SOUTHEAST HICKSVILLE

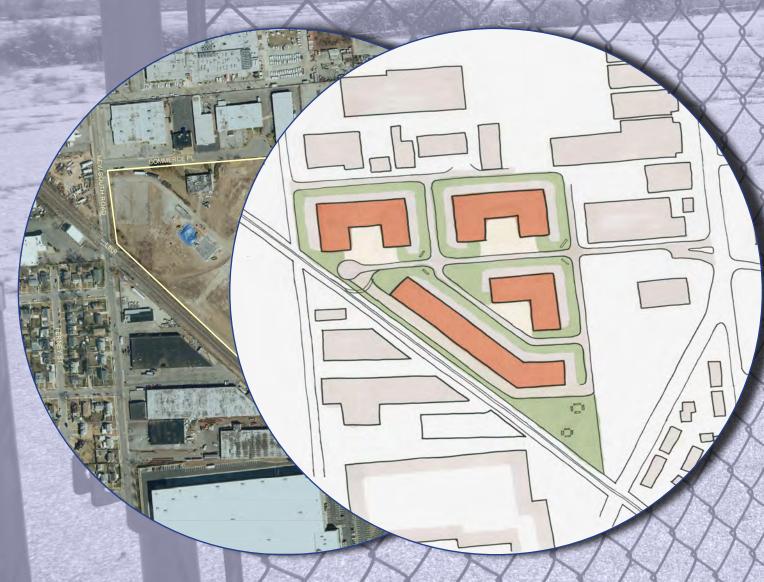
Step II BOA

Nomination Study

Report Date: October 2014







This study was funded by the New York State Department of State through the Brownfield Opportunity Areas Program



Southeast Hicksville Brownfield Opportunity Areas (BOA) Step II – Nomination Study

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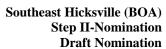




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1.0 DESCRIPTION OF THE PROJECT AND BOUNDARY

1.1 Lead Project Sponsors

The lead project sponsor for the Town of Oyster Bay Brownfield Opportunities Area (BOA) Step II Nomination is the Town of Oyster Bay with guidance and funding provided by the New York State Department of State (NYSDOS) through its BOA grant program. The Town Department of Economic Development in cooperation with the Town Department of Intergovernmental Affairs is the agency overseeing the project, and the Town Board and NYSDOS are responsible for final review and approval of the plan. The Steering Committee includes a Town Board member who represents the Hicksville community, as well as the Deputy Commissioner of Economic Development who have acted both as liaisons between the Project Team/Steering Committee and the Town Board.

1.2 Project Background, Overview and Description

The BOA Step I for Southeast Hicksville was completed in 2008 and consisted of the selection of the area with areas in need of revitalization and redevelopment, and included basic information about the study area and potential brownfield sites within the study area. In addition, a vision for redevelopment of the study area was developed through implementation of a community-based visioning process that consisted of numerous steering committee meetings and a public meeting. As part of the Step I Pre-Nomination, the boundary of the Southeast BOA was defined utilizing the major streets, as follows: Old Country Road to the north, Jerusalem Avenue to the west, south Oyster Bay Road/South Broadway (NY 107) to the east and the Town line to the south. The BOA corresponds the Hicksville Gardens Civic Association boundaries, a group that has been involved throughout the course of preparation of the BOA Step I and II studies. The 2008 Pre-Nomination Study identified 24 potential BOA sites, including several vacant, abandoned or underutilized industrial sites, as well as numerous vacant storefronts located along Broadway (NY SR 107).

Our in depth analysis of the BOA for the Step II Nomination identified many challenges. These challenges include:

- A number of underutilized, abandoned, brownfield industrial sites
- Traffic flow and congestion, particularly truck traffic
- Land use compatibility between residential neighborhoods and industrial uses
- Aesthetics and need for design standards for commercial and industrial corridors
- Access to retail storefront (and lack of parking for many shops) along Broadway
- Lack of housing choices for both seniors and next generation populations.
- Lack of open space and need for additional recreational opportunities
- Need for incentives to spur economic development and reuse

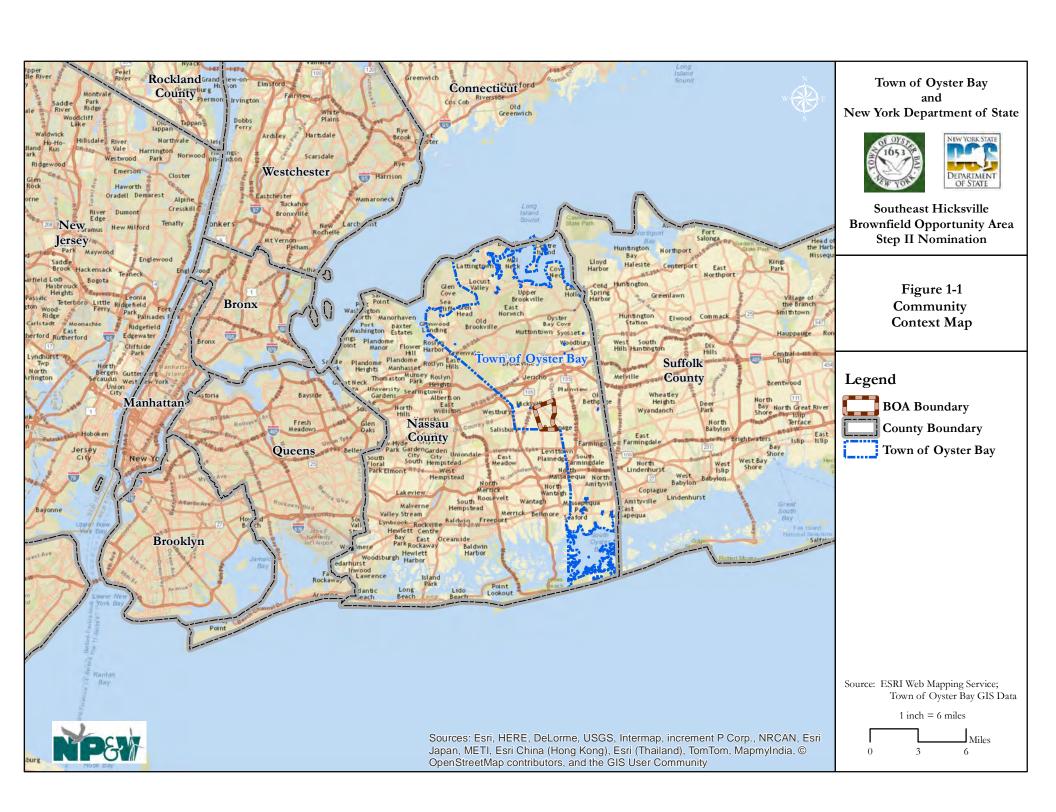
The recommendations provided in this Step II provide for new housing opportunities, redevelopment of outdated industrial buildings with planned industrial/office parks, new truck routes, new job creation,

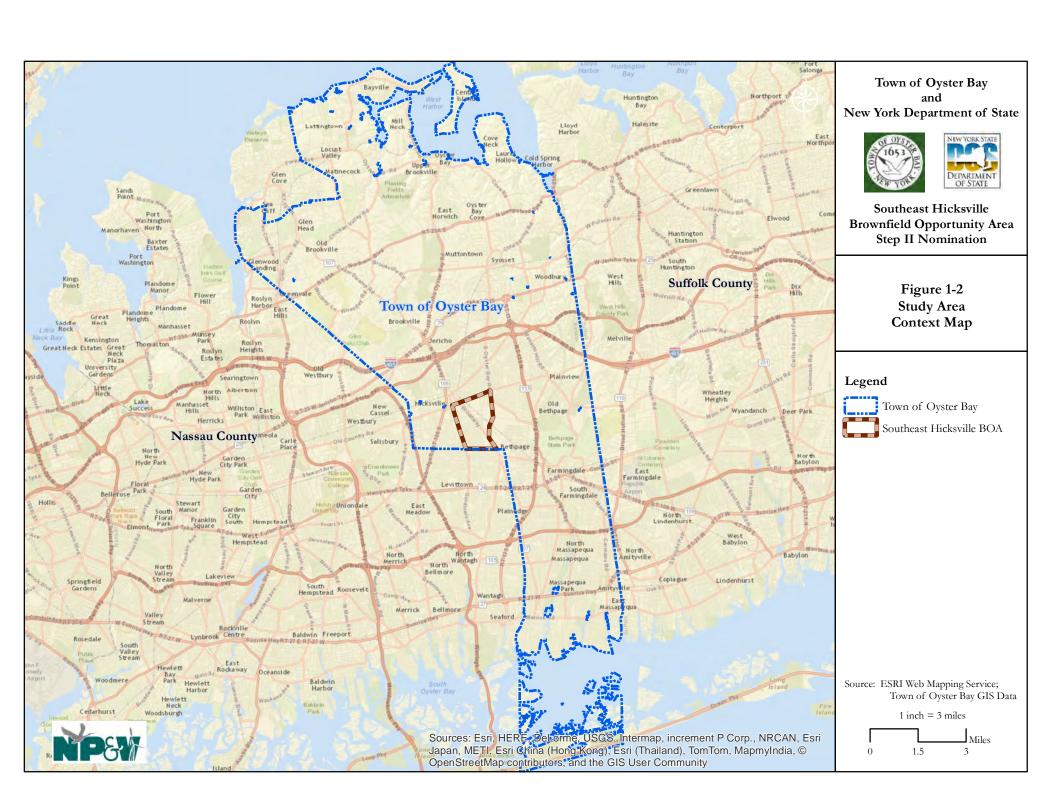


expansion of the tax base, restoring environmental quality of contaminated properties and new public amenities.

Figure 1-1 provides a Community Context Map which illustrates the regional setting of the study area. And illustrates that the Southeast Hicksville BOA is centrally located within the Town of Oyster Bay in eastern Nassau County.

Figure 1-2 provides the Study Area Context Map which illustrates the study area boundaries, major roadways, and features within the area and nearby (such as nearby downtown Hicksville, the LIRR Station and Broadway Mall). The nonresidential portions can be characterized by the development along its major north-south corridors that extend from Old Country Road and include South Broadway (NYS Route 107), New South Road, Bloomingdale Road, South Oyster Bay Road, and Jerusalem Avenue.







There is a unique history of this area that has to do with the longtime domination of large scale aerospace industry as the headquarters of the Grumman Aerospace Corporation located just east/southeast of the BOA in an area which is now known as the Bethpage Business Park. The Grumman Corporation was famous for building the Apollo Lunar Module that put the first man on the moon, and for the production of military and civilian aircraft. In the early 1990's many of the Grumman Corporation's operations at this site were closed. In 2005, the immediate area was designated by New York State as an Empire Zone which afforded new companies benefits for relocating to the area (financial benefits including tax credits, sales tax exemptions, real property tax credits, wage tax credits and utility rate reductions). Along with other industries, some of the Grumman subcontractors were located within the Southeast Hicksville BOA in the vicinity of South Oyster Bay/New South Road as well as in the Bloomingdale Road area. Some of the structures on these properties are deteriorating, are poorly landscaped, lack amenities and connections with the surrounding properties. As these areas in Hicksville BOA were not included in the Empire Zone, there were few incentives for businesses to reinvest in the area.

The purpose of the Nomination was to identify the major obstacles to redevelopment and to identify key strategic sites/areas where redevelopment will act as a catalyst for revitalization of the area as a whole. The major obstacles to redevelopment and revitalization were identified in the Step I Pre-Nomination Study as follows:

- A concentration of vacant and underutilized light industrial properties located in the vicinity of the former Grumman Aerospace Corporation, a percentage of these properties are known to have been impacted by pollutants;
- An unappealing array of storefronts, many that are vacant, and strip developments located in the businesses district that exhibit a lack of design and public amenities to support the retail environment;
- Need for a better transportation network to meet the needs of the community; and,
- A need for housing opportunities for seniors and next generation home buyers.

This Step II Nomination is intended to provide the basis for an application for project advancement under the Implementation Strategy Step (Step III) of the BOA program, which will build upon the recommendations of this study. NP&V has included a detailed table of funding sources and guidance in this document to provide a framework for how the Town and/or property owners may fund both public and private improvements recommended in the document for the purposes of 1) creating incentives for private redevelopment, and 2) tapping sources of funding for public projects that are commensurate with and support private redevelopment.

The Study includes a refined community vision and provides specific recommendations for redevelopment and revitalization strategies that are based upon a targeted community outreach process, inventory and analysis of resources, an Economic and Market Trends Analysis, and an area-wide environmental database search and assessment of past contamination in restricting future redevelopment, and site specific conceptual plans to meet the goals of the community and regional planning strategies for economic growth.



1.3 Community Vision, Goals and Objectives

1.3.1 Vision Statement

A vision statement is important in planning studies, as they help guide future redevelopment of the study area. A vision is an expression of the community's hopes for the future and should clearly communicate the community's desired future. The following vision statement for the Southeast Hicksville BOA has evolved throughout the course of the Nomination Study based upon the input received during the Step I Pre-Nomination and was refined throughout the course of preparing this Nomination Study through community and agency input.

"Southeast Hicksville will be a safe, clean attractive community with a variety of shops, restaurants, recreational facilities, and activities. Its mix of housing and transportation options will continue to attract and keep young professionals and families here. A balance of light industry and thriving small businesses will provide jobs for local residents and support the local economy."

While the vision may seem vague, it is intentionally so, because a vision is an expression where the community wants to go, and what it can be in the future. Goals and objectives provide more details as to how the community will achieve that vision.

The vision statement for Southeast Hicksville seeks to maintain and enhance the quality of life for the area's residents and promote redevelopment of abandoned, vacant and underutilized industrial properties in a way that will not have a significant impact on the surrounding communities. The community recognizes the importance of light industry to provide jobs and support the tax base, but is concerned about truck traffic and congestion. The community is in favor of the redevelopment of former commercial or industrial properties, as long as this is done in an environmentally responsible, clean and orderly way. The community is also generally supportive of senior and next generation housing. Attractive and well-planned redevelopment, maintenance of landscaping and streetscaping, provision of new recreation areas where possible, improved roadway and pedestrian safety and improved choices for transportation are also important.

1.3.2 Goals and Objectives

The following provides a summary of goals and objectives identified through the course of this Nomination Study and supported by analysis and the input received from stakeholders.

Goal	Plan Objectives
Revitalize vacant/underutilized	Provide several concept plans which illustrate how vacant and
industrial properties	underutilized industrial properties could be redeveloped in a cohesive
	fashion that promote good design.



Create a range of housing opportunities and choices	Provide a concept for a new multifamily housing development which could provide needed senior or next generation housing (or both). This concept plan envisions redevelopment of an industrial area that is directly adjacent to single family homes, and thus would provide a more suitable land use in this location.
Improve aesthetics	Provide recommendations for façade improvements, streetscape enhancement and coordinated redevelopment of BOA strategic sites. Include design elements to enhance the physical appearance of properties and identify potential new areas for green space and landscape elements.
Create a walkable community	Although S. Broadway (NY 107) is a major north-south corridor, there are measures that can be implemented (e.g., traffic calming, raised and signalized crosswalks, sidewalk improvements, street furnishings) to improve the pedestrian environment and link both sides of the highway in order to support ease of access between the retail establishments which can be further enhanced by the promotion of an emerging cultural niche, improved retail building design, and the planning of organized and landscaped parking lots and shared curb cuts.
Provide a public transportation network based on community and Town needs	Provide recommendations for improvement of sidewalks and crosswalks, traffic calming measures, and possible alternative transportation modes. A recommendation to pursue a shuttle for commuters and workers in the area is provided (which would require specific study).
Create new areas of open space/green space	An evaluation was made to extend existing open spaces that can establish buffers between residential and light industrial zones, and where existing open space can serve as passive parks; (it is noted that following the Step I Pre-Nomination, a portion of a County Recharge Basin project was made into a soccer field).
Continued community stakeholder collaboration in implementation phase	All long range planning efforts benefit from having champions for the project implementation. The Hicksville Gardens Civic Association has been involved in the development of the recommendations and is committed to continue involvement as implementation occurs through the Step III or other grants, and public/private initiatives.
Encourage compact building design for the Light Industrial areas	Compact building design is considered in the redevelopment concepts.
Seek compatible land use patterns	The plan promotes compatible land uses for redevelopment concepts

1.3.3 Relationship of Vision, Goals and Objectives to Existing Community Goals, Plans and Revitalization Strategies

Many of the ideas expressed in the community vision, goals, and objectives are in line with and compatible with those expressed in existing plans, goals, and revitalization strategies. As discussed in Chapter 3 of this report, numerous plans and studies have been prepared that identify visions, goals, and objectives for Long Island, Nassau County, the Town of Oyster Bay, and Hicksville. Hicksville has been identified by Nassau County, in its Comprehensive Plan, as one of 14 targeted growth areas, with potential for downtown revitalization and brownfield redevelopment. Many of the visions, goals, and



objectives set forth in these documents are in line with overall revitalization and economic development strategies, as well as with goals and objectives for Southeast Hicksville. For example:

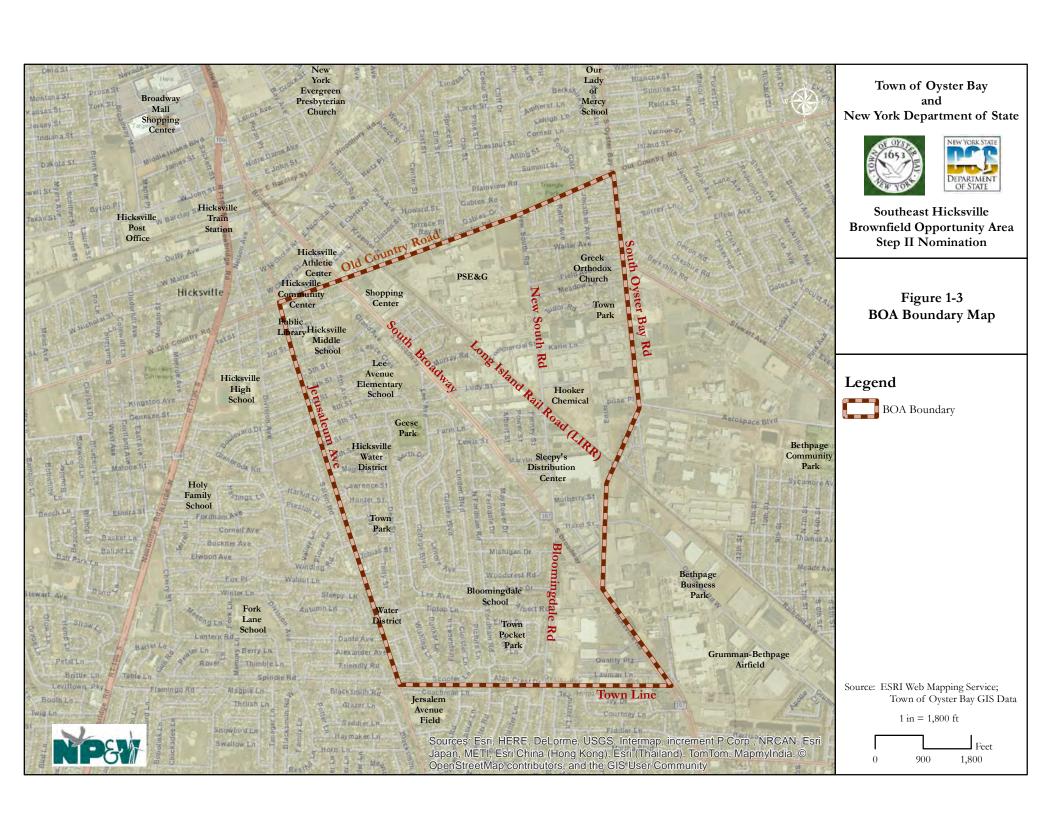
- The Strategic Economic Plan for Nassau and Suffolk Counties recommends strategies that aim to: create innovation and industry clusters, strengthen the advanced manufacturing base, development of lean and "green" manufacturing processes, encouraging young entrepreneurs, creating an adequate transportation system, creating affordable housing, and revitalizing downtowns and blighted areas and commercial centers, among others.
- The Long Island Regional Economic Development Council articulated a vision for the region based upon
 enhanced economic prosperity stemming from "retaining and creating well-paying jobs..., attracting and
 maintaining a highly productive workforce, and nurturing and rewarding innovation," as well as creating
 vibrant, transit-supported communities, and walkable safe communities that can accommodate growth
 while protecting natural resources and existing single family home communities.
- The Regional Economic Development Strategies define the type of redevelopment most needed to reinvigorate the island as development that creates jobs.

These recommendations, priorities, goals, and objectives are relevant to Hicksville as the strategies recommend creation of vibrant, transit-supported communities, supported by an economic base that thrives on clean industries such as health care and life sciences, high-tech industry, green energy, young entrepreneurs, brownfield remediation, and redevelopment. They are in line with the vision, goals, and objectives of the Southeast Hicksville BOA as they spell out a vision of redevelopment that maintains a productive workforce and creates jobs, revitalizes commercial and industrial centers, creates needed housing for seniors, and keeps families by ensuring adequate transit, walkable, safe communities, and protects existing resources and neighborhoods.

1.4 Brownfield Opportunity Area Boundary Description and Justification

Figure 1-3 provides the BOA Boundary Map which illustrates the study area boundaries, major roadways, and features within the area and nearby (such as nearby downtown Hicksville, the LIRR Station and Broadway Mall). The Southeast Hicksville BOA is bounded by Old Country Road to the north, South Oyster Bay Road and South Broadway to the east, the Hicksville community line and the Town of Oyster Bay lines to the south, and Jerusalem Avenue line to the west. The above boundaries were established for several reasons as follows:

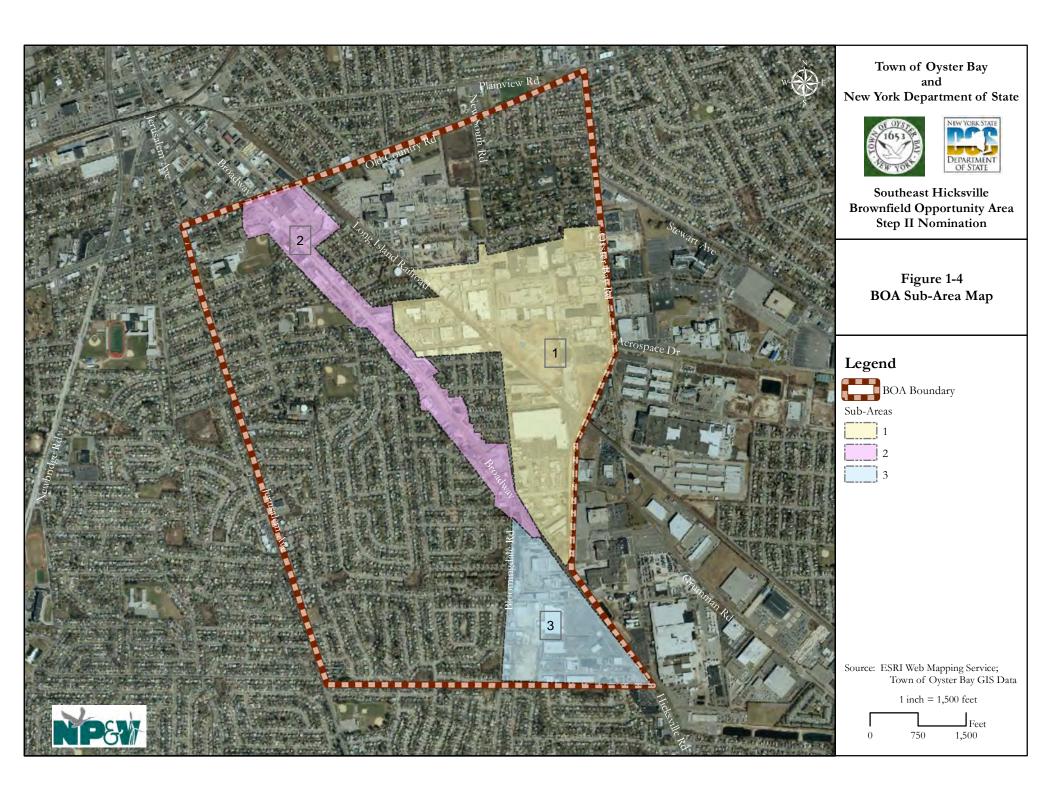
The Old Country Road corridor to the north is a major Nassau County east-west four land highway that physically separates the existing transit oriented downtown from the South Hicksville BOA. In fact, a major portion of the area north of Old Country Road is being studied through a separate BOA Step I study known as the "Northwest BOA Step I Pre-Nomination Study."





The portion of land, north of Old County Road that is not part of the BOA Step I is predominately the Hicksville downtown center. That area is dominated by the downtown retail establishments, various office building structures, the LIRR train station, the Broadway Mall, and a Sears Department Store. The area is primarily void of large vacant light industrial brownfield type properties. This area will warrant future study, through other funding sources, when the community and the local governments agree as to what the focus of such a study might be. However, the community and the local governments all agree that adaptive reuse of brownfield properties is a priority to their respective parts of the entire Hicksville community. Hence, the essence of the South Hicksville BOA study area encompasses all of these potentially adaptive reuse sites along South Oyster Bay Road, New South Road, the South Broadway corridor, Bloomingdale Road, and Lauman Lane.

The South Oyster Bay Road border was established because 1) the road is a boundary line between southeast Hicksville and the unincorporated communities of Plainview and Bethpage to the east, 2) there is an active commercial area and brownfield sites located on the west or "Hicksville side" of the border, and 3) the area on the east side of the border is primarily residential with a corresponding mix of retail and service establishments. East and southeast of the lower South Oyster Bay Road and South Broadway area include the unincorporated areas of Bethpage, and the Bethpage Business Park (the former Grumman site that had been designated New York State Empire Zone). Neither of these areas would contribute to a BOA study because of the full capacity of the light industrial buildings and the residential areas to the east. The southern border of the BOA is the Town of Oyster Bay/Town of Hempstead border and this is located just south of Lauman Lane a light industrial area west of S. Broadway (107). The western border is Jerusalem Avenue which was included in the Step I study because of a controversial retail development project that was occurring during the Step I process. During the Step II process, it was determined that the BOA Study area, which corresponds to the Hicksville Gardens Civic Association boundary, should remain the same, and that the team would focus on the 3 subareas, shown in **Figure 1-4**.





2.0 COMMUNITY PARTICIPATION AND TECHNIQUES TO ENLIST PARTNERS

2.1 Summary of Community Participation

Community participation is seen as one of the driving forces needed for the successful revitalization of the Southeast Hicksville BOA. The main goals of the community participation plan for this project was to arrive at the community's vision for the study area, understand the barriers to redevelopment of underutilized properties and receive input on concepts and action strategy or strategies to achieve that vision. Having community support for the vision is essential for driving implementation. This section of the Nomination summarizes the elements of the community outreach, the strategies and techniques used, reference to materials and methods developed for outreach and summary of input received which was employed in the development of the Nomination.

The outreach effort for the Southeast Hicksville Step II was comprised of a variety community participation activities and employed many strategies to draw input from a large range of stakeholders, as well as potential project partners. The input received shaped the development of the Nomination, in that the Team counted on community input to learn about the history of the area and specific sites, to evaluate the level of support for specific redevelopment concepts and to assist in refining the community vision.

Thoughtfully planned community outreach was a main goal. The Steering Committee advised the Team to keep the outreach materials clear and accessible, and to target outreach to the stakeholders within the study area, working with existing organizations that are known and trusted within the community, and to utilize small group meetings when possible. It was also stressed that "meetings for the sake of meetings" would not be effective, particularly because of the number of planning efforts conducted in recent years (and a sense of 'planning fatigue'). The group felt that engagement would be most effective if community members have something specific to react to, as the community is interested in seeing action. The group also recommended framing this BOA Step II study as an opportunity for revitalization not only of individual properties within Southeast Hicksville but for the community as a whole.

The Team collaborated to identify the goals for each participation activity, (meeting, focus group, survey, or public event) and planned each event with the goals in mind. Included in **Attachment A** are the materials used in the outreach efforts, including agendas, sign-in sheets, presentations, mailings, flyers, emails and the documentation of how the word was spread about the events. Below is a table listing key dates and types of community engagement activities and forums used throughout the course of the study.



Table 1 Key Dates and Community Engagement Activities

Date	Event
6/26/2012	First Steering Committee meeting
7/21/2012	Distributed handout describing NE Step I and SE Step II project to hand out at summer festival
10/15/2012	Working Group Study Area Tour to examine current conditions within study area
Fall 2012	Began stakeholder interviews
11/20/2012	Presentation to Chamber of Commerce at regular meeting
3/18/2013	Sent letters to Community Service Organizations requesting interviews
3/29/2013	Follow-up letters to Community Service Organizations about interviews
4/1 – 4/22, 2013	Interviews of Community Service Organizations
8/22/13	First Interagency Roundtable: Economic Development
11/5 – 11/13, 2013	Interviews of Local Realtors that do business in SE Hicksville
5/21/2014	Presentation to Hicksville Gardens Civic Association
6/9/2014	First Public Open House
7/16/2014	First Round of Interviews of Local Business Owners or Managers
7/29/2014	Community Survey Launched to get input on redevelopment scenarios
7/30/2014	Second Round of Interviews of Local Business Owners or Managers
August 2014	Outreach to owners of industrial property where concept plans were developed
9/8/2014	Second Interagency Roundtable Meeting, focus on Implementation
9/10/2014	Second Public Open House

The following provides an overview of each component of the community outreach and a summary of the most pertinent input that was utilized by the Team in the development of this Nomination.

STEERING COMMITTEE INVOLVEMENT

The Steering Committee provided guidance and served as an advisory group for the Team throughout the duration of the Step II BOA project. As noted previously, the Steering Committee was comprised of individuals who represent a broad spectrum of Hicksville, including representatives of Southeast Hicksville community and civic groups, local agencies and service providers, State, County, and Town government, as well as business and property owners and residents of the study area. The role of the Steering Committee was to:

- provide local knowledge about the area, including guidance on preferences for community outreach and engagement;
- build community understanding and support for the project;
- assist with public outreach about opportunities to provide input on the vision and concepts;
- assist in identifying and prioritizing brownfield sites; and
- provide input on study findings and recommendations.

Throughout the course of the project, the Team reached out to individual members of the Steering Committee and involved the group in the development of strategies for overcoming the particular



obstacles to redevelopment faced by the community. During the course of the project, there were two formal meetings with the full group, as well as several meetings with members of the group, and calls as needed. The group was invited to participate in the public open houses. The Team asked the Steering Committee to keep the Team informed and to assist in getting the word out to the larger community. The Team also kept the committee informed about upcoming activities, available documents for review, and the status of the project.

A Steering Committee meeting took place on June 26, 2012 at the Town of Oyster Bay's William P. Bennett Hicksville Community Center. During this meeting, the Team presented an overview of the BOA program, the findings from the Step I – Pre-Nomination Study, the Southeast Hicksville BOA Step II 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. Questions were posed about the details of the BOA project, specifically the products of each step, and the purpose and outcomes of each of the steps was explained. It was also noted that the status of some of the properties may have changed since the initial analysis in 2008, and that the map would be updated with properties that have been developed. The issues of noise and traffic at NYS Route 107, South Oyster Bay Road, Old Country Road, and Jerusalem Avenue were mentioned, and a recommendation for a study was made. It was also noted that outreach should consider the age of the population, and that not everyone has internet access.



Image 1 First Steering Committee meeting (June 2012).

Steering Committee Working Group Field Tour

In October 2013, members of the Project Team and Town personnel led a field tour by bus of the study area with a working group comprised of select members of the Steering Committee that included leaders of the Hicksville Gardens Civic Association, the Hicksville Chamber of Commerce, and the Hicksville Community Council. The purpose of the tour was twofold: to engage members of the Steering Committee and obtain up-to-date information on the status of potential brownfield sites and other underutilized sites within the study area to contribute to the inventory and analysis. At various sites, the group would get off the bus to walk around. The discussions focused on the area as a whole and on specific sites. Participants noted that there is a demand for all kinds of commercial space within Hicksville, but that compared to some surrounding communities the rent seems to be somewhat higher, making it difficult for Hicksville to compete. It was mentioned that one of the consistent issues in Hicksville has been the lack of cohesive or strategic development; most seems to have been piecemeal and it would be good to turn these planning efforts into more cohesive strategies that are compatible with one another.



COMMUNITY EVENTS

SLI representatives attended the Hicksville Summer Street Fair on July 22, 2012 to educate the community about the BOA program and inform them of both the Northwest BOA Step I and the Southeast BOA Step II projects taking place in Hicksville, and handed out copies of overviews about the projects (seen at right and provided in Attachment A). SLI also arranged for a member of the Chamber of Commerce to hand out flyers at a middle school event on November 30, 2012 to help spread the word about the project and engage the community.

COMMUNITY MEETINGS

Project Team members made a presentation during a Chamber of Commerce meeting on Tuesday, November 20, 2012, at Peppercorn's Restaurant, to solicit input on businesses in the community and how the BOA program might assist in overcoming local obstacles to revitalization and redevelopment of vacant, abandoned and underutilized properties. The purpose of the meeting was to open a line



Image 2 Overview of SE Hicksville BOA project handed out at community events.

of communication and provide an opportunity for members to contact the Team with their input.

Several Steering Committee members are also members of the local civic association, a very active group whose neighborhoods collectively form the boundary of the BOA. On May 21, 2014, the Team met with the Hicksville Gardens Civic Association (HGCA) to provide a preview of the information and concepts that would be shared at the Public Open House on June 9, 2014, and to ask for feedback in advance of the meeting. The HGCA agreed to assist in getting the word out to their members through their newsletter and emails.

During this meeting, a number of items were stressed: traffic from any new development would be a concern, and consideration should be given to shuttle buses to and from the LIRR station and other locations in the study area. Truck traffic is also a large concern. This includes truck traffic on residential streets and the number of trucks generated by the industrial uses. The group appreciated the fact that the Team was coming to the community with concrete analysis and recommendations that they could react to.

Finally, when discussing how public input was being gathered for this study, the concept of a community survey was discussed and the HGCA agreed to assist the Team in getting responses to a survey. A survey was conducted to gauge the support for the many recommendations contained in this Nomination and was used to refine the recommendations. (A summary of the survey is provided later in this document and in Attachment A).



PUBLIC OPEN HOUSE – JUNE 9, 2014

The Team was told that the community in general would prefer to have something concrete to react to – and that an informational meeting would not be well received, especially given the number of previous studies that have been done in and around the area. Although the general rule is to meet early and often, it was understood that the Team needed to have new information to share and concepts for the public to consider and react to before planning a public event. Thus, as the technical studies ensued, including the Economic and Market Trends Analysis, several conceptual redevelopment plans were prepared and presented at the first open house.

In an attempt to achieve the highest possible participation, a broad range of outreach methods were employed by the Team in order to inform the public of the open house. Outreach included mailing postcards to 2000 residents, use of electronic and social media, and distributing and posting fliers at key locations within the community. The public session was held as a true open house – with four stations where participants could come and go as their schedules allow, and could learn about the project process, economic and market trends in the study area, proposed community concepts, and help refine a community vision statement. While this type of event is labor intensive and requires much preparation in advance and the attendance by many Team members, it was believed that this would



Image 3 Hicksville Residents Talk with a Member of the Project Team

be the best method to receive meaningful input from the greatest number of Hicksville community members. This forum allowed the more than 60 individuals who attended to speak directly with representatives from the Town and Project Team about the issues and opportunities that matter most to them, while limiting opportunities for any single person or issue to dominate and distract from the purpose of the meeting.

Draft community vision statements were presented in order to gauge support for each and gain feedback as to how they could be improved. Of the four vision statements presented, drafts #2 and #3, included below, received the most positive responses.

- Vision statement #2 states that "Southeast Hicksville will be a thriving community boasting job centers and prosperous businesses, housing choices for young adults, families, and active seniors, and a robust transportation network providing convenient access to community destinations and amenities. The area will be safe for motorists and pedestrians alike, with walkable beautiful neighborhoods, green spaces, and attractive retail centers. It will also maintain its strong light industrial base, encourage emerging and "green" technologies, and support entrepreneurial pursuits."
- Vision statement #3 states "Southeast Hicksville will be a safe and vibrant suburban community
 with revitalized properties, a multitude of housing and transportation choices, business
 opportunities, and a healthy environment. The area will benefit from a flourishing local economy



offering diverse employment opportunities, and attractive neighborhood amenities, such as open spaces, restaurants and shopping venues, recreational facilities, and pedestrian-friendly streets."

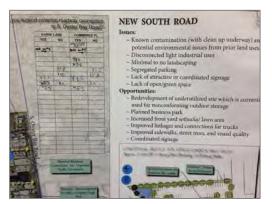


Image 4 Detail of one of the display boards presented at the June 2014 Open House

Comments made in response to the draft vision statements indicate a desire to keep Southeast Hicksville as a beautiful, primarily residential community with access to good-paying jobs. Comments also indicated concern for reducing or minimizing truck traffic, striking a balance between providing activities or amenities and having too much commercial development, and making the community safe for pedestrians and motorists.

Preliminary concepts for redevelopment were also presented to the attendees and were generally well received. The planned business park and high-tech office concept on New South Road, the streetscape, and parking concepts on Broadway (NY SR 107), and a large vacant industrial site across from existing residential homes and several existing light industrial properties along Bloomingdale Road all were highly supported. In particular the concepts of housing for seniors and/or young professionals, and reducing curb cuts and improving traffic flow and pedestrian safe



Image 5 Display board showing preliminary proposed concept.

reducing curb cuts and improving traffic flow and pedestrian safety were well received.



Image 6 Attendees at the First Public Open House in June 2014

Through this public open house, the Project gathered Team valuable input from community members various and stakeholders that will be used to guide the refinement of a revitalization strategy for Southeast Hicksville. Attendees clearly communicated their desires for better paying jobs, attractive landscaping and storefronts, as well as for gathering spots and opportunities recreation. for The concepts for redevelopment were well received, and comments indicate support for high-tech or "green" technology, light industrial business

park-type areas, improving parking and pedestrian safety, and additional housing for seniors and young professionals. Productive discussion and thorough comments will help the Project Team to refine the preliminary concepts and further develop ideas for aiding underutilized properties and breathing new life into key areas of Southeast Hicksville.



OUTREACH TO COMMUNITY SERVICE ORGANIZATIONS

Public Service Agencies that serve the BOA were interviewed in order to determine the following:

- Need for expansion of services as a result of potential development of BOA sites
- Logistical problems in providing services in these areas
- Potential effect of an increase in population of the area as a result of development

The methodology for soliciting input from these community service providers was accomplished by first sending a letter of explanation and then contacting each provider to conduct a telephone interview and in one case, an in-person interview. All of the interviews were conducted with the chief administrators or their immediate representatives. The letters were sent out on March 18, 2013 and March 29, 2013 to the following organizations:

- Nassau County Public Safety Center
- Nassau County Department of Parks, Recreation and Museums
- Nassau County Police Department
- Hicksville Fire Department
- Jericho Fire Department
- Hicksville Public School District
- Nassau BOCES
- Hicksville Library

Representatives of the following organizations were interviewed over a period from April 1, 2013 and April 22, 2013:

- Town of Oyster Bay Department of Community Services Commissioner and Deputy Commissioner
- Town of Oyster Bay Department of Parks and Recreation operations official
- Nassau County Police 2nd Precinct commanding Officer
- Nassau County Department of Parks, Recreation and Museums, Deputy Commissioner
- Hicksville Public Library Director
- Hicksville Public Library Director of Community Programs
- Hicksville Fire Department, Commissioner
- Nassau BOCES Associate Director

Representatives from the following organizations were contacted on at least two occasions but unfortunately did not respond to the request:

- Hicksville School District
- Nassau County Public Safety Center
- Jericho Fire Department

The following provides a summary of the input received, which has provided insight to the Team in the development of recommendations.



On Senior Housing: Perhaps the most notable information that was received was from the Town of Oyster Bay Department of Community Resources, which administers, among other responsibilities, the Town's Golden Age Housing Program. Under the Town's RSC-25 zoning code, a developer may build a more intensive co-op development than normally would be allowed in exchange for selling the units at a below market rate. Under the Town's program, there are income guidelines and priority classifications for those seniors desiring a Golden Age co-op unit. The Department screens and maintains a waiting list of seniors who qualify for the units based on the priority classifications defined as follows:

- 1. Residents of a schools district where the units are available
- 2. Town of Oyster Bay residents
- 3. Nassau County residents that live outside the Town of Oyster Bay
- 4. Residents residing outside Nassau County

As of April 2013, there are between 5,500 and 6,000 seniors on the waiting list including 305 seniors that resided in the Hicksville School District and an additional 4,000 seniors that resided in the Town of Oyster Bay. These statistics indicate the need for additional units which may provide a potential option for reuse of BOA properties. The input received from the Town and the need for senior housing was studied further as part of the Economic and Market Trends Analysis. This analysis is contained in **Section 3.4** of the Nomination and identified the need for 502 senior units in the immediate area and 4,113 units in the Town of Oyster Bay. Based upon input received from the public, this is a highly desirable land use for the study area. Thus, in the development of concept plans for the BOA sub areas, the Team identified a feasible location for a new multifamily development on Bloomingdale Road. This concept is discussed further in **Section 3.5**.

On Recreation: The Nassau County Department of Parks, Recreation and Museums representative did not envision the need for additional parkland in the BOA mainly because of the large county-owned facility known as Cantiague Park. Cantiague Park is located on West John Street in Hicksville and provides adequate outdoor recreation services for the local population, including a swimming pool and ice rink. The County also has a soccer field (with associated parking) located on South Oyster Bay Road. This soccer field was constructed in an underutilized portion of a recharge basin property which was identified as an opportunity site during the Step I BOA Pre-Nomination project. The Town of Oyster Bay would consider the addition of smaller parks in the BOA, but does not envision the potential for any large parks, since several recreational facilities have already been developed in Hicksville in the last ten years including:

- Walker Park, located east of N. Broadway (NY SR 107) north of Old Country Road;
- Triangle Park, located near South Oyster Bay Road and Old Country Road; and,
- The indoor Hicksville Athletic Facility located on N. Broadway (NY SR 107).

On Crime: The Nassau County Police representative indicated that crime has not been an issue at the BOA sites, although it has been an issue at the Hicksville Railroad Station. With respect to redevelopment potential at the BOA sites, the Police representative noted that additional patrol will be required and the level would be dependent upon the future use. For instance, a night club would require more patrol than an office building would. The representative also noted that the high volume of traffic in the BOA area is a concern.

On Fire Protection: The Hicksville Fire Department representative indicated that there were no logistical problems for fire truck passage in the BOA area nor have there been any instances of fire events at the BOA sites. It was indicated that there were more instances of fire events as a result of vandalism at vacant houses that have been bordered up as a result of foreclosures. The Fire Department representative indicated that if more senior housing complexes are developed in the area, there will be a corresponding increase in the demand for ambulance services. Presently, in an emergency, the call for an ambulance is relayed first to the Police 2nd Precinct which maintains four ambulances with paid ambulance drivers. If these are not available, the call is



relayed to the Hicksville Fire Department, which provides the same service, except that their ambulance drivers are volunteers. According to the Fire Department representative, they seem to receive an overabundance of calls for ambulance services.

On Library Service: The Hicksville Library representatives indicated that the library resources are adequate to accommodate any expansion of the population in the BOA area. The library is not interested in any of the BOA sites for an expansion or decentralization of their services. They tried to do this by setting up a resource center on Jerusalem Avenue north of Old Country Road, but the venture proved unsuccessful as residents expected to find all of the library services at this location. The library is currently selling this property and has purchased an adjacent house next to their central location that will be used as administrative offices. This will free up space in the library for some of the services that were provided at the resource center.

On Education: The Nassau BOCES representative indicated that they would not be interested in expanding their resources into the BOA areas and can accommodate additional students into their programs as may be a result of the expansion of the population that new development may bring.

OUTREACH TO LOCAL REALTORS

Between November 5 and November 13, 2013 three interviews were conducted with local realtors that do business in the Southeast BOA. A questionnaire was developed to assist the Team in the process and included questions about:

- real estate trends for industrial, office and housing in area;
- vacancy rates as compared to other areas of the Town/County;
- types of businesses that are looking to relocate and the types of space sought;
- whether the Hicksville industrial and office space are generally obsolete, or could they be reused;
- other obstacles for redevelopment; and
- changes needed to increase the demand for industrial, office, and housing.

The following is a summary of input from the realtors interviewed:

On market trends:

- One realtor noted that the market remains strong for industrial space in Hicksville. Rental rates for Hicksville industrial space is comparatively low, varying between \$10.50 and \$12.70 per square foot and that this helps the industrial real estate market to remain strong.
- Another noted that the industrial and office market seems to be lagging (which is supported by regional reports).
- Hicksville presents a unique location in Long Island such that it is centrally located in Nassau County and has great access to the LIE, Northern State Pkwy, Seaford/Oyster Bay Expressway, and Wantagh Pkwy.
- There is tremendous opportunity for growth in Hicksville due to its unique location and existing infrastructure.
- Medium demand for residential.

On the types of business which are looking to locate in Hicksville and type of space:

- Incubator space service type.
- Food processing was looking but they found it infeasible odor issues for other tenants.



- All kinds of businesses are trying to locate in Hicksville. However, they prefer Grumman Industrial Park since it is newer, this is hurting remainder of the industrial/office market of Hicksville.
- There is increasing demand for apartments and small office space.

On obsolete buildings:

- Yes, this is a problem for this area. But that is one of the reasons that the rent in Hicksville market is low compared to other markets.
- Parking is major issue with Industrial tenants.
- Grumman Industrial Park could attract high end users because of newer construction and upgraded spaces with sufficient parking

On obstacles for redevelopment:

- Cost prohibitive.
- Industrial property owner pays more tax in Nassau than Suffolk County. In Suffolk County there is not a separate tax rate for Industrial property.
- Retail is lagging in Hicksville.
- Zoning restrictions. Flexibility in zoning is necessary to spur redevelopment. Creation of overlay district to allow multiple-use of property would be beneficial.
- Traffic is a concern. All trucks serving Hicksville industrial and retail market use LIE and then Route 106 or Route 107. An alternate truck route connecting Hicksville directly to Seaford/Oyster Bay Expressway would present tremendous opportunity and would reduce traffic congestion on other roadways in Hicksville.

On changes needed to spur development:

- Improvements to the train station will most like impact the areas close to the train station. But, a shuttle service along Broadway (south of train station) would greatly improve the commuter convenience and retail market performance.
- Areas close to train station have enormous opportunity for redevelopment for apartments and office, especially the area between the train station and the mall.
- More apartments can be supported near the train station.
- There is need for some public recreation space near the train station.
- Need for a truck route in South Hicksville, along South Broadway/South Oyster Bay Road connecting
 the industrial area in south Hicksville (formerly the Home of Grumman) with the Seaford/Oyster Bay
 Expressway which would offer a preferred truck route to both the LIE and to Sunrise Highway; and
 providing a bypass for truck traffic travelling through Hicksville, along Route 106/107 and causing
 unnecessary congestion through Hicksville.

PROPERTY OWNER INTERVIEWS

Commercial Area Business Representative Interviews

The Step I Pre-Nomination Study identified 23 potential sites as vacant, underutilized and/or potentially contaminated. The Step II project divided the study area into sub-areas and identified those sites which are similar based upon surrounding land use, zoning, and other characteristics. A number of the properties included vacant storefronts along Broadway for which there is no evidence of environmental contamination. As part of the Step II study, the Team investigated possible explanations for the vacancies and offered recommendations for improving the business climate along the corridor. Interviews with property owners and business owners along the corridor helped the Team to identify issues, hear about their experiences in doing business in the community, and to identify recommendations for improvements.



The Team identified over 60 potential businesses to survey within the study area. Of those, 30 were chosen to represent the diverse nature of businesses in Hicksville. The Team went door-to-door, speaking with a variety of businesses, ranging in size from three (3) to 65 employees. Businesses interviewed represent a range of goods and services, from food service and hospitality to shipping and distribution. Below is a summary of input and feedback gathered during the interviews. (A summary is provided in Attachment B at the end of this section).

On challenges in the area:

- Many commented on the parking problems and constraints, and the poor conditions of the roadways. Heavy
 traffic on Broadway, especially that caused by large trucks was also identified as a safety concern for both
 motorists and pedestrians, and interviewees suggested that changes to help traffic flow and the overall look
 of Broadway would be a significant improvement.
- Street lighting on Broadway was noted as too dim, and as a result, does not encourage pedestrian use or safety.
- The relatively high costs of taxes and rent is another common theme amongst businesses, who also noted the potential for high costs to make doing business in the region prohibitive.
- A few of the business owners made mention of the fact that certain community groups within Southeast Hicksville tend to spend money only within their own communities, and that the insular nature of these groups was a challenge to those owning and operating businesses outside of that demographic. One business owner suggested that bringing more housing options to the area might be beneficial.
- Another suggested that a community center or temple might help increase the number of people visiting and shopping in the area.
- The desire for a central area where people could go, like a downtown or main street, was also common.

On positive features of Hicksville:

- Common remarks included the fact that Hicksville is centrally located, and that it is a major transportation hub in the area, with the LIRR station being a major asset to the community.
- The neighborhood is quiet and peaceful, with a low crime rate and overall safe feel.
- Interviewees also noted the diverse types of businesses the area has, and its ease of access to parks and beaches.
- One person suggested that the wide variety of Indian cuisine, spices and ingredients available is an asset to the community and could be used as a potential marketing tool.
- One of the business owners interviewed stated support for building a housing development aimed at
 attracting young professionals because that would greatly increase the demand for goods and services, and
 improve overall business in the region.

INDUSTRIAL PROPERTY REPRESENTATIVE INTERVIEWS

The Town of Oyster Bay sent out letters to all of the property owners for which concept plans were developed. Although at the time of completing this report, the Town had only received one response, there is no deadline associated with this task. The Town Department of Economic Development has an open door policy with respect to inquiries related to business development and in fact, through this process the Team has identified multiple funding strategies and other tools available to private land owners and governmental agencies to assist in financing improvements. It has been suggested that a toolbox/fact sheet



be developed for these types of inquiries to assist Town staff in providing complete and consistent information to all property owners.

COMMUNITY SURVEY

Surveys are effective tools for reaching a broad spectrum of community members without requiring them to attend meetings or workshops as well as for soliciting open, honest input in a comfortable setting. At the urging of members of the Steering Committee and the Hicksville Gardens Civic Association (HGCA) (during the May 21st meeting), the Team developed and administered a community survey aimed at refining the community vision, gauging support for redevelopment options, and the need for transportation improvements. The survey was launched on July 29, 2014 and stayed open for eight weeks. It was promoted via email messages to the Steering Committee, project contact database, and through HGCA. The survey was conducted primarily online; however, paper copies were also made available at the Hicksville Public Library and at the 2nd Open House for anyone who does not use or have access to the internet.

Overall, respondents are supportive of the concepts presented for potential redevelopment of underutilized sites within Southeast Hicksville. Residents of the area are especially interested in cleaning up industrial properties and redeveloping them for other industrial uses in order to help stimulate the local economy and help improve the tax base. For each concept presented, more than half of respondents indicated that they would either definitely or likely support its implementation. Those that would not support the concepts generally were worried about an increase in traffic congestion and overdevelopment of residential areas. Comments also indicate that green design and environmentally conscious redevelopment are important to the residents of Southeast Hicksville.

Survey results were compiled and a summary of results is provided here – with a more complete summary provided in Attachment C.

Survey Responses

In general survey responses show that community members are supportive of redeveloping industrial property with new industrial or other business uses as long as this is done in an environmentally responsible, clean, and orderly manner. Concerns about this idea include:

- Keeping Hicksville community- or family- oriented and residential; not overly commercialized
- Concern that businesses currently in Hicksville are not well-kept or attractive
- Recognition that light industrial businesses are good for the local economy, providing good jobs and tax revenue
- Concern about not generating additional traffic, especially that from warehouse or distribution businesses, and providing options or connections to public transportation
- Concern about pollution and impact on air and environmental quality

A majority (86%) of survey respondents are residents of Southeast Hicksville. When asked about what they like best about Hicksville, quiet neighborhoods (63%) and nearby shopping and services (60%) were the top responses, followed by safe environment (57%), family-oriented (51%), and near the LIRR station (40%). Respondents were also asked to indicate what they would most want to improve about Southeast Hicksville and what they believe businesses in Hicksville need most to succeed. Suggestions for



improvement include: beautification (75%), lower taxes (56%), and more walkable (43%). Similarly, when asked what improvements they believe businesses need to succeed in Hicksville, the most common answers were a more aesthetically pleasing environment (69%) and lower costs (37%). Other answers include: Increased government support for public improvements and business incentives (26%), better truck routes (25%), and a skilled workforce (24%).

Survey respondents are also generally supportive of the redevelopment concepts and welcome recommendations to clean up industrial property, reduce truck traffic, and improve safety for motorists and pedestrians. Results below are based upon the percentage of people who responded to each question.

