

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

VILLAGE OF HEMPSTEAD, NASSAU COUNTY, NY DOWNTOWN VISION & COMPREHENSIVE DEVELOPMENT PLAN UPDATE



Prepared by:

FERRANDINO & ASSOCIATES INC.
Planning and Development Consultants
Elmsford, NY

with

FXFOWLE ARCHITECTS, PC
New York, NY

September 2008

SEQRA Classification: Type I Action

Location of Proposed Action: Village of Hempstead, New York

Lead Agency: Village of Hempstead Board of Trustees

Lead Agency Contact: Village of Hempstead
c/o Ms. Tanya Ford, Village Clerk
Village Hall
99 Nichols Court
Hempstead, NY 11550
(516) 478-6206

DGEIS Accepted as Complete: September 16, 2008

DGEIS Public Hearing: October 1, 2008

Comment Deadline: October 13, 2008

Table of Contents

1.0	EXECUTIVE SUMMARY	i
1.1	DESCRIPTION OF THE PROPOSED ACTION	i
1.2	ANTICIPATED IMPACTS AND PROPOSED MITIGATION MEASURES	ii
1.3	ALTERNATIVES TO THE PROPOSED ACTION	iv
2.0	INTRODUCTION	1
2.1	BACKGROUND	1
2.2	PURPOSE OF ENVIRONMENTAL IMPACT ASSESSMENT	1
3.0	THE PROPOSED ACTION	3
3.1	PURPOSE AND BENEFITS OF THE PROPOSED ACTION.....	3
3.2	SUMMARY OF DOWNTOWN VISION AND COMPREHENSIVE DEVELOPMENT PLAN UPDATE	4
3.3	SUMMARY OF PROPOSED ZONING AMENDMENTS	4
3.4	REQUIRED APPROVALS	5
3.5	LIST OF AGENCIES	5
3.6	DESCRIPTION OF THE PROPOSED ACTION	5
4.0	ENVIRONMENTAL ANALYSES	16
4.1	LAND USE, ZONING AND PUBLIC POLICY	16
4.2	VISUAL/NEIGHBORHOOD CHARACTER	28
4.3	FISCAL/ECONOMIC	32
4.4	COMMUNITY FACILITIES AND SERVICES.....	41
4.5	TRAFFIC AND PARKING	48
5.0	ALTERNATIVES	52
5.1	NO ACTION.....	52
5.2	REDUCED DENSITY/INFILL DEVELOPMENT.....	55
6.0	UNAVOIDABLE ADVERSE EFFECTS	61
7.0	IRREVERSIBLE AND UNRETRIEVABLE COMMITMENT OF RESOURCES	61
8.0	APPENDIX	61
	APPENDIX A – SCOPING DOCUMENT.....	62

1.0 EXECUTIVE SUMMARY

The following summarizes the Draft Generic Environmental Impact Statement (DGEIS) prepared by the Village Board of Trustees of the Village of Hempstead (the Lead Agency) in connection with updating the Village's 1993 Comprehensive Development Plan (the Proposed Action).

1.1 Description of the Proposed Action

The Proposed Action, according to the Positive Declaration issued by the Lead Agency on March 4, 2008, involves adoption of the Downtown Vision and Comprehensive Development Plan Update by the Village Board of Trustees.

Based on an analysis of the Village's assets and development constraints, the Plan identified a broad set of land use and economic revitalization goals to be achieved through downtown development:

- create substantial economic value for the Village through redevelopment and re-use of underutilized and vacant buildings;
- provide downtown residential opportunities and a bustling Main Street with daily and specialty shopping and services, as well as thriving commercial corridors with attractive visual quality;
- enhance downtown walkability and physical connections;
- expand and enhance open spaces and parks to provide abundant recreational opportunities for all age groups;
- improve the Village's identity and reputation.

The Proposed Action contemplates a range of land uses and densities for the Study Area, which encompasses some 15 blocks within the Village's central business district (CBD). The CBD is bounded by the Garden City border to the north, Harriman Avenue to the south, Margaret Court and Cathedral Avenue South to the west, and Main Street and Willets Place to the east.

The Proposed Action is intended to improve the overall character and vitality of the downtown and involves redevelopment of underutilized "soft" sites to provide for mixed use development including retail, office and residential (0BR – 20%, 1BR – 30%, 2BR – 40% and 3BR – 10%); and will allow building heights of 120 feet within ¼ mile radius and 85 feet within ½ mile radius of the Hempstead Transit Center.

The DGEIS assesses the envelope of potential development anticipated under the Plan. The maximum allowable development capacity of the Study Area according to existing zoning parameters is 17,139,400 sf office and 2,859,200 sf retail, plus 32,359,500 sf parking (91,368 parking spaces). The Proposed Action, if implemented, will permit a net increase of 382,100 sf office, 283,600 sf retail, 4,408,600 sf residential (3,917,000 sf apartments and 455,800 sf townhouses). Additionally, the Proposed Action will result in 2,569,000 sf parking (7,340 parking spaces).

1.1.1 Purpose and Benefits

The Proposed Action will achieve goals defined in the Village's Comprehensive Development Plan to encourage mixed use development in the downtown and set parameters for land development and zoning amendments as well as capital improvements.

Residences will be permitted in the Study Area to enliven the downtown, and help advance the Village's goal to create a range of housing opportunities and choices. Redevelopment of vacant and underutilized parcels with existing infrastructure available will provide a balance of land uses that support each other, as well as substantial economic benefits in terms of job generation and new tax revenues for the Village, thereby stimulating the local economy.

1.1.2 Required Approvals

Approvals required by the Proposed Action involve adoption of the Downtown Vision and Comprehensive Development Plan Update by the Village of Hempstead Board of Trustees.

1.2 Anticipated Impacts and Proposed Mitigation Measures

The following outlines anticipated impacts of the Proposed Action. Future site-specific development proposals will still be required to comply with SEQR regulations.

The adoption of the Plan establishes planning principles, policies and an implementation program consisting of a comprehensive approach to balance needs and guide development in support of downtown revitalization.

In determining the environmental significance of proposed site-specific development following adoption of the Plan, the Village will consider traffic generation and parking; whether proposed development is in keeping with aesthetic/visual character; and effects on community facilities and services.

1.2.1 Land Use, Zoning and Public Policy.

The Plan focuses on creating relatively high density mixed-use residential and commercial development centered near the Transit Center, with progressively lower density development spreading outward from the Transit Center.

In order to implement the goals of the Plan, parcels within the CBD should be rezoned to Mixed Use. Provisions of this new zoning district will increase permitted building heights from 85 ft to 120 ft (within $\frac{1}{4}$ mile of the Hempstead Transit Center) and allow residences in the downtown. All other zoning districts will be retained.

Overall, the Proposed Action is consistent with regional and local planning policies, including the *2006 Nassau Hub Major Investment Study* and *2002 Nassau County Economic Development Plan*.

1.2.2 Visual/Neighborhood Character

The Proposed Action will potentially result in the development of additional buildings which are taller than those which currently exist in the downtown. The character of the Study Area will change to include residences among its mixed land uses and densities. Redevelopment of underutilized and vacant buildings will not adversely affect the existing residential neighborhoods and commercial corridors.

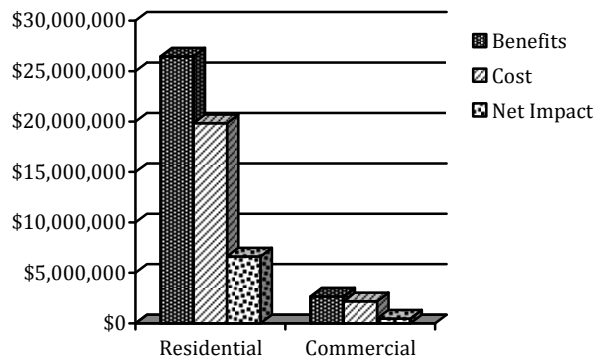
1.2.3 Fiscal

The Proposed Action will generate a positive net fiscal return to the Village. Residential development is expected to generate \$0.75 in costs per dollar of revenue

it produces for the Village. For every dollar of revenue generated by commercial land uses of the Proposed Action, \$0.82 is required in public services. Below is a comparison of revenues and costs for residential versus commercial land uses.

PROPOSED ACTION: NET FISCAL IMPACT BY LAND USE

	Residential	Commercial	TOTAL
(a) Total Revenues	\$26,451,600.00	\$2,662,800.00	29,114,400.00
(b) Total Expenditures	\$19,813,974.06	\$2,186,873.95	22,000,848.01
Net contribution (a-b)	\$6,637,625.94	\$475,926.05	\$7,113,551
Land Use Ratio (Exp/Rev)	\$1 : \$0.75	\$1 : \$0.82	\$1 : \$0.76



1.2.4 Community Facilities and Services

The Proposed Action will result in new development associated with an increased residential, employment and visitor population. Taxes generated by the Proposed Action will be a new source of revenue to the Village of Hempstead and will help offset the cost of additional services such as police, fire, recreation, public works and schools necessary to support the Proposed Action.

The Proposed Action will result in an increase in water consumption and sanitary loads. If fully built out, the Proposed Action will have an average daily water demand of 861,234 gpd, and total average daily wastewater flows of 824,100 gpd.

The Proposed Action will result in 3,434 new residential units which will generate 749 public school children. A portion of taxes generated by the Proposed Action will be allocated to the School District to offset the additional costs.

Based on a per capita approach to evaluating impact on community facilities and services (police, fire, recreation, etc.), estimated annual fiscal contributions of the Proposed Action are \$29,114,400, and projected annual municipal service expenditures are \$22,000,848; the net fiscal impact on the Village is positive (\$7,113,552 per year).

1.2.5 Traffic and Parking

It is anticipated that the Proposed Action will improve pedestrian access and encourage walking. Below is a summary of estimated vehicular trips that will be generated by the Proposed Action.

ANTICIPATED VEHICULAR TRIP GENERATION						
LAND USE	AREA (SF)	WEEKDAY			SATURDAY	
		Daily	AM Peak Hr	PM Peak Hr	Daily	Midday Peak Hour
Office	382,100	1,138,658	168,124	149,019	N/A	N/A
Retail	283,600	8,113,796	147,472	740,196	9,248,196	918,864
Residential	3,917,000	25,342,990	2,193,520	2,702,730	24,285,400	2,036,840
Townhouses	491,600	2,880,776	216,304	265,464	2,787,372	231,052

ITE Trip Generation, 7th Edition, 2003

1.3 Alternatives to the Proposed Action

Alternatives include development under existing zoning and an alternate infill development approach.

1.3.1 No Action

The No Action Alternative is the maximum build-out of the Study Area according to existing zoning. The existing zoning restricts building heights to seven stories or 85 ft and permits a theoretical development capacity of: 17,139,400 sf office and 2,859,200 sf retail, and 32,359,500 sf parking (91,368 parking spaces). Residential dwellings are not permitted. The No Action Alternative would preclude implementation of mixed use development projects and other planning objectives emanating from the comprehensive planning process.

Maintaining existing land uses and zoning will not improve the visual character of the Study Area. Additional traffic volumes on surrounding roadways associated with the Proposed Action would not occur if the Study Area were to remain in its current underutilized condition. The lack of new development, however, would preclude the additional meaningful economic and fiscal contribution in terms of increased employment opportunities and annual tax revenues. The No Action Alternative will marginalize financial assets in Hempstead.

1.3.2 Reduced Density/Infill

The Reduced Density Alternative reduces proposed redevelopment to include only vacant lots in the Study Area, which can be used for infill development; existing buildings would be retained. This Alternative would permit a net increase of 1,990,100 gsf (294,500 sf office, 349,000 sf retail, 1,346,600 sf residential (1,283 units), plus 1,188,400 sf parking (3,453 parking spaces) could be constructed.

This Alternative would result in reduced daily sewage flow quantities (307,800 gpd) and water demand (321,684 gpd); fewer school-age children in the Hempstead public school system, and less traffic. The demand for police, fire and emergency medical services would also reduce commensurately.

2.0 INTRODUCTION

2.1 Background

On March 5, 2005, the Village of Hempstead Community Development Agency (CDA), by resolution of the Village Board of Trustees, was assigned the responsibility of updating the Village's Comprehensive Development Plan of 1993. Through a Quality Communities grant from the NYS Department of State, a consultant team, including Ferrandino & Associates Inc., FXFOWLE Architects and Urbitran Associates, Inc., was retained by the Village to carry out the planning effort. The assignment of formulating a downtown vision and updated development strategy for Hempstead combined technical analyses with extensive community and stakeholder involvement. In May 2008, the draft Comprehensive Development Plan Update was completed which provides a long range blueprint for physical and economic development in the Village and a tool by which development projects can be advanced in the downtown. Key development objectives include: encouraging mixed use development in the downtown; taking advantage of compact building design; providing a range of downtown housing opportunities and choices; strengthening and directing commercial development toward the downtown core; maximizing development potential through targeted transformation of underutilized sites (parking lots, obsolete structures, etc.); enhancing existing parks and open spaces to improve connections to local and regional open space networks; and providing a variety of transportation options and enhanced access, mobility and safety for both motorized and non-motorized street users.

The Comprehensive Development Plan Update, hereafter referred to as the Plan, laid the groundwork for the second phase of the planning process: downtown visioning, the purpose of which was to refine the design framework and concept plan developed in the Plan and define a "preferred vision" for the downtown. In effect, the downtown visioning program, which was funded through a Nassau County grant and matched with CDA funds, was intended to flesh out the visual elements of the development framework and objectives identified in the Plan, including height, bulk and density parameters.

2.2 Purpose of Environmental Impact Assessment

Adoption of the Plan is classified as a Type I Action according to SEQR regulations and requires an environmental impact assessment as prescribed by 6 NYCRR Part 617 State Environmental Quality Review (SEQR). A generic environmental impact statement (GEIS) is an assessment of broad based action or a group of related actions and is more conceptual in nature than a site-specific Environmental Impact Statement (EIS). The GEIS does not replace the need for separate and distinct site-specific EIS in connection with future development proposals. Each specific proposal for any site is independently subject to SEQR.

The downtown visioning informed the Draft Generic Environmental Impact Statement (DGEIS) public scoping process (including a public scoping hearing held on March 20, 2008 followed by a 10-day public comment period), which determined the range of alternatives and elements to be evaluated in the DGEIS.

This DGEIS addresses recommendations set forth in the Plan and examines potential impacts which may result from the conceptual development scenarios advanced in the downtown visioning program. In compliance with the requirements of SEQR, this DGEIS includes the following:

- Description of the Proposed Action and its purpose and benefits;
- Assessment of existing conditions;

- Evaluation of potential environmental impacts of the Proposed Action and Alternatives (in some cases, analyses are based on conceptual information due to the comprehensive and prospective nature of the Proposed Action and its component parts);
- Identification of any necessary mitigation measures to minimize potential significant adverse environmental impacts;
- Identification of any significant adverse environmental impacts that cannot be avoided if the Proposed Action is implemented; and
- Identification and brief discussion of any irreversible and irretrievable commitment of resources that would be involved in implementation of the Proposed Action.

3.0 THE PROPOSED ACTION

The Proposed Action, according to the Positive Declaration issued by the Lead Agency on March 4, 2008, involves adoption of the Downtown Vision and Comprehensive Development Plan Update (which is incorporated herein by reference) by the Village Board of Trustees.

3.1 Purpose and Benefits of the Proposed Action

The Village of Hempstead's zoning regulations have not been examined in a comprehensive manner since 1993. The Comprehensive Development Plan Update was therefore intended to establish a consensus vision for development in the Village which reflects the community's ideals and priorities, with a focus on the downtown. The Plan is the result of a community-based participatory process that included: evaluation of needs, opportunities and constraints; crafting a conceptual framework, including development goals and objectives; and culminating in policy recommendations and strategies to foster downtown revitalization.

The central public purpose of the Proposed Action is twofold: (1) establish the nature and level of potential development in the Village's downtown under current land use policies and zoning regulations; and (2) make changes as necessary to existing regulations to ensure future development is in keeping with the character of the Village, follows sound planning principles and standards, and will protect public safety, health and welfare.

The Proposed Action will restrict building heights to 120 ft within ¼ mile radius, and 85 ft within a ½ mile radius of the Hempstead Transit Center. Residences will be permitted in the Study Area to foster a mixed use community and enliven the downtown, and help advance the Village's goal to create a range of housing opportunities and choices. Redevelopment of vacant and underutilized parcels with existing infrastructure available will provide a balance of land uses that support each other, as well as substantial economic benefits in terms of job generation and new tax revenues for the Village.

3.2 Summary of Downtown Vision and Comprehensive Development Plan Update

The Village of Hempstead Downtown Vision and Comprehensive Development Plan Update is broad in scope, focusing principally on land use development and redevelopment and design regulations. The Plan consists of four (4) chapters. *Chapter 1* is a general introduction and Plan overview. *Chapter 2* provides a local and regional context, examining demographics of the Village relative to the Town of Hempstead and Nassau County; existing land uses and zoning; traffic, transportation and parking; utilities and infrastructure; community facilities and services; schools and economic conditions. *Chapter 3* provides a downtown profile, including business inventory, opportunities and constraints analysis, land use patterns, trends and development capacity. *Chapter 4* describes the design principles, objectives and “vision” as developed by the CDA and community, including short and long term implementation measures, and various zoning and other regulatory tools that should be used to bring the Plan to fruition.

Planning and development objectives of the Plan include:

- Encourage and support mixed use development
- Provide higher density development
- Provide a range of downtown housing opportunities and choices
- Strengthen and direct commercial development toward the downtown core
- Maximize development potential through infill development and re-use of vacant and underutilized property
- Enhance and expand the open space network
- Improve streetscape and walkability
- Create and enhance gateways to the Village

Implementation of the Plan, once approved, will be an incremental process. The first step will be to update the Village’s zoning regulations to reflect newly adopted goals and policies outlined in the Plan. This is the linkage and consistency between the Plan and land use regulation that enables the Village to review and approve private development proposals with uniformity and effectiveness in conformity with State law.

Likewise the land use policies of the Plan are to be incorporated into the Village’s day-to-day decision-making and administration. New development applications, such as subdivisions and site plans, will be required to comply with the Plan’s policies as expressed in the Village’s updated zoning and subdivision regulations.

3.3 Summary of Proposed Zoning Amendments

Zoning amendments are proposed to: foster increased business activity and downtown redevelopment, and encourage mixed land uses, increase allowable density and facilitate housing to engender a 24-hour downtown.

The Study Area is primarily zoned Business B (one block is zoned Business A and Business BG). A key change required is to permit downtown housing (in conjunction with other types and intensity of development) as a means of bringing life—including evening activity and customers for downtown merchants—back to the downtown area. The Plan recommends rezoning the Study Area to a Mixed Use (MU) zoning district which would provide flexibility to allow differences in density and encourage a mix of land uses on a single parcel (or consolidated group of parcels) including commercial/retail and office with upper level residential uses (especially along Main and Franklin Streets).

The intent is to encourage redevelopment of vacant and 'soft' sites, including underutilized surface parking lots, buildings which are vacant or with low occupancy rates, dilapidated properties and parcels which do not fully utilize the floor area permitted under current zoning. Existing building height parameters will be increased to 120 feet within ¼ mile radius of the Hempstead Transit Center, to encourage transit oriented development (TOD). As an Alternative to the Proposed Action, a "transit green" is also assessed.

Although not evaluated as part of the Proposed Action, the Plan also recommends establishing a "downtown center" overlay sub-district for the downtown core (which would build on the underlying MU zoning of the Study Area and permit increased development densities and create incentives to redevelop underutilized sites), as well as a TOD "floating" zone (which would be applied to sites within three blocks of the Transit Center to enhance development opportunities in its vicinity).

3.4 Required Approvals

The Downtown Vision and Comprehensive Development Plan Update must be adopted by the Village Board of Trustees upon the recommendation of the Planning Board; no other approvals are required.

In accordance with SEQRA requirements, the Village Board of Trustees was designated as the Lead Agency in preparing this DGEIS. The adoption of the Plan, along with its proposed density parameters, constitutes the Proposed Action for which potential consequences are assessed in this report.

