by past uses. Funded by the NYSDOS, these grants are designed to identify solutions for a range of problems posed by brownfields; build consensus with regard to future uses of strategic sites; and create partnerships necessary to leverage funding to support community revitalization.

A brownfield is any site where redevelopment or re-use is complicated or challenged by prior land use.

The NYS BOA Program is a three-phase planning program that engages community members in developing and refining a vision for the future and helps communities foster redevelopment of brownfield sites and other underutilized properties with potential for revitalization. As an area-wide program, it addresses multiple brownfield sites in a given area rather than deal with single sites in isolation, increasing the potential for greater positive impact on the community. The NYS BOA program enables communities to realize a vision for community revitalization and to develop implementation strategies to begin the process necessary to return the sites to productive or beneficial uses. Program outcomes include:

- *Effective strategies to achieve revitalization.*
- *Priorities for investment.*
- *Public and private partnerships.*

The Northwest (NW) Hicksville BOA project is currently in the first phase, or Step I: Pre-Nomination Study. Throughout the course of the Step I Pre-Nomination Study, the Team will work with the community and Steering Committee to complete the following activities:

- Identify and describe a manageable study area.
- Initiate community outreach and facilitate participation in the process.
- Complete a preliminary inventory and analysis of the study area that identifies compelling opportunities for revitalization.

Northwest Hicksville BOA Step 1 Community Participation Plan

- Create a common vision that describes the area's potential for revitalization and realistic goals and objectives that will serve as a framework to guide the revitalization.

Project Team

The Town of Oyster Bay has chosen Holzmacher, McLendon & Murrell, P.C Architects + Engineers (H2M) as the primary consultant to lead this project. H2M has selected two sub-consultants Nelson, Pope & Voorhis (NP&V), and Sustainable Long Island (SLI) to assist with the project (the Project Team). The Town's Department of Economic Development will manage this project, working closely with the consultant team and in collaboration with the NYSDOS and NYSDEC. Mr. James McCaffrey, Assistant Commissioner, is the project manager for this effort.

Sustainable Long Island was specifically selected to oversee the community participation component of this BOA project, as the agency is a local community-based organization with extensive experience leading participation processes for BOA projects in Long Island.

In addition, as part of the BOA project, a Steering Committee has been established to guide the preparation of the NW Hicksville BOA Step I Pre-Nomination Study. The Steering Committee is comprised of key leaders from the community such as representatives of local businesses, the Chamber of Commerce, civic groups, the school district, and other community advocates, as well as representatives of local service providers and agencies, and key Town, County, and State government. The Project Team will consult with the Town and Steering Committee throughout the course of this project.

Community Participation Plan

Authentic community participation is a key element of any successful land use, community revitalization or development strategy. To this end, the BOA Program is designed to seek input from various stakeholders throughout all three steps of the Program through the creation of a community advisory or steering committee, public meetings, workshops, presentations, educational forums, and other interactions in a manner that is flexible so that each community's participation process meets local needs and builds upon local practices.

Community participation and public outreach serves to inform the community about the project as well as to gather information about the area, corridor, or properties. It provides opportunities for the community to participate in forming the plan, building community understanding and support. This study involves significant public participation designed to gather input and receive guidance from various stakeholders in Northwest Hicksville.

The purpose of this Community Participation Plan (CPP) is to outline mechanisms that will foster communication and build understanding between the Town of Oyster Bay, the Northwest Hicksville community, State and local agencies, and the Project Team during the course of the NW Hicksville BOA study. The CPP describes the Project Team's approach to community participation. It outlines techniques and processes by which community participation will be incorporated throughout the BOA project, including partners and stakeholders involved; how information will be shared with the public; and opportunities for community members to contribute to the creation of a vision and revitalization strategy, as well as to voice issues, concerns, and opportunities. Through the public participation process, the NW Hicksville BOA Consultant Team will provide professional insights and analyses about the project area

Northwest Hicksville BOA Step 1 Community Participation Plan

and rely heavily upon input from the Steering Committee and local stakeholders in developing a vision for the future, conducting outreach, and developing strategies for revitalization.

This CPP has been designed to be flexible and responsive to any unique challenges with regard to community outreach. As the process unfolds, the team may determine that specific strategies may be more appropriate for purposes of soliciting public input. A number of alternative strategies or soliciting public input are identified herein.

The details of the community participation components of the project are discussed in later sections of this document.

SECTION 2: STUDY AREA

As seen in Figure 1 below, the NW Hicksville BOA study area comprises approximately 1,100 acres and is located in the Northwest portion of the hamlet of Hicksville, in the Town of Oyster Bay, Nassau County, New York. The area is bordered by the Northern State Parkway to the north; North Broadway and Newbridge Road to the east; Old Country Road to the south; and the Town Line to the east (the Town Line roughly corresponds to Cantiague Lane from the Northern State Parkway to West John Street, and Cantiague Rock Road south to Old County Road).

The study area contains significant community features, including Cantiague Park, the Hicksville Long Island Rail Road station, the Hicksville Post Office, Broadway Mall, and Stop & Shop. The study area is characterized by predominantly single-family detached residential uses and various industrial, heavy commercial and commercial uses concentrated in the southern portion of the study area, along West John Street and Duffy Avenue. These two roads straddle either side of a Long Island Railroad right-of-way. Retail and commercial uses are concentrated along Broadway and Old Country Road. The properties shown in green below have been identified as potential brownfield sites as identified in the grant application submitted to the NYSDOS.

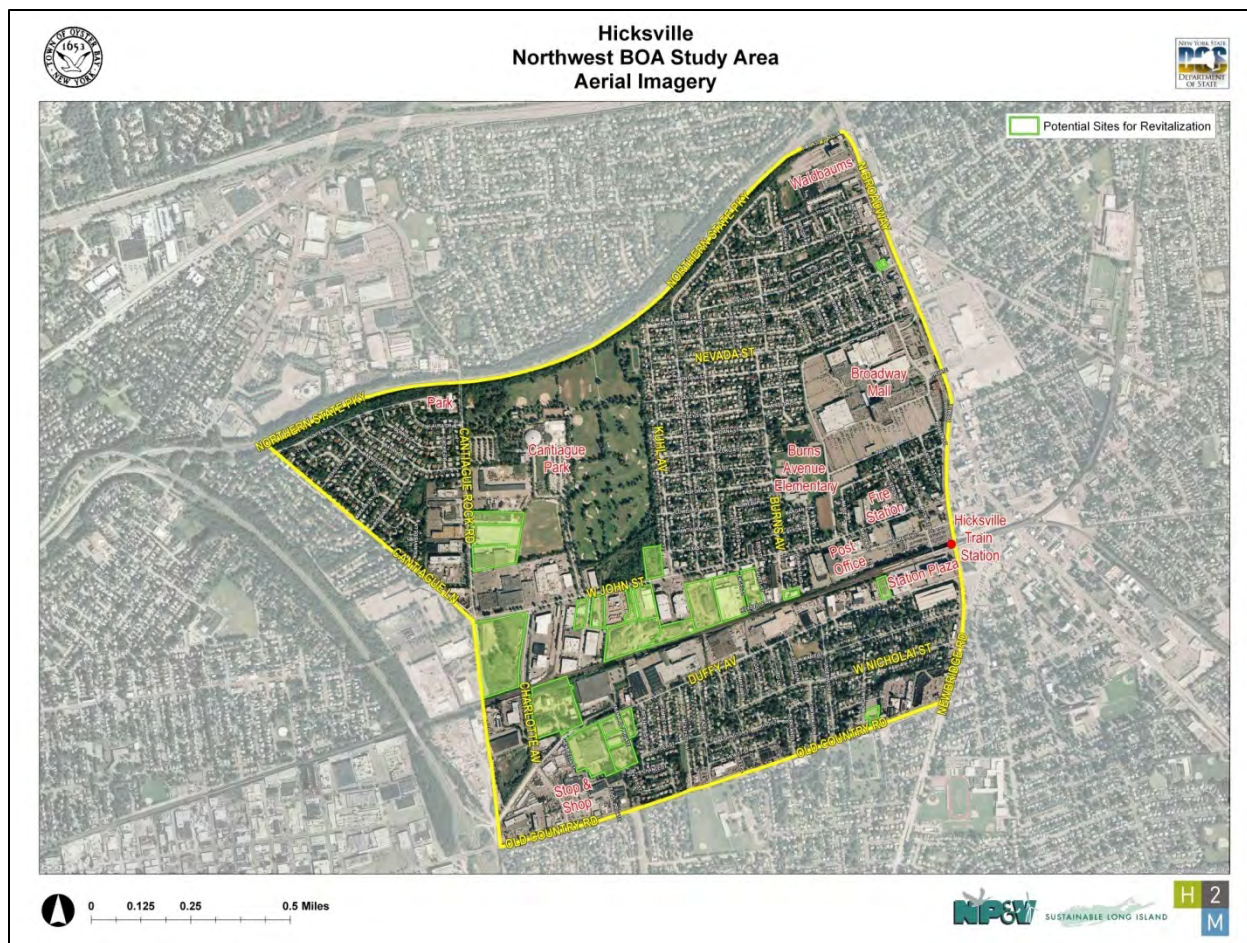


Figure 1 Northwest Hicksville BOA Study Area

A larger map of the Northwest Hicksville BOA study area can be found in Appendix 1.

SECTION 3: SCOPE OF WORK

PROJECT SCOPE

The NYS BOA Program is a three-step process that includes the following phases: Step 1 – Pre-Nomination Study, Step 2 – Nomination Study, and Step 3 – Implementation Strategy. Each step allows a community to progressively examine existing conditions, brownfields and sites for potential revitalization, and identify redevelopment strategies, with each new step building on the work done and information gathered previously.

The NW Hicksville BOA is currently in the first phase, Step 1 Pre-Nomination study. This phase consists of: identifying the study area and potential sites for revitalization and redevelopment; examining land use patterns and collecting information about the area and particular brownfields or underutilized sites (a preliminary inventory and analysis) that identifies compelling opportunities for redevelopment; creating a common vision that describes the area's potential redevelopment; and developing recommendations,

Northwest Hicksville BOA Step 1 Community Participation Plan

goals, and objectives that serve as a framework to guide revitalization of the BOA and the municipality's intentions to participate in subsequent steps of the NYS BOA Program.

Step 1 is also the phase in which community participation is initiated. The Project Team identifies government/agency, private sector, and community partners needed to inform the process, foster communication, and build support for the project, and forms the Steering Committee to guide the Step 1 Pre-Nomination study. The NYS BOA program presents opportunities to build upon relationships with planning and development agencies, state and local governmental agencies, private developers, local businesses, and other community stakeholders to foster revitalization of the BOA study area.

Tasks in the NW Hicksville BOA Pre-Nomination Study include:

- Identify and describe the study area and prepare an overview that provides the context for the BOA, including land use patterns, demographics, a community profile, and maps;
- Engage local government and community stakeholders by establishing a Steering Committee and facilitating community outreach and participation through meetings, presentations, and workshops;
- Identify and describe existing and potential brownfields and other underutilized sites in the study area and their potential for revitalization;
- Analyze redevelopment and reuse opportunities for identified sites and develop recommendations and action steps to advance redevelopment or revitalize the area; and
- Develop a common vision, goals, and objectives to serve as a framework to guide revitalization.

SECTION 4: COMMUNITY PARTICIPATION ACTIVITIES

Community participation will be one of the driving forces behind the successful revitalization of the Northwest Hicksville BOA. This section of the CPP summarizes the strategies and techniques that will be used to foster effective, consistent communication between the Project Team, Steering Committee, and broader community throughout the project. The CPP is designed to maximize community participation, with techniques aimed at informing the community about the project and for community members to participate in developing the plan, ensuring community understanding and support.

COMMUNITY OUTREACH TOOLS & STRATEGIES

The Project Team will use a number of tools and outreach methods to reach a broad spectrum of community members and facilitate effective communication between the Project Team, Steering Committee and the general Northwest Hicksville community.

Community Contact List: Throughout the course of the project, the Project Team, with input from Steering Committee members, will assemble and maintain a community contact list. This list will include contact information for the individuals and organizations contacted or who participated in various project components, such as the Steering Committee and others who contact the project team to express interest in participating or learning about the project. The list will be used regularly to track outreach activities, contacts, and participation and to keep track of contacts informed of project progress.

Northwest Hicksville BOA Step 1 Community Participation Plan

Other Communication and Outreach Tools: The Project Team will strive to communicate project goals, concepts, issues, activities, and progress in a clear and effective manner. To accomplish this, the Team will work closely with the Project Manager and Steering Committee and use a variety of communications tools, including traditional materials as well as social media.

One example of such communications tools is an informational handout prepared for the Hicksville Street Fair in July 2012. The handout provided an overview of the NYS BOA process as well as the NW Hicksville Step I Pre-Nomination Study project. (Concurrently there is a BOA Step II Nomination Study project under way in the southeast section of Hicksville; the Project Team included information about this study on the reverse of the handout).

The Project Team will develop Quick Response (QR) codes to include on printed materials that when scanned using a smartphone, will take viewers to a website with information about the project. The Team will make use of online information sources and email to communicate with the Steering Committee and the Northwest Hicksville community in general.