- More than 73% of respondents would likely or definitely support redevelopment of the property an underutilized area on New South Road as a high-tech office or business park. Primary reasons cited for support of this concept (in order of how many participants selected these answers) include that it would be a better use of the site, improve aesthetics, increase the tax base, and create new job opportunities.
- Roughly 64% of respondents would likely or definitely support proposed roadway connections between South Oyster Bay Road and New South Road, particularly because it is seen as a way to improve traffic flow. Nearly all respondents who indicated they would definitely or likely support this concept cited reducing truck traffic through residential neighborhoods and traffic flow as reasons for their support. Other reasons people listed for supporting the concept include providing access to an alternative route to the highways and making the area more attractive for redevelopment.
- There is also strong support for redeveloping the former Hooker Chemical site and adjacent property with a new business park and visually appealing buildings and improvements including uniform setbacks and open space, as well as pedestrian connections. 66% of survey respondents would likely or definitely support redevelopment of this site. Participants who expressed support for this concept cited reasons for supporting this concept as follows (in descending order based upon how many people selected these responses):
 - It would improve aesthetics
 - o It would provide job opportunities
 - o It would create an attractive development
 - o It would be a better use of the property
 - o It would increase the tax base for the community
- More than 57% of survey respondents **support** the concept of redeveloping a large vacant industrial site across from existing residential homes along with an area on **Bloomingdale Road** as **senior and/or next generation housing**, while 27% of respondents are not in favor of this concept and 16% remain neutral. Reasons given for supporting the concept include that it would provide a needed type of housing in Hicksville and that it would provide a better neighboring use for the homes on the west side of Bloomingdale Road. Of people who likely or would definitely <u>not</u> support the concept, reasons given for not supporting the concept include concern about traffic impacts at Bloomingdale Road & Broadway and that it would not be an appropriate location for this land use.
- There is very strong support for **beautification and other improvements** along the **Broadway corridor.** In fact, 89% of survey participants support this concept, citing the following reasons for their support: It would improve the look and feel of the area; it would improve pedestrian safety; and it would improve the business environment.

Survey responses to the proposed vision statements were mixed and equal proportions of participants selected each of the two vision statements presented. Comments made about the vision statements expressed concerns about too much commercial development and the resulting traffic impacts, a desire for Hicksville to be a beautiful residential community for families, a desire for senior housing, and the



need to support the community's taxes. Other comments expressed concern about retail vacancies and the condition of parking lots in shopping centers – Delco Plaza in particular.

SECOND PUBLIC WORKSHOP

The second public workshop, held September 10, 2014 at the William P. Bennett Hicksville Community Center, focused on gathering the community's input on and feedback about conceptual redevelopment ideas for select areas within Southeast Hicksville, based upon research and analysis of market trends and demographic data, as well as community input throughout the course of the project. The session was designed as an open house so that attendees could participate as their schedules allowed during the two-hour window. Dozens of people attended, including representatives of the Project Team, the New York State Department of Environmental Conservation (NYSDEC), the project Steering Committee, the Hicksville Gardens Civic Association, Hicksville Water District, Hicksville Community Council, the Nassau County Legislature, the Hicksville Library, as well as Southeast Hicksville residents and business owners, amongst others.



Image 7 Community members reviewing a map of the study area during the 2nd Open House.

Although the emphasis of the second Public Open House was on presenting findings and gauging community support for redevelopment concepts, the Team structured the workshop to ensure time for meaningful community participation, including multiple ways for participants to contribute and provide input. Participants were able to provide input via face-to-face conversations with members of the Steering Committee and Project Team, as well as to write comments on flip charts, write comments on a ballot where they indicated their support for the concepts, and an evaluation form with space for additional comments was also available. Feedback provided during this workshop was considered in the refinement of recommendations and in preparation of this Nomination, and was supplemented by the more than 100 responses to the community survey, which also sought feedback on proposed concepts for strategic sites and ideas such as roadway connections and improvements.

To give attendees background and context about the BOA study, the Project Team created display boards with overviews of the NYS BOA program, the history of the Southeast Hicksville Step II project, and a map of the study area, highlighting the 10 strategic sites identified as potential catalysts for revitalization. These displays were staffed by members of the Project Team and NYSDEC who could answer questions about the program or project history and guide attendees toward the redevelopment concepts.

Community Concepts: Using a combination of highly visual and written material on display boards, the Project Team presented conceptual ideas for redevelopment of strategic sites and key areas within Southeast Hicksville. These concepts were developed throughout the course of the project, using research and analysis of economic and market trends, demographic data, and community input. Each of the displays included photos of current conditions, conceptual sketches, and a description of proposed ideas for the site. They also reported the interim results of the community at the time, to give people a sense for the level of support given by their fellow community members.



Attendees were asked to review the concepts, rate their support for each concept, comment on the ideas presented, and suggest potential alternative uses or redevelopments. The "ballot" included a brief description of each concept and the corresponding site identification numbers and asked participants to rate their support using a scale of 1 to 5, where one indicates definitely would not support, three indicates neutral, and five indicates definitely would support a concept. The concept displays were staffed by Project Team members who were knowledgeable about the sites and the proposed ideas and could answer questions from attendees.



Image 8 Concept for improvements to Broadway (NYS-107)
Corridor

The following summarizes community feedback on the proposed concepts:

- Concept 1 (Site ID#1) Planned Business Park: Former Hooker Chemical: The first concepts was for redeveloping the former Hooker Chemical site as a planned business part to include professional office uses. 90% of attendees said that they would definitely or likely support this concept, while only 10% said that they would likely not support it.
- Concept 2 (Site ID#2) High-Tech Office: Underutilized Site: The second concept was for a high tech office concept envisioned for an underutilized site on New South Road. 90% of participants said that they would likely or definitely support this concept, with only 10% remaining neutral.
- Concept 3 Broadway Corridor Improvements: Concept number three proposed improvements for a stretch of Broadway/NYS-107 and included street beautification and improvements for pedestrian crossings, encouraging shared parking for adjacent properties, placing utilities underground, adding street trees and other landscaping, a landscaped median, and promoting a façade improvement program. 90% of respondents indicated that they would likely or definitely support this concept, and only 10% remained neutral.
- Concept 4 (Site ID#9) Multi-family Concept: Senior/Next Generation Housing: This concept envisioned the redevelopment of an area on Bloomindale road into senior and/or next generation housing for young professionals/young families. Participant feedback indicated that 80% would either likely or definitely support this concept, while 10% were neutral and another 10% said that they would definitely not support it.

The team also provided visual examples of what hypothetical redevelopment of light industrial properties might look like based upon the Team's recommendations for changes to Town code, showing the Hicksville Commercial Park as an example. These were meant to illustrate possible ideas for how a property zoned for Light Industrial could be reused in the future if some of the recommendations are implemented.

Miscellaneous Sites: The last display showed preliminary concepts for several sites, some of which were based on the zoning analysis examples presented at the previous display, and sought community input on them. Below is a summary of community feedback on these highly conceptual ideas.



- Site ID#3 & ID#4 (88 and 92 New South Road): Proposed conversion to green or open space as an extension of existing green/open space adjacent to the PSEG-Long Island property. It is envisioned that eventually, if and when the time comes, this area could serve as a gateway to the Hicksville business park area. 56% of open house attendees supported this concept, and 33% remained neutral.
- Site ID#5 (96 New South Road): Proposed redevelopment should be encouraged through zoning incentives. 90% of participants were supportive of this concept, and 11% were neutral.
- Site ID#6 (800 South Oyster Bay Road): Suggested for redevelopment into offices or other uses permitted by current zoning. This site was suggested to be included as a strategic site by community members during the course of the Step I BOA for Southeast Hicksville and remains a priority for the community. The concept was overwhelmingly supported, with 100% of respondents indicating that they would fully support the redevelopment of the site in a way that is compatible with the adjacent Town park.
- **Site ID#7 (27 Ludy Street):** Opportunity for redevelopment through the use of zoning incentives. 88.9% of the attendees indicated they would definitely or likely support the concept, and 11.1% are neutral about this idea.
- Site ID#8 & ID #10 (7 Rave Street; 140 Lauman Lane): Recommended aesthetic improvement of 7 Rave Street (#8) and encouraged redevelopment through zoning incentives at 140 Lauman Lane (#10). Both of these concepts were fully supported by the attendees with 100% indicating that they would either definitely or likely support them.

Through this public open house, the project team gathered valuable input from community members and various stakeholders that will be used to guide the refinement of a revitalization strategy for Southeast Hicksville. Attendees clearly communicated an overall support for the concepts presented, particularly the concept for improvements along the Broadway corridor, and Site ID #s 2, 8 and 10. Apprehensions of community members who likely or definitely not support the presented concepts arose out of concern for increased traffic congestion and accidents due to traffic pattern changes and population density increases by the concepts.

INTERAGENCY ROUNDTABLES

The Team convened the first Interagency Roundtable session to focus on identifying strategies for improving the economic vitality of the industrial areas in Hicksville.

Interagency Roundtable to Focus on Economic Redevelopment Strategies

The Hicksville Economic Development Roundtable Discussion was held at the William P. Bennett Hicksville Community Center on August 22, 2013. Participants included representatives from the Long Island Rail Road, the NYSDEC, Empire State Development Corporation (ESDC), Nassau County Planning, the Nassau County Industrial Development Agency (IDA) and a private business in the downtown Hicksville area known as Canrock Ventures and ThoughtBox. The Team made a presentation on the existing conditions and issues and opportunities in the BOA, which was followed by a roundtable discussion related to ideas and strategies in the area. The representatives from the Nassau County IDA and ESDC discussed how their businesses assistance programs and incentive packages could help in the process. Below is a summary of the discussion and input.

On industrial market and demand for space:



- There is "lots of interest" in properties in the Hicksville area on the part of developers and businesses, particularly from companies looking to expand, or open an office closer to where many of the CEOs live, for example.
- It was noted that at the time data show a higher industrial vacancy rate in Hicksville than in Nassau County or Long Island as a whole, which may be the result of obsolete design since most of the existing industrial buildings were constructed prior to 1970.
- Throughout Nassau County industrial areas are disappearing and yet in Hicksville there is still some viable
 manufacturing and light industrial uses. These areas represent opportunities for similar businesses to locate
 in Hicksville in the future, if the community accepts it and building conditions are suitable. Nassau County
 is interested in keeping existing industrial properties in the Hicksville area to help maintain a viable
 industrial tax base.
- Input received from the community to this point in the project has largely supported keeping light industry, recognizing its importance in the community, particularly if there are opportunities to improve and clean up the appearance of industrial structures.
- In order for the industrial area in Hicksville to stay viable existing structures will likely need to be rehabilitated. The high price of real estate is often a barrier, particularly in a less certain economic climate and when facing potential issues, such as possible contamination, from past uses.

On office and retail market:

- The Eastern Nassau office market is lagging similar to Nassau County and Long Island with average vacancy rate of 17-18%. However, in spite of high office vacancy rate, there is a steady increase in "Class-A" type office space rent since 2011.
- High-tech companies tend to locate in walkable areas with shops and restaurants (like Huntington on Long Island) and the group senses that Hicksville has the potential to create this type of environment, especially once the LIRR station improvements are complete.
- It was noted that while there are smaller retail vacancies due to business turnover in Hicksville there are not necessarily large retail spaces, and retail uses within the industrial zone require special permit (Town Board decision).

On what the IDA can offer:

- The Nassau County IDA offers financial incentives and can offer tax breaks in exchange for creating jobs, and gives special consideration for properties within brownfield areas, including sites within a BOA study area, not just contaminated sites.
- The IDA is a good resource for companies looking to invest in BOA study areas, including small businesses (100 employees or fewer) that are looking to lease. The IDA can also help facilitate relationships with Empire State Development and/or National Grid both of whom offer assistance and incentives to businesses.

On the Long Island Rail Road station:

- The LIRR station in Hicksville, the 2nd busiest in the system after Ronkonkoma, is a tremendous asset to the community.
- The station building was refurbished in 2002 and the LIRR is now moving forward with an over \$100 million investment which will include platform replacement, elevators, escalators, PA system, waiting rooms, parking improvement, landscaping refurbishment and overall complete face lift of the train station. Construction is expected to begin in 2015.



 A survey of origin and destination data was being collected at the time of the Roundtable, and an additional survey was expected to be completed in 2014. This data can help determine where commuters begin and end their train trips, helping to identify potentially appealing uses for the Hicksville area.

On regional coordination:

• From a regional economic development standpoint, the discussion and conversations about walkable downtowns, infrastructure, and the community and economic development approach for Hicksville are in line with LIREDC strategies. It was noted that while the refurbishment and revitalization process may seem slow-going, it is important to move forward, and that certain components, such as the LIRR improvements, can be catalysts for revitalization, especially in the context of creating a walkable workplace environment.

On the importance of public space:

- Consistent with many remarks from the community pointing to a desire for "green space" and "green technologies," Roundtable participants support creating community and open space where people can gather and interact. Design elements of such public space may include a water fountain, seating areas, children's play area and similar design features which act as a gathering place for families and for general public.
- Streetscaping and similar improvements were also suggested, West John Street was cited as an example where Nassau County has made improvements recently.

Other barriers to redevelopment:

- Another barrier discussed is the risk associated with potential cleanup costs for older industrial properties where contamination is usually known or suspected. This makes it difficult to attract developers.
- Another common challenge, is that clean-up processes are often not completed developers or owners walk away because of the unanticipated high costs of cleaning up contaminated properties.

Second Interagency Roundtable: Working Toward Implementation

The second Interagency Roundtable, held on September 8, 2014 included representatives of all involved local, County, State, and Federal agencies as well as the Long Island Rail Road, with the purpose of improving understanding among the agencies about the community vision, goals, and objectives as well as to build support from participating agencies and coordinate between government programs, services, potential financing that could help advance the plan and foster revitalization. The meeting was held in the War Room at the Town of Oyster Bay's Department of Public Works located at 150 Miller Place in Syosset, New York. Attendees represented a variety of local and state agencies, including the New York State Department of State (via phone), Oyster Bay Economic Development Department, Oyster Bay Highway Department, Oyster Bay Department of Environmental Resources, Oyster Bay Division of State and Federal Aid, Nassau County Planning, Nassau County Police Department, Empire State Development, and the Long Island Rail Road. The Southeast Hicksville BOA process has an advantage in that many of these agencies were already involved and familiar with the project, as they were members of the project Steering Committee.



The Project Team presented findings from the draft Nomination Study, highlights community input into the process, and proposed redevelopment concepts recommended in the draft study. The main goal of the meeting was for participating agencies to provide input about the proposed concepts and how their agencies can help advance implementation of these may recommendations. which include: identifying resources, outlining appropriate next steps, and providing additional information as needed.



Image 9 Participants at the 2nd Interagency Roundtable (Sept. 2014).

Following a round of introductions and an overview of the NYSBOA program and a history of the Southeast Hicksville BOA project, the Project Team reviewed each of the 10 strategic sites identified as potential catalysts for redevelopment of the study area and discussed prior uses and current conditions. Following that, the Team walked the group through a detailed overview of each the four major concepts developed for key sites and to address key community issues. In addition to site-specific concepts, the Team presented ideas about improving truck access to NY-135 from within Hicksville, as well as recommendations for a traffic study to alleviate some of the concerns about problematic intersections and congestion on major corridors.

Discussion between participants and the Project Team took place throughout the meeting, with comments made about barriers to redevelopment, opportunities for key sites, and how to promote and facilitate redevelopment of these sites. The discussion touched on many important issues including how to market the identified sites. It was noted that there is an opportunity as one of the implementation steps to develop a marketing package for promoting redevelopment of these sites, and that any marketing strategy would want to highlight the incentives for redevelopment, which may include financial incentives, zoning overlay districts, and creative parking solutions. Below are highlights from the discussion.

- It was noted that several of the sites have rail spurs on them which are used by New York & Atlantic Railroad, but the tracks are operated by LIRR and the LIRR representative agreed to look into the status of those rail spurs to help determine to what extent the spurs are assets to these sites.
- Funding of recommendations and implementation steps was also discussed. It was noted that as part of the Nomination Study, the Project Team is preparing an inventory of potential suitable funding opportunities for the Town to pursue to help advance implementation. A comment was made that any roadway changes should meet Complete Streets principles.
- The representative from Empire State Development spoke about the importance of the Consolidated Funding Application (CFA) as a source for funding, particularly for infrastructure and capital expenditures, such as the proposed roadway connection, the streetscaping, or the multi-family housing concept. It was noted that the concept for senior and/or next generation housing on Bloomingdale Road would require a rezoning, something that the Town would have to consider.
- In discussing the idea for integrated or coordinated shuttle service operated by senior residences and/or some of the business parks, the representative from the LIRR mentioned that previously there had been



shuttle service operated by LI Bus and the LIRR between key destinations. In fact, several of the universities and colleges currently operate dedicated bus service from rail stations like Mineola to various campuses. These services may serve as a model for future possible service in Hicksville.

Nassau County Planning representatives expressed support for the SE Hicksville BOA project and said the
agency would be happy to assist in any way they can.

2.2 Techniques to Enlist Partners

The BOA process relies on multiple partners and partnerships to develop, refine, and ultimately achieve community visions, goals, and objectives for revitalization of vacant, abandoned, and underutilized brownfield sites. The Southeast Hicksville BOA benefitted from a number of strong partnerships between Town, County, and State agencies, as well as numerous community groups who came together to help build momentum for the process and creation of the plan.

To help coordinate knowledge and actions and to foster partnerships, the Southeast Hicksville BOA Steering Committee comprised representatives of various Town, County, and State agencies, including:

- Hicksville Water District
- Hicksville Fire Department
- Oyster Bay Economic Development Department
- Oyster Bay Department of Public Works
- Oyster Bay Department of Environmental Resources
- Oyster Bay Town Board
- Long Island Rail Road

- Nassau County Legislature
- Nassau County Executive Office
- New York State Department of Transportation
- New York State Department of Environmental Conservation
- New York State Senate
- New York State Assembly

The Steering Committee was actively engaged throughout the course of the project and served as points of contact for the community at large, sharing and conveying project information. These groups and representatives helped enlist other local partners and provided guidance on outreach and activities for engaging the broader community.

Public engagement is most effective when community members are able to meaningfully participate and provide input. The Team designed and carried out numerous types of forums for interaction, as described elsewhere in this report, to engage and gather input from a range of participants, including business owners or managers, real estate developers, property owners, community groups and leaders, and the general public.

Public Open Houses and the community survey were designed to facilitate interaction between the Steering Committee, Project Team, and community members and to reach and gather input from a broad spectrum of Hicksville community members. Other mechanisms, such as one-on-one interviews, small group meetings, and field tours were used for more focused discussion, including on specific topics such as economic development or site-specific issues.



SECTION 2 ATTACHMENTS



ATTACHMENT A - HOW WE GOT THE WORD OUT

Public Workshop Outreach

The Team used a variety of methods and materials in an effort to ensure robust participation in public workshops. Both public Open House workshops were advertised through a variety of media outlets and in multiple formats, including in selected local newspaper(s) such as the Hicksville Illustrated or Newsday and through a mix of other sources including electronic and social media, as appropriate and in coordination with the Town of Oyster Bay's Public Information Office. Official announcements made on behalf of the Town of Oyster Bay were coordinated through the Town's Public Information Office. A save-the-date announcement was made approximately one month in advance to the Steering Committee and community contact database. Both public workshops were announced at a minimum of two weeks in advance via email, local newspapers, through community organizations, and flyers displayed at the Hicksville Library, the Town of Oyster Bay's Hicksville Athletic Center, the William P. Bennett Community Center, and in local businesses. The Steering Committee assisted with publicizing Public Open Houses by distributing or posting announcements through group emails, websites, posting and handing out flyers. The Hicksville Gardens Civic Association and Chamber of Commerce helped spread the word about these events by making announcements to their members. The second public Open House was also announced electronically on the Town's website, with a link to a flyer announcing the event.

Website

SLI created and maintained throughout the course of the project, a section of its website dedicated to the Southeast Hicksville BOA project, which contained background information, announcements about and summaries of public workshops, a link to the community survey, opportunities to get involved and find out more information about the project, and documents prepared by the Team for the project. This website is available at: http://sustainableli.org/what-we-do/brownfields/hicksville-boa/.

Informational Handouts

SLI prepared a 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 Southeast Hicksville BOA Step II project and the BOA Step I project that is currently under way in the Northwest area of Hicksville. The same flyer was handed out during an event at Hicksville Middle School on November 30, 2012.

Community Contact Database

A community contact database was created and maintained by SLI, tracking individuals and organizations that requested to receive information about the project, as well as the nature of communication with various groups, organizations, and individuals. This list served as the basis for email announcements to be sent out regarding public Open Houses and opportunities to get involved, such as the Community Survey. The contact database, updated regularly in conjunction with activities such as meetings, interviews, public open houses, and the community survey, includes names, phone numbers, addresses, and email addresses for each person.

Examples of outreach materials are provided below.





PUBLIC OPEN HOUSE



Southeast Hicksville Brownfield Opportunity Area (BOA) Step II Project

WE WANT TO HEAR FROM YOU!

Monday, June 9, 2014 7:00 P.M. – 9:00 P.M. William P. Bennett Community Center 28 West Carl Street, Hicksville, NY 11801

At this upcoming public open house, community members will have the opportunity to:

- Learn about the NYS BOA Program and hear about the Southeast Hicksville BOA project goals and objectives;
- · Refine the community vision statement;
- Provide feedback on strategies and concept plans aimed at addressing critical issues within the study area and achieving community goals.

Image 10 Flyer used to announce 1st Public Open House



SUSTAINABLE LONG ISLAND

August 1, 2013

NAME TITLE ADDRESS ADDRESS

[via email]

Re: Invitation to attend Economic Development Roundtable Discussion for Hicksville Brownfield Opportunity Area (BOA) project August 22, 2013

Dear NAME:

The Town of Oyster Bay cordially invites you or a representative to participate in an economic development roundtable discussion on Thursday August 22, 2013 at 10:00a.m. at the William P. Bennett Hicksville Community Center located at 28 West Carl Street, Hicksville, NY 11801.

This roundtable discussion is being conducted as part of the Hicksville Brownfield Opportunity Area (BOA) projects, for which the Town of Oyster Bay has received grants from the New York State Department of State. The purpose of the Economic Development Roundtable Discussion is to:

- Present and discuss project objectives and needs as well as results of the study area analysis, and community input received thus far;
- Discuss opportunities to simultaneously advance regional economic development, BOA goals, and BOA plan concepts;
- Identify programs, services, and financing that could be beneficial to advancing regional economic development and the BOA plan; and
- · Coordinate actions to foster the redevelopment process.

The Economic Development Roundtable will be an opportunity to discuss potential future uses within Hicksville from an economic development standpoint. During the roundtable, the consultant team selected by the Town to conduct the study – Nelson, Pope & Voorhis, H2M, and Sustainable Long Island – will present findings from analysis of the study areas, input received thus far, and preliminary ideas or concepts for future redevelopment based on the analysis and input. The group will also discuss regional economic development needs and priorities and opportunities within Hicksville to meet those needs.

Please RSVP to Sustainable Long Island no later than Thursday August 15, 2013 by sending an email to ethoresen@sustainablell.org or calling 516-873-0230. We look forward to your participation.

Best regards,

Amy Engel

Executive Director

On behalf of the Town of Oyster Bay and the Hicksville BOA project team

CC:

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Image 11 Letter inviting participants to the Economic Development Roundtable Discussion in August 2013



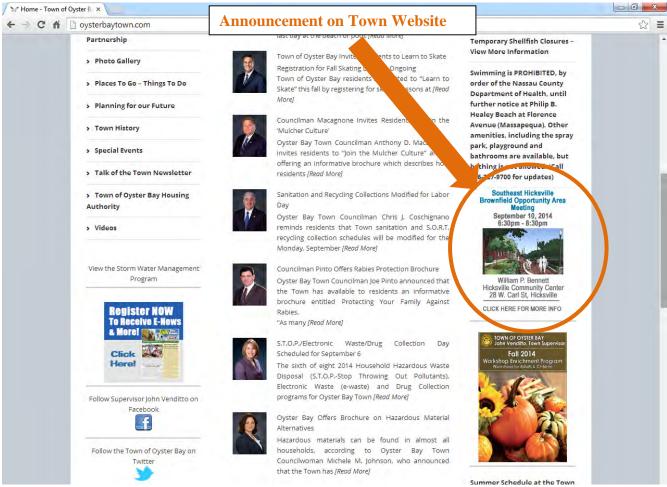
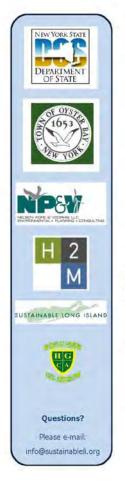


Image 12 Screen-shot showing announcement on Town's website (taken 8/18/14)





PUBLIC OPEN HOUSE



Wednesday September 10, 2014 6:30 P.M. – 8:30 P.M.

William P. Bennett Community Center 28 West Carl Street, Hicksville, NY 11801

Southeast Hicksville
Brownfield Opportunity Area (BOA) Step II Project

WE WANT TO HEAR FROM YOU!

Community members are invited to review findings from the draft Nomination study for the SE Hicksville BOA, as well as:

- Advance the progress made at the first public open house where general input was recorded on redevelopment concepts and community vision statements
- Provide feedback on proposed redevelopment scenarios and specific strategies aimed at addressing critical issues in the study area and achieving community goals

Southeast Hicksville BOA Step II Study Area Aerial Photograph (2013)



Can't make the meeting? Take the survey!

http://tinyurl.com/SEHicksvilleSurvey

Or follow the link on Sustainable Long Island's page about the project: http://sustainableli.org/what-we-do/brownfields/hicksville-boa/

Image 13 Flyer used to promote second public open house in September 2014.



ATTACHMENT B – SUMMARY OF BUSINESS INTERVIEWS

Summary of Business Interviews

July 2014

As part of the Project Teams approach to overall community engagement and to help maximize participation, the Team conducted interviews of some of the owners and managers of businesses within the study area. The interviews were intended to help the Team better understand issues facing businesses in Southeast Hicksville, and to identify obstacles to redevelopment, as well as what businesses need in order to thrive in this area.

The Team identified over 60 potential businesses to survey within the Southeast Hicksville study area. Of those, 20 were chosen to represent the diverse nature of businesses in Hicksville. The Team went door-to-door, speaking with a variety of businesses, ranging in size from three (3) to sixty-five employees. Businesses interviewed represent a range of goods and services, from food service and hospitality to shipping and distribution.

Interviewers asked about basic background information, as well as more specific questions like why businesses chose to locate in Hicksville, pros and cons of doing business in Hicksville, and what they thought should be done to better support business and overall economic growth in the area. When asked about some of the challenges in the area, many commented on the **parking problems** and constraints, and the **poor conditions of the roadways**. Also seen as a problem was **heavy traffic on Broadway**, especially that caused by **large trucks**. Participants expressed **traffic as a safety concern for both motorists and pedestrians**, and indicated that changes to **help traffic flow** and the overall look of Broadway would be a significant improvement. **Street lighting on Broadway** was also noted as being **too dim**, and that it does not encourage pedestrian use or safety.

Another common theme amongst businesses owners was the **high cost of taxes and rent**, which could potentially make the cost of doing business in the region prohibitive. One business owner commented that bringing **more housing options** to the area might be beneficial, and another that a **community center or temple** might help **increase the number of people visiting and shopping** in the area. Also mentioned was the **desire for a central area where people could go**, like a **downtown or main street**. A few of the business owners made mention of the fact that certain community groups within Southeast Hicksville tend to spend money only within their own communities, and that the insular nature of these groups was a challenge to those owning and operating businesses outside of that demographic.

When asked to comment on the positive features of Hicksville, common remarks included the fact that Hicksville is centrally located, and that it is a major transportation hub in the area, with the LIRR station being a major asset to the community. The businesses interviewed also felt that the neighborhood was quiet and peaceful, with a low crime rate and overall safe feel. Interviewees also noted the diverse types of businesses the area has, and its ease of access to parks and beaches. One of the business owners interviewed stated support for building a housing development aimed at attracting young professionals because that would greatly increase the demand for goods and services, and improve overall business in



the region. Also noted as being an asset to the community and a potential marketing tool for Southeast Hicksville is the wide variety of Indian cuisine and spices available for purchase.

After the business interviews were conducted, the Project Team compiled and reviewed the responses, and the input collected will be used to help the Project Team better understand the barriers to redevelopment in the Southeast Hicksville study area.



ATTACHMENT C – SUMMARY OF COMMUNITY SURVEY

Southeast Hicksville Brownfield Opportunity Area Step II Nomination Study Community Survey Results

The Project Team developed and administered a community survey aimed at refining the community vision, gauging support for redevelopment concepts and need for transportation improvements. The survey was conducted primarily online; however, paper copies were made available at the Hicksville Public Library, during the 2nd Public Open House (held at the Community Center on June 10, 2014), and to the Hicksville Garden Civic Association (HGCA). Outreach to promote the survey was conducted over a period of eight weeks (end of July – mid-September 2014) mainly via email blasts to the project Steering Committee and a contact list of people interested in receiving updates about the Southeast Hicksville BOA, and through the HGCA's email list and a calling-post to their members. Additionally the survey was promoted alongside announcements about the 2nd Open House. In total, 115 people responded to the survey. Below is a summary of the results.

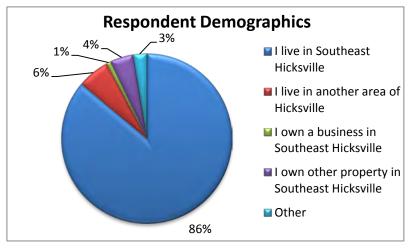
Summary

Overall, respondents are supportive of the concepts presented for potential redevelopment of underutilized sites within Southeast Hicksville. Residents of the area are especially interested in cleaning up industrial properties and redeveloping them for other industrial uses in order to help stimulate the local economy and help improve the tax base. For each concept presented, more than half of respondents indicated that they would either <u>definitely</u> or <u>likely support</u> its implementation. Those that would not support the concepts generally were worried about an increase in traffic congestion and overdevelopment of residential areas. Comments also indicate that green design and environmentally conscious redevelopment are important to the residents of Southeast Hicksville.

Responses to Questions

Basic Questions

Community members taking the survey were first asked a general question to determine their stake in the survey and how they are involved with the study area. Of those responding, 86% answered that they live in southeast Hicksville, while 4% own property in Southeast Hicksville, and another 6% live in a different area of Hicksville.



Participants were asked what they like

most about Southeast Hicksville, as a way to gain a better understanding of why people choose to live and/or work in the area. The top three answers were: quiet neighborhoods (63%), nearby shopping and



services (60%), and safe environment (57%), followed by family oriented, and near the LIRR station. The next question asked what respondents would improve in Southeast Hicksville; the most common response was beautification (75%), and the second highest was lower taxes (56%). When asked what improvements they believe businesses needed most to be successful in Southeast Hicksville, the most common answer was a more aesthetically pleasing environment, with 69% of respondents choosing this answer, and the second most common with a score of 37% was lower costs.

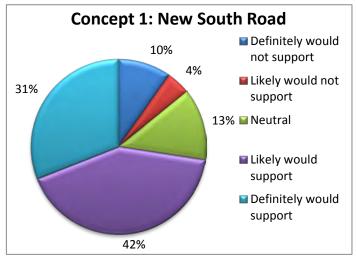
When asked about redeveloping industrial properties, 62% of respondents were in favor of redeveloping the industrial properties of Southeast Hicksville into new industrial properties or businesses as long as it was done in an environmentally responsible, clean, and orderly way, while another 20% were unsure.

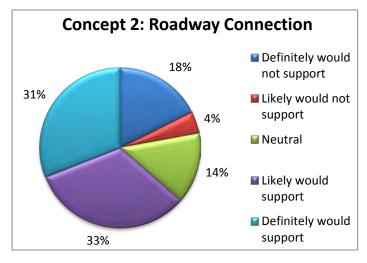
Proposed Preliminary Concepts

Survey respondents were also asked about preliminary recommendations and potential concepts for redevelopment. Participants were asked to rate their support for each concept using a scale of one (1) to five (5), where $\underline{1}$ signified that they <u>definitely would not</u> support, and $\underline{5}$ signified that they <u>definitely would support</u> the proposed concepts.

The first concept for redevelopment envisions a high-tech office complex located on an underutilized

parcel of land on the west side of **New South Road.** 73% of respondents indicated that they **would either definitely or likely support** the proposed concept, while 14% of respondents stated that they would likely or definitely not support the concept. The majority of those that would not support the concept cited the potential negative impact on traffic as their main concern. Reasons given for supporting the concept include that it would be a better use of the site, improve aesthetics, increase the tax base, and create new job opportunities.

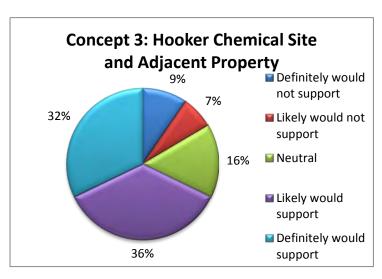




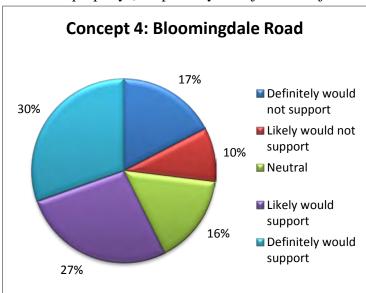
The second concept for redevelopment is for a roadway connection between New South Road and South Oyster Bay Road. 64% of the respondents were in favor of this concept, citing improvements to traffic flow and reducing truck traffic through residential neighborhoods as reasons they support the idea. 22% of respondents were not in favor of this concept. The majority of those not in favor of the recommendation said that they were opposed because it would be a cutthrough and introduce more traffic to the roads that serve their neighborhood.



Concept 3, redevelopment of the former Hooker Chemical site on New South Road, was also highly supported, with 68% of participants in favor of the proposed concept because of its potential to create job opportunities, improve aesthetics, create an attractive development, and increase the tax base for the community. However, 16% responded that they would likely or definitely not support the concept, citing an adverse impact on traffic, and concerns about density as their reason for opposition.



Next, participants were asked about potential redevelopment of a large vacant parcel across from residential property (and possibly an adjacent site just north of this property) on **Bloomingdale Road**, and



envisioned construction of senior and/or next generation housing for voung professionals/young families. Overall, 57% of respondents were in favor of concept 4, 16% were neutral, and 27% said they would likely or definitely not support the concept. Those who indicated support for the concept did so because it would provide a needed type of housing in Hicksville and because it would provide a better neighboring use for the homes on the west side of Bloomingdale Road. Those who would not support the concept indicated their main concerns were the possible negative impact on traffic and that it was not appropriate location for this type of use.

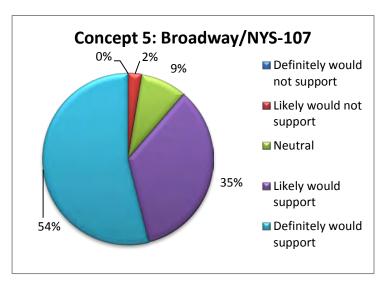
The fifth and final proposed concept envisions **improvements to the Broadway (NYS-107) corridor**. The proposal includes street beautification and improvements for crossings, encourages shared parking for adjacent properties, places utilities underground, adds street trees and other landscaping, a landscaped median, and promotes a façade improvement program. Survey participants were **very much in favor of this concept, with 89% giving their support**. 2% of respondents said they would likely not support the



concept, and only 9% said that they were neutral. Primary reasons given for supporting the concept include improving pedestrian safety and improving the look and feel of the area. None of the respondents said that they would definitely not support the concept.

Community Vision Statement

The final content question was aimed at determining support for a community vision statement and getting input on possible ways to refine the draft statements. It asked participants to vote for their favorite of two



potential vision statements, or to give feedback as to what they would like to see different. **Both vision statements A and B** (below) **received equal support**. Those who were not sure which statement they preferred commented that the terms "robust transportation" and "transportation choices" were unclear and should be clarified, and some participants expressed concerns about heavy commercial development and retaining or encouraging a beautiful, suburban character of Hicksville.

Draft Vision Statements for Respondents to Vote on:

- A: Southeast Hicksville will be a thriving community with job centers and prosperous businesses, housing choices for young adults, families, and active seniors, and with a robust transportation network providing convenient access to community destinations and amenities. The area will be safe for driving and walking with walkable, beautiful neighborhoods, green spaces, and attractive retail centers. It will also maintain its strong light industrial base, encourage emerging and "green" technologies, and support entrepreneurial pursuits.
- B: Southeast Hicksville will be a safe and vibrant suburban community with revitalized properties, a mix
 of housing and transportation choices, business opportunities, and a healthy environment. The area will
 benefit from a flourishing local economy offering diverse employment opportunities and attractive
 neighborhood amenities, such as open spaces, restaurants and shopping venues, recreation facilities, and
 pedestrian-friendly streets.

Next Steps

The results from the community survey will help the Project Team understand the community's reasons for supporting or not supporting the conceptual redevelopment ideas and will be incorporated into the Nomination Study.



3.0 Analysis of the Proposed Brownfield Opportunity Area

3.1 Introduction

The Southeast Hicksville BOA Nomination Study provides an in-depth inventory and analysis of existing conditions of the area, the relationship of the BOA to the local area and region, an economic and market trends analysis, opportunities for redevelopment, reuse potential and recommendations and strategies to achieve revitalization. The following items were analyzed/considered and relevant information has provided the basis for the recommendations for redevelopment of strategic sites and general recommendations for the three focus areas within the Southeast Hicksville BOA:

- Community and Regional Plans regional economic development strategies and planning initiatives
- Existing Land Use and Zoning including historical use, land use compatibility and zoning analysis vis a vis current level of development and nonconforming land use
- Analysis of Underutilized and Vacant Sites areawide environmental assessment (AEA) and database searches, historical record review, interviews, input from Town on violations/enforcement history, and field inspections
- Land Ownership Patterns including private and public lands, institutional, community service, and parcels under common ownership
- Parks and Open Space including pocket parks and identifying potential areas for new green space and passive recreation
- Building Inventory evaluation of potential for building reuse, significant structures and landmarks
- Transportation Systems evaluation of local roadways and pedestrian networks, potential for new connections, poor intersection configuration, and need for further analysis
- Infrastructure water and sewer, stormwater recharge¹

For this Step II study, economic and market trends analyses were prepared to assess the market feasibility for uses which the community has expressed support for. The types of uses that were evaluated included industrial/office space, commercial uses (types of businesses and services) and residential development. The three specific studies included:

- Retail Gap Analysis
- Office and Industrial Needs Assessment
- Senior Housing and Next Generation Housing Needs Assessment

Through the inventory and analyses and community input, certain issues and opportunities revealed themselves, related to the Sub-areas' physical environment, and the general need for beautification and infrastructure improvements that would make the BOA more attractive to developers and potential employers. An overarching finding is that the commercial and industrial areas within Southeast Hicksville evolved in a manner which placed pedestrian needs secondary to vehicular requirements. The community desires to remedy this land use pattern, and make Southeast Hicksville a more sustainable community with diverse transportation, housing, and employment options.

¹ It is noted that a review of Historic or Archeologically Significant Features, as well as Natural Resources & Environmental Features was conducted; however, no features of note have been identified during the Pre-Nomination or Nomination steps.



3.2 Community and Regional Setting

Community and Regional Setting

Hicksville is an unincorporated hamlet located centrally within the Town of Oyster Bay, Nassau County, New York. The County consists of three Towns and two cities and is located on average 30 miles from New York City. The Town of Oyster Bay is a large suburban Town with a population of 293,214 (2010 Census) extending from the Long Island Sound to the north, the Atlantic Ocean to the south, the Suffolk County line to the east, and the Towns of North Hempstead and Hempstead boundaries to the west.

The Southeast Hicksville BOA is bordered by Old Country Road to the north, Jerusalem Avenue to the west, South Oyster Bay Road/South Broadway to the east and a southerly line which generally demarcates the boundaries between the Hicksville census designated place (CDP) and the Levittown community to the south. It is noted that the BOA Study Area was determined based upon input from the Steering Committee, following the logical boundary lines that encompassed vacant, underutilized and potential brownfield sites, and corresponding to a local civic association boundary (Hicksville Gardens Civic Association) – in the Town, civic associations are major residential groups that cover large neighborhoods, and which provide significant and necessary input into community decision making. Although the study area contains many residential properties, these are not the focus of redevelopment within the Nomination Study. However, the proximity of the residential community was considered in the context of improving quality of pedestrian environment, resolving land use compatibility issues, improving aesthetics and providing other amenities to benefit the community.

Community and Regional Plans

In developing the recommendations for this Step II Study, consideration has been given to the relationship of Hicksville (and specifically Southeast Hicksville) within the larger regional context. The following sections provide a summary of regional organizations and plans, and the relevant land use policies and strategies for Hicksville and its geographic position on Long Island and the larger metropolitan area.

Strategic Economic Plan for Nassau and Suffolk Counties

Long Island Regional Economic Development Council prepared and published a plan dated November 2011 titled "Strategic Economic Plan for Nassau and Suffolk Counties." This plan capitalized on regions strengths and assets, included several recommendations and strategies for regional economic growth. Strengths and recommendations pertinent to Hicksville and Nassau County are listed below:

- Hicksville's and County Strengths
 - 1. An exceptional cluster of high-level research facilities
 - 2. A solid transportation infrastructure to build upon
- Recommendations and Strategies:
 - 1. Create innovation and industry clusters
 - 2. Leverage research institutions to commercialize new technologies
 - 3. Strengthen the advanced manufacturing base
 - 4. The development of lean and "green" manufacturing processes
 - 5. Increase education and training in "lean and green" manufacturing processes.
 - 6. Enhance current collaborative partnerships among research facilities, university and high-tech businesses.
 - 7. Encourage improvements in manufacturing productivity.



- 8. Support advanced technology assistance programs
- 9. Encourage young entrepreneurs
- 10. Creating an adequate transportation system
- 11. Plans for rail expansion and major traffic improvements (such as the east side access project)
- 12. Create affordable housing
- 13. Revitalize downtowns, blighted areas and commercial centers

New York Metropolitan Transportation Council

Since the 1970's, Federal transportation legislation has mandated that all urbanized areas with a population over 50,000 must have a designated Metropolitan Planning Organization (MPO) to qualify for Federal transportation funding. The New York Metropolitan Transportation Council (NYMTC) is the MPO that includes Long Island and provides a collaborative planning forum to address transportation-related issues from a regional perspective; undertakes studies for transportation improvements; forecasts future conditions and needs; pools resources and expertise of its member agencies to plan for transportation and development in the region; and, makes decisions on the use of Federal transportation funds. NYMTC published "2010-2035 Regional Transportation Plan – A Shared Vision for a Shared Future in 2009". As set forth in that report, Nassau County, through its Comprehensive Plan, identified 14 areas including Hicksville, as targeted growth areas as areas with potential for downtown revitalization and brownfield redevelopment. NYMTC's Vision supports long-term, environmentally sound growth of businesses around existing or planned transportation infrastructure.

As the northern boundary of the Southeast Hicksville BOA is within half mile of the downtown area, this plan's relevance is with respect to redevelopment of brownfield properties, which is a major goal of the Step II BOA. Long term redevelopment within the Southeast Hicksville industrial areas should be planned in coordination with local transit authorities including NYMTC to ensure that transportation related improvements occur in concert with redevelopment to successfully connect people and jobs.

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. According to LIRPC, 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. The LIRPC has adopted Sustainable Strategies for Long Island - 2035 in December 2010. The recommendations 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. The report recommends that areas targeted for development and redevelopment build upon an economic base built on healthcare, life sciences, green energy, brownfield remediation and homeland security industries. Handin-hand with this objective is the 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 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. Therefore in recommending new employment centers and expanded industry on brownfield sites within Southeast Hicksville, it is important to consider related transit connections and walkability.

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 which recommend pursuit of an economic development strategy for the County that focuses on growing three key sectors: high tech/high skilled industry (including green jobs), healthcare and higher education, 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 **Table 3.2-1** below.

TABLE 3.2-1
COUNTYWIDE ECONOMIC DEVELOPMENT GOALS FOR GROWTH SECTORS
DRAFT 2010 NASSAU COUNTY MASTER PLAN

Countywide Economic Development Goals for Growth Sectors*						
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

Source: Draft Nassau County Master Plan (Table 2-17).

The Nassau County Master Plan specifically identifies Hicksville as a priority growth area/targeted redevelopment area which is intended to accommodate jobs within the industry sectors identified previously. In addition, Hicksville is one of the areas anticipated to accommodate a share of residential growth in the County via redevelopment opportunities.

It is noted that in providing recommendations for redevelopment included in the Step II, the focus was mainly on physical improvements that can be accommodated in the area (and as supported by recommendations from the economic and market trends analysis); however, in designing conceptual layouts for specific sites, the types of industries that the region is seeking was a consideration, as well as improving buffers between industry and neighborhoods, and the necessity to seek solutions to improve traffic flow and circulation, provide pedestrian environment improvements and increase access to transit for residents and the area's current and future workforce.

^{*} Note: This table presents County job growth goals based on National trends and proactive County

^{**} 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



Socioeconomic Profile

U.S. Census data were reviewed to provide a snapshot of the Southeast Hicksville population and growth since 2010 as compared to the Hicksville Census Designated Place (CDP) and Town of Oyster Bay. Population projection data is provided in **Table 3.2-2**.

TABLE 3.2-2
POPULATION PROJECTIONS

	Census 2010	Percent of Town Population	2014	Percent Change 2010- 2014	2019	Percent Change 2014- 2019	Population Change 2014-2019 (Number)
Town of	293,214	100%	294,910	0.6%	298,653	1.3%	+3,743
Oyster Bay							
Hicksville	41,547	14%	41,887	0.8%	42,474	1.4%	+587
CDP							
SE	8,189	3%	8,293	1.3%	8,437	1.7%	+144
Hicksville							
Study Area							
Source: II S Co	nous Duroou	ECDI 2014	•	•	•		

Source: U.S. Census Bureau, ESRI, 2014.

The Town of Oyster Bay population was 293,214 persons in 2010. It is estimated that the total population increased by 0.6 percent since 2010. By 2019, the total population will have increased by 3,743, or by 1.3 percent over the next five year period. The Hicksville hamlet, represented by the Hicksville Census Designated Place (CDP), represents 14 percent of the Town's total population. The hamlet's population grew by a slightly higher percent than the Town, or by 0.8 percent, since 2010. Hicksville's hamlet is anticipated to increase by 587 persons over the next five year period. The Southeast Hicksville Study Area is anticipated to experience the highest population of the three geographies, with a 1.7 percent increase in population, or 144 persons, by 2019. Southeast Hicksville represents three percent of the Town's total population.

Table 3.2-3 provides an assessment of the population by age segment for the Town of Oyster Bay, Hicksville hamlet, and Southeast Hicksville. The table below breaks down the population as follows:

- 0-4 age segment provides an estimate of the pre-school children;
- 5-19 age segment is an estimate of school-aged children trends;
- 20-54 age segment represents young adults and middle age population;
- 55-74 represent active adults and senior citizens;
- 75 and over are the elderly population which may have special assistive needs, especially with regard to housing.

A review of population data indicate that percent of the population for all three geographic areas is stable, or slightly decreasing, in the case of the overall Town. Across all geographic areas, the age segment representing persons 5 to 19 years of age has declined since 2010 and is anticipate to continue to decline over the next five years. In contrast, the age segment of persons 55 to 74 years of age is increasing, which



is an indication of the continuing aging of the baby boom population. In Southeast Hicksville, the population over the age of 75 years of age is expected to decrease.

TABLE 3.2-3
POPULATION BY AGE SEGMENT

Area	Age	Population	% of Total	Population	% of Total	Population	% of Total
	Segment	by Age	Population	by Age	Population	by Age	Population
		Segment		Segment		Segment	
		2010		2014		2019	
Town of	0-4	14,466	4.9%	13,608	4.6%	13,974	4.7%
Oyster	5-19	60,451	20.6%	58,326	19.8%	56,789	19.0%
Bay	20-54	131,620	44.9%	127,363	43.2%	123,334	41.3%
	55-74	86,650	29.6%	95,615	32.4%	101,134	33.9%
	75+	25,397	8.7%	25,632	8.7%	26,329	8.8%
Hicksville	0-4	2141	5.2%	2,051	4.9%	2,147	5.1%
CDP	5-19	7,599	18.3%	7,235	17.3%	7,196	16.9%
	20-54	20,108	48.4%	19,719	47.1%	19,122	45.0%
	55-74	8,406	20.2%	9,639	23.0%	10,640	25.1%
	75+	3,293	7.9%	3,243	7.7%	3,369	7.9%
SE	0-4	418	5.1%	407	4.9%	427	5.1%
Hicksville	5-19	1,538	18.8%	1,452	17.5%	1,448	17.2%
	20-54	3,954	48.3%	3,846	46.3%	3,758	44.5%
	55-74	1,572	19.2%	1,902	22.9%	2,141	25.4%
	75+	709	8.7%	686	8.3%	664	7.9%

The total number of households is anticipated to increase by 1,273 townwide between 2014 and 2019 as indicated in **Table 3.2-4**. The Hicksville CDP will increase by approximately 166 households, while Southeast Hicksville will increase by 37 households. Households are introduced to a community through household formation, e.g., young singles getting married and moving to a dwelling where a single person resided, or through the introduction of new housing. As there are no new housing units being introduced to the Study Area, the increase is primarily due to housing turnover and household formation.

TABLE 3.2-4
TOTAL HOUSEHOLDS

	2010	2014	2019	Change in Households 2014- 2019
Town of Oyster Bay	99,419	100,056	101,329	1,273
Hicksville CDP	13,412	13,487	13,653	166
SE Hicksville	2,603	2,625	2,662	37

Source: U.S. Census Bureau, ESRI, 2014.



Table 3.2-5 provides a comparison of household size. The Town of Oyster Bay has an average household size of 2.89 persons. Both the Hicksville CDP and Southeast Hicksville have a higher average household size, which is suggestive of a more family-oriented community with a larger household size. In Southeast Hicksville, average household size is anticipated to increase in the next five years; this is consistent with the decrease in persons 75 years of age and over, since this age segment typically has a lower household size, as empty nesters.

TABLE 3.2-5 AVERAGE HOUSEHOLD SIZE

	2010	2014	2019
Town of Oyster Bay	2.89	2.89	2.89
Hicksville CDP	3.09	3.10	3.10
SE Hicksville	3.14	3.16	3.17
Course II C Consus Duras	" ECDI 30	1.4	

Source: U.S. Census Bureau, ESRI, 2014.

As per the income data, households in Southeast Hicksville have a lower median income than is found townwide or within the Hicksville CDP. Average household income in the Town of Oyster Bay is significantly higher than in the hamlet of Southeast Hicksville. Likewise, per capita income is higher in the Town than in the hamlet or Southeast Hicksville.

TABLE 3.2-6
INCOME TRENDS

		2014	2019
Town of Oyster Bay	Median Household Income	\$110,223	\$125,430
	Average Household Income	\$146,962	\$174,236
	Per Capita Income	\$50,113	\$59,428
Hicksville CDP	Median Household Income	\$93,716	\$105,289
	Average Household Income	\$115,501	\$133,467
	Per Capita Income	\$37,213	\$42,931
SE Hicksville	Median Household Income	\$91,963	\$104,847
	Average Household Income	\$113,966	\$135,768
	Per Capita Income	\$36,154	\$42,931



As per **Table 3.2-7**, the Town of Oyster Bay has a slightly higher median age than does the Hicksville CDP or Southeast Hicksville. This is reflected in the age segment data, where the percentage of persons 55 and over in Southeast Hicksville is less than is represented townwide.

TABLE 3.2-7
MEDIAN AGE

2010	2014	2019
43	44.1	44.7
41.4	42	42.5
41.7	42.3	42.9
	41.4	41.4 42 41.7 42.3

Source: U.S. Census Bureau, ESRI, 2014.

Both in the Town, hamlet, and Southeast Hicksville, the majority of housing units are owner-occupied as is illustrated in **Table 3.2-8**. The percent of renter-occupied housing units is lowest in Southeast Hicksville. The percent of housing units was also lower in Southeast Hicksville than townwide. While there are fluctuations in owner versus renter-occupied housing from 2010 to 2019, there are no major changes in occupancy status anticipated.

TABLE 3.2-8
HOUSING UNITS BY OCCUPANCY STATUS AND TENURE

		Census	s 2010	2014	1	201	9
		Units	Percent	Units	Percent	Units	Percent
Town of	Total Units	102,849	100.0%	103,646	100.0%	104,893	100.0%
Oyster Bay	Occupied	99,419	96.7%	100,056	96.5%	101,329	96.6%
	Owner	86,410	84%	86,324	83.3%	87,162	83.1%
	Renter	13,009	12.6%	13,732	13.2%	14,167	13.5%
	Vacant	3,430	3.3%	3,590	3.5%	3,564	3.4%
Hicksville	Total Units	13,761	100.0%	13,851	100.0%	14,011	100.0%
CDP	Occupied	13,412	97.5%	13,487	97.4%	13,653	97.4%
	Owner	11,376	82.7%	11,338	81.9%	11,425	81.5%
	Renter	2,036	14.8%	2,149	15.5%	2,228	15.9%
	Vacant	349	2.5%	364	2.6%	358	2.6%
SE Hicksville	Total Units	2,672	100.0%	2,703	100.0%	2,734	100.0%
	Occupied	2,603	97.4%	2,625	97.1%	2,662	97.4%
	Owner	2,306	86.3%	2,310	85.5%	2,339	85.6%
	Renter	297	11.1%	315	11.7%	323	11.8%
	Vacant	69	2.6%	78	2.9%	72	2.6%

Source: U.S. Census Bureau, ESRI, 2014.