3.5 List of Agencies

The DGEIS was circulated to the following Involved and Interested Agencies:

Involved

- Village of Hempstead Board of Trustees

Interested

- Village of Hempstead Community Development Agency
- Village of Hempstead Planning Board
- Village of Hempstead Zoning Board of Appeals
- Village of Hempstead Housing Authority
- Town of Hempstead
- Village of Garden City
- Nassau County Planning Commission

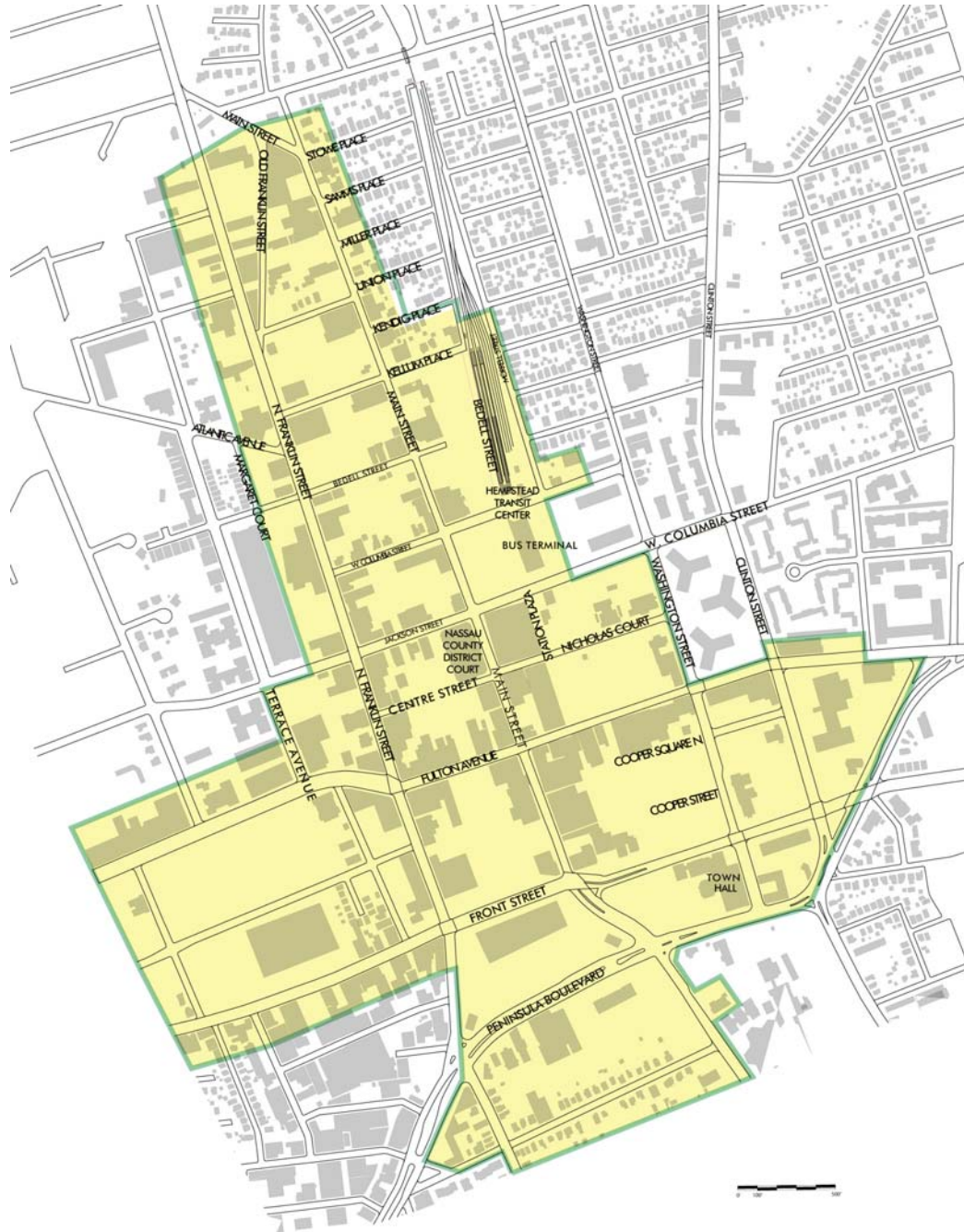
3.6 Description of the Proposed Action

The Proposed Action is the adoption by the Village of Hempstead Board of Trustees of the Downtown Vision and Comprehensive Development Plan Update for the Village intended to provide an impetus for downtown revitalization. The Plan sets forth policies to achieve the following broad goals:

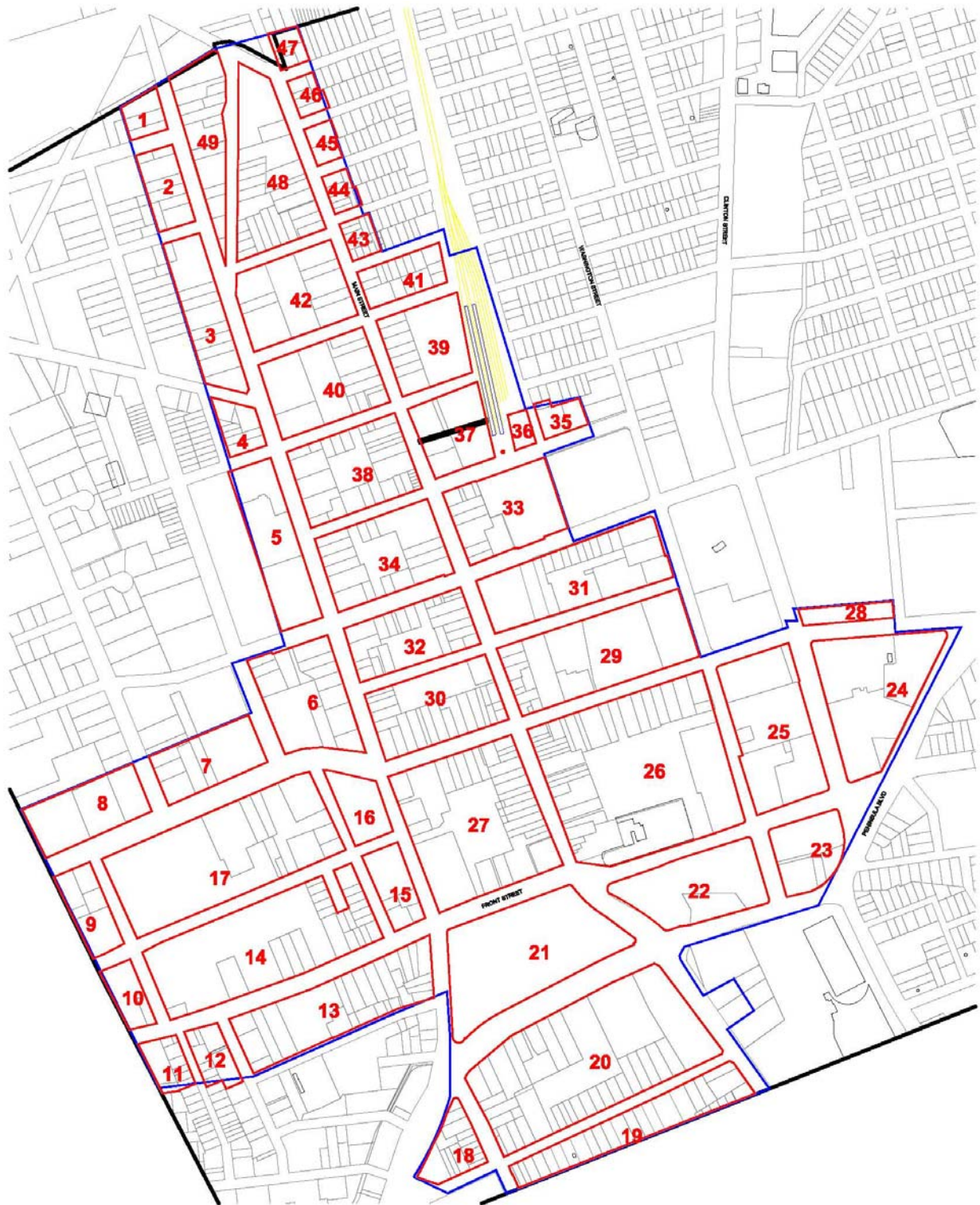
- create substantial economic value for the Village through redevelopment and re-use of underutilized and vacant buildings;
- provide downtown residential opportunities and a bustling Main Street with daily and specialty shopping and services, as well as thriving commercial corridors with attractive visual quality;
- enhance downtown walkability and physical connections;
- expand and enhance open spaces and parks to provide abundant recreational opportunities for all age groups;
- improve the Village's identity and reputation.

The Proposed Action contemplates a range of land uses and densities within the Study Area which includes mostly parcels which are currently zoned Business B within the central business district (CBD). The CBD is bounded by the Garden City border to the north, Harriman Avenue to the south, Margaret Court and Cathedral Avenue South to the west, and Main Street and Willets Place to the east. To capitalize on one of the Village's greatest assets, its Transit Center, the train station and bus depot are the focal point for redevelopment; that is to say, the potential for redevelopment is focused within ½ mile of the Transit Center (priority is given to sites within ¼ mile). The Key Plan below identifies each block (by number) within the CBD.

VILLAGE OF HEMPSTEAD - CENTRAL BUSINESS DISTRICT BOUNDARY



KEY PLAN



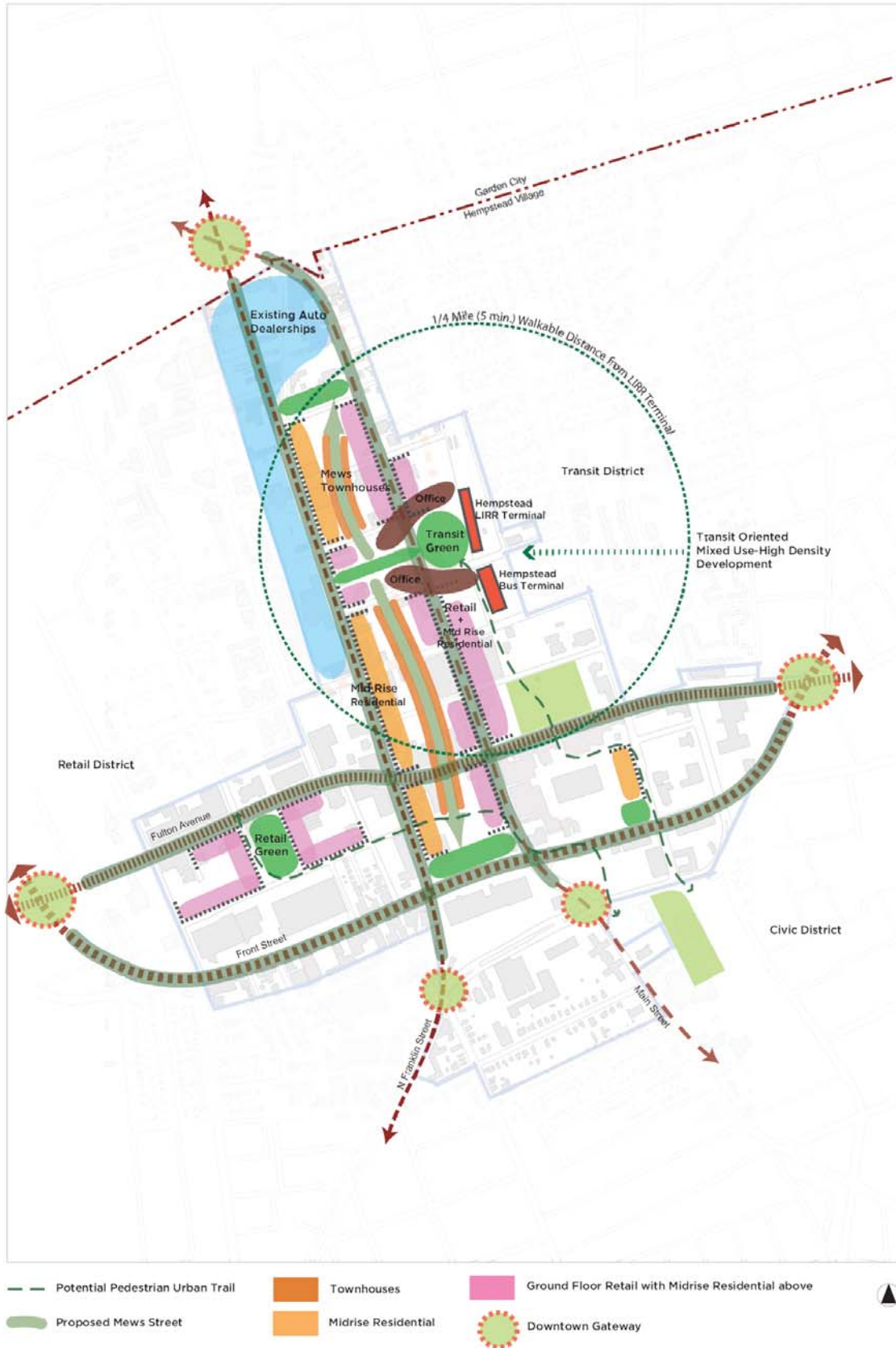
The Proposed Action is intended to improve the overall character and vitality of the downtown and consists of the following features:

- Redevelopment of underutilized “soft” sites to provide for mixed use development including commercial (office/retail) and residential (0BR – 20%, 1BR – 30%, 2BR – 40% and 3BR – 10%)

The following criteria were used to identify “soft” sites:

- Village-owned parcels including surface parking lots that could provide parking more efficiently
- Buildings that are vacant or with low occupancy rates
- Incompatible land uses
- Properties that have not been maintained or require significant improvements and/or repairs
- Factors that hinder the economically viable use of a structure such as inadequate size, access or parking
- Areas designated as “blighted” in the North Main Street Urban Renewal Plan
- Parcels which do not fully utilize the floor area permitted under current zoning
- Multiple ownership of parcels which hinders the assembly of properties
- As part of a ‘place-making’ effort, preservation and enhancement of landmarks, historic resources and buildings which are undergoing façade restoration under the New York Main Street Program
- Creation of an active and functional transit plaza
- Creation of an open space network to enhance pedestrian activity
- Integration of development plans for provision of a civic center
- Promotion of ground floor retail activity along Main and Franklin Streets with upper level residential uses
- Restriction of building heights to 120 feet within ¼ mile radius and 85 feet within ½ mile radius of the Transit Center

CONCEPT DIAGRAM

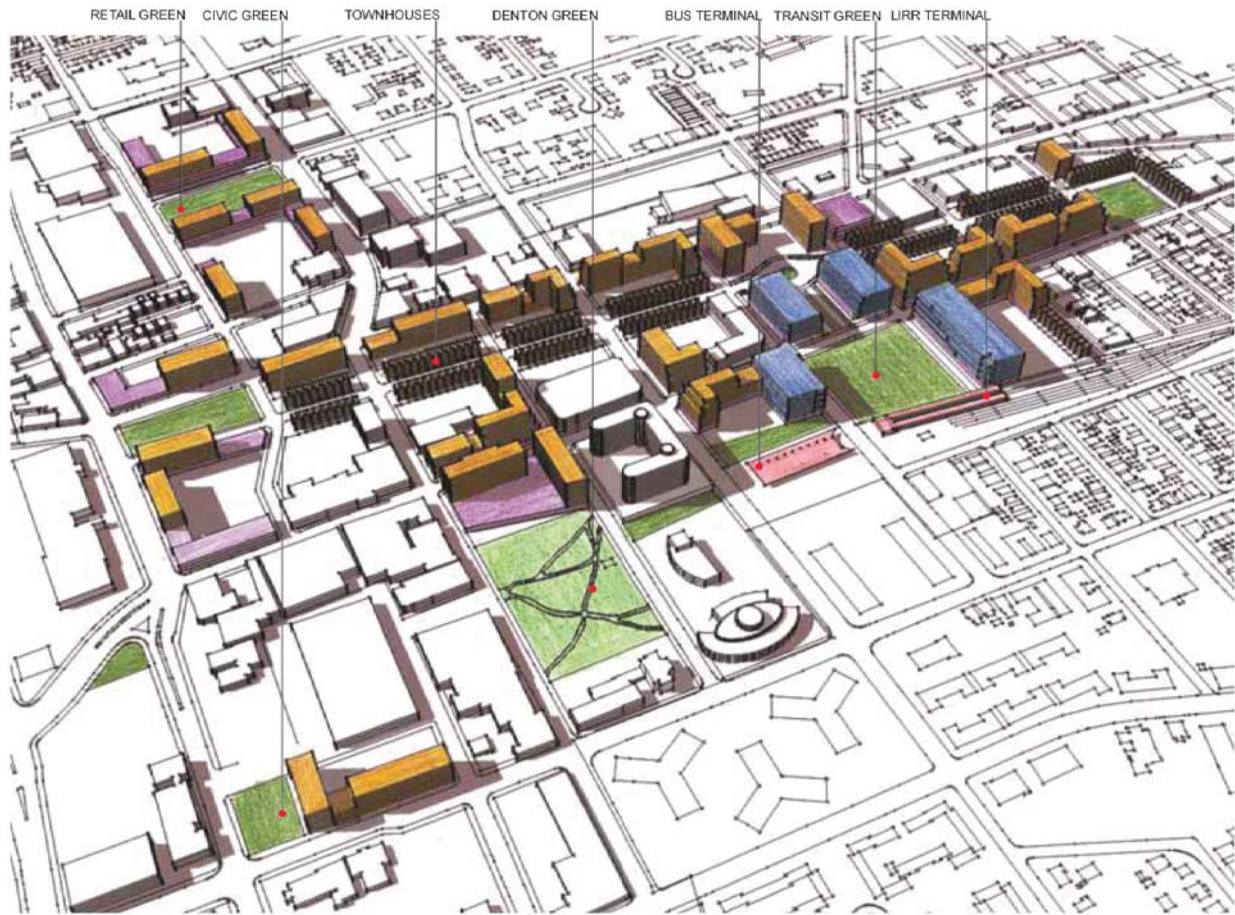


A theoretical build-out analysis was performed using zoning capacity as the basis for assessing and quantifying the effects of Mixed Use zoning build-out (maximum allowable development) of “soft” sites. The analysis estimates maximum square footage of retail, office and residential area that could reasonably be built according to the zoning parameters relating to building height restrictions, setbacks, permitted land uses and parking requirements. Existing structures which are treated as “soft sites” were deducted from the proposed development to derive net increase.

The build-out calculation multiplies the land area by density factors, assuming retail will occupy ground floor and upper levels will include office space and residences, while satisfying minimum parking ratios for specific land uses. Based upon the zoning assumptions underlying this analysis, the Proposed Action will yield a build-out capacity of 382,100 sf office, 283,600 sf retail, 4,408,600 sf residential (3,917,000 sf apartments and 455,800 sf townhouses) which could be realized in the Study Area. The Proposed Action will also include 2,569,000 sf allocated to 7,340 parking spaces (assuming four cars per 1,000 sf of retail, two cars per 1,000 sf of office, one car per 1,000 sf of residential and two cars per townhouse unit).

PROPOSED ACTION





Block	Program	Fl. Area	No. of Stories	GSF	Res. Units	Pkng Reqd.	Pkng Provcd.	Total GSF
"33"	Office	25,800	7	180,600		361		
	Retail 1	44,900	1	44,900	0	90		
	Residential 1	14,400	10	144,000	144	144		369,500
	Parking	31,700	5	158,500	0	595	453	
				144				
								369,500
								Net Increase
"39"	Office	41,100	7	287,700		575		
	Retail 1	63,800	1	63,800	0	128	0	
	Residential 1	14,400	10	144,000	144	144		
	Townhouses	6,700	4	26,800	9	18		522,300
	Existing Office	29,400	1	29,400	0	0	0	
	Existing Retail	29,400	1	29,400				58,800
Parking	76,700	4	306,800	0	865	877		
				153				
								463,500
								Net Increase
"48"	Residential 1	7,200	8	57,600	58	58		
	Townhouses	15,000	4	60,000	20	40		117,600
	Existing Office	96,900	0	0	0	0	0	
	Existing Retail	96,900	0	0				
	Existing Housing	8,100	2	16,200	0	0	0	16,200
Parking	21,600	2	43,200	0	98	123		
				78				
								101,400
								Net Increase
"42"	Retail 1	30,700	1	30,700	0	61		
	Residential 1	14,200	10	142,000	142	142		
	Residential 2	14,500	10	145,000	145	145		
	Townhouses	21,000	4	84,000	28	56		401,700
	Existing Office	29,500	1	29,500	0	0	0	
	Existing Retail	29,500	1	29,500				59,000
Parking	68,000	2	136,000	0	404	389		
				315				
								342,700
								Net Increase
"40"	Retail 1	34,400	1	34,400	0	69		
	Residential 1	18,000	10	180,000	180	180		
	Residential 2	14,500	10	145,000	145	145		
	Townhouses	16,500	4	66,000	22	44		425,400
	Existing Office	35,400	1	35,400	0	0	0	
	Existing Retail	35,400	1	35,400				70,800
Parking	43,100	4	172,400	0	438	493		
				347				
								354,600
								Net Increase
"38"	Office 1	29,100	8	232,800		466		
	Office 2	28,800	8	230,400		460		
	Retail 1	26,100	1	26,100	0	52	0	
	Retail 2	25,900	1	25,900	0	50		
	Retail 3	32,600	2	65,200	0	130		
	Residential 1	14,200	9	127,800	128	128		
	Residential 2	7,200	12	86,400	86	86		794,600
	Existing Office	49,300	1	49,300	0	0	0	
	Existing Retail	49,300	1	49,300				
	Existing Housing	9,800	2	19,600	0	0	0	118,200
Parking	164,100	3	492,300	0	1,372	1,407		
				214				
								676,400
								Net Increase
"34"	Retail 1	39,100	1	39,100	0	78	0	
	Residential 1	14,400	10	144,000	144	144		
	Residential 2	7,200	10	72,000	72	72		

	Residential 3	17,500	10	175,000	175	175		
	Townhouses	18,700	4	74,800	25	50		
	Existing Office	64,300	1	64,300	0	0	0	
	Existing Retail	64,300	1	64,300				
	Parking	93,100	2	186,200	0	519	532	

416

504,900 **New Subtotal**

128,600 **Existing Subtotal**

376,300 Net Increase

"32"	Retail 1	17,800	1	17,800	0	36		
	Residential 1	10,600	10	106,000	106	106		
	Residential 2	7,200	7	50,400	50	50		
	Townhouses	15,000	4	60,000	20	40		
	Existing Office	45,100	1	45,100	0	0	0	
	Existing Retail	45,100	1	45,100				
	Parking	36,400	2	72,800	0	232	208	

16

234,200 **New Subtotal**

90,200 **Existing Subtotal**

144,000 Net Increase

"30"	Retail 1	38,300	1	38,300	0	77		
	Residential 1	14,300	10	143,000	143	143		
	Residential 2	7,200	12	86,400	86	86		
	Residential 3	7,200	6	43,200	43	43		
	Residential 4	14,400	7	100,800	101	101		
	Townhouses	18,000	4	72,000	24	48		
	Existing Office	95,900	1	95,900	0	0	0	
	Existing Retail	95,900	1	95,900				
	Parking	137,800	2	275,600	0	498	787	

397

483,700 **New Subtotal**

191,800 **Existing Subtotal**

291,900 Net Increase

"27"	Retail 1	97,200	1	97,200	0	194		
	Residential 1	7,200	8	57,600	58	58		
	Residential 2	20,300	7	142,100	142	142		
	Residential 3	14,700	7	102,900	103	103		
	Residential 4	15,300	7	107,100	107	107		
	Townhouses	12,000	4	48,000	16	32		
	Existing Office	97,800	1	97,800	0	0	0	
	Existing Retail	97,800	1	97,800				
	Parking	167,200	1	167,200	0	636	478	

426

554,900 **New Subtotal**

195,600 **Existing Subtotal**

359,300 Net Increase

"15"	Retail 1	33,900	1	33,900	0	68		
	Residential 1	14,700	7	102,900	103	103		
	Existing Office	28,100	1	28,100	0	0	0	
	Existing Retail	28,100	1	28,100				
	Parking	69,500	2	139,000	0	171	397	

103

136,800 **New Subtotal**

56,200 **Existing Subtotal**

80,600 Net Increase

"17"	Retail 1	118,700	1	118,700	0	237		
	Retail 2	125,400	1	125,400	0	251	0	
	Residential 1	10,800	7	75,600	76	76		
	Residential 2	10,800	5	54,000	54	54		
	Residential 3	10,800	5	54,000	54	54		
	Residential 4	10,800	5	54,000	54	54		
	Residential 5	14,300	5	71,500	72	72		
	Residential 6	14,300	5	71,500	72	72		
	Existing Office	51,400	1	51,400	0	0	0	
	Existing Retail	51,400	1	51,400				
Parking	194,600	1	194,600	0	564	556		

381

624,700 **New Subtotal**

102,800 **Existing Subtotal**

521,900 Net Increase

"29"	Retail 1	71,600	1	71,600	0	143	0	
	Residential 1	14,000	10	140,000	140	140		

Residential 2	14,100	10	141,000	141	141		352,600	New Subtotal
Existing Office	23,200	1	23,200	0	0	0		
Existing Retail	23,200	1	23,200				46,400	Existing Subtotal
Parking	82,100	2	164,200	0	424	469		
281								

306,200 Net Increase

"26"	Residential 1	9,900	8	79,200	79	79		
	Residential 2	14,400	8	115,200	115	115	194,400	New Subtotal
	Existing Office	0	1	0	0	0		
	Existing Retail	0	1	0			0	Existing Subtotal
	Parking	60,200	1	60,200	0	194	172	
254,600 194								

194,400 Net Increase

SUBTOTALS

Office	931,500
Retail	833,000
Residential (apartments)	3,952,800
Townhouses	491,600
TOTAL GSF	6,208,900 gsf
Existing Office	549,400
Existing Retail	549,400
Existing Housing	35,800
TOTAL GSF DECREASE	585,200 gsf
NET INCREASE	5,623,700 gsf
Parking	
Total Parking Area	2,569,000 sf
No. of Parking Spaces	7,340 Spaces

4.0 ENVIRONMENTAL ANALYSES

To the extent practicable, impacts of the Proposed Action and Alternatives were evaluated based upon theoretical build-out scenarios. The following includes a discussion of existing environmental conditions and potentially significant adverse or beneficial impacts of the Proposed Action.