NW HICKSVILLE BOA STEERING COMMITTEE

A Steering Committee has been established to provide guidance and serve as an advisory group to the Project Team throughout the duration of the BOA project. The role of the Steering Committee is to provide local knowledge and expertise about Northwest Hicksville, including guidance on community outreach and engagement, build community understanding and support for the project, assist in identifying and prioritizing brownfield sites, and to review and provide input on study findings and draft documents. As with any NYS BOA Project, community participation is key. The Project Team will look to the Steering Committee for input as to how best to reach the community, in creating the vision for the Northwest area of Hicksville, and identifying priorities for investment.

The Steering Committee is comprised of individuals who represent a broad spectrum of Hicksville, including representatives of Northwest Hicksville community and civic groups, local agencies, state, county, and town government, business and property owners, and residents of the study area. A list of Steering Committee members can be found in Appendix #2.

As the NW Hicksville BOA moves forward, the Project Team will work closely with the Town of Oyster Bay, providing updates to New York State Department of State and New York State Department of Environmental Conservation to keep them apprised of project activities and progress. Throughout the course of the project, the Project Team and Steering Committee will meet regularly to discuss progress and to keep the community informed about activities and the status of the project. These Steering Committee meetings will generally coincide with significant project milestones and will occur throughout the project time period. Sustainable Long Island, which is primarily responsible for community participation and outreach, will prepare meeting agendas and minutes, and working with the Project Team and the Town of Oyster Bay, will communicate with or distribute materials to the Steering Committee via email. The Project Team will solicit ideas, provide information, and keep the dialogue going and facilitate free-flowing sharing of information between and among Committee members and the Project Team.

Northwest Hicksville BOA Step 1 Community Participation Plan

Steering Committee Kick-Off Meeting: An initial Steering Committee Kick-Off meeting for the NW Hicksville BOA Step I took place on June 20, 2012 at the Town of Oyster Bay's Hicksville Community Center. During this meeting, Sustainable Long Island presented an overview of the NYS BOA program, the NW Hicksville BOA Step I project components and study area, the role of the Steering Committee, and facilitated dialogue about how best to engage community members and encourage participation, and build understanding and support for the project.

PUBLIC MEETINGS

To maximize community participation, the Project Team will facilitate a variety of meeting types including Steering Committee meetings (as described above) as well as large public meetings/workshops, and small focus group meetings throughout the course of the project.

Small Group Meetings: The Project Team will work with the Steering Committee to identify key stakeholder groups and organizations that have been or will likely be involved with community revitalization efforts and redevelopment of potential brownfields or other sites for potential revitalization. Groups to participate in these meetings may include, but are not limited to, public and private sector individuals such as private land or business owners and neighborhood groups such as the various civic associations within the study area. Individual small-group meetings will help the Project Team understand the concerns, issues, priorities, and ideas for redevelopment, and to gather a collective vision for the future of the study area. The small-group setting is ideal for facilitating open communication and dialogue, allowing people to express ideas more freely than in large-group settings.

The Project Team will hold up to four (4) one-hour small group meetings prior to the first public workshop. During these meetings the Project Team will present information about the NW Hicksville BOA Step I project and gather feedback from attendees. This early input is designed to identify key issues and concerns as well as to build relationships with and support for the project among and with key community groups.

Small Group Meetings were held with the following groups.

- **Northwest Civic Association (Nov. 19, 2012)** – A regular monthly meeting was held on November 19, 2012 and was attended by 32 people. The Civic Association invited the Project Team to come speak to members about the BOA Project. The presentation provided information to attendees about the New York State BOA program and process, the Northwest Hicksville BOA Step I study area and project, the Project Team, and announced the upcoming Public Open House workshop on January 17, 2013.

As the Northwest Hicksville BOA study area generally corresponds with the boundaries of the Northwest Civic Association, the Association serves as one of the primary contacts within the community. The presentation emphasized that this project is building on previous planning efforts and focuses on Brownfield sites - underutilized, vacant and other sites with potential for revitalization. The Project Team encouraged attendees to think about what they want to see in Northwest Hicksville – the types of businesses, the look and feel of the various areas within the study area – and come to the workshop prepared to discuss their ideas and priorities.

Northwest Hicksville BOA Step 1 Community Participation Plan

- ***Hicksville Chamber of Commerce (Nov. 20, 2012)*** – The Project Team was invited to give a presentation at the Chamber of Commerce’s November 20, 2012 meeting to provide information about both the Northwest and Southeast Hicksville BOA projects and announce the first Public Open House workshop for the Northwest Step I project set for January 17, 2013. The Chamber sent via email, and posted on its website, an announcement about the presentation to encourage attendance. It is estimated between 15 and 20 people attended the meeting. Project Team representatives provided general information about the New York State BOA program and process as well as specific information about the Northwest Hicksville Step I and the Southeast Hicksville Step II projects, work done to-date, and announced the Public Open House workshop for the Northwest BOA on January 17, 2013.
- ***Midland Civic Association (Nov. 27, 2012)*** – The Project Team attended a regular meeting of the Midland Civic Association on November 27, 2012 to give a presentation about the Northwest Hicksville BOA project. The presentation provided information about the New York State BOA program and process, the Northwest Hicksville BOA Step I study area and project, the Project Team, and announced the Public Open House workshop taking place on January 17, 2013.

After the presentation, a brief discussion took place during which participants asked general questions and were encouraged to think about the potential for underutilized sites within the Northwest study area. It was generally stated that what happens in the Northwest area of Hicksville should complement the downtown area. The Project Team urged attendees to think about what they want to see in Northwest Hicksville – the types of businesses, the look and feel of the various areas within the study area – and come to the January workshop prepared to discuss their ideas and priorities.

- ***Steering Committee Subgroup Field Visit (January 3, 2013)***. A subgroup of the Steering Committee conducted a field trip to examine the project area and to point out potential Brownfield locations. This field survey was conducted after the preliminary list of Brownfield sites had been updated as per the data gathered. Additional properties were called out as potential underutilized sites. Sustainable Long Island made notes of participant comments.

Public Open House Workshops: The Project Team will hold two (2) public open house workshops, one in the beginning of the project, after data has been gathered in terms of baseline data so that the Project Team has a sufficient information about the Study area to communicate to participants. The primary purpose of the first open house workshop will be to solicit comments from the public on a vision for Northwest Hicksville BOA. The purpose of the second workshop will be present a draft vision for the area, and present findings gathered during the data collection process, especially regarding vacant and underutilized sites. Feedback will be solicited from participants. In addition, the Project Team will hold an in-house planning session with key stakeholders to review preliminary information and results of the first public open house workshop.

Public Open House #1 (January 17, 2013): Using preliminary information gathered during initial Steering Committee meetings and Small Group Meetings, along with the inventory and analysis, the Project Team facilitated a visioning workshop to gather input from a range of local residents, business/property owners, and other stakeholders within the study area and Hicksville.

Northwest Hicksville BOA Step 1 Community Participation Plan

Public announcement of the workshop took a number of forms, including:

- An announcement published in Newsday;
- Announcement on Verizon Fios¹;
- Announcement on Town of Oyster Bay website and Supervisor Venditto's Facebook Page;
- Announcement on Hicksville BOA section of Sustainable Long Island's website and in Sustainable Long Island's e-newsletter;
- Save-the-date flyer handed out at local event at Hicksville Middle School in November 2012;
- A flyer dropped off to Chamber and businesses;
- Communication with the Northwest Civic Association and Chamber of Commerce to circulate reminder announcements to members;
- Announcements at Small Group Meetings prior to workshop (with Northwest Civic Association, Chamber of Commerce, and Midland Civic Association);
- Individual invitations to Steering Committee members and list of community contacts

The interactive workshop included an overview of the BOA program and the purpose and scope of the project, a brief presentation of existing conditions, as well as interactive exercises designed to help develop a draft vision statement, goals, and objectives. The Project Team solicited initial input from participants to guide development of the vision, goals and objectives for the study area, as well as input on assets, opportunities, strengths, and challenges within Northwest Hicksville. The Project Team facilitated a participatory process with open dialogue, brainstorming, and prioritizing of ideas. The information that was collected will help shape the preliminary vision, goals, and objectives; opportunities for redevelopment; and new uses desired by the community.

Exercises included:

- **Visioning - What do you value? What is important to you in your community?** Each participant was provided 3 Post-It Notes. On each Post-It, the participant wrote one word or phrase that expresses a characteristic or something valued in a community (not necessarily Hicksville, but a place where participants like or would like to live or do business)
- **Vision Statements** – Each participant was given one index card and asked to write two to three sentences describing how he or she would like Northwest Hicksville to look and feel in the future. The exercise was designed to elicit initial input on an overall vision and priorities for the study area.
- **Priorities for Revitalization (sub-areas)** – The study area was broken down into five sub-areas to focus attention on priorities within specific areas. Participants sat at tables where two large format maps were provided – one each of two different subareas. Using the maps and large flip charts, the groups identified a series of issues and opportunities to address for each sub-area. Participants were asked, during this exercise: How is this area used and perceived? What is the overall vision for this area? What types of uses or businesses should be located there? What would you like to see change? Stay the same?
- **Additional Opportunity to Comment** - If an individual had ideas about other areas that did not get discussed at his or her table, maps of the study area were posted on a wall with space for additional comments and ideas.

Northwest Hicksville BOA Step 1 Community Participation Plan

The visioning workshop and subsequent outreach effort to create a vision for the community will build upon the inventory and analysis of existing conditions, which will be presented to and discussed with the Steering Committee to provide better context and understanding of the assets and opportunities within the study area.

Sustainable Long Island was responsible for logistics such as coordinating with the Town to secure space, disseminating information about the Public Open House workshop, ensuring announcements were posted in relevant, visible places, and distributed to and by the Steering Committee to maximize participation. Sustainable Long Island prepared guidelines for facilitators, the PowerPoint presentation, and, in collaboration with the Project Team, developed the workshop activities. H2M and NP&V were responsible for preparing information about the inventory of properties and analysis, as well as preparing large maps, background information on each sub-area, and other relevant material.

Public Survey: While the first public open house workshop was successful and generated many interesting ideas as well as a sense of the community's vision, the Project Team felt that attendance was less than optimal. It is noted that during the time period within which this Study is being conducted, Hurricane Sandy struck Long Island at the end of October 2012. Subsequent to Hurricane Sandy, Oyster Bay governmental staff and citizens were subjected to prolonged utility outages, gas shortages, and recovery and rebuilding efforts. The public open house workshop was postponed from its original date in December 2012 to be sensitive to these other pressing priorities and to avoid the holiday season. Lastly, it is our understanding that recent planning efforts conducted in downtown Hicksville prior to the launch of the Northwest BOA project may have "tired" some of the public from attending another public meeting, especially subsequent to the hurricane.

As a result, the Project Team has determined that another method of facilitating public input should be used – one that minimizes a participant's need to travel to or attend a meeting, but one that is equally effective at soliciting substantive comments. The Project Team will administer a survey to seek additional comment. The public survey will be made available online, and questions similar to those asked at the public workshop will be presented in the survey. In addition, hard copies of the survey will be made available at the Hicksville Library and other repositories selected in consultation with the Town.

Notification cards will be mailed to residences and businesses within the study area to inform the public of the availability of the survey and encourage participation. Using previously successful survey outreach as a guide, Sustainable Long Island will also design a flyer announcing the survey and print up to 50 copies and distribute them throughout the study area, including hanging flyers in strategic locations, such as the Town's Recreation Center, the William P. Bennett Community Center, the Hicksville Library, local supermarkets, and others. Electronic outreach for the survey will include: email announcements to the Steering Committee and community contact list encouraging people to spread the word; an announcement on Sustainable Long Island's website that includes a link to the survey; an announcement in Sustainable Long Island's e-newsletter; and possible announcements through the Town's social media outlets. A draft of the survey has been prepared, and the community survey will tentatively be made available to the public at the end of March/beginning of April 2013.

In-House Planning Session: Following the first Public Open House workshop, the Project Team will facilitate an In-House Planning Session with key stakeholders, including certain members of the Steering Committee and other individuals or groups who represent important perspectives and interests within the community.

Northwest Hicksville BOA Step 1 Community Participation Plan

The In-House Session will be designed to review the inventory and analysis done by the Project Team along with input received through the interactive public open house workshop and community survey. During this session, the Project Team will provide an update on the project, present an overview of the inventory & analysis, and review the preliminary vision, goals, and objectives, and facilitate discussion of issues, opportunities, concerns, and ideas for redevelopment within the study area not already addressed.

Sustainable Long Island will be responsible for coordinating invitations and logistics of the session. Representatives from each of the firms/agencies on the Project Team will participate.

The proposed date, time and location for the *In-House Planning Session* are to-be-determined but the session would occur subsequent to administering the public survey.

Public Open House #2: The second Public Open House will build on input and feedback received during the first Public Open House workshop, the In-House Planning Session, and the Public Survey; it will focus on refining and clarifying the collective vision of the community. The meeting will be structured as a presentation with an interactive session. The Project Team will provide the Northwest Hicksville community with a general update on the project, and will review information gathered during the first Public Open House and through analysis of the study area. The Team will present the preliminary vision, goals, and objectives and facilitate an interactive session to elicit community input on concerns, issues, and opportunities within the study area and seek additional input on the vision, goals, and objectives. During the interactive portion of Public Open House #2, the Team may choose to divide participants into smaller groups to facilitate better more open dialogue, depending on the amount and type of information needed at the time.