Relative to the Town, housing values in Southeast Hicksville are more affordable. Housing values in the Study Area are comparable to housing values in the Hicksville hamlet. The more significant trend in all three geographic areas is the anticipated increase in housing values in the next five years. The average housing value in Southeast Hicksville is anticipated to increase by almost \$75,000 in five years, or by approximately 21 percent. This suggests a continuing housing recovery after the national economic recession.

TABLE 3.2-9 HOUSING VALUES

	2014	2019
Median	\$429,969	\$525,731
Average	\$504,743	\$599,122
Median	\$358,321	\$393,015
Average	\$365,225	\$438,020
Median	\$359,310	\$394,897
Average	\$362,089	\$436,816
	Average Median Average Median	Median \$429,969 Average \$504,743 Median \$358,321 Average \$365,225 Median \$359,310



3.3 Inventory and Analysis

3.3.1 Land Use & Zoning

Land Use

The Southeast Hicksville BOA Study Area is located centrally in the Town of Oyster Bay, just south of Old Country Road and almost midway between the north and south shores of Long Island. It is well-served by major transportation and transit services, including I-495 (Long Island Expressway), the Northern State Parkway, the Wantagh Parkway, and the Long Island Railroad Hicksville train station.

The Study Area encompasses the "southeast" section of Hicksville and is bounded by Old Country Road to the north, South Oyster Bay Road and South Broadway to the east, a line running generally parallel with Coachman Lane to the south (following the Town of Oyster Bay, Town of Hempstead boundary), and Jerusalem Avenue to the west. The northern boundary of the Southeast Hicksville BOA is located approximately ½ mile south and east of Hicksville's "downtown" and revitalization activities in either area will influence the other. The Long Island Rail Road (LIRR), which travels east-west through the community, and presence of the Hicksville train station (the second busiest station on Long Island) influence land use patterns in the Study Area.

The Study Area is approximately 1,061 acres in size. Of this total, 214 acres are contained in various rights-of-way, and the remaining approximately 847 acres are contained on individual properties. As set forth in the Land Ownership section of this Study, the vast majority of the properties, or 686 acres, are in private ownership, while 161 acres are publicly/quasi-publicly owned. In terms of quasi-public ownership, LIPA is one of the largest landowners, controlling 58.16 acres in the northern section of the Study Area.

Evolution of Southeast Hicksville's Land Use Pattern

A review of historical land use patterns is important, as it allows the Town to consider where older, industrial properties may have been located. These land uses are often the properties that ultimately are designated as brownfield sites. The land use pattern also assists in evaluating trends — have once residential neighborhoods been slowly converting to commercial use? Can this trend be expected to continue? In establishing a vision for Southeast Hicksville and recommendations for brownfield areas, the Study needs to consider land use trends. The following provides a brief overview of historical land use patterns within Southeast Hicksville based on review of historic USGSⁱ maps and aerials.





As early as 1898, historic United States Geological Survey maps of Oyster Bay (portion at right) show that the major road pattern in downtown Hicksville Southeast Hicksville had been set. The railroad line was already in existence in its current location, and the road network included: Broadway, Jerusalem Avenue, Old Country Road, New South Road, and Oyster Bay Road.

Development extended primarily out from the center of Hicksville's hamlet center and south along Broadway within Southeast Hicksville. Other roads were primarily farm lanes with homes and agricultural fields surrounding the Hicksville hamlet. By post-war 1947 (portion of 1947 USGS



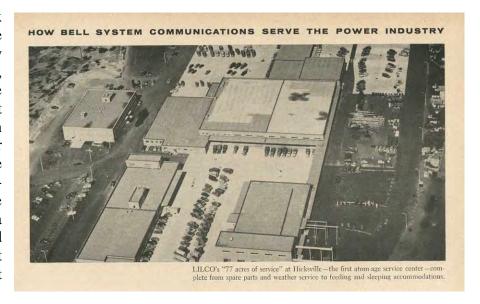
map at right), the Hicksville hamlet was expanding outward. Residential subdivisions extended to 11th Street on the east side of Jerusalem Avenue. The Hicksville High School had been constructed (now the Hicksville Middle School), and smaller neighborhoods were sprouting up elsewhere in the Study Area (e.g. the subdivisions along Roosevelt Avenue, and in the vicinity of Boehme and Rave Streets). Another grouping of homes was developing along Walter and Field Avenues and Meadow Lane. Otherwise, much of the land area beyond and south of these neighborhoods was vacant or in agricultural use. Scattered residential dwellings lined the major roads.

By 1954 and after World War II, Southeast Hicksville changed dramatically (see portion of 1954 USGS map at right). The residential neighborhoods between Jerusalem Avenue and Broadway/Bloomingdale Road had already been constructed. Lee Avenue School was added. On the east side of Broadway, a few smaller neighborhoods were constructed along Murray Road and in and around Mineola/Somerset Avenues, and Gerald/Marvin Avenues. neighborhood north of Walter Avenue was also developed. However, large nonresidential buildings were being introduced in the vicinity of New South Road and at locations (e.g. Ludy Street) in proximity to the LIRR right-of-way.





The large PSE&G complex (then LILCO), located at the intersection of Old Country Road and New South Road, came into existence. The commercial buildings Commercial Street had been constructed. and Hooker Chemical was added to the landscape. Small nonresidential buildings were also introduced in the area between Bloomingdale Road Broadway, and but nonresidential development was not yet prominent¹.



By 1967, the defense industry on Long Island was in full swing, and Southeast Hicksville's land use pattern reflected this, given its proximity to the Grumman complex. Four nonresidential buildings had been constructed along Ludy Street, and the triangle formed by the LIRR right-of-way, Old Country Road, and New South Road was fully developed with light industrial and warehouse buildings. South of Tudor Road, between New South Road and South Oyster Bay Road, the land area was almost entirely dedicated to nonresidential use. Likewise, the area located in the triangle formed south of the intersection and between Bloomingdale Road and South Broadway, was also developed with nonresidential uses. Willis Court, Lauman Lane, and Quality Plaza nonresidential uses had been established. Bloomingdale School was also added. The commercialization of South Broadway generally occurred between 1960 and 1990 to meet the demand of the growing Hicksville population. By 1990, the current land use pattern had been set, with very little redevelopment occurring on select parcels, since the 1990s. This is the pattern within which land use recommendations are considered and evaluated.

Existing Land Use Patterns

Figure 3-1 illustrates the general land uses within the Southeast Hicksville BOA. **Table 3.3-1** provides a breakdown of land use types by major land use category. Tax parcel land use classifications available from tax data were first mapped. The land use map was initially created using GIS parcel data, which was verified and refined through numerous field visits to the Study Area.

¹ Note that this southern portion of the Study Area is on the Freeport USGS quadrangle, not illustrated here.

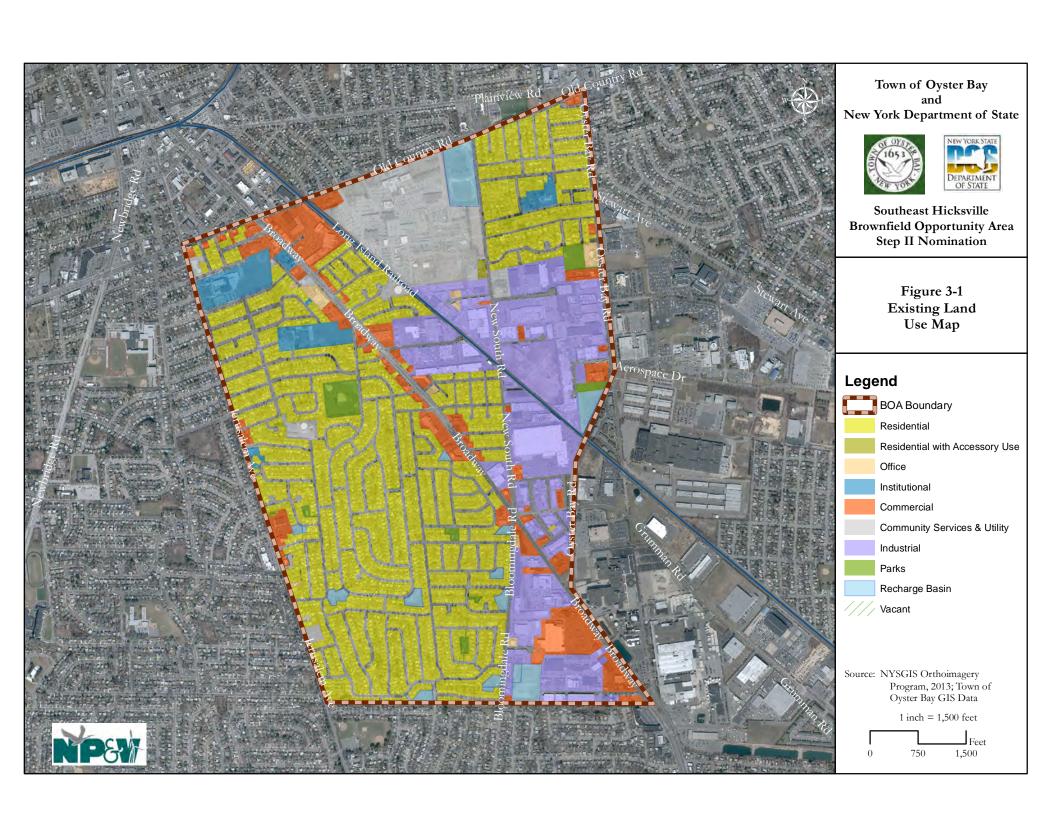




TABLE 3.3-1 SOUTHEAST HICKSVILLE BOA EXISTING LAND USE

Land Use	Number of Parcels	Percent of Parcels	Area (Acres)	Percent of Total Acreage
Vacant	3	0.1%	0.3	0.0%
Residential	2,527	89.7%	413.2	38.5%
Residential/MP	3	0.1%	1.1	0.1%
Commercial	95	3.4%	82.6	7.7%
Office	9	0.3%	6.3	0.6%
Industrial Properties	100	3.5%	183.8	17.1%
Community Services/Utility	26	0.9%	96.5	9.0%
Institutional	14	0.5%	30.0	2.8%
Parks	9	0.3%	13.9	1.3%
Recharge	15	0.5%	30.4	2.8%
Roads and ROWs	16	0.6%	215.1	20.0%
Total	2,817	100.0%	1,073.3	100.0%

A summary of the land use analyses is provided below.

Vacant Land

Very little land within the Study Area is vacant. Within the study area, approximately less that one acre is identified as privately owned vacant land. It is noted that although improvements have been demolished on the RUCO Polymer site on New South Road, it is currently undergoing remediation and the land use breakdown includes this property as industrial land rather than vacant property.

Residential

For purposes of this analysis, residential land uses include the following categories: single family residence, two family dwellings, three family dwellings and apartments. Residential land use is the largest land use category, accounting for 89.7 percent of the parcels in the Study Area and 38.5% of the land area. The majority of the residential land use is single family residence. Two-family dwellings are found scattered throughout the residential neighborhoods (described below). There are few three family dwellings in the study 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 commercial land uses). Unlike other locations within Hicksville which have established apartment complexes, the Southeast area has only a few properties, such as a parcel on Fourth Street, which is a converted residence with apartments.

Southeast Hicksville residential neighborhoods are overwhelmingly single family residential. To the extent that the Southeast Hicksville stakeholders support encouraging alternative housing



types, to provide housing options for specific populations such as senior citizens or young adults, some consideration should be given to finding appropriate locations which could accommodate multifamily residences at densities that are appropriate and compatible with adjoining neighborhoods.

There are three properties which were observed to include a residence, but which are also supporting another nonresidential use – examples are the properties on the west side of New South Road across from the Tudor Road intersection which have been identified as strategic sites. While there are only a few of these properties in the study area, they do appear to represent noncomplying conditions which should ultimately be converted to conforming uses, i.e., uses which comply with the Town's zoning law.

Commercial and Office

Retail and commercial uses include retail, personal service, business service, and office-related uses. In addition, buildings which were former residential dwellings that have been converted to nonresidential use are included in the category. There are a total of 95 commercial properties accounting for 82.6 acres, or 7.7% of the Study Area; there are 9 office uses - although it is noted that additional offices are included within the commercial category. This category accounts for only 6.3 acres (less than 1% of the area in the BOA).

Retail and service commercial uses are primarily concentrated on the major arterials serving the Southeast Hicksville area. The primary commercial corridors are Old Country Road and South Broadway. Jerusalem Avenue has a secondary local neighborhood commercial area along it, but it is confined in size and location. Because residential uses extend all the way to the frontage of Jerusalem Avenue, there are fewer commercial properties along this road.

Along Old Country Road, commercial uses include physical therapy practitioners, accountants, orthopedic medical offices, a career institute, photographers, entertainment performers, Walgreens Pharmacy, 7-Eleven, and a shopping center. Uses in the shopping center (Delco Plaza), located at the southeast corner of Old Country Road and Broadway, include: automotive parts sale, karate training, vitamin store, general merchandise store, restaurants, shoe sales, and other commercial uses. An Island Federal Community Credit Union is located on the east side of the LIRR right-of-way. A diner is located at the corner of Old Country Road and South Oyster Bay Road within the Study Area.

South Broadway is the major commercial corridor for the Southeast Hicksville Study Area. Uses include: auto dealerships, major hardware store retailer, real estate, bakery, realtors, hair and nail salon, DVD/CD retailer, tire sales, drycleaners, rental center, martial arts, grocery store, dental and medical offices, pharmacy, restaurants, banks, jewelers, computer sales, electrical supply sales, car rentals, and a big box home sales center.

Automotive-related uses are located primarily along South Broadway, the major commercial corridor in the Study Area, and also within the light industrial/heavy commercial areas. Exceptions include but are not limited to a Napa auto dealer on Old Country Road, gas stations



on Old Country Road and Jerusalem Avenue. Automotive dealerships are included in the commercial category and are located along Broadway.

Jerusalem Avenue includes a neighborhood commercial area centered near the intersection of 11th Street. Typical uses include a gas station, deli, cleaners, convenience store, as well as vacuum sales and ice cream store. A larger commercial area is located near the intersection with Tobias Street – a CVS Pharmacy is a retail anchor for this area (on a property identified in the Pre-Nomination Study as a potential BOA site). A 7-Eleven, Dairy Barn, and the Jerusalem Avenue Shopping Center are located here. A pizzeria, grocery market, stationery store, liquor store, bar, and cleaners are uses located at the center.

A garden center and motel uses are located on South Oyster Bay Road. Two offices uses are located in the Study Area – one along Bloomingdale Road and the other along South Oyster Bay Road. There are no major office complexes within the Southeast Hicksville Study Area.

<u>Industrial Properties including Warehouse and Light Industrial Uses</u>

Warehouse and light industrial uses are concentrated in several areas of the Study Area and account for 100 of the parcels within the Study Area and 183.8 acres. The largest of these areas is located south of Tudor Road, between New South Road and South Oyster Bay Road, extending south to where the roads intersect. Farther south, another concentration is located within the triangle formed by Bloomingdale Road, South Broadway, and the study area boundary. Lastly, on either side of the LIRR right-of-way, concentrations of these uses are found along either side of Ludy Street and Commercial Street.

Ludy Street is home to Kozy Shack and Kitchen Fresh Foods. Other uses include ABC Roofing and Siding; a U.S. Postal Facility Vehicle Maintenance Facility is located at the end of the street.

South of Ludy Street within the Broadway Business Center, housed in an older former industrial building, are various commercial uses, including the West Island Model Railroad Club, Campers World, and other uses. This is an important trend of note in the Study Area. Many of the older industrial and warehouse buildings were constructed in the 1960s, and have ceiling heights of 23 feet, and are designed with truck bays and large open warehouse spaces. By modern standards, these spaces are obsolete for purposes of accommodating modern warehousing, which require higher ceiling heights and different bay sizes to accommodate current tractor-trailer models. Many of these spaces are no longer being used for light industrial and warehouse use, but are tenanted by multiple small businesses which can be varied, from offices to retail and wholesale retail to heavy commercial uses. While these properties are represented as light industrial uses on the zoning map, the trend is for older buildings to be repurposed with multiple uses. This introduced a complexity when determining which properties should be selected as strategic sites. If older industrial buildings were fully occupied with small businesses, these were excluded from the selection of potential brownfield sites in this Step II study. However, several older industrial buildings which have been vacant for many years, are included to illustrate barriers to redevelopment for these types of properties - noting that other similar properties/structures may experience vacancies for the same reasons in the future so that this study may seek solutions to apply to these circumstances.



A building farther south on the east side of Broadway is identified as the Bethpage Business Park contains an Optimum Business office, liquor distributor and other uses.

Traveling from north to south on New South Road, businesses are primarily heavy commercial and light industrial in nature and most are housed in older post-war buildings. An older building (1957) located at 96 New South Road, known as Structural Industries is underutilized and is owned by Paidge Structural LLC. The Hicksville Commercial Park is located south of this building and the park contains buildings constructed between 1953 and 1961. Uses include but are not limited to sales, distribution and services associated with a taxi service, limousine service, equipment, archery supply sales, office furniture, a law office and a CPA firm. A diner is tucked into this commercial and industrial area. The older buildings in the commercial park, and south of it, are one story. A multi-tenant former industrial building (constructed in 1957) to the south houses a pet supplier, HVAC equipment sales and storage, payroll service and other uses.

Cablevision/Optimum has its headquarters situated on the east side of New South Road. Along Karin Lane, Wilsonart International has a facility – it is a major manufacturer of laminates and acrylic materials for kitchens and bathrooms. Mondo and Econico (manufacturers of displays and mannequins) an insulation business, and Flexfit, a headware manufacturer, are also on Karin Lane.

Kalda Lane (also identified as Commerce Plaza) is south of the Optimum property, and buildings date from 1963 to 1966. Uses include Kingform Cap, maker of military dress headware, an insurance agency, equipment financing business, and Wasserman Bag Company which manufactures various packaging supplies. Prior to crossing the LIRR right-of-way, the large 14.86 acre Hooker Chemical/RUCO Polymer Superfund site is located on the east side of New South Road. On the west side is a property that appears to be used for miscellaneous equipment storage.

On the south side of the LIRR right-of-way, commercial and light industrial uses are confined to the east side of the road. A propane storage and distribution business, general warehouse, high end refrigerator and oven distributor and manufacturer, textile sales, Corel Graphics printing (a Step I brownfield site), and structural steel fabricator are located here. Farther south, the new Sleepys warehouse facility, built in 2008 on an approximately 18-acre parcel, dominates the area, as it is a new modern warehouse among the lower one-story warehouse buildings surrounding it. A cluster of one story buildings is located between Louis and Mulberry Streets – the area was originally intended to be developed as a residential neighborhood, but evolved as a nonresidential grouping of buildings – remnants of a landscaped island on Washington Parkway were observed. In this older complex is a Slomans, general fuel terminal, plumbing supplier, glass repair, overhead door sales, and other businesses in buildings that have been converted to multitenant use.

On South Oyster Bay Road south of the neighborhood along Meadow Lane, uses include truck sales, a motel, a bakery outlet, painting company, Iron Mountain document storage facility, tile



sales and commercial kitchen equipment supplier. A mini-storage facility is located farther south.

The last concentration of heavy commercial/light industrial uses is south of the intersection of South Oyster Bay Road and New South Road. Along Bloomingdale Road, former office buildings and one-story buildings are occupied with businesses such as computer sales, metalworking shop, glass repairs, party supplier, decorator, truck and auto repair, restaurant supplier, fitness gym, marble sales, electronic repair, fastener maker, and a vacant building which housed a building materials supplier. Along Willis Court, several buildings have been remodeled and one is occupied by an insurance agency, and metal working and coatings businesses. Willis Court ends at the rear of the Lowes home improvement center property. A water treatment business is located in the long building south of Willis Court. A pipe company is also located here.

Along Broadway, DNK autobody parts occupies a large, 1955 warehouse. Another warehouse dating to 1953 is occupied by Corel Graphics. An autobody shop is located south of Corel Graphics. South of Lowe's is Engineers Drive and Quality Plaza which has numerous one-story multitenant buildings – the buildings date to 1966.

Along Lauman Lane, truck sales, Slomins, fuel storage, plumbing supplies, and auto repair shop. A large building at 140 Lauman Lane that was previously completely vacant, now appears to be partially occupied.

Community Services/Institutional/Recharge

A dominant property within the Study Area is the LIPA (now being operated by PSEGLI) facility located at the intersection of Old Country Road with New South Road. The facility has expanded significantly throughout its history, and encompasses approximately 77 acres. It is not anticipated that the use will relocate in the foreseeable future. The eastern portion of the PSE&G property consists of a lawn area outside the rest of the facility's fenced in property. This property is important to the community as a visual buffer and area of open space.

The Hicksville Water District owns several properties, which contain water supply wells and associated infrastructure. As seen on the map, facilities are located at the end of Dean Street and Alicia Street. A Veterans of Foreign Wars is located on Broadway and the Hicksville Boys and Girls Club is located on Old Country Road.

Properties used as religious institutions, and school sites are included within the institutional land use category and account for only 2.8% of the study area. School properties include the Hicksville Middle School located between 2nd and 4th Streets and Lee Elementary School at the end of 7th Street. In terms of religious uses, a Pentecostal Assembly facility is located on Jerusalem Avenue, a Greek Orthodox church fronts on Field Avenue, and a Lutheran church is located along South Broadway.

Recharge basins account for 30.4 acres and there are 15 parcels accommodating this use (though noted that some of the basins extend over two parcels).



Parks

Southeast Hicksville has several small open space and recreational properties within its boundaries. There is a total of 13.9 acres dedicated to pocket parks, fields and playgrounds within the study area, which does not include the soccer field that is part of the Nassau County Recharge Basin property on the west side of South Oyster Bay Road. In addition to the recreational opportunities that may exist at the various school sites within Southeast Hicksville, the Study Area includes Giese Park at the end of Farm Lane, and a neighborhood park at the end of Ridge Court.

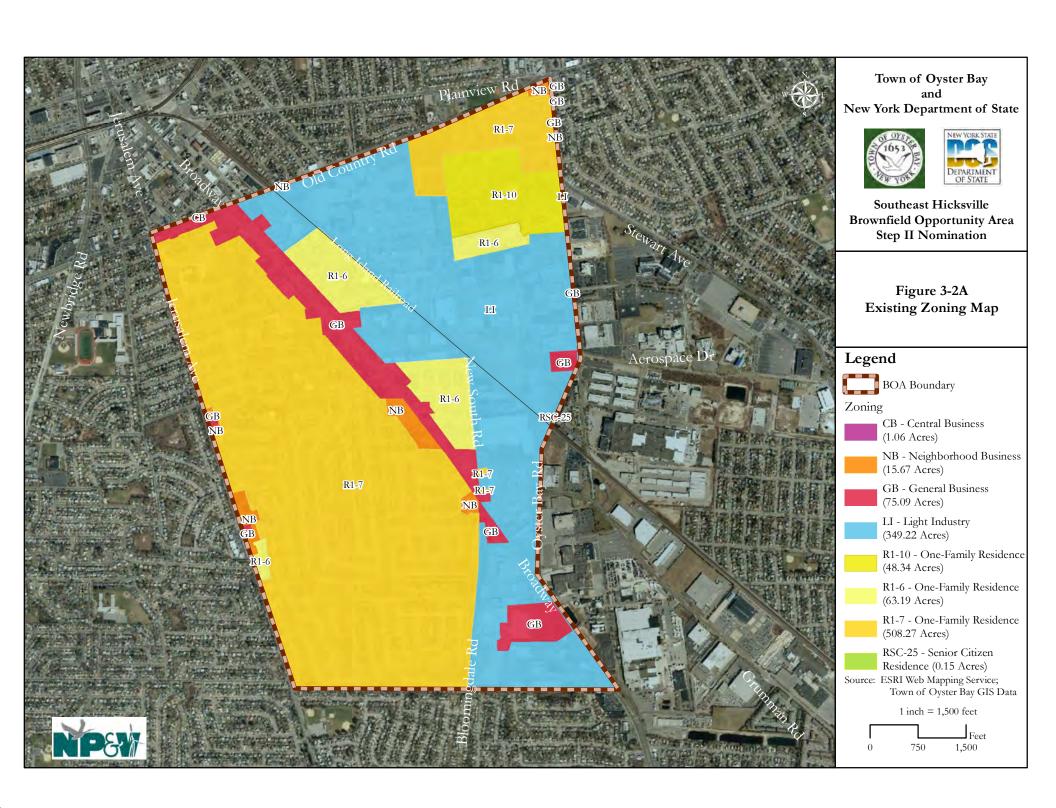
Zoning

The Town of Oyster Bay regulates land use within the Southeast Hicksville Study Area 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 districts, although certain nonresidential districts, e.g., the Neighborhood Business district, allows apartments over stores and offices. A Zoning Map of the area is provided on **Figure 3-2A. Table 3.3-2** identifies the zoning districts within the Study Area.

TABLE 3.3-2
ZONING DISTRICTS WITHIN NORTHWEST HICKSVILLE BOA STUDY AREA

Zoning District Designation	District Name			
Residential Districts				
R1-6	One-Family Residence			
R1-7	One-Family Residence			
R1-10	One-Family Residence			
RSC-25	Multi-Family Senior Citizen Residence (nominal area within BOA Study Area)			
Nonresidential Districts				
NB	Neighborhood Business			
СВ	Central Business (nominal area within BOA Study Area)			
GB	General Business			
LI	Light Industry			

It is noted that although the RSC-25 and CB zoning districts technically extend into the BOA Study Area, based on GIS mapping, there are actually no parcels zoned in those districts within the Study Area. Thus, these zoning districts are not detailed here.





Residential Zoning Districts

The Town zoning chapter establishes purposes for the zoning districts. 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 OneFamily Residence District.

R1-6 One-Family Residence

The R1-6 zoning district encompasses residential properties on the east side of Broadway that adjoin the LIRR right-of-way, and an area in the vicinity of Meadow Lane.

One-family dwellings are allowed as principal permitted uses, and two family dwellings 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 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 the majority of the residential neighborhoods that make up Southeast Hicksville. One-family dwellings are allowed as principal permitted uses, and two family dwellings 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

A R1-10 district is located in the vicinity of Walter Avenue and the Greek Orthodox church is within this zone. One-family dwellings are allowed as principal permitted uses. Unlike the R1-6 and R1-7 districts, two-family dwellings 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.

The residential neighborhoods in Southeast Hicksville are well-established, and no changes are envisioned for these areas.

Nonresidential Zoning Districts

Table 3.3-3 summarizes the various uses that are allowed within the three primary nonresidential zoning districts within the Study Area: the Neighborhood Business, the General Business, and Light Industry zones.

TABLE 3.3-3
USES ALLOWED IN THE NONRESIDENTIAL ZONING DISTRICTS

Uses	NB	GB	LI
Rooming or boarding houses	SP (TB)	SP (TB)	
Congregate-care assisted living facilities	SP (TB)	SP (TB)	SP (TB)
Apartments over stores or offices	PP	PP	
Conversion of garage	PA	PA	
Private garages and carports	PA	PA	
Home businesses	PA	PA	
Home offices	PA	PA	
Country clubs	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)
Fitness centers under 1,500 square feet	PP	PP	PP
Marinas		SP (TB)	SP (TB)
Private membership clubs	SP (TB)	SP (TB)	SP (TB)
Public parks	PP	PP	PP
Swimming pools	PA	PA	PA
Tennis courts	PA	PA	PA
Theaters	SP (TB)	SP (TB)	SP (TB)
Cemeteries	SP (ZBA)	SP (ZBA)	SP (ZBA)



Uses	NB	GB	LI
Colleges or universities or private schools	PP	PP	PP
Day care, play care, nursery schools and similar facilities	PP/PA	PP/PA	PP/PA
Eleemosynary institutions	PP	PP	PP
Hospitals, convalescent or nursing homes	PP	PP	PP
Municipal uses of Town of Oyster Bay	PP	PP	PP
Museums	PP	PP	PP
Other governmental uses of federal, state or county agencies, or special purpose districts thereof	PP (TB)	PP (TB)	PP (TB)
Places of worship	PP	PP	PP
Public schools	PP	PP	PP
Technical or trade schools	PP	PP	PP
Accessory outdoor sales and display	PA	PA	PA
Animal boarding facility			SP (TB)
Animal hospitals		SP (TB)	PP
Banks	PP	PP	PP
Bars	SP (TB)	SP (TB)	SP (TB)
Boatyards			SP (TB)
Business services	PP	PP	PP
Catering services	SP (TB)	SP (TB)	SP (TB)
Collateral loan brokers		PP	
Commercial greenhouses	SP (TB)	SP (TB)	PP
Cabarets, discotheques, dance halls, night clubs		SP (TB)	PP
Drive-through services, fast food	PA (TB)	PA (TB)	PA (TB)
Drive-through services, other	PA	PA	PA
Existing businesses as of the effective date of Local law 3-2012	SP (ZBA)	SP (ZBA)	SP (ZBA)
Landscape nursery, garden center		PP	PP
Public markets	PP	PP	PP
Fast-food restaurants	PP	PP	PP
Fast-food restaurants (in freestanding building)	SP (TB)	SP (TB)	SP (TB)
Fishing stations	PP	PP	PP
Fish markets	PP	PP	PP
Lodging places	SP (TB)	SP (TB)	SP (TB)
Mariculture			PP
Office	PP	PP	PP
Personal services	PP	PP	
Professional, real estate and insurance offices	PP	PP	PP
Restaurants (maximum permitted occupancy of 75 persons)	PP	PP	SP (TB)
Restaurants (maximum occupancy of 76 or more persons)	SP (TB)	PP	SP (TB)



Uses	NB	GB	LI
Retail stores	PP	PP	SP (TB)
Self-service storage facility		SP (TB)	PP
Undertaking establishments	PP	PP	PP
Veterinary offices	PP	PP	PP
Motor vehicle fuel sales and service, motor vehicle repair, auto body, tow car operations, car washing establishments and public garages		SP (TB)	SP (TB)
Motor vehicle rental facilities	SP (TB)	SP (TB)	SP (TB)
Motor vehicle dealership	PP	PP	PP
Parking structures	PA	PA	PA
Outdoor motor vehicle sales			SP (TB)
Storage of registered commercial vehicles	PA	PA	PP
Taxi or limousine service	SP (ZBA)	PP	PP
Helipads			SP (TB)
Light manufacturing uses			PP
Lumber yards			PP
Research and development uses			PP
Warehouse, distribution and storage uses			PP
Antennas	PA	PA	PA
Communication and cellular telephone towers	SP (ZBA)	SP (ZBA)	SP (ZBA)
Electric substations		PP	PP
Public utility buildings or structures	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			

NB Neighborhood Business

The NB zoning district encompasses the least land area of the non-residential districts, applies to several properties located along Jerusalem Avenue, Broadway, and near the corner of Old Country Road with South Oyster Bay Road. There are five (5) NB zones in the Study Area, accounting for 15.67 acres of the Study Area. An important distinguishing feature of the NB zone is that it is actually 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."

The minimum lot size for properties in the NB district is 10,000 square feet, and the maximum building coverage is 60 percent. The maximum building height is two stories, or 30 feet. The Town of Oyster Bay does not regulate maximum impervious surface coverage in its schedule of



dimensional regulations. This accounts for the appearance, to some extent, of older nonresidential properties, which have limited landscaping present.

GB General Business

The GB district encompasses much of the commercial property that fronts to Broadway. The Lowes home improvement center and Allied Building Products are also zoned GB. Several parcels along Jerusalem Avenue are zoned GB. The purpose of the GB district is to provide the 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. The GB zones in the Study Area encompassing 75.09 acres of property.

There is no minimum lot size for properties in the GB district, and the maximum building coverage is 80 percent. The maximum building height is 35 feet. As mentioned above, the Town does not regulate maximum impervious surface coverage in its schedule of dimensional regulations.

The GB and NB district have the same building setbacks, which require only a 10 foot front yard.

LI Light Industry

The LI zoning district encompasses the vast majority of the nonresidential uses in the Southeast Hicksville Study Area as illustrated on **Figure 3-2A**. The total acreage of the zoning district is 349.22 acres. 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."

The minimum lot size for a property in the LI district is one (1) acre. Building coverage is less than that allowed in the commercial districts, at a maximum of 50 percent. The district also allows taller buildings with a maximum of three stories or 50 feet; only the CB district allows taller buildings at a maximum height of 60 feet. The building height is favorable for modern warehouses, but would also allow taller office buildings, with a permissible building height of three stories.

Key Findings from Land Use and Zoning Analyses

The main points are summarized below:

- The analysis of land use patterns identified a number of issues, including land use compatibility, a modest amount of recreational land, and very little vacant land.
- Zoning districts within the study area are, in general, consistent with the land uses, however, there are numerous properties that are constrained by current dimensional/bulk regulations, since the



floor areas of the current buildings exceed the floor area permissible under current code (and thus, there is little incentive to redevelop in accordance with current code).

- There are a number of properties with existing rail spurs which provide additional opportunity with respect to receipt and/or transport of goods.
- There are two properties on New South Road zoned LI which were originally residential homes and are now used for both residential and commercial uses. Both are considered nonconforming uses.
- Land use compatibility issues are most prevalent along New South Road, where established
 residential neighborhoods border the industrial uses to the northeast and southwest. While the
 Town of Oyster Bay reports a number of complaints, these are generally directed at specific
 property owners and uses which generate noise, odors and whose site conditions are aesthetically
 unappealing.
- The juxtaposition of residential use and industrial uses on opposite sides of Bloomingdale Road has resulted in few complaints to the Town; however, ideally, industrial uses and residential uses are separated with a transitional use or buffer.

There are a number of instances of nonconforming use, as well as opportunities for redevelopment that have been identified through the course of this project and are presented below.

Potential Redevelopment of Existing LI Properties

Sub-Area 1 is presently zoned LI. The Step II study recommends requiring that these "tired" areas be redesigned to incorporate landscape settings, at least as viewed from the major road and viewshed corridors along which people travel, e.g., New South Road. It is acknowledged that to induce redevelopment, the Town may need to consider implementing flexible zoning standards to encourage it. The benefits of landscaping shouldn't be underestimated. Because of the concerns associated with climate change, landscaping and street trees have a beneficial regulating effect on temperatures, and landscaping can be designed as part of an overall storm water management system to treat storm water before exiting the site, improving water quality by attenuating pollutants. It has been observed that shaded areas can be ten degrees less than areas within an unshaded area dominated by impervious surfaces. Landscaping also enhances the marketability of properties; properties with higher market values will also generate additional real property tax revenues to the Town.

A zoning evaluation was conducted to determine whether existing nonresidential areas within the LI zoning district meet current zoning standards, and to what extent could the allowable development intensity, in the form of allowing gross floor area, be increased to provide an incentive to redevelopment. **Figure 3-2B** on the following page provides a zoning analysis that was prepared to quantify the level of development that exists presently within the LI District in comparison to the level of development permitted under the LI zoning bulk regulations. The analysis focused on an existing complex known as the Hicksville Commercial Park and the adjacent property at 96 New South Road.





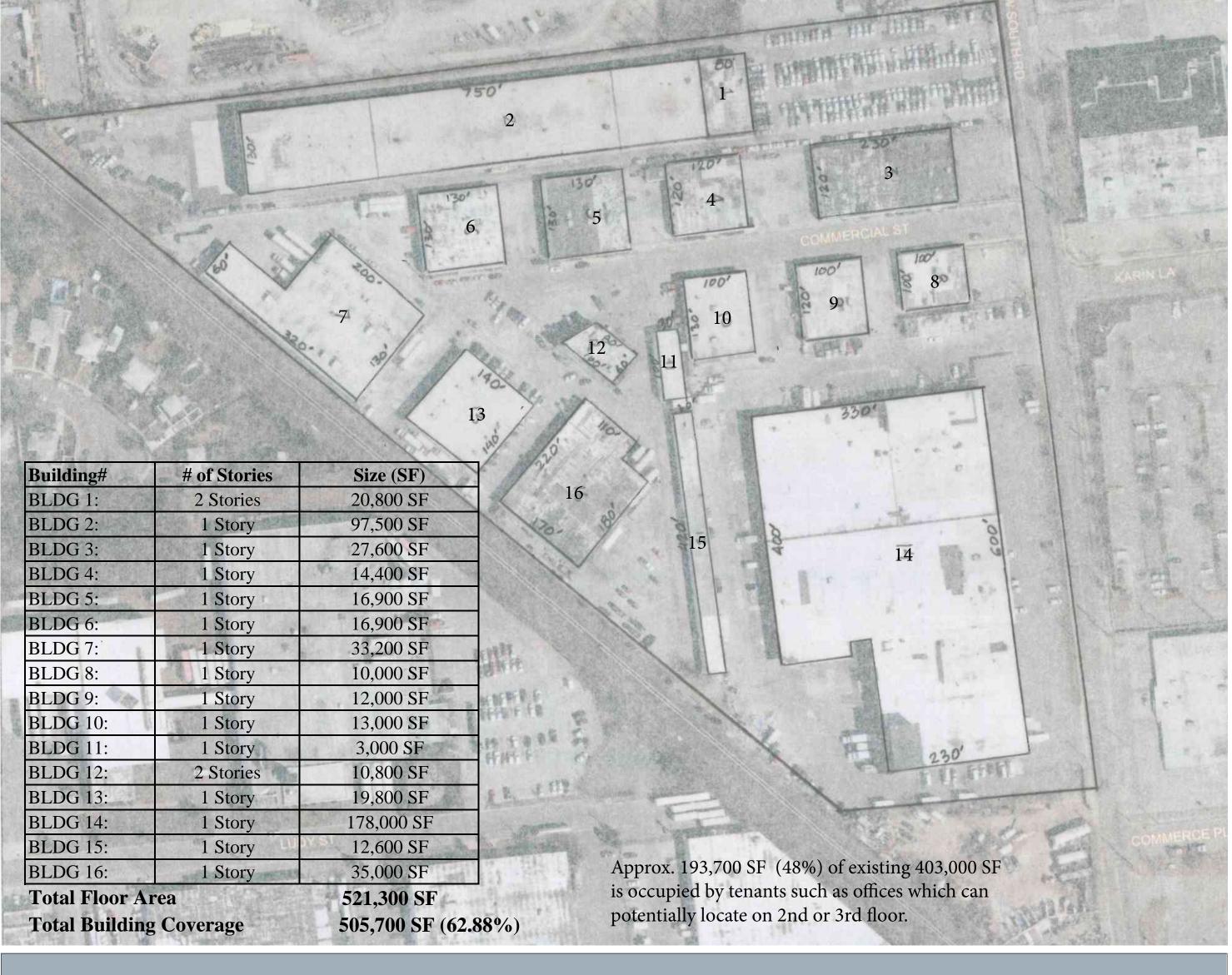












ZONING STANDARDS: Light Industrial District

Minimum Lot Area: 1 Acre
Minimum Lot Width Frontage: 50'
Maximum Building Coverage: 50%
Maximum FAR: None
Front Setback: 50'
Side Yard Setback: None
Rear Yard Setback: 30'

Maximum Building Height: 3 stories/ 50'

PARKING REQUIREMENTS:

Office: 1/200 SF

Light Manufacturing: 1/employee + 1/500 SF

R&D: 1/250 SF

Warehouse/Dist./Storage: 1/employee + 1/1,000 SF

EXISTING DEVELOPMENT:

Total Development Area: 18.46 Acre
Total Existing Floor Area: 521,300 SF

Total Building Coverage: 505,700 SF (62.88%)

Allowed Building Coverage: 402,058 SF (50%)

Allowed Total Floor Area: 1,206,174 SF

Key Findings:

- Mostly obsolete single story buildings, about 48% of which are occupied by uses that can potentially locate on upper levels; and
- Site is maximized by building coverage and parking and do not conform with current code requirements.







SOUTHEAST HICKSVILLE BROWNFIELD OPPORTUNITY AREA (BOA) STEP II







For this zoning analysis, the existing development within the Hicksville Commercial Park, and the parcel to the north (96 New South Road) were evaluated to determine the limitations which zoning requirements may pose to redevelopment. For the most part, the limiting bulk requirements applicable to the amount of floor area that can be constructed in the LI zone are maximum building height and building coverage - the maximum building coverage is 50 percent, and a building is allowed up to three stories. A simple example of how these two parameters will serve to limit development is as follows. A theoretical parcel with 80,000 square feet would be allowed up to 50 percent building coverage, or a building with a footprint of 40,000 square feet (80,000 sf x 50%). Since a building is allowed up to three stories in the LI zone, the parcel can accommodate up to 120,000 square feet (40,000 sf footprint x 3). Realistically, development on a site is also constrained by the need to provide accessory parking to serve the theoretical building. If the three stories are comprised of office space, and with a parking requirement of 1 parking space per 200 square feet, the theoretical office building would require 600 parking spaces. As a general rule, approximately 325 square feet of area is required to accommodate a parking space, when one accounts for parking lanes, and inefficiencies of the parking layout. So, for 600 parking spaces, approximately 195,000 square feet is required to accommodate surface parking, which could not be accommodated on the site. Only a single story office building not exceeding 30,000 square feet could be accommodated to meet LI district requirements. Larger buildings can be accommodated on the properties if they are dedicated to light manufacturing or warehouse uses, given the lower requirements for parking. However, research and development uses are similarly constrained, in order to accommodate parking based on a standard of one parking space per 250 square feet of R&D floor area.

Part of the point of this exercise was to highlight the fact that although the community may prefer that redevelopment focus on office or high tech uses, current zoning standards may impose an impediment due to existing zoning requirements and the particular parking area needs for such uses.

During the field analyses, it was observed that there are many uses being conducted within the Hicksville Commercial Park which do not necessarily rely on a ground level location, e.g., a law office (and it is expected that this is the case with many older industrial buildings in the Study Area). Also, this older commercial park has limited landscaping – landscaping is relegated to small hedges and strips of grass immediately next to the building wall. Because of the multiple small buildings and their orientation, parking areas are not well laid out, limiting the potential number of parking spaces that could be accommodated within the commercial park. The concept of redeveloping the commercial park was explored to determine whether additional floor area could be provided on the site as an incentive to redevelop it so that it provides cohesive and efficient parking areas, is appropriately landscaped, and provides a continuous pedestrian environment within. The evaluation determined that there is currently approximately 505,700 sf of floor space within the studied area, which adds up to a building coverage of 62.88 percent, which exceeds the allowable building coverage applicable to the LI district. Approximately 48 percent of the building area is used as office space (or another use which could be accommodated on a 2nd or 3rd floor). Based on the foregoing, a total of 2,529 parking spaces would be required to accommodate the required parking for office space alone. If all these spaces were provided as surface parking, a total of 18.86 acres would be required for the parking



alone or more than the total acreage of the commercial park and adjoining parcels. In as much as there may be a desire to redevelop older areas in Hicksville to create modern and marketable buildings, current standards would not allow the same amount of building space that already exists on these sites, especially when dedicated to uses with high parking demand, such as offices.

Figure 3-2C on the following page shows hypothetical redevelopment of the Hicksville Commercial Park as a Zoning Alternative, incorporating 96 New South Road. The concept shows the building identified as Building "B" remaining in its existing configuration, and all other buildings removed to accommodate a series of two and three-story buildings. As is evident from the analysis, although the same amount of building space is accommodated on the site, the parking requirement for 1,329 parking spaces is not met – only 316 spaces are accommodated on the site.

Current parking standards for office uses may be overestimating the number of spaces that are actually required. Like retail parking standards which similarly overestimate needed parking, modern work conditions and environs have likely reduced the demand for on-site parking. It would be beneficial to conduct a parking and land use survey to determine what the actual parking demand is to accommodate employee parking for office space in Hicksville. To allow redevelopment, parking standards should be lowered, or otherwise, the regulating agency which reviews and approves site plans should be allowed to waive parking standards where an applicant makes a convincing argument that parking requirements are excessive for the use being proposed. In addition, shared parking with adjoining parcels could be explored. If an applicant can demonstrate that it has an agreement with an adjoining parcel where there is excess parking capacity, and that parcel is within a reasonable walking distance of the parcel to be developed, shared parking should be allowed. Also, parking should consider the timeframes for peak parking demand. An office use may have a peak demand from 9 AM to 5 PM, but a restaurant that is developed on the same parcel may have a peak parking demand after 6 PM, at a time when most occupants of the office have left. Parking facilities should not require the full complement of parking for both uses; the differences in peak parking demand should be considered to allow a reduction in parking. To redevelop parcels, it may be necessary to incorporate below structure parking underneath a building, or structured parking such as exists at Station Plaza adjoining the Hicksville train station. Structured parking is far more costly to construct than surface parking, and will not occur unless there is a significant market demand for a use within the study area. Thus, it is anticipated that shared parking will potentially be a better option for meeting parking demand. A credit could be offered which reduces parking requirements where it can be proven that a percentage of employees will be using mass transit, e.g. bus or train. However, given the distance of portions of Southeast Hicksville from the train station, it is not anticipated that many employees would select rail as a commuting option for the foreseeable future.



CONCEPT SKETCH:

Total Floor Area: 553,750 SF

Total Building Coverage: 378,050 SF (47%)

Total area on 2nd & 3rd lvl.:

175,700 SF (31.7%)

Total Parking Provided: 316 Spaces

LAND USE DISTRIBUTION:

Office: 265,800 SF (48%) Other LI Uses: 287,950 SF (52%)

Office (1/200 SF): 1,329 Spaces Other LI Uses: To be determined Total Required Parking: 1,329+ Spaces

EXISTING DEVELOPMENT:

Total Existing Floor Area: 521,300 SF Total Building Coverage: 505,700 SF (62.88%)

Approx. 193,700 SF (48%) of existing 403,000 SF is occupied by tenants such as offices which can potentially locate on 2nd or 3rd floor.

KEY FINDINGS:

- Reduce required parking requirements to encourage redevelopment of existing obsolete Light Industrial properties;
- Zoning code bulk criteria for Light Industrial should:
- Incorporate standards for open space and side yard setbacks and encourage vertical building design;
- Incorporate increased front yard and rear yard setbacks;
- Encourage consolidated planned business park type development so truck route and general traffic circulation is managed efficiently.







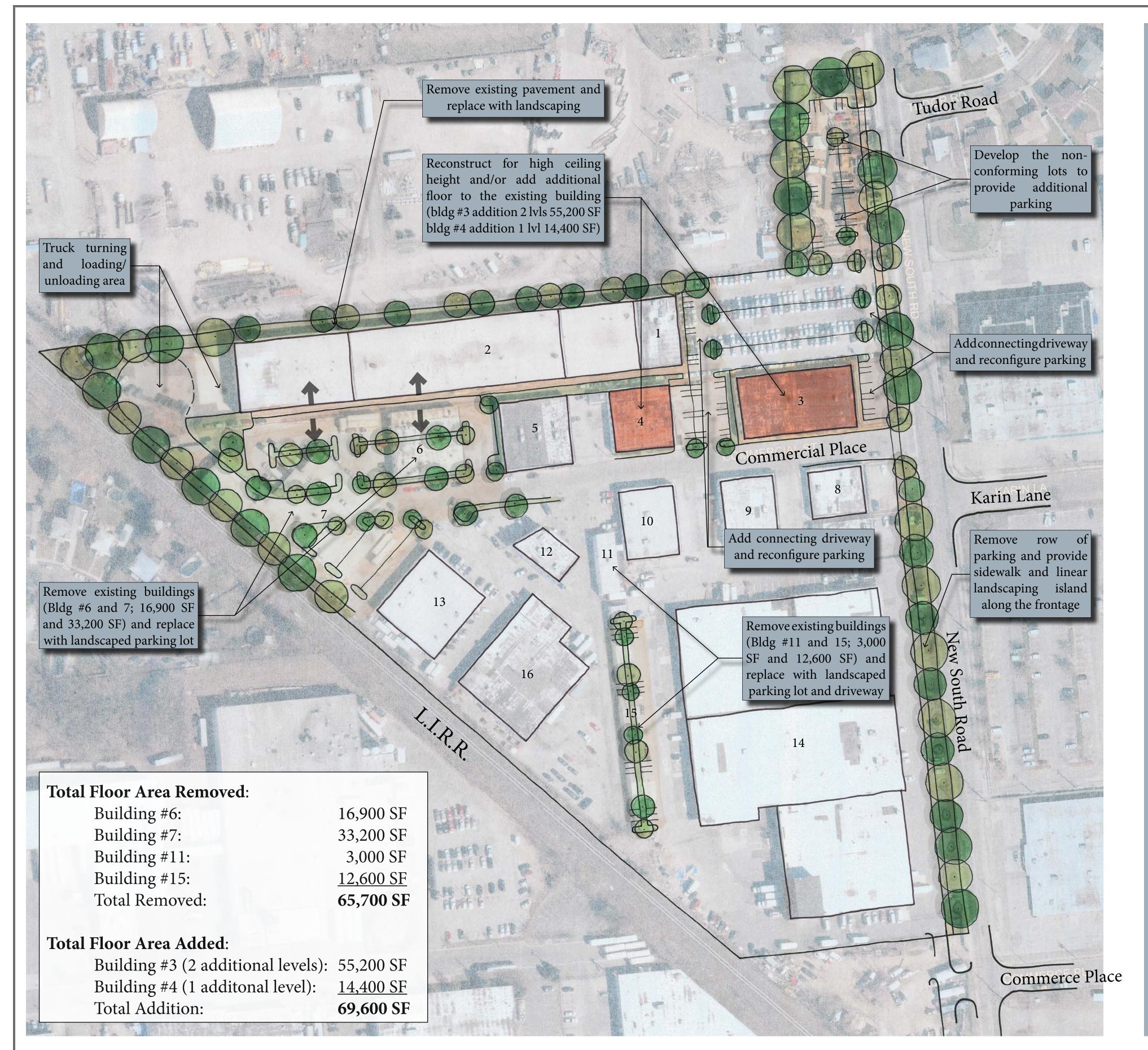
Figure 3-2C



An alternative analysis has been prepared which is shown on **Figure 3-2D**, which incorporates redevelopment on 96 New South Road in the same location as the existing building. In addition, the two noncomplying parcels to the north are incorporated into the design, and used for parking. This alternative demonstrates how, through incorporation of several strategic sites, overall parking and access could be improved for the strategic sites as well as the Hicksville Commercial Park. As shown in this alternative, the existing building at 96 New South Road would remain in its current location. The area in front of the building could be used for shared parking by both 96 New South Road and the Hicksville Commercial Park. The two small noncomplying lots to the north of "96" could be redeveloped into parking areas, and incorporated into the overall internal parking and circulation network. By replacing smaller buildings to create more cohesive parking areas, and encouraging existing buildings to be increased in building height, the overall commercial park can be reconfigured to create a more amenable, landscaped business park with connected parking, sidewalks, and traffic circulation system. It is believed that this layout would also result in more marketable commercial space. In this instance, compared with the previous alternative analysis, more buildings are retained in their existing location or configuration, and thus the opportunity to accomplish this redevelopment may be more feasible.

Again, a tradeoff may be that any redevelopment be allowed to waive a certain amount of parking spaces that would be required as per the zoning, an incentive to redevelop the property. In the analysis above, it is expected that a portion of the parking demand for the Hicksville Commercial Park could be accommodated on the key strategic sites.

The same concept could be applied to other nonresidential properties, including along Ludy Street or Lauman Lane. There should be zoning mechanisms in place that allow flexibility in parking, whether shared parking or parking credits for uses that do not have the same parking peak time periods as well as other standards to advance redevelopment efforts and retrofit these areas with the amenities that are typical of a commercial or business "park", i.e., an attractive landscape setting.



GENERAL NOTES:

Total Existing Development Area:

Total Alternative Redevelopment Plan Area:

19.31 Acres
Total Existing Floor Area:

521,300 SF
Total Alternative Redevelopment Plan Floor Area:

525,200 SF
Total Existing Bldg. Covg.:

62.88%

Total Alternative Redevelopment Plan Bldg. Covg.:

52.3%

Exi	sting	Redevelopr	nent Option
# of Stories	Size (SF)	# of Stories	Size (SF)
2 Stories	20,800 SF	2 Stories	20,800 SF
1 Story	97,500 SF	1 Story	97,500 SF
1 Story	27,600 SF	3 Story	82,800 SF
1 Story	14,400 SF	2 Story	28,800 SF
1 Story	16,900 SF	1 Story	16,900 SF
1 Story	16,900 SF	Removed	
1 Story	33,200 SF	Removed	
1 Story	10,000 SF	1 Story	10,000 SF
1 Story	12,000 SF	1 Story	12,000 SF
1 Story	13,000 SF	1 Story	13,000 SF
1 Story	3,000 SF	Removed	
2 Stories	10,800 SF	2 Stories	10,800 SF
1 Story	19,800 SF	1 Story	19,800 SF
1 Story	178,000 SF	1 Story	178,000 SF
1 Story	12,600 SF	Removed	
1 Story	35,000 SF	1 Story	35,000 SF
	# of Stories 2 Stories 1 Story 1 Story	2 Stories 20,800 SF 1 Story 97,500 SF 1 Story 27,600 SF 1 Story 14,400 SF 1 Story 16,900 SF 1 Story 33,200 SF 1 Story 10,000 SF 1 Story 12,000 SF 1 Story 3,000 SF 2 Stories 10,800 SF 1 Story 19,800 SF 1 Story 178,000 SF 1 Story 178,000 SF	# of Stories Size (SF) # of Stories 2 Stories 20,800 SF 2 Stories 1 Story 97,500 SF 1 Story 1 Story 27,600 SF 3 Story 1 Story 14,400 SF 2 Story 1 Story 16,900 SF 1 Story 1 Story 16,900 SF Removed 1 Story 10,000 SF 1 Story 1 Story 12,000 SF 1 Story 1 Story 13,000 SF Removed 2 Stories 10,800 SF 2 Stories 1 Story 19,800 SF 1 Story 1 Story 178,000 SF 1 Story 1 Story 12,600 SF Removed

 Total Floor Area
 521,300 SF
 525,200 SF

 Total Building Coverage
 505,700 SF (62.88%)
 440,000 SF (52.3 %)

KEY FINDINGS:

- Encourage redevelopment of existing Light Industrial properties by allowing continuation of existing parking ratio and reduce parking requirements for new construction;
- Encourage shared access, truck route, and shared parking to improve funtionality and efficiency of existing Light Industrial structures;
- Encourage reconstruction of existing Light Industrial buildings with 2 or more levels so that building coverage is minimized to provide open space and green area; and
- Encourage sidewalks and landscaping along the property frontage to improve the overall quality of Light Industrial properties.