4.1 Land Use, Zoning and Public Policy

Located within the Town of Hempstead, the Village is bordered by the incorporated Village of Garden City on the north and the incorporated Village of Rockville Centre on the south. The unincorporated areas of West Hempstead, Roosevelt and Uniondale abut the Village on the west, south and east, respectively. Two parkways, the Southern State Parkway and the Meadowbrook Parkway, provide regional vehicular access to the Village, along with a multi-modal public transportation center in the downtown, which combines an extensive bus system with commuter rail service and parking.

The geographic structure of the Village is focused on its downtown or CBD, which encompasses approximately 15 percent of the Village's 3.7 square miles. The Study Area corresponds to this district where the Proposed Action may have the potential to affect existing development trends and includes mostly parcels currently zoned Business B.

4.1.1 Existing Conditions

A. Land Uses

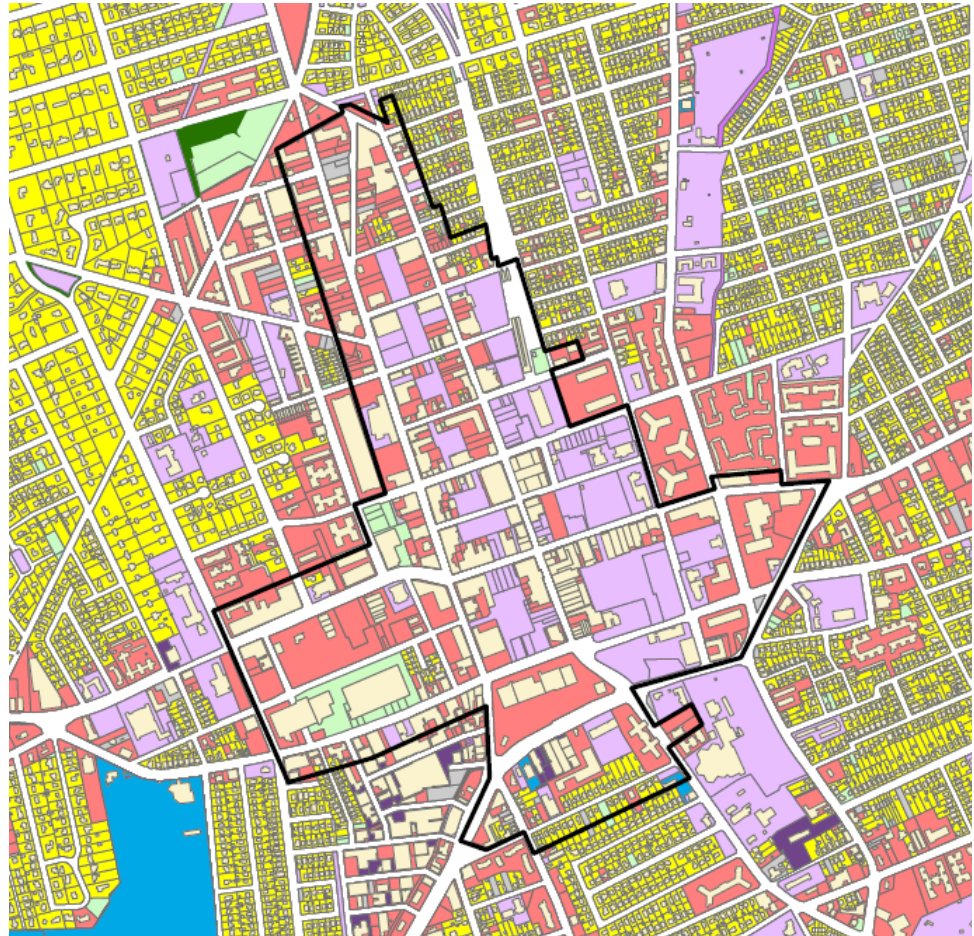
The Village of Hempstead is essentially fully developed. The overall pattern of land use development includes characteristics of both urban and suburban communities. The predominant land use in the Village is single and two family residences. Commercial uses, including office, retail, restaurants and service establishments, are concentrated principally in the downtown along and between two major north-south roadways (Main and North Franklin Streets) and two parallel east-west roadways (Fulton and Front Streets) that converge in the CBD.

Within the Study Area, there is a concentration of commercial, public & quasi-public and multi-family residential uses. Radiating out from the downtown are numerous commercial corridors, such as Peninsula Boulevard, North and South Franklin Streets, Greenwich, Front and Clinton Streets, in between which a number of lower density residential neighborhoods are located.

LAND USE DISTRIBUTION

CATEGORY	STUDY AREA		TOTAL VILLAGE	
Commercial	4,834,180 sf	60.1%	13,835,002 sf	19.9%
Community Services	2,562,655 sf	31.9%	11,685,129 sf	16.8%
Industrial	107,979 sf	1.3%	1,228,356 sf	1.8%
Recreation & Entertainment	31,692 sf	0.4%	124,334 sf	0.2%
Residential	437,421 sf	5.4%	42,214,379 sf	60.8%
Vacant Land	63,448 sf	0.8%	308,534 sf	0.4%
TOTAL	7,973,927 sf	100%	69,395,734 sf	100%

LAND USES



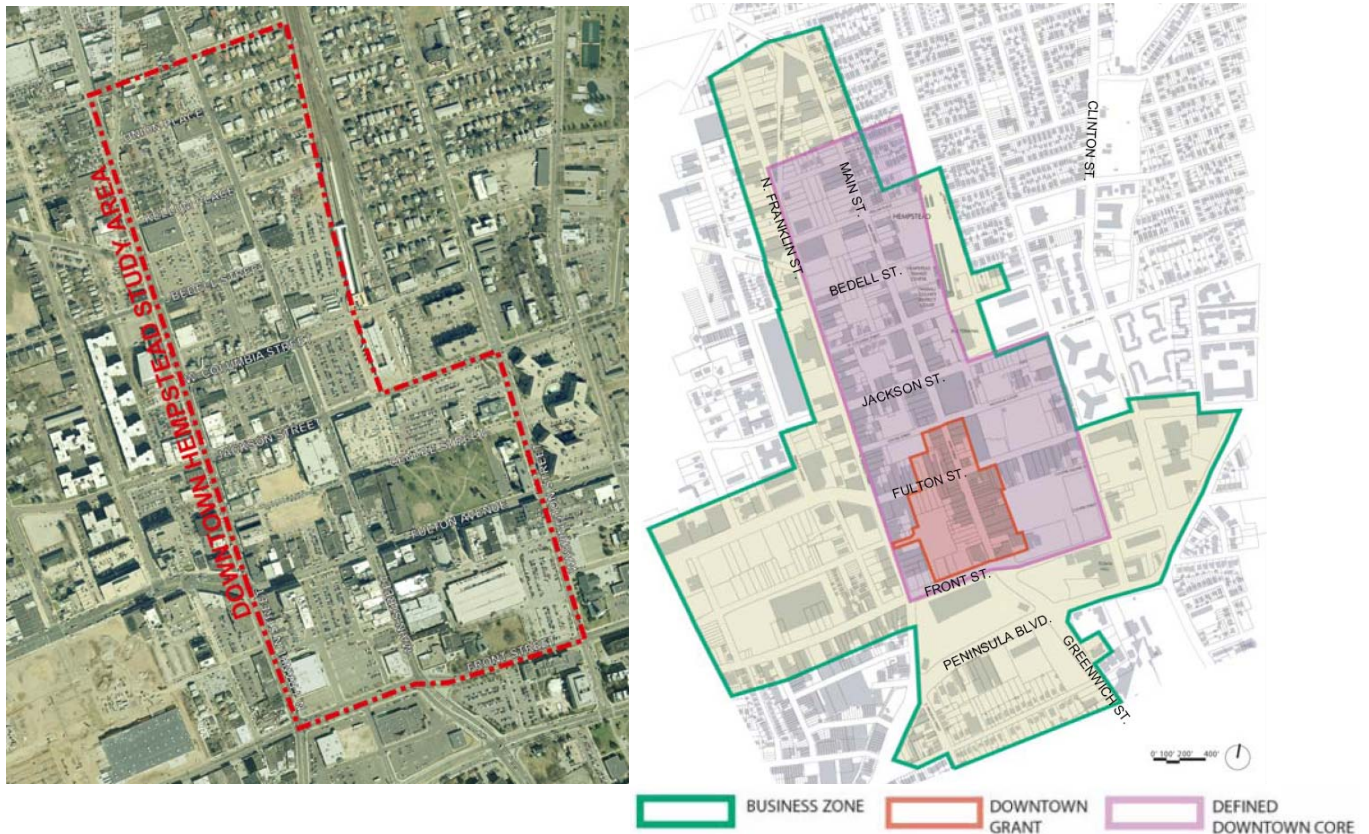
CATEGORY

- COMMERCIAL
- COMMUNITY SERVICES
- INDUSTRIAL
- RECREATION AND ENTERTAINMENT
- RESIDENTIAL
- VACANT LAND
- Park
- Building
- lots

The following describes the quantity of land uses within the downtown core based upon an inventory of buildings conducted in 2006. The downtown core consists of Main, North Franklin and Washington Streets, all of which run parallel to each other in a north-south orientation, from Front Street at the southernmost boundary to Kendig Place at the northernmost boundary.

Commercial uses comprised 265, or 75.5 percent, of the 351 buildings inventoried. There were 64 (23.4 percent of commercial buildings) primary and secondary office uses. Over half of the buildings on Main and North Franklin Streets were in fair condition (although structurally sound, the buildings contained deficiencies resulting from lack of maintenance and gradual deterioration, which require corrective actions beyond the scope of normal maintenance).

DOWNTOWN CORE



DOWNTOWN CORE: BUILDINGS BY LAND USE TYPE

Commercial		Residential		Industrial		Community Services		Vacant		TOTAL	
Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
265	75.5	26	7.4	1	0.3	40	11.4	19	5.4	351	100

Source: Ferrandino & Associates Inc. (2006)

Economic sectors with the strongest presence in the downtown core included retail and food establishments and other services.

ECONOMIC SECTOR	NUMBER	%
Other services	66	21.2
Finance & insurance	22	7.0
Information	4	1.3
Accommodations & food	37	11.8
Arts, entertainment & recreation	13	4.2
Health care/social assistance	29	9.3
Educational services	5	1.6
Transportation & warehousing	2	0.6
Waste management & remediation	22	6.7
Professional, scientific & technical services	20	6.4
Real estate/rental/leasing	3	1.0
Retail trade	94	30.0
Wholesale trade	0	0.0
Manufacturing	1	0.3
TOTAL	313	100.0

Commercial

Automotive-related commercial uses include: (1) automotive service establishments, located on North Franklin Street, north of Atlantic Avenue and one block east of Main Street, as well as the corner of South Franklin Street and Newman's Court; and (2) automotive dealerships focused primarily on North Franklin Street, generally north of Atlantic Avenue to the Garden City border. Automobile dealerships are heavily concentrated near automotive service uses, on North Franklin Street from the Garden City border south to Bedell Street, and east one block to Main Street. This segment provides a regional draw and important source of local economic activity and employment.

Business and professional office uses are interspersed throughout the downtown core, including municipal offices of the Village, Town, County, State and Federal agencies. Major office buildings are located on Clinton Street between Fulton and Front Streets and on Fulton Avenue between Hilton Avenue and North Franklin Street.

DOWNTOWN CORE: COMMERCIAL LAND USES

Retail		Automotive		Office		Vacant		TOTAL	
Number	%	Number	%	Number	%	Number	%	Number	%
173	66.4	13	4.7	64	23.4	15	5.5	265	100

Residential

While residential land uses encompass 60.8 percent of total Village land area, single and two family residences only occupy 7.4 percent of land in the downtown core.

Low density residential uses on lots of 7,500 square feet or more are concentrated on the south side of Grove Street and north side of Harriman Avenue (bounded to the west by South Franklin Street and to the east by Greenwich Street) and on the block bordered by Orchard Street to the north, High Street to the east, Front Street to the South and Bell Street to the west. There are no single and two family residential areas of moderate density in the

Study Area which are instead concentrated in the northeastern and north-central portions of the Village and south of the Study Area boundary.

In several of the residential neighborhoods, multi-family housing is intermixed with single and two family residences. The greatest concentrations of multi-family buildings in the Study Area, however, are present in two locations: (1) along the west side of Terrace Avenue; and (2) the block bordered by Orchard Street to the north, High Street to the east, Front Street to the South and Bell Street to the west.

Industrial

Warehousing and industrial uses comprise only 0.3 percent of the buildings inventoried. There are four industrial parcels: (1) on the east side of North Franklin Street and the west side of Old Franklin Street (where Intersection Street meets North Franklin Street); (2) on the east side of Old Franklin Street; (3) on the corner of Margaret Court and Atlantic Avenue; and (4) on the south side of Peninsula Boulevard (bounded by South Franklin Street to the west and Greenwich Street to the east); and one parcel is located on the south side of Grove Street (bounded by South Franklin Street to the west and Greenwich Street to the east).

Community Services

Public and quasi-public buildings occupy 40 buildings or 11.4 percent of the downtown area. These include Village Hall, the Public Library, Police and Fire Department Headquarters, as well as the Town of Hempstead Town Hall and associated facilities, County Courthouse, Motor Vehicle Bureau and County Traffic Court and Hempstead Post Office. Additional municipal buildings and facilities such as fire stations and major public works and water works sites are located outside the downtown.

B. Zoning

The CBD contains the following zoning districts: Residence A; Residence B; Residence C; Residence E; Residence E-1; Residence G; Business A; Business B; Business BG; and Business C. The Proposed Action, however, will only affect Business B (one block of Business A and BG) zoning districts. Currently, the following uses are permitted in Business districts:

- Any use permitted in Business A district (retail store, office, financial institutions, barbershops and beauty shops, libraries, photographic studios and art galleries, schools, dry-cleaning stores, tailor shops for custom work, hotels and parking fields)
- Theaters, bowling alleys or funeral homes when authorized as a special exception by the Board of Zoning Appeals
- Private garages, as an accessory to a permitted use only. The storage, servicing and repair of motor vehicles owned or operated by the occupant of the premises is permitted, provided that such storage, servicing or repair is performed indoors only
- Printers, provided that not more than seven-and-one-half-rated horsepower per unit or an aggregate of twenty-rated horsepower is used
- Shoe repair shops

- Medical, optical, dental and jewelers' laboratories, provided that not more than two-rated horsepower per unit or an aggregate of ten-rated horsepower is used
- The sale of new or used motor vehicles; such use to be permitted only when the owner or operator of such business actually maintains a showroom within the Village of Hempstead for the sale of new motor vehicles, provided that such showroom be surrounded by four walls, have an area of not less than 1,000 square feet, have a ceiling height of not less than eight feet and have on the front or street side of such showroom a glass show window of not less than 200 square feet

Height: Building heights are presently restricted to seven stories and 85 feet.

Front yard: No buildings can be nearer than five feet to the street on which it faces.

Rear yard: A rear yard of not less than five feet is required, except where a building runs through the block from street to street or is located upon a corner lot. Where a building or any portion thereof exceeds 15 feet in height, such building must be set back an additionally five feet from the rear lot line for every additional 20 feet of building height or portion thereof in excess of 15 feet in height.

Prohibited uses:

- Residences
- Outdoor storage of any type or kind whatsoever, including motor vehicles and other mechanized equipment
- Any uses which may be noxious or offensive by reason of the dissemination of smoke, steam, gas, dust, odor, radioactivity, vapor, heat, vibration, light, noise or any other offensive, noxious or deleterious by-product of same
- Transient dwellings
- Lodging houses
- Community residences
- Homeless shelters
- Halfway houses
- Group family day-care centers

Residential Zoning Districts

Residence A districts permit single family detached dwellings, and combined with Residence AA districts, comprise the majority of the Village's residential land area. The minimum lot size is 4,000 square feet in Residence A districts. Residence B districts permit single family dwellings on 4,000 square foot plots, and also permit multiple residence use on plot areas less than 15,000 square feet. Buildings are limited to three stories or 35 feet in height. For multiple residence use, density cannot exceed 35 dwelling units per acre of land. Residence B districts are mapped only in the eastern portions of the Study Area, but also on its eastern border and along major roadways leading into the downtown. Residence C districts allow three-story multiple residence use with less than 45 dwelling units on any acre and more than one bedroom in at least 90 percent of the dwelling units. Residence C districts are mapped in several scattered locations throughout the Village, but only in the western portion of the Study Area. Residence E and Residence E-1 districts permit multiple

dwelling of less than six stories or 75 feet in height, and less than 105 units per acre. Residence G districts also restrict building heights to six stories or 75 feet and do not permit more than 100 dwelling units per acre of land. In at least 95 percent of the dwelling units, there cannot be more than one bedroom per dwelling unit. In the remaining five percent, there cannot be more than two bedrooms per dwelling unit.

Non-Residential Zoning Districts

Business A, Business B and Business C zoning districts permit a range of retail establishments and office uses. Business A districts permit retail, office, financial institutions, barbershops and beauty shops, libraries, schools, dry-cleaners, hotels, motels and parking. Prohibited uses currently include residences, laundromats, night clubs/cabarets, day care facilities, hospitals or other medical uses and homeless shelters. Business B districts include all permitted uses in Business A districts. Additionally, the Business B districts allow theaters, printers, shoe repair shops, medical uses and the sale of new or used motor vehicles. Business C districts permit any uses allowed in Business A and Business B districts, and also permit storage warehouses, public garages, light manufacturing businesses, wholesale and auto body establishments. The maximum building height not to be exceeded in Business A, Business B and Business C Districts is seven stories or 85 feet.

DOWNTOWN AREA: BOUNDARIES	EXISTING ZONING	EXISTING LAND USE
NORTH <ul style="list-style-type: none"> • north- Garden City border • south - Jackson St • east - Margaret Crt • west - Main St to Morrell St 	<ul style="list-style-type: none"> • predominately Business B • some Residence B (south side of Kendig Pl) 	Consistency commercial and residential land uses and zoning coincide Inconsistency <ul style="list-style-type: none"> • Business B -- two industrial uses (one on west side of Old Franklin St and one on east side of Old Franklin St); and four residential uses (one on north side of Union Pl, one on south side of Bedell St and two on W. Columbia St)
WEST <ul style="list-style-type: none"> • north - Jackson St • south - Peninsula Blvd • east - Main St • west - Bell St 	<ul style="list-style-type: none"> • mostly Business A and Business B • some Residence C (north side of Fulton Ave) 	Consistency commercial and residential land uses and zoning coincide Inconsistency <ul style="list-style-type: none"> • Business A and Business B -- four residential uses (two on Orchard St, one on North Franklin St and one on Fulton Ave) • Business B -- one industrial use (on Front St) • Residence C -- commercial use (the west side of Bell St)
EAST <ul style="list-style-type: none"> • north - Jackson St • south - Peninsula Blvd • east - Bennett St • west - Main St 	<ul style="list-style-type: none"> • mixture of Business A, Business B, Residence B and Residence E-1 	Consistency commercial land uses and zoning coincide Inconsistency <ul style="list-style-type: none"> • Residence B and Residence E-1 -- commercial uses (area of Willets Pl, Fulton Ave, Peninsula Blvd and Washington St) • Business B -- recreational use (on Fulton Ave)
SOUTH <ul style="list-style-type: none"> • north - Peninsula Blvd • south - Harriman Ave • east - Greenwich St • west - S. Franklin St 	<ul style="list-style-type: none"> • mostly Business B • some Business C, Residence A and Residence G 	Consistency commercial and residential land uses and zoning coincide Inconsistency <ul style="list-style-type: none"> • Business B -- one industrial use (Peninsula Blvd and south side of Grove St); residential uses (north and south sides of Grove St); one "other" use (south side of Grand St); and two recreational and entertainment uses (Peninsula Blvd and east side of Main St) • Residence G - commercial uses (east side of Main St, below Peninsula Blvd)

North

The majority of land uses coincide with zoning in this area of the downtown. Most parcels are zoned Business B and occupied by commercial uses. Residential uses occupy the Residence B zoning district on the south side of Kendig Place.

Differences occur toward the center of this area. The zoning map designates everything between North Franklin and Main Streets and between the Village border and Peninsula Boulevard as Business B, but many parcels are occupied by public and quasi-public uses. Several parcels zoned Business B are occupied by industrial uses (283 North Franklin Street, where Intersection Street meets North Franklin Street and at 142 Old Franklin Street, behind the Ford dealership on North Franklin Street). There are also residential land uses in Business B zoning districts: 26-38 Union Place, 120-124 Bedell Street and 38 West Columbia Street.

West

Business B zoning districts and commercial land uses coincide in this section of the downtown. The east side of this area (center of the downtown) is zoned Business B. Toward the western border of the downtown, zoning changes to Business A and Residential C.

Land uses do not conform to Business A, Residential C and Residential E zoning districts. The majority of residential land uses are located in Business A, and commercial land uses are located in Residential C. The plot bordered by Jackson Street to the north, North Franklin Street to the east, Fulton Avenue to the south and Terrace Avenue to the south is zoned Business B. The western portion (bordered by Terrace Avenue, Fulton Avenue and Jackson Street) and the southern portion (bordered by Orchard Street to the north, High Street to the east, Front Street to the south and Bell Street to the west) of this plot are occupied by residential land uses. A parcel on the corner of Bell and Orchard Streets is also zoned Residential C but occupied by a commercial establishment.

East

Land uses in the eastern section of the downtown have few disruptions from zoning designations. Business B zoning districts correspond with commercial land uses, except for public and quasi-public uses and recreation and entertainment.

There are two Residence B zoning districts: one is bordered by Cooper Street to the north, Clinton Street to the east, Front Street to the south and Washington Street to the west; the other is bordered by Front Street to the north, Clinton Street to the east, Peninsula Boulevard to the south and Washington Street to the west. There is a Residential E-1 zoning district bordered by Front Street to the north, Clinton Street to the east, Peninsula Boulevard to the south and Washington Street to the west.