Sustainable Long Island will be responsible for logistics such as securing a location, and promoting and advertising the second Public Open House to maximize participation. Sustainable Long Island will ensure that announcements are posted in relevant, visible places and distributed widely, with help from the Steering Committee. H2M and NP&V will be responsible for preparing information about the inventory and analysis, and preparing large maps, visuals, and other relevant materials. The Project Team will be responsible for giving presentations, facilitating discussion, and engaging the community during the Open House.

The second Open House meeting will be announced a minimum of two weeks in advance via email, local online community calendars, newspapers, and flyers displayed at the Library and in local businesses. A save-the-date announcement will be made one month in advance. The Steering Committee will assist with publicizing the second Public Open House by distributing or posting announcements to the community through community group emails, websites, posting and handing out flyers, and more. Sustainable Long Island will print flyers to be distributed throughout the community and posted at key community locations like the Recreation Center, the William P. Bennett Community Center, the Hicksville Public Library, and supermarkets. Official announcements made on behalf of the Town of Oyster Bay, such as a press release, will be coordinated through the Town's Public Information Office.

The location, date, and time of *Public Open House #2* are to-be-determined.

Northwest Hicksville BOA Step 1 Community Participation Plan

PUBLIC NOTIFICATION PROCEDURES

The Project Team will work with the Town's Project Manager and the Town's Public Information Office in soliciting community participation through press releases in the appropriate local papers such as the Hicksville Illustrated News, the Mid-Island Times, and This Week (the local Penny Saver); placing information on the Town's website, and making direct phone calls to heads of community-based organizations, local businesses, and property owners. Sustainable Long Island will take the lead on coordinating these activities with the Town's Project Manager and other Town staff, with input from the Project Team. Sustainable Long Island has created and is maintaining a section of its website dedicated to the NW Hicksville BOA project, which contains background information, announcements about upcoming public Open Houses, opportunities to get involved and find out more information about the project, and relevant documents prepared by the Project Team that are appropriate for distribution, as determined by the Town's Project Manager and Project Team. This website is available at: <http://sustainableli.org/what-we-do/brownfields/hicksville-boa/>.

Sustainable Long Island is responsible for preparing informational handouts, such as the general informational handout that was available at the Town of Oyster Bay's information table at the Hicksville Street Fair on July 22, 2012. The handout included background information on the NYS BOA program along with some details about the NW Hicksville BOA Step I project and the BOA Step II project that is currently under way in the Southeast area of Hicksville. Other informational flyers have been developed in collaboration with the Town and Project Team and were distributed at Small Group Meetings and the First Public Open House workshop.

In accordance with Town guidelines, Sustainable Long Island will work with the Town and Project Team to prepare a press release/announcement in time to officially publicize the Public Open House meetings in the local newspaper(s) a minimum of two (2) weeks prior to the workshop dates. Target publications include the Hicksville Illustrated, Mid-Island Times, and Newsday. Sustainable Long Island will also coordinate through the Town to leverage its relationship with reporters at Newsday who cover Hicksville and have expressed interest in this project.

A community contact database has been created and is being maintained by Sustainable Long Island, tracking individuals and organizations that request to receive information about the project, as well as the nature of communication with various groups, organizations, and individuals. This list will be the basis for email announcements to be sent out regarding public workshops and opportunities to get involved. It is noted that SLI has also collected all sign-in sheets for the various public participation events, and has been keeping a tally of participants at each venue.

Sustainable Long Island will share information about the project and Public Open House meetings with organizations represented on the Steering Committee, including the Hicksville Chamber of Commerce and the Hicksville Community Council, and request that announcements about the workshops are posted on their websites to encourage broad participation. In addition, Sustainable Long Island will announce the workshops on its website, through an email distribution list dedicated to updates about the NW Hicksville BOA project, and will work with the Town's Public Information Office to post them on the Town's website as well. In addition, Sustainable Long Island will work with the Town to include information about upcoming project activities in the newsletters of Town Council representatives.

Northwest Hicksville BOA Step 1 Community Participation Plan

INFORMATION REPOSITORIES

Official information, reports, and documents associated with this project will be available through the Town of Oyster Bay's Department of Economic Development, located at:

Town of Oyster Bay
Department of Economic Development
4 Audrey Avenue
Oyster Bay, NY 11771
(516) 624-7890

The Department's website is:

http://www.oysterbaytown.com/index.asp?Type=B_BASIC&SEC={ACBE4BB1-52B6-4042-9B84-7D7D8F74503F}

A copy of the approved final Northwest Hicksville Pre-Nomination Study will be made available at the Hicksville Public Library.

Information about the project will also be made available via a section of Sustainable Long Island's website dedicated to the Hicksville BOA projects: <http://sustainableli.org/what-we-do/brownfields/hicksville-boa/>.

LOCAL, STATE, AND FEDERAL CONTACTS

The following information provides contact information for local, state and federal agencies participating in the Northwest Hicksville BOA Step I project.

New York State Department of State (DOS): The DOS is the primary sponsor of the Northwest Hicksville BOA and has provided funding for the project. In addition, the DOS will provide oversight, direction, and technical assistance throughout the duration of the project. Contact information for the DOS representative for this project is provided below:

David Ashton and Sarah Crowell
Brownfield Opportunity Area Program
New York State Department of State, Division of Coastal Resources
41 State Street
Albany, New York 12231-0001
(518) 474-6000

Town of Oyster Bay: The Town of Oyster Bay is responsible for the administration and project management of the Northwest Hicksville BOA. Contact information for the Town's primary representative is listed below:

Northwest Hicksville BOA Step 1 Community Participation Plan

Hon. John Venditto, Town Supervisor

Town of Oyster Bay

54 Audrey Avenue, Oyster Bay, NY 11771

516- 624-6350

Project Manager: James McCaffrey, Deputy Commissioner

Town of Oyster Bay Department of Economic Development

54 Audrey Avenue, Oyster Bay, NY 11771

516-624-7893

Project Team Members:

Bonnie Franson, AICP, Department Manager of Land Use/Environmental Planning & Jessica Giorgianni, AICP, Senior Project Planner

Holzmacher, McLendon & Murrell, P.C (H2M)

575 Broad Hollow Road

Melville, NY 11747

845-499-2264

Kathryn J. Eiseman, AICP, Partner/Division Manager - Environmental & Community Planning & Jon Klein, Director of Grants Management Services

Nelson, Pope & Voorhis, LLC

572 Walt Whitman Road

Melville, NY 11747

631-427-5665

Amy C. Engel, Executive Director & Erin Thoresen, Senior Program Coordinator

Sustainable Long Island

399 Conklin Street, Suite 202

Farmingdale, NY 11735

516-873-0230

SECTION 5: SCHEDULE

The project commenced during the summer of 2012 and is expected to continue for approximately twelve (12) months. The project schedule is included in Appendix #3. This schedule will be amended as required to best meet the needs of the project as it moves forward.

ACTIVITIES & EVENTS

- June 20, 2012 – the first Steering Committee meeting took place at the Hicksville Community Center.
- July 21, 2012 – the Project Team put together an informational handout describing the Northwest Hicksville BOA Step I and the Southeast Hicksville BOA Step II.
- The Project Team will begin small group meetings in the fall of 2012 and will conduct them over the course of several weeks leading up to Public Open House #1.

Northwest Hicksville BOA Step 1 Community Participation Plan

- The Project Team was invited to present at the Midland Civic Association meeting on October 30, 2012 at the Hicksville Community Center, but this meeting was canceled due to Hurricane Sandy. The meeting was held on November 27, 2012.
- Northwest Hicksville Civic Association meeting - Monday November 19, 2012 at the Hicksville Community Center
- Hicksville Chamber of Commerce – Tuesday November 20, 2012 at Peppercorn's Restaurant
- Steering Committee Subgroup Field Visit – January 3, 2013.
- Public Open House Workshops – Open House #1 January 17, 2013, at the Hicksville Community Center
- Public Survey – to be administered in April 2013.
- Inhouse Planning Session – May 2013.
- Open House #2 is anticipated to take place in June 2013.

APPENDICES

APPENDIX 1 – MAP OF STUDY AREA



APPENDIX 2 – STEERING COMMITTEE MEMBERS

- Northwest Civic Association of Hicksville
 - Hicksville Community Council
 - Duffy Park Civic Association
 - Jericho Gardens Civic Association
 - Hicksville Chamber of Commerce
 - Hicksville Water District
 - Hicksville Fire Department
 - Hicksville Fire District
 - Hicksville Public Schools
 - Long Island Power Authority
 - Long Island Rail Road
 - Nassau County Police Department
 - Nassau County Executive, Hon. Edward Mangano
 - Nassau County Legislature District 17, Hon. Rose Marie Walker
 - New York State Department of State Division of Coastal Resources/BOA Program and Division of Environmental Remediation
 - New York State Department of Environmental Conservation
 - New York State Department of Transportation
 - New York State Assembly District 15, Hon. Michael Montesano
 - New York State Senate 5th District, Hon. Carl Marcellino
 - New York State Senate 7th District, Hon. Jack Martins
 - Town of Oyster Bay Supervisor, Hon. John Venditto
 - Town of Oyster Bay Town Council, Hon. Rebecca Alessia
 - Town of Oyster Bay Town Council, Hon. Anthony Macagnone
-

Northwest Hicksville BOA Step 1 Community Participation Plan

APPENDIX 3 – PROJECT SCHEDULE

<u>Task #</u>	<u>Brief Task Description</u>	<u>Date to be Completed</u>
CMP-1 1.1	Initial Organization Meeting	1-28-11
1.2	Establish Project Steering Committee	6-20-12
1.3	Solicitation of Consulting Services	8-22-11
1.4	Consultant Selection	2-28-12; 6-5-12
1.5	Sub-Contract Preparation & Execution	2-28-12
1.6	Project Scoping Session with Consultant	4-12-12
1.7	Project Outline	7-12
CMP-2 2.1	Community Seminar Series	12-31-12
2.2	Interagency Workshops	6-30-13
CMP-3	Community Participation	6-30-13
CMP-4 4-1	Description of Project and Boundary and Public Participation	5-31-13
4-2	Preliminary Analysis of Brownfield Opportunity Area	5-31-13
CMP-5 5.1	Draft Pre-Nomination Study	6-30-13
5.2	Final Pre-Nomination Study	7-31-13
5.3	Application for Project Advancement	7-31-13
CMP-6 6.1	Environmental Assessment Form	7-15-13
6.2	Lead Agency	7-15-13
6.3	Determine Significance	7-15-13
CMP-7	Project Reporting	7-31-13

Northwest Hicksville BOA Step 1 Community Participation Plan

<u>Task #</u>	<u>Brief Task Description</u>	<u>Date to be Completed</u>
7.1	Project Summary	7-31-13
8.2	Semi-Annual Reports	6-30-13; 7-31-13

Appendix C. Key Sites



Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-441-54

Name: Cantiague Gateway Property

Address: 15 Cantiague Rock Road

Owner: ELKCOM COMPANY INC 15 CANTIAGUE ROCK RD HICKSVILLE NY 11801

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 1.5 acres

Existing Buildings:

Structure built 1964; assessment card indicates that the building is an auto garage and has 13,020 square feet of floor area. The property has fuel pumps present. Field survey indicates a variety of construction type materials and vehicles are stored here.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other	_____		

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The site is currently being sold or leased. It is developed and paved, with fuel storage pumps present. Possibly being used by Silverite Construction Corporation as per google search. Modern Handbag & Novelty Co and Belmo Sales also listed at this address.

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

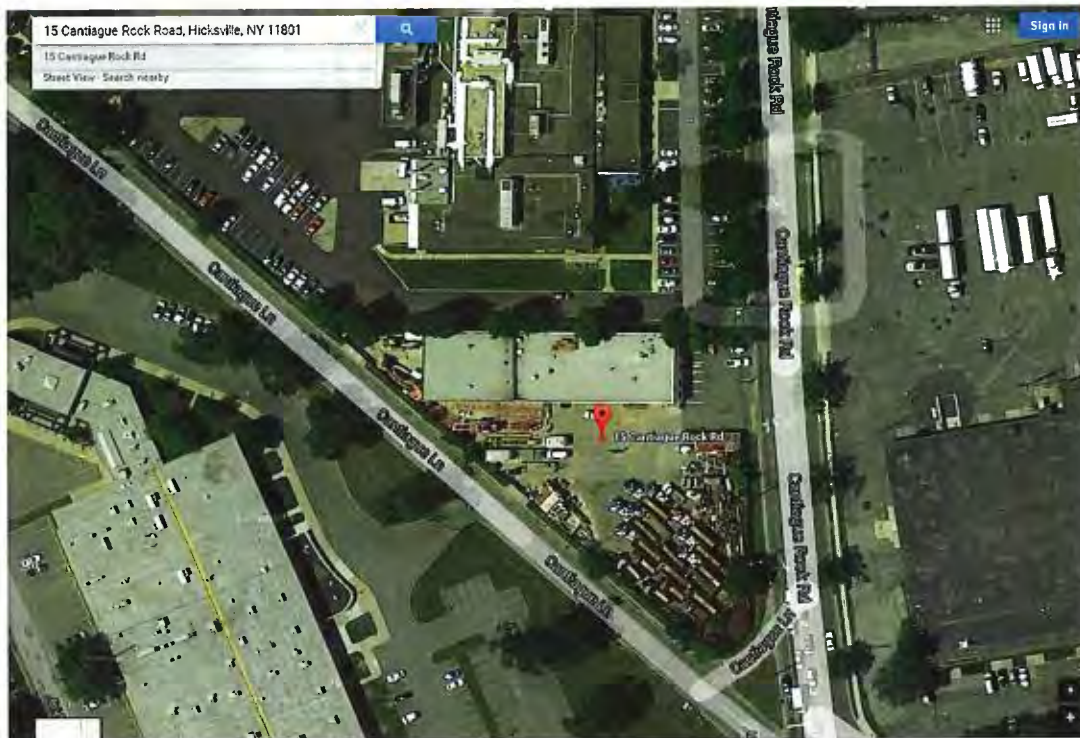
Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property is located on the north side of West John Street at the triangle formed by Cantiague Rock Road and Cantiague Lane. It is highly visible property and gateway into Northwest Hicksville. It is in close proximity to Cantiague Park. The site is flat. The property does not immediately adjoin any residential neighborhood, and is surrounded by commercial properties and streets.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

Fuel pump evidence



15 Cantiague Rock Road, Hicksville, NY



Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-499-100

Name: 140 Cantiague Rock Road

Address: 140 Cantiague Rock Road

Owner: GTE OPERATIONS SUPPORT INC ONE VERIZON WAY VC34W4 BASKING RIDGE NJ 07071

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 2.54 acres

Existing Buildings:

Constructed in 1969; the building is primarily one story with a small two story area consisting of square feet, according to the tax assessor's records. The total building area is

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other	_____		

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The building and property are vacant.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts on the east side of Cantiague Rock Road. Its rear yard extends to and adjoins Cantiague Park. The property is flat and paved. To the north is the Nassau County DPW site and to the south is the 100 Cantiague Rock Road site.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

Air Techniques, Inc. (Old Sylvania Site), Site Code: 130040, Program: State Superfund Program, Classification: 04
The following narrative applies to all three Cantiague Rock Road sites.