Figure 3-2D



Sub-Area 1 is also the location of the Ruco-Polymer/Hooker Chemical facility, which is an existing Superfund site. The December 2012 Record of Decision requires that a land use restriction be imposed on the property: "A land use restriction, in the form of an environmental easement, to restrict property use to commercial/industrial and notify future owners of the presence of PCBs, SVOCs, and metals in soils. It would also restrict site use to prevent young children, the disabled, and the elderly from being site occupants on a regular basis, and uses that would involve cultivation." As a result, opportunities for redevelopment are limited to nonresidential development. As per community preferences, participants prefer to see this superfund site be developed as a coordinated business tech park, or other office type use, whether developed as one or multiple buildings. The Town's zoning regulations presently allow multiple buildings on an individual lot when the uses are nonresidential. There is a preference from the surrounding residential communities not to develop the site for additional heavy commercial or heavy industrial uses which rely on trucks and heavy vehicles to operate. One possible means of accomplishing the objective of limiting the range of industrial activities on the site would be to consider rezoning this property. The ORD, Office, Research and Development district limits the land use primarily to office, and research and development use. This zoning district does not permit automotive-related repair uses, heavy commercial uses, warehousing (other than self-storage facilities) or light industrial uses. In addition, this zoning district does not permit residential uses and any public and semi-public uses that are allowed in the zone, e.g. nursing home, would not be permitted anyway as a result of the land use restrictions placed on the property due to the past environmental contamination and level of cleanup that is expected to be achieved. The ORD district could also be extended to 120 New South Road.

However, another option is to consider adoption of a new zoning district which would be slightly more expansive, in terms of the types of uses that are allowed, compared to the ORD district, but more restrictive than the current LI district. The new zone could allow, by right, high tech office uses, research and development and light manufacturing - and could exclude the truck intensive distribution and warehouse uses that are permitted under the current LI zoning district. It could also not permit heavy commercial or automotive repair related uses. Truck deliveries would still be allowed as part of, but accessory to, the light manufacturing or research and development use. The Town would need to consider applying this zoning district to several properties; as application to only one property, e.g., at 120 New South Road, may be considered spot zoning.

Based on a theoretical zoning analysis of 120 New South Road, it is estimated that a three story building could be accommodated with a total building floor area of 27,000 square feet (presented in Section 4.0). Again, some flexibility in parking standards, to allow a reduced number of parking spaces than conventionally required may be necessary to allow redevelopment in a manner which also accommodates the amenities which the community prefers, e.g., sidewalks and landscaping.

One more option could be to create a zoning overlay which includes zoning incentives that reduce the requirements for parking, allow a taller building than the presently allowed three stories if a parcel does not directly adjoin a residential use, and require on-site amenities, to be devised to benefit the strategic sites in the LI zone. The incentives could be permitted to simply promote redevelopment, or could be granted where the properties are used for the preferred uses



– research and development, office, or light manufacturing uses. However, prior to instituting any such zone change, the potential effects on increasing the intensity of development as part of the incentive, in terms of potential traffic, should be evaluated, as part of the required SEQRA evaluation. The Southeast Hicksville residential community, while supportive of redevelopment, is sensitive to any changes which may significantly increase the potential for traffic.

Zoning for Multifamily Housing

Throughout the course of the Study, one of the goals was to identify suitable locations for new multifamily housing to address a need for senior and next generation housing. It is noted that within the Study Area, there are no vacant properties that are appropriately zoned for multifamily development. Based upon the existing land use patterns and other factors, the only area that could potentially provide a suitable location for a multifamily development is along Bloomingdale Road.

Zoning Issues for Properties along Broadway

Many of the retail uses that have been unsuccessful in recent years or experienced high turnover in uses are buildings with little to no off street parking, or are poorly maintained structures, or buildings in need of a facelift. The current zoning code requires the provision of off-street parking, and thus, these properties require creative solutions for maintaining successful businesses which could include façade improvements, upgrading buildings, and provision of off-street parking through shared parking arrangements or cross access where feasible. There are opportunities for refinements to the Town code to improve the conditions along Broadway, specifically through site plan review for new redevelopment applications. Currently, there are no incentives or requirements for applicants to consider coordinated parking or provide examples of cross easements which could be used to facilitate coordinated parking areas to achieve some of the goals for improved aesthetics and business environment along Broadway.

3.3.2 Brownfield, Abandoned, and Vacant Sites

The inventory and analysis of brownfield, underutilized and vacant sites commenced during the 2007-2008 Step I Pre-Nomination phase of the study. Prior to the initiation of the study by the Town, there was community concern about properties that needed to be remediated, and how those properties would be developed thereafter. In particular there was a great concern regarding the 14.8 acre "Superfund" site known as the Hooker Chemical/Ruco Polymer property located at 125 New South Road. Under NYSDEC supervision, a plan is being developed for the clean-up of the property that will make the property reusable for nonresidential purposes in the future.

Another parcel which was a source of community concern was an adjacent site located at 120 New South Road, where residents observed use of the site for storage of contractor equipment and there were complaints about the site's unkempt appearance and aesthetics. During the course of the Step I study, the level of community concern regarding potential redevelopment of larger light industrial sites was heightened due to the large scale development of the Sleepy's warehouse and distribution center that was then under construction at 1000 South Oyster Bay Road, located in the vicinity of New South Road and South Broadway (NYS 107). Now that the



center is in operation, the community has expressed concern relative to the truck traffic generated by the facility, most notably the difficulty that tractor trailers have when traveling southbound along New South Road to then making a right turn to travel northbound along South Broadway to gain access to the Long Island Expressway (I-495). Given the existing intersection geometry, a tractor trailer is required to make a wide swing into opposing traffic to be able to make the turn. As it is the objective to maintain the existing nonresidential tax base in Southeast Hicksville, this intersection, among others, should be studied and redesigned, if necessary, to safely accommodate large commercial vehicles.

The Step I study included 24 potential brownfield sites. Ten of the sites were vacant retail establishments on South Broadway and 3 commercial sites were located on Jerusalem Avenue. After further analysis during the Step II study, the retail sites and the Jerusalem Avenue sites are no longer included as targeted sites as discussed below. In addition, a vacant site adjacent to a Nassau County recharge basin has been developed by the County into a soccer field. Ten sites have now been established as the targeted strategic sites.

The Step I study considered and included many vacant storefront properties on South Broadway (NYS 107) as potential brownfield sites. During the course of this Step II study, several properties are now occupied with new businesses while other storefronts have been vacated as these small businesses failed. These failures are likely a reflection of market demand and conditions, and are not a product of brownfield issues. There are a lot of factors that can be attributed to small business failure. Many of these failures could have resulted from the type of business and market demand for particular types of products and services. The failures are also attributable to the 2008 economic recession, high rents, and the lack physical/public amenities that are needed to support the commercial and retail establishments. In any event, this "vacant/occupied" trend continued over the years and throughout the term of the Step II study during which time at least five (5) field inventories at various intervals were performed and a continuation in market turnover in the occupancy/vacancy of various storefronts were observed. In fact, the inconsistencies in the pattern of vacant/occupied storefronts provide the basis for recommendations to include capital and parking projects to improve the overall retail and pedestrian climate in the area, especially on South Broadway. The specific recommendations include:

- streetscape components designed to improve the walkability of the area;
- parking improvements and shared parking, as the difficulty in parking near certain shops may have hindered success for several of the businesses, and aesthetic improvements including landscaping and storefront improvements; and,
- the establishment of a façade improvement program.

These recommendations all have enormous support from the community heard directly through field interviews with many of the businesses establishments located along South Broadway, many of whom indicated that the aesthetics and parking in the vicinity need improvement, as well as through survey responses, and feedback from public workshops).



One potential brownfield site identified in the Step I study is located at 40 Ludy Street – it has since been redeveloped and is now occupied by Kozy Shack. The company has its production and distribution center located at this site. Although the community expressed concern about this large enterprise and the trucks involved in its operation, the company has been developed in accordance with the existing Light Industry zoning district requirements applicable to the property. Another Step I site is located near Kozy Shack on the west side of S. Broadway at 7 Rave Street. The property is being used as an automobile detailing facility wedged between commercial uses along S. Broadway and a residential neighborhood to the west of it. The site is a pre-existing non-conforming use, and is located at a highly visible intersection within the study area. A landscape and parking plan is proposed for this site in order to screen the automotive use from views along S. Broadway and provide a buffer between it and the adjoining residential neighborhood.

On Jerusalem Avenue, which represents the westerly boundary of the study area, three sites were evaluated during the Step I study, one of which has been developed into a CVS Pharmacy. A second site was determined not to be a brownfield site – the property is in residential use and exhibited code violations. A third site contained a dry cleaner business – any potential contamination can be addressed in the future by the NYS DEC if there is any re-development to the property. In any case, these sites, given their location and changes to land use, are not proposed for targeted improvements since any improvements can be provided through the Town's regular site plan review and approval process. No major changes are proposed to this area – it is expected that the properties will continue to serve as small neighborhood retail commercial areas that benefit the immediately surrounding residential neighborhoods.

Along South Oyster Bay Road, a light industrial site located at 920 South Oyster Bay Road has been redeveloped as a home improvement warehouse retail store and is no longer listed as a target site.

In contrast, other vacant, underutilized, and "blighted" sites identified in the Step I study remain unchanged, have been incorporated into the Step II inventory, and continue to be identified as strategic sites for redevelopment. As a result of additional areawide assessments, additional properties have been included on the inventory, including several in the vicinity of Bloomingdale Road – these were not identified in the Step I study.

As part of this Step II study, a separate, comprehensive and detailed Areawide Environmental Assessment (AEA) was prepared, documenting: the potential presence of obvious or potential environmental concerns, the extent to whether environmental conditions will impact the use of a property; and, a determination whether further detailed assessment is warranted. This report has been provided to the Town of Oyster Bay and the NYS Department of State as a separate document that is supplemental to this Step II Study. The AEA includes an in-depth record review of various county, state and federal environmental databases, and a site reconnaissance of properties within the study area. Based on the number of violations or documented environmental conditions, the report identified "potential priority" sites within Southeast Hicksville. Note that these potential priority sites were identified on the basis of environmental factors alone. Several sites identified in the AEA are not ultimately included as key strategic sites



in this Step II study. Based on other considerations and criteria, including but not limited to size, location, and existing occupancy and use, it was determined that these sites do not require the focused attention, remediation, or redevelopment that the key strategic sites warrant. For example, a site may have been identified on a spill list which required remediation. If the site is otherwise fully occupied and used in a manner consistent with local land use regulations, and is not negatively impacting adjoining properties, it would not be included on the list of key strategic sites. In other words, the conditions on that property are not posing any barrier to its on-site use, or to adjoining properties.

One such site identified in the AEA is the property that contains the large recharge basins located at the southwest corner of East Old Country Road and New South Road. As per the AEA, the site was formerly the location of a coal gasification plant which was closed in 1951. As the present use of the property as stormwater basins will continue, listing the property as a key strategic site is unwarranted. However, should the Town of Oyster Bay desire to acquire the open space areas to the south of the basins, or should these open space areas be proposed for other uses, it would be prudent to conduct an evaluation of the open space prior to any future repurposing of the property, to ensure that there are no in-situ, remnant environmental conditions related to the former coal gasification plant which was located immediately to the north.

The findings of the AEA relative to the ten (10) key strategic sites identified in this Step II study are detailed in the following section. The strategic sites identified in this Step II study are listed in **Table 3.3-4**.

Site ID and Street Address Block Section Lot Acreage **Zoning** 1. 125 New South Road 46 N 30/31 14.86 LI 2. 120 New South Road 46 N 57 1.04 LI 3. 88 New South Road 46 248/249 0.53 LI Q 4. 92 New South Road 46 0.53 Q 214 LI 5. 96 New South Road 46 Q 250/239/251 2.75 LI 6. 800 South Oyster Bay Road 46 N 1.95 LI 75 7. 27 Ludy Street 634 46 4 1.15 LI 8. 7 Rave Street 46 31 61 0.0923 LI 9. 85 Bloomingdale Road 629 18,62,20 46 LI 10. 140 Lauman Lane 46 1.02 629 38 LI

TABLE 3.3-4 SUMMARY OF BOA SITES

A property inventory form has been created for each site and are included in Appendix A.

3.3.3 Strategic Sites

An inventory of the strategic sites, including ownership information, section, block and lot, property size, zoning classification and vacancy status has been compiled. The sites that are located on South Oyster Bay Road, New South Road, Bloomingdale Road and Lauman Lane and



have been vacant for years, will be addressed in the recommendations section with specific improvements including aesthetics, traffic movement, ease of access and predictability in site development. Also, recommendations for changes in land use, to reuse sites in a manner which is more consistent with adjoining uses, are included where applicable. In some instances, these sites require longer term redevelopment solutions, including building demolition or alteration, and reconfiguration of site layouts.

In contrast, the plan for South Broadway is to improve the overall business/retail climate of this area which has exhibited little consistency in vacancy/occupancy status. The goal will be to introduce and improve public amenities that will support the success of the many commercial establishments along the corridor. Public improvements including streetscape enhancements consistent with safe streets design strategies, improved crossings and landscaping (including median landscaping) are recommended to improve walkability and aesthetics; which all can improve the quality and ease of access to retail and service uses. For individual businesses or properties, funding for façade and signage improvements are recommended. Shared parking facilities can be facilitated through incentives provided through zoning for redevelopment of adjacent properties. In addition, other organizations, such as the Hicksville Chamber of Commerce can assist by acting and a liaison for its members and



encouraging partnerships between nearby businesses where appropriate.

Figure 1-4 illustrated in the image above² depicts the BOA Sub-Areas in the overall context of the BOA boundary. Sub-Area 1 includes the South Oyster Bay Road and New South Road area. Sub-Area 2 is the South Broadway Road corridor. Sub-Area 3 is the area generally bounded by Bloomingdale Road and South Oyster Bay Road (and the Town line to the south).

The key strategic sites are described below and shown on **Figure 3-3** (as well as on the image to the right). A brief description of the contamination issues at each site is described below. Detailed descriptions of the contamination can be found in in a separate report entitled "Area-wide Environmental Assessment for the Southeast Hicksville Brownfield Opportunity Area" provided to the Town of Oyster Bay and NYSDOS as a standalone document.



² Full sized version of Figure 1-4 is found in Section 1.0.



Town of Oyster Bay New York Department of State





Southeast Hicksville **Brownfield Opportunity Area** Step II Nomination

> Figure 3-3 **BOA Strategic Sites**

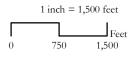
Legend



BOA Boundary

BOA Strategic Sites

Source: NYSGIS Orthoimagery Program, 2013; Town of Oyster Bay GIS Data





A description of each site is provided below:

BOA Site 1: 125 New South Road – is the Hooker Chemical/Ruco Polymer superfund site added to the National Priorities List in 1986. This large 14.86 acre site could act as a catalyst for economic development for the BOA area. The contamination issues are described in many pertinent environmental data bases that the site is listed on. Generally, the Hooker Chemical/Ruco Polymer site, located in an industrial area, was used to manufacture plastics, latex, and esters since 1945. Liquid process wastes were discharged into sand sumps from 1951 to 1975. The sand sumps for Plant 2 manufactured polyvinyl chloride (PVCs) and latex, received approximately 2 million gallons of process wastewater per year from 1956 to 1975. Reportedly, the dry well for Plant 1, used for the manufacture of esters also received wastewater. Some glycol wastes have been incinerated on site. Numerous leaks and spills of chemicals, including polychlorinated biphenyls (PCBs), had occurred. Waste disposal and chemical spillage also have occurred at the adjacent Grumman Aerospace Corporation Plant that is being addressed by the New York State Department of Environmental Conservation (NYSDEC) and the U.S. Navy. Currently, all buildings located at the site have been demolished and the entire site has been razed to ground level. The 14-acre site is fenced. Clean-up of the site is under the administrative guidance of the NYSDEC and the US Environmental Protection Agency (EPA). Agency goals are to remediate the site sufficient for a future nonresidential use.

The site is large enough to accommodate the scale of development similar to the Sleepy's site on Hazel Street. However, residents have expressed that another development of this magnitude would be impractical based on the current transportation patterns in the area. Thus, this is the opportune time to establish a plan for the site that would be commensurate with the type of development the market can support along with the traffic patterns and network in the immediate vicinity. In **Section 3.5**, recommendations, a conceptual plan for the site and the adjacent property to the east is provided that illustrates a potential layout for a business park with multiple buildings as well as landscape amenities, front setbacks, sidewalks, walking connections between buildings, organized parking and an ingress/egress traffic flow being directed away from New South Road, a two-lane road, to South Oyster Bay Road, a four-lane road which has the capacity to support additional traffic (and which provides a direct connection to the Long Island Expressway (NY-495)).

BOA Site 2: 120 New South Road – this 1.15 acre site consists of two tax parcels under common ownership and is located just west of 125 New South Road. The property is considered vacant, in that no improvements exist on the property, however the site appears to be used by numerous tenants for outdoor storage of materials, vehicles and other equipment. A 1966 aerial appears to show that a retention basin had been present on this site. A rail spur is located along the northern property boundary of this property. Given the industrial history of the area, and the presence of an adjoining superfund site, the property has been identified as a strategic site. There are no disclosed contamination issues that appear on the various data bases and the subsequent reports however, NYSDEC has a file on the site due to a past use of the property involving storage of construction and demolition debris and documented



contaminated soil. Foolowing abandonment of the disposal use of the site, sampling ensued which indicated no elevated levels of contaminants, with the exception of acetone (and according to the DEC, this may have been a residual chemical from lab testing cleaning procedures). The DEC has noted that they have requested final samples of surface materials to ensure that there are no SVOCs, metals or PCBS. However, based upon the previous sampling work, it is expected that there will be limited or no detectable contamination, and that past contamination would not result in a major obstacle to redevelopment of the site for light industrial or office use.

Section 4.0 includes a conceptual site plan for office use on this property that generally meets the dimensional requirements of the current zoning code.

BOA Site 3: 88 New South Road – This 0.32 site is zoned Light Industry and is developed with a residential building with an accessory use. This pre-existing non-conforming use appears to be used as a two-family residence with accessory business use that includes outdoor storage of materials and equipment. The database reports indicate that the property does not have any disclosed contamination issues.

The redevelopment potential for productive light industrial or office is impractical given the lot size. Contiguous to and north of this property and the 92 New South Road property is a lawn area that is part of the parcel owned by LIPA and now being managed by PSEG Long Island; the lawn area represents open space which is an important asset to the community. Several options exist for the 88 New South Road property, as well as the adjoining 92 New South Road.

The future use of 88 and 92 New South Road could be an extension of the green space with a tree row and hedges planted along the lot lines running north to south that would buffer the PSEGLI facility located directly to the west of the properties. The site could provide a transitional use between the residential properties to the north and east, and the industrial uses to the south and west.

Alternatively, these two parcels could be combined and used for accessory parking for the Hicksville Commercial Park/96 South Road complex. If the Hicksville Commercial Park were revitalized and intensified, e.g., by redeveloping the site with two story buildings and adding landscaping to the complex, additional parking could be accommodated on these parcels. An alternative redevelopment concept was prepared as part of the zoning analysis, which illustrates how this redevelopment might be accomplished. The two parcels at 88 and 92 New South Road could still be designed with a tree and hedge row to screen views of the LIPA facility to the west. Both of these reuse concepts will be described further in the recommendations section.

BOA Site 4: 92 New South Road – Similar to 88 New South Road, this 0.53 acre site is developed with a converted residential building and fenced in yard has been identified as a pre-existing non-conforming Light Industry zoned use. The site provides storage of construction vehicles and equipment. It is unclear if the house is presently being used as a



residence. The database reports indicate that the property does not have any known contamination issues. Arguably, the presence of this unsightly property has a deleterious effect on adjoining properties. These two properties are across from the entrance to Tudor Road, a residential neighborhood to the east.

The recommendations section will include long term concepts for potential reuse of this site in conjunction with the 88 New South Road property (as discussed above).

BOA Site 5: 96 New South Road – The former "Structural Industries" property is a 2.75-acre site that is presently vacant except for its use in recent years as a storage parking lot for various Long Island new car dealerships. The site was previously a manufacturer of wood products and aluminum extruded products. Back in the early 1990s, the facility emitted various substances via air stacks, including methanol, methyl ethyl ketone, toluene, and xylene as part of its operations. A rail spur is still present on the south side of the building, which extends from the LIRR right-of-way located immediately adjacent to and west of the building.

The property consists of three tax lots. On one of the lots (lot 239) where the principal building and most of the parking lot is situated, various tanks existed and the clean-up met the standards but further investigation may be needed. On lots 250 and 251 there was a past spill and the cleanup met required standards. Given the existing information regarding past environmental contamination, it is not expected that contamination on site is a major barrier to development. The long and narrow lot configuration may pose a significant constraint if required to be redeveloped in accordance with existing zoning standards. The existing building on the site was built before the zoning code was adopted. Any redevelopment of the site including the construction of a new building would have to conform to the existing set back and coverage restrictions, and given the narrow shape of the property, the zoning code requirements may be a disincentive for redevelopment. A zoning analysis was performed which included this property and the Commercial Park to the south, to assess potential redevelopment schemes. Two potential redevelopment scenario concepts are provided in Section 4.0, one which includes 88 and 92 New South Road as well. The idea in creating and sharing these concepts, is not necessarily to recommend the layout for a specific master redevelopment plan, however, to illustrate alternative developments which could be feasible if the Town were to encourage redevelopment of a portion of the site's one story buildings with two story buildings, thus freeing up ground level for landscaping and additional parking (since most of the current developments do not meet current parking requirements).

BOA Site 6: 800 South Oyster Bay Road – This site is a 1.95 acre property zoned Light Industry that was historically a former Grumman property and a Town of Oyster Bay Parks Department Office and maintenance facility. There is a Town neighborhood type park located adjacent to and west of the site. In 1953, the site and surrounds appear to have been in agricultural use. By 1966, the building was present on the property.



Although the environmental data bases indicate that there are no known contamination issues on the site and that the building was used as an office, further investigations may be required given its association with the Grumman site.

BOA Site 7: 27 Ludy Street – This 1.15 acre site is developed with a structure located near the southeast corner of South Broadway and Ludy Street and was vacant during the Step I Study, and presently it appears that the site is being partially leased to an industry that ships products by truck. The building was built in 1960 and includes a 20,000 square foot warehouse. A spill is reported in the AEA databases, but it was cleaned up in accordance with applicable standards.

There are no known barriers to redevelopment as the property is not presently listed on any of the environmental data bases, however further investigation would be recommended.

BOA Site 8: 7 Rave Street – The site is a small 0.09 acre lot located on the west side of S. Broadway and is a non-conforming use. The site is occupied by a car window tinting business. The owner of said property also owns the house located adjacent and to the west of the window tinting business. There are no known barriers to redevelopment as the property does not appear on any of the environmental data bases and is considered an underutilized site.

A landscape and parking plan for the site is included in the recommendations section that can both improve the aesthetics, and provide a transitional buffer between commercial and residential uses. Implementation would improve the aesthetics along the S. Broadway corridor consistent with other recommendations for this area previously discussed.

BOA Site 9: 85 Bloomingdale Road – This large 4.0 acre site is the former location of the Bradco Supply Corporation and is presently unoccupied, with a vacant 67,000 square foot building with warehouse and ancillary office space. The data base indicates that there were spills and further remediation may be required. Total petroleum hydrocarbons were detected at on-site soils at 1,000 parts per million (ppm). A basin was located to the rear of the property up until about 1980 – this location would need to be investigated.

A conceptual plan for this site has been prepared and is included in the recommendations section. The conceptual plan illustrates how the site and adjacent sites could accommodate a multifamily housing complex for next generation or senior citizens (or both). The proximity of the industrial uses in this area to the residential single family housing directly to the west provide an opportunity to provide a better transitional use (between the homes on the west side of Bloomingdale and the light industrial and large retail establishments located to the north and east of the property). The economic and market trends analysis indicated the need for the creation of more affordable next generation and senior citizen housing in the Town. The difficulty is in locating practical sites for this development because of the single family nature of the development patterns in the Town. On Bloomingdale Road, at the site identified as 85 Bloomingdale Road, there's an opportunity to create such housing.



A property search indicates that the parcels are in arrears for back taxes. There is a possibility that the Town could take ownership of the property and then sell the property to a developer to build the desired housing. Based upon the history of land use and past contamination on the site, it would be advisable for the Town to initiate a Phase I ESA and limited Phase II sampling to determine the extent of contamination, and if, and to what extent, remediation would be required.

BOA Site 10: 140 Lauman Lane – This 1.02 acre site is located in a light industrial zone street west of S. Broadway. The property includes a 33,000 square foot building constructed in 1978. The property was occupied formerly by Phoenix Laboratories, a nutritional supplement manufacturer. In 1966, the property is shown as being vacant on historic aerials, and was being used for storage of materials, probably in association with activities occurring on an adjoining lot. During the Step I study, this large building was vacant and it appears that at present, the building is being partitioned and leased to a few tenants. The data bases indicate that there was one spill on the site but that the cleanup met the standards. There do not appear to be other major barriers for redevelopment.

A summary of the sites is provided in **Table 3.3-5**.



TABLE 3.3-5
SUMMARY OF BOA STRATEGIC SITES

Map Location Number	Address	Section	Block	Lot	Acreage	Zoning	Comments	Photo
1	125 New South Road	46	N	30	14.86 acres	LI	Vacant building/property; Hooker/Ruco Polymer Property - "Superfund" site; under USEPA jurisdiction; DEC brownfield cleanup as well.	
2	120 New South Road	46	Q	253 and 209	1.15 acres	LI	Vacant property, Town history of violations. Owner reportedly leases for contractor storage. Complaints about outdoor storage, aesthetics. Prior DEC violations and sampling required as follow up still outstanding.	



Map Location Number	Address	Section	Block	Lot	Acreage	Zoning	Comments	Photo
3	88 New South Road	46	Q	248/249	0.3188	LI	House, storage of construction vehicles and equipment in fenced area; appears to be home for more than one family with other uses.	
4	92 New South Road	46	Q	214	0.53	LI	Residential structure type, fenced in yard for storage of construction vehicles and equipment; unclear if structure is used currently used as a residence with commercial activities occurring on site	



Map Location Number	Address	Section	Block	Lot	Acreage	Zoning	Comments	Photo
5	96 New South Road	46	Q	250/239	2.75	LI	"Structural Industries", building/warehouse, tractor trailer storage; building currently vacant; has been used for new vehicle storage during times in the past three years. Past spill reported and remediated.	
6	800 South Oyster Bay Road	46	N	75	1.95	LI	Vacant office building adjacent to Town park. Historically a former Grumman site and more recently the Town Parks Department office. Has been vacant since prior to 2008.	



Map Location Number	Address	Section	Block	Lot	Acreage	Zoning	Comments	Photo
7	27 Ludy Street	46	634	4	1.15	LI	Formerly a vacant building; appeared to be at least partially in use during site visits.	
8	7 Rave Street	46	031	61	0.0923	GB	Garage & tent; car window tinting business – owner also owns house to the west. Nonconforming storage use.	



Map Location Number	Address	Section	Block	Lot	Acreage	Zoning	Comments	Photo
9	85 Bloomingdale Road	46	629	18	4.00 acres	LI	Vacant building with large fenced in area for truck and outdoor storage; former Bradco Supply Co.	
10	140 Lauman Lane	46	629	38	1.02	LI	Vacant building – formerly home to Phoenix Labs, nutritional supplement manufacturer; appears partially occupied as of August 2014.	C QUETICO 150



3.3.4 Land Ownership Pattern

The study area in its entirety comprises approximately 1,061 acres. The Land Ownership Pattern is illustrated in **Figure 3-4.** There are approximately 214 acres of roads and rights-of-ways. Approximately 161 acres are owned by public or quasi-public entities including Town of Oyster Bay, Nassau County, Hicksville Water District, LIPA, and properties owned by religious organization. The remaining 686 acres are privately owned.

3.3.5 Parks and Open Space

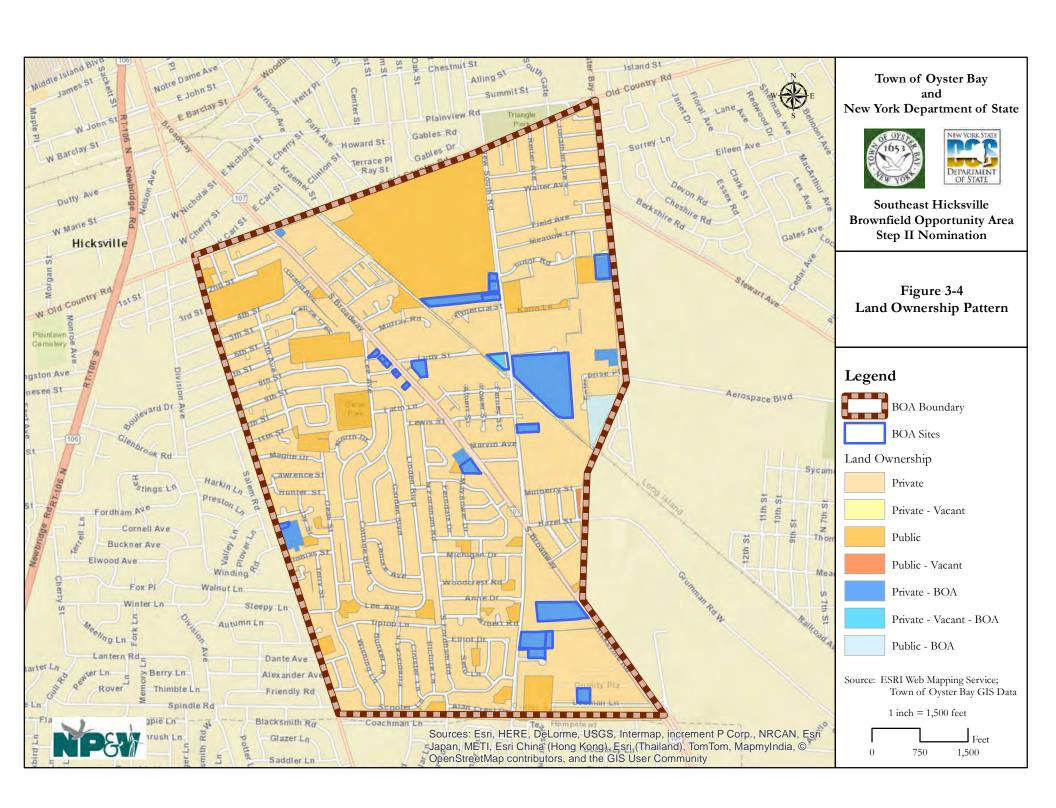
Within the study area, there are approximately 12.5 acres of parks in the study area. Most of the parks are owned by the Town of Oyster Bay and are neighborhood playgrounds or pocket parks, and though smaller in size, there are several located throughout the study area. In addition, Giese Park, a larger park containing athletic fields, is located within the study area. Recently, the northern portion of the existing recharge basin located along South Oyster Bay Road has been developed as a soccer field by Nassau County. **Figure 3-5** shows parks within the study area, as well as additional parks outside the study area available for use by local residents.

3.3.6 Building Inventory

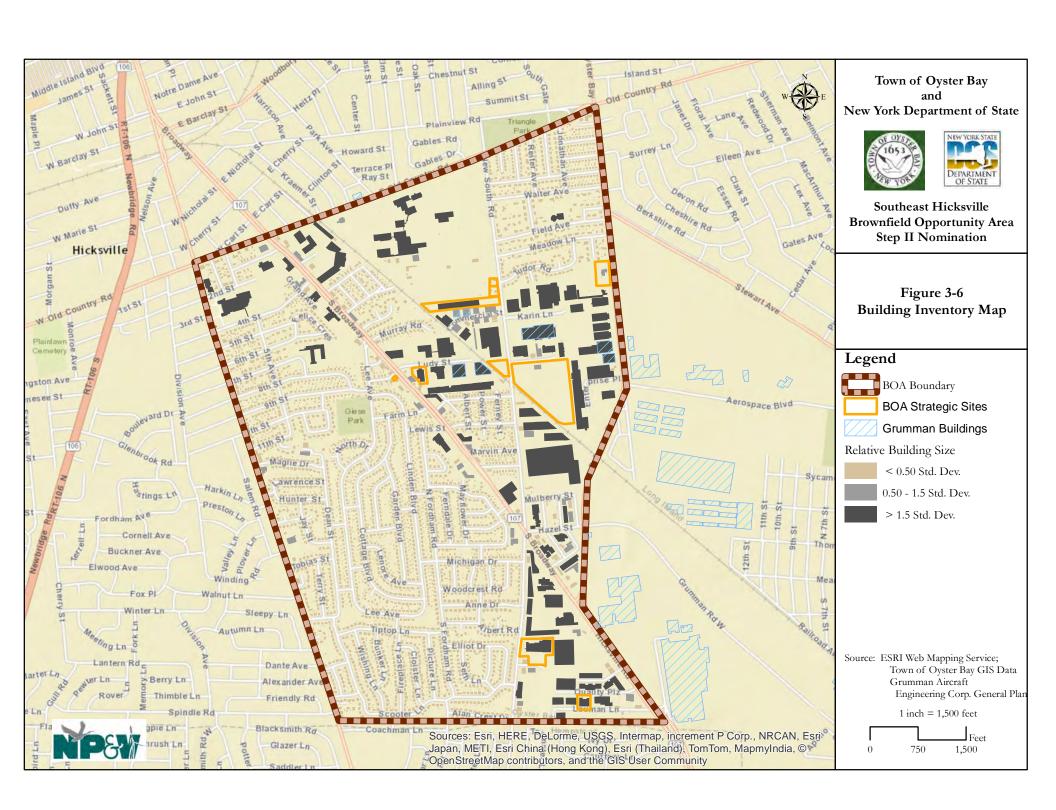
Figure 3-6 provides a map of building footprints within the study area, and identifies those buildings that were part of Grumman's operations based upon the General Plan prepared by Grumman in 1965.

3.3.7 Historic or Archeologically Significant Sites

There is no historic or archeologically significant site within the study area.









3.3.8 Transportation System

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 provides an understanding about the modal preferences within the Study Area. Chart 3.3-1 provides the illustration of commuting data from the 2000 Census which shows that most commuters (75.8%) drive to work alone. Only about 11% use Long Island Railroad (LIRR) for commuting to/from work. Less than 2% people either walk, bike or take the bus to work. More recent data for 2010 census indicates that approximately 10% of the working population uses public transportation and that the rate is higher for those block groups closer to the LIRR station.

Other Means, Work at home, 1.7%

Bike, 0.1%

Rail, 10.6%

Drove alone, 75.8%

CHART 3.3-1
MEANS OF TRANSPORTATION TO WORK

Source: US Census Bureau

Major Roadways

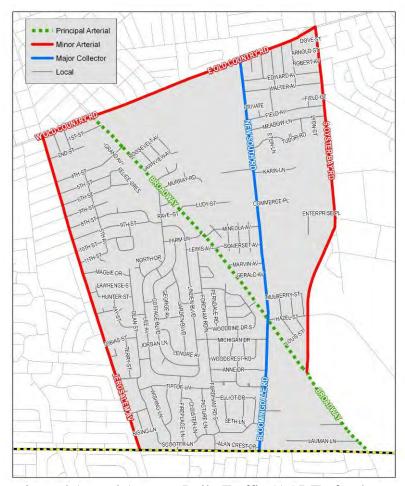
There are approximately 32.4 miles of roads in the Southeast Hicksville Study Area. In New York, roadways are grouped into "functional classes" according to the level and character of service they provide. A roadway's classification defines its importance within the overall network and is used to determine which roads are eligible for federal funding under the Federal Highway Administration Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) **Table 3.3-6** shows the classification of major roadways within the Study Area, which is followed by a graphic illustrating functional classifications.



TABLE 3.3-6 MAJOR STUDY AREA ROADS AND CHARACTERISTICS

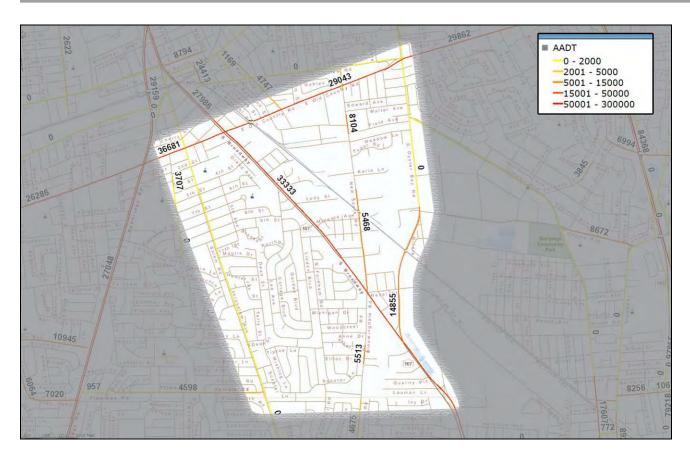
Road Name	Class	Miles	Width (feet)	Lanes	Direction	Parking	Center Median	Primary Uses
South Broadway	Principal Arterial	1.9	90	4 - 5	N-S	Both sides- Portions	North portion	Commercial
Old Country Road	Minor Arterial	1.3	60	4 - 5	E-W	Both sides- Portions	No	Commercial, residential
South Oyster Bay Road	Minor Arterial	1.5	60	4 - 5	N-S	No	Small section	Commercial, industrial, residential
Jerusalem Avenue	Minor Arterial	1.4	55-63	4 - 5	N-S	Both sides- Portions	South portion	Residential, commercial
New South Road	Collector	1.3	30-40	2	N-S	Very minimal	No	Commercial, industrial, residential
Bloomingdale Road	ngdale Collector		34-37	2	N-S	One side- Portions	No	Commercial, industrial, residential





The traffic counts, or estimated Annual Average Daily Traffic (AADT), for these roads was published in 2009/2010 by NYSDOT and are shown in the graphic below. Clearly, South Broadway experiences the highest volume of traffic in the study area, with an AADT of over 33,000 vehicles using the roadway on average per day.





Alternative Route to LIE

Most trucks serving the Hicksville industrial and retail markets utilize the Long Island Expressway (LIE) and NYS 106 or NYS 107. An alternate truck route connecting Hicksville directly to the Seaford/Oyster Bay Expressway (NYS 135) would present tremendous opportunity and reduce traffic congestion on other roadways in Hicksville. The following graphic shows one possible alternate truck route connecting South Oyster Bay Road to NYS 135 via Aerospace Boulevard via Cherry Avenue. Further investigation pertaining to roadway capacity analysis, design, turning radius will be required to evaluate the feasibility of this alternate truck route.





New South Road and South Oyster Bay Road

There are numerous industrial businesses located along both sides of New South Road and in between New South Road and South Oyster Bay Road, especially north of railroad, many of which bring truck traffic to the area. There is lack of east-west connector routes between New South Road and South Oyster Bay Road to accommodate passenger cars and commercial vehicles. Further investigation pertaining to east-west connector routes between New South Road and South Oyster Bay Road is recommended. This would alleviate the current issue of cut through traffic through residential neighborhoods located south of Old Country Road.

New South Road/Bloomingdale Road at South Broadway

The intersection of New South Road at South Broadway and Bloomingdale Road is problematic for truck turning movements, specifically for southbound trucks on New South Road turning right onto the northbound lane on South Broadway due to the acute angle. Regardless of the awkwardness of the angle, this is a popular route, since many truck routes involve access to the LIE (I-495) via Broadway. While this intersection was reportedly studied by the NYSDOT, improvements were only recommended to modify the traffic signal timing in order to improve traffic flow at that time. No structural improvements to the intersection were recommended, even though based upon observations in the field (and reported by members of the community), truck turning movements are difficult and at least at times, require backups, and travel into the median. Further study of this intersection is warranted as new uses are developed along New South Road. In addition, as noted previously, alternative routes to highways and connections between New South Road and South Oyster Bay Road require study.

Parking Lots & Garages

There are no municipal owned parking lots or garages within the study area.



Long Island Railroad

Hicksville is one of the busiest stations on the LIRR, with more than 130 trains stopping every weekday bound for stations on the Main Line, Port Jefferson, Ronkonkoma, and Montauk Branches. Travel time between Hicksville and NYC Penn Station is between 40 and 50 minutes over a distance of 26.6 miles.

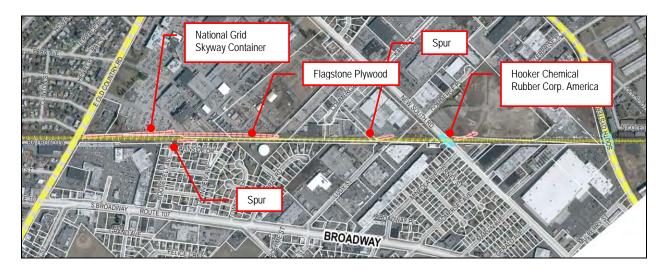


The LIRR station in Hicksville is a tremendous asset to the community. It is the 2nd busiest station in the system, only after Ronkonkoma. While the station building was refurbished in 2002, the LIRR is now moving forward with over \$100 million investment towards the train station improvement which will include platform replacement, elevators, escalators, PA system, waiting rooms, parking improvement, landscaping refurbishment and overall complete face lift of the train station. The project is currently in the design phase and construction is expected to begin in 2015. Anticipated construction duration is 3-4 years with anticipated construction completion sometime in 2019/2020. Currently new origin and destination data, reporting where commuters board and disembark trains, is being collected and is expected to be released in the next year or so. Additional survey will also be completed in 2014. This data can help determine commuters' origin and destination, helping to identify potentially appealing uses for the Hicksville area.

Freight Rail Service

New York and Atlantic Railway (NY&A) is the franchise and operates freight rail service in Long Island. Many of the freight spurs and industrial sidings still exist and may still be used by current owners or tenants. The Long Island Lighting Co. spur, for example, is now the site of National Grid's Keystone Energy Division and is used by the company to transport utility items such as poles and electrical transformers, using boxcars and flat cars. The map below shows a close view of the existing rail spurs and the site of the track, according to the Long Island Rail Road.





NY&A operates a total of seven transload facilities in the State of New York, including the Hicksville Transload Facility and Redistribution Center on West John Street, to the northwest of the Southeast Hicksville Study Area³. The NY&A Real Estate Division lists the former Ruco Polymers/Hooker Chemical site in Hicksville, as an available site. The property is now owned by Bayer Polymers, LLC, which purchased it in 2000 and closed the facility in 2002. The property has been undergoing remediation for the past 25 years. Additional details on the clean-up status can be found in **Section 3.3.2** on Brownfields. NY&A is marketing the property for use as a lumber distribution or a waste company.

3.3.9 Infrastructure

Water

The Hicksville Water District 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 Hicksville Water District provides more than 2 billion gallons of water to nearly 48,000 customers each year. 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 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.

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 and thus does not pose an obstacle to redevelopment within the Study Area.

Sewer

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,

³ The Hicksville Transload Facility is included within the boundaries of a Step I Brownfield Opportunity Area Study (Northwest).



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.

Stormwater

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.

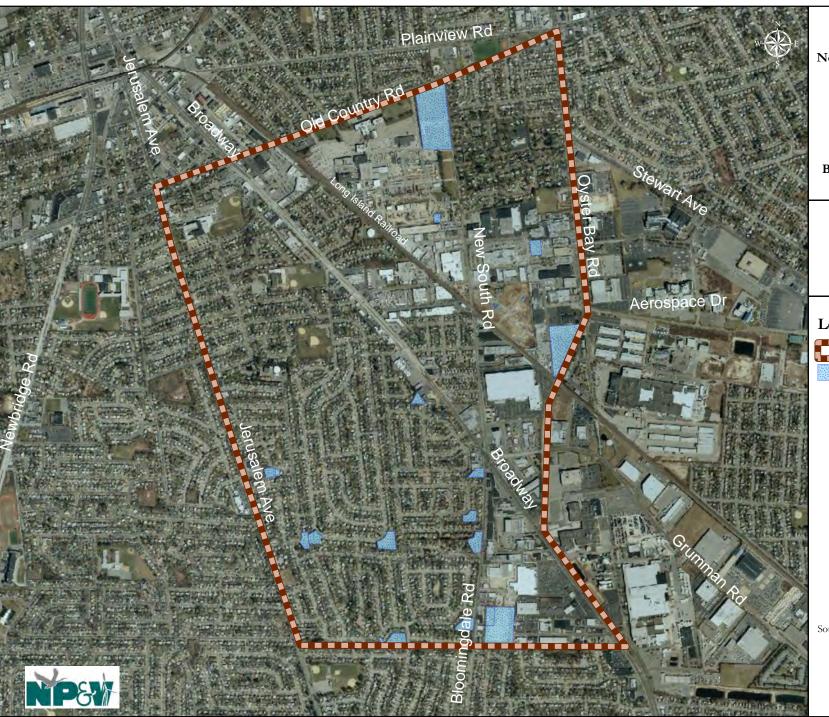
On a property where land disturbance from construction activity (including, but not limited to- clearing, grading, grubbing, excavating, soil disturbance, demolition, placement of fill) is equal to or greater than one acre, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared. A permit under 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.

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 eighteen (18) recharge basins distributed throughout the Study Area, varying in size from .08 acres (3,800 sf) to 5 acres. The largest basin (5-acre) is owned by the Town of Oyster Bay and is located to the east of Bloomingdale Road at the Township's southerly boundary. Several smaller-sized basins located in the commercial and industrial areas off of New South Road are privately owned. Most of the basins, however, are owned and operated by the Nassau County Department of Public Works. The second largest basin (3.4 acres) in the Study Area, located on the westerly side of New South Road approximately 800 feet from Old Country Road is approximately 25 deep. Most of the other basins range in depth from 9 to 15 feet. **Figure 3-7** shows the location of the Nassau County DPW Basin Areas and other recharge basins within the Study Area.

3.3.10 Natural Resources & Environmental Features

Figure 3-8 provides a map of the limited Natural Resources & Environmental Features in the Study Area. There are no surface waters or tributaries, fish and wildlife habitats or agricultural lands located in the study area. The Nassau County-owned and Town-owned recharge basins appears on the National Wetlands Inventory.



Town of Oyster Bay and New York Department of State





Southeast Hicksville **Brownfield Opportunity Area** Step II Nomination

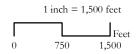
> Figure 3-7 Stormwater **Recharge Basins**

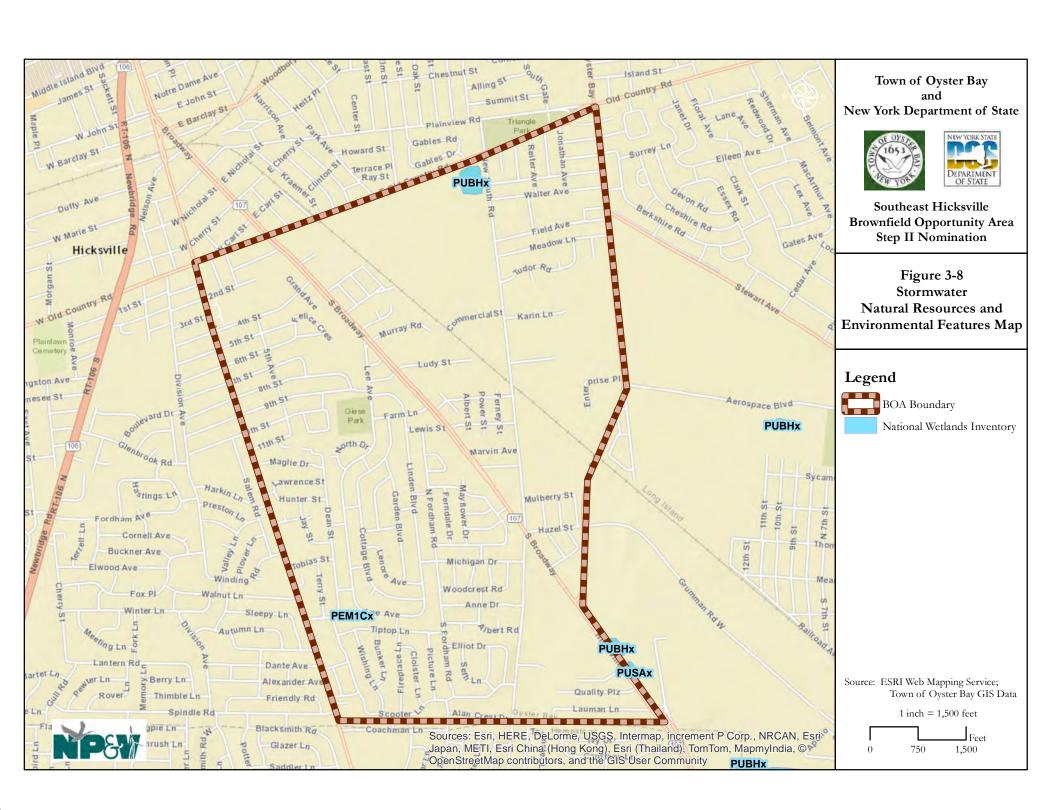
Legend



Recharge Basin

Source: ESRI Web Mapping Service; Town of Oyster Bay GIS Data







3.4 Economic and Market Trends Analysis

3.4.1 Introduction and purpose

The intent of the Economic and Market Trends Analysis is to evaluate demand and supply of several sectors of the economy in light of the regions strengths and assets, and identify issues and opportunities for vacant and underutilized properties with the BOA study area.

The long term economic health of the Hicksville community and its surrounding area will depend in part on the Town's ability to create an environment to attract new uses for the numerous commercial and industrial properties which have been vacated or are underutilized, and provide opportunities for senior citizen and next generation housing developments.

This chapter provides analysis for three (3) major economic categories – Retail Gap Analysis, Office and Industrial Market Analysis, and Senior Housing Needs Assessment. In order to evaluate the current economic challenges and to identify potential development for specific strategic sites, an economic development round table summit was conducted with the economic leaders in the region. To understand current market trends in residential and commercial sectors, local realtors were interviewed. Feedback was sought in identification of major obstacles in residential and commercial leasing. Discussions and key findings from the economic development round table summit and realtors feedback were provided in the later sections of this chapter. Need for Next Generation Housing, and discussion on Long Island Regional Economic Development Council's Strategic Economic Plan for Nassau and Suffolk Counties were also provided in this chapter. Lastly, a list of recommendations was provided specific to the properties within the Southeast Hicksville BOA Study Area.

3.4.2 Market Trends

Industry Trends

An analysis of industry trends seeks to identify the clusters that may be established or emerging in the local economy, as well as those that may serve to support stronger industries in the region. For the purpose of this analysis, industry trends – with regard to both the number of employees and the number of establishments – within the boundaries of Nassau County were examined over fourteen years (between 1998 and 2012).

The values shown in **Table 3.4-1** compare the number of businesses in Nassau County in 1998 as compared to in 2012¹ by type as classified based upon the North American Industry Classification System (NAICS). A review of this data is used to highlight significant changes in the number of overall businesses by type which occurred during this period. The highest increase in businesses occurred in and professional, scientific and technical services, health care/social assistance, and accommodation and food services and there was a relatively high growth in the number of construction, educational services,

¹ Source: http://censtats.census.gov



and other services businesses. The biggest reductions in the county were in wholesale trade and manufacturing businesses, which declined by a total of 755 and 627 businesses respectively.

TABLE 3.4-1
CHANGE IN BUSINESS ESTABLISHMENTS
NASSAU COUNTY FOR 1998 - 2012

NAICS and a description	Change in Total Establishments Between 1998 and 2012
NAICS code description Total for all sectors	956
Agriculture, Forestry, Fishing and Hunting	(18)
Mining, Quarrying, and Oil and Gas Extraction	(3)
Utilities	17
Construction	283
Manufacturing	(627)
Wholesale Trade	(755)
Retail Trade	(519)
Transportation and Warehousing	197
Information	2
Finance and Insurance	105
Real Estate and Rental and Leasing	55
Professional, Scientific, and Technical Services	660
Management of Companies and Enterprises	(29)
Administrative and Support and Waste Management and Remediation Services	164
Educational Services	254
Health Care and Social Assistance	752
Arts, Entertainment, and Recreation	(9)
Accommodation and Food Services	590
Other Services (except Public Administration)	285
Auxiliaries (exc corporate, subsidiary & regional mgt)	(38)
Industries not classified	(410)

The values shown in **Table 3.4-2** compare the change in the number of paid employees in Nassau County in 1998 as compared to in 2012 based upon NAICS codes and highlights significant changes in overall employment during this period. It is noted that although there was an increase in the number of businesses during this period in Nassau County, there was a decrease in the number of paid employees; in 2012, there were 9,304 fewer paid employees as compared to 1998.