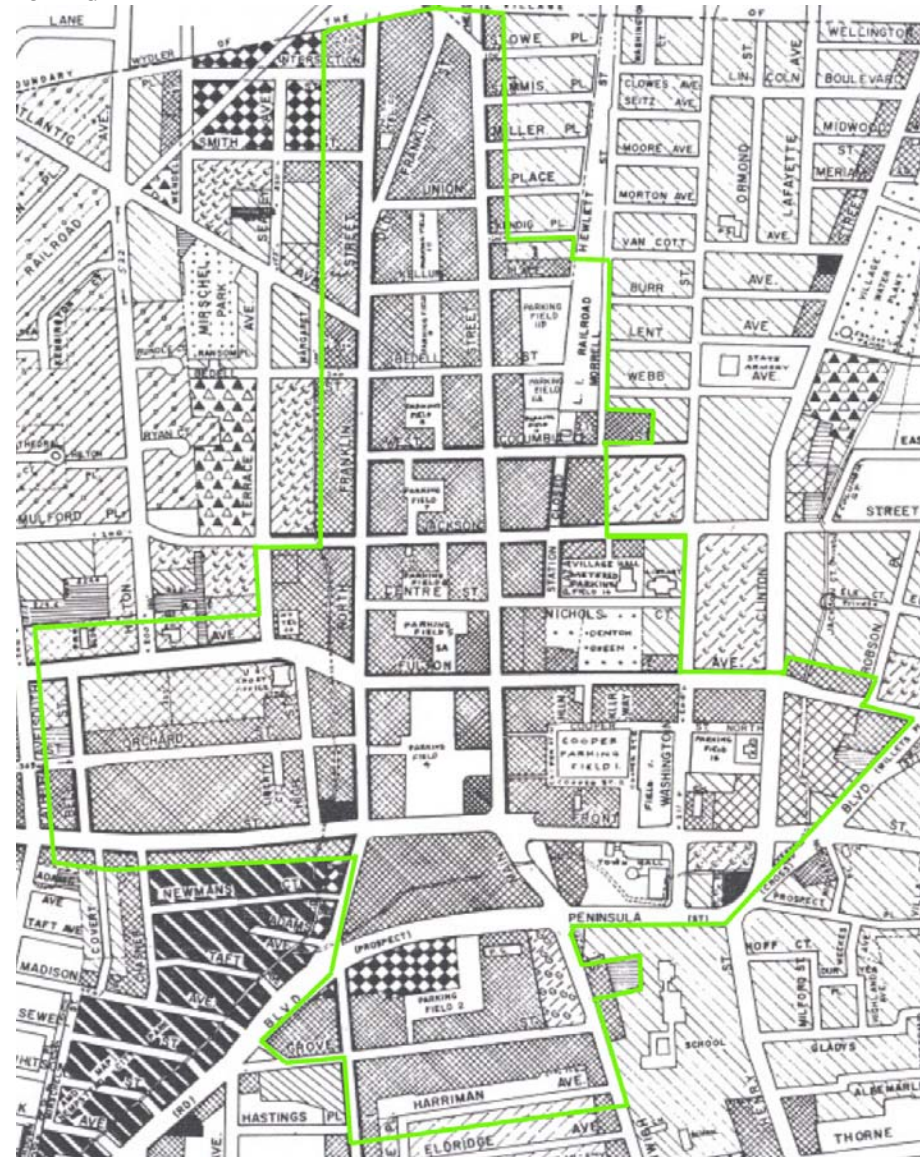
South

The land uses and zoning in the southern section of the downtown are fairly consistent. The northern part of this area is designated as Business B and the southern part (on Harriman Avenue) is zoned Residence A. Existing land uses in

the area bordered by Front Street to the north, Main Street to the east, Peninsula Boulevard to the south and North Franklin Street to the west fully correspond to the zoning designation.

The south side of Peninsula Boulevard is zoned Business B, but the plot of land bordered by Greenwich Street to the east, Grove Street to the south and South Franklin to the west contains commercial, industrial, community services and recreation and entertainment uses (Residence G zoning district on Greenwich Street is occupied by commercial uses). On the north side of Grove Street, the Business B zoning district is a mix of commercial, residential and community services. The south side of Grove Street, also zoned Business B, is residential, save for one commercial and one industrial parcel.

ZONING



	RESIDENCE AA		RESIDENCE AAA
	RESIDENCE A		RESIDENCE D
	RESIDENCE B		RESIDENCE C
	BUSINESS A		RESIDENCE E
	BUSINESS B		BUSINESS B0
	BUSINESS C		RESIDENCE F
	INDUSTRIAL		LIGHT MFG.
	C.H. CHURCH		RESIDENCE G
	P.S. PUBLIC SCHOOL		RESIDENCE E-1
	F.H. FIRE HOUSE		
	V.P. VILLAGE PROPERTY		
	PARK AREAS		

C. Public Policy

The following outlines the consistency of the Proposed Action with local and regional planning efforts:

The *Nassau Hub Major Investment Study* (2006) concurs that Hempstead's downtown "offers outstanding potential as an economic generator."¹ The *Hub Study* describes the downtown as pedestrian friendly and served by mass transit. The *Hub Study* also states that downtown Hempstead has 870,000 square feet of potential development, which mirrors the proposed Development Plan's goal of redeveloping soft sites for mixed use development, and suggests "residential uses with accessory retail and office uses on the ground floor."

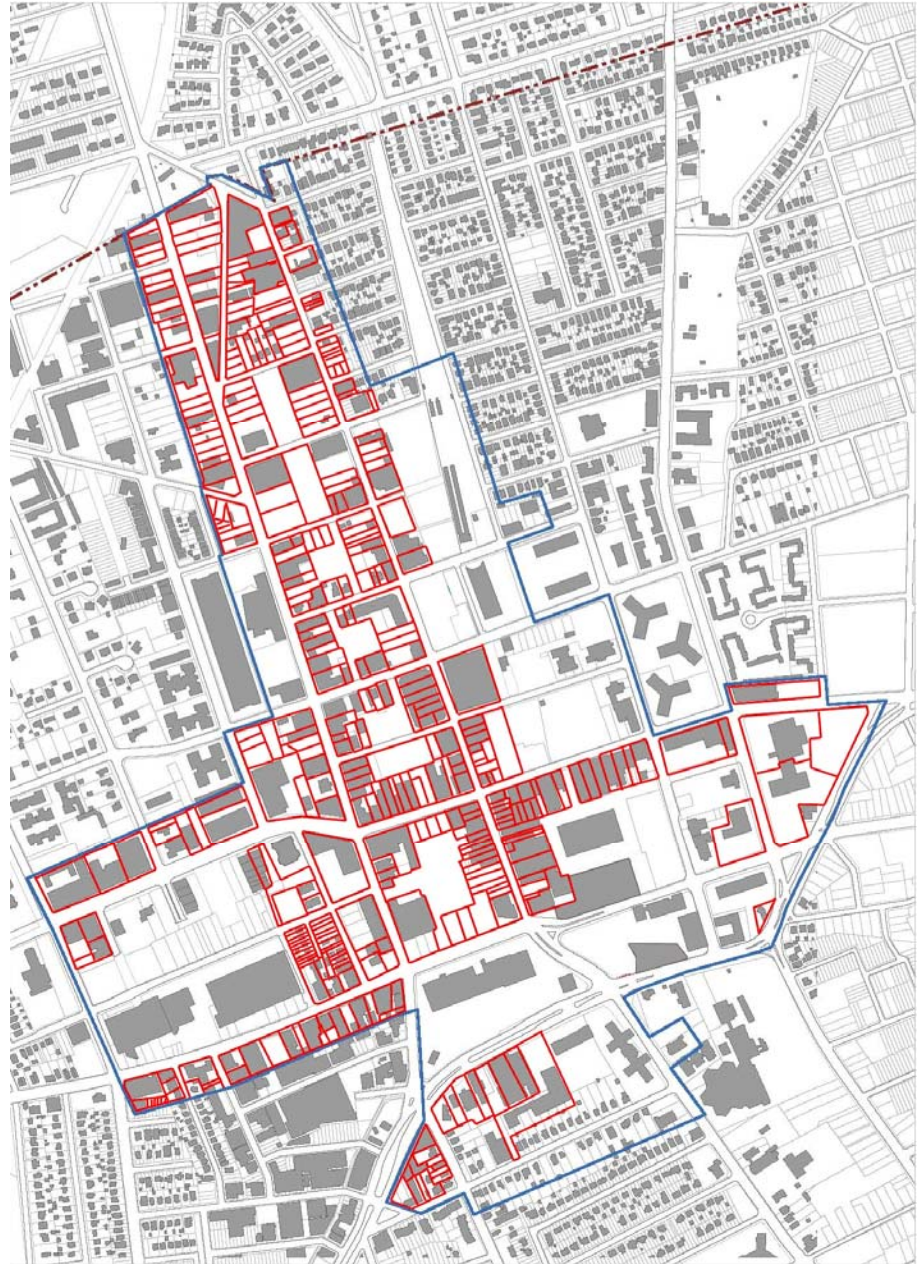
The *Nassau County Economic Development Plan* (2002) included Hempstead's downtown in a list of "segments of the County where [downtown revitalization] is needed."²

The New York State Empire Zone Program stimulates economic growth through tax incentives, such as Wage Tax Credit, Investment Tax Credit and New York State Sales Tax Refund, designed to attract new businesses and create jobs. The majority of qualifying businesses within the Village's Empire Zone lies within the Study Area. The Empire Zone Program's goals for promoting economic vitality are shared by the Proposed Action. Incentives provided by the Empire Zone will support expanded economic development in the Village for implementation of the Downtown Vision and Comprehensive Development Plan Update.

¹ *Nassau Hub Major Investment Study: Final Report*, STV Incorporated (March 2006), pgs 1-14

² *Nassau County Economic Development Plan: V. 8.3* (November 2002), pg 18

EMPIRE ZONE



4.1.2 Potential Impacts

If no action were taken, the Village's vacant and underdeveloped parcels would be developed for uses permitted under the existing Business B zoning, which do not include residences. The Proposed Action will have a direct impact on land use development and distribution insofar as private development occurs under its direction. If the Proposed Action is adopted and implemented, in total, about 4.4 million sf residential, 382,100 sf office and 283,600 sf retail floor area could be developed. Under existing zoning, residences are not permitted, and over 17 million sf office and almost 3 million sf retail could be constructed.

4.1.3 Mitigation Measures

The Proposed Action will not adversely impact existing land uses and zoning regulations for the Study Area. The overarching goal of the Proposed Action is to create a livable, healthy, safe and sustainable downtown. The development principles include promotion of a walkable community, mixed land uses, a focus on mass transit, open space and attractive spaces with a strong sense of place and character. The Village's transit infrastructure and land use patterns contain the fundamental assets necessary to implement zoning and land use regulations consistent with these principles.

The Proposed Action encourages and will permit mixed use development in the downtown by allowing residential uses in the proposed MU zoning district. It is anticipated that the Village will benefit from reinvestment, community stability and vibrancy created by interspersing residential and commercial uses. No mitigation is proposed.

4.2 Visual/Neighborhood Character

The Proposed Action will result in new growth and redevelopment that may replace existing low-rise development. The purpose of this element is to provide an overview of visual resources and to juxtapose existing conditions with the Proposed Action vis-à-vis compatibility, from visual and aesthetic perspectives, with surrounding uses.

4.2.1 Existing Conditions

A. Visual/Aesthetics

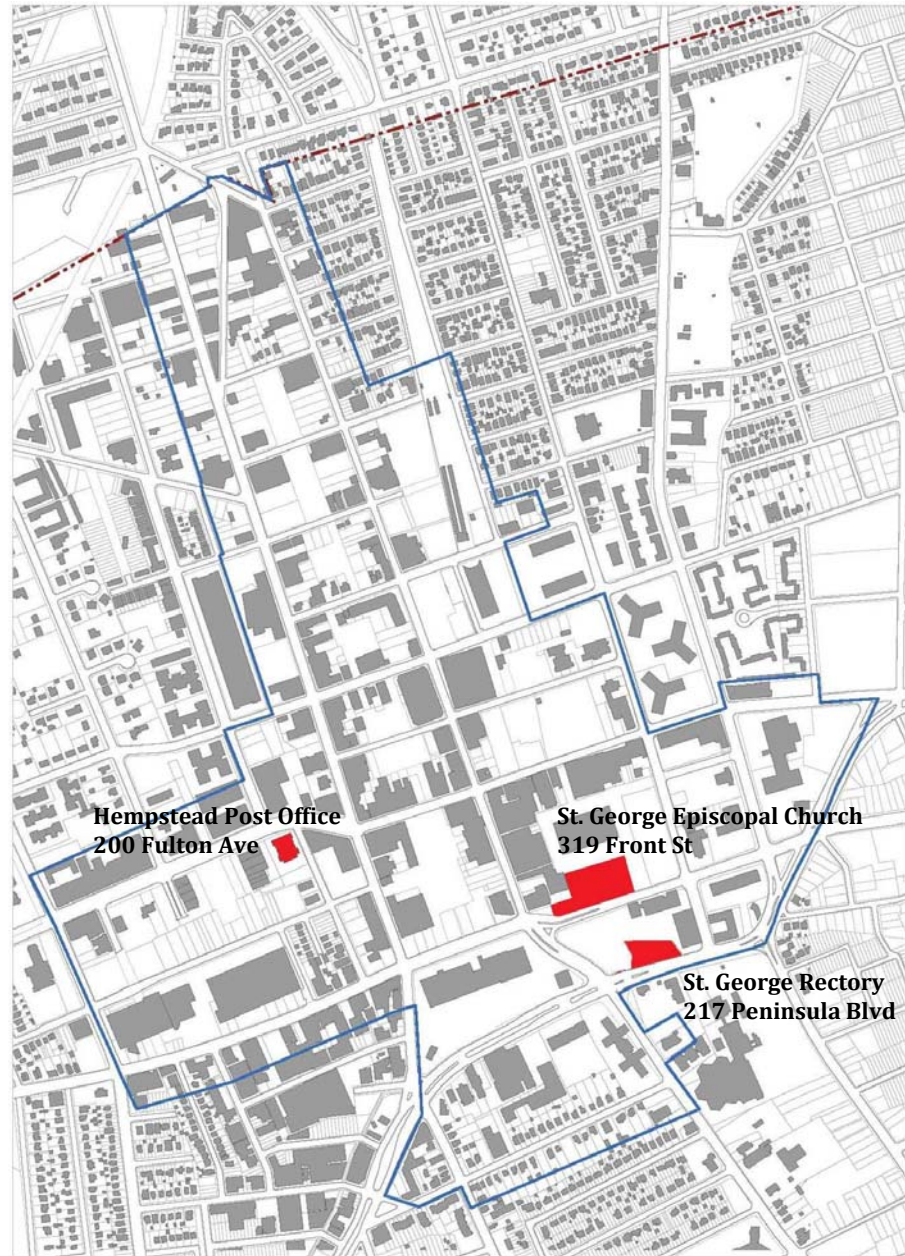
Denton Green is a significant asset for passive recreation and open space with scenic value within the Study Area. It is located between Main Street and Washington Avenue on Fulton Avenue. Also in the vicinity of Denton Green are structures with significant architectural value such as Hempstead Town Hall and St. George's Episcopal Church on Front Street and the Methodist Chapel on Washington Street just south of Denton Green.

Other visual landmarks include the Hempstead Post Office, the former Arnold Constable Department Store, and the former Hempstead Bank Building on Fulton Street, as well as the inter-modal facilities including the Hempstead LIRR Station and Rosa Parks Hempstead Transit Center on Main Street.

B. Historic Resources

Three structures within the Study Area are currently listed on the National Register of Historic Places: (1) St. George's Episcopal Church (constructed in 1822), located at 319 Front Street; (2) St. George's Rectory (built in 1793) located at 217 Peninsula Boulevard; and (3) the Hempstead Post Office, located at 200 Fulton Avenue. In addition, the Carman-Irish House, which currently houses American Legion Post 390 at the intersection of Greenwich Street and Marvin Avenue, was recorded on the Historic American Buildings Survey (HABS) in 1936.

According to the New York State Historic Preservation Office (SHPO), there are no other structures or districts which have been determined eligible for the National Register, nor are any pending processing. There are, however, several structures which are of National Register quality including the Methodist Chapel, which was constructed to accommodate a growing congregation in 1854, located at 40 Washington Street, open spaces such as Denton Green and the cemetery associated with St. George's Church.

LANDMARKS**C. Neighborhood Character**

Historically Hempstead was at the center of a radial road network connecting the colonial settlements on Long Island. Major roadways within the Study Area which are shown on historic maps of Hempstead include: North/South Franklin and Main Streets and East/West Fulton and Front Streets. Known as ‘The Hub’, the Village was at one time a major retail center. Major department stores were complemented by many local merchants, which were integrated into a dense pedestrian-friendly urban fabric with continuous ground floor retail and upper level complementary uses. Over time, large areas of the CBD have been devoted

to surface parking, and big box retailers have broken the continuity of the urban fabric.

The Study Area includes a mix of uses such as retail, office, institutional, industrial and housing. The urban fabric is mainly low-rise with several structures between five to seven stories in height. Retail is generally located on North Franklin, Main, Fulton and Front Streets. The retail mix includes big box retailers and small-scale retailers which retain historic scale and character of the downtown. Two large shopping centers are located in the CBD: Hempstead Village Commons at the south end of the CBD fronts on Peninsula Boulevard; the other is on Fulton Street at the west end of the CBD. Another cluster of commercial uses in the northern area of the CBD along North Franklin Street includes automobile dealerships and service auto-body/mechanic shops. The cross streets connecting North Franklin and Main Streets include a hodgepodge of structures and land uses. There are a substantial number of storefront "houses of worship" in the CBD. Housing within the Study Area exists in scattered pockets, mostly in poor condition. Much of the housing has been converted to commercial uses. There is a cluster of newer housing near the Transit Center. A site at 303 Main Street (at the Main Street and Stowe Place intersection, between Main Street and Old Franklin) was recently rezoned to construct a five-story market rate rental building. Government and municipal offices are located in the eastern area of the CBD and include the District Courts on Main Street, the Hempstead Village Hall, Police Station and Library on Nichols Place and Hempstead Town Hall on Front Street. While certain land uses within the Study Area make a positive contribution to the character of the downtown, some uses and buildings detract from the overall setting and do not take full advantage of development potential.

Surface parking lots occupy a large portion of land uses; multiple public parking lots occupy the central portion of many of the blocks and run almost continuously between Main and North Franklin Streets and Union Place and Front Street. Other large concentrations of surface parking are located at the transit facilities, adjacent to the Village Hall. At the southeast area of the CBD are large areas of surface parking and a structured parking garage. Many of these lots are poorly landscaped, if at all. Overall the CBD lacks street trees and other greenery.

Street Character

Main Street has three distinct areas. South of Front Street the character is distinctly auto oriented with a widened Main street fronting the Hempstead Village Commons Shopping Center. The middle section has the feel of a traditional downtown with both sides of the street lined with one- to three-story buildings and relatively continuous ground floor retail uses. The corner of Main and Fulton Streets is anchored by the former Hempstead Bank Building. Other significant buildings in this section of Main Street include the District Court building and a new five story residential building across the street from the bus terminal. The urban fabric deteriorates significantly in the northern section starting with large surface parking lots in front of the Hempstead Transit Center and Hempstead LIRR Station. There are many vacant parcels north of Bedell Street and virtually no retail. The northern end of Franklin Street, a main gateway to the downtown, is lined with auto-related uses and scattered and free standing structures separated by surface parking.

Franklin Street has three distinct areas that run roughly parallel with those on Main Street to its east. The middle section, like Main Street, also has many of the characteristics of a traditional downtown shopping street with two to three story buildings, relatively continuous ground floor retail and on street parking. The corner of Fulton Street is anchored by the former Arnold Constable Department Store building. North and south of this section the urban fabric breaks down and the street becomes more auto-oriented in scale. The northern section is a cluster of auto sales and other auto-related uses. This section is characterized by isolated free standing structures separated by surface parking.

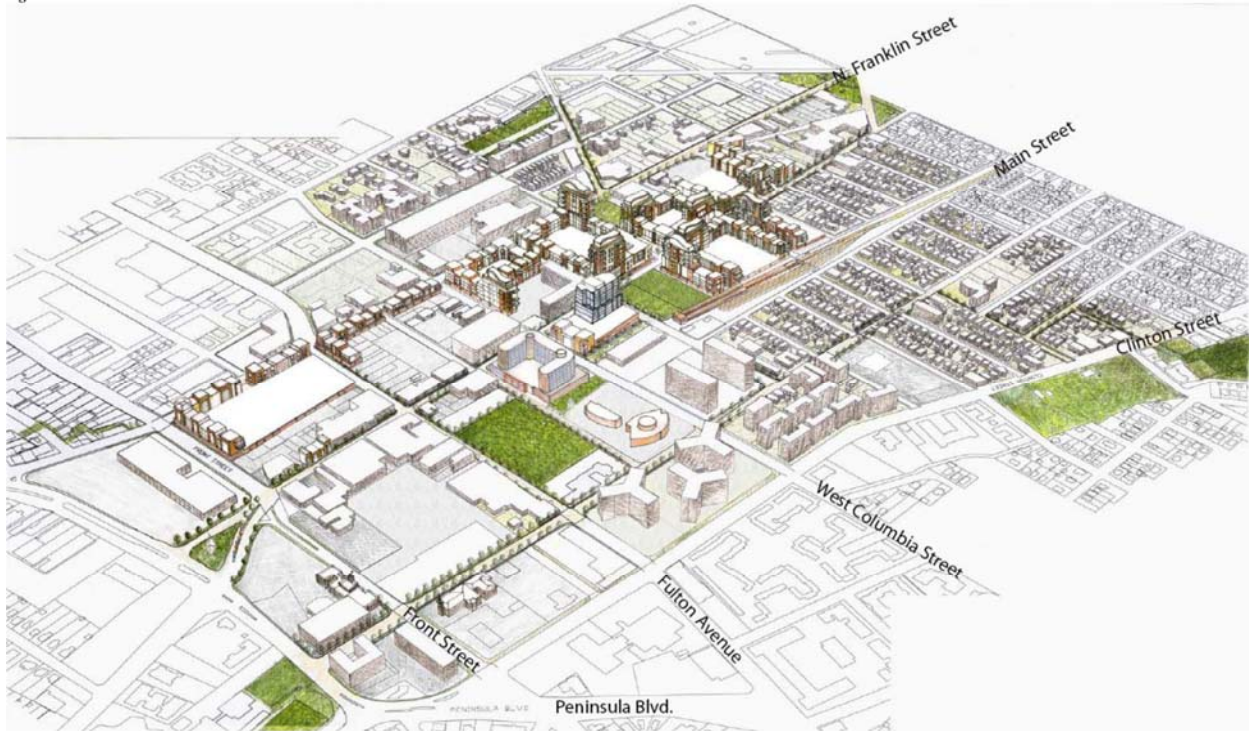
Fulton Street runs east west through the Study Area. Several visual landmarks are located on Fulton Street including several churches, the post office, the Verizon building, the former Arnold Constable Department Store and Denton Green. Denton Green is the only significant open space asset in the downtown business district. The scale of the buildings varies from one- to seven-story office/commercial buildings. There are significant breaks in the street wall including from west to east a new shopping center, municipal surface parking lots, Denton Green and mid rise housing set back from the street behind surface parking. The shopping center is anchored by a Home Depot, Old Navy and Stop and Shop supermarket set back from Fulton Street. The shopping center has several pad sites located closer to, but not directly fronting on, Fulton Street.