The 70 Cantiague Rock Road parcel was occupied by a manufacturer of dental equipment from 1979 to 2006. Buried drums containing waste chlorinated solvents consisting primarily of tetrachloroethene were discovered in 1986 on that parcel. After a Phase II investigation was performed between 1992 and 1994, other parcels north and upgradient of 70 Cantiague Rock Road were evaluated to determine the source of groundwater contamination in the upgradient wells for the Phase II. It was discovered that the 70, 100, and 140 Cantiague Rock Road parcels had all been used for the production of uranium and thorium fuel elements in the 1950s and 1960s. Some of this work was done under federal contracts. Uranium, thorium, tetrachloroethene, and nickel present in the process wastes had been discharged to four recharge basins and various leaching pools. The expanded site then entered the voluntary cleanup program in April 1999. The volunteer performed extensive investigative work on the expanded site between 1999 and 2001. More than 58,000 cubic yards of soils that were contaminated with uranium, thorium, tetrachloroethene, and/or nickel were excavated and shipped to Utah in 2003 and 2004. Supplemental soil investigations were performed in 2004 and 2005 to help determine the extent of the residual soil contamination. Extensive on-site and off-site groundwater profile sampling was performed from 2002-2009 mostly for the chlorinated solvent plume. Additional groundwater sampling for the chlorinated solvent plume is planned for 2010. A public supply well field is located approximately slightly over one mile south of the site. The United States Army Corps of Engineers is conducting a federally funded Remedial Investigation for the site under their Formerly Utilized Site Remedial Action Plan (FUSRAP) to further investigate the site. Phase IIIB of that investigation for groundwater sampling in close proximity to the site is being conducted in the winter of 2009/2010. Groundwater contamination by tetrachloroethene and trichloroethene, exceeding groundwater standards, has been detected at significant concentrations in the on-site and off-site groundwater. A public supply well field is located slightly over one mile downgradient of the site. The extent of the groundwater contamination and its potential impacts to the well field have not been determined yet. To a lesser extent, nickel has been detected in the on-site and off-site groundwater. Uranium has been detected at concentrations above applicable groundwater standards in limited areas of the on-site groundwater. Although major soil excavation work has been performed to remediate most of the soil contamination, there is some residual soil contamination in several areas.

Portions of the site are fenced and the potential for direct contact with contaminated soils is limited to employees and trespassers. The Hicksville supply wells located one mile downgradient of the site treat water to remove low levels of VOC contamination. The water is monitored routinely to verify compliance with New York State drinking water standards. Since these wells could be impacted in the future from a significant contamination plume leaving the site, an outpost monitoring well was placed upgradient to identify the advancement of the plume. Metals, VOC and radiological contamination was removed from on-site soils, but detectable levels of contamination remains at depth. Based on elevated levels of VOCs in soil vapor, NYSDOH performed indoor air sampling in on-site buildings. Indoor air quality was impacted in one vacant building on-site which was used as a staging area for the workers remediating the site. The other buildings showed no impacts to indoor air. The Army Corps of Engineers is currently investigating deep radioactive material still removing on-site to determine if removal is necessary.

140 Cantiague Rock Road, Hicksville, NY



Nassau County - Land Record Viewer

Overview Zoom In Zoom Out Full View Last Extent Pan **History** Query Measure Buffer Select Clear Sele

CANTIAGUE ROCK RD

0 99ft

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	499	100				140	CANTIAGUE ROCK RD	HICKSVIL

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-499-99

Name: 100 Cantiague Rock Road

Address: 100 Cantiague Rock Road

Owner: HARBOR DISTRIBUTING CORP C/O KRAUS KENNETH M 42 HUNT DR JERICHO NY 11753

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 4.06 acres

Existing Buildings:

Constructed in 1982; the building has one story with a total of 86,270 square feet, according to the tax assessor's records.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The building and property are vacant.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts on the east side of Cantiague Rock Road. Its rear yard extends to and adjoins Cantiague Park. The property is flat and paved. To the north is 140 Cantiague Rock Road site and to the south is the 70 Cantiague Rock Road site.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

Air Techniques, Inc. (Old Sylvania Site), Site Code: 130040, Program: State Superfund Program, Classification: 04
The following narrative applies to all three Cantiague Rock Road sites.

The 70 Cantiague Rock Road parcel was occupied by a manufacturer of dental equipment from 1979 to 2006. Buried drums containing waste chlorinated solvents consisting primarily of tetrachloroethene were discovered in 1986 on that parcel. After a Phase II investigation was performed between 1992 and 1994, other parcels north and upgradient of 70 Cantiague Rock Road were evaluated to determine the source of groundwater contamination in the upgradient wells for the Phase II. It was discovered that the 70, 100, and 140 Cantiague Rock Road parcels had all been used for the production of uranium and thorium fuel elements in the 1950s and 1960s. Some of this work was done under federal contracts. Uranium, thorium, tetrachloroethene, and nickel present in the process wastes had been discharged to four recharge basins and various leaching pools. The expanded site then entered the voluntary cleanup program in April 1999. The volunteer performed extensive investigative work on the expanded site between 1999 and 2001. More than 58,000 cubic yards of soils that were contaminated with uranium, thorium, tetrachloroethene, and/or nickel were excavated and shipped to Utah in 2003 and 2004. Supplemental soil investigations were performed in 2004 and 2005 to help determine the extent of the residual soil contamination. Extensive on-site and off-site groundwater profile sampling was performed from 2002-2009 mostly for the chlorinated solvent plume. Additional groundwater sampling for the chlorinated solvent plume is planned for 2010. A public supply well field is located approximately slightly over one mile south of the site. The United States Army Corps of Engineers is conducting a federally funded Remedial Investigation for the site under their Formerly Utilized Site Remedial Action Plan (FUSRAP) to further investigate the site. Phase IIIB of that investigation for groundwater sampling in close proximity to the site is being conducted in the winter of 2009/2010. Groundwater contamination by tetrachloroethene and trichloroethene, exceeding groundwater standards, has been detected at significant concentrations in the on-site and off-site groundwater. A public supply well field is located slightly over one mile downgradient of the site. The extent of the groundwater contamination and its potential impacts to the well field have not been determined yet. To a lesser extent, nickel has been detected in the on-site and off-site groundwater. Uranium has been detected at concentrations above applicable groundwater standards in limited areas of the on-site groundwater. Although major soil excavation work has been performed to remediate most of the soil contamination, there is some residual soil contamination in several areas.

Portions of the site are fenced and the potential for direct contact with contaminated soils is limited to employees and trespassers. The Hicksville supply wells located one mile downgradient of the site treat water to remove low levels of VOC contamination. The water is monitored routinely to verify compliance with New York State drinking water standards. Since these wells could be impacted in the future from a significant contamination plume leaving the site, an outpost monitoring well was placed upgradient to identify the advancement of the plume. Metals, VOC and radiological contamination was removed from on-site soils, but detectable levels of contamination remains at depth. Based on elevated levels of VOCs in soil vapor, NYSDOH performed indoor air sampling in on-site buildings. Indoor air quality was impacted in one vacant building on-site which was used as a staging area for the workers remediating the site. The other buildings showed no impacts to indoor air. The Army Corps of Engineers is currently investigating deep radioactive material still removing on-site to determine if removal is necessary.

100 Cantiague Rock Road, Hicksville, NY



Nassau County - Land Record Viewer

Overview Zoom In Zoom Out Full View Last Extent Pan Query Measure Buffer Select Clear Sel

CANTIAGUE ROCK RD

Hicksville

99

94

103

105

(C) Nassau County Geographic Information System

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	499	99				100	CANTIAGUE ROCK RD	HICKSVIL

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-499-94

Name: 70 Cantiague Rock Road

Address: 70 Cantiague Rock Road

Owner: GTE OPERATIONS SUPPORT INC ONE VERIZON WAY VC34W453 BASKING RIDGE NJ

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 3.79 acres

Existing Buildings:

Constructed in 1957; the building is primarily one story with a total of 71,504 square feet, according to the tax assessor's records. A small second story has 2,940 square feet and it was used for storage.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other	_____		

**Preliminary Assessment of
Importance and Ranking:**

High

☐

Medium

☐

Low

☐

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The building and property are vacant.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts on the east side of Cantiague Rock Road. Its rear yard extends to and adjoins Cantiague Park. The property is flat and paved. To the north is 100 Cantiague Rock Road site and to the south is 600 West John Street, the former General Instruments building.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

Air Techniques, Inc. (Old Sylvania Site), Site Code: 130040, Program: State Superfund Program, Classification: 04
The following narrative applies to all three Cantiague Rock Road sites.

The 70 Cantiague Rock Road parcel was occupied by a manufacturer of dental equipment from 1979 to 2006. Buried drums containing waste chlorinated solvents consisting primarily of tetrachloroethene were discovered in 1986 on that parcel. After a Phase II investigation was performed between 1992 and 1994, other parcels north and upgradient of 70 Cantiague Rock Road were evaluated to determine the source of groundwater contamination in the upgradient wells for the Phase II. It was discovered that the 70, 100, and 140 Cantiague Rock Road parcels had all been used for the production of uranium and thorium fuel elements in the 1950s and 1960s. Some of this work was done under federal contracts. Uranium, thorium, tetrachloroethene, and nickel present in the process wastes had been discharged to four recharge basins and various leaching pools. The expanded site then entered the voluntary cleanup program in April 1999. The volunteer performed extensive investigative work on the expanded site between 1999 and 2001. More than 58,000 cubic yards of soils that were contaminated with uranium, thorium, tetrachloroethene, and/or nickel were excavated and shipped to Utah in 2003 and 2004. Supplemental soil investigations were performed in 2004 and 2005 to help determine the extent of the residual soil contamination. Extensive on-site and off-site groundwater profile sampling was performed from 2002-2009 mostly for the chlorinated solvent plume. Additional groundwater sampling for the chlorinated solvent plume is planned for 2010. A public supply well field is located approximately slightly over one mile south of the site. The United States Army Corps of Engineers is conducting a federally funded Remedial Investigation for the site under their Formerly Utilized Site Remedial Action Plan (FUSRAP) to further investigate the site. Phase IIIB of that investigation for groundwater sampling in close proximity to the site is being conducted in the winter of 2009/2010. Groundwater contamination by tetrachloroethene and trichloroethene, exceeding groundwater standards, has been detected at significant concentrations in the on-site and off-site groundwater. A public supply well field is located slightly over one mile downgradient of the site. The extent of the groundwater contamination and its potential impacts to the well field have not been determined yet. To a lesser extent, nickel has been detected in the on-site and off-site groundwater. Uranium has been detected at concentrations above applicable groundwater standards in limited areas of the on-site groundwater. Although major soil excavation work has been performed to remediate most of the soil contamination, there is some residual soil contamination in several areas.

Portions of the site are fenced and the potential for direct contact with contaminated soils is limited to employees and trespassers. The Hicksville supply wells located one mile downgradient of the site treat water to remove low levels of VOC contamination. The water is monitored routinely to verify compliance with New York State drinking water standards. Since these wells could be impacted in the future from a significant contamination plume leaving the site, an outpost monitoring well was placed upgradient to identify the advancement of the plume. Metals, VOC and radiological contamination was removed from on-site soils, but detectable levels of contamination remains at depth. Based on elevated levels of VOCs in soil vapor, NYSDOH performed indoor air sampling in on-site buildings. Indoor air quality was impacted in one vacant building on-site which was used as a staging area for the workers remediating the site. The other buildings showed no impacts to indoor air. The Army Corps of Engineers is currently investigating deep radioactive material still removing on-site to determine if removal is necessary.