Clearly the most notable increase in paid jobs has been in the health care and social assistance and accommodation and food service industries, which added 15,371 and 9,568 paid positions respectively between 1998 and 2012. The change in employees correlates to the loss of businesses for manufacturing and wholesale and retail trade. Management and support employment showed a commensurate reduction, with an overall decrease in the number of businesses, even though there was less drastic change in the number of these types of businesses. Interestingly, while there was a reduction in the number of paid employees in the financial and insurance businesses, during this same period, there was an increase of over 100 new businesses, which may indicate a shift in the way these businesses operate (most notably with the growth in internet access and use during this period).



TABLE 3.4-2
CHANGE IN THE NUMBER OF PAID EMPLOYEES
FOR NASSAU COUNTY BETWEEN 1998 - 2012

NAICS code description	Change in Paid Employees
Total for all sectors	(9,304)
Agriculture, Forestry, Fishing and Hunting	7
Mining, Quarrying, and Oil and Gas Extraction	(80)
Utilities	44
Construction	1,871
Manufacturing	(21,013)
Wholesale Trade	(6,931)
Retail Trade	(6,301)
Transportation and Warehousing	5,114
Information	385
Finance and Insurance	(10,606)
Real Estate and Rental and Leasing	(725)
Professional, Scientific, and Technical Services	5,318
Management of Companies and Enterprises	(4,103)
Administrative and Support and Waste Management and Remediation Services	(2,842)
Educational Services	5,911
Health Care and Social Assistance	15,371
Arts, Entertainment, and Recreation	2,667
Accommodation and Food Services	9,568
Other Services (except Public Administration)	(9)
Auxiliaries (exc corporate, subsidiary & regional mgt)	(2,070)
Industries not classified	(880)

Note: Estimates utilized for those industries where a range of paid employees was provided (Agriculture, mining, utilities and industries not classified).

An analysis of the industry data reveals several strong clusters in the regional economy. This includes services pertaining to health care, professional, scientific and technical services, trucking and warehousing, tourism, and construction. Based upon these areas of growth, it is expected that there will continue to be a need for office and industrial space, particularly related to the fields of medicine, education, arts and recreation, tourism and food services.

Long Island Unemployment Rates

The New York State Department of Labor reports on unemployment rates. **Table 3.4-3** provides a look at the levels of unemployment for Long Island since the year 2000 (red shading indicating higher levels of unemployment and green shading indicating lower unemployment periods - finally the top ten percent with the highest unemployment rates are shown in red text). While the highest unemployment on an annual average was for 2010 and the highest reported unemployment rate for the region occurred in March of 2010 at 8.2%, there were also peaks through last year. 2014 data (through June 2014)



indicates generally lower unemployment rates since the recession of 2008, which at the time of this report ranged from 6.2% down to 4.5%.

TABLE 3.4-3 LONG ISLAND UNEMPLOYMENT RATES JANUARY 2000 - JUNE 2014

													Annual
Year	January	February	March	April	May	June	July	August	September	October	November	December	Average
2014	5.90%	6.20%	5.70%	4.50%	4.90%	4.90%							
2013	7.70%	7.30%	6.60%	5.90%	6.10%	6.20%	6.30%	6.10%	5.90%	5.80%	5.30%	5.10%	6.20%
2012	7.80%	7.90%	7.40%	7.10%	7.20%	7.40%	7.70%	7.40%	7%	6.80%	6.90%	6.80%	7.30%
2011	7.90%	7.80%	7.20%	6.60%	6.80%	7.10%	7.20%	7%	7.10%	6.90%	6.90%	7%	7.10%
2010	8.10%	8.20%	7.70%	7.10%	7.10%	7.10%	7.40%	7.20%	7.20%	7%	7.20%	7%	7.40%
2009	6.80%	7.30%	7.20%	6.80%	7%	7.30%	7.40%	7.30%	7.50%	7.20%	7.10%	7.20%	7.20%
2008	4.80%	4.70%	4.50%	4%	4.60%	4.70%	5.10%	5.10%	5.10%	5%	5.30%	5.70%	4.90%
2007	4.20%	4.10%	3.70%	3.30%	3.50%	3.70%	4.10%	3.90%	4%	3.70%	3.80%	4%	3.80%
2006	4.30%	4.50%	4.20%	4%	3.80%	3.90%	4.30%	3.90%	3.80%	3.40%	3.60%	3.40%	3.90%
2005	4.70%	4.80%	4.20%	3.80%	4%	4.10%	4.40%	4%	4.20%	3.90%	4.10%	3.90%	4.20%
2004	5.40%	5.30%	5.20%	4.50%	4.40%	4.60%	4.70%	4.30%	4.30%	4.10%	4.20%	4.20%	4.60%
2003	5.20%	5.10%	4.80%	4.50%	4.50%	4.90%	5%	4.70%	4.80%	4.60%	4.70%	4.50%	4.80%
2002	5.40%	5.20%	5%	4.60%	4.50%	4.60%	4.80%	4.50%	4.40%	4.20%	4.50%	4.50%	4.70%
2001	3.80%	3.60%	3.40%	3.20%	3.20%	3.50%	3.70%	3.90%	4%	4.10%	4.40%	4.50%	3.80%
2000	4%	3.90%	3.50%	3%	3.20%	3.30%	3.50%	3.40%	3.40%	3.10%	3.10%	3%	3.40%

Note: Data are not seasonally adjusted. Source: NYS Department of Labor Statistics (http://labor.ny.gov/stats/laus.asp)

Growth Areas for Long Island

The New York State Department of Labor has created a list of the fastest growing occupations on Long Island, projected between 2010 and 2020. The top twelve occupations with the fastest growth (percentage wise) are shown in **Table 3.4-4** with the highest number of jobs shown in green and lowest number of jobs shown in red. This illustrates that even if there is a high percent of increase in occupations, it doesn't necessarily translate to a high number of jobs to become available.



TABLE 3.4-4
FASTEST GROWTH OCCUPATIONS ON LONG ISLAND
TOP TWELVE (BASED UPON PERCENT INCREASE)

	Percent	Employment		
Title	Change	2010	2020	Increase
Personal Care Aides	53.3%	12,210	18,720	6,510
Physical Therapist Aides	47.8%	690	1,020	330
Home Health Aides	46.9%	13,150	19,320	6,170
Veterinary Technologists and Technicians	41.5%	940	1,330	390
Athletic Trainers	38.5%	130	180	50
Audiologists	36.8%	190	260	70
HelpersBrick masons, Block masons, Stonemasons,				
and Tile and Marble Setters	36.5%	520	710	190
HelpersCarpenters	36.5%	850	1,160	310
Coaches and Scouts	36.2%	2,710	3,690	980
Diagnostic Medical Sonographers	34.5%	550	740	190
Medical Secretaries	33.9%	1,920	2,570	650
Physical Therapists	33.7%	2,730	3,650	920

It is important also to view the actual increase in employment opportunities (rather than a percent change) for the fastest growing occupations, and this provides a bigger, and somewhat different, picture. For example, while athletic trainers and audiologists are the top fifth and sixth growth occupations based upon the percent increase, this is somewhat misleading in considering the actual number of jobs that are expected to become available (which are quite low comparatively). **Table 3.4-5** illustrates the top twelve growth occupations based upon the increase in the number of jobs (with the higher percent of increase shown in shades of green and lower percent of increase in shades of red). In this case, there are a number of occupations with a percent change in the lower values, but which overall will provide more opportunities, such as medical assistants, pharmacy technicians and medical secretaries (all within the larger health care industry).



TABLE 3.4-5
FASTEST GROWTH OCCUPATIONS ON LONG ISLAND
TOP TWELVE (BASED UPON THE NUMBER OF JOBS)

	Percent	Employment		
Title	Change	2010	2020	Increase
Personal Care Aides	53.3%	12,210	18,720	6,510
Home Health Aides	46.9%	13,150	19,320	6,170
Medical Assistants	25.6%	5,770	7,250	1,480
Coaches and Scouts	36.2%	2,710	3,690	980
Physical Therapists	33.7%	2,730	3,650	920
Market Research Analysts and Marketing Specialists	27.0%	3,180	4,040	860
Pharmacy Technicians	25.2%	2,620	3,280	660
Medical Secretaries	33.9%	1,920	2,570	650
Food Servers, Non restaurant	26.7%	2,210	2,800	590
Personal Financial Advisors	28.3%	2,050	2,630	580
Software Developers, Systems Software	25.4%	2,130	2,670	540
Dental Hygienists	28.5%	1,790	2,300	510

While many of the fastest growing occupations are centered on medical/health-care industry, other fast-growing occupations projected to occur throughout the Long Island region include those centered on recreation and fitness; food service; tourism; restaurants and entertainment; personal services; construction; and a variety of scientific, technical and professional occupations.²

3.4.3 Retail Gap Analysis

Introduction

This retail gap analysis is conducted to identify potential needs in the retail and service businesses which could potentially be appropriate uses in the area. Within the study area there are numerous underutilized storefronts along S. Broadway (NY SR 107), and there is evidence of high turnover for a number of small buildings, which may have little to do with the economic need for a particular use and more to do with an inappropriate location, lack of available parking, and the highway setting. However, many businesses have enjoyed long term success along S. Broadway and there is potential to learn from the success of such businesses; the retail gap analysis can identify uses that are needed in the area, some of which may be able to be accommodated in existing vacant storefronts. The underutilized sites in the industrial areas of the Study Area may be appropriate locations for sectors of the uses identified in the gap analysis.

² New York State Department of Labor, Fastest Growing Occupations, Long-Term Occupational Projections, Long Island Region, 2010-2020. Accessed via http://labor.ny.gov/stats/lsproj.shtm.



The analysis of local retail market potential can identify and quantify the existing uses, and compare it to the demand by residents, visitors and others in the local market. The analysis determines the mix of uses that are economically suitable for the retail corridor along Broadway and those uses that are more suitable to a less commercial corridor, such as service/auto uses. The analysis identifies how the community's resources both meets, and falls short of, the needs of the residents within the primary and secondary market areas. The analysis analyzes and makes recommendations for the most sustainable uses within the commercial corridors as well as uses that may be better suitable for the traditionally industrial areas within the study area. The analysis and recommendations are intended to function as a planning assistance tool, providing Town personnel with assistance in business and industry attraction and retention efforts for the area, based on the types of uses recommended in this analysis.

Methodology

Various data and information from national, state, local and private sources were used to conduct the analysis for local retail market potential for the Study Area. Methodology specific to various sections of this analysis are outlined in greater detail where applicable. This form of analysis conforms to standards of the industry, with methods, data and information, and sources that are considered to be industry standard in the preparation of a market analysis.

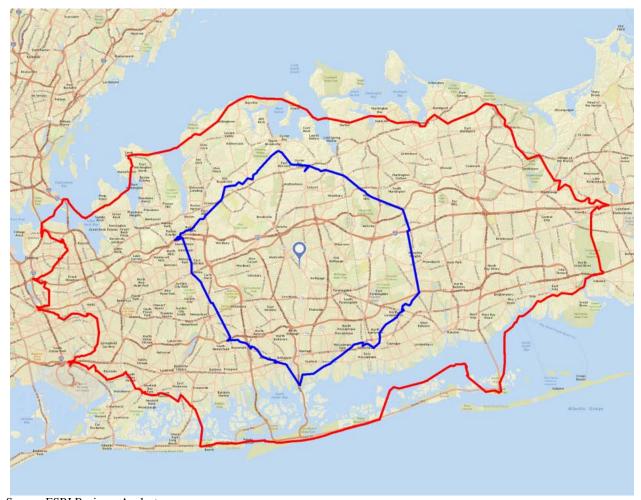
- The <u>United States Census Bureau</u> was consulted for pertinent demographic data, including population trends, household trends and median household income from 1990, 2000 and/or 2010 for the target market area. These data will be utilized to examine the trends in demand for various types of uses for the study area.
- <u>International Council of Shopping Centers</u> and <u>Urban Land Institute</u> both publish standards pertaining to trade areas for various types of shopping places. Moreover, these sources provide median sales revenues per square foot among various types of shopping places and specific types of retail establishments within a sample of the above-mentioned shopping-place protocols in the United States. These data will be useful when projecting the absorption and the amount of space that could be supported throughout the study area.
- Environmental Systems Research Institute, Inc. (ESRI) generated on-demand demographic reports specific to the target market areas. Various reports were created for each of the geographic areas under study, with demographic factors in these profiles including those pertaining to age, average household size, median household income, per capita income, and employment, among others. Data was collected for 2000 and 2010 as well as current estimates and projections, where available. In addition, reports were created for the purpose of preparing an analysis of local retail market potential to measure supply and demand. This allows for an understanding of whether existing goods and service providers adequately meet the needs of the downtown's consumers.



Market Areas

In planning for the most economically-sustainable uses within the Study Area it is important to recognize various considerations and concepts affecting viability in this location. The first of these criteria is to identify the target market areas. A target market area establishes the boundary from which the majority of consumer interest will be drawn. The target market areas for this area were calculated based upon two drive times (15 and 30 minutes) from a central point in the Southeast Hicksville BOA Study Area.

An average 15-minute drive time radius was calculated (through the ESRI Business Analyst program) to determine the primary market area. The Primary Market Area was chosen to represent the area for which local residents' daily needs could be met. An average 30-minute drive time radius was calculated to determine a Secondary Market Area, to represent a reasonable drive time for those goods and services that may not be immediately available in surrounding communities. The graphic below shows the Primary (blue) and Secondary (red) Market Areas, a full sized version of which may be found in **Appendix B**.





Market Demand

In order to determine the amount and type of uses that can be supported in the local market, it is necessary to conduct an analysis of market demand. This section will examine the demand for new business and industry in the area. The demand is based on several determining demographic and socioeconomic characteristics of the residential population located within the target market area. Key findings are provided in **Table 3.4-6**.

TABLE 3.4-6
DEMOGRAPHIC INFORMATION

Parameter	Primary	Secondary
	Market Area	Market Area
Population (2000 Census)		
Population (2010 Census)	533,938	2,441,102
Population (2013)	541,062	2,466,460
Population (2018 Projection)	548,543	2,507,358
Number of Households (2010 Census)	175,917	808,190
Average Household Size (2010)	2.97	2.97
Number of Households (2013)	177,320	813,621
Average Household Size (2013)	2.99	2.99
Number of Households (2018 Projection)	179,970	828,218
Average Household Size (2018 Projection)	2.99	2.98
Projected Growth in Number of Households: 2013 – 2018	0.30%	0.36%
Median Household Income (2013)	\$100,408	\$86,675
Median Household Income (2018 Projection)	\$109,128	\$100,539
Per Capita Income (2013)	\$41,945	\$38,129
Per Capita Income (2018 Projection)	\$49,857	\$45,167

Table 3.4-7 provides a summary of retail goods and services expenditures for the primary and secondary market areas for 2013. This data is useful in understanding how money is spent, and the percentage spent on major items.



TABLE 3.4-7
2013 RETAIL GOODS & SERVICES EXPENDITURES

	PRIMARY MA	RKET (15 Min.)	SECONDARY MARKET (30 Min.)			
	Average Amount Spent per Household (HH)	Estimated Total spent by HH within Primary Market Area	Average Amount Spent per Household (HH)	Estimated Total spent by HH within Secondary Market Area		
Apparel and Services	\$2,666	\$472,793,636	\$2,620	\$2,131,589,385		
Computer	\$453	\$80,276,310	\$442	\$359,669,299		
Entertainment & Recreation	\$5,948	\$1,054,754,329	\$5,776	\$4,699,694,574		
Food	\$9,988	\$1,771,118,263	\$9,819	\$7,989,156,140		
Health	\$1,151	\$204,114,825	\$1,108	\$901,744,291		
Household Furnishings and Equipment	\$1,829	\$324,240,259	\$1,778	\$1,446,422,869		
Household Operations	\$2,906	\$515,272,415	\$2,824	\$2,297,462,299		
TOTAL	\$24,941	\$4,422,570,038	\$24,367	\$19,825,738,857		

^{*} Not all categories of expenditures are included in the above table. For a complete breakdown, see the data provided included in **Appendix C**.

In the Primary Market Area, the total retail goods and services expenditures exceed \$4.42 billion per year and with an average of \$24,941 per year/household. In the Secondary Market Area, nearly \$19.8 billion is spent yearly on retail goods and services, with an average of \$24,367 per year/household. Household budget expenditure data is provided in **Appendix C**.

Gap Analysis

In order to quantify potential opportunity for new business development within the Study Area, a gap analysis was conducted. Such an analysis examines the demand for and supply of various industry subsectors to determine if the existing businesses located within the target market area are capturing the full retail sales potential.

While much of the demand for goods and services are satisfied by the existing retailers in the numerous retail corridors nearby and at Broadway Mall to the north of the Study Area, there are numerous business segments where demand is quite strong, as reflected in significant gaps between consumer spending and sales – extending beyond the primary market area, and into the secondary market area as well. These gaps indicate success potential, with demand that is likely large enough to support additional establishment(s) within the target market area. Industries in both the primary and secondary market that exhibit a retail gap, and will be further examined include:

- Auto parts, accessories and tire stores;
- Building Materials & Supplies Dealers;
- Lawn & Garden Equipment & Supply Stores;
- Grocery Stores;



- Full Service Restaurants;
- Limited Service Restaurants;
- Special Food Services; and
- Drinking Places Alcoholic Beverages.

The full data for the leakage analysis is provided in **Appendix D**. The qualitative information collected through the public outreach component will supplement the quantitative analysis and provide input specific to the unique settings within the Study Area, in a way that a quantitative analysis cannot.

Key Findings

- Strong spending power exists within the primary and secondary market areas. Within primary market (15 minutes' drive radius) the average household expenditure on retail goods and services in 2013 is estimated at approximately \$25,000 per year with total expenditure of \$4.42 billion per year. Similarly, in secondary market (30 minutes' drive radius) the average household expenditure on retail goods and services is estimated at approximately \$24,000 per household with total expenditure of \$19.8 billion per year.
- There are numerous business segments where demand is quite strong and significant gaps exist between consumer spending and sales in both primary and secondary markets. These gaps indicate success potential, with demand that is likely large enough to support additional establishment(s) for following business segments:
 - o Auto parts, accessories and tire stores;
 - o Building Materials & Supplies Dealers;
 - o Lawn & Garden Equipment & Supply Stores;
 - o Grocery Stores;
 - o Full Service Restaurants;
 - o Limited Service Restaurants;
 - o Special Food Services; and
 - o Drinking Places Alcoholic Beverages.
- There are numerous underutilized storefronts along S. Broadway (NY SR 107), and there is evidence of high turnover for a number of small buildings. It is evident that some of the existing development along Broadway has little to do with economy and more to do with inappropriate location, access, pedestrian linkages, and lack of available parking.
- Street beautification along S. Broadway (NY SR 107) to improve the feel of the entire corridor appears to be a feasible and viable option. This can be achieved through shared access, organized shared parking lot layout with attractive landscaping, improve existing pedestrian crossings such that it provides safe pedestrian friendly environment, median landscaping, coordinated design standards for facade improvements, and coordinated signage.

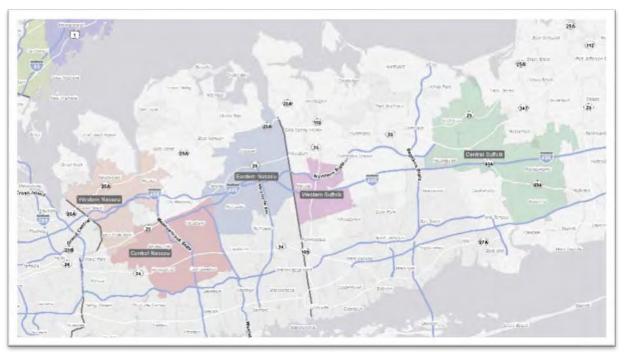


3.4.4 Office and Industrial Market Analysis

Office Market Analysis

Demand for new office space is generally tied to job growth; and there are numerous sectors of the economy that require office space. However, while the NY State jobless rate has been steadily declining and is currently at its lowest level since December 2008, the demand for office space is only slowly improving. This is not atypical in a recovering market.

The real estate market for office space in the study area and surrounding area is based upon data provided by Cushman& Wakefield³ (C&W). In analyzing the trends in office availability, rates of vacancies and costs per SF of office space, certain conclusions can be made.



Source: Cushman & Wakefield

The Long Island C&W office is located in Melville which includes a research division that publishes quarterly reports on the office and industrial market in Nassau and Suffolk Counties. C&W's submarket areas are illustrated here. In reviewing the office data, the Eastern Nassau submarket is of most interest, since this is the geographic area that contains the Southeast Hicksville Step II BOA study area.⁴

³ Cushman & Wakefield is a real estate firm that was founded in 1917 in New York. The firm has expanded throughout the US and has offices in 60 countries.

⁴ It is noted that similar reports prepared by other real estate firms were reviewed as well, however, C&W's reports were the only reports available which broke the available office space and vacancies data down by submarket areas. Other firms' reports documented findings on a County level and thus were not as useful for the purpose of this study.



Based upon the 2013 4th Quarter Office Snapshot report, vacancy rates⁵ for office are higher than in previous quarters, despite strong leasing throughout the year: "The Long Island office market experienced its best year of leasing volume since 2010 with more than 1.8 million square feet leased in 2013, a 32.5% increase from last year." The increase in leasing was driven in part by the demands by the healthcare industry, which accounted for approximately 20% of the demand for 2013.

There are a total of 33.2 million square feet (SF) of office market inventory in Long Island as reported by C&W and shown in **Table 3.4-8**. Office vacancy for Long Island for the final quarter of 2013 was reported at 17.8%, down slightly from the start of the year, when the overall vacancy rate was calculated at 18.1% (having increased from approximately 16.9% from the prior year). The increase in vacant office space in the final quarter of 2012 was reportedly in part related to loss of jobs related to closures due to Superstorm Sandy⁶.

TABLE 3.4-8 LONG ISLAND OFFICE MARKET INVENTORY - 4^{TH} QUARTER 2013

Submarket	Inventory	Overall Vacancy Rate	Direct Vacancy Rate	Direct Class-A Gross Rent
Western Nassau	6,281,459	21.7%	21.3%	\$33.47
Central Nassau	8,679,709	16.3%	14.5%	\$34.07
Eastern Nassau	5,851,427	17.6%	13.7%	\$40.18
Total Nassau	21,012,595	18.3%	16.3%	\$34.29
Western Suffolk	7,669,448	16.5%	15.1%	\$32.04
Central Suffolk	4,552,406	18.0%	15.5%	\$26.10
Total Suffolk	12,221,857	17.1%	15.3%	\$30.79
Total Long Island	33,234,452	17.8%	15.9%	\$33.39

Source: Cushman & Wakefield

The Nassau County office vacancy rate has remained fairly steady between the first quarter of 2013, when it was reported as 18.8% and the end of 2013 at 18.3%. This vacancy is up from about 16.2% overall from early 2012. This increase in vacancy is in part attributed to large blocks of office space which became available in Western Nassau and 98,000 SF which became available at 1055 Stewart Avenue in Bethpage.

The overall vacancy rate in Eastern Nassau is reported as 17.6% while the direct vacancy rate is reported as 13.7%. Compared to other submarkets in Long Island, direct vacancy rate in Eastern Nassau

⁵ A measurement expressed as a percentage of the total amount of vacant space divided by the total amount of inventory. This measurement can be applied to either an individual building or an aggregation. If sub-tenant space is excluded from the calculation, the term Direct Vacancy Rate is recommended. (Synonym: Overall Vacancy Rate).

⁶ The office market for all of Long Island was greatly affected during late 2012 by Superstorm Sandy which hit Long Island on October 27, 2012. Approximately 5,100 jobs were lost in late October and November of 2012 that were directly attributed to the storm.



submarket remained lowest which indicate that there are fewer "new" office space available for rent in Eastern Nassau. According to C&W, 62% of total leasing occurred within Class A⁷ buildings in the first quarter of 2013. The data indicates a continuous increase in direct rental rate for Class-A space in Eastern Nassau as illustrated in **Chart 3.4-1**. As of last quarter of 2013, the direct Class-A rent was reported as \$40.18/ SF, highest in all of Long Island.

\$41.00 \$40.00 \$39.00 \$38.00 \$37.00 \$36.00 \$35.00 \$34.00 \$33.00 \$32.00 \$31.00 \$30.00 2010 2011 2012 2013

CHART 3.4-1
EASTERN NASSAU SUBMARKET – DIRECT CLASS-A GROSS RENT

Latest data released by C&W for the 1st quarter of 2014 further indicated that demand for Class-A office space drove the leasing activity in office market. Class-A leasing rose by 43.2% within one year period. Meanwhile, the Class-B vacancy rate remained flat and the disparity between Class-A and Class-B vacancy rate is reported at 3.0 percentage points, the highest since 2004. The five largest leases signed during first quarter of 2014 were all concentrated within Class-A building including 16,383 SF by AIG in Jericho and 21,000 SF by Milber, Makris, Plousadis and Seiden in Woodbury.

This analysis finds that the office market in Eastern Nassau submarket and rest of Long Island is generally lagging. However, there is a greater demand for "new" Class-A type office space. This indicates that the Hicksville office market has a greater potential to capture high-tech companies. This

⁷ A classification used to describe an office building with asking gross rents based on a specified range between the top 30-40% of the office rents in the marketplace. Class A buildings are well located relative to the needs of major tenant sectors in the marketplace. Building systems (mechanical, HVAC, elevator and utility) have capacities that meet both tenant current requirements as well as anticipated future needs. Building services are characterized by above average maintenance, management and upkeep. Buildings must exhibit more than one of the characteristics but need not exhibit all of the characteristics to be considered Class A. Because property characteristics in different markets vary dramatically, property class definitions will remain subjective.



can be attributed to regions major research and education facilities and its proximity to the train station. Similar trend has been seen in other near-by transit accessible towns such as Huntington Station.

Industrial Market Analysis

Long Island's industrial⁸ market represents a substantial inventory of manufacturing, warehousing, distribution, and multipurpose building space. Manufacturing was once a strong component of the regional economy, much of it related to aerospace and aircraft companies that located there after WWII. However, the manufacturing base of Long Island, like many regional economies throughout the county, changed due to variety of reasons related to costs and changing business models. As a result, there has been a considerable shift in the industrial real estate market where the use of space is more driven by warehousing, distribution, and materials processing, along with the need for flex space and smaller manufacturing facilities.

Table 3.4-9 shows summary of industrial market inventory as of first quarter of 2014, compiled by C&W. As shown, the total inventory tracked by C&W is approximately 128 million SF. The overall vacancy rate reported by the end of 1st quarter is reported as 8.8%, the lowest since 2009 and 2.2 percent point below 11.0% from one year ago. The downward trend of vacancy rate is continued since 2010. The total inventory for Nassau County is 45 million SF, roughly half than that of Suffolk County. The vacancy in Nassau County was reported as 9.2%, just 0.6 percentage point above Suffolk County. The vacancy in Eastern Nassau was indicated as 10.3%, 3.8 percentage point below from one year ago. Overall leasing activity in Long Island was reported to be 848,089 SF in the first quarter of 2014, less than one third of which occurred in Nassau County. Approximately 75,000 SF of leasing activity occurred in Eastern Nassau submarket including 60,000 SF of warehouse/distribution space leasing by Chesapeake Pharmaceuticals in Hicksville at 325 Duffy Avenue.

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⁸ According to Merriam-Webster Dictionary, the term industrial is defined as "of or relating to industry: of or relating to factories, the people who work in factories, or the things made in factories". If asked for examples of industrial land use, it is expected that most people would conjure up images of large factories with smoke stacks, slaughter houses, or asphalt production. However, many modern industrial properties, particularly light industrial uses, are used as warehouses, distribution centers, laboratories, and flex space.



		Overall		Average Net	Rental Rate	
Submarket	Inventory	Vacancy Rate	High- Tech	Manufacturing	Office Service	Warehouse/ Distribution
Western Nassau	14,024,882	9.0%	\$8.46	\$9.20	\$12.62	\$7.42
Central Nassau	9,044,756	6.5%	\$21.47	\$7.94	\$7.50	\$7.31
Eastern Nassau	21,932,289	10.3%	\$11.18	\$7.86	N/A	\$8.97
Total Nassau	45,001,927	9.2%				
Western Suffolk	26,034,234	7.1%	\$10.21	\$6.39	\$16.70	\$7.08
Central Suffolk	40,162,631	8.0%	\$8.76	\$8.71	N/A	\$6.46
Eastern Suffolk	16,387,521	12.4%	\$9.32	\$6.50	N/A	\$6.96
Total Suffolk	82,584,386	8.6%				
Total Long Island	127,586,313	8.8%				

Overall leasing activity in Long Island was reported to be 848,089 SF in the first quarter of 2014, less than one third of which occurred in Nassau County. Approximately 75,000 SF of leasing activity occurred in Eastern Nassau submarket including 60,000 SF of warehouse/distribution space leasing by Chesapeake Pharmaceuticals in Hicksville at 325 Duffy Avenue.

Higher vacancy rates in Hicksville may be attributed to obsolete industrial space design since most of existing industrial buildings were constructed prior to 1970. These industrial building layout appears to be disconnected in term of roadway connections, provides substandard parking, and rarely any open space or green space for employee recreation. A rebranding of existing light industrial developments in a planned business park may contribute to greater demand and occupancy of existing spaces. A planned business park is envisioned as a cluster of industrial blocks with internal roadways for truck movement, wide front yard/ lawn areas, consolidated areas for loading/unloading activities, coordinated signage, and designated open/green areas for employee recreation.

Key Findings

- Office market in Eastern Nassau submarket and rest of Long Island is generally lagging. However, there is a greater demand for Class-A type office space.
- Industrial vacancy rate in eastern Nassau submarket is generally higher than in Nassau County or Long Island as a whole. Higher vacancy rate in Hicksville may be attributed to obsolete industrial buildings since most of them were constructed prior to 1970.
- A rebranding of existing light industrial developments in a Planned Business Park type setting may attract new tenants as evident at the Bethpage Business Park (the former Grumman site). A planned business park is envisioned as a cluster of industrial blocks with internal roadways for truck movement, wide front yard/ lawn areas, consolidated areas for loading/unloading activities, coordinated signage, and designated open/green areas for employee recreation.



• The existing roadway network between New South Road and South Oyster Bay Road north of LIRR is insufficient in terms of east/west traffic movement. Several opportunities exists for eastward extension of existing public and private roadways to connect to South Oyster Bay Road.

3.4.5 Senior Housing Needs Assessment

Introduction

The vision included in the Step I Pre-Nomination Study for Southeast Hicksville indicated a desire to consider the potential for senior housing as a redevelopment option. This study evaluates the current and future needs for senior housing within Primary Market Area (which for the purpose of this analysis are the hamlets of Hicksville and Bethpage) and a Secondary Market Area (the Town of Oyster Bay).

Data and Assumptions

This study relies on data obtained from Neilsen Claritas and existing senior housing stock information received from Town of Oyster Bay. Data calibration was also performed based upon the Senior Housing "Waiting List" information received from Town of Oyster Bay. It was assumed that all existing senior housing units were occupied by residents of the Town of Oyster Bay. It was also assumed that any future unit would also be occupied by resident of the Town of Oyster Bay. This study does not consider demand or need to provide senior housing units for neighboring jurisdictions or for the remainder of Nassau County residents. There are several assumptions made for analytical portion of the study and where appropriate are indicated in *italics*.

Senior Demographics and Income

Senior demographics and household income were analyzed for the Primary and Secondary Market Areas and is summarized below.

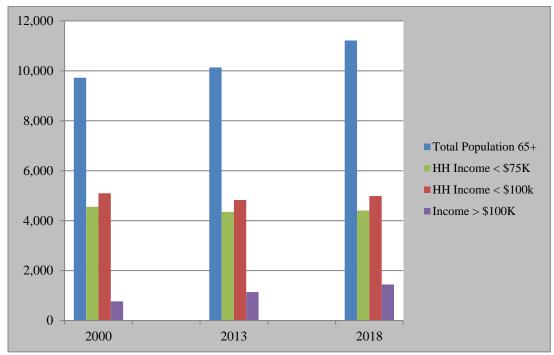
Primary Market (Hicksville and Bethpage): The primary market area consists of the hamlets of Hicksville and Bethpage. Key points are provided below with more detail provided in **Table 3.4-10** and illustrated on **Chart 3.4-2**.

- The senior population (age 65+) will continue to increase. It is projected that total senior population will increase to 11,217 in the year 2018, 19.3% of the overall population.
- More than 90% of senior household income was less than \$100,000 in 2000. The percentage is expected to reduce to about 85% by 2018. Over 40% are predicted to have incomes less than \$75,000.



TABLE 3.4.10/CHART 3.4-2
SENIOR POPULATION AND INCOME CENSUS DATA AND PROJECTIONS
PRIMARY MARKET AREA

	2000		201	13	2018		
	Census	%	Estimate	%	Projection	%	
Age 65 and over	9,724	16.88%	10,137	17.48%	11,217	19.28%	
HH Income < \$75,000	4,554	43.72%	4,350	42.16%	4,407	40.67%	
HH Income < \$100,000	5,095	48.91%	4,827	46.79%	4,985	46.00%	
HH Income > \$100,000	768	7.37%	1,140	11.05%	1,445	13.33%	



Source: Neilson Claritas

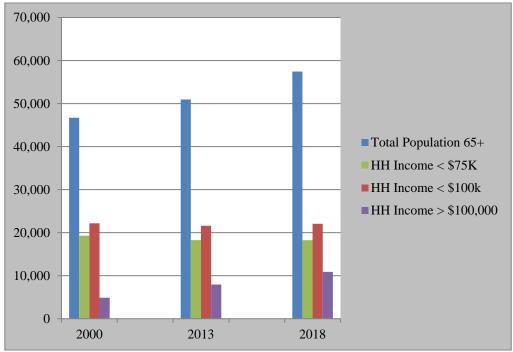
Secondary Market (Town of Oyster Bay) - The Secondary Market Area is defined as the Town of Oyster Bay for the purpose of this study. Key points are provided below about the senior population and household income within the Town of Oyster Bay, and more detailed information is provided in **Table 3.4-11** and illustrated on **Chart 3.4-3**.

- The senior population (age 65+) will continue to increase through the year 2018 and beyond. It is projected that total senior population will increase to 57,439 in 2018 which is 19.33% of overall projected population.
- Approximately 90% of senior households had incomes of less than \$100,000 in the year 2000. This percentage is expected to reduce to about 80% by 2018.



TABLE 3.4-11/CHART 3.4-3
SENIOR POPULATION AND INCOME CENSUS DATA AND PROJECTIONS
SECONDARY MARKET AREA

	2000		201	13	2018		
	Census	%	Estimate	%	Projection	%	
Age 65 and over	46,716	15.91%	50,955	17.30%	57,439	19.33%	
HH Income < \$75,000	19,296	41.64%	18,256	38.21%	18,240	35.64%	
HH Income < \$100,000	22,173	47.85%	21,588	45.18%	22,051	43.09%	
HH Income > \$100,000	4,867	10.50%	7,937	16.61%	10,887	21.27%	



Source: Neilson Claritas

Senior Housing Supply

All existing senior housing developments within the Town of Oyster Bay are listed below in **Table 3.4-12** and the "Waiting List" information is listed below in **Table 3.4-13**. Both of these tables are based on the information provided by the Town of Oyster Bay. The data indicates that currently there are a total of 1,476 senior housing units currently in the Town of Oyster Bay, out of which 694 units are located within the hamlets of Hicksville and Bethpage. Also, there are about 4,000 residents of Town of Oyster Bay listed in the waiting list, out of which 464 residents are from Hicksville and Bethpage.



TABLE 3.4-12
TOWN OF OYSTER BAY SENIOR HOUSING DEVELOPMENTS

Development	Location	#Units
Central Park Estate	Powell Ave, Bethpage	52
Sunny Lane	Central Ave, Bethpage	300
Apollo	Behind Sunny Lane, Bethpage	220
Cambridge Court	S. Oyster Bay Road, Hicksville	122
	(Primary Study Area) Subtotal	694
Woodbury Cove	Woodbury	100
Woodbury Meadows	Woodbury	114
Woodbury Gardens	Woodbury	214
County Line Villas	Massapequa	46
The Oaks	Massapequa	308
	Subtotal	782
TOTAL (Secondary S	1,476	

Source: Town of Oyster Bay

TABLE 3.4-13
SENIOR HOUSING WAITING LIST INFORMATION

Market Area	Existing Senior Housing Available	Waiting List ⁹
Primary Market (Hicksville & Bethpage)	694	464
Secondary Market (Town of Oyster Bay)	1,476	4,000

Source: Town of Oyster Bay

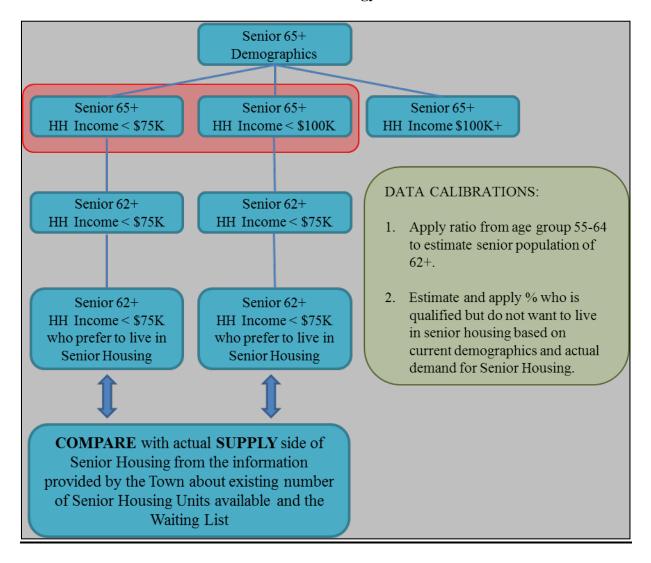
Methodology

The methodology used for this study is illustrated below in **Chart 3.4-4**. Demographic and household income data for senior population was obtained from Neilsen Claritas and calibrated to isolate the senior population who would quality for Senior Housing Development as per the qualification requirements of Town of Oyster Bay (Age 62+, Household Income that is less than \$100,000). Although each senior housing development has its specific household income range, it is noted that, *this study assumes that any household with earning less than \$100,000 would meet the eligibility requirements*.

⁹ It is assumed that only one person of a household has listed his/her name on the waiting list.



Chart 3.4-4 Methodology



Data Calibration #1

The population data obtained does not account specifically for populations in the 62 and over age group. The age cohorts utilized include 55 to 64 and 65+. For the purpose of this study, the population of seniors of age 62+ was estimated by calibrating data of the age cohort 55-64 by assuming that the population within this age interval is equally distributed (i.e. $1/10^{th}$ of the total is aged 61, 62, 63 and 64 and thus 4/10ths of the estimate is added to the 65+ estimate to account for the additional eligible persons). **Table 3.4-14** provides a summary of the data used to estimate the eligible 62+ population in 2013 and 2018.



TABLE 3.4-14
ELIGIBLE SENIOR POPULATION DATA

	Age 65+ Household		Age 55-64 Household		Data Calibration #1 Age 62+ Household	
	2013 Estimate	2018 Projection	2013 Estimate	2018 Projection	2013 Estimate	2018 Projection
Primary Market Area						
HH Income < \$75,000	4,350	4,407	1,255	1,210	4,601	4,649
HH Income < \$100,000	4,827	4,985	550	565	4,937	5,098
Secondary Market Area						
HH Income < \$75,000	18,256	18,240	5,533	5,199	19,363	19,280
HH Income < \$100,000	21,588	22,051	2,549	2,514	22,098	22,554

Data Calibration #2

It is recognized that there will be seniors who may not want or need to live in a senior housing development regardless of whether or not they would qualify based upon their age and household income. This data calibration correction was performed to account for this portion of the senior population and provide an estimate of seniors who would prefer to live in senior housing development if such were available and provided. The senior housing "Waiting List" data was obtained from Town of Oyster Bay (provided previously in **Table 3.4-13**) and is compared to the total eligible senior population in **Table 3.4-15** below in order to arrive at a factor to utilize in estimating the desirability for this type of housing. Based upon these considerations, approximately 23-25% of seniors would want to live in senior housing development if such options were available.

TABLE 3.4-15
SENIOR POPULATION AND SENIOR HOUSING WAITING LIST COMPARISON

	Existing Senior Housing Available	Waiting List ¹⁰	Age 62+ Household HH Income < 100K (2013)	% Desire for Senior Housing
Primary Market (Hicksville & Bethpage)	694	464	4,937	23.46%
Secondary Market (Town of Oyster Bay)	1,476	4,000	22,098	24.78%

¹⁰ It is assumed that only one person of a household has listed his/her name on the waiting list.



Senior Housing Demand and Analysis

Current and future demand for senior housing is calculated and tabulated below in **Table 3.4-16**. Demand was calculated by applying the percentage derived by Data Calibration #2 shown in **Table 3.4-15**. From this, the shortage in senior housing units is calculated and provided in **Table 3.4-17**. This analysis indicates that to meet the current demands for Town of Oyster Bay, about 4,000 additional units are needed, out of which about 464 units are needed within Hicksville and Bethpage. By 2018, additional demand for 113 units is anticipated for the Town of Oyster Bay.

TABLE 3.4-16
CURRENT AND FUTURE DEMAND FOR SENIOR HOUSING

	Age 65+ Household		Data Calibration #1 Are 62+ Household		DEMAND Data Calibration #2 Age 62+ Household that desire to live in Senior Housing Development	
	2013 Estimate	2018 Projection	2013 Estimate	2018 Projection	2013 Estimate	2018 Projection
Primary Market Area						
HH Income < \$75,000	4,350	4,407	4,601	4,649	1,079	1,091
HH Income < \$100,000	4,827	4,985	4,937	5,098	1,158	1,196
Secondary Market Area						
HH Income < \$75,000	18,256	18,240	19,363	19,280	4,798	4,778
HH Income < \$100,000	21,588	22,051	22,098	22,554	5,476	5,589

TABLE 3.4-17
PROJECTED NEED FOR ADDITIONAL SENIOR HOUSING UNITS

	Demand		Current Supply	Difference		
	2013 Estimate	2018 Projection	2013 Estimate	2013 Estimate	2018 Projection	
Primary Market	1,158	1,196	694	464	502	
Secondary Market	5,476	5,589	1,476	4,000	4,113	



Key Findings

- Senior population is expected to continue rising. By 2018, this sector of the Town's population is expected to grow to 57,439 (19.33% of total population).
- Number of households with income more than \$100,000 is expected to double to 10,887 (21.27%) by 2018 than that of in 2000. This indicates a higher affordability level and there may be demand for upscale or higher quality senior housing.
- The current number of available senior housing units is too few to meet current demand. For Town of Oyster Bay, additional 4,000 units are needed to meet current demand.
- By 2018, it is expected that a total of 4,113 senior housing units may be needed to meet the demand of Town of Oyster Bay, out of which 502 units are needed in Hicksville and Bethpage.

3.4.6 Next Generation Housing

An increasing demand for affordable rental housing in Long Island has been documented by a study titled "Long Island's Rental Housing Crisis" dated September 2013, prepared by Regional Plan Association as a part of the Long Island Affordable and Fair Housing Initiative Advisory Group. According to a 2011 poll¹¹, 31% of Long Island residents would live in an apartment, condo, or townhouse in a local downtown area. However, only 21% of Long Island population actually lives within half-mile of downtown centers and only a portion of these live in multifamily buildings. The Long Island Housing Partnership, who administers Affordable Housing Programs, does not quantify the demand for such housing.

3.4.7 Economic Development Round Table Summit

An economic development round table summit was conducted on 8/22/13 and members from a variety of agencies participated including the NYS Department of State (NYSDOS), NYS Department of Environmental Conservation (NYSDEC), Empire State Development Corporation (ESDC), Town of Oyster Bay, Nassau County Department of Public Works (DPW), Long Island Rail Road (LIRR), Nassau County Industrial Development Agency (IDA), and representatives from Town of Oyster Bay, and few members from other public and private agencies.

The purpose of this summit was to identify and discuss opportunities within Hicksville to meet regional economic development needs and to identify types of businesses and industries that might be feasible in Hicksville and for specific strategic sites under consideration. Various issues and opportunities were discussed and key discussions are noted below.

 Higher industrial vacancy rate in Hicksville may be the result of obsolete design that require large ceiling heights for automated operations since most of the existing industrial buildings were constructed prior to 1970.

¹¹ Long Island Index, "Residential Satisfaction and Downtown Development Survey: The view from Long Island and the NY Metro Area" 2011.



- A representative from Nassau County Industrial Development Agency (IDA) reported that there is "lots of interest" in properties in Hicksville area. It was also reported that a food manufacturing company which is currently based in Brooklyn was trying to relocate to Hicksville but the private agreement could not be reached after the deal negotiations. In order for the industrial area in Hicksville to stay viable, existing structures will likely need to be rehabilitated. The high price of real estate is often a barrier, particularly in a less certain economic climate and when facing potential issues, such as possible contamination, from past uses.
- The IDA offers financial incentives and can offer tax breaks in exchange for creating jobs, also gives special consideration for properties within brownfield areas (properties within a BOA study area, for example, not just a contaminated site).
- A county planner from Nassau County Department of Public Works indicated that the industrial
 areas are disappearing throughout the County since the economic downtown and yet in
 Hicksville, there is still some viable manufacturing and light industrial. Perhaps these areas
 present opportunities for similar businesses to locate in the future, given the appropriate
 conditions and community acceptance. The County expressed the desire to keep the existing
 industrial properties in the Hicksville region to maintain a viable industrial tax base.
- A representative from LIRR reported that LIRR is moving forward with an over \$100 million investment towards station improvements which will include platform replacement, elevators, escalators, PA system, waiting rooms, parking improvement, landscaping refurbishment and overall complete facelift of the train station. The project is currently in the design phase and construction is expected to begin in 2015. Anticipated construction duration is 3-4 years with anticipated construction completion sometime in 2019/2020.
- Potential need for office space for high-tech companies was expressed by the participants. On Long Island, it was reported, many of the high-tech companies are moving toward Huntington due to walkable areas containing shops and restaurants, and Hicksville has the potential to create this type of environment, especially once the LIRR makes the station improvements.
- County Planner from Nassau County Department of Public Works suggested a need for community and open space where people can gather and interact. Design elements of such public space may include a water fountain, seating areas, children's play area, and similar design features which act as a gathering place for families and for general public.

3.4.8 Interviews and Feedbacks Received from Local Realtors

Local realtors in the Hicksville area were contacted and interviewed to understand the existing commercial and residential market performance and also to understand what are the limitations and barriers in existing real estate and opportunities for future potentials. Some of the key points are are listed below.



- Hicksville is a unique location in Long Island such that it is centrally located in Nassau County and has great access to Long Island Expressway (LIE), Northern State Parkway, Seaford/Oyster Bay Expressway, and Wantagh Parkway. There is tremendous opportunity for growth in Hicksville due to its unique location and existing infrastructure.
- Hicksville industrial space rent is comparatively low for Nassau County. It varies between \$10.50 to \$12.70/ SF. Therefore, the market trend remains strong for Industrial space in Hicksville.
- Parking is a major issue with industrial tenants in Hicksville. The nearby Bethpage Business
 could attract high end users because of newer construction and upgraded spaces with
 sufficient parking.
- The properties are zoned appropriately; however, greater flexibility in the code (particularly with respect to height limitations) would incentivize new development. Creation of overlay district to allow multiple-use of the property would be beneficial.
- Traffic is a concern. Most trucks serving Hicksville industrial and retail market use LIE and then the NY SR 106 or NY SR 107. An alternate truck route connecting Hicksville directly to Seaford/Oyster Bay Expressway would present tremendous opportunity and would reduce traffic congestion on other roadways in Hicksville.
- An alternative truck route to NY SR 107 from the properties between New South Road and South Oyster Bay Road and the Long Island Expressway would provide appeal to the industrial development community.
- A shuttle service along Broadway (south of train station) would greatly improve the commuter convenience and retail market performance

3.4.9 Strategic Economic Plan for Nassau and Suffolk Counties, 2011

The Long Island Regional Economic Development Council (LIEDC) prepared and published a plan dated November 2011 titled "Strategic Economic Plan for Nassau and Suffolk Counties." This plan capitalized on the regions strengths and assets, included several recommendations and strategies for regional economic growth. Strengths and recommendations pertinent to Hicksville and eastern Nassau County area are listed below:

- A solid transportation infrastructure to build on
- Innovation and industry clusters
- Leveraging Research Institutions to Commercialize New Technologies
- An exceptional cluster of high-level research facilities
- The ground-breaking potential of Accelerate Long Island
- Strengthening the Advanced Manufacturing Base



- The development of lean and "green" manufacturing processes
- Enhance current collaborative partnerships among research facilities, university and high-tech businesses.
- Encourage improvements in manufacturing productivity.
- Support advanced technology assistance programs
- Increase education and training in "lean and green" manufacturing processes.
- Encourage young entrepreneurs
- Creating an Adequate Transportation System
- Plans for rail expansion and major traffic improvements (East side access)
- Creating Affordable Housing
- Revitalize downtowns, blighted areas and commercial centers





4.0 Summary Analysis and Findings

For the purpose of this analysis, the overall BOA Study Area has been divided into three Sub-Areas based on their land use patterns and location of potential strategic BOA sites. The Sub-Areas are depicted on **Figure 1-4** in **Section 1** and are shown in a reduced graphic at right. The acreages of the Sub-Areas are provided in Table 4-1 and it is noted that the total acreage is 346 acres, less than the DOS recommended maximum area of 500 acres for a BOA. The areas within the overall boundary which are not included in Sub-Areas are generally residential in nature (with the main exceptions being a few neighborhood businesses on Jerusalem Avenue at the western border of the BOA, several commercial uses along the south side of Old Country Road, and the LIPA property situated on Old Country Road at the corner of New South Road and Old Country Road). In addition, within the residential neighborhoods there are several institutional and utility properties (including water authority properties), none which have been identified as being in need of redevelopment or having revitalization needs.



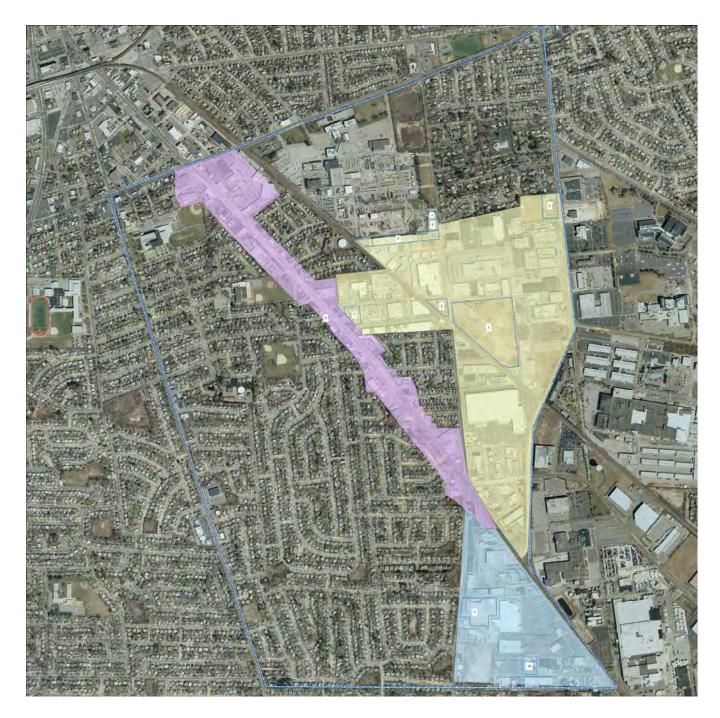
However, the adjoining residential neighborhoods are susceptible to change as a result of the activities that may occur within the Sub-Areas, and therefore remain as part of the overall BOA area.

TABLE 4-1 SOUTHEAST HICKSVILLE BOA SUB-AREAS

Sub-Area #	Sub-Area Name		Number of Parcels	Number of BOA Sites
1	New South Road, South Oyster Bay Road & Ludy Street	194	104	7
2	South Broadway	78	84	1
3	Bloomingdale Road & Lauman Lane	74	42	2
Total		346	230	10

The following sections provide brief descriptions of each of the Sub-Areas, their unique character and issues followed by opportunities identified for the Sub-Area and the individual strategic sites which are shown on the aerial photograph on the following page, as well as on **Figure 3-3**. A description of actions for redevelopment of each BOA strategic site - or for aggregated sites in the vicinity are identified. Concept sketches are provided for several areas and are included as figures following a brief discussion to explain the components of each sketch. A flow chart was developed for each concept sketch to illustrate the issues and input that was factored into the development of concept (such as public input received during the BOA process, findings from the economic and market trends analysis, surrounding land use, and environmental constraints). Potential funding mechanisms are identified where possible to include an array of governmental and quasi-governmental programs that offer incentives for private enterprises.