Front Street runs a block south of and parallel to Fulton Street. It has a poor visual character with significant expanses of surface parking or even entire blocks where the buildings turn their backs to the street. Older buildings on the south side of the block between President and Franklin Streets are a hodgepodge of uses with a mix of retail, entertainment and educational uses. Newer developments between President and Main Streets have their service and loading docks facing Front Street, creating a very unwelcoming façade. The eastern end of Front Street, while still marred by significant surface parking, also has three landmarks including St. George's Episcopal Church near the intersection of Main Street; United Methodist Church and Hempstead Town Hall at the intersection of Washington Street.

4.2.2 Potential Impacts

The Proposed Action will potentially alter the visual character of the Study Area:

- Denton Green serves as the only large open space available for public recreational activities; potential green connections will be derived to create more open space.
- Village owned parking lots between North Franklin Avenue and Main Street will be defined as possible green "mews" street, enhancing the visuals within the downtown and breaking super blocks to encourage pedestrian activity.
- Parking lots next to the Transit Center on Main Street will be redefined as a Transit Plaza with enhanced streetscapes and open spaces.
- A green buffer will be created between big box retail on Front Street and proposed housing on Fulton Avenue by introducing open space facing Fulton Avenue.
- Development of an open space framework will anticipate the densification of the transit destination with 120' height limit for buildings within ¼ mile of the Transit Center and 85' on the periphery of the Study Area.



4.2.3 Mitigation Measures

The following mitigation measures are proposed as part of the Proposed Action:

- The existing open spaces and landmarks are considered as “nodes” which are integrated into a broader network of new open spaces.
- Safe pedestrian trails connecting the transit and retail destinations through open spaces and mixed land uses are created to encourage more pedestrian activity.
- Open spaces including “Transit Green,” “Retail Green” and “Civic Green” are introduced, specific to their locations as suggested and to provide more public recreational space in anticipation of future growth.
- Downtown gateways are formed to enhance the visual impact at the entrance to the downtown (at the junctions of Fulton Avenue and Front Street at the east and west of the Study Area, and also on North Franklin and Main Street).

4.3 Fiscal/Economic

An exhaustive assessment of potential economic impacts is neither practical nor required for this DGEIS. In-depth financial analyses involving each individual property, which would necessitate numerous assumptions and potentially yield far ranging results, are beyond the scope of analysis required by SEQRA and the content standards of generic environmental impact statements. In addition, many of the benefits of the Proposed Action are very difficult to assess in quantitative terms, such as aesthetics, community character, quality of life, etc. The level of economic discussion for this DGEIS is based on the regulatory framework and content requirements of SEQRA.

A community's fiscal and economic health can be influenced by a wide variety of factors. These factors include but are not limited to:

- the state of the national and regional economies
- private and public investment activity
- interest rates
- changes in market areas (e.g., globalization)
- particular consumer needs and preferences
- individual corporate location decisions
- research and development practices, including the introduction of new technology, models, methods and procedures
- type, size and availability of labor markets
- availability, training, experience and education levels of the labor pool
- legal framework
- property values
- tax base and tax needs and policies
- land costs, land supplies and rents
- development patterns, scale and spatial organization (e.g., centralization or agglomeration)
- numerous other factors

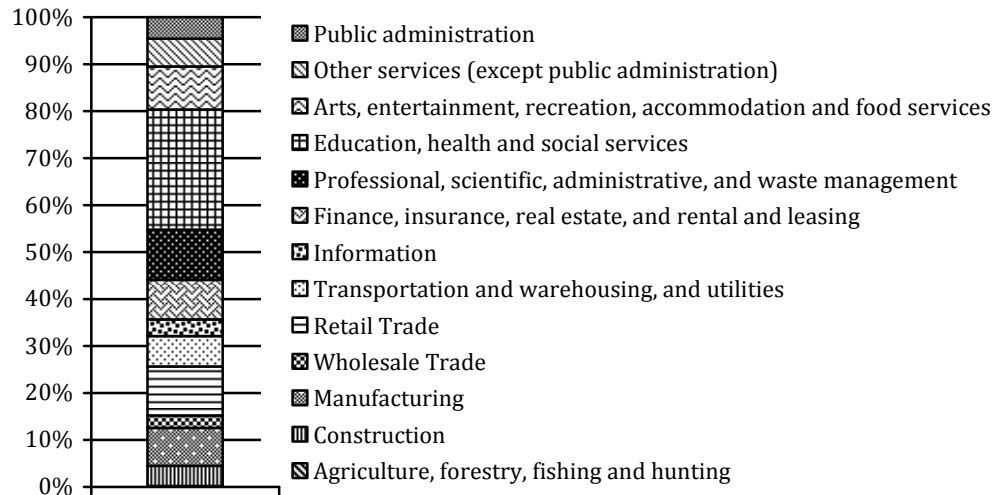
4.3.1 Existing Conditions

A. Employment by Industry

Categorized using the North American Industrial Classification System (NAICS), the leading industries in the Village are education, health and social services (25.6 percent), followed by professional, scientific, administrative and waste management (10.7 percent) and retail trade (10.4 percent) in 2000.

INDUSTRY CLASSIFICATION	Number	Percent
Agriculture, forestry, fishing and hunting	57	0.2
Construction	1,042	4.2
Manufacturing	1,998	8.1
Wholesale Trade	658	2.7
Retail Trade	2,556	10.4
Transportation and warehousing, and utilities	1,590	6.5
Information	864	3.5
Finance, insurance, real estate, and rental and leasing	2,089	8.5
Professional, scientific, administrative, and waste management	2,632	10.7
Education, health and social services	6,292	25.6
Arts, entertainment, recreation, accommodation and food services	2,259	9.2
Other services (except public administration)	1,457	5.9
Public administration	1,118	4.5

Source: U.S. Census Bureau, 2000 Census, Summary File 3, P. 49

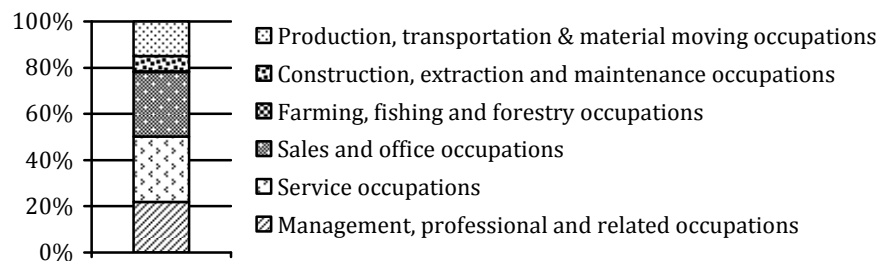


B. Employment by Occupation

In 2000, 28.2 percent of employment in the Village comprised service occupations. Sales and office occupations also accounted for 28 percent. The proportion of employment in other summary level occupational groups included: 21.9 percent in management, professional and related occupations, 14.9 percent in production, transportation and material moving occupations, and 6.7 percent in construction, extraction and maintenance occupations.

OCCUPATIONAL CATEGORY	Number	Percent
Total employed population 16 years and older	24,612	
Management, professional and related occupations	5,394	21.9
Service occupations	6,954	28.2
Sales and office occupations	6,872	28.0
Farming, fishing and forestry occupations	75	0.3
Construction, extraction and maintenance occupations	1,657	6.7
Production, transportation & material moving occupations	3,660	14.9

Source: U.S. Census Bureau, 2000 Census, Summary File 3 P. 50



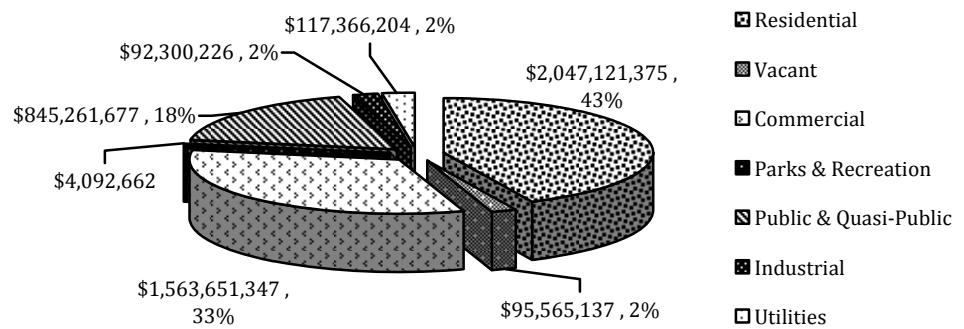
C. Property Tax Generation

Based upon the 2008-09 assessment roll and a 2.59 percent uniform percent of value (UPV), residential properties account for about 43 percent of the Village’s property tax revenues. The total market value of all residential properties is over \$2 billion. Commercial properties are also a significant contributor of tax revenues to the Village, representing nearly 33 percent of real property taxes.

The estimated commercial real estate market value is more than \$1.56 billion. With a market value of about \$92 million, industrial properties in the Village make up less than 2 percent of property tax revenues. Approximately 18 percent of land in the Village used for community services (education, religious, health, government, etc.) is off the tax rolls. The market value of these properties (128 parcels) exceeds \$845 million. Public utilities represent 2.46 percent of property taxes and have a market value of more than \$117 million. Recreation and entertainment contributes less than 1 percent to the tax base. The market value of public park land is approximately \$4 million.

VILLAGE OF HEMPSTEAD: PROPERTY TAX REVENUES BY LAND USE TYPE

LAND USE CATEGORY	MARKET VALUE (\$)	% PROPERTY TAX REVENUES
Commercial	1,563,651,347	32.81
Community Services	845,261,677	N/A
Industrial	92,300,226	1.94
Recreation & Entertainment	4,092,662	0.09
Residential	2,047,121,375	42.96
Vacant Land	95,565,137	2.01
Utilities	117,366,204	2.46



4.3.2 Potential Impacts

Land uses can affect the Village’s and Hempstead School District’s finances by changing the revenues collected or the amount of public money spent on services. Fiscal impact analysis is a tool for examining costs and benefits of land use conversion activities and for assessing development alternatives. Fiscal impacts, however, are only one of several factors determining appropriate land use: these include community vision, needs, assets, market and economic realities, traffic, infrastructure and other impacts.

The overall fiscal impact of a land use depends on both its associated revenues (type of development) and its expenditures (ability of existing public services to absorb the development). Certain types of land uses may generate high tax revenues for a local government but the costs of providing services to those uses may outweigh any benefits from tax revenues. For example, some residential development can produce a fiscal drain on the annual budgets of a municipal government, especially to schools. Land development that dramatically increases service demands without significantly increasing the tax base, such as construction of inexpensive three- to four-bedroom townhouses (which are typically purchased by families with school-

age children), can have negative fiscal impacts. Yet some housing can produce a gain. Typically, a healthy mix of housing works in the best interests of the community, such as where the inclusion of higher-density housing ameliorates overall traffic and school impacts. Office and industrial uses, on the other hand, typically increase the tax base without increasing demands for services and generate a significant positive net gain for a municipality. Yet retail development often generates a net fiscal loss due to traffic impacts. These costs can out-weigh the income tax revenues generated by relatively low retail wages. But retail also enhances quality of life and helps attract other uses. Integrating retail with housing in mixed use development, however, can cross-subsidize its costs through a balanced mix of office, retail and residential uses. Generally higher densities and infill generates higher fiscal gains. Typical impacts of development are illustrated below by a hierarchical listing of land uses arranged by their usual fiscal impacts.

HIERARCHY OF LAND USES AND TYPICAL FISCAL IMPACTS

LAND USE	FISCAL IMPACTS ON:	
	Municipality	School District
Research Office Parks	+	+
Office Parks	+	+
Industrial Development	+	+
High-rise/garden apartments (studio/1 bedroom)	+	+
Age-restricted housing	+	+
Garden condos (1-2 bedrooms)	+	+
Open space lands	+	+
Retail facilities	-	+
Townhouses (2-3 bedrooms)	-	+
Expensive single family homes (3-4 bedrooms)	-	+
Townhouses (3-4 bedrooms)	-	-
Inexpensive single-family homes (3-4 bedrooms)	-	-
Garden apartments (3+ bedrooms)	-	-
Mobile homes	-	-

Source: Burchell and Listokin, Lincoln Institute of Land Policy, 1993.

Note: This is a general listing and may not apply accurately to any one specific development. Fiscal impacts must always be viewed in the context of the specific community, existing surplus capacity of local services, and other development occurring in the jurisdiction.

The following baseline analysis of net fiscal return (costs/revenues generated) of the Proposed Action attributes budgetary costs (provision of infrastructure, delivery of services, etc.) and benefits (property tax revenues) to each land use category. Land use categories in the analysis do not include all classes of real property used in the Village for assessment purposes, but rather focus on residential and commercial land uses. Additionally, the analysis is based on Fiscal Year 2007-08 General Fund expenses and General Fund revenues and 2007-08 Hempstead Union Free School District Budget. Positive economic and fiscal impacts that would be realized from new employment generated (primary and secondary plus construction and permanent), construction expenditures and additional household earnings and spending resulting from redevelopment activities of the Proposed Action are not evaluated as part of this DGEIS. Thus, what is presented is a baseline conservative analysis.

Fiscal implications of physical development are discussed in relation to the Village's underlying fiscal structure. The analysis estimates the contribution of separate categories of land uses to overall Village finances in determining potential impacts of land conversion in the Study Area. Data focused on the Village's general fund budget which represents revenues and expenditures for most of the services provided in the Village. Note that certain assumptions underpin the analysis: the

fiscal model reflects existing market conditions and level of data available; land use demand or pricing is not forecasted.

The fiscal impact model consists of three main components. The analysis first determines how much of the Village is devoted to residential, commercial and industrial land uses by determining total assessed value associated with those uses, as presented in the table below. These percentages are used as an indicator of how much general government activity is created by each of the land uses.

VILLAGE OF HEMPSTEAD: ASSESSED VALUATION BY LAND USE TYPE (2008)

	Residential	Commercial	Industrial
% of Total Parcels	82.2	9.70	0.30
Total Assessed Value	\$2,047,121,375	\$1,563,651,347	\$92,300,226
% of Total Assessed Value	42.96	32.81	1.94

The analysis then attributes Village revenue to the different types of land uses from which they are derived. Revenues are listed by source below.

VILLAGE OF HEMPSTEAD: 2008-09 REVENUES BY SOURCE

	AMOUNT	PERCENT
Taxes	\$52,292,942	83.88
Licenses and Permits	\$434,029	0.70
Intergovernmental	\$983,438	1.58
Charges for Services	\$5,331,982	8.55
Fines & Forfeits	\$1,502,177	2.41
Miscellaneous	\$1,659	0.00
Local, State and Federal Aid	\$1,798,271	2.88
TOTAL	\$62,344,498	100

To attribute these revenues to residential, commercial and industrial land use categories for the analysis, line items of the Village's General Fund were reviewed to allocate a percentage of each revenue line item to each land use category. Budget line items without straightforward records to allocate revenues by land use category were broken down based on relative property value of each land use category; that is, a default percentage was based on breakdown of assessed value for each land use relative to total assessed value for the Village. Total revenues attributable to each land use are shown below. The majority of the Village's revenue is generated by residential land uses (53.34 percent), followed by commercial land uses (44.33 percent).

VILLAGE OF HEMPSTEAD: ALLOCATION OF REVENUES BY LAND USE

	Residential	Commercial	Industrial	TOTAL
Revenues	\$26,032,530.31	\$21,635,571.40	\$133,989.73	\$48,802,091.44
Percent of Total	53.34	44.33	2.32	100

The Village provides many services. The table below presents total Village (\$48,674,460) and School District (\$135,626,426) expenditures equaling \$184,300,886, listed by type. School expenditures represent the highest share of total expenditures. Of total government fund type expenditures, public safety accounts for almost 34 percent of expenditures. Health and welfare is the next highest government expenditure at over 22 percent, followed by indebtedness and general government with 15.8 percent and 15.0 percent, respectively.

VILLAGE OF HEMPSTEAD: EXPENDITURES BY TYPE

CATEGORY	AMOUNT	PERCENT
Education	\$135,626,426	73.59
General Government	\$7,304,365	3.96
Public Safety	\$16,454,710	8.93
Public Works	\$4,264,996	2.31
Health and Welfare	\$10,922,328	5.93
Culture and Recreation	\$2,015,293	1.09
Indebtedness	\$7,712,768	4.18
TOTAL	\$184,300,886	100

The percentage of costs in each service area (public safety, public works, health and welfare, culture and recreation, education, general government and indebtedness) attributable to different land use types was calculated, and expenditures were allocated across land use categories (residential, commercial and industrial) that benefit from them. Budget line item records were again reviewed to allocate expenditures into land use categories. Since most were not generated entirely by one land use, but were split among land uses, it isn't always possible to definitely attribute certain expenses to specific land uses. Expenditures were therefore allocated based on relative property valuation; that is, costs associated with each land use were allocated in proportion to the share each represents of the total property base as reflected in property values. Given that the analysis relies heavily on these percentages, findings should be viewed as conservative estimates of expenditures. As shown below, the majority of the Village's expenditures (88.53 percent) were also attributed to residential land uses. Commercial land uses accounted for only 10.83 percent of expenditures.

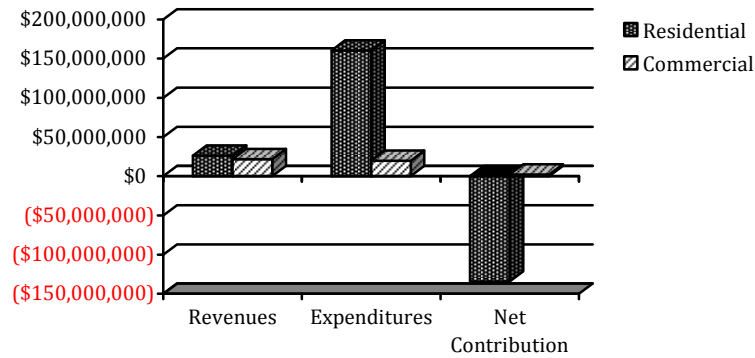
VILLAGE OF HEMPSTEAD: ALLOCATION OF EXPENDITURES BY LAND USE

	Residential	Commercial	Industrial	TOTAL
Expenditures	\$160,387,968.52	\$19,615,318.37	\$1,163,788.85	\$181,167,075.74
Percent of Total	88.53	10.83	0.64	100

In summary, residential development generated \$26,032,530.31 in revenues for \$160,387,968.31 in expenditures, resulting in a net loss of \$134,355,438.21 to the Village. Commercial development generated \$21,635,571.40 in revenues for \$19,615,318.37 in expenditures. Specific findings of "net fiscal impact" on the Village budget for each land use are shown below.

VILLAGE OF HEMPSTEAD: ANNUAL NET RETURN BY LAND USE

	Residential	Commercial	Industrial
Revenue	\$26,032,530.31	\$21,635,571.40	\$133,989.73
Expenditure	\$160,387,968.52	\$19,615,318.37	\$1,163,788.85
Net surplus (shortfall)	(\$134,355,438.21)	\$2,020,253.03	(\$1,029,799.12)



From this comparison of revenues generated and expenditures provided, a revenue/cost ratio for each land use category was derived. This shows how much each land use costs for every dollar of revenue that it generates for the Village.

VILLAGE OF HEMPSTEAD: COST REVENUE RATIOS

	Residential	Commercial	Industrial
National Median	1:1.16	1:0.27	1:0.27
Village	1:6.16	1:0.91	1:8.69

Note: Land Use Ratio = Expenditures/Revenues = cost per \$1 of revenue generated

The ratios, which compare revenues to expenditures, were calculated using the municipal and school district budgets. Residential land on average required more from the school district and Village than it contributed. For example, for every dollar in revenue from residential land, \$6.16 was spent on services for that land. By contrast, commercial land contributed more than it required back in expenditures. For example, for every dollar of revenue from commercial land in the Village, \$0.91 was spent on services for that land. The ratios translate into a \$2 million surplus generated by commercial land uses for the Village, which offsets the deficit generated by residential and industrial land uses. Commercial land thus helped to subsidize the needs of residential land.

Note that these estimated fiscal impacts are an average across all land in the Village. Housing populated by the elderly, for example, has a different fiscal impact than similar residential units occupied by families with school-age children. The mix of local services required by these different populations varies significantly. As such, it is important that site-specific projects are considered separately from this GEIS, as an examination of the ratio of revenues to costs may differ for each specific parcel of land.

The per capita multiplier approach was used to estimate fiscal impacts of the Proposed Action. The approach uses demographic and budget data to estimate municipal service costs on a per capita basis. All residentially induced municipal expenditures were divided by the current population of the Village (56,544). The per capita service costs (\$437.92) were then multiplied by the population increase associated with the Proposed Action (+7,053) to derive the increase in municipal service costs (assumes additional development will not occasion significant capital expenditures). Non-residentially induced expenditures were divided by current employment to calculate per employee costs. Based upon information from the Village Assessor, tax revenues assume \$4 per sf commercial and \$6 per sf residential land area associated with the Proposed Action. These tax figures include Village, School District and County.

These multipliers were then applied to new employment resulting from the Proposed Action. Projected jobs were based on jobs-to-housing ratio in the Village. In 2000, the Village had 15,579 housing units and 24,612 jobs, or 0.63 jobs for every housing unit. Residentially induced value was computed as the average of the residential proportion of total value and total parcels in the Village, and non-residentially induced value is the remainder. The proportion of residentially-induced value was used to estimate residentially-induced costs and revenues. Demographic multipliers were used to project population change. These vary according to the type and size of housing units -- townhouses, owner and renter apartments--and size is expressed by the number of bedrooms. Applying multipliers for different type and size of housing units yielded a development-induced population estimate.

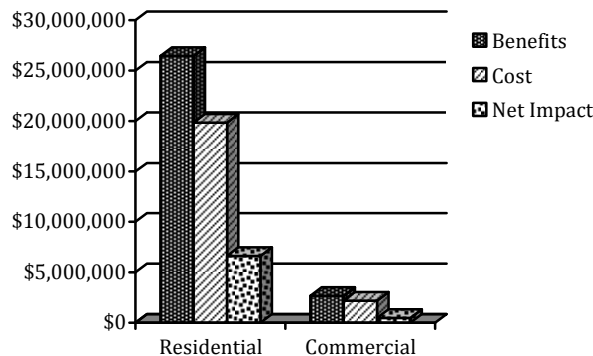
The approach makes several assumptions. It is based on the premise that expenditures and revenues increase proportionately with population. It also assumes current service levels are expected to continue on the same scale and the current distribution of expenditures in the Village is expected to continue into the future. Furthermore, the approach assumes that the current population composition suggests future population composition.