70 Cantiague Rock Road, Hicksville, NY



Nassau County - Land Record Viewer

Overview **Open In** Zoom Out Full View Last Extent Pan Identify Query Measure Buffer Select Clear Sele

(C) Nassau County Geographic Information System

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	499	94				70	CANTIAGUE ROCK RD	HICKSVIL

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-499-110

Name: General Instruments Corporation building

Address: 600 West John Street

Owner: FED LI LLC, GSM LI LLC, ICA LI LLC & SAF LI LLC 45 BROADWAY 25TH FL NY, NY 10013

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 8.6 acres

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Existing Buildings:

Structure built 1960; Assessment card indicates that the building has 216,945 square feet of floor area. The building contains office, distribution and warehouse space and the building is two stories along the property's frontage with West John Street.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprised Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

Property appears to be partially occupied and is actively being marketed to lease 1st and 2nd floor office space. Trucks for Sleepys Mattress are regularly viewed parking in the lot associated with the building. Gold Leaf Security Inc., Bezzaro Associates (law firm), JB Newspaper Distributor, Ace Associates, Inc. Joseph Eletto Transfer Inc., and other occupants.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property is located at the corner of West John Street and Cantiague Rock Road. Access to the Long Island Expressway is in close proximity to the property - trucks travel up Cantiague Rock Road to Jericho Turnpike in vicinity of Exit 40. Property is almost entirely paved, with small landscape strip in the front of the building. Property is flat. The site's northeast corner abuts the County Park, Cantiague Park. It does not adjoin any residential neighborhood, and is surrounded by commercial and vacant properties. A

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

This site is enrolled in the New York State Superfund program. The site code is 130020 and is classified as a Class "2" site. According the Environmental Site Remediation Database, the owner of the property is the General Instruments Corporation at the same address, and the Long Island Industrial Group One, LLC, with offices at 575 Underhill Boulevard, Suite 125, Syosset, NY 11791.

Prior uses of a variety of solvents and acids during the production of microelectronic components have lead to site contamination. The effluent from production was discharged to the groundwater via a recharge basin and sewer. In 1990, Remedial Investigation (RI) work commenced. The off-site groundwater investigation is ongoing and additional field work commenced in 2007. The primary contaminants of concern include chlorinated and petroleum volatile organic compounds (VOCs), including trichloroethene, 1,2-dichlorobenzene, and vinyl chloride. Investigations indicate a plume of groundwater contamination extends generally south beyond the property border. Unsaturated soil contamination has been mostly remediated. Soil contamination is beneath buildings or pavement and dermal exposures are unlikely. Exposure to site contaminated groundwater is not expected as the area is served by public water.

600 West John Street, , Hicksville, NY



Land Record Viewer

Hicksville, NY - Bing Maps

Property Class Code	712.04	Land Description					
Item Number							
NYS School Code	282417						
NYS SWIS Code	282489	Lot Grouping					
View Property Record Cards 1938-1985							
Tax Year	2014						
Card	1						
School District	HICKSVILLE UFSD - 17						
Acres	8.6						
Lot Frontage							
Lot Depth							
Lot Square Footage	374616						
Land Code	PRIMARY SITE						
Location	COMMERCIAL/INDUSTRIAL PARK						
Year Built	1960						
Building Detail							
BLD	Built	Grade	Structure	Area	SF	Stories	Floors
1	1960	C+	FLEX INDTRL/WAREHOUSE	21168	21168	1	02-02
1	1960	C+	FLEX INDTRL/WAREHOUSE	50843	50843	1	01-01
1	1960	C+	FLEX INDTRL/WAREHOUSE	5472	5472	1	B1-B1
1	1960	C+	FLEX INDTRL/WAREHOUSE	33550	33550	1	02-02
1	1960	C+	FLEX INDTRL/WAREHOUSE	21168	21168	1	01-01
1	1960	C+	FLEX INDTRL/WAREHOUSE	33550	33550	1	01-01
1	1960	C+	FLEX INDTRL/WAREHOUSE	51194	51194	1	01-01
Addition and Out-Building Structures							

Addition and Out-Building Structures

Nassau County - Land Record Viewer									
Overview	Zoom In	Zoom Out	Full View	Last Extent	Identify	Query	Measure	Buffer	Select
Info	Map	Section	Block	Lot	Suffix	Condo	Unit Number	Street	Town
		11	499	110			600	W JOHN ST	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section-Block-Lot No: 11-325-435, 436, 452, 454, 459, 460, 462, p/o Brand Street

Name: Twin County Resource Recovery, Inc.

Address: 449 West John Street

Owner: VIM CONSTRUCTION CO INC, 50 ENGEL ST, HICKSVILLE NY 11801 (436, 452-454); CNH ASSOCIATES ET AL, 15 REMSEN LANE, ROSLYN NY 11576 (435); TWIN COUNTY RESOURCE RECOVERY, 299 DUFFY AVE, HICKSVILLE NY 11801 (459, 460, 462)

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Publicly Owned: ☐ Yes ☒ No

Size: 4.69 ac

Existing Buildings:

See description below. Project site rezoning approved by the Oyster Bay Town Board to allow development of Cantiague Commons, a 55 years and older housing development.

Zoning: formerly LI; approved as a PUD/R-30

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

As per the Cantiague Commons DEIS, the western portion of the property is presently used for the storage of recyclable roadway materials in large stockpiles. The stockpiles contain a mix of concrete, asphalt, and soil; however, there is also residual debris associated with roadside trash and components of the road base, including wire mesh. The eastern part of the Twin County property is principally used for stockpiling of concrete and other similar materials awaiting recycling. In addition, this area contains a garage where vehicles are maintained. The central portion of the Twin County property is presently the area of production activity. This area contains the concrete crushing machinery, construction equipment/vehicles, sieving machinery, asphalt plant, operation/control building, research and testing lab, etc. The operation reportedly has closed as of November 2012.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

See below.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

The facility was previously a sand mining operation until it was purchased in 1963 by Charles Andromidas, Morris and Aaron Green, and Jimmy O'Connell, forming the partnership known as AGO Associates. A pre-existing sand pit was used for the landfilling of construction and demolition debris from 1963 until January of 1979. This site was the subject of Phase I and II Environmental Engineering Investigations conducted in 1989 and 1992, respectively. These investigations were required by the NYSDEC because of the C&D operation landfill (known as the AGO Landfill) on which contamination of soil and groundwater were suspected. The current site owner did not gain ownership of this acreage until 1981, which was at least 2 years after the closure and capping of the AGO Landfill.

The subject property is occupied by a 6,650±SF concrete block, wood framed two (2) story office building, a 7,350± SF seven (7) bay garage, a 7,000± SF warehouse/storage building and an asphalt mixing plant. Two (2) small wood framed structures and a trailer that are associated with the asphalt plant, are located in the southern portion of the property. The office building, which is occupied by Twin County Asphalt Company and Carlo Lizza & Sons Company, was constructed in 1952 and renovated in 1976. The basement of the building contained two (2) oil burners which were supplied by a 275 gallon above ground oil storage tank located in the basement. The original 1,000 gallon underground fuel oil storage tank which was located on the south side of the building was removed in 1994. A steel manhole cover was observed in the basement. The use of this manhole cover is unknown.

The 7,350 SF garage structure was constructed of concrete block and wood framing in 1976. This garage structure is occupied by Carlo Lizza & Sons Company, a road construction contractor. The majority of these bays contain dry storage goods such as wood for concrete curb forms and tools. Two (2) 55 gallon drums were observed in the southern most bay. These drums contained diesel fuel and gasoline for the machinery. The interiors of these garage units were not accessible at the time of the site visit for the Updated Phase I ESA; however, the same company has occupied the garage since the 1999 report was completed. This structure can be further inspected based on observations from the 1999 report. This can be completed during sampling of interior manhole.

The southernmost unit of the garage building was utilized by Twin County Paving for storage and repairs of equipment. A 275-gallon above ground fuel oil storage tank and two (2) 55 gallon drums are located off the northwest corner of this unit. A ceiling mounted oil-fired heater is located in the northwest corner of the unit. The interior of the unit contained a cast iron manhole cover in the center of the unit. The content and purpose of this subsurface structure are unknown. A rectangular open grate stormwater leaching pool is located on the west side of the unit in front of a rollup garage door. Some staining was observed on the paved parking area in the vicinity of this drain. The parking area associated with these buildings is used to store equipment and was heavily stained with petroleum substances from the outside storage and operation of equipment. According to Nassau County Fire Marshal (NCFM) records, four (4) 10,000 gallon underground gasoline and diesel fuel storage tanks were located to the west of the garage structure along the northern property boundary. These tanks were reportedly removed from the site.

The warehouse/storage building that was vacant at the time of the original site inspection is a metal framed structure with sheet metal siding that was constructed in 1952. This building was utilized as a repair shop, and equipment and materials storage shed. Numerous drums of waste oil, new motor oil and transmission fluid, a 275 gallon above ground waste oil storage tank and a 200± gallon rectangular plastic waste oil storage container were observed in the western portion of the building. The floor in the vicinity of these drums and tanks was visibly stained and contained piles of Speedi-Dri, an absorbent material. The remains of a gasoline pump island were observed on the west side of this building. This pump island was supplied by three (3) underground storage tanks located to the west of the island. One (1) 1,000-gallon tank was reportedly abandoned in place and the status of the other 1,000 gallon and a 2,000 gallon storage tanks is unknown [per Frank Lizza, owner, and/or Bill McEvoy, facility manager]. This building reportedly had been utilized by a pipe lining company which used it for storage of material used for lining pipes. Pipe lining material consisted of Epon Resin, Epon curing agent (which are produced by Shell Oil Company), acetone and corrosion iso resins which were stored in 55 gallon drums. None of the pipe lining equipment was observed during the latest site visit.

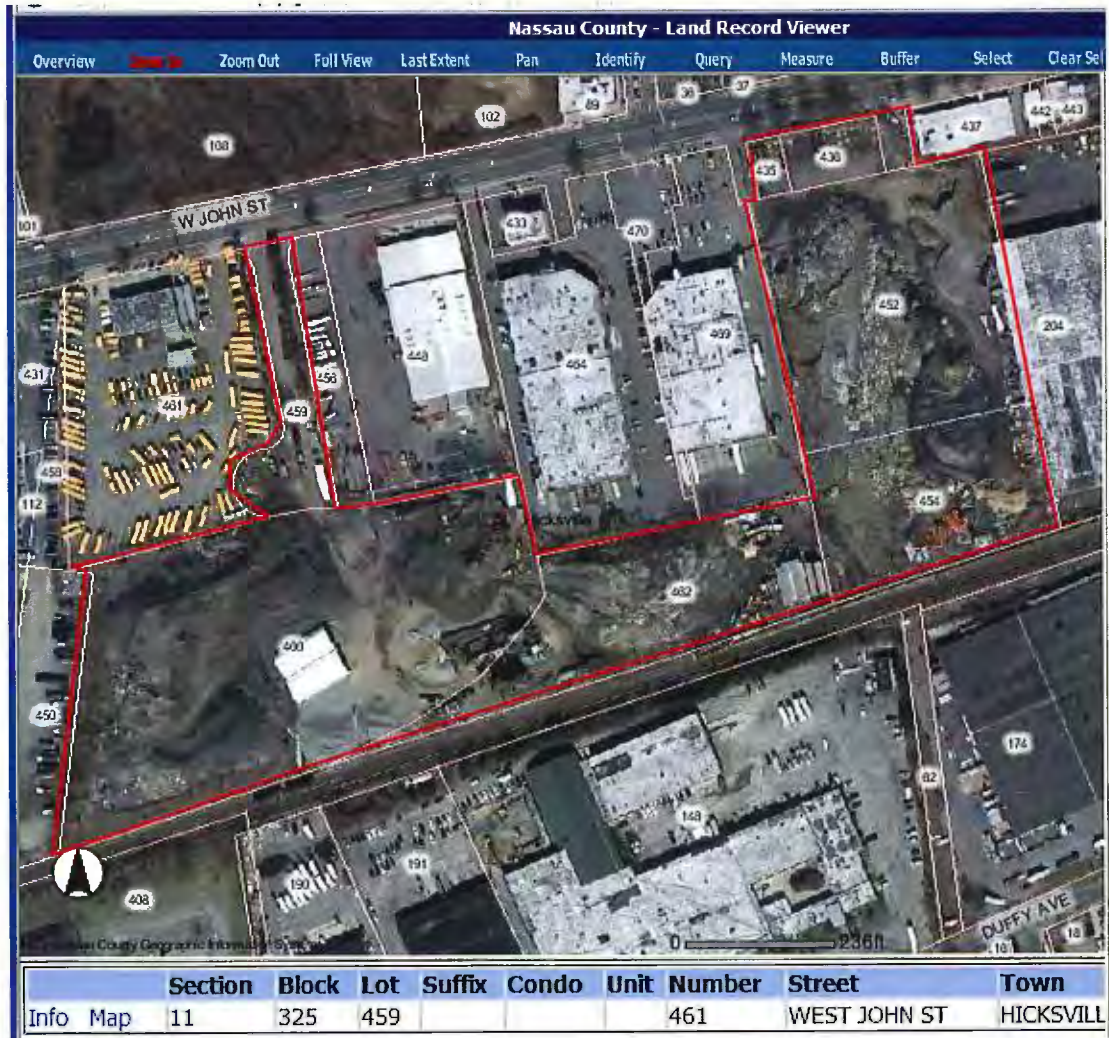
According to the NCFM records, two (2) 1,000 gallon and one (1) 2,000 gallon underground diesel and gasoline storage tanks were located off the west side of the warehouse structure. The NCFM records indicated that one (1) 1,000 gallon tank was removed. No information was provided for other two (2) tanks. Four (4) monitoring wells were installed on the east and south side of the office building to determine if the three (3) tanks previously located in this area had caused a release of product. In accordance with NYSDEC regulations, these monitoring wells were monitored for a one (1) year period. No contamination was found during this period therefore the monitoring wells were abandoned. Since the monitoring wells did not identify any contamination, the three (3) tanks located in this area must not have caused a release of product.