4.1 Sub-Area 1 - New South Road, South Oyster Bay Road and Ludy Street

Sub-Area 1 extends to properties on either side of the LIRR right-of-way, and includes nonresidential properties south of the LIPA owned facility in Hicksville, and generally south of Tudor Road. Properties that front to Ludy Street are included on the west side of the LIRR right-of-way. On the east side of the railroad, properties front generally to New South Road, South Oyster Bay Road, or are located between these two north-south thoroughfares. The greatest number of BOA strategic sites identified during this Step II Study are light-industrial zoned properties within Sub-Area 1 (7 BOA sites



3.2.2 (based upon the database research and analysis contained in the Area-wide Environmental Assessment)¹. Many of the identified issues have been cleaned up to the required standards and based upon available information are not expected to be a major obstacle in redevelopment of the sites. There are cases such as the site identified as 800 South Oyster Bay Road where the databases do not indicate any known contamination issues, but due to proximity to past aerospace industry uses in the vicinity, further investigation in the form of a site specific Phase I ESA is recommended for any redevelopment sites. The map below shows the buildings utilized by Grumman during the height of the aerospace and military production in Bethpage and Hicksville. In addition to the buildings shown below, many buildings in the vicinity were utilized by subcontractors to Grumman and thus, may also have issues with respect to contamination even if not reported or documented to date.



In the case of the Superfund site located at 125 New South Road, the clean-up is under both USEPA and NYSDEC supervision and is moving forward. This property will be cleaned up to an industrial standard, so that reuse of the property will be restricted to some degree. For example, institutional controls will not allow the property to be used for residential purposes.

The Sub-Area, highlighted in the image at right, is characterized by a collection of non-residentially used parcels which are generally south of the LIPA property which maintains frontage on Old Country Road. The Sub-Area extends to South Oyster Bay Road, and is in proximity to the former Grumman complex. Many of the buildings within this Sub-Area were constructed in the late 1950s and 1960s and serviced, either directly or indirectly, the activities occurring at Grumman. Along the LIRR right-of-way, several of the properties, including 96 New South Road and the Hooker Chemical/RUCO Polymer site, had rail spurs to bring in materials and substances used in the fabrication or processing of products. Given the age of many of the buildings in the Sub-Area, they have generally reached the



¹ The Area-wide Environmental Assessment (AEA) was completed in July 2014 and provided as a separate document to the Town of Oyster Bay and NYSDOS; the assessment was used as a reference in completing this Step II study.



end of their former useful life for manufacturing or distribution uses – and most buildings are designed in a manner which do not meet current modern warehousing or manufacturing needs. Many buildings have been internally subdivided into spaces which serve multi-tenants, and the tenants represent a wide range of small office, retail, service commercial, and automotive-related uses. As a result, many of these marginal buildings are being used by small businesses that benefit from the reduced rents typical of these older spaces. In some instances, such as at 96 New South Road, the building itself does not appear to be in use, but automotive dealers use the parking lots for storage – the accessory parking areas may be the only locations which can be used at this time.

The overall traffic pattern in the Sub-Area is somewhat disjointed, in that roads that serve the nonresidential areas that appear to have extended from New South Road to South Oyster Bay Road have been dead-ended into a series of cul-de-sacs. Examples include Karin Lane and Kalda Lane. Old paper roads are now used as driveways to service the properties in the Sub-Area. One area, to the south of the new Sleepys' distribution center, was a former planned residential neighborhood. Along Washington Parkway, which connects to Hazel Street, one can observe the remnants of what was to be a landscaped median for a residential neighborhood; and where at least one Cape Cod style home was constructed. It has now evolved into a location for nonresidential businesses – the small lots, originally intended for single-family dwellings, now exhibit an over-intensity of commercial use where the activities associated with the businesses have been observed "overflowing" into the streets. The lack of adequate parking becomes evident in these areas. The area exhibits other "disconnections" in that there is not any organized parking, or physical connections (either motorized or non-motorized) between sites and truck routes, and no logical scheme for loading and unloading areas. The Sub-Area is separated by the LIRR right-of-way, and there are poor connections between New South Road and South Oyster Bay Road to the east and South Broadway to the west, which reportedly leads to the illegal use of residential neighborhood roads by truck traffic. In many cases, existing buildings exceed current coverage restrictions for the LI zoning district which regulates the uses allowed in this Sub-Area, and properties do not meet the required parking space standards for the zone. Because the Town's zoning regulations do not appear to restrict impervious coverage, these properties are devoid of the customary landscape amenities that are observed within more modern commercial parks, which are intended to meet a variety of purposes including screening from adjoining properties and viewsheds, and as an enhancement to a property's marketability. There is limited to no organized signage that is prevalent in many neighboring industrial parks where visually appealing signage identifies those businesses which are present; uniform design of directional signage is also lacking, to indicate where these businesses can be found.

4.2 Sub-Area 1 Opportunities

BOA Site #1: Planned Business Park Concept

Redevelopment of the former Hooker Chemical Site and Adjacent Site

Address: 125 New South Road.

This concept envisions a planned business park redevelopment on the former Hooker Chemical site and adjoining property and is illustrated on **Figure 4-1**. The conceptual plan incorporates the adjoining property to the east as an important means of providing access from South Oyster Bay Road at the already signalized intersection of Enterprise Place/Aerospace Boulevard and South Oyster Bay Road.



The layout focuses attention on key features of a business park such as 100-foot wide front yard setbacks to allow wide front lawn areas of at least 50-foot in width, consolidated loading and unloading areas, an outdoor open area for employee benefit (for breaks or lunch, reading a book, etc.) and coordinated building design and signage. As envisioned, the truck access for loading and unloading activities would be fed through the internal roadways to avoid the trucks backing in to the major roadways. The wide front lawn area would also incorporate sidewalks, street trees, and other streetscaping elements and improve the overall visual quality of the area. As illustrated on the Figure, input received from the public and interagency meetings were key elements in maintaining the industrial use for the area, while focusing on high quality design and aesthetics. The importance of introducing green space and vegetation to these sites cannot be underestimated – plants and soils filter pollutants in stormwater runoff, sequester carbon and control greenhouse gas emissions, take in air pollutants, and can reduce temperatures in urban heat islands, providing a significant public health benefit to the community.

This concept supports many of the communities goals and objectives for redevelopment of brownfield sites, providing alternate truck route to alleviate truck traffic through residential neighborhoods and on South Broadway, improves aesthetics and creates open space/green areas, and encourages compact building design. This concept was very well received (70% indicating support for the ideas, 16% of respondents not in support. and 14% remaining neutral²).

In the redevelopment of this site and adjacent property, New York State or federal funding could be obtained to support public ingress and egress to the proposed business park. The funding can be used for road improvements and drainage, traffic flow and connections, and for streetscape design. Funding is also available to both public and private entities under the NYS Environmental Facilities Corporation Green Innovation Grant Program to address stormwater issues. An incentive package can be assembled for companies interested in moving to or starting up businesses at this location. These incentives can be derived primarily from both Nassau County Industrial Development Agency (IDA) and the Empire State Development Corporation funding in the form of tax exempt financing; real property tax abatements; wage, investment, research and development credits; sales and use tax exemptions relative to purchases of equipment and machinery; low interest loans; and on-the-job-training assistance.

² Note that the statistics cited in this section are based upon a community survey and input received at the 2nd Public Open House described in Section 2.

Superfund Site; Clean-up Standards for non-residential use

> Economic Development Roundtable

LIREDC Strategic Plan for Nassau & Suffolk County

PLANNED **BUSINESS PARK CONCEPT**

70% Support 14% Neutral 16% Not Support Improve Truck Access for Local Road & Highways

- Potential Funding:
 US EDA CEDS
- ESDC Grant Fund
- NYS DOT









Figure 4-1 DEPARTMENT OF STATE



BOA Site #2: High-Tech Office Concept

Redevelopment of Underutilized Site Address: 120 New South Road

The site is located on the west side of New South Road along the north and east side of the LIRR right-of-way across from Commerce Place. The property is triangular in shape and is currently being used for outdoor storage and was previously used for construction and demolition debris dumping (a non-conforming use). There is also a history of petroleum contaminated soil stored on the site in the mid 1990s and the DEC required sampling at the time the piles were removed. Based upon an interview with the DEC, there is an outstanding agency request for soil sampling; however, it was not believed that contamination, if it still exists on the site, would pose a major obstacle to redevelopment.

Under the present zoning, this site has potential to be redeveloped with a high-tech office building. The conceptual sketch is provided as **Figure 4-2** and shows an approximately 27,000 SF 3-story office building with 125 parking stalls. The site access is provided across from Commerce Place and site features include an outdoor employee amenity area along with two stormwater management ponds that could also be designed in accordance with NYSDEC best management green practices. A potential future access easement is also shown to the adjoining property to the north.

This concept supports many of the community's goals and objectives for redevelopment of underutilized sites in that it removes a nuisance use and creates a conforming use, improves aesthetics, introduces landscaping and sustainable stormwater design, and encourages compact building design.

The Town has received many complaints regarding the use and condition of the property, which may be the reason for the high level of support for the concept, which was over 74% in favor of this type of redevelopment on the property (13% indicated that they would likely not support the concept because it will have negative impact on traffic and specifically due to the potential for traffic cutting through the residential block on 9th Street to reach the site from Broadway; 13% were neutral).

New York State or federal funding could be obtained to support public ingress and egress to the proposed office complex. The funding can be used for road improvements and drainage, and for streetscape design. Funding is also available to both public and private entities under the NYS Environmental Facilities Corporation Green Innovation Grant Program to address stormwater issues. Funding from New York State sources could be used to pay for part of the cost for site remediation (if required) and tax credits are available if the property is accepted into the New York State Brownfields Program. An incentive package can be assembled for companies interested in moving to or starting up businesses at this location. These incentives can be derived primarily from both Nassau County IDA and Empire State Development Corporation funding in the form of tax exempt financing; real property tax abatements; wage, investment, research and development credits; sales and use tax exemptions relative to purchases of equipment and machinery; low interest loans; and on-the-job-training assistance.

Complaints from **Community Residents**

Economic and Market Trends Analysis

Existing Site constraints related to location and zoning

HIGH-TECH OFFICE **CONCEPT**

74% Support

13% Neutral 13% Not Support Potential Funding:

Public and Private

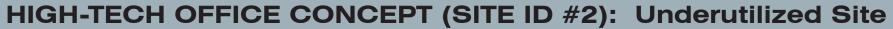
Collaboration

- NYS DEC
- US EDA CEDS ESDC Grant Fund











BOA Sites #3 & #4: Extension of Green Space

Addresses: 88 and 92 New South Road

These two properties are 0.32 acres and 0.53 acres, respectively, and are developed with pre-existing non-conforming uses within a Light Industry zoning district. The properties provide a poor transitional

use between the residential neighborhood across the street and to the northeast and the industrial uses to the south and offer an opportunity to improve this gateway to this Sub-Area as it redevelops. The redevelopment potential for any productive light industrial use is impractical due to the small lot sizes and proximity to the existing single family residential development across the street. Contiguous to, and north of these properties is a manicured lawn area which is part of the larger complex owned by LIPA and used by PSE&G. Although not public land, this lawn area is important to the community (both aesthetically and as informal passive recreational area). The two small properties at 88 and 92 New South Road would provide a logical extension of the green space as illustrated at right. This would improve the visual quality of New South Road and also provide transitional buffer between the operation and **PSEG** the existing residential development to the west.



To create a park or open space area, the municipality or other organization would need to acquire the property and demolish the existing structures located there. There are options for its use, which could range from seeding the property and allowing it to revert to natural open space to creating a passive park with improvements such as walkways, benches and more formal landscaping. In either instance, the sidewalk would need to be continued and street trees installed. It is noted that this location is important from the standpoint of providing a better transition between the neighborhood to the northeast and east, and although the community has expressed that they are in need of recreational fields and playgrounds, this location is not recommended for active recreational fields given its limited size and location.

To fund the project, the municipality could seek funding through the New York State Office of Parks, Recreation and Historic Preservation in various stages for property acquisition, and parks development. At one time, funding could be obtained through the New York State Department of Environmental Conservation for open space funding. The municipality could seek such funding if new funding is appropriated to the program.

BOA Sites #3 & #4 Alternative: Redevelopment Plan with BOA Site 5

An alternative reuse of the properties at 88 and 92 New South Road involves providing additional area for parking and landscaping if included as part of the redevelopment of 96 New South Road site. This was illustrated on the zoning alternative figure provided in Section 3.3.1 (see **Figure 3-2D**) and discussed as it relates to Site #5 in the next section.



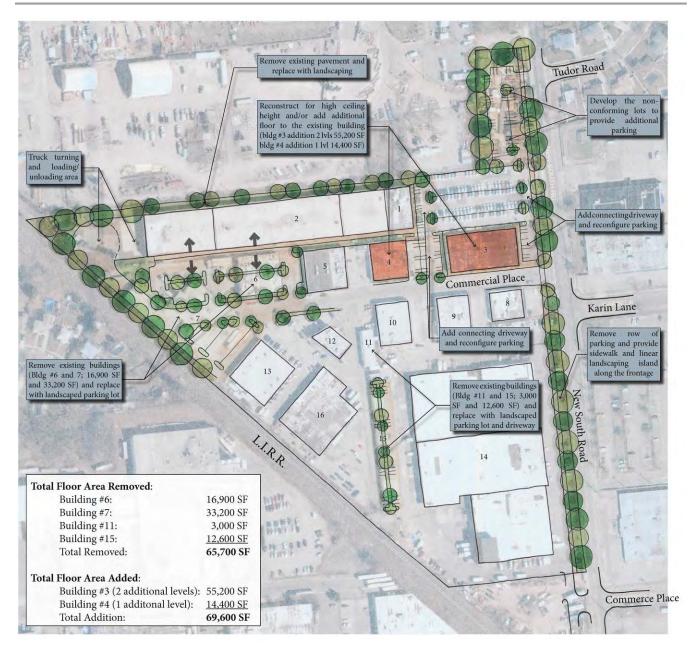
BOA Site #5: Site Redevelopment Concept (prepared through zoning analysis)
Address: 96 New South Road and properties to the south

The redevelopment of Site #5 faces obstacles related to its long and narrow configuration. This site is developed with a large industrial warehouse building with ancillary office space. The building coverage appears to exceed the maximum allowable building coverage for the LI zoning district and cannot meet parking space requirements, even if reconstruction proposed the same amount of building floor area as part of a multi-story buildings (and thus freeing up ground space for parking and landscaping). The building has remained vacant for many years, and yet the opportunity for an attractive and coordinated design is truly only possible when redeveloped in concert with the adjacent property or properties.

As part of the Step II Study, the redevelopment of Site #5 was considered in the context of an overall redevelopment of the Hicksville Commercial Park to the south in two alternative concept plans (one with and one without Site #s 3 and 4). These conceptual redevelopments were explored in **Section 3.3**, (see **Figures 3-2C** and **3-2D**) to show how redevelopment could possibly occur if incentives were introduced to allow reconfiguration of the commercial park through construction of multistory buildings to replace a limited number of pre-existing one story buildings. In both redevelopment concepts, floor area is increased only slightly as an incentive for redevelopment and the available parking is increased with improved design. However, parking would still not meet the required minimum number as per the current code.

The following graphic (an excerpt of Figure 3-2D) illustrates the alternative which includes Sites 3, 4 and 6 within the Hicksville Commercial Park. A new entrance to the 96 New South Road building could be installed, with connections between the sites and additional shared parking provided within the overall commercial complex. While requiring the demolition of several buildings, the concept includes reuse of the majority of the existing buildings, including the warehouse at 96 New South Road, the elimination of two nonconforming uses which have been a source of many complaints and enforcement actions by the Town over the years, and addition of a new multistory building to accommodate those uses displaced by the removal of buildings.





In order to encourage this type of coordinated redevelopment, the Town may wish to provide flexibility in zoning, especially for large redevelopment projects. Such flexibility could vary dependent upon the size of the property or properties (i.e. providing separate standards for properties under 2 acres, for between 2 and 10 acres and for aggregated properties with 10 or more acres for example). The benefit to the applicant would be the flexibility to create new leasable space to meet needs of modern businesses, and a means of getting the same area of leasable space in a more attractive setting, thereby increasing the value of the space. In addition, new construction could be eligible for tax exemptions and abatements as discussed below. Flexibility in zoning could include permitting a reduced parking space requirements. In addition the construction of newer buildings would allow design to meet higher ceiling heights now required for modern light industrial and warehouse uses. The zoning code for the LI zoning district already allows 3-story/45-foot tall buildings, which can be flexible space on all floors, or with



warehouse/storage space that can accommodate modern vertical racking systems. The redevelopment of a large parcel could allow for coordinated truck access, organized parking, with opportunities for outdoor employee amenity areas and landscaping/stormwater management.

In return, the Town could require certain community and site improvements to improve the aesthetic environment (pedestrian scale lighting, improved signage, street trees, landscape buffers, architectural design features) and increase access to transit and improve mobility (continuous sidewalks, pedestrian crossings, access to transit stops and shared parking). In the long term, redevelopment would be expected to result in increased jobs within the community, and fiscal benefits including local expenditures by the increase workforce, and tax generation.

An incentive package can be assembled for companies interested in moving to or starting up businesses at this location. These incentives can be derived primarily from both the Nassau County IDA and New York State funding in the form of tax exempt financing; real property tax abatements; wage, investment, research and development credits; sales and use tax exemptions relative to purchases of equipment and machinery; low interest loans; and on-the-job-training assistance.

BOA Site #6: Address: 800 South Oyster Bay Road

This property is located on the west side of South Oyster Bay Road and is an office building that has been vacant for at least 6 years. The property has no known contamination issues, however is an old somewhat deteriorated building. The site is large enough to provide sufficient parking for an office or other conforming use. It is also recommended that the property be considered for day care, as the adjoining neighborhood park could provide the necessary outdoor space for this type of use.

An incentive package can be assembled for companies interested in moving to or starting up businesses at this location. These incentives can be derived primarily from both Nassau County and New York State funding in the form of tax exempt financing; real property tax abatements; wage, investment, research and development credits; sales and use tax exemptions relative to purchases of equipment and machinery; low interest loans; and on-the-job-training assistance.

BOA Site #7: Address: 27 Ludy Street

27 Ludy Street is fully developed with a warehouse building and has limited parking. The level of development that exists on the site exceeds coverage permitted under the current zoning and thus the barrier to redevelopment in this case is the limits of the zoning code. If demolished and a new building constructed, less leasable floor area would be possible. The challenge in promoting redevelopment of a property like this one (and others identified through the course of this study) is the fact that the current development exceeds the allowable coverage permitted by zoning. Thus there is no economic incentive to build a modern structure to meet today's needs.

The zoning analysis performed as part of this Step II Study identified zoning restrictions as a major barrier to redevelopment. In the case of industrial warehouse spaces, flexibility in zoning could include permitting a lower parking requirement based upon a study of actual parking usage at similar facilities.



With creativity, there is potential for adaptive reuse (as is happening in many of the older industrial buildings in the study area), or the building may be used again in the future for warehousing/distribution. There are no known contamination issues. Changes to the zoning code could provide a provision to allow the same floor area as exists, but in a two or three story building, as permitted under the LI District with commensurate relaxation in parking requirements, as long as nearby on street parking and/or shared parking opportunities exist nearby.

An incentive package can be assembled for companies interested in moving to or starting up businesses at this location. These incentives can be derived primarily from both Nassau County IDA and New York State funding in the form of tax exempt financing; real property tax abatements; wage, investment, research and development credits; sales and use tax exemptions relative to purchases of equipment and machinery; low interest loans; and on-the-job-training assistance.

4.3 Sub-Area 1 - General Findings and Recommendations

Improve Linkages and Connections for Trucks

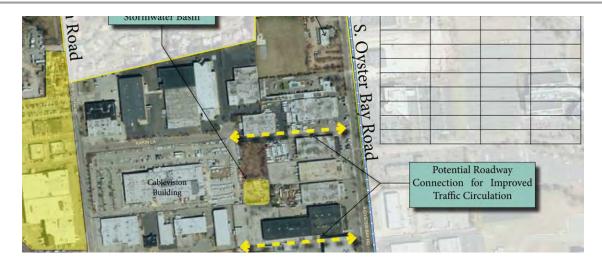
There are several industrial and heavy commercial properties between South Oyster Bay Road and New South Road north of the railroad tracks. However, there is no eastwest connection between South Oyster Bay Road and New South Road. Exiting New South Road to the south to travel north to the access the expressway requires turning at a "V-shaped" intersection (see photo at right which illustrates the acute angle at New South Road and South Broadway). Turning movements are difficult for tractor trailers to maneuver safely without crossing into opposing traffic or rear wheels crossing over Alternatively, trucks can the curb lines. access Broadway via a signalized intersection of New South Road and Old Country Road to the north.

Opportunities exist to improve the linkage between New South Road and South Oyster Bay Road by providing one or more new



access road connections. One option is to extend Commercial Place and connect it to South Oyster Bay Road. Based on available GIS data, the separation between the existing industrial buildings along South Oyster Bay Road is approximately 32 feet which could provide a suitable width for a driveway (which would need to be evaluated to determine if two way traffic would be feasible). An alternative option to explore would be to extend Karin Lane east – building configurations must be evaluated to assess whether a driveway is feasible in this location.





It is expected that the general traffic pattern in the area would benefit tremendously from such linkages including for passenger car traffic. Currently, the residential neighborhood located between New South Road and South Oyster Bay Road, south of Old Country Road experiences "cut-through" traffic which creates unsafe environment for the residents and families of the neighborhood. As a result, some of the roadways were blocked. While further study would be required, it is anticipated that once a proper linkage is available between New South Road and South Oyster Bay Road, there would be less congestion at the South Oyster Bay Road intersection at South Broadway and New South Road intersection at Broadway. Also, this would create a safer environment in the residential neighborhood by providing drivers an option for direct travel path instead of short cutting through local residential streets.

Based upon the survey results, 64% of the respondents indicated that they would either definitely or likely support this concept and 32% of the public indicated that they would definitely or likely not support this concept with 14% of respondents were neutral.

New York State or federal funding could be obtained to support new roadway connections. The funding can be used for road improvements and drainage, traffic flow and connections, and for streetscape design.

Alternate Truck Route

Most trucks serving the Hicksville industrial and retail markets use the Long Island Expressway (LIE) and NYS 106 or 107. An alternate truck route connecting Hicksville directly to the Seaford/Oyster Bay Expressway (I-135) would present a tremendous opportunity and reduce traffic congestion and the volume of trucks on other roadways in Hicksville. The following graphic illustrates a possible alternate truck route connecting South Oyster Bay Road to I-135 via Aerospace Boulevard through Cherry Avenue. Further investigation pertaining to roadway capacity analysis, design, turning radius will be required to evaluate the feasibility of this alternate truck route.

New York State or federal funding could be obtained to support public ingress and egress to the proposed business park. The funding can be used for road improvements and drainage, traffic flow and connections, and for streetscape design. A project of this magnitude would first require a traffic study which could be funding under existing traffic and highway transportation funding sources.







4.4 Sub-Area 2 - South Broadway

Sub-Area 2 extends along South Broadway from Old Country Road to the north, to Louis Street towards the southern boundary of the Study Area. South Broadway is a State road (NYS 107) that supports commercial businesses on both the east and west sides of the highway within the BOA area. Businesses consist mostly of retail service establishments and in recent years there has been a trend towards East Asian businesses including food markets. restaurants, clothing stores and specialty personal services³. Despite the growing success of this new niche market, there are still many vacant stores in the area. Based upon the Step II analysis, it was concluded that the physical landscape of the area is contributing to the failure of at least some of the establishments along the corridor. Parking,



pedestrian access, and aesthetics is an impediment that needs to be addressed. Although the Brownfield Opportunity Area focuses on abandoned, underutilized and contaminated properties, there was enough of an emphasis on vacancies along South Broadway which were contributing to blighted conditions during the process, that that team wished to help achieve the public's vision for a more attractive and safe community and thus sought to identify opportunities for improving the streetscape environment in the Step II Nomination.

³ Additional land uses found along South Broadway are discussed in detail in Section 3.3.1.



4.5 Sub-Area 2 Opportunities

Street Beautification and Improve Pedestrian Safety

There are several opportunities for street beautification, and opportunities to improve pedestrian safety along S. Broadway as illustrated on **Figure 4-3**. The existing roadway is in need of resurfacing, and requires wider sidewalks, improved street lighting, and safe pedestrian crossing at several locations as identified in the figure. The installation of a landscaped median is encouraged wherever possible. Façade improvements are also encouraged for several existing properties including coordinate design features such as common signage, coordinated colors and use of exterior building material and improved landscaping along the perimeter of the parking lot.

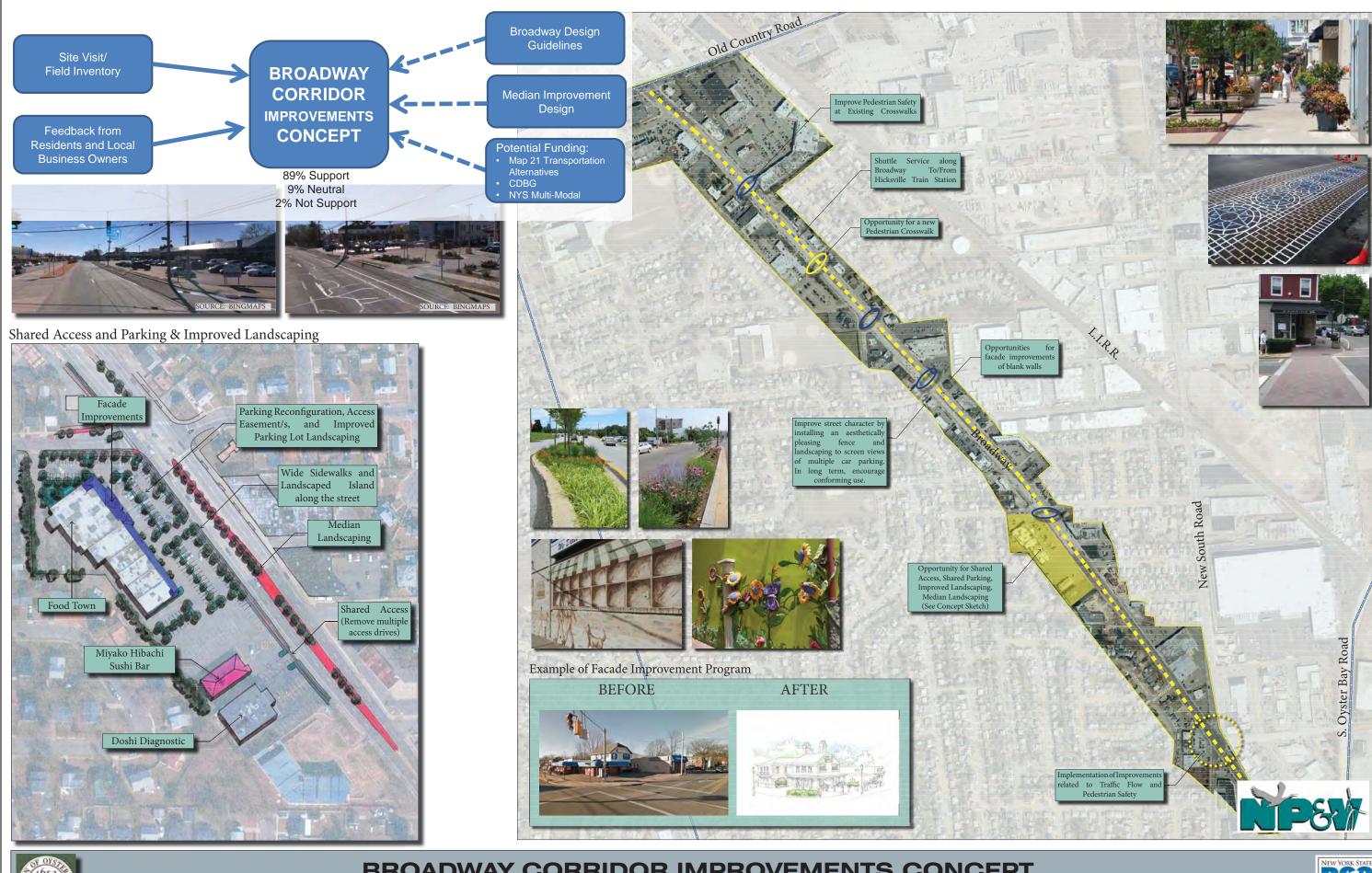
Shared Access, Shared Parking, and Improved Landscaping

Most of the properties along Broadway maintain separate curb cuts and some have multiple curb cuts for a single shopping center. Because each curb cut represents a location where conflicts occur (motor vehicle accidents as well as pedestrian incidents), an effort should be made to reduce the number of curb cuts. particularly where adjacent uses can benefit from shared parking. evaluation of an existing development along Broadway south of Lewis Street is presented in the graphic here which involves the Food Town shopping center, and the adjacent properties developed with Miyako Hibachi Sushi Bar and Doshi Diagnostic. Currently, there are six curbcuts along Broadway and two curb-cuts along Lewis Street which serve these sites. The conceptual sketch illustrates how the parking lots for these sites could be redesigned to remove three curb-cuts along Broadway and one curb-cut along Lewis Street and provide parking improvements and increased landscaping.



With respect to the overall improvements along Broadway, 89% of the public indicated that they would support the ideas presented, 2% of the public indicated that they would not support the ideas and 9% remained neutral.

Governmental grant funding can be used for traffic flow, streetscape improvements, parking, and façade improvements.









BOA Site #8: Address: 7 Rave Street (southwest c/o Rave Street and South Oyster Bay Road)

The site is a very small (0.1 acre) lot located on the west side of South Broadway (NYS 107) and is a non-conforming use. The site is occupied by a car window tinting business. The owner of the subject property also owns the house located adjacent and to the west of the window tinting business. During the Step I process there were many concerns from the public about the use of the site, and how vehicles are stored on the site. Although there may have been code issues concerning the storage, the real issue is aesthetics, and how this can be improved given the pre-existing non-conforming use of the property. The aesthetics can be improved with fencing to buffer the views of parked cars from South Broadway. However, in the long term, a conforming use of the property would be preferred by the community.

4.6 Sub-Area 3 - Bloomingdale Road and Lauman Lane

This Sub-Area encompasses properties located the side on east Bloomingdale Road south of the street's intersection with South Broadway. The Sub-Area includes the former Bradco Supply property, which is presently vacant, and properties to the north which are in commercial use. The properties to the north of the Bradco Supply Company have shallow lot depth, and were constructed generally in the early 1960s. existing nonresidential buildings are obsolete, and there is insufficient lot necessary accommodate area to required parking for employees and The lots appear to be undersized relative to the intensity of commercial activities, and the existing parking lot design encourages vehicles to back-up on Bloomingdale Road. In Sub-Area addition. includes



properties on Lauman Lane, an established industrial area accessed via South Broadway. 140 Lauman Lane, a property developed with a large industrial building which has been at least partially vacant since 2008, is included as a BOA site, in that it exemplifies the constraints the Town code and past development have on redevelopment to meet today's needs.



4.7 Sub-Area 3 Opportunities

BOA Site #9: Senior Housing or Next Generation Housing Concept

Former Bradco Supply Site and additional industrial properties to the north

Address: 85 Bloomingdale Road

Based on community input and an evaluation of potential alternative land uses, a conceptual sketch has been developed for a potential multi-family development incorporating a mix of senior and/or next generation housing which is provided as **Figure 4-4**. These sites adjoins a residential neighborhood immediately to the west, and the multi-family housing will provide a better transitional use to the commercial corridor to the east through redevelopment.

Through the participation process, the community favors redevelopment of this site for senior housing, next generation housing, or a mix of the two age segments. The concept plan illustrates how 150 units could be accommodated on the aggregated 10 acres of land and include amenities such as a club house and wide buffer along the eastern boundary to accommodate a sound wall if deemed necessary.

Some members of the community have expressed that the market should dictate what age segment is allowed, or construct residential multifamily residential development that is not age-restricted. The public prefers low-rise two story buildings, and no more than 150 dwelling units. The primary concern with any development in this vicinity is the ability to accommodate traffic, especially at the Broadway/Bloomingdale Road intersection. The proposed multifamily development would be in close proximity to commercial and retail uses along Broadway, and pedestrian connections could provide convenient access to Broadway and reduce vehicular trips. Many in the community would favor inclusion of an additional parcel to the east which fronts to South Broadway, to require traffic to access the development from Broadway only. Alternatively, access on Bloomingdale Road could be limited to one-way in, or one-way out, depending on the feasibility of that design based on traffic impact studies.

Except for the Bradco site, properties in the Sub-Area include buildings which appear to be fully occupied. If the area was to be redeveloped, it is likely that it would occur first on the Bradco site. Any development could be phased in a manner where development on the Bradco site is laid out so that interconnections with additional properties could occur. Alternatively, the Town could wait for a single developer to obtain control of all relevant properties, to construct a single cohesive project.

Senior Housing Needs
Assessment
2018 Projection:
Hicksville – 502 Units
TOB – 4,113 Units

Lack of Available Multi-Family Zoned Properties

Existing Site Location/ Transitional Use SENIOR &
NEXT
GENERATION
HOUSING
CONCEPT

59% Support 15% Neutral 26% Not Support Rezoning to allow Multi-Family

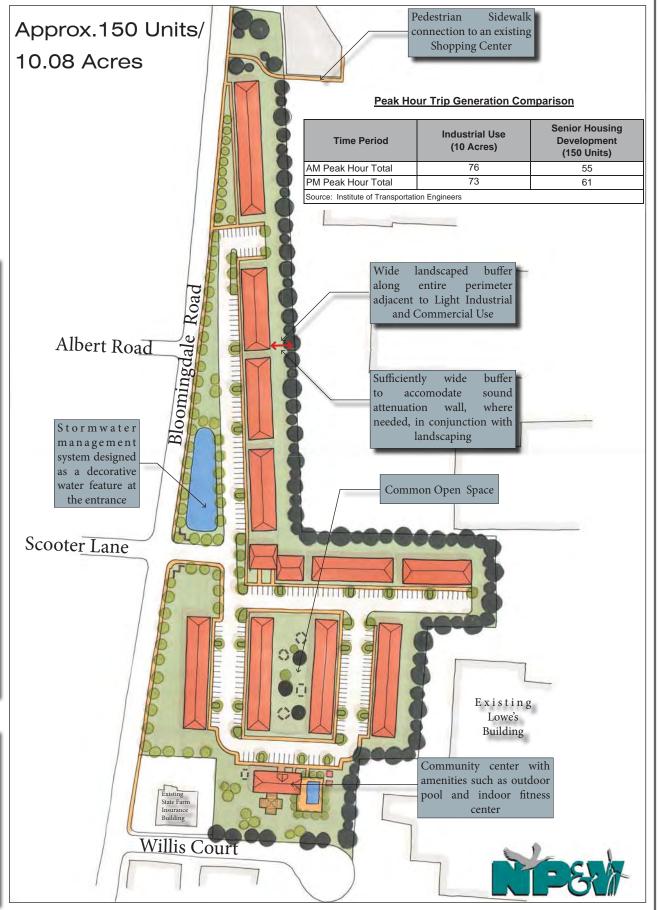
Potential Funding:NYS DEC Brownfield Clean-up Program



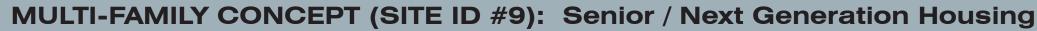


Photograph of existing Senior Housing in Oyster Bay













To implement the concept, the Town Board would need to consider rezoning the property to allow the applicable use – multifamily development is not allowed in the LI zoning district, however, as the property is contiguous to residential properties and would provide a better transitional use between the residences to the west and commercial corridor to the east, the rezoning of this property and potentially additional properties along Bloomingdale Road to allow multifamily residential use is practical. The Town Board would need to consider whether to rezone the properties at this time, rendering the existing uses nonconforming, or to rezone the properties in a manner which would allow the existing uses to continue. Options for rezoning include the following:

- If the Town prefers allowing non age-restricted multifamily dwellings, rezoning the sites to RMF-16 is an option, which requires a minimum lot size of 6 acres, and a maximum density of 16 dwelling units to the acre. The RMF-16 zone allows two story buildings, consistent with community preferences.
- The sites could be rezoned to the PUD/R-30 zoning district, however, it is noted that the
 code's minimum acreage requirement would not be met and would need to be reduced to 10
 acres.
- A new zoning district could be created, which would be comparable to the PUD/R-30, but could be established at a density of fifteen units per acre, creating a PUD/R-15 zone, with a minimum lot size of 10 acres to qualify.
- With the PUD options, the zoning provisions could indicate that the LI district requirements will apply until such time that PUD is approved by the Town Board, acting similar to a zoning overlay. This would allow the existing uses to continue as conforming uses.
- In any method of rezoning, the Town's regulations should indicate that setbacks be established in accordance with any planning study which may be adopted by the Town Board, including brownfield opportunity study areas. In this manner, minimum setbacks will be established to ensure that a sufficient landscape buffer is provided between the new residential dwellings and adjoining commercial uses on Broadway. Further, to reduce vehicular activity, community members have recommended that all senior housing developments be required to contribute to the operation of a jitney service, which would ferry senior to and from major destinations. Sharing the cost would render the jitney service feasible.

The concept for this area envisions that the rezoning would not only apply to the Bradco site, but would be extended to encompass additional adjacent properties to the north that are under separate ownership. As a result, any proposed zoning in this area would not constitute spot zoning, which might otherwise be a concern. Further, even if the Bradco site is the only site rezoned initially, the fact that this BOA Nomination recommends rezoning adjoining sites in the long-term provides consistency in use along the east side of Bloomingdale Road (and would not constitute spot zoning). Lastly, zoning individual properties is permissible and not considered spot zoning as long as it has been part of a comprehensive land use evaluation and planning process – in this instance, the Bradco site is not being considered for rezoning at the applicant's request, but as the outcome of a comprehensive planning process.

This concept has a reasonable level of support, with 59% supporting and 15% neutral. However, a significant portion of the respondents (26%) indicated that they would likely or definitely not support



the concept. Based upon the comments provided, the majority of those individuals who indicated they would not support the development were primarily concerned about new traffic generated by a senior housing development. In response to this concern, a preliminary assessment was conducted to generate a comparison of trips generated by industrial development and senior housing, based upon factors published in the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITE volumes for peak hours indicate that a 150 unit senior housing development would be lower than full use of the industrial properties that exist there today as shown in **Table 4-2**.

If the Town were to move ahead with this concept, it is recommended that the Town of Oyster Bay require (or proceed with) preparation of a comprehensive Traffic Impact Study to analyze the impacts and propose mitigation if necessary. The data provided in **Table 4-2** indicates that traffic from this type of development would not vary significantly with the traffic occurring when industrial uses are filled along this block. In addition, the type of vehicles would change, from a high percentage of trucks, to a higher percentage of passenger vehicles, due to the nature of the development.

TABLE 4-2
PEAK HOUR TRIP GENERATION COMPARISON

Time Period	Industrial Use (10 Acres)	Senior Housing Development (150 Units)		
AM Peak Hour Total	76	55		
PM Peak Hour Total	73	61		
Source: Institute of Transportation Engineers				

Grant funding may be available to pay for part any site clean-up costs from the Empire State Development Corporation as Next Generation Housing construction is a priority in the Long Island Regional Development Council's Strategic Plan if cleanup is required. Funding could be available for the study of traffic flow as well as for intersection improvements particularly at South Broadway (NYS 107) and Bloomingdale Road.

BOA Site #10: Redevelopment through zoning code incentives

Address: 140 Lauman Lane

140 Lauman Lane is developed with a warehouse building which has limited parking. The pattern of development along this block consists of buildings which occupy the majority of their respective sites (with 140 Lauman Lane occupying approximately 55% of the site based upon the GIS coverage).

The level of development that exists on the site exceeds coverage permitted under the current zoning in that the required area would need additional parking; thus the barrier to redevelopment in this case is the limits of the zoning code. If demolished and a new building constructed, less leasable floor area would be possible. The challenge in promoting redevelopment of a property like this one (and others identified through the course of this study) is the fact that the current development exceeds the allowable coverage permitted by zoning. Thus there is no economic incentive to build a modern structure to meet today's needs.



The zoning analysis performed as part of this Step II Study identified zoning restrictions as a major barrier to redevelopment. In the case of industrial warehouse spaces, flexibility in zoning could include permitting a lower parking requirement based upon a study of actual parking usage at similar facilities. With creativity, there is potential for adaptive reuse (as is happening in many of the older industrial buildings in the study area) or the building may be used again in the future for warehousing/distribution. There are no known contamination issues. Changes to the zoning code could provide a provision to allow at least the floor area as exists, but in a two or three story building, as permitted under the LI District with commensurate relaxation in parking requirements, as long as nearby on street parking and/or shared parking opportunities exist nearby.

An incentive package can be assembled for companies interested in moving to or starting up businesses at this location. These incentives can be derived primarily from both the Nassau County IDA and Empire State Development Corporation funding in the form of tax exempt financing; real property tax abatements; wage, investment, research and development credits; sales and use tax exemptions relative to purchases of equipment and machinery; low interest loans; and on-the-job-training assistance.

4.8 Funding Sources

A potential funding sources table has been prepared for this Step II Nomination and is separated into two distinct tables. **Table 4-3** provides a list of funding sources and incentive programs available for private businesses seeking to relocate to the BOA. The table also includes the New York State Brownfield Clean-Up Program. Private companies and developers can approach the Nassau County IDA and the Empire State Development Corporation in order to discuss the funding opportunities. Many of the potential funding incentives and credits may be available based on the number and types of jobs that will be created.

Table 4-4 is a list of funding sources for public projects that can support private development. As with any funding program, there may be time periods when legislatures have not appropriated funding for a particular program. It is recommended that Town federal and state aid personnel contact the appropriate agencies to discuss funding cycles, recent program priorities, amounts appropriated, and specific eligibility and priorities. New York State Member Item Funding is included as well as federal Legislative Grant funding and the Town should contact their New York State and federal representatives to access this funding. Lastly, new funding opportunities



occur quite often and these tables should be updated to reflect this.

Table 4-3 Potential Brownfield Funding Sources Funding for Businesses

#	Funding Agency	Program	Eligible Activities	Funding Amounts	Website	Contact	Comments
π	New York State Department of	New York State	Site Preparation and On-Site Groundwater Remediation Credits.	New York State tax credit varies depending on use, level of clean-up, and		Walter Parish, PE, NYS DEC, 631-444-0241,	II.
•	Environmental Conservation/New	Brownfield Clean Up	2. Tangible Property Credit Component (Redevelopment Credit).	if project is in a BOA or Economic Development Zone		wjparish@gw.dec.state.ny.us	describes the tax credits in detail:
	York State Department of Taxation		Must be accepted into the program based upon the expectation that	http://www.empire.state.ny.us/BusinessPrograms/BrownfieldCleanup.ht		J. J. L. S. L. S. L. L. L. S. L.	http://www.dec.ny.gov/chemical/45734.ht
	& Finance		a pollution issue exists at the site.	ml			ml#post_June
_							
2	Nassau County Industrial	Taxes & Incentives	Relocating or Starting a Business in Nassau County	Incentives: 1. Real Estate Tax Exemptions, 2. Sales and Use Tax	-	Nick Terzulli, nterzulli@nassauida.org	For details of the incentives:
	Development Agency			Exemptions, 3. Mortgage Recording Tax Exemption, 4. Tax Exempt	ic/Advantages-Incentives		http://www.nassauida.org/Public/Page/File
				Financing:			s/13_NassauCountyFinancialIncentivesEx
3	Empire State Development	Taxes & Incentives	Relocating, Starting or Expanding a Business in New York State	1.Investment Tax Credit, 2. Lower Corporate Tax for Manufacturers,	http://www.empire.state.ny.us/	Andrea Lohneiss or Barry Greenspan, ESDC	
	Corporation			3.Real Property Tax Abatement, 4. Research & Development Tax Credit,	BusinessPrograms/Taxes_Ince	Long Island Region, 631-435-0717	package between the Town IDA and NYS
				5. Sales Tax Exemptions	ntives.html		ESDC
1	Empire State Development	Excelsion John Program	Job creation, Job Retention and Significant Capital Investment (On-	Tay and Wage credits based on new jobs created and include the	http://www.empire.state.ny.us/	Andrea Lohneiss or Barry Greenspan, ESDC	Eligibility determination based on number
_	Corporation	Exectsion 3003 1 Togram		following: 6.85% wage credit per new job created, 2% Investment Tax	1	Long Island Region, 631-435-0717	of job created in each eligible field per the
	Corporation			Credit, 3% Research & Development Tax Credit, and Real Property Tax	ior/06272013_ExcelsiorJobsPr	Long Island Region, 651 455 6717	following:
				credit	ogramOverview.pdf		http://www.empire.state.ny.us/BusinessPr
							ograms/Excelsion html
5		Empire State		20% grant funding/80% other investment for the following: Acquisition		Andrea Lohneiss or Barry Greenspan, ESDC	
	Corporation	Development Grant		or leasing of land, buildings, machinery and/or equipment; Acquisition of existing business and/or assets; Demolition and environmental		Long Island Region, 631-435-0717	is available once a year usually after April
		Funds	Infrastructure Investment, & 3. Economic Growth Investment.	remediation; New construction, renovation or leasehold improvements;	13/new- available_resources_2013.pdf		1.
				Acquisition of furniture and fixtures; Soft costs of up to twenty-five	available resources 2013.pdf		
				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.			
				apgradus, etc.			
6	Empire State Development	New York State		2:1 funding share: Incubators: \$125,000 annually for operations. Hot		Andrea Lohneiss or Barry Greenspan, ESDC	Consolidated Funding Application period
	Corporation	Business Incubator and	_	Spots: 250,000 annually. Hot Spots businesses must be affiliated with		Long Island Region, 631-435-0717	is available once a year usually after April
		Innovation Hot Spot	Hot Spot for start-up companies	colleges, universities and independent research institutions and the	13/new-		1.
		Support Program		incubators within the hot spots are also eligible for significant State	available_resources_2013.pdf		
				income and sales tax benefits for 5 years.			
7	Empire State Development	ESD Strategic Planning	For economic and employment opportunities and stimulating	\$100,000 maximum grants, 50% match and at least 10% cash equity.	http://regionalcouncils.ny.gov/s	Andrea Lohneiss or Barry Greenspan, ESDC	Consolidated Funding Application period
	Corporation	and Feasibility Studies		Studies, surveys or reports, and feasibility studies and preliminary		Long Island Region, 631-435-0717	is available once a year usually after April
	-	•		planning studies to assess a	13/new-		1.
			Planning. Eligible Applicants thru the CFA include: Municipalities,	particular site or sites or facility or facilities for any economic	available resources 2013.pdf		
				development purpose other than residential, though mixed-use facilities			
			Development Organizations.	with a residential component are allowed.			
8	Empire State Development	Job Development	Loans for the growth of manufacturing industry and other	Loans for 40% of the total project cost and 60% in an economically	http://www.esd.ny.gov/Busines	Andrea Lohneiss or Barry Greenspan, ESDC	Project Financing Scenario: 50% Bank
	Corporation	l	l	distressed area.	sPrograms/JDADirectLoanPro	Long Island Region, 631-435-0717	Loans, 40% JDL Loan, 10% Borrower
		Loan Program	constructing new buildings, and the purchase of machinery and		gram.html		Equity
0	Empire State Development	Manufacturing	equipment The program assists NYS manufacturers invest in capital projects	Maximum Award: \$1million. Minimum requirements: \$1 million in	http://www.ampire.atata.nva/	Andrea Lohneiss or Barry Greenspan, ESDC	Discuss project with ESD contacts and
7	Corporation		that significantly improve production, productivity and	capital investment machinery, quantified improvements over baseline		Long Island Region, 631-435-0717	then complete application. Applications
	Corporation	(MAP)	competitiveness	operation of 20% or more, and retention of at least 85% of workforce for	DUSHICSSPIOGIAINS/IVIAP.IIIII	Long Island Region, 031-433-0/1/	are accepted on an on-going basis.
		(IVIATE)		operation of 20% or more, and retention of at least 85% of workforce for five years.			are accepted on an on-going basis.
10		n at				1 000 7 0 7 0 7	
10	New York Power Authority(NYPA))	Re-Charge New York	Receive low cost power thru LIPA transmission lines. Should be	Reduced electric bills, possibly by 20% depending on the use for	http://www.nypa.gov/recharge	1-888-562-7697 or	Application available thru the CFA.
			companies that are manufacturing based that have high electricity requirements.	businesses that want to expand or relocate in NYS.	<u>ny/</u>	recharge.newyork@nypa.gov	
11	New York Business Development	Small Business		Loans for small and medium sized businesses - plant, equipment and	http://www.nybdc.com/	Jim Goldrick, 534 Broad hollow Road, Suite	
	Corporation	Administration Section		working capital		430, Melville, New York, 11743 516-845-	
	-	504 Business Loans				2700	
12	*	Workforce		Maximum cost per trainee is \$5,000 maximum cost of On-the-Job	http://labor.ny.gov/cfa/index.sh	Andrew Gehr, NYS DOL - 518-457-0361	Application available thru the CFA
	Labor	Development	and On-the-Job Training	Training is 50% of the employees salary for a period not grater than 6	<u>tm</u>		
				months. Maximum grant award per private company is \$100,000.			
		1	-		1	1	



Table 4-3 Potential Brownfield Funding Sources Funding for Businesses

#	Funding Agency	Program	Eligible Activities	Funding Amounts	Website	Contact	Comments
13	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	7	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.
14	Suffolk County Department of Labor	WIA	Employee Training, On-the-Job Training, Job Placement	Funding varies	https://labor.ny.gov/workforce nypartners/lwia/localboardssuf folk.shtm	Jennifer Stavola, 631-853-6958	Employers should contact the department in order to obtain on-the-job information and available trained clients for job placement
15	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/brownfield s/tax/ti faq.htm#i		Will provide future information as to the status of any new legislation.
16	Long Island Development Corporation	Financial Assistance to Businesses	1. Fastrack - 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 startup 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	
17	Corporation	Financial Assistance to businesses and potential home buyers	Assistance Program, 6. Home Energy Incentives, 7. Home Improvement Program, 8. Weatherization Assistance Program, 8.	Assistance varies with each program	http://www.cdcli.org/	631-471-1215, info@cdcli.org	
18		Brownfield Cleanup Program	For petroleum and other hazardous substances. Applicant must own the site, can apply for funding up to three sites, and complete the project within 3 years.	material and services	s/grants/epa-oswer-oblr-12- 09.pdf	212-637-3000 EPA Region II	
19	NYS Energy Research & Development Authority (NYSERDA)	Cleaner Greener Communities Program	Green Energy Initiatives: solar roofs, geothermal heat pumps, bioretention, vegetated swales, pervious pavement, rain barrels, variable flow pumps, lighting	Projects range from \$500,000 to \$5,000,000 with a 25% cost share by the applicant.	http://www.nyserda.ny.gov/Governor-Initiatives/Cleaner-Greener-Communities/Implementing-Smart-Development-Projects/Guidance-	518-862-1090	



Table 4-4 Potential Brownfield Funding Sources Governmental Projects that Support Business Development

#	Funding Agency	Program	Eligible Activities	Funding Amounts	Website	Contact	Comments
	Nassau County/Town of		Commercial Improvements, business development incentives, Improvements to Town/County owned land that would		http://www.nassaucountvnv.gov/agenci	Town of oyster Bay: 516-797-	
1	Oyster Bay	Block Grant Program	support business development, streetscape improvements	Varies depending on budget and federal allocation	http://www.nassaucountyny.gov/agenci/ s/OCD/index.php	4187/Nassau County: 516-572-	
	Ojski Day	· ·				1915	
2	U.S. EPA		Brownfield Assessments, Setting up a Revolving Loan Fund, and direct clean-up on sites owned by governmental or qu		http://www.epa.gov/brownfields/	Lya Theodoratos, US EPA	
		& Clean-Up Program	governmental agencies. Funding is for petroleum or other hazardous substances on	entities low or no interest loans.		Region II, 212-637-3260	
			1. Off -road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, 2.Infrastructure relate	d			
	FHWA/New York	Map-21 Transportation	projects to provide safe routes for non-drivers to access daily needs, 3. Conversion and Use of abandoned railroad			Howie Mann, NYMTC - 631-	
3	Metropolitan Planning	Alternatives	corridors for trails for pedestrians, bicyclists, and other non-motorized transportation users, 4. Construction of turnouts,	80% Federal/20% Local	http://www.nymtc.org/	952-6115	
	Organization		overlooks and viewing areas, 5. Safe Routes to Schools and, 6. Planning, Design and Construction of Boulevards.				
			Streetscapes and Stormwater Improvement Projects are eligible when integrated with work in any of the above categori				
4	New York State Office of	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 area.	75%/25% funding shares for projects between 50K and 200K	http://www.nyshcr.org/Programs/NYMa		
	Community Renewa	THAT SHOULD TOTAL	nave a mixed use component in downtown area.	70 707 20 70 Tunding Shares 101 projects detired 1 port and 20011	inStreet/	Director - 518-474-2057	
		Technical Assistance and	1. Technical Assistance to Local Businesses, and 2. Training and Career Development Opportunities to Local Worker Eligible Applicants: Not-for-profit Corporations		http://www.iomologymailomy.com/cites/defe	Andrea Labraica on Dame.	
5	Empire State Development	Training Grants -	Community Development Organizations	Up to \$100,000. Applicant must finance at least 10% cash equity	http://regionalcouncils.ny.gov/sites/default/files/documents/2013/resources_ava		
3	Corporation	Opportunity Agenda	Economic Development Organizations	Cp to \$100,000. Applicant must imance at least 10% cash equity	able 2013.pdf	Region, 631-435-0717	
		Projects	Local Development Corporations		able_2013.pdf	Region, 031-433-0717	
			Local Development Corporations				
			Characteristic projects include investments in facilities such as water and sewer systems, industrial access roads, busine	ss			
	U.S. Department of	Investments for Public	parks, port facilities, rail spurs, skill-training facilities, business incubator facilities, brownfield redevelopment, eco-				
6	Commerce, Economic	Works and Economic	industrial facilities, and telecommunications and broadband infrastructure improvements necessary for business creation	Grant funding in the amount of 50% to 80% of the project costs	www.eda.gov	Andrew Reid, 267-687-4317,	CFDA 11.300
0	Development	Development Facilities	retention and expansion. To be eligible, a project must be located in or benefit a region that, on the date EDA receives a	depending on the needs of the region	www.cdd.gov	areid@eda.gov	C1D1111.500
	Administration	20 relopment i demities	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	80/20 federal funding. The NYS DOT will fund part of the local		+	
				match in the construction phase. Project must be included in the			
		Surface Transportation		Nassau-Suffolk Transportation Improvement Program and Town		NYS DOT Planning Unit 631-	
7	FHWA/NYS DOT		1. Highway Reconstruction, drainage and streetscape improvements 2. Studies and construction projects that improve	must coordinate this with the Nassau County Department of	http://www.nymtc.org/	952-6108 and the Nassau	
		2	mitigate congestion and improve air quality.	Public Works. For New York State roads, On-State road system		County Department of Public	
		& Air Quality (CMAQ)		funding may be available. The Town should meet with State		Works	
				officials in order to pursue this			
8	FHWA/NYS DOT	Local Safe Streets &		90%/10% grant funding	https://www.dot.ny.gov/index	Lanny Wexler, NYS DOT	
			Traffic Calming improvements such as Round-A-Bouts, Bump-outs, Turning lanes, Bicycle lanes and facili			Region 10, 631-952-6108 Ronnie Wilgeroth, NYS DOT	
9	NYS DOT	CHIPS Program	Road Reconstruction and Drainage	100% funding annual allocation determined by formula	https://www.dot.ny.gov/programs/chips	631-952-6189	
			Toda Neconstruction and Dianiage	1000/ 6 17 D 2 4 1 111 4 2 2 17			
10		Multi-Modal Program		100% funding. Projects should be requested by the municipality to their State legislators prior to or in January of each year.		Ronnie Wilgeroth, NYS DOT 631-952-6189	
	NYS DOT		Road Reconstruction, Drainage, Highway Safety, Streetscap			031-932-0189	
				60% grant, 40% interest free loan that must be paid back in 5			
11	NYS DOT	Industrial Access Program	Necessary highway, bridge or rail projects which facilitate economic development that create jobs.	years. \$1,000,000 grant/loan limit for project. Eligible projects	https://www.dot.ny.gov/divisions/opera		
				must be an in integral part of an economic development effort	ing/opdm/local-programs-bureau/iap	Unit - 516-952-6108	
				which seeks to retain, attract, expand an industrial facility 80/20 funding shares. \$10 million minimum application (\$200			
				million maximum) that must prove five year long-term outcomes			
1.0	W. C. DOT	Transportation Generating		for safety, economic competitiveness, state of good repair,		US DOT Office of	
12	U.S. DOT		Large construction projects for Port, Rail, Road, Transit and Bicycle & Pedestrian. Planning funding is available.	livability and environmental sustainability. Applicant must	http://www.dot.gov/tiger	Infrastructure, Finance &	
		(TIGER)		document a positive benefit/cost ratio - a key component for a		Innovation 202-366-0301	
				successful application.			
13	NIVE Council and the A	Core Grant Funding	Street art	100% funding for small grants	http://www.nysca.org/	212-459-8800 Various program	4
	NYS Council on the Arts					coordinators	
14		Urban & Community	Tree Planting -funds can be used for downtown parks	50% matching grants, \$50,000 grant limit for large Towns.	http://www.dec.ny.gov/lands/5285.html	Debra Gorka, NYS DEC, 518-	
''	NYS DEC	Forestry Program		Municipal forces can be used as the match or part of the match.		402-9425	
	NYS Office of Parks,	Environmental Protection				Traci Christian, NYS OPRHP,	
15	Recreation & Historic	Fund	1. Land Acquisition for Parks Purposes, 2. Parks Development for active or passive parks	50% matching grants.	http://nysparks.com/	Long Island Region 631-321-	
	Preservation	1 dild				3543	M
		Tow In our	A Municipality concerns a TIT district and investigated for improvements 1 1 5 cm.	With hand governor the second live of the live			Municipality may want to consult a
16	NA	Tax Incremental	A Municipality can create a TIF district and issue bonds for improvements based on future revenues resulting from	With bond revenues, the municipality can make public	NA	NA	law firm familiar with the process. Agreement with the School District
		Financing (TIF)	increase assessments. The bonding now applies to both Town and School District assessments	improvements that support the district			would be necessary
		Funding is through		Varies depending on State budget. Projects should be requested			would be necessary
17			Varies - Streetscape, road, drainage, and aesthetic improvements would be eligible	by the municipality to their State legislators prior to or in January	NA	NA	
]	NYS Member Item Funding	Ų.		of each year.			
		Funding is through					
18	Federal Legislative Grants	various existing federal	Varies - Streetscape, road, drainage, and aesthetic improvements would be eligible	Municipalities should contact their federal legislators	NA	NA	
		programs					Application 3.11 d. d. co.
	NIVC Empires	Cross Impossible Co.	Democable Device Dispersantian (Dair Condens Dispersales) Comp. Dev. (Comp. Wells Commerce Co. 17)			Suzanna Randall, Green	Application available thru the CFA and must include a feasibility study
19	NYS Environmental Facilities Corporation	Green Innovation Grant	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/	Innovation Coordinator, NYS	Municipalities and non-profits are
	r acmues Corporation	Program	Downspout Disconnection, Stormwater transesting and rease.				also eligible for funding.
L	I.	1			l .	1	jaiso engible for funding.