The Proposed Action will generate a positive net fiscal return to the Village (over \$7 million annually). Residential development is expected to generate \$0.75 in costs per dollar of tax revenue it produces for the Village. For every dollar of revenue that commercial land uses of the Proposed Action generate, \$0.82 is required in public services.

Below is a comparison of revenues and costs for residential versus commercial land uses. For purposes of this analysis, commercial land uses were not disaggregated into office and retail to show the differential between tax revenues generated; however, office space typically generates higher revenues and lower fiscal costs than retail.

PROPOSED ACTION: NET FISCAL IMPACT BY LAND USE

	Residential	Commercial	TOTAL
(c) Total Revenues	\$26,451,600.00	\$2,662,800.00	29,114,400.00
(d) Total Expenditures	\$19,813,974.06	\$2,186,873.95	22,000,848.01
Net contribution (a-b)	\$6,637,625.94	\$475,926.05	\$7,113,551
Land Use Ratio (Exp/Rev)	\$1 : \$0.75	\$1 : \$0.82	\$1 : \$0.76



4.3.3 Mitigation Measures

Since no adverse impacts are anticipated, no mitigation measures are necessary. Supplemental fiscal analyses will be required as individual site-specific projects are proposed for the Study Area.

4.4 Community Facilities and Services

4.4.1 Existing Conditions

A. Infrastructure

The following is an assessment of infrastructure and utility systems in the Study Area.

1) Sewer

There are approximately 84 miles of sewers in the Village, of which 41 miles discharge to five pumping stations. The remaining 43 miles discharge by gravity. Ultimately, all sewage in the Village flows to the Nassau County Sewage Disposal District No. 2, Trunk Sewer No. 3 along Milburn Avenue, at a point just north of the Southern State Parkway.

The sizes and lengths of sewers within the Village are shown below. The predominant sewer size is eight inches, and accounts for 78 percent of the sewers in the Village. Less than eight percent of the sewers are larger than 12 inches. The table below shows sewer capacities versus maximum/design flow in 1997. The Nassau County Trunk Sewer was operating at deficient capacity.

VILLAGE SANITARY SEWER SYSTEM

GRAVITY SEWERS DISCHARGING TO TRUNK SEWERS

Trunk Sewer	8"	10"	12"	15"	18"	20"	21"	24"	27"	30"	Total Feet	Total Miles
20"	22,146	1,987			516	7,339					31,988	6.06
21"	72,398	5,970	1,782	2,618	1,576		4,282				88,625	16.79
24"	23,930	2,305						8,783			35,018	6.63
30"	59,868	2,701						2,399	2,271	4,319	71,558	13.55
Total Feet	178,342	12,963	1,781	2,618	2,091	7,339	4,282	11,182	2,271	4,319	227,189	
Total Miles	33.78	2.46	0.34	0.50	0.40	1.39	0.81	2.12	0.43	0.82		43.03

SEWERS DISCHARGING TO PUMPING STATIONS

Pumping Station	8"	10"	12"	15"	18"	20"	21"	24"			Total Feet	Total Miles
Amherst St	7,043										7,043	1.33
Harrison Ave	84,961	15,062	6,987	983	1,143						109,136	20.67
Long Drive	2,770										2,770	0.52
Newman's Ct	52,024	5,679	6,438	636	1,202			162			66,141	12.53
Weeks Park	21,034	6,415	2,950								30,399	5.76
Total Feet	167,832	27,156	16,375	1,619	2,345	0	0	162			215,489	
Total Miles	31.79	5.14	3.10	0.31	0.44							40.81

Total All												
Feet	346,174	40,119	18,157	4,237	4,436	7,339	4,282	11,344	2,271	4,319	442,678	
Miles	65.57	7.60	3.44	0.81	0.84	1.39	0.81	2.15	0.43	0.82		83.84

Source: Shah Associates, *Village of Hempstead Sanitary Sewer System*, January 1998.

SEWER CAPACITIES VS. 1997 MONITORED MAXIMUM FLOWS (MGD)

Sewer	Location	Design Capacity	80% Design Capacity	Maximum Flow & Inflow			
				Flow (w/o INF)	INF	1.90 Average Inflow Scale Factor Adjustment	Total Flow (w/ 1.90 Inflow Scale Factor)
18" West	Harrison Ave	7.05	5.64	1.23	0.06	0.11	1.34
18" East	Harrison Ave	4.24	3.39	1.58	0.19	0.36	1.94
18" North	Newman's Ct/ S. Franklin Ave	3.32	2.66	1.27	0.19	0.36	1.63
18" South	Newman's Ct/ S. Franklin Ave	1.26	1.01	0.26	0.02	0.04	0.30
15"	Clinton St/Front St (Weeks)	3.79	3.03	1.11	0.23	0.44	1.55
16"	Clinton St/Front St (Weeks)	2.10	1.68	0.97	0.10	0.19	1.16

Trunk	Design Capacity	Average Flow + Infiltration/Inflow		Maximum Flow + Infiltration/Inflow		Deficiency (@ Design Capacity)	Deficiency (@ 80% Capacity)
20" Milburn Ave	3.50	1.38	1.31	1.93	1.31	0.26	(0.44)
21" Milburn Ave	3.60	1.81	1.68	2.54	1.68	(0.62)	(1.34)
24" Milburn Ave	5.40	2.03	1.91	2.85	1.91	0.64	(0.44)
30" Weir St	9.00	3.26	3.47	4.57	3.47	0.96	(0.84)
30" Outfall	9.00	3.41	3.22	4.78	3.22	1.00	(0.80)
33" Newman's Ct	9.70	5.08	5.15	7.11	5.15	(2.56)	(4.50)
36" Newman's Ct	11.90	8.49	8.37	11.88	8.37	(8.35)	(10.73)

Source: Shah Associates, *Village of Hempstead Sanitary Sewer System*, January 1998.

Numerous sections of the sewer system are subject to problems due to clogging, breakage, inflow, infiltration and insufficient capacity, especially during periods of heavy rainfall. In order to provide adequate services to existing and future development, the Plan recommends establishing and maintaining minimum level of service standards for sewerage collection and treatment, which conform to State and County environmental health standards and regulations.

Pumping Stations

There are five pumping stations in the Village's sewerage system: Harrison Avenue, Newman's Court, Weeks Park, Amherst Street and Long Drive Pumping Stations. The three major pumping stations are Weeks Park; Harrison Avenue and Newman's Court. The Amherst Street and Long Drive Pumping Stations are smaller, serving a population of less than 1,000. The discharge of Amherst Street Pumping Station eventually flows to the Weeks Park Pumping Station. The discharge of Long Drive Pumping Station eventually flows to the Harrison Avenue Pumping Station.

Newman's Court pumping station services the Study Area. Sewage is pumped from the station through a 16 inch diameter force main which runs along North Franklin Street to Grove Street, where it splits into two 12 inch diameter force mains. One 12 inch line runs along Grove Street to Greenwich Street where it discharges to a 20 inch diameter gravity line. The other 12 inch line runs along South Franklin Street to Maple Avenue, where it discharges to a 24 inch gravity sewer along South Franklin Street. From these two discharge points, the sewage flows by gravity to the Nassau County Trunk Sewer.

At present, according to the Village Department of Public Works, the Newman's Court Pumping Station pumps about two million gallons of sewage per day, operating at 44 percent of its design capacity.

Trunk Sewers

Sewage is eventually collected along Milburn Avenue at Weir Street. The 21 inch diameter trunk sewer along Milburn Avenue and the 30 inch diameter trunk sewer along Weir Street are collected in the 33 inch diameter Nassau County Sewage Disposal District No. 2, Trunk No. 3.

2) Water

Pumping and storage of water are within the jurisdiction of the Village water plant. There are currently nine wells in operation: seven located at the Clinton Street plant and two at the Laurel Avenue facility, with storage facilities at each of these sites. Water distribution via the extensive Village water main system is the responsibility of the Department of Public Works.

B. Community Facilities and Services

The following describes community facilities and services which are currently provided to the Village, including police and fire protection, public schools and recreation resources.

1) Police

The current operating strength of the Police Department is 120 sworn officers, 30 full-time civilian employees, 30 part-time civilian employees and 26 crossing guards (crossing guards are included in part-time civilian employees).

There are 2.1 law enforcement employees per 1,000 residential population (not including the substantial daytime labor force population). The County averages 2.4 personnel per 1,000 inhabitants. The Plan recommends expanded police protection services and additional personnel, particularly for increased foot patrols in the downtown area to address local gang issues. In order to meet service demands of the existing and projected population, it is suggested that the Village establish and maintain level of service standards, for example, 2.8 officers per 1,000 population, which would require an additional 40 police officers.

2) Fire

The Fire Department is staffed by 215 volunteer firefighters. There are 3 full-time employees, including 2 firehouse maintainers and 1 secretary. The Department consists of ten companies (three within the Study Area), as well as rescue squad, fire police squad and a fire prevention bureau.

The Fire Department responded to an average of 140 working fires per year (does not include false alarms) between 1999 and 2006 and responded to an average of 1,351 calls per year. The Fire Department also provides emergency rescue. The coverage area (3.68 miles) is served by 20 volunteers. Between 1999 and 2006, the rescue squad made 450 rescues.

The Fire Department's current needs include replacement of one of the two aerial apparatus at a cost between \$800,000 and 1,000,000; replacement of engines more than 20 years old; and repairs/upgrades to structures more than 32 years old.

Village Population	Population Density (per sq mi)	Land Area (sq mi)	Budget (2005)	Spending (per resident)
56,554	15,366	3.68	\$1,100,000	\$19.00

Two firehouses are located within the Study Area: (1) Victory Fire Station at 124 Jackson Street and (2) Headquarters at 75 Clinton Street.

3) Recreation

Denton Green, encompassing 4.16 acres, is the only passive recreation use within the Study Area. Outside of the Study Area, there are 51.25 acres of parks/recreation area within six public parks, as well as approximately 33 acres of recreation resources at local schools in the Village, which are available to the public and serve adjacent residential neighborhoods (the closest to the Study Area being the Alverta B Gray Schultz Middle School on 70 Greenwich Street). When the Village and School District recreation areas are combined, the total acreage is 84.25+ or 1.5 acres per 1,000 population. This is significantly lower than national park land standards for the population served, which suggest approximately 2.5 acres per 1,000 population.

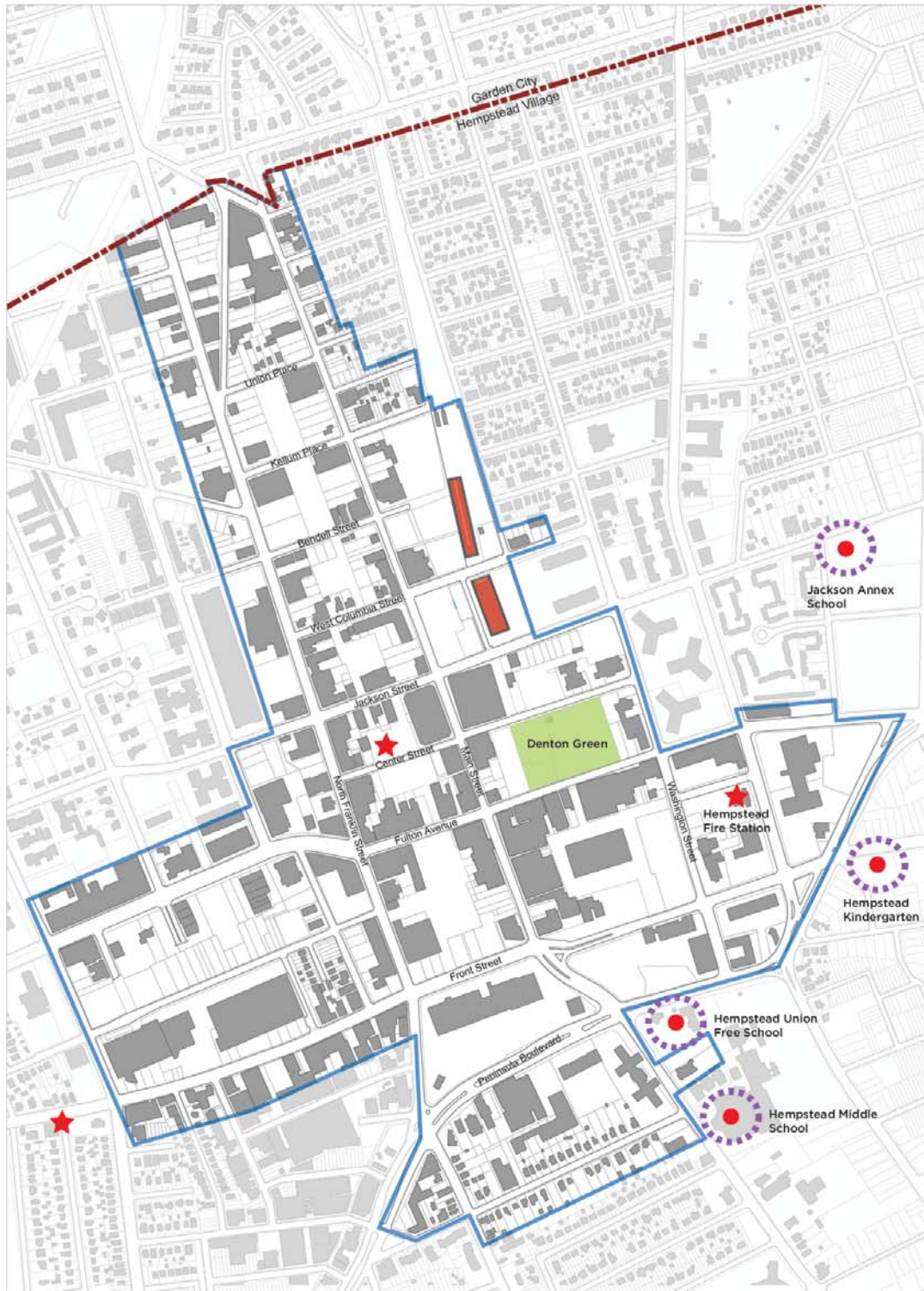
VILLAGE PARKS/RECREATION

PARK	Size	Ballfield	Basketball Courts	Tennis Courts	Playground	Swimming Pool	Available Buildings	Recreation Room	Facility Conditions
Mirschel Park Terrace Avenue	4	1	2	N	1	N	N	N	Fair
Brierley Park Clinton Street	13	2	2	N	2	N	1	Y	Good
Kennedy Park Greenwich St	22	3	1	4	2	3	1	Y	Fair
Lincoln Park Graham Ave.	10	1	2	N	1	3	N	N	Fair
Campbell Park Lindon Ave.	2	1	2	N	1	N	N	N	Poor
Mason Park	0.25	N	N	N	1	N	N	N	Good

Source: Village of Hempstead Department of Parks and Recreation, 2006.

A number of park facilities require upgrades and expansion to accommodate the Village's needs. Major improvements have already been completed at Brierley, Campbell and Mirschel Parks; additional improvements are planned for Kennedy Park. Denton Green was recently improved, including new fencing, lighting and restoration of the historic structure in the park.

COMMUNITY FACILITIES AND SERVICES



4) Schools

The Village is served by two school districts: Uniondale and Hempstead. Hempstead Union Free School District covers a majority of the Village's land area (approximately 3.5 miles north-south and 2.5 miles east-west) and includes one pre-kindergarten center (Hempstead Early Childhood Center), seven public elementary/middle schools (Alverta B. Gray Schultz Middle School, Franklin School, Marshall School, Jackson Main Elementary School, Jackson Annex School, Fulton School and Ludlum School) and one public high school (Hempstead High School).

There are also three private elementary/middle schools (New Frontier Montessori, Epiphany Lutheran Playschool and Salvation Army Day Care) and one private high school (Sacred Heart Academy) in the Village.

Hempstead District's total 2007-08 Kindergarten through Grade 12 enrollment was 6,059 (3,452 elementary and 2,607 secondary). This represents a 10 percent decline (-676 pupils) from 2006-07.

4.4.2 Potential Impacts

The Proposed Action will generate over \$29 million in annual tax revenues (refer to fiscal impact analysis). It is assumed that the distribution of this tax revenue will be apportioned to required municipal services.

A. Infrastructure

1) Sanitary Load

Residential flow rates are based on 150 gallons per bedroom per day. The total average daily wastewater flows that would be generated by the Proposed Action is 824,100 gpd.

ANTICIPATED AVERAGE DAILY SEWAGE FLOW QUANTITIES

Residential Units		Unit Flow*	Avg. Daily Flow (gpd)
0 Bedroom	687	150 gallons/ unit	103,050
1 Bedroom	1,030	150 gallons/ unit	154,500
2 Bedroom	1,374	300 gallons/ unit	412,200
3 Bedroom	343	450 gallons/ unit	154,350

*Unit flow rates are based upon NYS DEC Design Standards for Wastewater Treatment Works.

2) Water Demand

The Proposed Action will result in an increase in water consumption. If fully built out, the Proposed Action will have an average daily water demand of 861,234 gpd.

ANTICIPATED AVERAGE DAILY WATER DEMAND

Residential Units		Unit Flow*	Avg. Daily Flow (gpd)
0 Bedroom	687	165 gallons/ unit	113,355
1 Bedroom	1,030	165 gallons/ unit	169,950
2 Bedroom	1,374	330 gallons/ unit	453,420
3 Bedroom	343	363 gallons/ unit	124,509

*10 percent added to NYS DEC Design Standards for Wastewater Treatment Works to obtain water demand flow rates.

The construction of new wells plus a storage tank would potentially be required to accommodate the estimated water demand flow of the Proposed Action.

B. Community Facilities and Services

Based on a per capita approach to evaluating impact on community facilities and services (police, fire, recreation, etc.), estimated annual fiscal contributions of the Proposed Action are \$29,114,400, and projected annual municipal service expenditures are \$22,000,848; the net fiscal impact on the Village is positive (\$7,113,552 per year).

Public Schools

The FY 2007-08 Hempstead School District's Operating Budget was \$135,298,926 (\$327,500 debt service). Enrollment was 6,059 at an average cost per pupil of \$22,330, one of the highest in the State. This is a conservative estimate as it does not account for State aid³.

The Proposed Action will result in 3,434 new residential units which will generate 749 public school children at an annual cost of approximately \$16,725,350. A portion of taxes generated by the Proposed Action will be allocated to the School District to offset the additional costs.

UNITS	BEDROOMS	GRADE	ESTIMATED PUBLIC SCHOOL-AGE CHILDREN
687	0 BR		
		K6	78
		JHS	11
		HS	14
1,030	1 BR		
		K6	117
		JHS	17
		HS	14
1,374	2 BR		
		K6	170
		JHS	52
		HS	43
343	3 BR		
		K6	104
		JHS	60
		HS	69
3,434	TOTAL		749

Source: Rutgers University, Center for Urban Policy Research. *Residential Demographic Multipliers by State, Housing Type, Housing Size and Housing Price*, June 2006.

³ With State aid, fiscal impacts of the Proposed Action will be more positive.

4.4.3 Mitigation Measures

Based upon the fiscal impact analysis detailed above, estimated tax revenues generated by the Proposed Action will exceed public service costs associated with the increase in residents, employees and visitors. Since it is unlikely that the Proposed Action will result in any impacts on the delivery of services to the Study Area, no mitigation measures are required.

4.5 Traffic and Parking

This section evaluates the existing roadway network and potential impacts of the Proposed Action on traffic flow patterns/conditions in the Study Area. The nature of the impact analysis is generic, focusing on the volume of projected future traffic generation but not specific intersection locations within the Study Area.

4.5.1 Existing Conditions

1) Traffic Circulation

Vehicular access to the Village is provided by several north-south and east-west arterial roadways. Vehicular circulation within the Village, especially in the downtown, is provided by a system of local streets that generally intersect in a grid pattern. Although no freeways or expressways are located within the municipal limits of the Village, the Southern State Parkway skirts its southern boundary and has two interchanges immediately adjacent to the Village. The Long Island Expressway (I-495) and the Northern State Parkway are located fewer than five miles to the north.

Major north-south corridors in the Village include Franklin Street, Baldwin Road/Henry Street, Greenwich Street/Main Street, Washington Street and Clinton Street. All of these are within the functional classification of "arterial." Major east-west corridors include Fulton Avenue and Front Street and Jerusalem Avenue, all of which are classified as principal arterials. Peninsula and Westbury Boulevards traverse the Village diagonally. Peninsula Boulevard is important as both a north-south and east-west arterial.

Arterial roadways that serve the CBD as key mobility corridors for both vehicles and pedestrians include Fulton Avenue, Fulton Street, Peninsula Boulevard, Franklin Street, Main Street, Washington Street and Clinton Street.

2) Public Transportation

Non-vehicular access to the Village includes bus and rail transit. The Village is situated at the last stop of the Hempstead branch of the Long Island Railroad (LIRR). On an average weekday, the commuter usage (which includes both arrivals and departures) at the Hempstead station is approximately 3,000 passenger trips. Slightly more than half of these trips take place during the peak rush hour periods.