The southern portion of the property is occupied by an asphalt plant that consists of two (2) 10,000 and one (1) 20,000 gallon liquid asphalt tanks, a generator shed, a 10,000 gallon fuel oil storage tank, bins for the aggregate used in the plant and two (2) office/control room trailers. Several areas of staining were identified in the vicinity of the liquid asphalt tanks. The generator shed contains two (2) large Cummins diesel power generators, three (3) 275 gallon above ground diesel fuel storage tanks, a 275 gallon above ground motor oil storage tank and seven (7) 55 gallon drums of oil and anti-freeze for the generators. The primary generator supplies electricity to power the asphalt plant. The backup generator is used only occasionally if the primary generator is down for repairs or maintenance. The three (3) tanks supply the generators and are drawn from simultaneously. The fourth tank was used to store motor oil but has not been utilized in approximately five (5) years. The floor of this shed was severely stained and was covered with a thick layer of Speedi-Dri, an absorbent material. Staining was also observed on the garage apron outside the north garage door. A fifth 275 gallon diesel fuel storage tank located on the south side of the shed was utilized to fuel the payload and other machinery used at the plant. Staining was observed on the ground beneath and surrounding this tank. The 10,000-gallon underground fuel oil storage tank is located on the east of the generator shed. A fill port for a second underground storage tank was observed on the north side of the shed.

The cap could not be opened to determine if any product was stored in this tank. According to Bill McEvoy, of Twin County Paving, the generator shed has not been utilized since a new generator situated in a truck trailer was brought to the site recently. The NCFM records indicated that two (2) 10,000-gallon diesel fuel tanks were located in the southern portion of the property. A concrete pad typically utilized to cover large underground storage tanks was observed on the western property boundary. Small cast iron covers typical of fill ports were observed in the center of this pad. A site plan identifies the area as containing two (2) 10,000 gallon underground storage tanks of unknown status. Two (2) concrete patches were observed in the center of the concrete pad. These pads indicate the tanks may have been opened and abandoned in place.

The property was originally constructed for the Zara Contracting Company a business that occupied the property from the early 1950's until the early 1990's. Prior to this the property contained single family residential homes and undeveloped woodland. The asphalt plant was constructed in 1972.

449 West John Street, Hicksville, NY



Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section-Block-Lot No: 11-325-47

Name: 35 Engel Street

Address: 35 Engel Street

Owner: HOLBER ASSOCIATES LLP, C/O HOLTZMAN DAVID MANAGER, 120 EAST PROSPECT AVE, MOUNT VERNON NY 10550

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 4.69 ac

Existing Buildings:

Built in 1966; according to tax records, 110,565 square feet of warehouse space, and an additional 9,180 square feet of office space.
See attached real estate property listing.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

**Preliminary Assessment of
Importance and Ranking:**

High

☐

Medium

☐

Low

☐

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The site is occupied with several tenants, including but not limited to: Northern Group - Aladdin Fragrances, Niche Marketing, Northern Brands, Northern Amenities, Flowing Velvet (lotions and night creams), Quality King Distributors (wholesale cosmetics).

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

The site is located on the west side of Engel Street - it does not have frontage on West John Street. To the west of the property is the Twin County Asphalt site. The LIRR rail-right-of-way is located to the south of and adjoining the property. The site consists of a single large building and is otherwise paved as parking areas. Across the street along Engel Street is the 50 Engel Street property, another asphalt site that was the subject of the Cantiague Commons DEIS and FEIS.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

35 Engel Street, Hicksville, NY



Nassau County - Land Record Viewer

Overview [Link](#) Zoom Out Full View Last Extent Pan Identify Query Measure Buffer Select Clear Sel

Section Block Lot Suffix Condo Unit Number Street Town

Info Map	11	325	459			461	WEST JOHN ST	HICKSVILL
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Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section-Block-Lot No: 11-187-9

Name: Engel Street Asphalt Site

Address: 50 Engel Street

Owner: VIM CONSTRUCTION C0 INC, 299 DUFFY AVENUE, HICKSVILLE NY 11801

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 2.28 ac

Existing Buildings:

Built in 1952 and 1954; according to tax assessor records, the property has approximately 22,701 square feet of building space, used for office and warehouse purposes.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The site is presently occupied and used as an asphalt plant on a limited basis, according to the Cantiague Commons DEIS. See below.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

See below.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

The subject property is occupied by a 6,650±SF concrete block, wood framed two (2) story office building, a 7,350± SF seven (7) bay garage, a 7,000± SF warehouse/storage building and an asphalt mixing plant. Two (2) small wood framed structures and a trailer that are associated with the asphalt plant, are located in the southern portion of the property. The office building, which is occupied by Twin County Asphalt Company and Carlo Lizza & Sons Company, was constructed in 1952 and renovated in 1976. The basement of the building contained two (2) oil burners which were supplied by a 275 gallon above ground oil storage tank located in the basement. The original 1,000 gallon underground fuel oil storage tank which was located on the south side of the building was removed in 1994. A steel manhole cover was observed in the basement. The use of this manhole cover is unknown.

The 7,350 SF garage structure was constructed of concrete block and wood framing in 1976. This garage structure is occupied by Carlo Lizza & Sons Company, a road construction contractor. The majority of these bays contain dry storage goods such as wood for concrete curb forms and tools. Two (2) 55 gallon drums were observed in the southern most bay. These drums contained diesel fuel and gasoline for the machinery. The interiors of these garage units were not accessible at the time of the site visit for the Updated Phase I ESA; however, the same company has occupied the garage since the 1999 report was completed. This structure can be further inspected based on observations from the 1999 report. This can be completed during sampling of interior manhole. The southernmost unit of the garage building was utilized by Twin County Paving for storage and repairs of equipment. A 275-gallon above ground fuel oil storage tank and two (2) 55 gallon drums are located off the northwest corner of this unit. A ceiling mounted oil-fired heater is located in the northwest corner of the unit. The interior of the unit contained a cast iron manhole cover in the center of the unit. The content and purpose of this subsurface structure are unknown. A rectangular open grate stormwater leaching pool is located on the west side of the unit in front of a rollup garage door. Some staining was observed on the paved parking area in the vicinity of this drain.

The parking area associated with these buildings is used to store equipment and was heavily stained with petroleum substances from the outside storage and operation of equipment. According to Nassau County Fire Marshal (NCFM) records, four (4) 10,000 gallon underground gasoline and diesel fuel storage tanks were located to the west of the garage structure along the northern property boundary. These tanks were reportedly removed from the site. The warehouse/storage building that was vacant at the time of the original site inspection is a metal framed structure with sheet metal siding that was constructed in 1952. This building was utilized as a repair shop, and equipment and materials storage shed. Numerous drums of waste oil, new motor oil and transmission fluid, a 275 gallon above ground waste oil storage tank and a 200± gallon rectangular plastic waste oil storage container were observed in the western portion of the building. The floor in the vicinity of these drums and tanks was visibly stained and contained piles of Speedi-Dri, an absorbent material. The remains of a gasoline pump island were observed on the west side of this building. This pump island was supplied by three (3) underground storage tanks located to the west of the island. One (1) 1,000-gallon tank was reportedly abandoned in place and the status of the other 1,000 gallon and a 2,000 gallon storage tanks is unknown [per Frank Lizza, owner, and/or Bill McEvoy, facility manager]. This building reportedly had been utilized by a pipe lining company which used it for storage of material used for lining pipes. Pipe lining material consisted of Epon Resin, Epon curing agent (which are produced by Shell Oil Company), acetone and corrosion isor esins which were stored in 55 gallon drums. None of the pipe lining equipment was observed during the latest site visit

According to the NCFM records, two (2) 1,000 gallon and one (1) 2,000 gallon underground diesel and gasoline storage tanks were located off the west side of the warehouse structure. The NCFM records indicated that one (1) 1,000 gallon tank was removed. No information was provided for other two (2) tanks. Four (4) monitoring wells were installed on the east and south side of the office building to determine if the three (3) tanks previously located in this area had caused a release of product. In accordance with NYSDEC regulations, these monitoring wells were monitored for a one (1) year period. No contamination was found during this period therefore the monitoring wells were abandoned. Since the monitoring wells did not identify any contamination, the three (3) tanks located in this area must not have caused a release of product.

The southern portion of the property is occupied by an asphalt plant that consists of two (2) 10,000 and one (1) 20,000 gallon liquid asphalt tanks, a generator shed, a 10,000 gallon fuel oil storage tank, bins for the aggregate used in the plant and two (2) office/control room trailers. Several areas of staining were identified in the vicinity of the liquid asphalt tanks. The generator shed contains two (2) large Cummins diesel power generators, three (3) 275 gallon above ground diesel fuel storage tanks, a 275 gallon above ground motor oil storage tank and seven (7) 55 gallon drums of oil and anti-freeze for the generators. The primary generator supplies electricity to power the asphalt plant.

The backup generator is used only occasionally if the primary generator is down for repairs or maintenance. The three (3) tanks supply the generators and are drawn from simultaneously. The fourth tank was used to store motor oil but has not been utilized in approximately five (5) years. The floor of this shed was severely stained and was covered with a thick layer of Speedi-Dri, an absorbent material. Staining was also observed on the garage apron outside the north garage door. A fifth 275 gallon diesel fuel storage tank located on the south side of the shed was utilized to fuel the payloader and other machinery used at the plant. Staining was observed on the ground beneath and surrounding this tank. The 10,000-gallon underground fuel oil storage tank is located on the east of the generator shed. A fill port for a second underground storage tank was observed on the north side of the shed. The cap could not be opened to determine if any product was stored in this tank. According to Bill McEvoy, of Twin County Paving, the generator shed has not been utilized since a new generator situated in a truck trailer was brought to the site recently. The NCFM records indicated that two (2) 10,000-gallon diesel fuel tanks were located in the southern portion of the property. A concrete pad typically utilized to cover large underground storage tanks was observed on the western property boundary. Small cast iron covers typical of fill ports were observed in the center of this pad. A site plan identifies the area as containing two (2) 10,000 gallon underground storage tanks of unknown status. Two (2) concrete patches were observed in the center of the concrete pad. These pads indicate the tanks may have been opened and abandoned in place.

The property was originally constructed for the Zara Contracting Company a business that occupied the property from the early 1950's until the early 1990's. Prior to this the property contained single family residential homes and undeveloped woodland. The asphalt plant was constructed in 1972.

50 Engel Street, Hicksville, NY



Nassau County - Land Record Viewer

Overview **Map** Zoom Out Full View Last Extent Pan Identify Query Measure Buffer Select Clear Se

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	187	9				50	ENGEL ST	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section-Block-Lot No: 11-243-75

Name: Former Quaker State Oil Tank site

Address: 1 Keats Place

Owner: RISONA HOLDINGS INC, 1 KEATS PL, HICKSVILLE NY 11801

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 0.50 ac

Existing Buildings:

Built in 1951, small approximately 9,100 square foot building; one story concrete building - according to property card, there were 8, 10,000 gallon tanks on the project site. Property was formerly owned by Quaker State Oil Refining Corp.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Preliminary Assessment of Importance and Ranking:

High

☐

Medium

☐

Low

☐

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The building is occupied - it is identified as "Risona", a perfume wholesaler.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts to Keats Place and the rear extends to the LIRR rail right-of-way. According to the tax assessor's property card, the site had a rail siding, and there were tanks located on the site. Property is entirely paved and the property is flat. The site is located within a mixed use neighborhood which has some residential properties, although they would be considered nonconforming.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

1 Keats Place, Hicksville, NY



Nassau County - Land Record Viewer

Overview Zoom In Zoom Out Full View Last Extent Pan Query Measure Buffer Select Clear Sel

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	243	75				1	KEATS PL	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-G-209

Name: Former FedEx property

Address: 201 West John Street

Owner: GAR BEN ASSOCS 100 JERICHO QUADRANGLE JERICHO NY 11753

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 2.96 acres

Existing Buildings:

Constructed in 1963; primarily one-story distribution facility with small 2-story office space.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

**Preliminary Assessment of
Importance and Ranking:**

High

☐

Medium

☐

Low

☐

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The property is occupied by approximately 56,612 square foot distribution center that has been used by Fedex. fronts to West John Street, and the site is south of and adjoins the LIRR rail-right-way. The building is presently vacant.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property is fully developed and occupied with the building or paved with access aisles and parking spaces.