5.0 RECOMMENDATIONS

This Nomination Study has resulted in a number of recommendations that are important next steps for achieving the Community's Vision for the Southeast Hicksville BOA Study Area. While the inventory and analysis and community input lead the project team to the selection of 10 BOA Sites, there are also a number of recommendations that are not site specific, but whose implementation would result in a benefit for the revitalization of the Study Area as a whole.

Recommendations have been identified throughout the course of the study and mentioned in previous sections of this Nomination Study. The following tables are provided to summarize recommendations with general recommendations by topic provided in **Section 5.1** and site specific recommendations in **Section 5.2**.

5.1 General Recommendations

Meeting the goals of the community and implementation of redevelopment such as is illustrated in concept plans will hinge upon transportation related improvements. There is the need for specific traffic data and evaluations including but not limited to; traffic patterns, particularly truck traffic and need for alternative routes; the potential for new connections and intersection improvements; and the study of traffic generated by industrial uses in comparison to multifamily housing (which could alleviate concerns about potential residential redevelopment on Bloomingdale Road). Transportation related recommendations are presented in **Table 5.1-1**.

TABLE 5.1-1
TRANSPORTATION RECOMMENDATIONS

Focus	Recommendation
Traffic Study (to address truck route improvements, traffic & pedestrian safety)	It is recommended that a comprehensive traffic study be prepared, which analyzes the impacts of traffic generated by the full build out of the industrial areas under existing conditions and build out based upon current and proposed zoning. Based on the results of the analyses, specific mitigation measures, such as improved road connectivity, roadway improvements and alternative truck routes, could be evaluated to determine the extent to which these measures improve operating levels of service, or generally improve safety. Included in the scope would be an analysis of: • Existing conditions, study of truck routes in the greater Hicksville area including observations about the volume of illegal cut through truck traffic in residential neighborhoods. • A traffic engineering geometric assessment of the intersection of New South Road and South Broadway (which also intersects Hazel Street, a connector to South Oyster Bay Road and Grumman Road West) and Bloomingdale Road (an area with multiple industrial and commercial uses). It has been observed that a high volume of truck travel through this



Focus	Recommendation
	intersection, and yet the geometry is poor for turning movements between southbound New South Road and northbound Broadway due to the severe angle created by the numerous approaches to the intersection. Study truck turning movements and develop recommendations for improvements to traffic flow and pedestrian safety.
	Identify opportunities for improved linkages and connections for truck routes between New South Road and S. Oyster Bay Road by exploring extension of existing dead end roads, or creating new thru-streets.
	Alternative truck routes from the BOA study area to obtain access to the Seaford-Oyster Bay Expressway, and the Long Island Expressway, the primary truck arterials serving the study area.
	Intersection modifications to ease delay and increase safety and walkability.
	 Pedestrian/bike evaluation to assess existing sidewalks, and pedestrian paths, provide recommendations for improvements, and evaluate potential for bicycle routes/lanes.
	 Opportunities for improving aesthetics and incorporation of safe street design elements in design and implementation of any roadway improvements.
Bus Shuttle Feasibility Study	Evaluate feasibility of shuttle service along Broadway to and from Hicksville Train Station. This recommendation relates to performing a Bus Shuttle Feasibility Study. The shuttle system, as envisioned, would provide a localized route to connect the community to the train station, shopping, and job centers and would be intended to reduce the dependency on automobiles by residents of the local community and employees and business owners within the study area ¹ . The Southeast Hicksville BOA is far enough from the Hicksville Train Station that it is unlikely that a major proportion of workers would use public transportation to commute to jobs in the study area, unless a convenient shuttle system were in place. As the employment potential increases with the establishment of new offices and industrial space, this option should be explored.
	Transit planning involves assessing a number of factors which include the level of current and future demand (quantifying the number of residents and workers to be served), travel demand, major origin and destination locations, potential bus stops and amenities (potential for

¹ It has been suggested by a member of the community who is involved with transportation planning that such a shuttle could ultimately provide the neighborhood ridership component of a larger Bus Rapid Transit system in the region.



Focus	Recommendation
	sharing Nassau County bus stops and shelters), the frequency of service required, and cost analysis. All of these factors play a role in evaluating the need for and success potential for the service; ultimately, the goal would be to establish a quality shuttle service that is convenient and cost effective so it is utilized to the maximum extent possible.
	The concept of a shuttle was also specifically raised in terms of making a system available to seniors in Hicksville, including any proposed active adult or senior citizen residential communities which may be constructed. The concept involves requiring new active adult or senior citizen developments to help fund a shuttle bus, which would be shared among the various developments. The shuttle bus service, once up and running, could eventually be extended to serve other senior citizens in Hicksville. A minibus would likely be the type of vehicle that could serve this need.
Funding Sources	
	 MAP-21 (Federal Transportation Funding): CMAQ – (Congestion Mitigation Air Quality Funding) – Can provide federal funding for studies and implementation projects that improve traffic flow STP – (Surface Transportation Program) – Can provide funding for studies, road reconstruction, drainage, and traffic signal improvements. Transportation Alternatives – Traffic Calming Projects

A range of recommendations are made related to improving the South Broadway corridor, which relate to motorist and pedestrian safety, improved site design and aesthetics. Recommendations for South Broadway are illustrated on **Figure 4-3** and are summarized here in **Table 5.1-2**.

TABLE 5.1-2 SOUTH BROADWAY CORRIDOR RECOMMENDATIONS

Focus	Recommendation
Improving Aesthetics/Design	Prepare and adopt design guidelines for the Broadway corridor to
Guidelines	improve general aesthetics including façade improvement, coordinated
	design features such as signage, coordinated colors, use of exterior
	building material, and improved landscaping within parking lots. (It is
	noted that although the intent is to improve the aesthetics within the
	Study Area, the design guidelines could be applied to similar
	commercial corridors throughout the Town of Oyster Bay).
	Improve general condition of roadway and streetscape on Broadway
	including resurfacing and improved street lighting.
	Improve pedestrian safety; improvements at existing pedestrian
	crosswalks and provision of new crosswalks (locations provided on
	Figure 4-3).
Improve	Encourage shared access and shared parking through zoning incentives
Roadway/Parking/Transit	and Site Plan review. Develop standard language for cross access



Access	agreements for use by applicants.
	Evaluate feasibility of shuttle service along Broadway to and from the Hicksville Train Station, and other key locations such as the Broadway Mall and job centers.
	Survey existing medians and crosswalks along the entire corridor and prepare a detailed construction plan in conjunction with NYSDOT to reclaim existing medians for landscaping improvements and pedestrian safety.
Funding Sources	 MAP-21 Transportation Alternatives – can provide funding for projects that support the transportation system and pedestrian and bicycle access. Streetscape projects are eligible. NYS Multi-Modal Program,- Funding is available for a range of highway and streetscape improvements NYS Consolidated Highway Improvement Funding (CHIPS) – NYS formula funding to local municipalities. Funding can be used for road reconstruction, drainage, sidewalks on Town owned roads. Community Development Block Grant Funding (CDBG) – Funding can be used for any type of public improvement that benefits low to moderate income residents. Funding can be used to assist businesses with façade improvements. MAP 21 CMAQ Program – (Congestion Mitigation Air Quality Funding) – Can provide federal funding for studies and implementation projects that improve traffic flow. Local Safe Streets & Traffic Calming Program – Federal funding administered by the NYS DOT can be used for design and construction of round-a-bouts, bump outs, turning lanes, bicycle lanes and facilities. In the last few years, the program has not been funded.

There are a number of general recommendations related to the redevelopment of industrial properties in the Southeast Hicksville BOA which include refinements to the Zoning Code, consideration for master planning for planned Business Parks for aggregated sites, relaxed parking requirements for redeveloped sites and creating partnerships with land owners and development partners. These recommendations are summarized in **Table 5.1-3**.

TABLE 5.1-3
REDEVELOPMENT OF LIGHT INDUSTRIAL PROPERTIES RECOMMENDATIONS

Focus	Recommendation
	Prepare and adopt zoning amendment and/or guidelines for the
	redevelopment of large industrial properties (such as the Hooker
Prepare and adopt code to	Chemical site) as Planned Business Parks to include such details as
encourage redevelopment of	wide front yard setbacks to allow front lawn area, consolidated loading
large (10+ acres) brownfield	and unloading areas, outdoor employee amenity areas, and coordinated
properties as Planned	signage. It is recommended that zoning incentives be studied and
Business Parks	codified through the adoption of supplemental regulations specific to
	the redevelopment of large industrial properties (or aggregated
	properties). It is recommended that this amendment apply only to





Focus	Recommendation
Study and Adopt Zoning Incentives through overlay districts or supplemental development regulations in the current code for smaller industrial properties.	Encourage redevelopment of obsolete industrial sites through zoning by providing flexibility in bulk and parking requirements for formerly developed industrial sites which are constrained due to site area and the level of development achieved previously (applies to nonconforming buildings which are currently obsolete). Study the need to add impervious coverage limitations to the zoning regulations, to encourage creation of landscaped areas as part of new development or redevelopment, To encourage attractive site redevelopment, incentivize multi-level buildings to introduce side yard setback and open space requirements to achieve attractive site redevelopment.
Parking Requirements Assessment	If a parking assessment is not completed as part of the transportation related analyses, the zoning analyses should also consider current parking standards, and whether they should be relaxed to encourage better site utilization and amenities. It is recommended that the Town conduct a parking use and demand survey for existing business uses to determine what the actual parking needs are for various uses to accommodate employee parking for office and light industrial uses in Hicksville. Modifications to parking standards could including the following as a means of providing flexible zoning to encourage redevelopment: • Consider reducing the minimum number of parking spaces that are required for a use, or allow the regulating agency which reviews and approves site plans to waive parking standards where an applicant makes a convincing argument that parking requirements are excessive for the use being proposed. • Allow shared parking with adjoining parcels. If an applicant can demonstrate that it has an agreement with an adjoining parcel where there is excess parking capacity, and that parcel is within a reasonable walking distance of the parcel to be developed, shared parking could be allowed. Also, parking should consider the timeframes for peak parking demand. • To redevelop parcels, it may be necessary to incorporate below structure parking underneath a building; this may in turn require flexibility in building heights. • A credit could be offered which reduces parking requirements where it can be proven that a percentage of employees will be
Funding Sources	using mass transit, e.g. bus or train. For Clean-up: NYS Brownfield Clean-Up Program – New York State tax credits are available for clean-up projects. Property owner must be accepted into the program based on evidence that pollution exists at the site. Empire State Development Corporation: Funding may be available for cleanup depending on the type and number of jobs that will be created at the site. Incentives For Businesses: Empire State Development Corporation – Funding available in the



Focus	Recommendation
	form of Investment tax credits, real property tax abatement, research
	and development tax credit, sales tax exemptions.
	Nassau County Industrial Development Agency (IDA) – Funding in the
	form of real estate tax exemptions, sales and use tax exemptions,
	mortgage recording tax exemption, and tax exempt financing.

Interagency coordination has been a key component in the development of the recommendations of this Nomination Study. Numerous agencies provided input throughout the process and participated in workshops, interviews, and interagency roundtables. Recommendations related to continued coordination and the promotion of the area for redevelopment and revitalization by the Town and other agencies are summarized in **Table 5.1-4**.

TABLE 5.1-4
INTERAGENCY COORDINATION AND PROMOTING HICKSVILLE

Focus	Recommendation
Promoting Available Economic Incentives	This recommendation is specifically associated with promoting the area in general (below). The Town of Oyster Bay's Department of Economic Development provides services which promote economic development in the Town. Potential businesses and developers have several choices when looking for information about redevelopment opportunities in the area, including the Town Economic Development Department, the Empire State Development Corporation - and the Nassau County Industrial Development Agency.
	It is suggested that the Town have an up-to-date electronic database and webpage that provides information about available economic development incentive programs, detailed site information regarding prior use, potential constraints and updates on efforts as they occur through implementation of the recommendations of the plan.
	The Town can offer jobs training and on-the-job-training through its federally funded Workforce Investment Act (WIA) program. The Town's service area includes the Towns of Oyster Bay and North Hempstead, and the City of Glen Cove.
	Also, on the State level, the Excelsior Jobs Program is offered through the Empire State Development Corporation along with other types of assistance programs that may make companies eligible.
	Applicants who provide significant job creation (or that keep existing jobs from leaving) can receive benefits through the County IDA program:
	a) Tax abatement program – PILOTs over 20 years with



Focus	Recommendation
	increased amounts over time but at the same rate for the first 10 years is possible for example. b) Energy credits c) Recording tax exemption d) Sales tax exemption for furnishings
	The Town of Oyster Bay has sent out a second round of letters, seeking input from property owners on the conceptual plans prepared as part of this Step II Study. It is hoped that the property owners will respond and that the Town will either gain support for the redevelopment concepts with owners playing a role in the formulation of details and implementation, or get additional input which will enable alternative redevelopment concepts to be devised that are consistent with the overall community vision.
	The economic benefits above, need to also be made available to regional economic development agencies and other groups that promote economic development on Long Island and in the state. See discussion about promotion of the study area below.
Promoting Redevelopment in Hicksville	At a recent Interagency Roundtable, it was acknowledged that competition is fierce on Long Island when it comes to attracting new businesses, or finding locations for expanding businesses. It is unclear whether Hicksville is "on the map" with regard to the available properties, including key strategic sites, which may be on the market, e.g., 96 New South Road. Reuse of existing properties, rather than development of "greenfields", is a specific strategy which has been expressed in various regional and county planning documents. To bring attention to Hicksville properties, especially those within brownfield areas, it is recommended that a promotional package be developed that highlight the location of the brownfield area (once created), and that the various economic benefits that accrue to properties within these areas, whether these include tax credits, or elevated status when seeking grant funding, be identified. In addition, the brochure should highlight the strategic location and community amenities available to employees and businesses that locate within the community – excellent transportation access, availability of
	rail access, proximity to a major retail center (Broadway Mall), availability of utilities, incentives offered by utility companies to locate in the BOA, and other benefits.
Continued Communication and Interagency Coordination	A concern which has been expressed is that there is a lack of continuity between each step of the BOA program that is due, in part, to the timing of funding cycles. Momentum is gained during the study and community participation process associated with it, but then lapses. The community then senses that "nothing is happening". To address this concern, it is recommended that the Town establish a communication protocol for the participants in the process to continue



Focus	Recommendation
	community dialogue in the lulls between the studies. Communication can be via informational emails, interim meetings with the civic association and others, or other means. These meetings can include invited agency "guests" from the Steering Committee to speak on particular topics, whether land use, transportation, or brownfield information.
	In addition, the continued involvement of the focused Steering Committee (with members from key agencies) and the BOA Interagency Roundtable sessions held as part of the BOA Step II Nomination Study highlight a great opportunity for future communication and coordination between the Town of Oyster Bay and other agencies in implementing the numerous recommendations of this study. Examples of how this would occur include the following:
	 NCDPW Division of Planning (who stated that they would be happy to do anything in their power to assist),
	• LIRR (to gain updated info about rail spur status, ridership data, improvements at Hicksville Station to begin next year and be complete in 2019, and provide insight into the success of shuttles in the past - such as the Woodbury and Farmingdale shuttles which had some loyal riders, but overall low readership and thus the program was cut by LI Bus).
	 Meetings between the Town of Oyster Bay and property owners, especially those representing key strategic sites.

5.2 Site Specific Recommendations

The tables in this section provide site specific recommendations for each BOA site which are shown on the aerial photograph on the following page, as well as on **Figure 3-3**.



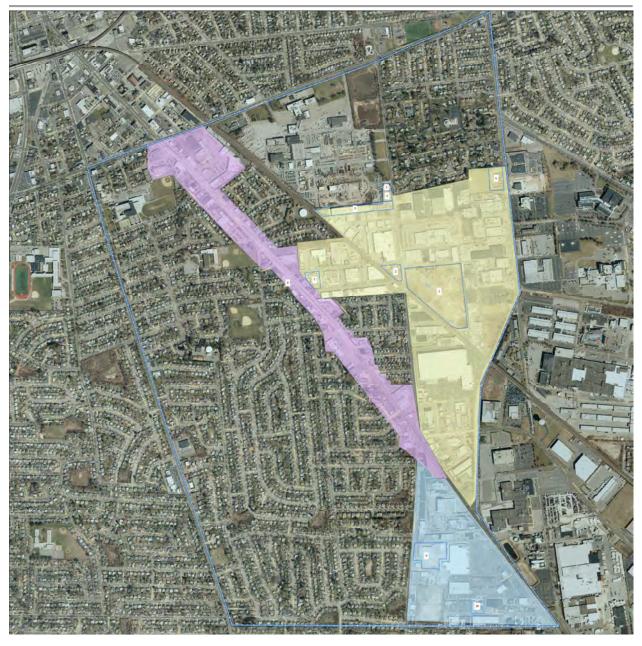


TABLE 5.2-1 BOA SITE #1 RECOMMENDATIONS

Site ID #1: 125	New South Road
	Reach out to property owner to determine development goals and future plans for the
	property.
Public & Private	Redevelopment efforts of this site should ideally include the existing industrial
Collaboration	property to the east such that any redevelopment plan could incorporate the access
	from the existing traffic signal at South Oyster Bay Road and Aerospace Boulevard -
	or, in connection with an alternate connection to South Oyster Bay Road from this
	area of New South Road.



Site ID #1: 125 New South Road	
	Redevelop this property, preferably for light industrial use, which can have accessory warehouse and distribution components, to maintain the light industrial base of the Hicksville region.
Planning and	Redevelopment plan should conform to the adopted guidelines for a Planned Business Park and should include features such as wide front yard setback to allow front lawn area, consolidated loading and unloading area, open area for employee recreation, and coordinated signage.
Design	The internal road network should be designed such that it not only serves the new development but also provide access to the existing development along Kalda Lane. The internal road network should also provide connection to New South Road.
	The Planned Industrial Park should feature a park like setting for Light Industrial development and incorporate office uses on second level. The overall layout should incorporate aesthetical building design, attractive landscaping, organized parking, open and green areas for employee landscaping, and coordinated signage.
Funding Sources	Incentives for Businesses: Empire State Development Corporation – Funding available in the form of Investment tax credits, real property tax abatement, research and development tax credit, sales tax exemptions. Nassau County Industrial Development Agency (IDA) – Funding in the form of real estate tax exemptions, sales and use tax exemptions, mortgage recording tax exemption, and tax exempt financing.
	Funding for Public Projects New York State Department of Transportation Industrial Access Program - could provide funding for the study and construction of new road connections.
	MAP 21 - STP – (Surface Transportation Program) – Can provide funding for studies, road reconstruction, drainage, and traffic signal improvements. NYS Multi-Modal Program,- Funding is available for a broad range of highway and streetscape improvements NYS Consolidated Highway Improvement Funding (CHIPS) – NYS formula funding to local municipalities. Funding can be used for road reconstruction, drainage, sidewalk improvements on Town owned roads.

TABLE 5.2-2 BOA SITE #2 RECOMMENDATIONS

Site ID #2: 120 New South Road	
Public & Private	Outreach to property owners to promote redevelopment based upon the
Collaboration	potential of the site.
Environmental Investigation	Educate owner of potential funding sources available to conduct
and Remediation	environmental investigation.
	Conduct ESA Phase-I investigation and possibly ESA Phase-II
	investigation.
Planning, Design &	Explore redevelopment potential for the site including a high-tech
Infrastructure	office building.
	The new site layout should propose access across from Kalda Lane and



Site ID #2: 120 New South Road	
220 22 32	should include provision for cross access easement for the adjoining property located to the north. The new site layout shall also include features such as sidewalks and landscaping along New South Road, internal parking lot landscaping, perimeter landscaping and area for outdoor employee amenities.
	Explore feasibility of locating an on-site stormwater management and potential certification for green infrastructure.
Funding Sources	For Clean-up: NYS Brownfield Clean-Up Program – New York State tax credits are available for clean-up projects. Property owner must be accepted into the program based on evidence that pollution exists at the site Empire State Development Corporation: Funding may be available for clean up depending on the type and number of jobs that will be created at the site. Incentives For Businesses: Empire State Development Corporation – Funding available in the form of Investment tax credits, real property tax abatement, research and development tax credit, sales tax exemptions. Nassau County Industrial Development Agency (IDA) – Funding in the form of real estate tax exemptions, sales and use tax exemptions, mortgage recording tax exemption, and tax exempt financing.

TABLE 5.2-3
BOA SITES #3 & 4 RECOMMENDATIONS

Site ID #3 & 4: 88 New South Road; & 92 New South Road	
	Alternative 1:
	Town or other agency could acquire these two (2) lots and designate
	them as green/open space as an extension of existing green space to the
	north (front lawn area of PSEG facilities along New South Road).
	Alternative 2:
	Encourage redevelopment of these two (2) parcels as part of
Development Alternatives	redevelopment of 96 New South Road and provide surface parking
	with landscaping buffer around the site.
	As envisioned, the redevelopment plan layout for these two (2) parcels
	would incorporate access drive across from Tudor Road and include a
	connecting driveway to the existing parking lot at 96 New South Road
	(associated with potential redevelopment and coordination with
	Hicksville Commercial Park).



TABLE 5.2-4 BOA SITE #5 RECOMMENDATIONS

Site ID #5: 96 New South Road	
Public & Private	Initiate collaboration with the owner of 96 New South Road and
Collaboration	property owners of the Hicksville Commercial Park (there is one major
Conaboration	
	property owner that owns the majority of tax parcels) to bring forward
	a redevelopment plan which illustrates the benefits to multiple
	properties for shared access and shared parking and determine
	desirability of the concept among affected property owners.
	Alternative 1:
	This redevelopment plan considers coordinated redevelopment of BOA Site #5 and Hicksville Commercial Park by removing most of the existing buildings at the Hicksville Commercial Park and constructing new multi-story buildings. The overall objective is to create a modern Planned Business Park and would includes the following elements: • The main access relocated across from Karin Lane. • The layout would be created such that the truck route and general car traffic is segregated for efficient traffic management.
	Landscaping and new sidewalk would be established along the entire site frontage on New South Road and include an increased setback for a portion of frontage for green/open
	space which could also be used as an outdoor employee area.
	 The overall parking layout is separated into small parking areas accessible to the buildings and designed with landscaping islands for recharge of stormwater, shade and improved aesthetics.
D 1 (A1)	Alternative 2:
Development Alternatives	This redevelopment plan option considers changes to select buildings within the existing Hicksville Commercial Park to achieve the redevelopment objective which provides re-use potential for the existing structure on 96 New South Road. The alternative redevelopment plan includes:
	• Removal of a number of the existing buildings in Hicksville Commercial Park, especially in the northwest corner, to be replaced with a coordinated and landscaped parking area. This area can provide access and frontage to the existing structure on 96 New South Road, which would be reconfigured with a new southern entrance (or access from the south to the existing entrance)
	 Add connecting driveways from Hicksville Commercial Park to the existing parking lot located in the front of 96 New South Road for shared parking. Alteration of several of the buildings located along the north side of the access drive into Hicksville Commercial Park to create multistory buildings to recreate the existing square footage in Hicksville Commercial Park.



Site ID #5: 96 New South Road		
	 A more defined truck access for 96 new South Road from Hicksville Commerce Park. Redevelopment of 88 New South Road and 92 New South Road as surface parking lots with landscaping (as discussed under Site ID #3 and #4) to screen views of the new lot, as well as the adjoining PSEGLI-operated facility. Overall landscaping improvements including landscaping and sidewalk along entire frontage on New South Road, perimeter landscaping along the northern property line of 96 New South Road, improvements to parking lot landscaping. 	
Zoning Incentive	Encourage redevelopment of existing Light Industry properties by allowing continuation of existing parking ratio and reduce parking requirements for new construction. Incorporate recommendations of parking needs study.	
Funding Sources	For Clean-up: NYS Brownfield Clean-Up Program – New York State tax credits are available for clean-up projects. Property owner must be accepted into the program based on evidence that pollution exists at the site. Empire State Development Corporation - Funding may be available for clean up costs depending on the type and number of jobs that will be created at the site. Incentives For Businesses: Empire State Development Corporation – Funding available in the form of Investment tax credits, real property tax abatement, research and development tax credit, sales tax exemptions. Nassau County Industrial Development Agency (IDA) – Funding in the form of real estate tax exemptions, sales and use tax exemptions, mortgage recording tax exemption, and tax exempt financing.	

TABLE 5.2-5
BOA SITE #6 RECOMMENDATIONS

Site ID #6: 800 S. Oyster Bay Road		
Zoning Incentive	Encourage redevelopment of the property for an office use or other use allowed by code and by allowing reconstruction of existing building size and continuation of existing parking ratio. Consider promotion of site for day care facility or other use which would benefit from proximity to Town neighborhood park to the west.	
Funding Sources	proximity to Town neighborhood park to the west. For Clean-up: NYS Brownfield Clean-Up Program – New York State tax credits are available for clean-up projects. Property owner must be accepted into the program based on evidence that pollution exists at the site Empire State Development Corporation: Funding may be available for clean up costs depending on the type and number of jobs that will be created at the site. Incentives For Businesses:	



Site ID #6:	800 S. Oyster Bay Road		
	Empire State Development Corporation – Funding available in the form of Investment tax credits, real property tax abatement, research and development tax credit, sales tax exemptions. Nassau County Industrial Development Agency (IDA) – Funding in the form of real estate tax exemptions, sales and use tax exemptions, mortgage recording tax exemption, and tax exempt financing.		

TABLE 5.2-6 BOA SITE #7 RECOMMENDATIONS

Site ID #7: 27 Ludy Street		
Zoning Incentive	Encourage redevelopment of the property through zoning incentive by allowing reconstruction of existing building gross floor area and existing parking ratio, which is not presently conforming. Encourage smaller building footprint of up to 3 stories such that landscaping could be incorporated in the new layout.	
Funding Sources	smaller building footprint of up to 3 stories such that landscaping coul	

TABLE 5.2-7
BOA SITE #8 RECOMMENDATIONS

Site ID #8: 7 Rave Street	
Improve Aesthetics	Work with property owner to improve site conditions. Improve the general aesthetics of the property by locating the fence with 6' setback from the property line and provide vegetative screening for multiple car parking. In long term, seek conforming use.



TABLE 5.2-8 BOA SITE #9 RECOMMENDATIONS

Site ID #9: 85 Bloomingdale Road			
Public & Private Collaboration	Initiate collaboration of property owner (and industrial property owners to the north) to provide input on a long range plan for redevelopment of the area with Senior and/or Next Generation Housing.		
Zone Change	Consider appropriate zoning for the properties. The potential options are summarized in Section 4.7 and depends upon whether the Town wishes to restrict the redevelopment to senior housing and the density desired. To accomplish the conceptual plan illustrated in Figure 4-4 , rezoning the properties to allow multi-family development with approximate density of 15 units/acre would be required. This would also act as a transitional use between existing single family residential to the west and existing commercial to the east.		
Planning & Design	to the west and existing commercial to the east. The overall plan for Senior Housing and Next Generation Housing should include a landscaped area along the entire Bloomingdale Road including pedestrian sidewalk and storm water feature at the entrance. Some other components of the plan shall include: • Wide landscaped buffer along the entire eastern property line adjacent of existing commercial use. The buffer should be wide enough to accommodate a sound attenuation wall, if needed. • Community center with amenities such as outdoor pool and indoor fitness center. The overall layout shall also include common open space for enjoyment and recreation of the residents. • Pedestrian sidewalk connection to the existing Shopping Center at the corner of Broadway and Bloomingdale Road.		
Shuttle Service	Shuttle to/from train station.		
Funding Sources	For Clean-up: NYS Brownfield Clean-Up Program – New York State tax credits are available for clean-up projects. Property owner must be accepted into the program based on evidence that pollution exists at the site Empire State Development Corporation: Funding may be available for clean up depending as Next Generation housing is a priority in the strategic plan.		



TABLE 5.2-9 BOA SITE #10 RECOMMENDATIONS

Site ID #10: 140 Lauman Lane		
Zoning Incentive	Encourage redevelopment of the property through zoning incentive by allowing construction of existing building size and existing parking ratio. Encourage smaller building footprint of up to 3 stories such that landscaping could be incorporated in the new layout.	
Funding Sources	For Clean-up: NYS Brownfield Clean-Up Program – New York State tax credits are available for clean-up projects. Property owner must be accepted into the program based on evidence that pollution exists at the site Empire State Development Corporation: Funding may be available for clean up depending on the type and number of jobs that will be created at the site. Incentives For Businesses: Empire State Development Corporation – Funding available in the form of Investment tax credits, real property tax abatement, research and development tax credit, sales tax exemptions. Nassau County Industrial Development Agency (IDA) – Funding in the form of real estate tax exemptions, sales and use tax exemptions, mortgage recording tax exemption, and tax exempt financing.	



APPENDICES



APPENDIX A

Property Inventory Forms

Hicksville BOA Property Inventory

LOCATION

dentification No.	1		
Street Address:	125 New South Road, Hicksville, Town of Oyster Bay.		
Гах Map Number:	Section: 46, Block: N, Lot: 30		
Roadway Type:	Local undivided road with single lane in each direction		
PROPERTY INFORMATION			
Owner	RUCO Polymer Corp. (HOOKER CHEMICALS)		
Property Size (SF)	64,7301		
Property Size (ac)	14.86		



Vacant

Parking None

Notes (redevelopment potential, whether it could be a strategic site, access issues, noise/ air issues)

Existing Land Use:

Zoning

This site could be considered as an strategic site due to its size and therefore, it would allow a significant development that would trigger other development/ demand for services. However, the type of development is being restricted to "Commercial" use based on clean-up standards. Also, there may be additional cost associated with structure design since the remediation design requires a "Cover System" to avoid any exposed soil.

Walk Score*

* See www.walkscore.com for more information

Sidewalks None

Limited Street Lighting



Aerial Photograph

BUILDING DESCRIPTION

N/A

Year Built:

Buildings:

Building Size:	N/A
of Stories:	0
Condition	N/A
Building Description:	N/A
Accessory	N/A

ADJACENT LAND USE:

Existing Office/ Light Industrial North: Long Island Railroad/ Light Industrial South: East: Light Industrial West: New South Road, existing office & Light Industrial

Land and Pedestrian Environment Description (Area)

The surrounding area roads are not pedestrian friendly. There is existing residential across from Bloomingdale Road.

Historic Land Use (note sources)

The Site was originally constructed in 1945 as the Rubber Company of America (RUCO) and was subsequently purchased/operated by Hooker Chemical and Plastics Corporation. Occidental Chemical Corporation (OCC) owned and operated this site from 1966 to 1982. The site passed through a series of acquisitions to the Sybron Corporation. In 2000, Bayer Material Science purchased the facility and remains the current owners of the site.

Environmental Considerations:	CERCLA (Superfund) Site	BCP Site	Depth to groundwater	
	RCRA Site	☐ VCP Site		
	Hazardous Materials Storage Site		Known groundwater contamination	yes

Local Contamination (based upon available info from EPA or NYSDEC)

Database Report: ICIS; FINDS: NY VAPOR REOPENED; NY MANIFEST; NY UST; NY AST; CBS AST; CBS; NY SHWS ("Significant threat to the public health or environment - action required"); NPL; CERCLIS; CORRACTS; RCRA LQG, NonGen / NLR (compliance achieved for violation[s]); US ENG CONTROLS; US INST CONTROL; ROD; LTANKS (closed; cleanup meets standards); US AIRS; US FIN Assur; PRP; NY Spills (closed; cleanup meets standards); "Back part of plant", 1,000-gallons of No. 2 fuel oil spilled "into storm sewer and collected in a re-

Include links to any documentation of prior environmental contamination.

charge basin"). The site is presently being remediated. As per the DEC Record of Decision report dated December 2012, the soil contamination includes PCBs, VOC, SVOCs, and metals. The remediation program involves soil excavation of approximately 10,762 cubic yards of PCB-contaminated soil, 70 cubic yards of PAH-contaminated soil, and 577 cubic yards of metal-contaminated soil. This hazardous waste soil shall be disposed off-site and clean fill will be brought in to replace the excavated soil. On-site and off-site ground water contamination is reported and is part of remediation

plan.

A "Cover System" is required to allow for commercial use on the site. The cover system (soil, concrete, asphalt/concrete pavement, buildings, etc.) will be installed as an active exposure prevention method over remaining areas of soil exhibiting SVOCs, PAHs and metals at concentrations greater than the commercial SCOs.

Evidence of contamination (Observations)











Image #4

Project Name:	Hicksville-Step II	
Identification No.	2	
Street Address:	120 New South Road	
Tax Map Number:	Section: 46, Block: Q, Lot: 253 and 209	

PROPERTY INFORMATION

Owner	DELMONACO RIZZIERO
Property Size (SF)	45,302.4
Property Size (ac)	1.15
Existing Land Use:	Vacant (used for contractor storage)
Zoning	LI
Parking	N/A
potential, whether it could be a strategic	vacant property used by various tenants for storage; nonconforming uses. Good potential for development under current zoning. Contamination, if still present, not a major obstacle to development.

BUILDING DESCRIPTION

Year Built	N/A
Building Size	N/A
# of Stories	N/A
Condition	N/A
Building Description	N/A
Accessory Building	N/A

ADJACENT LAND USE:

North:	Hicksville Commercial Park	
South:	LIRR	
East:	Hooker Chemical Site	
West:	LIRR	
	······································	
Walk Score*		
	* See www.walkscore.com for more information	
Sidewalks	None	
Street Lighting	Limited	
Land and Pedestrian Environment	Poor pedestrian environment.	



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	Collector
Truck route to highway	New South Road to Old Country Road or S Broadway
Access to rail sideline on property	No

Yes, Hicksville Water Authority

UTILITIES:

W Public service available

A T	Main extension anticipated	N/A
E R	Existing main size, location and capacity	
S E W E R	Public service available Main extension anticipated Existing main size, location and capacity	Yes
E L E C T R I C		Yes Not needed

Historic Land Use (note sources)

Used for storage/disposal of construction & demolition debris in the mid 1990s resulted in violations from the DEC, and ultimate abandonment of this use. (DEC records, interviews).

Environmental Considerations:	CERCLA (Superfund) Site	BCP Site	Groundwater Depth	
oonsiderations.	RCRA Site	☐ VCP Site	· · · · · · · · · · · · · · · · · · ·	
	Hazardous Materials Storage Site		Known Groundwater Contamination	No

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of contamination.

Evidence of contamination (Observations) Database Report: Not listed. Previously identified Step 1 site. Step 1 Site Details: Vacant property; reported to be under NYSDEC jurisdiction, Town proceeded separately with violations for illegal storage of c&d debris. Owner leases for contractor storage. Complaints about outdoor storage, aesthetics. Historic aerial photographs: Recharge basin. Double rail spur extended past site into Hooker Chemical site; possible interaction between sites. POTENTIAL PRIORITY SITE: CONSIDER INVESTIGATING IN **FURTHER** DETAIL.

prior environmental DEC records indicate consent orders issued in 1994 and 1995 resulted in abandonment of use of site for dumping and soil storage. Contaminated soil on site removed. Soil testing ensued, with results only showing exceedance of acetone (though this may be result of lab cleaning and residual traces of acetone). DEC recommended new surface testing in areas of soil piles for SVOCs, metals and PCBs at 1 and 3 feet to ensure no contamination exists. The current use of the site is not regulated by the DEC (previous onsite storage would have been regulated under Part 360). The most recent activity with DEC was a letter from JUly 2009 in which the above samples were requested.











Image #3



Image #4

Southeast Hicksville Step-II Project Name: Identification No.

Tax Map Number: Section: 46, Block: Q, Lots: 248/249

88 New South Road

PROPERTY INFORMATION

Street Address:

Owner NEW SO RD RLTY CO 1000 MAIN ST NEW ROCHELLE Property Size (SF) 13,888 Property Size (ac) 0.3188 Existing Land Use: Converted Residence with outdoor storage Zoning LI Parking N/A Notes (redevelopment

potential, whether it House, storage of construction vehicles and

BUILDING DESCRIPTION

site, access issues, noise/air issues)

could be a strategic equipment

Year Built	1940
Building Size	2,000 SF (+/-) GFA of house only
# of Stories	2
Condition	Fair
Building Description	Residential
Accessory Building	To be determined

ADJACENT LAND USE:

LIPA property (lawn area) North: South: Converted residence Single family homes East: West: LIPA property

Walk Score*

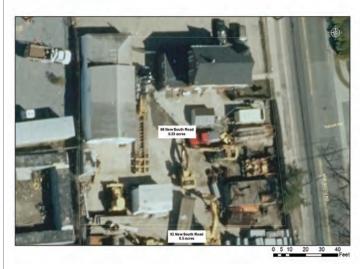
* See www.walkscore.com for more information

Present, in poor condition Sidewalks Street Lighting Limited

Environment

Description (Area)

Land and Pedestrian
The existing property appears to function as commercial business with outdoor storage of construction vehicles. Existing pedestrian sidewalks are not maintained and is overgrown by vegetation.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	Collector roadway
Truck route to highway	North to Old Country Road, west to Route 107
Access to rail sideline on property	No

Yes; Hicksville Water District

UTILITIES:

Public service available

T	Main extension anticipated	No
E R	Existing main size, location and capacity	12-inch main on New South Road
		:
S	Public service available	Yes; Nassau County Sewer District
E W	Main extension anticipated	No
E R	Existing main size, location and capacity	unknown at this time
		,
E	Service available	Yes
L E	Extension anticipated	No
C T R	Existing electric line location and capacity	
I C	Distance to nearest substation	
G	Service available	Yes
A S	Extension anticipated	No
	Existing gas line size, location and pressure	Active gas account, as per National Grid

Historic Land Use (note sources)

residential use - it appears to be solely residential as per 1980 aerial; by 2000, construction equipment appear to be stored here.

Environmental Considerations:	CERCLA (Superfund) Site RCRA Site Hazardous Materials Storage Site	BCP Site VCP Site	Groundwater Depth Known Groundwater Contamination	No
Local Contamination (based upon available info from EPA or NYSDEC) Include links to any documentation of prior environmental contamination. Evidence of contamination (Observations)	Database report - not listed. Previously iden	tified Step 1 site. Step y. This is a potential	o 1 details: house, storage of construction vehicles oriority site - consider investigating in further detail	and equipment in fenced area;
	lmage #1		lmage #2	

lmage #4

Image #3

Hicksville-Step II SE Project Name: Identification No. Street Address: 92 New South Road Tax Map Number: Section: 46, Block: Q, Lot 214

PROPERTY INFORMATION

Owner Zeppieri O A - same address Property Size (SF) 23,086 Property Size (ac) 0.53 Existing Land Use: One Family year-round residence Zoning Parking N/A Notes (redevelopment potential, whether it House, storage of construction vehicles and could be a strategic equipment

BUILDING DESCRIPTION

site, access issues, noise/air issues)

Year Built	1948
Building Size	1,700 SF House (Approximate GFA)
# of Stories	1
Condition	Fair
Building Description	Converted Residence - nonconforming use
Accessory Building	Storage building

ADJACENT LAND USE:

Converted residence North: South: Vacant industrial site Residential East: West: LIPA property Walk Score*

* See www.walkscore.com for more information

Present, in poor condition Sidewalks Street Lighting Limited

Land and Pedestrian
The existing property appears to function as commercial business with outdoor storage of construction vehicles. Existing pedestrian sidewalks Description (Area) are not maintained and is overgrown by vegetation.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	Collector street
Truck route to highway	New South Road north to Old Country Road
Access to rail sideline on property	No

Yes; Hicksville Water District

UTILITIES:

W Public service available

Main extension anticipated No

1	main extension underpated	
E R	Existing main size, location and capacity	12-inch main on New South Road
S	Public service available	Yes; Nassau County Sewer District
E W	Main extension anticipated	No
E R	Existing main size, location and capacity	unknown at this time
E	Service available	Yes; Nassau County Sewer District
L E	Extension anticipated	No
C T	Existing electric line location and capacity	
R I C	Distance to nearest substation	
G	Service available	Yes; National Grid

No service to building; 4-inch high gas pressure main

available as per National Grid

Historic Land Use (note sources)

Environment

1950s, part of larger 7.85 acre property; has been residential; 1966 appears to be in residential use; by 1990s appears to be used for other storage purposes; owner may be occupant of dwelling as per tax assessment roll

Extension anticipated

Existing gas line size,

location and pressure

Environmental Considerations:	CERCLA (Superfund) Site RCRA Site Hazardous Materials Storage Site	BCP Site VCP Site	Groundwater Depth Known Groundwater Contamination	No
Local Contamination (based upon available info from EPA or NYSDEC) include links to any documentation of prior environmental contamination.		identified Step 1 sit Clear if structure is cu	e. Step 1 Site Details: Residential structure type, rrently used as a residence. POTENTIAL PRIORITY S	fenced in yard for storage of ITE: CONSIDER INVESTIGATING
	lmage #1		lmage #2	

lmage #4

Image #3

Project Name: Hicksville SE - Step II

Identification No. 5

Street Address: 96 New South Road

Tax Map Number: Section: 46, Block: Q, Lots: 250/239

PROPERTY INFORMATION

Owner PAIDGE STRUCTURAL LLC 242 LAFAYETTE AVE BRO Property Size (SF) 148,900 Property Size (ac) Existing Land Use: Industrial Zoning Parking Front lot was used for new car storage during visit Structural Industries, building/warehouse, tractor Notes (redevelopment trailer storage; paving, blacktop or fencing used, potential, whether it also includes railroad siding. could be a strategic This site could be considered STRATEGIC Site when site, access issues, developed/ redeveloped in conjunction with noise/air issues) adjoining properties.

BUILDING DESCRIPTION

Year Built	1957
Building Size	70,080 sf - 1st floor and mezzanine
# of Stories	1
Condition	Fair
Building Description	Warehouse
Accessory Building	None

ADJACENT LAND USE:

North: Converted residence

South: Business Park

East: Office/Day program

West: LIRR

Walk Score*

* See www.walkscore.com for more information

Sidewalks
Present, in poor condition

Street Lighting
Limited

Land and Pedestrian
Environment
friendly.

Present, in poor condition

The surrounding area roads are not pedestrian
friendly.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	collector road
Truck route to highway	North to Old Country Road, west to Route 107
Access to rail sideline on property	yes

Yes; Hicksville Water District

UTILITIES:

W Public service available

A T	Main extension anticipated	No	
E R	Existing main size, location and capacity	12-inch	
S	Public service available	Yes; Nassau County Sewer District	
W	Main extension anticipated	No	
E R	Existing main size, location and capacity	unknown at this time	
		:	
E	Service available	Yes	
L E	Extension anticipated	No	
C T R	Existing electric line location and capacity	1200 amps @ 480 volts	
I C	Distance to nearest substation		
G	Service available	Yes	
S	Extension anticipated	No	

"active gas account" as per National Grid

See EPA compliance: http://www.epa-echo.gov/cgi-bin/get1cReport.cgi?tool=echo&IDNumber=110000880351

Historic Land Use (note sources)

Description (Area)

residential dwelling formerly on Lot "250"; property card identifies former use as warehouse and "factory"; visible on 1966 historic aerial; from loopnet: +/- 68,980 SF industrial building. +/- 5,600 SF of office space (2 story), +/- 3,9044 Acre plot, +/- 14' ceiling ht. in majority, +/- 18'9" (in +/-9,000 SF). Oil heat in the warehouse (4,000 gallons above ground tank), gas in office area. Sprinklered. 4 loading docks (front), loading dock platform to accommodate 4 trucks (rear), 1 drive-in (rear), 6 box truck doors (north side), 4 former railcar doors. 1200 amps @ 480 volts. Typical column spacing 28' x 33'4". Raise The Roof From +/- 14' to +/- 24'8" for \$14.00 PSF; also http://www.schackerrealty.com/images/

Existing gas line size,

location and pressure

Environmental Considerations:	CERCLA (Superfund) Site	BCP Site	Groundwater Depth	
	X RCRA Site	VCP Site		;
	Hazardous Materials Storage Site		Known Groundwater Contamination	1

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of contamination.

Evidence of contamination (Observations)

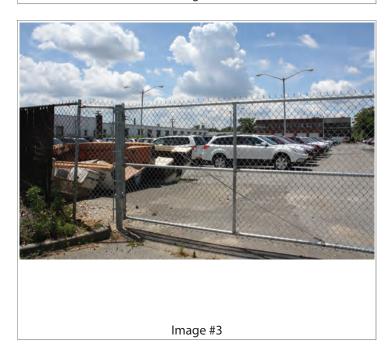
Database Report: RCRA NonGen / NLR (violation[s] achieved compliance); FTTS; HIST FTTS; LTANKS (closed; cleanup meets standards); NY MANIFEST; NY Spills (closed; cleanup meets standards); FINDS; ICIS; NY AST; and US Airs. Previously identified Step 1 site. Step 1 Site Details: "Structural Industries", building / warehouse, tractor trailer storage; currently vacant; was used prior environmental for new vehicle storage during times in the past. POTENTIAL PRIORITY SITE: CONSIDER INVESTIGATING IN FURTHER DETAIL.

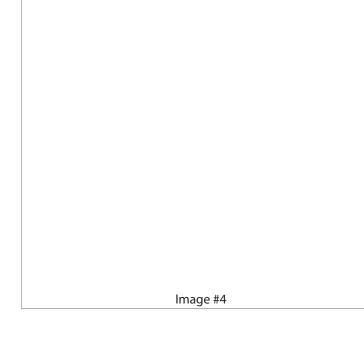






Image #2





Project Name: Hicksville Step II SE

Identification No. 6

Street Address: 800 South Oyster Bay Road

Tax Map Number: Section: 46 Block: N Lot: 75

PROPERTY INFORMATION

Owner	TBJ Enterprises, LLC
Property Size (SF)	84,942
Property Size (ac)	1.95
Existing Land Use:	Vacant Office
Zoning	LI
Parking	Existing parking along north side of the building
Notes (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues)	Vacant office building adjacent to Town park. Former Grumman Building and more recently used by the Town Parks Department.

BUILDING DESCRIPTION

Year Built	1965
Building Size	6,763 sf
# of Stories	1
Condition	Fair
Building Description	Vacant office building
Accessory Building	None

ADJACENT LAND USE:

North:

South:

East:

West: Town pocket park

Walk Score*

* See www.walkscore.com for more information

Sidewalks Present, in fair condition

Street Lighting Limited

Land and Pedestrian Sidewalks are separated from roadway via a

environment.

landscape strip providing a safer pedestrian



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	
Truck route to highway	
Access to rail sideline on property	No

	UTILITIES:	
W	Public service available	Yes; Hicksville Water District
A T	Main extension anticipated	No
E R	Existing main size, location and capacity	6 inch
S E	Public service available	Yes
W	Main extension anticipated	No
E R	Existing main size, location and capacity	Unknown at this time
E	Service available	Yes
E	Extension anticipated	Unknown
C T R	Existing electric line location and capacity	
I C	Distance to nearest substation	
G	Service available	Yes; National Grid
A S	Extension anticipated	
	Existing gas line size, location and pressure	no service to building. 6" High pressure main available

Historic Land Use (note sources)

Environment

Description (Area)

1953 aerial - appears to be farmfield with farm structures; 1966 aerial, building is present, although does not appear on 1965 Grumman Master Plan. Grumman Corporation owned it as per property card - identified as office and garage; Condor Capital last tenant? - see: http://libn.com/2008/06/27/flight-of-condor-leaves-an-empty-nest-in-bethpage/

Environmental Considerations:	CERCLA (Superfund) BCP Site	Groundwater Depth	
	RCRA Site VCP Site	· · · · · · · · · · · · · · · · · · ·	
	Hazardous Materials Storage Site	Known Groundwater Contamination	No

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any contamination.

documentation of Database Report: Not listed. Previously identified Step 1 site. Step 1 Site Details: Vacant office building adjacent to Town Park. Historically a former prior environmental Grumman site and more recently the Town Parks Department office. POTENTIAL PRIORITY SITE: CONSIDER INVESTIGATING IN FURTHER DETAIL.