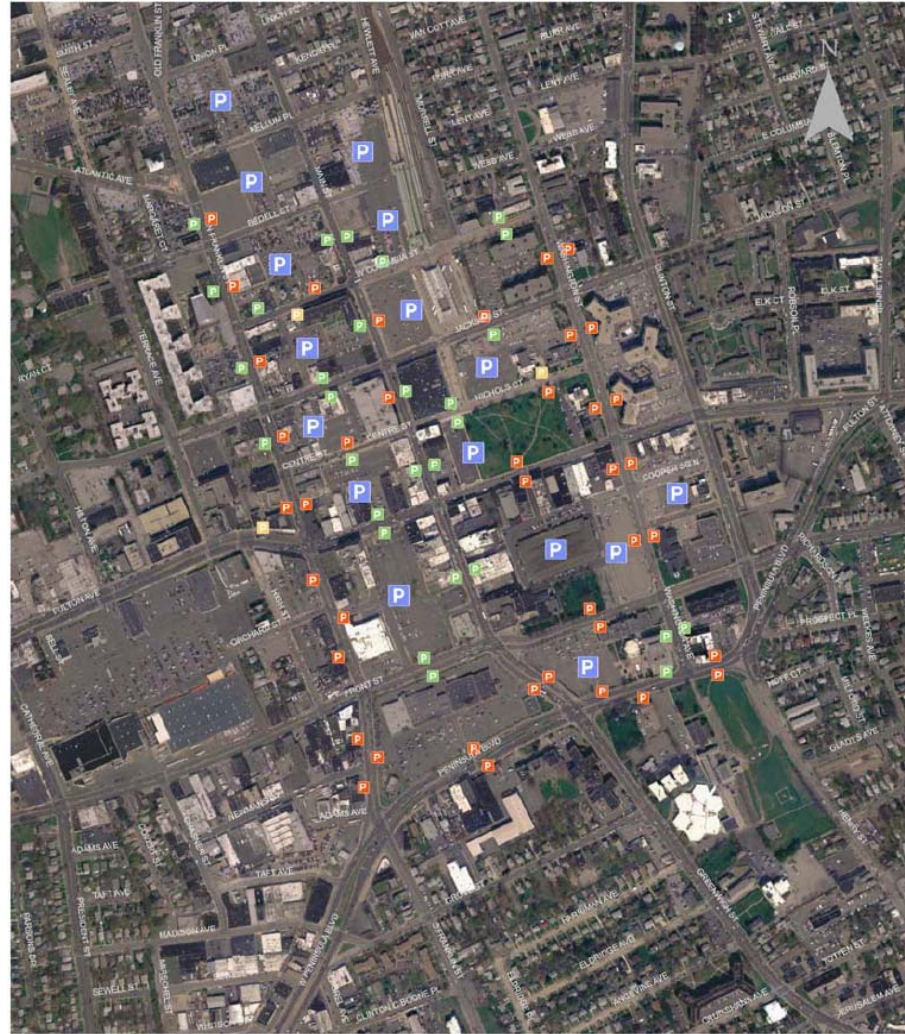
Serving as the major transfer point for customers using Long Island bus routes, the MTA's Hempstead Transit Center is located between Jackson and West Columbia Streets at Main Street, just across the street from the LIRR station. A total of 21 Long Island Bus lines converge in Hempstead. Approximately 55,000 riders use these routes on an average weekday. Besides being a transfer point

between bus routes, the location of this bus terminal provides a convenient transfer point between the LIRR and the bus system.

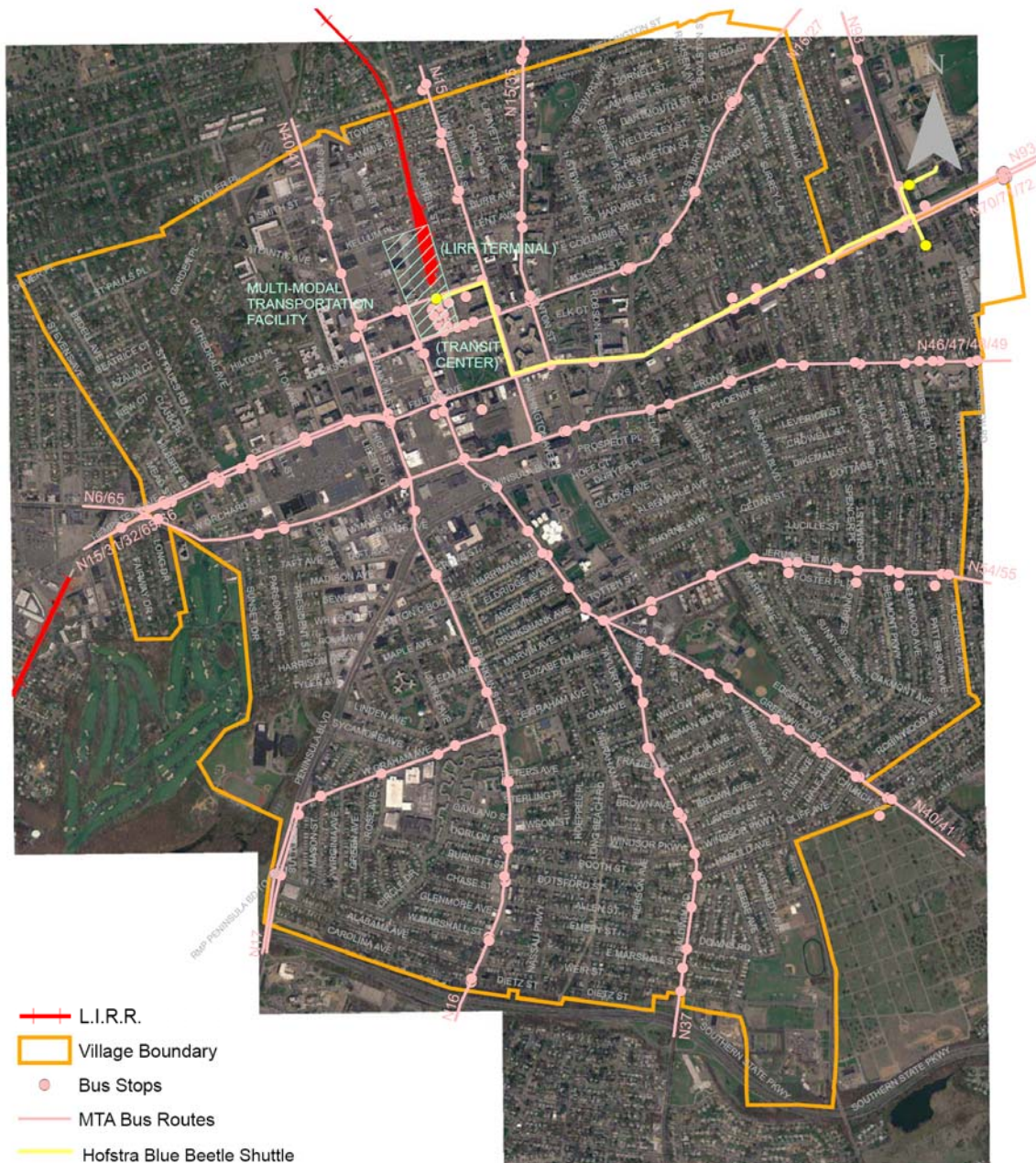
3) Parking

Parking is abundant within the Village. In addition to private parking spaces, both on-street parking and Village-owned surface lots are available throughout the downtown area. In general, parking capacity exceeds parking demand during both peak and off-peak periods.

PARKING



TRANSIT ROUTES



4.5.1 Potential Impacts

The effects of the Proposed Action can be quantified in terms of generation of vehicular trips. Without the Proposed Action, the parcels slated for redevelopment or reprogramming of uses would be developed in accordance with current zoning. Since the Proposed Action will improve walkability and encourage walking, it has the distinct advantage of improving traffic conditions. Residential uses generate a moderate level of vehicular traffic. Since vehicular trip rates for residential dwellings are based on surveys conducted nationally, including many locations not as well-served by transit as the Village, it is anticipated that actual traffic generated by the Proposed Action will be less than projected. Retail and office uses are generally much more intensive traffic generators than residential uses. Since the amount of retail and office space that could be built according to existing zoning will be reduced as a result of the Proposed Action, less vehicular trips will be generated to the overall roadway network.

In accordance with guidelines published by the Institute of Transportation Engineers (ITE), estimated vehicle trips that would be generated by the Proposed Action for weekday daily, weekday AM and PM peak hours, weekend daily and weekend peak hours were computed by type of use, and then combined. The following matrix translates the range of densities (land use/square feet) into estimated traffic generation for the proposed development scenario.

ANTICIPATED VEHICULAR TRIP GENERATION

LAND USE	AREA (SF)	WEEKDAY			SATURDAY	
		Daily	AM Peak Hr	PM Peak Hr	Daily	Midday Peak Hour
Office	382,100	1,138,658	168,124	149,019	N/A	N/A
Retail	283,600	8,113,796	147,472	740,196	9,248,196	918,864
Residential	3,917,000	25,342,990	2,193,520	2,702,730	24,285,400	2,036,840
Townhouses	491,600	2,880,776	216,304	265,464	2,787,372	231,052

Source: ITE Trip Generation, 7th Edition, 2003

Note: Office, Retail, Residential and Townhouses rates are based on land use codes 710, 820, 220 and 230, respectively.

4.5.2 Mitigation Measures

Supplemental analyses will be required as individual site-specific projects are proposed in the Study Area. Vehicular trip assignment and analysis of specific intersections of project generated traffic will be conducted separately for each proposed development on a site-by-site basis.

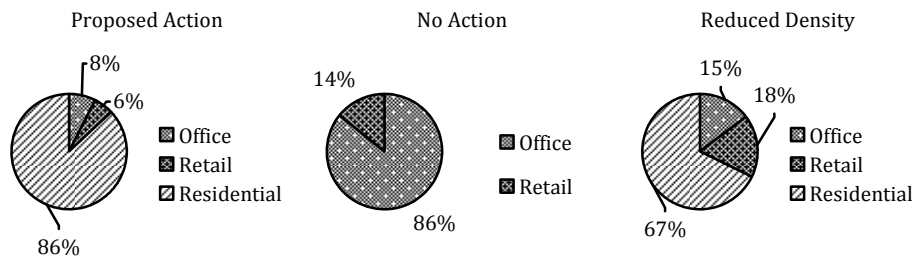
5.0 ALTERNATIVES

Alternatives to the Proposed Action are based on land use and planning objectives identified in the Downtown Vision and Comprehensive Development Plan Update.

	PROPOSED ACTION	REDUCED DENSITY
Residential Build-Out	4,408,600 sf	1,346,600 sf
Projected residents	7,053	2,660
Sanitary Flow (gpd)	824,100 gpd	307,920 gpd
Water Usage (gpd)	861,234 gpd	321,776 gpd
School Age Children	749	278
Traffic Generation per annum	12,868,919,729	6,427,539,967
Est. Net Fiscal Impact	\$7,113,552	\$2,309,609

A theoretical full build-out of the Proposed Action will result in a shift of 86 percent of permitted development from commercial to residential uses. Based on the potential taxable value of land uses and revenue from property taxes less public service costs, the Proposed Action will potentially increase Village revenues by over \$7 million per year. The Reduced Density Alternative would add \$2.3 million to the tax base.

LAND USE BUILD-OUT: PROPOSED ACTION, NO ACTION, REDUCED DENSITY ALTERNATIVE



5.1 No Action

5.1.1 Description

The No Action Alternative is the maximum build-out of the Study Area according to existing zoning. The Business B zoning regulations (refer to Chapter 139 of the Village of Hempstead Zoning Ordinance) require the following:

- five ft front yard setback
- five ft rear yard for buildings height 15 ft or under; additional five ft for every additional 20 ft of building height; no rear yard required for thru-block lots
- Maximum height of seven stories/85 ft – one retail floor (20 ft) and five office floors (each floor 13 ft)
- One parking space per 250 sf of floor area (8.5 floors underground parking)
- No residential dwelling units are permitted except for caretaker apartments

This Alternative assumes a full build-out of the blocks with five ft setback from streets, 0 ft rear yard (thru block lots) and a maximum height of six stories / 85 ft.

This also assumes one retail ground floor at 20' floor to floor and five upper office floors at 13 ft floor to floor. All existing dwellings within the blocks which are part of the Proposed Action were deducted from build-out to derive net increase.

Block	Program	Fl. Area	No. of Stories	GSF	Res. Units	Pkng Reqd.	Pkng Provd.	Total GSF
"15"	Office	70,600	5	353,000		1,412		
	Retail	70,600	1	70,600	0	282	0	423,600 New Subtotal
	Existing Office	28,100	2	56,200	0	0	0	
	Existing Retail	28,100	1	28,100				84,300 Existing Subtotal
	Parking	70,600	8.5	600,100	0	1,694	1,715	339,300 Net Increase
"17"	Office	479,800	5	2,399,000		9,596		
	Retail	479,800	1	479,800	0	1,919	0	2,878,800 New Subtotal
	Existing Office	51,400	2	102,800	0	0	0	
	Existing Retail	51,400	1	51,400				154,200 Existing Subtotal
	Parking	479,800	8.5	4,078,300	0	11,515	11,652	2,724,600 Net Increase
"26"	Office	660,400	5	3,302,000		13,208		
	Retail	660,400	1	660,400	0	2,642	0	3,962,400 New Subtotal
	Existing Office	322,300	2	644,600	0	0	0	
	Existing Retail	322,300	1	322,300				966,900 Existing Subtotal
	Parking	660,400	8.5	5,613,400	0	15,850	16,038	2,995,500 Net Increase
"27"	Office	450,200	5	2,251,000		9,004		
	Retail	450,200	1	450,200	0	1,801	0	2,701,200 New Subtotal
	Existing Office	145,400	2	290,800	0	0	0	
	Existing Retail	145,400	1	145,400				436,200 Existing Subtotal
	Parking	450,200	8.5	3,826,700	0	10,805	10,933	2,265,000 Net Increase
"29"	Office	326,000	5	1,630,000		6,520		
	Retail	326,000	1	326,000	0	1,304	0	1,956,000 New Subtotal
	Existing Office	44,000	2	88,000	0	0	0	
	Existing Retail	44,000	1	44,000				132,000 Existing Subtotal
	Parking	326,000	8.5	2,771,000	0	7,824	7,917	1,824,000 Net Increase
"30"	Office	215,500	5	1,077,500		4,310		
	Retail	215,500	1	215,500	0	862	0	1,293,000 New Subtotal
	Existing Office	110,700	2	221,400	0	0	0	
	Existing Retail	110,700	1	110,700				332,100 Existing Subtotal
	Parking	215,500	8.5	1,831,750	0	5,172	5,234	960,900 Net Increase
"32"	Office	175,400	5	877,000		3,508		
	Retail	175,400	1	175,400	0	702	0	1,052,400 New Subtotal
	Existing Office	95,400	2	190,800	0	0	0	
	Existing Retail	95,400	1	95,400				286,200 Existing Subtotal
	Parking	175,400	8.5	1,490,900	0	4,210	4,260	766,200 Net Increase
"34"	Office	225,500	5	1,127,500		4,510		

	Retail	225,500	1	225,500	0	902	0	1,353,000	New Subtotal
	Existing Office	87,900	2	175,800	0	0	0	263,700	Existing Subtotal
	Existing Retail	87,900	1	87,900					
	Parking	225,500	8.5	1,916,750	0	5,412	5,476		
								1,089,300	Net Increase
"38"	Office	224,700	5	1,123,500		4,494			
	Retail	224,700	1	224,700	0	899	0	1,348,200	New Subtotal
	Existing Office	49,300	2	98,600	0	0	0		
	Existing Retail	49,300	1	49,300					
	Existing Housing	9,800	4	39,200	0	0	0	187,100	Existing Subtotal
	Parking	224,700	8.5	1,909,950	0	5,393	5,457		
								1,161,100	Net Increase
"39"	Office	146,700	5	733,500		2,934			
	Retail	146,700	1	146,700	0	587	0	880,200	New Subtotal
	Existing Office	29,400	2	58,800	0	0	0		
	Existing Retail	29,400	1	29,400				88,200	Existing Subtotal
	Parking	146,700	8.5	1,246,950	0	3,521	3,563		
								792,000	Net Increase
"40"	Office	215,400	5	1,077,000		4,308			
	Retail	215,400	1	215,400	0	862	0	1,292,400	New Subtotal
	Existing Office	64,900	2	129,800	0	0	0		
	Existing Retail	64,900	1	64,900				194,700	Existing Subtotal
	Parking	215,400	8.5	1,830,900	0	5,170	5,231		
								1,097,700	Net Increase
"42"	Office	207,300	5	1,036,500		4,146			
	Retail	207,300	1	207,300	0	829	0	1,243,800	New Subtotal
	Existing Office	43,300	2	86,600	0	0	0		
	Existing Retail	43,300	1	43,300				129,900	Existing Subtotal
	Parking	207,300	8.5	1,762,050	0	4,975	5,034		
								1,113,900	Net Increase
"48"	Office	259,600	5	1,298,000		5,192			
	Retail	259,600	1	259,600	0	1,038	0	1,557,600	New Subtotal
	Existing Office	96,900	2	193,800	0	0	0		
	Existing Retail	96,900	1	96,900					
	Existing Housing	8,100	4	32,400	0	0	0	323,100	Existing Subtotal
	Parking	259,600	8.5	2,206,600	0	6,230	6,305		
								1,234,500	Net Increase
"49"	Office	149,900	5	749,500		2,998			
	Retail	149,900	1	149,900	0	600	0	899,400	New Subtotal
	Existing Office	53,600	2	107,200	0	0	0		
	Existing Retail	53,600	1	53,600				160,800	Existing Subtotal
	Parking	149,900	8.5	1,274,150	0	3,598	3,640		
								738,600	Net Increase

SUBTOTALS

Office	19,035,000	
Retail	3,807,000	
TOTAL GSF INCREASE	22,842,000	gsf
Existing Office	1,895,600	
Existing Retail	947,800	
Existing Housing	71,600	
TOTAL GSF DECREASE	1,967,200	gsf
NET INCREASE	20,874,800	gsf
Parking		
Total Parking Area	32,359,500	SF
No. of Spaces	91,368	spaces

5.1.2 Potential Impacts

The No Build Alternative assumes the Study Area zoning will remain Business B and no beneficial impacts of the Proposed Action would be realized. Maintaining existing land uses and zoning will not improve the visual character of the Study Area. Additional traffic volumes on surrounding roadways associated with the Proposed Action would not occur if the Study Area were to remain in its current underutilized condition. The lack of new development, however, would preclude the additional meaningful economic and fiscal contribution in terms of increased employment opportunities and annual tax revenues. The No Action Alternative will marginalize financial assets in Hempstead.

5.2 Reduced Density/Infill Development**5.2.1 Description**

This Alternative identifies only “vacant” lots in the Study Area that could be used for infill development. The design of this scheme would follow a minimum interventionist approach in which all existing buildings would be retained, and only the “vacant” lots would be programmed with uses. Key elements of this scenario include the following:

- Retail along Main, Franklin, West Columbia and Center Streets with upper level residences
- Maximum building heights of six stories within ¼ mile walking radius of the Transit Center
- Three-story townhouses along the periphery of the Study Area (two parking spaces per unit)
- Concentration of offices around the Transit Center (one floor of retail and five floors of office)

Block	Program	Fl. Area	No. of Stories	Total GSF	Res. Units	Pkng Reqd.	Pkng Provd.
"33"	Office	20,100	5	100,500		201	
	Retail,	44,000	1	44,000	0	88	
	Residential 1	11,700	5	58,500	59	59	
	Residential 2	8,500	5	42,500	43	43	
	Parking	38,200	4	152,800	0	390	437
				245,500	101	390	437
"37"	Office	17,200	5	86,000		172	
	Retail,	17,200	1	17,200	0	34	0
	Parking	17,200	3	51,600	0	206	147
				103,200	0	206	147
"39"	Office	21,600	5	108,000		216	
	Retail,	9,600	1	9,600	0	19	0
	Residential	11,500	5	57,500	58	58	
	Parking	72,500	2	145,000	0	293	414
				175,100	58	293	414
"42"	Retail 1	8,000	1	8,000	0	16	
	Retail 2	8,000	1	8,000	0	16	
	Retail 3	6,500	1	6,500	1	13	
	Residential 1	8,000	5	40,000	40	40	
	Residential 2	8,000	5	40,000	40	40	
	Residential 3	8,000	3	24,000	24	24	
	Residential 4	6,500	2	13,000	13	13	
	Parking	68,000	1	68,000	0	162	194
				139,500	118	162	194
"40"	Retail 1	6,900	1	6,900	0	14	
	Retail 2	6,900	1	6,900	0	14	
	Retail 3	9,000	1	9,000	0	18	
	Retail 4	13,600	1	13,600	0	27	
	Residential 1	6,900	5	34,500	35	35	
	Residential 2	6,900	5	34,500	35	35	
	Residential 3	9,000	5	45,000	45	45	
	Residential 4	13,600	5	68,000	68	68	
Parking	60,000	2	120,000	0	255	343	
				218,400	182	255	343
"38"	Retail,	10,300	1	10,300	0	21	0
	Residential 1	10,300	5	51,500	52	52	
	Parking	40,000	1	40,000	0	72	114
				61,800	52	72	114
"32"	Retail,	11,700	1	11,700	0	23	0
	Residential 1	11,700	5	58,500	59	59	
	Parking	40,000	1	40,000	0	82	114
				70,200	59	82	114
"30"	Retail,	20,000	1	20,000	0	40	
	Residential 1	8,400	5	42,000	42	42	
	Residential 2	8,400	5	42,000	42	42	
	Parking	20,000	3	60,000	0	124	171
				104,000	16	124	171
"29"	Residential 1	11,200	5	56,000	56	56	
	Residential 2	14,000	5	70,000	70	70	
	Parking	13,000	3	39,000	0	126	111
				165,000	126	126	111
"31"	Retail 1	9,700	1	9,700	0	19	
	Retail 2	14,400	1	14,400	0	29	
	Retail 3	13,000	1	13,000	0	26	

	Residential 1	9,700	5	48,500	49	49	
	Residential 2	14,400	5	72,000	72	72	
	Residential 3	18,200	5	91,000	91	91	
	Parking	55,000	2	110,000	0	286	314
				248,600	212	286	314

"17"	Retail 1	62,500	1	62,500	0	125	
	Residential 1	14,000	2	28,000	28	28	
	Residential 2	12,000	2	24,000	24	24	
	Residential 3	12,000	2	24,000	24	24	
	Residential 4	16,000	2	32,000	32	32	
	Parking	100,000	1	100,000	0	233	286
				170,500	108	233	286

"27"	Retail 1	38,200	1	38,200	0	76	0
	Retail 2	29,500	1	29,500	0	59	0
	Retail 3	5,000	1	5,000	1	10	0
	Residential 1	22,500	2	45,000	45	45	
	Residential 2	18,300	2	36,600	37	37	
	Residential 3	5,000	2	10,000	10	10	
	Parking	90,000	2	180,000	0	237	514
				164,300	93	237	514

"34"	Retail 2	5,000	1	5,000	0	10	
	Residential	5,000	2	10,000	10	10	
	Parking	12,000	1	12,000	0	20	34
				15,000	10	20	34

"26"	Residential 1	18,000	3	54,000	54	54	
	Residential 2	12,000	3	36,000	36	36	
	Parking	70,000	1	70,000	0	90	200
				90,000	90	90	200