Property is flat. The site is surrounded by a mixed use residential/commercial neighborhood to the west, the LIRR rail-right-of-way to the south, the USPS facility to the east, and residential and office uses to the north.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

to be determined

201 West John Street, Hicksville, NY



Nassau County - Land Record Viewer

Overview **Map** Zoom Out Full View Last Extent Pan Identify Query Measure Buffer Select Clear Selection

Section Block Lot Suffix Condo Unit Number Street Town

Info Map	11	G	209				201	WEST JOHN ST	HICKSVILLE
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Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-G-210

Name: U.S.P.S. property

Address: 185 John Street

Owner: United States Postal Service

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 4.61 acres

Existing Buildings:

Constructed in 1968; Jones Lang LaSalle has been retained by the United States Postal Service on an exclusive basis to arrange for the sale of a former office / distribution/warehouse facility located at 185 West John Street in Hicksville, New York. The subject property consists of an irregularly shaped plot that is 4.61 acres which fronts two streets: West John Street (approx. 313 feet) and West Barclay Street (approx. 204 feet). The site is parallel to the Long Island Rail Road Hicksville Train Station and in close



Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The property is occupied by approximately 120,558 square foot regional post office building - distribution facility (according to assessment database). The property consists of an irregularly shaped plot that is 4.61 acres which fronts two streets: West John Street and West Barclay Street. The site is parallel to the Long Island Rail Road Hicksville Train Station

185 West John Street is improved with a two-story, concrete block & brick, steel framed building.

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property is fully developed and occupied with the building or paved with access aisles and parking spaces.

Property is flat. The site is surrounded by municipal parking lots and the Hicksville train station to the east, the LIRR rail-right-of-way to the south, a vacant distribution facility to the west, and residential uses and an accessway for the Broadway Mall to the north.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

to be determined

U.S. Senator Charles E. Schumer today called on the U.S. Post office to work with the leadership of Accelerate Long Island to transform the currently underused U.S. Postal Service facilities in Hicksville into space for the new Thought Box 1 business incubator project that will create hundreds of jobs and revitalize Hicksville. The Thought Box aims to re-develop existing vacant properties in downtown Hicksville to create a multi-use space for innovative companies and entrepreneurs involved with the federal research lab in Brookhaven as well as other institutions. However, the leaders of the project have not yet selected a building for the project. Currently, the Post Office has been attempting to sell its Hicksville Facility because it is underused and in a state of disrepair. Schumer said that with its proximity to the busy Hicksville LIRR station, the facility would serve as the perfect location for Thoughtbox 1, simultaneously providing the project with a suitable site and helping the post office cut costs. Today, in a letter to the Postmaster General, Schumer urged the Post Office to work with the leaders of the Thought Box project to explore selling or leasing the space. Schumer also said that disposing of this run-down facility to the private sector would allow the Hicksville Postal Service workforce to potentially re-locate to a modern facility with better amenities.

“Providing a new home for Accelerate Long Island companies, helping the Post Office cut costs, and locating the Thought Box 1 concept in Downtown Hicksville is a win-win-win,” said Schumer. “Long Island could become a new hub for technological innovation – if we commit to fostering and growing start-up tech businesses. By turning this post office into the next state-of-the-art incubator right here in Hicksville, we could demonstrate Long Island’s commitment to being the next home of innovative, cutting-edge entrepreneurs and companies.”

The Thought Box 1 Project, part of the Accelerate Long Island initiative, aims to create a new, large business incubator on Long Island containing 450,000-square-foot of residential and commercial space to attract start-up businesses and hundreds of jobs. In December, the project received a \$3 million state economic development grant for construction of a business incubator. Canrock Ventures, a LI venture capital firm, and the LI Emerging Technology Fund, a fund dedicated to Accelerate LI technologies, will be the Thought Box Center’s first tenants, and will bring the eight technology companies on Long Island they have already invested in with them, bringing with them from 200 to 500 employees. On day one, the Hicksville Thought Box could have at least one technology anchor with over 500 employees.

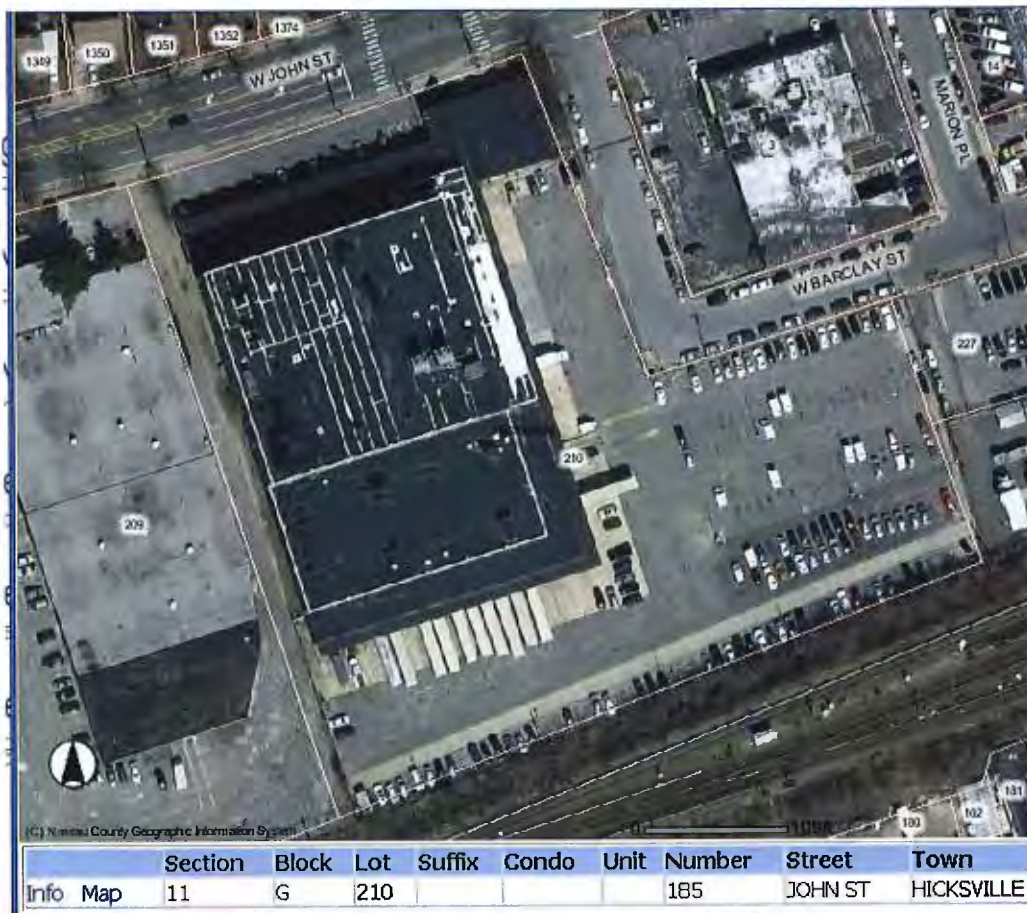
Supporters of the project are hoping to locate the project near the Hickville LIRR stop in order to attract commuters riding by rail. However, a site still has not been selected. Fortuitously, the Post Office has currently outgrown their current facility in Hicksville, and have had difficulty finding a bidder for the property.

Schumer today, in a letter to Postmaster General Patrick R. Donahoe, called on the Post Office to examine the feasibility of turning this excess postal facility in Hicksville, as well as others, into a job-creating engine for Long Island. Schumer noted that the Hicksville Post Office is currently very underutilized and would serve as an ideal location for the Thought Box. The Post Office could benefit from selling the unused space and moving into a smaller facility. Schumer noted that as the Postal Service continues its work in finding new efficiencies and cutting costs, there is a tremendous opportunity to leverage existing federal assets to create jobs and foster innovation on Long Island.

Accelerate Long Island, a collaborative initiative between Long Island’s business, academic, and government leaders, focuses the resources of the region – world-class research and a highly-skilled workforce – to create economic development in the local bioscience industry. For the first time in the history of Long Island, a regional innovation cluster is forming around core institutions at the forefront of biomedical research - Brookhaven National Laboratory, Cold Spring Harbor Laboratory, North Shore - LIJ Health System’s Feinstein Institute, Hofstra University, and the lead applicant, Stony Brook University.

See also <http://www.newsday.com/business/tech-start-ups-think-inside-the-thought-box-1.4302296>

185 John Street (USPS), Hicksville, NY



Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section-Block-Lot No: 11-E-469

Name: Former Jones Institute property

Address: 555 West John Street

Owner: 555 WEST JOHN STREET LLC, 185 CENTRAL AVENUE, BETHPAGE NY 11714

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 13.2 ac

Existing Buildings:

Buildings are not present on the property.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

Presently used for new car storage and waste collection bins. The waste bins appear to be the property of, and stored by, the Winter Brothers, which occupy a building to the west of the property.

The property was the subject to an application to construct a Costco on the site, but that application was rejected in 2012.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Portions of the description that follows are taken from a DEIS prepared for the proposed Costco store which was ultimately rejected by the Town.

Property is on the south side of West John Street and on the west side of Charlotte Avenue. It is vacant and portions are either paved or have been hard packed with gravel. The site is bordered by the LIRR rail-right-of-way to the south of the site. Portions of the site have small patches of trees.

The site is relatively level ranging from 131 to 138 feet above mean sea level.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

According to a Phase IA archaeological survey performed by Cultural Resources Consulting Group in 2001, the site was rural with no evidence of dwellings in 1859. In 1859, a dairy farm was present.

According to Sanborn maps (1920-1968), the property was occupied by the Jones Institute Poor House. The maps indicate a chapel and connected buildings designated as men's and women's wards, bathrooms, and a dining hall at the center of the site was present. Construction of the Institute was believed to be around 1910. The structures were demolished between 1980 and 1985.

Subsequent to the demolition of the Jones Institute and based on aerial photos going back to approximately 1994, the site has been used to store waste containers and new vehicles. Some concern exists with potential contamination, primarily from storage of waste containers (roll-off dumpsters) - it is unknown whether these were empty - this has to be verified. Also, with the storage of vehicles on-site, some potential exists for automotive oils and fuels to have leaked onto the site to the extent they were present in the vehicles that have been stored on-site. The potential for leaks is relatively low for new vehicles. Trucks for the King Kullen which was located west of the site were also stored on the site.

Groundwater monitoring wells are also present, which monitor groundwater contaminants that emanated from the General Instruments site (600 West John Street) to the north of this vacant property.

Some debris and demolition rubble (brick, stone, concrete), likely from the demolition of the site, have also been observed on the site.

555 West John Street, Hicksville, NY



Nassau County - Land Record Viewer

Overview Zoom In Zoom Out Full View Last Extent Pan Query Measure Buffer Select Clear Selection

Info Map

Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
11	E	469				555	JOHN ST	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-H-112

Name: former Metco

Address: 325 Duffy Avenue

Owner: FED LI LLC, GSM LI LLC, ICA LI LLC & SAF LI LLC 45 BROADWAY 25TH FL NEW YORK NY 10006

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 6.79 acres

Existing Buildings:

Structure built 1959; assessment card indicates that the building has 100,496 square feet of floor area. The building is one story . The property is located on the south side of Duffy Avenue and its westerly property line fronts to Henrietta Street. The site includes accessory parking and truck docks.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:

☐

Business Improvement District:

☐

NYS Environmental Zone:

☐

Special Assessment District:

☐

Urban Renewal Area:

☐

Historic District:

☐

Federal Enterprise Business Zone:

☐

Archaeologically Sensitive Area:

☐

Other _____

Preliminary Assessment of Importance and Ranking:

High

☐

Medium

☐

Low

☐

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

Property is occupied by Chesapeake Pharmaceutical, Arlington Press, Motorola, Risk Investigations, and other tenants.

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property is located south of Duffy Avenue with Charlotte Avenue. The property adjoins various nonresidential, commercial uses. Cars are stored to the south of the building and the property to the front and westerly side of the building; loading is to the rear of the building. A small wooded square patch of property is located along the southerly property line and contains a recharge basin, but otherwise the site is fully developed. The site is flat.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present. Groundwater lies 50 feet below the ground surface.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

This site was listed on the State Superfund program - it has a classification of "2" and the Site Code is 130179. The owner are identified as per the same ownership information presented on the first page; however, the address is shown as 575 Underhill Boulevard in Syosset, NY.

The Metco site has historically been used for light manufacturing and metal working, machining, metal finishing, and metal spraying. These prior uses have led to site contamination.

The primary contaminants of concern include metals and chlorinated VOCs - TCE and PCE. Chromium and PAHs were found above SCOs in shallow soils; chromium was also found in deeper soils. 111-TCA, chromium, nickel, sodium, selenium, copper, lead and iron were found in groundwater above standards at the site. The majority of the contamination appears to be located on the southern side, or rear of the building, with additional elevated results in the recharge basin also located on the south side of the site.

The site is not fenced, so people can come onto the site and come into contact with contaminants in the soil by digging on or below the ground surface. Volatile organic compounds in the groundwater may move into the soil vapor, which in turn may move into overlaying buildings and affect indoor air quality.

NYSDOH has insufficient information to determine whether soil vapor intrusion is a concern.

325 Duffy Avenue, Hicksville, NY



Nassau County - Land Record Viewer

Overview **Map** Zoom Out Full View Last Extent Pan Identify Query Measure Buffer Select Clear Se

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	H	112				325	DUFFY AVE	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-327-421

Name: Former Island Waste Site

Address: 344 Duffy Avenue

Owner: WINTERS BROS HICKSVILLE LLC 1198 PROSPECT ST WESTBURY NY 11590

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 9.04 acres

Existing Buildings:

Existing vacant office building located along the frontage of Duffy Avenue. Majority of the site is vacant.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:

☐

Business Improvement District:

☐

NYS Environmental Zone:

☐

Special Assessment District:

☐

Urban Renewal Area:

☐

Historic District:

☐

Federal Enterprise Business Zone:

☐

Archaeologically Sensitive Area:

☐

Other _____

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

Vacant building along frontage of Duffy Avenue. Large vacant property used formerly as construction and demolition debris location.