Evidence of contamination (Observations)





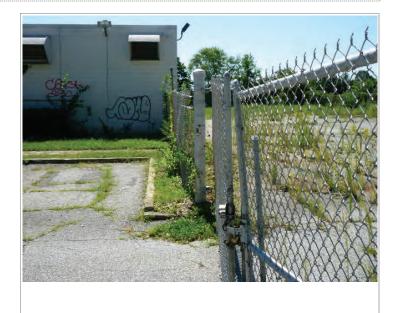
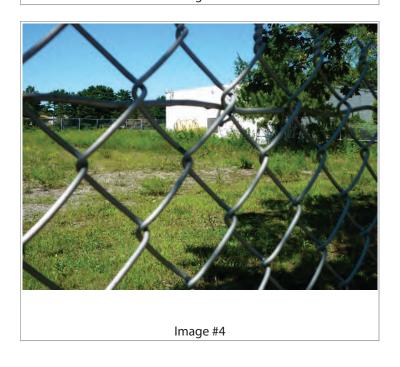


Image #2



Image #3



Project Name: Hicksville-Step II SE

Identification No. 7

Street Address: 27 Ludy Street

Tax Map Number: Section: 46, Block: 634, Lot: 4

PROPERTY INFORMATION

Owner INDUSTRIAL REALTY CO #5 2115 LINWOOD AVE SUIT Property Size (SF) 50,094 1.15 Property Size (ac) Existing Land Use: Heavy manufacturing, factory complex Zoning Parking Existing parking is perpendicular to street Existing building appears to be in operation per the Notes site visit. There are aesthetic issues since there is no (redevelopment potential, whether it landscaping and clear segregation between the could be a strategic roadway and the property. Existing property apprears to be 100% impervious. site, access issues, Declared part of Nassau County Empire Zone noise/air issues)

BUILDING DESCRIPTION

Year Built	1960
Building Size	19,994 SF
# of Stories	1
Condition	Fair
Building Description	Industrial type building with loading docks
Accessory Building	None

ADJACENT LAND USE:

North:

South:

East:

West:

Walk Score*

* See www.walkscore.com for more information

Sidewalks

None

Street Lighting

Limited

Land and Pedestrian There is no sidewalk along Ludy Street. All business

located along Ludy Street are Industrial type.

Therefore, no sidewalks are anticipated.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)

Truck route to highway

Access to rail sideline on property

Collector Street to S. Broadway

North on S. Broadway

UTILITIES:

_	Public service available	Yes; Hicksville Water District
A T	Main extension anticipated	No
E R	Existing main size, location and capacity	6-inch main in Ludy Street and Broadway
c	5.11	N 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
S	Public service available	Yes; Nassau County Sewer District
E W	Main extension anticipated	No
E R	Existing main size, location and capacity	Unknown at this time
E	Service available	Yes
L E	Extension anticipated	No
C T R	Existing electric line location and capacity	Yes, adequate capacity
I C	Distance to nearest substation	
G	Service available	Yes; National Grid
A S	Extension anticipated	No
	Existing gas line size, location and pressure	Active gas account, as per National Grid

Historic Land Use (note sources)

Environment

Description (Area)

1961 Property Card indicates property was in office and factory use. Was Sterling Candy Inc (also SCI Holdings Inc);

Environmental Considerations:	CERCLA (Superfund) Site	BCP Site	Groundwater Depth	
	RCRA Site	☐ VCP Site		
	Hazardous Materials Storage Site		Known Groundwater Contamination	No

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)





Image #3





Project Name:	Hicksville-Step II SE	
Identification No.	8	
Street Address:	7 Rave Street	
Tax Map Number:	Section: 46, Block: 031, Lot: 61	

PROPERTY INFORMATION

Owner	KHAN MOHAMMED 20 LAUREL PLACE HICKSVILLE N
Property Size (SF)	4,020.588
Property Size (ac)	0.0923
Existing Land Use:	Commercial
Zoning	GB
Parking	Overparked due to business type
	Garage & tent; car tinting business; completely fenced; There are aesthetic issues since there is no landscaping and planned layout; May not be considered a strategic site because of its small size.

BUILDING DESCRIPTION

Year Built	1953
Building Size	
# of Stories	1
Condition	Fair
Building Description	Garage/ Car tinting
Accessory Building	None

ADJACENT LAND USE:				
North:				
South:				
East:				
West:				
Walk Score*				
	* See www.walkscore.com for more information			

Sidewalks None Street Lighting Limited

Environment Description (Area)

Land and Pedestrian However, pedestrian environment should be improved by use of better lighting, landscaping, crosswalk, and streetscaping elements.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	Corner of State Highway and local collector
Truck route to highway	N/A
Access to rail sideline on property	no

UTILITIES:

_	Public service available	Yes; Hicksville Water District
A T	Main extension anticipated	No
E R	Existing main size, location and capacity	6-inch on Rave Street and Broadway
s	Public service available	Yes; Nassau County Sewer District
E W	Main extension anticipated	No
E R	Existing main size, location and capacity	unknown at this time
E	Service available	Yes
L E	Extension anticipated	No
C T R I	Existing electric line location and capacity	At site, no constraints
	Distance to nearest substation	
G	Service available	Yes
A S	Extension anticipated	No
	Existing gas line size, location and pressure	2-inch high pressure main available - no service to existing building as per National Grid

Historic Land Use (note sources)

Same ownership as adjoining dwelling at 11 Rave Street; appears to have been yard area in 1966; converted to paved parking area

Site Data				
Environmental Considerations:	CERCLA (Superfund) Site RCRA Site Hazardous Materials Storage Site	BCP Site VCP Site	Groundwater Depth Known Groundwater Contamination	No
Local Contamination (based upon available info from EPA or NYSDEC) Include links to any documentation of prior environmental contamination. Evidence of contamination (Observations)	tinting business - owne	ep 1 site. Step for of property own munity, however	er, only related to intensity of the	
	Image #1		lmage #2	

lmage #4

Image #3

Hicksville-Step II SE Project Name:

Identification No.

Street Address:

85 Bloomingdale Road

Tax Map Number:

Section: 46, Block: 629, Lots: 18, 62 & 20

PROPERTY INFORMATION

Owner Bradco Realty Corp. Property Size (SF) 172,933 Property Size (ac) Existing Land Use: Commercial Zoning Parking Limited parking along Bloomingdale Road

Notes (redevelopment site, access issues, noise/air issues)

Other Storage, warehouse and distribution facilities, paving, blacktop or fencing used with storage, potential, whether it warehouse and distribution facilities.

could be a strategic This site could be considered a STRATEGIC SITE due to its size and access. It may be suited for Senior Housing due to its proximily to existing residential.

BUILDING DESCRIPTION

1953
64,825 SF
1
Fair
Warehouse/ distribution facility
To be determined

ADJACENT LAND USE:

North: Commercial/industrial use South: Insurance office, additional light industrial uses East: Commercial (Lowe's) West: Single Family Homes

Walk Score*

* See www.walkscore.com for more information

Present, in poor condition Sidewalks

Street Lighting Limited

Environment Description (Area)

Land and Pedestrian There is no seperation b/w street and sidewalk which presents unsafe pedestrian environment along the east side of Bloomindale Road.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	Collector Street
Truck route to highway	North to S. Broadway
Access to rail sideline on property	No

Yes; Hicksville Water District

UTILITIES:

W Public service available

Main extension anticipated No

Т	Main extension anticipated	NO	
E R	Existing main size, location and capacity	8-inch on Willis; 12-inch on Bloomingdale Rd	
S	Public service available	Yes; Nassau County Sewer District	
E W	Main extension anticipated	No	
E R	Existing main size, location and capacity	Unknown at this time	
E	Service available	Yes	
L E C T R I	Extension anticipated	No	
	Existing electric line location and capacity	400 amp	
	Distance to nearest substation	Unknown	
G	Service available	Yes; National Grid	

Active gas account as per National Grid

Historic Land Use (note sources)

6,000 sf office; 9 loading docks, 2 drive-ins, 400 amps, sewers, a/c offices, 32,000 sf building 1; 35,000 sf building 2; 15-23 sf ceiling height (loopnet); former Curatola Brothers Trucking; 1953 aerial shows some type of rectangular lagoon or basin along the easterly property line; in 1966, basin seems to be connected to a lagoon on an adjoining site to the northwest; visible in 1970 USGS quad - may have been impounding former stream that ran through property - building and parking now atop this location

Extension anticipated

Existing gas line size,

location and pressure

Environmental Considerations:	CERCLA (Superfund) Site	BCP Site	Groundwater Depth	
	RCRA Site	☐ VCP Site		
	Hazardous Materials Storage Site		Known Groundwater Contamination	1

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any contamination.

Database Report: RCRA SQG. (violation[s] achieved compliance); NJ and NY MANIFEST; Spills (closed; cleanup meet standard; TPH in soil = 1,000 documentation of ppm; soil samples "showed contamination"; 3K and 1K tanks removed); FINDS Registry; NY UST; and NY AST. Previously identified Step 1 site. Step prior environmental 1 Site Details: Vacant building with large fenced in area for truck and outdoor storage. POTENTIAL PRIORITY SITE: CONSIDER INVESTIGATING IN FURTHER DETAIL.

Evidence of contamination (Observations)







Image #2



Image #3

Image #4

Project Name:	Hicksville-Step II SE
Identification No.	10
Street Address:	140 Lauman Lane
Tax Map Number:	Section: 46, Block: 629, Lot: 38

PROPERTY INFORMATION

Owner	RACE REALTY ASSOCIATES 63 COMMERCIAL AVE ST		
Property Size (SF)	44,431.2		
Property Size (ac)	1.02		
Existing Land Use:	Vacant		
Zoning	LI		
Parking	Existing parking along Lauman Ln.		
Notes (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues)	vacant building, light manufacturing, small factory buildings		

BUILDING DESCRIPTION

Year Built	1978
Building Size	about 28,000-33,000 sf gfa
# of Stories	1
Condition	Fair
Building Description	Small factory/ light manufacturing
Accessory Building	None

ADJACENT LANI	O USE:
North:	
South:	
East:	
West:	
Walk Score*	* See www.walkscore.com for more information
Sidewalks	None
Street Lighting	No
	Lauman Lane appears to be a substandard street without any separation between the street and

private parking parking areas.



Aerial Photograph

SITE ACCESS:

Access road characteristics (Capacity & const. type)	
Truck route to highway	
Access to rail sideline on property	No

UTILITIES:	
Public service available	Yes; Hicksville Water District
Main extension anticipated	No
Existing main size, location and capacity	10-inch on Lauman Lane
Public service available	Yes; Nassau County Sewer District
Main extension anticipated	No
Existing main size, location and capacity	Unkown at this time
Service available	Yes
Extension anticipated	No
Existing electric line location and capacity	1600 amps electrical service (loopnet)
Distance to nearest substation	
Service available	Yes
Extension anticipated	No
Existing gas line size, location and pressure	Gas to building; vacant gas account, as per National Grid
	Public service available Main extension anticipated Existing main size, location and capacity Public service available Main extension anticipated Existing main size, location and capacity Service available Extension anticipated Existing electric line location and capacity Distance to nearest substation Service available Extension anticipated Existing electric line location and capacity Distance to nearest substation

Historic Land Use (note sources)

Description (Area)

1953 - farmfields, as per aerial; material storage on-site as per 1966 aerial; constructed in 1978; bldg expanded after 1980; Bodyonics Inc and Phoenix Labs (in 2004); 175 Lauman Lane same ownership - Phoenix Labs may have owned this building as well - see: http://www.prnewswire.com/news-releases/natural-nutrition-giants-cytodyne-and-phoenix-labs-forge-new-landmark-alliance-71317732.html

Site Data

Environmental Considerations:	CERCLA (Superfund) Site RCRA Site Hazardous Materials Storage Site	BCP Site VCP Site	Groundwater Depth Known Groundwater Contamination	
Local Contamination (based upon available info from EPA or NYSDEC)				
Include links to any documentation of prior environmental contamination.				
Evidence of contamination (Observations)				
	lmage #1		Image #2	
	lmage #3		Image #4	



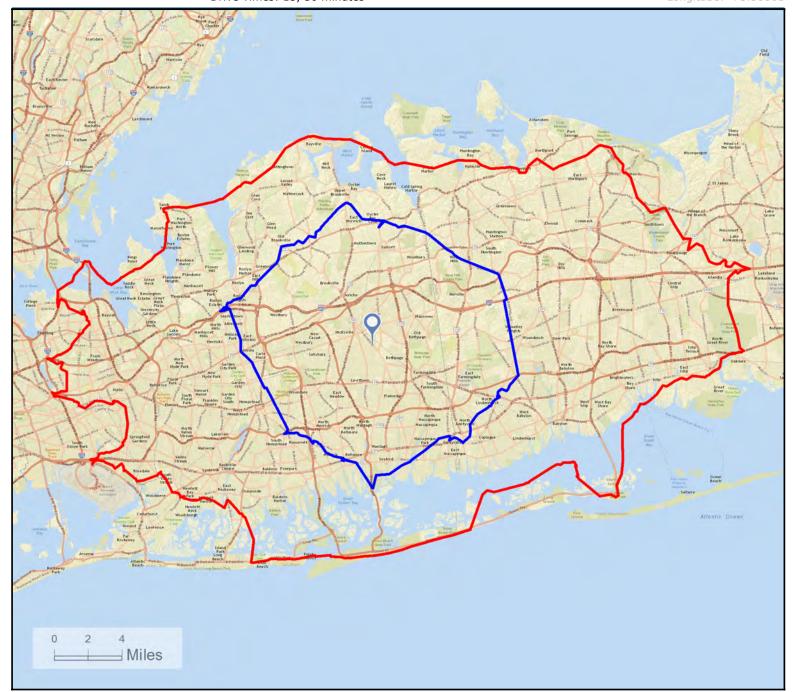
APPENDIX B

Retail Market Areas



Primary and Secondary Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Times: 15, 30 minutes

Latitude: 40.75475 Longitude: -73.50861







June 13, 2014



APPENDIX C

Retail Goods and Services Expenditures Primary & Secondary Market Areas



Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

Top Tapestry Segments	Percen	Demographic Summary	2013	2018
Wealthy Seaboard Suburbs	50.2%	Population	580,505	588,636
Pleasant-Ville	18.8%	Households	187,126	189,953
Top Rung	7.5%	Families	146,440	148,036
Connoisseurs	6.5%	Median Age	41.7	42.5
Urban Villages	4.4%	Median Household	\$100,064	\$108,715
		Spending Potential	Average Amount	
		Index	Spent	Total
Apparel and Services		117	\$2,654.22	\$496,673,446
Men's		114	\$484.26	\$90,617,643
Women's		105	\$834.84	\$156,220,360
Children's		118	\$437.64	\$81,893,417
Footwear		85	\$361.79	\$67,700,929
Watches & Jewelry		178	\$266.43	\$49,856,409
Apparel Products and Services (1)	284	\$269.26	\$50,384,688
Computer	,	201	ψ203120	430/301/000
Computers and Hardware for Hon	ne lise	183	\$373.30	\$69,854,842
Portable Memory	110 030	155	\$11.84	\$2,214,930
Computer Software		182	\$35.91	\$6,718,941
Computer Accessories		179	\$29.80	\$5,575,478
Entertainment & Recreation		182	·	
		208	\$5,919.29 \$1,309.63	\$1,107,653,591
Fees and Admissions	2)			\$245,066,646
Membership Fees for Clubs (•	208	\$347.10	\$64,952,310
Fees for Participant Sports, e		201	\$237.55	\$44,450,987
Admission to Movie/Theatre/		196	\$307.68	\$57,575,195
Admission to Sporting Events	•	184	\$115.91	\$21,689,391
Fees for Recreational Lessons	S	242	\$300.83	\$56,292,960
Dating Services		133	\$0.57	\$105,804
TV/Video/Audio		161	\$2,073.62	\$388,029,107
Cable and Satellite Television Ser	rvices	161	\$1,390.78	\$260,250,210
Televisions		159	\$252.64	\$47,276,341
Satellite Dishes		98	\$1.55	\$289,652
VCRs, Video Cameras, and DVD F	Players	157	\$20.13	\$3,767,769
Miscellaneous Video Equipment		141	\$10.85	\$2,030,459
Video Cassettes and DVDs		148	\$52.05	\$9,739,239
Video Game Hardware/Accessorie	es	139	\$37.48	\$7,013,669
Video Game Software		157	\$46.73	\$8,744,123
Streaming/Downloaded Video		193	\$7.22	\$1,351,885
Rental of Video Cassettes and DV	/Ds	156	\$42.62	\$7,975,503
Installation of Televisions		217	\$1.87	\$350,816
Audio (3)		174	\$201.66	\$37,736,586
Rental and Repair of TV/Radio/So	ound Equipment	167	\$8.03	\$1,502,856
Pets		194	\$1,034.93	\$193,662,068
Toys and Games (4)		172	\$239.71	\$44,855,625
Recreational Vehicles and Fees (5	5)	220	\$494.91	\$92,610,158
Sports/Recreation/Exercise Equip	,	151	\$269.49	\$50,428,605
Photo Equipment and Supplies (7		177	\$137.65	\$25,758,429
Reading (8)	,	191	\$293.54	\$54,928,932
Catered Affairs (9)		250	\$65.81	\$12,314,022
Food		167	\$13,734.07	\$2,570,001,100
Food at Home		164	\$8,263.32	\$1,546,281,662
Bakery and Cereal Products		166	\$1,171.80	\$219,274,566
Meats, Poultry, Fish, and Egg	ıs	164	\$1,806.75	\$338,089,889
Dairy Products	,5	168	\$902.13	\$168,811,072
Fruits and Vegetables		171	\$1,632.46	\$305,476,046
Snacks and Other Food at Ho	me (10)	159	\$2,750.18	\$514,630,090
Food Away from Home	nne (10)	171		
Alcoholic Beverages		171	\$5,470.75 \$939.09	\$1,023,719,438
				\$175,728,583 \$140,137,027
Nonalcoholic Beverages at Home		158	\$748.89	\$140,137,027

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2013 and 2018; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

June 17, 2014

Latitude: 40.75471

Longitude: -73.50857

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

	Spending Potential	Average Amount	
	Index	Spent	Total
Financial		·	
Investments	267	\$5,535.66	\$1,035,865,357
Vehicle Loans	150	\$5,736.60	\$1,073,467,667
Health			
Nonprescription Drugs	158	\$196.60	\$36,788,100
Prescription Drugs	163	\$790.95	\$148,007,995
Eyeglasses and Contact Lenses	181	\$155.58	\$29,112,882
Home			
Mortgage Payment and Basics (11)	212	\$20,112.67	\$3,763,604,033
Maintenance and Remodeling Services	215	\$3,488.31	\$652,753,014
Maintenance and Remodeling Materials (12)	181	\$523.95	\$98,045,393
Utilities, Fuel, and Public Services	166	\$8,390.78	\$1,570,133,237
Household Furnishings and Equipment			
Household Textiles (13)	184	\$193.57	\$36,222,396
Furniture	169	\$815.06	\$152,518,998
Rugs	261	\$66.38	\$12,421,429
Major Appliances (14)	167	\$461.22	\$86,306,516
Housewares (15)	154	\$115.12	\$21,541,467
Small Appliances	171	\$76.41	\$14,298,596
Luggage	198	\$17.64	\$3,300,342
Telephones and Accessories	139	\$74.65	\$13,969,145
Household Operations			
Child Care	181	\$801.67	\$150,012,779
Lawn and Garden (16)	193	\$819.14	\$153,282,854
Moving/Storage/Freight Express	162	\$105.77	\$19,791,732
Housekeeping Supplies (17)	164	\$1,165.31	\$218,060,691
Insurance			
Owners and Renters Insurance	180	\$885.63	\$165,725,016
Vehicle Insurance	170	\$2,023.66	\$378,678,695
Life/Other Insurance	183	\$799.83	\$149,669,680
Health Insurance	174	\$4,324.16	\$809,163,607
Personal Care Products (18)	164	\$728.56	\$136,331,927
School Books and Supplies (19)	154	\$288.22	\$53,932,924
Smoking Products	127	\$615.80	\$115,232,687
Transportation			
Vehicle Purchases (Net Outlay) (20)	159	\$5,733.32	\$1,072,852,548
Gasoline and Motor Oil	153	\$4,735.89	\$886,207,844
Vehicle Maintenance and Repairs	174	\$1,902.93	\$356,087,738
Travel			
Airline Fares	205	\$942.25	\$176,319,901
Lodging on Trips	204	\$868.77	\$162,569,518
Auto/Truck/Van Rental on Trips	210	\$70.86	\$13,259,812
Food and Drink on Trips	193	\$846.13	\$158,332,406

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2013 and 2018; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

Latitude: 40.75471

Longitude: -73.50857

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

- (1) Apparel Products and Services includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) Membership Fees for Clubs includes membership fees for social, recreational, and civic clubs.
- (3) Audio includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers..
- (9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.
- (10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) Housewares includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2013 and 2018; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

June 17, 2014

Latitude: 40.75471

Longitude: -73.50857

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 30 minutes

Ton Tanastry Sagments	Doroon	Domographic Summary	2012	2018
Top Tapestry Segments Wealthy Seaboard Suburbs	Percen 26.7%	Demographic Summary Population	2013 2,469,657	2,510,641
Pleasant-Ville	17.6%	Households		
		Families	814,800	829,431
City Lights	11.1% 7.0%		613,901	622,005
Connoisseurs		Median Age	41.0	41.7
Pacific Heights	6.3%	Median Household	\$86,637	\$100,509
		Spending Potential	Average Amount	
		Index	Spent	Total
Apparel and Services		108	\$2,443.93	\$1,991,312,783
Men's		104	\$440.35	\$358,798,249
Women's		95	\$757.21	\$616,974,442
Children's		111	\$409.80	\$333,908,984
Footwear		78	\$332.95	\$271,289,656
Watches & Jewelry	`	162	\$242.71	\$197,763,749
Apparel Products and Services (1)	275	\$260.90	\$212,577,702
Computer	!!	167	¢240.70	¢277.665.057
Computers and Hardware for Hon	ne Use	167	\$340.78	\$277,665,957
Portable Memory		144	\$11.01	\$8,972,169
Computer Software		168	\$33.14	\$26,998,875
Computer Accessories		159	\$26.55	\$21,636,595
Entertainment & Recreation		164	\$5,329.35	\$4,342,353,483
Fees and Admissions	2)	184	\$1,159.07	\$944,409,523
Membership Fees for Clubs (2		180	\$300.52	\$244,867,528
Fees for Participant Sports, e	•	180	\$213.08	\$173,618,394
Admission to Movie/Theatre/		178	\$279.41	\$227,663,015
Admission to Sporting Events		163	\$102.72	\$83,695,309
Fees for Recreational Lessons		212	\$262.75	\$214,085,010
Dating Services		137	\$0.59	\$480,268
TV/Video/Audio	n di coc	148	\$1,903.75	\$1,551,173,184
Cable and Satellite Television Ser	vices	147	\$1,271.67	\$1,036,154,381
Televisions Satellite Dishes		146 92	\$232.51 \$1.45	\$189,451,673
	lavoro	147	\$18.91	\$1,185,461
VCRs, Video Cameras, and DVD F Miscellaneous Video Equipment	layers	129	\$9.89	\$15,405,325 \$8,060,067
Video Cassettes and DVDs		140	\$9.69 \$49.32	
Video Cassettes and DVDs Video Game Hardware/Accessorie	ac .	134	\$36.11	\$40,184,395 \$29,420,812
Video Game Software	.5	144	\$43.06	\$35,089,312
Streaming/Downloaded Video		181	\$6.78	\$5,521,295
Rental of Video Cassettes and DV	De	147	\$40.20	\$32,752,051
Installation of Televisions	D3	191	\$1.64	\$1,338,008
Audio (3)		160	\$184.92	\$150,669,326
Rental and Repair of TV/Radio/So	und Fauinment	151	\$7.29	\$5,941,080
Pets	and Equipment	174	\$927.44	\$755,680,894
Toys and Games (4)		158	\$220.13	\$179,362,315
Recreational Vehicles and Fees (5	5)	191	\$429.54	\$349,990,438
Sports/Recreation/Exercise Equip		137	\$244.05	\$198,849,001
Photo Equipment and Supplies (7		161	\$125.50	\$102,256,238
Reading (8)	,	170	\$262.18	\$213,623,483
Catered Affairs (9)		219	\$57.69	\$47,008,406
Food		154	\$12,658.46	\$10,314,110,741
Food at Home		152	\$7,631.97	\$6,218,529,846
Bakery and Cereal Products		153	\$1,078.42	\$878,695,274
Meats, Poultry, Fish, and Egg	S	151	\$1,672.56	\$1,362,799,096
Dairy Products		154	\$828.73	\$675,249,197
Fruits and Vegetables		159	\$1,511.63	\$1,231,677,643
Snacks and Other Food at Ho	me (10)	147	\$2,540.63	\$2,070,108,637
Food Away from Home	` ,	157	\$5,026.49	\$4,095,580,894
Alcoholic Beverages		164	\$870.05	\$708,917,002
Nonalcoholic Beverages at Home		146	\$693.03	\$564,682,095
-			•	

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2013 and 2018; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 30 minutes

	Spending Potential	Average Amount	
	Index	Spent	Total
Financial		•	
Investments	245	\$5,089.05	\$4,146,556,602
Vehicle Loans	136	\$5,214.09	\$4,248,442,885
Health			
Nonprescription Drugs	144	\$178.06	\$145,081,383
Prescription Drugs	144	\$699.44	\$569,904,470
Eyeglasses and Contact Lenses	160	\$138.06	\$112,488,998
Home			
Mortgage Payment and Basics (11)	183	\$17,362.42	\$14,146,896,391
Maintenance and Remodeling Services	183	\$2,965.89	\$2,416,606,825
Maintenance and Remodeling Materials (12)	155	\$449.89	\$366,569,000
Utilities, Fuel, and Public Services	149	\$7,546.55	\$6,148,928,369
Household Furnishings and Equipment			
Household Textiles (13)	167	\$175.96	\$143,369,966
Furniture	153	\$738.68	\$601,880,298
Rugs	218	\$55.45	\$45,182,800
Major Appliances (14)	148	\$409.71	\$333,831,819
Housewares (15)	140	\$104.45	\$85,105,239
Small Appliances	156	\$69.67	\$56,764,655
Luggage	177	\$15.77	\$12,852,143
Telephones and Accessories	132	\$70.62	\$57,543,740
Household Operations			
Child Care	168	\$744.92	\$606,961,236
Lawn and Garden (16)	166	\$703.87	\$573,511,051
Moving/Storage/Freight Express	154	\$100.54	\$81,918,587
Housekeeping Supplies (17)	149	\$1,060.47	\$864,073,357
Insurance			
Owners and Renters Insurance	154	\$758.33	\$617,888,352
Vehicle Insurance	153	\$1,825.77	\$1,487,635,420
Life/Other Insurance	158	\$688.83	\$561,262,381
Health Insurance	154	\$3,834.15	\$3,124,062,199
Personal Care Products (18)	151	\$673.43	\$548,709,566
School Books and Supplies (19)	142	\$266.58	\$217,209,327
Smoking Products	121	\$586.88	\$478,187,592
Transportation			
Vehicle Purchases (Net Outlay) (20)	144	\$5,176.10	\$4,217,487,494
Gasoline and Motor Oil	139	\$4,309.17	\$3,511,110,532
Vehicle Maintenance and Repairs	157	\$1,717.66	\$1,399,550,617
Travel			
Airline Fares	186	\$855.70	\$697,228,189
Lodging on Trips	178	\$758.02	\$617,630,822
Auto/Truck/Van Rental on Trips	190	\$63.91	\$52,070,821
Food and Drink on Trips	172	\$754.52	\$614,785,623

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2013 and 2018; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 30 minutes

- (1) Apparel Products and Services includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) Membership Fees for Clubs includes membership fees for social, recreational, and civic clubs.
- (3) Audio includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers..
- (9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.
- (10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) Housewares includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2013 and 2018; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

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APPENDIX D

Retail Market Place Profile Reports Primary and Secondary Market Areas



Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

 Demographic Summary
 2013
 2018

 Population
 580,505
 588,636

 Population 18+
 452,384
 461,271

 Households
 187,126
 189,953

 Median Household Income
 \$100,064
 \$108,715

	Expected Number of	Percent of	
Product/Consumer Behavior	Adults/HHs	Adults/HHs	MPI
Apparel (Adults)	Addits/11113	Addits/11113	1711 1
Bought any men's clothing in last 12 months	229,184	50.7%	103
Bought any women's clothing in last 12 months	204,127	45.1%	99
Bought clothing for child <13 years in last 6 months	126,646	28.0%	95
Bought any shoes in last 12 months	256,262	56.6%	103
Bought costume jewelry in last 12 months	94,053	20.8%	104
Bought any fine jewelry in last 12 months	94,201	20.8%	105
Bought a watch in last 12 months	55,709	12.3%	108
Bought a Water III last 12 Months	33,7,03	12.5 /0	100
Automobiles (Households)			
HH owns/leases any vehicle	169,290	90.5%	106
HH bought/leased new vehicle last 12 mo	21,521	11.5%	146
Till bought/icused new vernele last 12 mo	21,321	11.570	140
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	399,679	88.3%	103
Bought/changed motor oil in last 12 months	190,953	42.2%	84
Had tune-up in last 12 months	162,249	35.9%	114
Beverages (Adults)			
Drank bottled water/seltzer in last 6 months	318,832	70.5%	111
Drank regular cola in last 6 months	174,493	38.6%	83
Drank beer/ale in last 6 months	214,809	47.5%	111
Cameras (Adults)			
Own digital point & shoot camera	176,111	38.9%	112
Own digital single-lens reflex (SLR) camera	45,775	10.1%	121
Bought any camera in last 12 months	37,392	8.3%	95
Bought memory card for camera in last 12 months	30,188	6.7%	102
Printed digital photos in last 12 months	16,099	3.6%	81
Cell Phones (Adults/Housholds)			
Bought cell phone in last 12 months	160,269	35.4%	95
Have a smartphone	181,279	40.1%	110
Have an iPhone	63,990	14.1%	121
Number of cell phones in household: 1	44,101	23.6%	74
Number of cell phones in household: 2	68,349	36.5%	101
Number of cell phones in household: 3+	64,647	34.5%	140
HH has cell phone only (no landline telephone)	30,020	16.0%	48
Computers (Households)			
HH owns a computer	159,310	85.1%	113
HH owns desktop computer	116,587	62.3%	120
HH owns laptop/notebook/tablet	102,489	54.8%	115
Spent <\$500 on most recent home computer	19,777	10.6%	81
Spent \$500-\$999 on most recent home computer	40,496	21.6%	105
Spent \$1,000-\$1,499 on most recent home computer	23,964	12.8%	119
Spent \$1,500-\$1,999 on most recent home computer	12,297	6.6%	132
Spent \$2,000+ on most recent home computer	11,271	6.0%	155

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2013 and 2018.

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

Drive fille. 13 fillitutes		Longitt	ide/3.3003/
	Expected Number of	Percent of	
Product/Consumer Behavior	Adults/HHs	Adults/HHs	MPI
Convenience Stores (Adults)			
Bought brewed coffee at convenience store in last 30 days	75,179	16.6%	106
Bought cigarettes at convenience store in last 30 days	35,702	7.9%	59
Bought gas at convenience store in last 30 days	86,962	19.2%	58
Spent at convenience store in last 30 days: <\$11	36,463	8.1%	115
Spent at convenience store in last 30 days: \$11-\$19	11,135	2.5%	127
Spent at convenience store in last 30 days: \$20-\$39	46,158	10.2%	109
Spent at convenience store in last 30 days: \$40-\$50	33,098	7.3%	96
Spent at convenience store in last 30 days: \$51-\$99	17,078	3.8%	76
Spent at convenience store in last 30 days: \$100+	67,138	14.8%	65
Entertainment (Adults)			
Attended a movie in last 6 months	299,216	66.1%	109
Went to live theater in last 12 months	78,449	17.3%	143
Went to a bar/night club in last 12 months	79,443	17.6%	98
Dined out in last 12 months	231,247	51.1%	111
Gambled at a casino in last 12 months	87,215	19.3%	123
Visited a theme park in last 12 months	101,286	22.4%	123
Visited a titeline park in last 12 months Viewed movie (video-on-demand) in last 30 days	94,258	20.8%	134
Viewed TV show (video-on-demand) in last 30 days	69,194	15.3%	147
Watched any pay-per-view TV in last 12 months	74,150	16.4%	116
		5.8%	97
Downloaded a movie over the Internet in last 30 days Downloaded any individual song in last 6 months	26,016	21.7%	106
Watched a movie online in the last 30 days	98,145	11.6%	103
Watched a TV program online in last 30 days	52,268	13.6%	110
Played a video/electronic game (console) in last 12 months	61,652	10.1%	85
	45,485	4.1%	89
Played a video/electronic game (portable) in last 12 months	18,549	4.170	69
Financial (Adults)			
Have home mortgage (1st)	178,670	39.5%	123
Used ATM/cash machine in last 12 months	246,341	54.5%	113
Own any stock	54,526	12.1%	147
Own U.S. savings bond	39,060	8.6%	138
Own shares in mutual fund (stock)	50,484	11.2%	138
Own shares in mutual fund (bonds)	34,689	7.7%	146
Have interest checking account	151,025	33.4%	115
Have non-interest checking account	138,901	30.7%	107
Have savings account	271,097	59.9%	113
Have 401K retirement savings plan	76,425	16.9%	115
Own/used any credit/debit card in last 12 months	362,578	80.1%	110
Avg monthly credit card expenditures: <\$111	50,249	11.1%	89
Avg monthly credit card expenditures: \$111-\$225	33,635	7.4%	114
Avg monthly credit card expenditures: \$226-\$450	36,000	8.0%	130
Avg monthly credit card expenditures: \$451-\$700	30,346	6.7%	127
Avg monthly credit card expenditures: \$701-\$1,000	30,637	6.8%	151
Avg monthly credit card expenditures: \$1,001+	67,356	14.9%	164
Did banking online in last 12 months	179,248	39.6%	116
Did banking on mobile device in last 12 months	31,229	6.9%	95
Paid bills online in last 12 months	201,127	44.5%	111
	- '		

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2013 and 2018.

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

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Drive Time. 13 Timates	Expected Number of	Percent of	Jac. 75.5
Product/Consumer Behavior	Adults/HHs	Adults/HHs	M
Grocery (Adults)	1 100 011 011 111 10		
Used beef (fresh/frozen) in last 6 months	318,329	70.4%	
Used bread in last 6 months	429,719	95.0%	1
Used chicken/turkey (fresh or frozen) in last 6 months	372,440	82.3%	1
Used fish/seafood (fresh or frozen) in last 6 months	268,470	59.3%	1
, , ,	·	89.8%	1
Used fresh fruit/vegetables in last 6 months Used fresh milk in last 6 months	406,116		
	404,215	89.4%	
Used organic food in last 6 months	108,599	24.0%	1
Health (Adults)			
Exercise at home 2+ times per week	137,477	30.4%	1
Exercise at club 2+ times per week	79,234	17.5%	1
Visited a doctor in last 12 months	351,629	77.7%	1
Used vitamin/dietary supplement in last 6 months	269,790	59.6%	1
Home (Households)			
Any home improvement in last 12 months	62,471	33.4%	1
Used housekeeper/maid/professional HH cleaning service in last	39,843	21.3%	1
Purchased low ticket HH furnishings in last 12 months	32,284	17.3%	1
Purchased big ticket HH furnishings in last 12 months	42,195	22.5%	1
Purchased bedding/bath goods in last 12 months	101,903	54.5%	1
Purchased cooking/serving product in last 12 months	45,159	24.1%	_
Bought any small kitchen appliance in last 12 months	42,771	22.9%	1
Bought any large kitchen appliance in last 12 months	25,262	13.5%	1
Insurance (Adults/Households)			
Currently carry life insurance	208,528	46.1%	1
Carry medical/hospital/accident insurance	319,678	70.7%	1
Carry homeowner insurance	259,040	57.3%	1
Have auto insurance: 1 vehicle in household covered	48,206	25.8%	
Have auto insurance: 2 vehicles in household covered	63,823	34.1%	1
	·	26.1%	1
Have auto insurance: 3+ vehicles in household covered	48,786	20.1%	
Pets (Households)			
Household owns any pet	97,930	52.3%	
Household owns any cat	38,857	20.8%	
Household owns any dog	71,663	38.3%	
Psychographics (Adults)			
Buying American is important to me	168,117	37.2%	
Usually buy items on credit rather than wait	73,207	16.2%	1
Usually buy based on quality - not price	87,889	19.4%	1
Price is usually more important than brand name	108,250	23.9%	
Usually use coupons for brands I buy often	86,767	19.2%	1
Am interested in how to help the environment	75,536	16.7%	
Usually pay more for environ safe product	58,314	12.9%	1
Usually value green products over convenience	44,836	9.9%	1
Likely to buy a brand that supports a charity	155,436	34.4%	1
Reading (Adults)			
Bought digital book in last 12 months	38,800	8.6%	1
Bought hardcover book in last 12 months	132,849	29.4%]
Bought paperback book in last 12 month	184,754	40.8%	
- · ·	·		1
Read newspaper using e-reader/tablet in last 6 months	18,422	4.1%	1
Read book using e-reader/tablet in last 6 months	43,390	9.6%	1
Read any daily newspaper (paper version)	187,328	41.4%	1
Read any magazine (paper/electronic version) in last 6 months	424,541	93.8%	1

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 15 minutes

	Expected Number of	Percent of	
Product/Consumer Behavior	Adults/HHs	Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	341,855	75.6%	100
Went to family restaurant/steak house: 4+ times a month	124,366	27.5%	93
Went to fast food/drive-in restaurant in last 6 months	397,701	87.9%	98
Went to fast food/drive-in restaurant 9+ times/mo	160,904	35.6%	88
Fast food/drive-in last 6 months: eat in	146,961	32.5%	90
Fast food/drive-in last 6 months: home delivery	30,933	6.8%	88
Fast food/drive-in last 6 months: take-out/drive-thru	179,665	39.7%	84
Fast food/drive-in last 6 months: take-out/walk-in	94,441	20.9%	107
Television & Electronics (Adults/Households)			
Own any e-reader/tablet (such as Kindle or iPad)	63,792	14.1%	144
Own any portable MP3 player	169,980	37.6%	112
HH owns 1 TV	30,653	16.4%	83
HH owns 2 TVs	43,995	23.5%	90
HH owns 3 TVs	43,502	23.2%	107
HH owns 4+ TVs	47,551	25.4%	126
HH subscribes to cable TV	122,705	65.6%	118
HH subscribes to fiber optic	32,626	17.4%	284
HH has satellite dish	29,989	16.0%	63
HH owns DVD/Blu-ray player	121,213	64.8%	104
HH owns camcorder	41,015	21.9%	127
HH owns portable GPS navigation device	65,416	35.0%	134
HH owns video game system	86,040	46.0%	106
Travel (Adults)			
Domestic travel in last 12 months	267,285	59.1%	116
Took 3+ domestic non-business trips in last 12 months	65,990	14.6%	117
Spent on domestic vacations in last 12 months: <\$1,000	50,917	11.3%	97
Spent on domestic vacations in last 12 months: \$1,000-\$1,499		7.7%	130
Spent on domestic vacations in last 12 months: \$1,500-\$1,999	20,566	4.5%	120
Spent on domestic vacations in last 12 months: \$2,000-\$2,999	27,412	6.1%	151
Spent on domestic vacations in last 12 months: \$3,000+	40,309	8.9%	158
Domestic travel in the 12 months: used general travel website	45,934	10.2%	131
Foreign travel in last 3 years	169,719	37.5%	153
Took 3+ foreign trips by plane in last 3 years	35,427	7.8%	176
Spent on foreign vacations in last 12 months: <\$1,000	30,484	6.7%	138
Spent on foreign vacations in last 12 months: \$1,000-\$2,999	22,942	5.1%	148
Spent on foreign vacations in last 12 months: \$3,000+	41,147	9.1%	190
Foreign travel in last 3 years: used general travel website	41,225	9.1%	149
Foreign travel in last 3 years: used general travel website Stayed 1+ nights at hotel/motel in last 12 months	41,225 220,974	9.1% 48.8%	149 116
, ,	•		
Stayed 1+ nights at hotel/motel in last 12 months	220,974	48.8%	116

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 30 minutes

 Demographic Summary
 2013
 2018

 Population
 2,469,657
 2,510,641

 Population 18+
 1,924,889
 1,968,873

 Households
 814,800
 829,431

 Median Household Income
 \$86,637
 \$100,509

Median nousehold income		\$80,037	\$100,509
	Expected Number of	Percent of	
Product/Consumer Behavior	Adults/HHs	Adults/HHs	MPI
Apparel (Adults)			
Bought any men's clothing in last 12 months	940,270	48.8%	99
Bought any women's clothing in last 12 months	857,141	44.5%	98
Bought clothing for child <13 years in last 6 months	542,075	28.2%	95
Bought any shoes in last 12 months	1,060,078	55.1%	100
Bought costume jewelry in last 12 months	387,122	20.1%	100
Bought any fine jewelry in last 12 months	404,561	21.0%	106
Bought a watch in last 12 months	226,131	11.7%	103
Automobiles (Households)			
HH owns/leases any vehicle	705,451	86.6%	102
HH bought/leased new vehicle last 12 mo	82,447	10.1%	128
5 /	,		
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	1,631,642	84.8%	99
Bought/changed motor oil in last 12 months	779,853	40.5%	80
Had tune-up in last 12 months	664,080	34.5%	109
Beverages (Adults)			
Drank bottled water/seltzer in last 6 months	1,355,162	70.4%	110
Drank regular cola in last 6 months	779,738	40.5%	87
Drank beer/ale in last 6 months	878,877	45.7%	107
Brank Beer ale in last o moners	070,077	13.7 70	107
Cameras (Adults)			
Own digital point & shoot camera	695,928	36.2%	104
Own digital single-lens reflex (SLR) camera	180,717	9.4%	113
Bought any camera in last 12 months	163,461	8.5%	97
Bought memory card for camera in last 12 months	127,437	6.6%	101
Printed digital photos in last 12 months	69,338	3.6%	82
Frinced digital photos in last 12 months	09,550	3.0 /0	02
Cell Phones (Adults/Housholds)			
Bought cell phone in last 12 months	671,473	34.9%	93
Have a smartphone	772,935	40.2%	110
·	263,685	13.7%	117
Have an iPhone			
Number of cell phones in household: 1	203,422	25.0%	78
Number of cell phones in household: 2	292,178	35.9%	100
Number of cell phones in household: 3+	272,711	33.5%	135
HH has cell phone only (no landline telephone)	163,645	20.1%	60
Committee (House holds)			
Computers (Households)	672.750	00.70/	100
HH owns a computer	673,750	82.7%	109
HH owns desktop computer	479,650	58.9%	113
HH owns laptop/notebook/tablet	433,862	53.2%	112
Spent <\$500 on most recent home computer	86,298	10.6%	81
Spent \$500-\$999 on most recent home computer	164,041	20.1%	97
Spent \$1,000-\$1,499 on most recent home computer	99,059	12.2%	113
Spent \$1,500-\$1,999 on most recent home computer	51,795	6.4%	128
Spent \$2,000+ on most recent home computer	44,387	5.4%	140

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2013 and 2018.

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	Expected Number of	Percent of	
Product/Consumer Behavior	Adults/HHs	Adults/HHs	MPI
Convenience Stores (Adults)			
Bought brewed coffee at convenience store in last 30 days	301,141	15.6%	99
Bought cigarettes at convenience store in last 30 days	161,081	8.4%	63
Bought gas at convenience store in last 30 days	360,365	18.7%	56
Spent at convenience store in last 30 days: <\$11	149,197	7.8%	111
Spent at convenience store in last 30 days: \$11-\$19	47,298	2.5%	126
Spent at convenience store in last 30 days: \$20-\$39	191,416	9.9%	107
Spent at convenience store in last 30 days: \$40-\$50	130,887	6.8%	89
Spent at convenience store in last 30 days: \$51-\$99	76,692	4.0%	80
Spent at convenience store in last 30 days: \$100+	283,541	14.7%	64
Entertainment (Adults)			
Attended a movie in last 6 months	1,251,505	65.0%	107
Went to live theater in last 12 months	302,441	15.7%	130
Went to a bar/night club in last 12 months	330,950	17.2%	96
Dined out in last 12 months	918,105	47.7%	104
Gambled at a casino in last 12 months	371,937	19.3%	124
Visited a theme park in last 12 months	434,512	22.6%	124
Viewed movie (video-on-demand) in last 30 days	378,837	19.7%	127
Viewed TV show (video-on-demand) in last 30 days	269,940	14.0%	135
Watched any pay-per-view TV in last 12 months	300,873	15.6%	111
Downloaded a movie over the Internet in last 30 days	116,037	6.0%	102
Downloaded any individual song in last 6 months	400,034	20.8%	101
Watched a movie online in the last 30 days	232,131	12.1%	107
Watched a TV program online in last 30 days	254,829	13.2%	106
Played a video/electronic game (console) in last 12 months	193,291	10.0%	85
Played a video/electronic game (portable) in last 12 months	85,113	4.4%	96
Financial (Adults)			
Have home mortgage (1st)	674,979	35.1%	109
Used ATM/cash machine in last 12 months	991,209	51.5%	107
Own any stock	198,173	10.3%	125
Own U.S. savings bond	148,037	7.7%	123
Own shares in mutual fund (stock)	185,273	9.6%	119
Own shares in mutual fund (bonds)	127,524	6.6%	126
Have interest checking account	589,762	30.6%	106
Have non-interest checking account	558,657	29.0%	101
Have savings account	1,082,042	56.2%	106
Have 401K retirement savings plan	295,416	15.3%	104
Own/used any credit/debit card in last 12 months	1,477,280	76.7%	105
Avg monthly credit card expenditures: <\$111	212,969	11.1%	89
Avg monthly credit card expenditures: \$111-\$225	133,161	6.9%	106
Avg monthly credit card expenditures: \$226-\$450	139,310	7.2%	118
Avg monthly credit card expenditures: \$451-\$700	120,787	6.3%	118
Avg monthly credit card expenditures: \$701-\$1,000	115,969	6.0%	134
Avg monthly credit card expenditures: \$1,001+	248,103	12.9%	142
Did banking online in last 12 months	701,162	36.4%	106
Did banking on mobile device in last 12 months	126,526	6.6%	91
Paid bills online in last 12 months	810,880	42.1%	105
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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 30 minutes

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Drive fille. 30 fillilates	Expected Number of	Percent of	ide. 75.5
Product/Consumer Behavior	Adults/HHs	Adults/HHs	M
Grocery (Adults)	Addits/11113	Addits/11113	10
Used beef (fresh/frozen) in last 6 months	1,309,886	68.0%	
Used bread in last 6 months		94.5%	
	1,819,625		
Used chicken/turkey (fresh or frozen) in last 6 months	1,555,281	80.8%	:
Used fish/seafood (fresh or frozen) in last 6 months	1,111,981	57.8% 88.4%	-
Used fresh fruit/vegetables in last 6 months Used fresh milk in last 6 months	1,700,834		-
	1,693,031	88.0%	
Used organic food in last 6 months	450,726	23.4%	:
Health (Adults)			
Exercise at home 2+ times per week	546,571	28.4%	-
Exercise at club 2+ times per week	320,753	16.7%	
Visited a doctor in last 12 months	1,471,488	76.4%	
Used vitamin/dietary supplement in last 6 months	1,111,409	57.7%	:
Home (Households)			
Any home improvement in last 12 months	238,719	29.3%	
Used housekeeper/maid/professional HH cleaning service in last	152,253	18.7%	
Purchased low ticket HH furnishings in last 12 months	129,008	15.8%	-
Purchased big ticket HH furnishings in last 12 months	172,741	21.2%	
Purchased bedding/bath goods in last 12 months	431,535	53.0%	
Purchased cooking/serving product in last 12 months	191,621	23.5%	
Bought any small kitchen appliance in last 12 months	176,183	21.6%	
Bought any large kitchen appliance in last 12 months	100,688	12.4%	
Insurance (Adults/Households)			
Currently carry life insurance	813,297	42.3%	
Carry medical/hospital/accident insurance	1,304,254	67.8%	1
Carry homeowner insurance	977,453	50.8%	
Have auto insurance: 1 vehicle in household covered	225,615	27.7%	
Have auto insurance: 2 vehicles in household covered	253,510	31.1%	
Have auto insurance: 3+ vehicles in household covered	190,893	23.4%	
Pets (Households)			
Household owns any pet	398,803	48.9%	
Household owns any cat	155,404	19.1%	
Household owns any dog	286,985	35.2%	
Household owns any dog	200,903	33.270	
Psychographics (Adults)	604.463	25.60/	
Buying American is important to me	684,462	35.6%	_
Usually buy items on credit rather than wait	308,414	16.0%	1
Usually buy based on quality - not price	379,094	19.7%	
Price is usually more important than brand name	466,296	24.2%	
Usually use coupons for brands I buy often	365,217	19.0%	
Am interested in how to help the environment	343,441	17.8%	
Usually pay more for environ safe product	259,277	13.5%	
Usually value green products over convenience	197,484	10.3%	1
Likely to buy a brand that supports a charity	646,437	33.6%	1
Reading (Adults)			
Bought digital book in last 12 months	157,314	8.2%	:
Bought hardcover book in last 12 months	533,029	27.7%	:
Bought paperback book in last 12 month	748,389	38.9%	1
Read newspaper using e-reader/tablet in last 6 months	70,617	3.7%	j
Read book using e-reader/tablet in last 6 months	174,297	9.1%	1
Read any daily newspaper (paper version)	717,283	37.3%	
Read any magazine (paper/electronic version) in last 6 months	1,785,133	92.7%	1

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Market Areas for SE Hicksville 550 S Broadway, Hicksville, New York, 11801 Drive Time: 30 minutes

	Expected Number of	Percent of	
Product/Consumer Behavior	Adults/HHs	Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	1,429,220	74.2%	98
Went to family restaurant/steak house: 4+ times a month	518,836	27.0%	91
Went to fast food/drive-in restaurant in last 6 months	1,686,118	87.6%	98
Went to fast food/drive-in restaurant 9+ times/mo	687,145	35.7%	88
Fast food/drive-in last 6 months: eat in	622,431	32.3%	89
Fast food/drive-in last 6 months: home delivery	134,100	7.0%	90
Fast food/drive-in last 6 months: take-out/drive-thru	727,368	37.8%	80
Fast food/drive-in last 6 months: take-out/walk-in	383,136	19.9%	102
Television & Electronics (Adults/Households)			
Own any e-reader/tablet (such as Kindle or iPad)	254,675	13.2%	135
Own any portable MP3 player	710,184	36.9%	110
HH owns 1 TV	151,387	18.6%	94
HH owns 2 TVs	198,006	24.3%	93
HH owns 3 TVs	175,031	21.5%	99
HH owns 4+ TVs	183,717	22.5%	112
HH subscribes to cable TV	525,649	64.5%	116
HH subscribes to fiber optic	118,585	14.6%	237
HH has satellite dish	136,875	16.8%	66
HH owns DVD/Blu-ray player	505,811	62.1%	100
HH owns camcorder	163,209	20.0%	116
HH owns portable GPS navigation device	253,006	31.1%	119
HH owns video game system	357,658	43.9%	101
Travel (Adults)			
Domestic travel in last 12 months	1,062,474	55.2%	109
Took 3+ domestic non-business trips in last 12 months	249,123	12.9%	104
Spent on domestic vacations in last 12 months: <\$1,000	206,889	10.7%	93
Spent on domestic vacations in last 12 months: \$1,000-\$1,499	132,452	6.9%	116
Spent on domestic vacations in last 12 months: \$1,500-\$1,999	79,739	4.1%	109
Spent on domestic vacations in last 12 months: \$2,000-\$2,999	97,269	5.1%	126
Spent on domestic vacations in last 12 months: \$3,000+	143,778	7.5%	133
Domestic travel in the 12 months: used general travel website	182,932	9.5%	123
Foreign travel in last 3 years	696,919	36.2%	147
Took 3+ foreign trips by plane in last 3 years	140,083	7.3%	164
Spent on foreign vacations in last 12 months: <\$1,000	121,800	6.3%	129
Spent on foreign vacations in last 12 months: \$1,000-\$2,999	100,895	5.2%	153
Spent on foreign vacations in last 12 months: \$3,000+	152,876	7.9%	166
Foreign travel in last 3 years: used general travel website	168,635	8.8%	144
Stayed 1+ nights at hotel/motel in last 12 months	862,418	44.8%	106
Took cruise of more than one day in last 3 years	223,175	11.6%	133
Member of any frequent flyer program	458,841	23.8%	143
Member of any hotel rewards program	315,860	16.4%	122

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