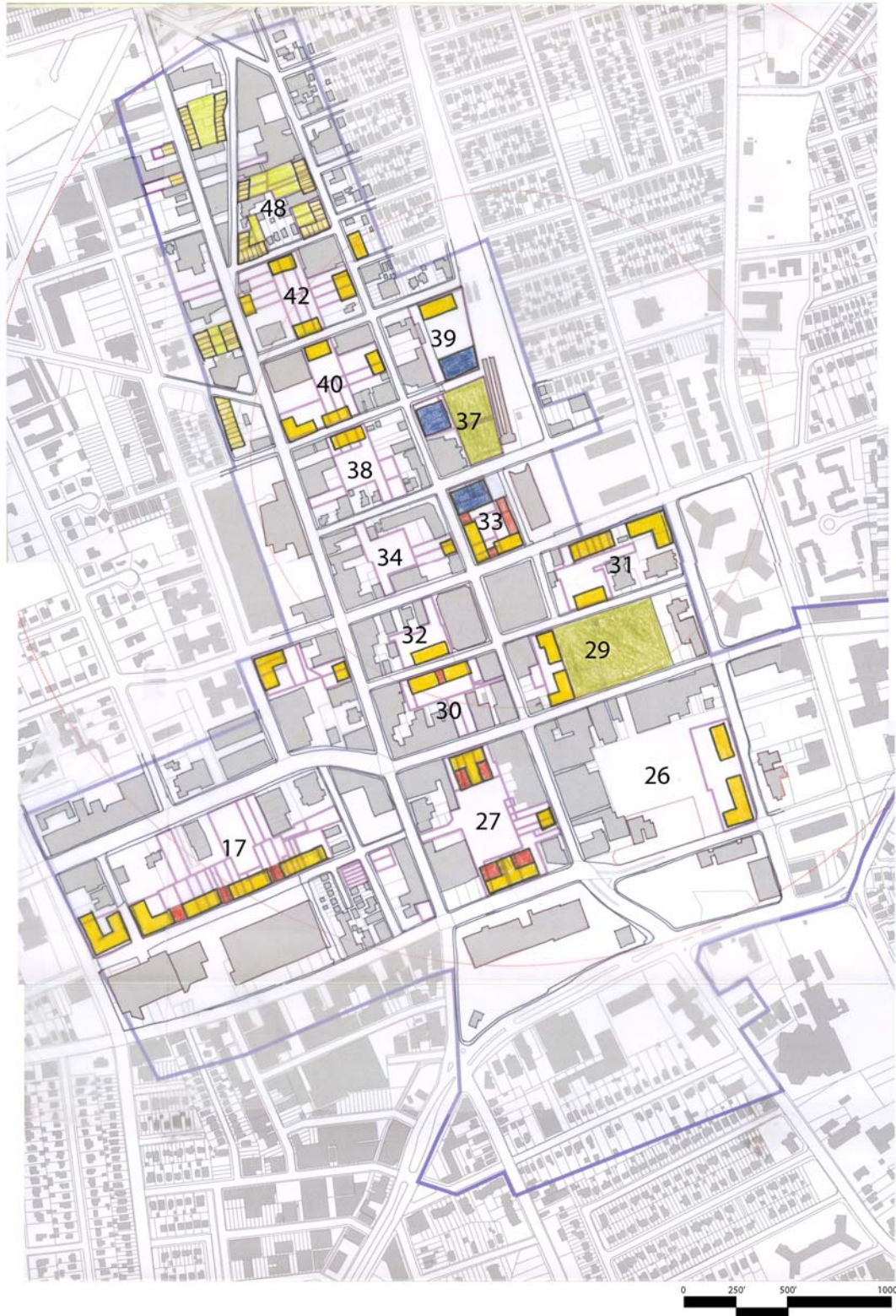
"48"	Townhouses	2,000	29	58,000	58	58	
	Parking	12,000	1	12,000	0	58	58
				58,000	58	58	58

SUBTOTALS

Office	294,500
Retail	349,000
Residential (apartments)	1,288,600
Townhouses	58,000 29
TOTAL GSF	1,990,100 gsf

Parking	
Total Parking Area	1,188,400 SF
No. of Spaces	3,453 spaces

REDUCED DENSITY ALTERNATIVE



5.2.2 Potential Impacts

A reduced density build-out scenario would include 1,283 residences. Estimated net fiscal impact of the Reduced Density Alternative is \$2,309,609 per year. This Alternative would result in reduced daily sewage flow quantities (307,800 gpd) and water demand (321,684 gpd); and less traffic and public school children generation. The demand for police, fire and emergency medical services would also reduce commensurately.

NET FISCAL IMPACT BY LAND USE

	Residential	Commercial	TOTAL
(a) Total Revenues	\$8,079,600.00	\$2,574,000.00	\$10,653,600.00
(b) Total Expenditures	\$7,372,664.32	\$817,052.79	\$8,189,717.10
Net contribution (a-b)	\$706,935.68	\$1,756,947.21	\$2,463,882.90
Land Use Ratio (Exp/Rev)	\$1 : \$0.91	\$1 : \$0.32	\$1 : \$0.77

ANTICIPATED AVERAGE DAILY SEWAGE FLOW QUANTITIES

Residential Units		Unit Flow*	Average Daily Flow (gpd)
0 Bedroom	257	150 gallons/ unit	38,550
1 Bedroom	385	150 gallons/ unit	57,750
2 Bedroom	513	300 gallons/ unit	153,900
3 Bedroom	128	450 gallons/ unit	57,600

ANTICIPATED AVERAGE DAILY WATER DEMAND

Residential Units		Unit Flow*	Average Daily Flow (gpd)
0 Bedroom	257	165 gallons/ unit	42,405
1 Bedroom	385	165 gallons/ unit	63,525
2 Bedroom	513	330 gallons/ unit	169,290
3 Bedroom	128	363 gallons/ unit	46,464

UNITS	BEDROOMS	GRADE	ESTIMATED PUBLIC SCHOOL-AGE CHILDREN
257	0 BR	K6	29
		JHS	4
		HS	5
385	1 BR	K6	44
		JHS	6
		HS	5
513	2 BR	K6	63
		JHS	19
		HS	16
128	3 BR	K6	39
		JHS	22
		HS	26
1,283	TOTAL		278

ANTICIPATED VEHICULAR TRIP GENERATION

LAND USE	AREA (SF)	WEEKDAY			SATURDAY	
		Daily	AM Peak Hr	PM Peak Hr	Daily	Midday Peak Hour
Office	294,500	877,610	129,580	114,855	N/A	N/A
Retail	349,000	9,984,890	181,480	910,890	11,380,890	1,130,760
Residential	1,288,600	8,337,242	721,616	889,134	7,989,320	670,072
Townhouses	58,000	339,880	25,520	31,320	328,860	27,260

Source: ITE Trip Generation, 7th Edition, 2003

6.0 UNAVOIDABLE ADVERSE EFFECTS

No direct unavoidable adverse environmental impacts are expected as a result of the Proposed Action. The Proposed Action may lead to increased development density and potential population growth. Redevelopment will replace existing vacant and underutilized buildings and sites with new uses that correspond to market conditions and Village needs. New growth will benefit the Village in terms of jobs, taxes and community stability but may place an additional burden upon demand for parks and recreational amenities, as well as usage levels and demand for public facilities and services. Any associated increases in traffic volumes or congestion will not cause impairment to the Village's environmental resources.

7.0 IRREVERSIBLE AND UNRETRIEVABLE COMMITMENT OF RESOURCES

Implementation of the Proposed Action will not result in any direct irreversible or irretrievable commitment of resources in the Study Area. To the extent that specific development or redevelopment is encouraged by the Plan, certain resources will be committed, including for example construction, labor and energy resources.

8.0 APPENDIX

A. Scoping Document

APPENDIX A – Scoping Document

SEQRA Classification: Type I Action

Lead Agency: Village of Hempstead Board of Trustees

Lead Agency Contact: Village of Hempstead
c/o Ms. Tanya Ford, Village Clerk
Village Hall
99 Nichols Court
Hempstead, NY 11550
(516) 478-6206

Date of Adoption: April 15, 2008

PROPOSED ACTION

The Proposed Action, according to the Positive Declaration issued by the Lead Agency on March 4, 2008, involves adoption of the Downtown Vision and Comprehensive Development Plan by the Village Board.

The Proposed Action, hereinafter referred to as the “Development Plan” contemplates a range of land uses and densities (to be determined as part of this Generic Environmental Impact Statement) within the Study Area which includes those downtown properties currently zoned Business B (see attached Map).

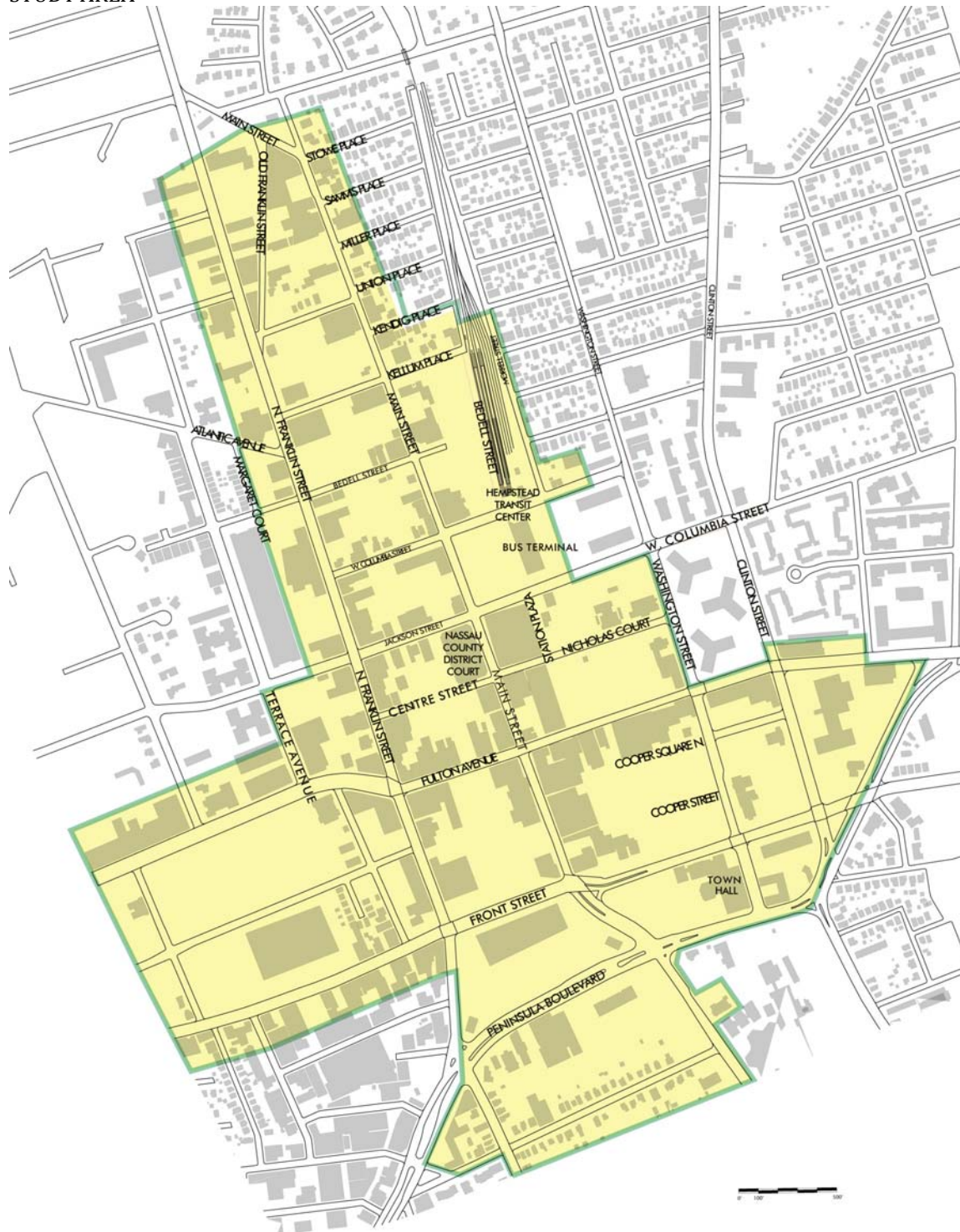
The vision for Downtown Hempstead is to create a vibrant environment with a mix of land uses. The development of underutilized and vacant sites is critical to the economic viability of this mature suburban district, and redevelopment is one of the few strategies available to respond to new market demands and to enhance the Village as a place to live, work and invest. To capitalize on one of the Village’s greatest assets, its transit center, the Hempstead train station and bus depot are the focal point for redevelopment; that is, the potential for redevelopment was focused within ½ mile of the train station with priority given to sites within ¼ mile of the station.

The Development Plan is intended as a revitalization strategy to improve the overall character and vitality of the downtown, and consists of the following features:

- Redevelopment of “soft” sites to provide for mixed use development including retail, commercial and residential (0BR – 20%, 1BR – 30%, 2BR – 40% and 3BR – 10%)
The following criteria were used to identify underutilized soft sites:

- Village-owned parcels including surface parking lots that could provide parking in a more efficient manner
- Buildings that were vacant or with low occupancy rates
- Incompatible land uses
- Properties that have not been maintained or require significant improvements and/or repairs
- Factors that hinder the economically viable use of a structure such as inadequate size, access or parking
- Areas that have already been designated as “blighted” in the urban renewal redevelopment plan
- Parcels that do not fully utilize the floor area permitted under current zoning
- Multiple ownership of parcels which hinders the assembly of properties that meet current development standards
- As part of a ‘place-making’ effort, preservation and enhancement of landmarks, historic buildings and buildings that are undergoing façade restoration under the New York Main Street Program
- Creation of an active and functional transit plaza
- Creation of an open space network to enhance pedestrian activity
- Integration of development plans for provision a civic center
- Promotion of ground floor retail activity along Main and Franklin Streets with upper level residential uses
- Restriction of building heights to 120 feet within ¼ mile radius and 85 feet within ½ mile radius of the transit station

STUDY AREA



GENERAL GUIDELINES

The Generic Environmental Impact Statement (GEIS) will be prepared in accordance with §617.10 of SEQRA regulations, and, as such, will present a broader and more general set of analyses than a site or project-specific EIS. The GEIS will describe the Proposed Action, and

will include assessments of specific anticipated impacts if such details are available. In some cases, the analyses will be based on conceptual information due to the comprehensive and prospective nature of the Development Plan and its component parts. A GEIS of this nature is prepared when a proposed action represents a comprehensive program having wide application and defining a range of future projects in the affected area. This Proposed Action consists of plans based on long-range planning efforts that reflect a Village-wide perspective on the most appropriate land uses for the downtown.

The primary goals of scoping are to focus the Draft Generic Environmental Impact Statement (DGEIS) on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or non-significant. This DGEIS will address all components of the Proposed Action, including, but not limited to, the information needed to evaluate potential zoning changes and/or other actions required to implement the Proposed Action.

The DGEIS will address, at a minimum, all items outlined in this scoping document. Each impact issue will be presented in a separate sub-section which includes a discussion of existing conditions and evaluation of potential significant impacts of the Proposed Action. Alternatives to the Proposed Action will also be analyzed and discussed in a separate section of the DGEIS. Any assumptions will be clearly identified.

Narrative discussions will be accompanied by appropriate tables, charts, maps, graphs and figures whenever possible. If a particular Study can be most effectively described in graphic format, the narrative discussion will summarize and highlight the information presented graphically. Efforts will be made to avoid the use of technical jargon. When practical, impacts will be described in terms which the lay person can readily understand.

INTRODUCTORY MATERIAL

A. Cover Sheet

The DGEIS cover sheet will identify the following:

1. Date submitted and any revision dates
2. Location of the Proposed Action
3. Lead Agency and contact information:

Village of Hempstead Board of Trustees
c/o Ms. Tanya Ford, Village Clerk
Village Hall
99 Nichols Court
Hempstead, NY 11550
(516) 478-6206

4. Name, address and responsibilities of the primary author(s) of the DGEIS

5. Date of acceptance of the DGEIS [to be inserted later]
6. Deadline by which comments on the DGEIS are due [to be inserted later]

B. Table of Contents

All headings which appear in the text will be presented in the Table of Contents along with the appropriate page numbers. In addition, the Table of Contents will include a list of figures, maps, tables, appendix items, and a list of additional DGEIS volumes, if any. The DGEIS for the Development Plan will include, among other items required by law, the following:

- Description of the Development Plan and its purpose, needs and benefits, including social and economic considerations
- Discussion of existing conditions and evaluation of potential environmental impacts of both the Development Plan and alternatives
- Identification of any necessary mitigation measures to minimize potential significant adverse environmental impacts
- Identification of any significant adverse environmental impacts that cannot be avoided if the Development Plan is implemented; and
- Identification and brief discussion of any irreversible and irretrievable commitment of resources that would be involved in implementation of the Development Plan.

I. LIST OF AGENCIES

The following list of Involved and Interested Agencies, including their jurisdiction for approval and/or interest in the Development Plan, will be included:

Involved Agencies

- Village of Hempstead Board of Trustees

Interested Agencies

- Village of Hempstead Community Development Agency
- Village of Hempstead Planning Board
- Village of Hempstead Zoning Board of Appeals
- Village of Hempstead Housing Authority
- Village of Garden City
- Nassau County Planning Commission

II. EXECUTIVE SUMMARY

The executive summary will provide the reader with a clear and cogent understanding of the information contained within the body of the DGEIS, including a description of the Development Plan, and a summary of its anticipated impacts, and reasonable alternatives to the Development Plan.

III. DESCRIPTION OF THE PROPOSED ACTION

This chapter sets the context in which potential impacts of the Development Plan and alternatives will be assessed, and will contain a discussion of each component part as it relates to Village objectives. The geographic boundaries of the Study Area will be described and mapped. In addition, a discussion of approvals required for implementation of the Development Plan will be provided, and any agency involved in these approvals will be identified.

IV. ENVIRONMENTAL ANALYSES

To the extent practicable, impacts of the Development Plan and alternatives will be evaluated based upon theoretical build-out scenarios. The DGEIS will include a discussion of existing environmental conditions and potentially significant adverse or beneficial impacts of the Development Plan for the following categories:

A. Land Use, Zoning and Public Policy

1. Definition and map of the Study Area (properties zoned 'Business B'), which will correspond to the area where the Development Plan may have the potential to affect existing land uses and development trends.
2. Existing Conditions
 - a. Describe existing land use patterns by category. Inventory and approximate the quantity of existing land uses in the Study Area focusing on major uses that could be affected and undeveloped land.
 - b. Map the existing zoning district(s) in the Study Area. Provide a summary description of the existing zoning regulations including permitted uses, lot and bulk requirements and parking restrictions.
 - c. Provide a matrix showing differences between existing land use and zoning and proposed land use and zoning.
 - d. Assess consistency of the Development Plan with any applicable County planning documents for the Study Area.
3. Potential Impacts
 - a. Analyze the anticipated impacts of the Development Plan on land use and development trends within the Study Area.
4. Mitigation Measures

Identify any applicable mitigation.

B. Visual/Aesthetics/Neighborhood Character

The Development Plan could result in construction that would replace existing low-rise development. The purpose of this element is to provide an overview of visual resources and to juxtapose existing conditions with the Development Plan vis-à-vis compatibility, from visual and aesthetic perspectives, with surrounding uses.

1. Existing Conditions
 - a. Identify areas of particular scenic value, important viewsheds and other visual resources within the Study Area.
 - b. Identify any historical resources which are on, or eligible for listing on, the Federal or New York State Landmark Register that may be affected by the Development Plan.

- c. Describe existing neighborhood character, including mix, scale and density of land uses in the Study Area and surrounding neighborhood.

2. Potential Impacts

- a. Utilizing the results of the theoretical build-out scenario, discuss any potential changes in (i.e. impairment to or enhancement of) the visual character of the area as a result of the Development Plan.

3. Mitigation Measures

Identify any supplemental analysis requirements as individual site specific projects are proposed for the Study Area.

C. Fiscal

1. Existing Conditions

- a. Provide an estimate of existing real property taxes generated by land uses in the Village.

2. Potential Impacts

- a. Compare estimated revenues and costs associated with potential redevelopment in terms of economic activity, employment and tax benefits to be realized by the Village to determine net fiscal impact.

3. Mitigation Measures

Identify any supplemental analysis requirements as individual site specific projects are proposed for the Study Area.

D. Infrastructure and Community Facilities/Services

1. Existing Conditions

- a. Describe services that are currently provided for the Village (including manpower, equipment and existing capacity), focusing on police and fire protection, public works (water, sewage and solid waste), recreation and schools.

2. Potential Impacts

- a. Assess changes to demand for provision of additional services, personnel, equipment or facilities as a result of development associated with the Development Plan and estimate the costs thereof juxtaposed against tax revenues to be generated.
- b. Identify supplemental analyses to be addressed as individual site specific development projects are proposed for the redevelopment area.

3. Mitigation Measures

Identify any supplemental analysis requirements as individual site specific projects are proposed for the Study Area.

E. Traffic and Transportation

This element will evaluate potential impacts of the Development Plan on traffic flow conditions in the Study Area.

1. Existing Conditions

- a. Describe the roadway network and traffic patterns.

2. Potential Impacts

- a. Based upon the latest available studies and standards published by the Institute of Transportation Engineers, identify the amount of traffic (vehicle trips) that will be generated by the Development Plan for weekday daily, weekday AM and PM peak hours, weekend daily and weekend peak hours.

3. Mitigation Measures

Identify any supplemental analysis requirements as individual site specific projects are proposed for the Study Area.

V. ALTERNATIVES

Discuss each reasonable alternative with regard to the applicable environmental topic described above in sufficient detail to enable a meaningful comparison among such alternatives, including quantification of data where applicable. Provide a matrix comparing and contrasting impacts among the Development Plan and the various alternatives.

A. No Action

The No Action Alternative is the maximum build-out of the Study Area according to existing zoning, i.e., if the Village Board were to take no action.

The Business B zoning regulations (refer to Chapter 139 of the Village of Hempstead Zoning Ordinance) require the following:

- 5' front yard setback
- 5' rear yard for buildings height 15' or under; additional 5' for every additional 20' of building height; no rear yard required for thru-block lots
- Maximum height of 7 stories / 85'
- One parking space per 250 sf of floor area
- No residential dwelling units are permitted except for caretaker apartments

This will assume a full build out of the blocks with 5' setback from streets, 0' rear yard (thru block lots) and a maximum height of 6 stories / 85'. This also assumes one retail ground floor at 20' floor to floor and 5 upper office floors at 13' floor to floor.

B. Reduced Density/Infill Alternative

This Alternative identifies only "vacant" lots in the Business B zone that can be used for infill development. The design of this scheme follows a minimum interventionist approach in which all existing buildings are retained and only the "vacant" lots have been programmed with uses. Key elements of this scenario will include the following:

- Retail along Main, Franklin, West Columbia and Center Streets with upper level residences
- Maintaining a building height of 6 stories within ¼ mile walking radius around the transit station
- 3 story townhouses along the periphery of the Study Area
- Concentration of offices around the transit station

VI. UNAVOIDABLE ADVERSE EFFECTS

Where significant impacts of the Development Plan cannot be mitigated, these will be identified as unavoidable adverse impacts. Impacts may be both short term and long term in nature.

VII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The DGEIS will evaluate whether implementation of the Development Plan will result in any irreversible or irretrievable commitment of resources.

VIII. APPENDICES

- A. ALL SEQR Documentation** (including the Positive Declaration and approved DGEIS Scoping Document)
- B. Copies of Official Correspondence** (related to issues discussed in the DGEIS)
- C. Copies of Technical Studies**