Note that the Winter Brothers operates a facility at 1198-1200 Prospect Street which is just beyond the study area boundary.

Preliminary Assessment of Importance and Ranking:

High

☐

Medium

☐

Low

☐

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts to Duffy Avenue and the rear extends to the LIRR rail right-of-way. Was a former sand and gravel pit. The site sits below surrounding roads. A portion of the site, which is steeply sloping and located along the LIRR rail right-of-way, is wooded, as well as other areas along the periphery of the site.

From old USGS maps, the site was likely a former sand and gravel operation.

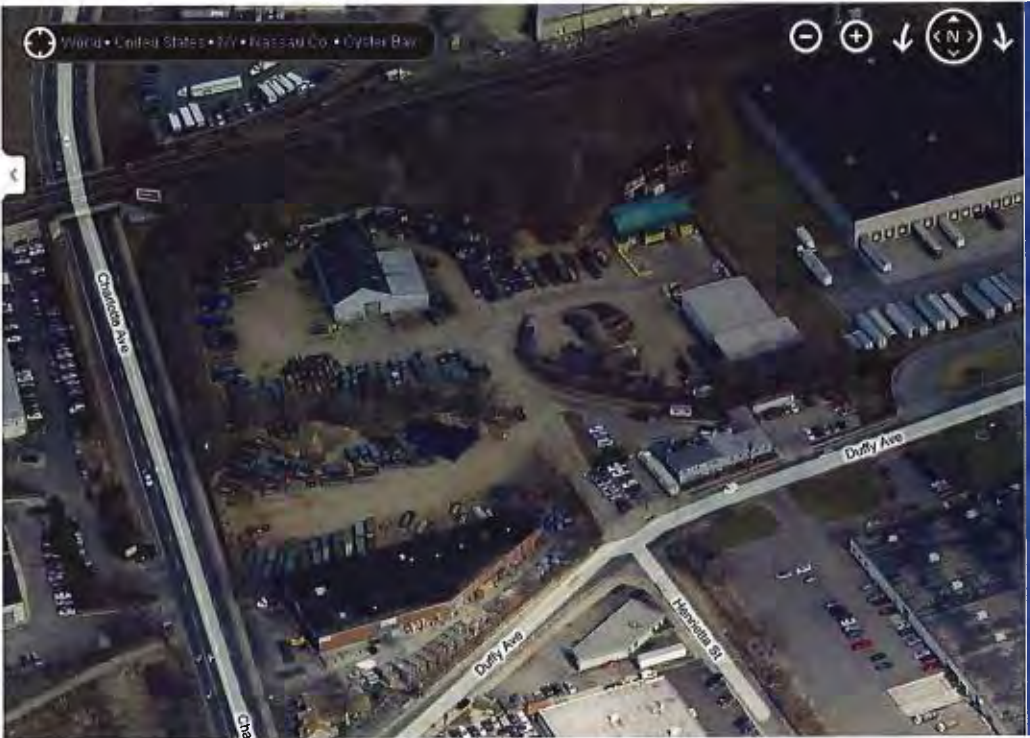
The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

to be determined.

Construction and demolition debris carting site.

344 Duffy Avenue, Hicksville, NY



Nassau County - Land Record Viewer

Overview Zoom In Zoom Out Full View Last Extent Identify Query Measure Buffer Select Clear Sel

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	E	467				1198- 1200	PROSPECT AVE	WESTBUR

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-G-187

Name: ADSI Building (former Amperex Electronic Corporation)

Address: 230 Duffy Avenue

Owner: GSM LI INC 45 BROADWAY 25TH FLOOR NEW YORK NY 10006

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 6.69 acres

Existing Buildings:

Structure built 1952; primarily one story masonry except front of building has a two-story office area. According to Realta Group, a broker, 230 Duffy Avenue is an industrial building. The parking lot has recently been repaired and repaved (description from February 2012) and the space can be subdivided. Assessment card indicates that there is 127,989 square feet of floor area.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:

☐

Business Improvement District:

☐

NYS Environmental Zone:

☐

Special Assessment District:

☐

Urban Renewal Area:

☐

Historic District:

☐

Federal Enterprise Business Zone:

☐

Archaeologically Sensitive Area:

☐

Other _____

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

Property appears to be partially occupied. F6 Labs Law Enforcement and Homeland Security Training Center, American Defense Systems, Inc. (still in this location?), United Refrigeration, United Electric Power Supply, Atlantic Banana, and other possible tenants. Site is used for storage and industrial uses.

See www.adsiarmor.com

Preliminary Assessment of Importance and Ranking:

High

☐

Medium

☐

Low

☐

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts to Duffy Avenue and the rear extends to the LIRR rail right-of-way. Property is almost entirely paved, with small landscape strip in the front of the building. Property is flat. The site is across from residential neighborhood with homes fronting to Loretta, Po, and Suggs lanes.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

This site is enrolled in the Brownfield Cleanup Program (BCP). The site code is C130141. Remediation work is underway but not yet complete. According the Environmental Site Remediation Database, the owner of the property is the Long Island Industrial Group One, LLC, with offices at 575 Underhill Boulevard, Suite 125, Syosset, NY 11791.

The property was the former site of Amperex Electronic Corporation. From 1951 to 1993 the site was used for the manufacture of electron tubes. The process included machining, heat treating, chemical cleaning, metal and glass working, cathode coating, and metal plating. At this time, the project has been referred to OGC for BCA termination.

The primary contaminants of concern at this site include volatile organic compounds and metals in the soil and groundwater. Soil vapor intrusion into on-site structures is a concern. Several VOCs were detected in site groundwater above NYSDEC AWQSGVs including tetrachloroethene (PCE), cis-1,2-dichloroethene, trichloroethene (TCE), 1,1-dichloroethane, and 1,1,1-trichloroethane. The following metals were detected above NYSDEC AWQSGV: antimony, arsenic, barium, beryllium, cadmium, copper, lead, manganese, mercury, nickel and sodium. In terms of soil vapor, 1,1,1 TCE, PCE, TCE, and carbon tetrachloride was found in exceedance of the NYSDOH Sub-Slab guidance values - mitigation is warranted. Storage tanks have been removed.



230 Duffy Avenue, Hicksville, NY

Nassau County - Land Record Viewer

Overview [Home](#) [Zoom Out](#) [Full View](#) [Last Extent](#) [Pan](#) [Identify](#) [Query](#) [Measure](#) [Buffer](#) [Select](#) [Clear Selection](#)

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	G	187				230	DUFFY AVE	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-G-182

Name: 110 Duffy Avenue

Address: 110 Duffy Avenue

Owner: DUFFY HH LLC 485 MADISON AVE 21ST FL NEW YORK NY 10022

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 0.5 acres

Existing Buildings:

Structure demolished

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archaeologically Sensitive Area:	<input type="checkbox"/>
Other _____			

**Preliminary Assessment of
Importance and Ranking:**

High

☐

Medium

☐

Low

☐

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

vacant

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

Property fronts to Duffy Avenue and the rear extends to the LIRR rail right-of-way. Property is flat and unpaved. To the east is the 100 Duffy Avenue complex.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

According to Envirofacts, this is an EPA regulated site.

Property card indicates the property was a former "factory".

Regulated by RCRA - source ID is NYR000149567.

Mailing address of "operator" is 300 Robbins Lane, Syosset, NY which is the address for Blumenfeld Development Group.

110 Duffy Avenue, Hicksville, NY



Nassau County - Land Record Viewer

Overview Zoom In Zoom Out Full View Last Extent Pan **Layers** Query Measure Buffer Select Clear Select Export Print

LAYERS

- ☒ All Layers
- ☒ Lot Lines
- ☒ Parcel Lines
- ☒ Street Names
- ☐ Water Districts
- ☐ School Districts
- ☐ Fire Districts
- ☐ Zip Code
- ☒ Places
- ☒ Aerial Photos

[Refresh Map](#)

☒ Auto Refresh

	Section	Block	Lot	Suffix	Condo	Unit	Number	Street	Town
Info Map	11	G	182				110	DUFFY AVE	HICKSVILLE

Hicksville Northwest Pre-Nomination Study (STEP I)
Descriptive Profile of Brownfield and Underutilized Properties

Tax Parcel Section/Block Lot No: 11-344-1

Name: Stolz Farm

Address: 205 Duffy Avenue

Owner: STOLZ LE M STOLZ ETAL, M 205 DUFFY AVENUE HICKSVILLE NY 11801

Municipality: Hicksville, Town of Oyster Bay, Nassau County, NY

Publicly Owned: ☐ Yes ☒ No

Size: 2.68 acres

Existing Buildings:

Structure built 1920; assessment card indicates that the building is a single family dwelling with barn and pasture.

Zoning: LI

Zone and/or District Status: (Check all that apply):

NYS Empire Zone:

☐

Business Improvement District:

☐

NYS Environmental Zone:

☐

Special Assessment District:

☐

Urban Renewal Area:

☐

Historic District:

☐

Federal Enterprise Business Zone:

☐

Archaeologically Sensitive Area:

☐

Other _____

Use Status: (Describe the site's current condition in terms of use and operational status, i.e., vacant, abandoned, partially developed, partially used)

The site is occupied for residential purposes.

Preliminary Assessment of Importance and Ranking:	
High	<input type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

Property Description: (Physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs)

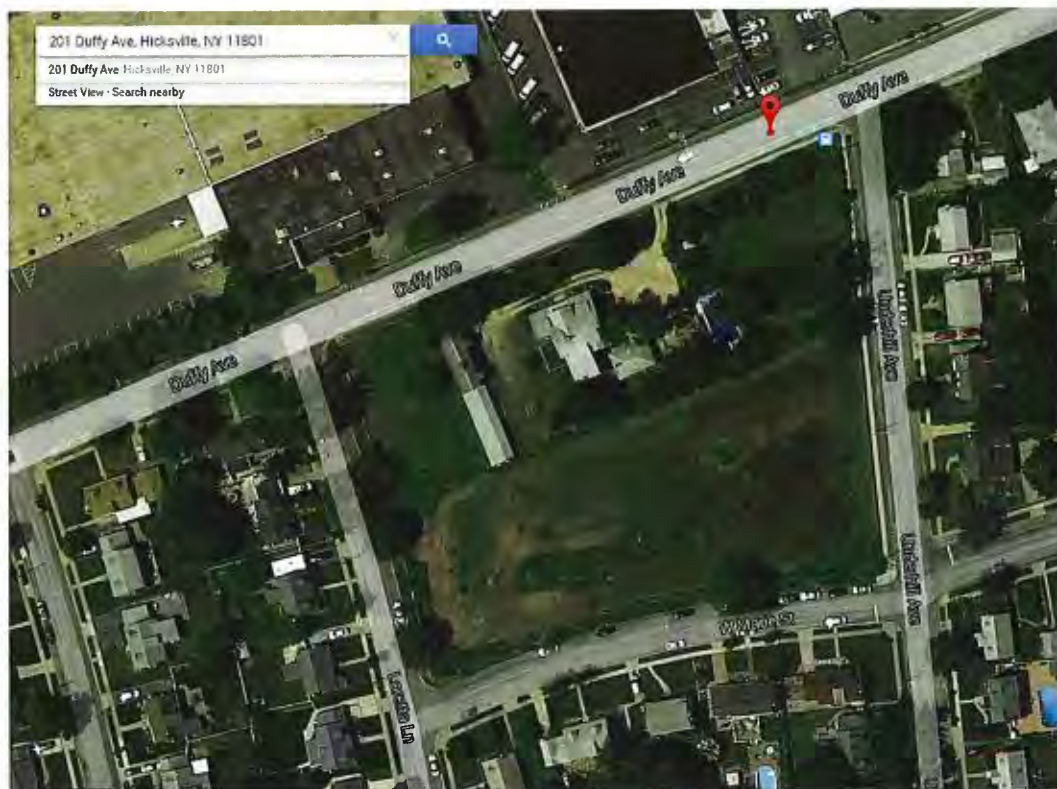
Property is located on the south side of Duffy Avenue between Loretta Lane and Underhill Avenue. The property has a dwelling, a barn structure, and the remainder of the property is pasture. It is unique in that there are few original residential buildings in Hicksville with former farmland attached to the property. Surrounding land uses are residential to the west, east and south, and light industrial to the north.

The site lies over a sole source aquifer (protected under state and federal legislation) - the Upper Glacial Aquifer and the Magothy Aquifer. No wetlands, or sensitive wildlife or fish habitat is present.

Use and Environmental History: (Describe, based on existing available information, the site's operational history, potential contamination issues, and groundwater conditions).

The site is in residential use, and was not likely used for any other purpose, based on a review of historic aerials.

The site is located directly across and south of the former Amperex site at 230 Duffy Avenue, which is enrolled in the Brownfield Cleanup Program (BCP). The site code is C130141. Remediation work is underway but not yet complete. The property was the former site of Amperex Electronic Corporation. From 1951 to 1993 the site was used for the manufacture of electron tubes.



205 Duffy Avenue, Hicksville, NY

