

FINAL SCOPE

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED AMENDMENTS TO THE TOWN OF HEMPSTEAD ZONING ORDINANCE BALDWIN MIXED-USE OVERLAY DISTRICT GRAND AVENUE CORRIDOR, BALDWIN TOWN OF HEMPSTEAD, NASSAU COUNTY, NEW YORK

June 11, 2019

Overview

This document is the Final Scope for the Draft Generic Environmental Impact Statement (DGEIS) for the proposed amendments to the Town of Hempstead Zoning Ordinance (Article XLII) and the Official Zoning Map of the Town of Hempstead consisting of a new Baldwin Mixed-Use Overlay District ("B-MX District" or "Overlay District") and proposed Design Guidelines for the B-MX District (the "Proposed Action").

The B-MX District encompasses an approximately three-quarter-mile mixed-use corridor, consisting of 185 individual tax parcels located within 87± acres along Grand Avenue. The approximate boundaries of the corridor include parcels fronting along Grand Avenue, which are bounded by the intersection of Florence Street and Milburn Avenue to the north and Merrick Road to the south. The B-MX District, which runs north-south along Grand Avenue, intersects several key east-west corridors including Sunrise Highway between Chestnut Street/Rockwood Avenue to the west, and includes parcels to the east of Milburn Avenue. Along Merrick Road, the boundary extends west to Gale Avenue and east to Park Avenue. The Baldwin Long Island Rail Road (LIRR) Station is centrally located within the Overlay District at the intersection of Grand Avenue and Sunrise Highway (see Figure 1 at the end of this document).

With respect to the State Environmental Quality Review Act (SEQRA) process, the Town Board of the Town of Hempstead ("Town Board") commenced coordinated review of the Proposed Action on March 8, 2019 in accordance with 6 NYCRR §617.6. On April 16, 2019 the Town Board declared itself Lead Agency for the SEQRA review, classified the Proposed Action as Type I, and adopted a Positive Declaration indicating that the Proposed Action may have a significant adverse impact on the environment and, therefore, required the preparation of a Generic Environmental Impact Statement (GEIS).

The Town Board conducted public scoping and this Final Scope is the result of that process. The primary goals of scoping are to focus the GEIS on potentially significant adverse impacts of the Proposed Action and to eliminate consideration of those impacts that are irrelevant or not significant. The Town Board prepared and distributed a Draft Scope on April 16, 2019, and provided a comment period for that Draft Scope, which ended on May 24, 2019. The Town Board held a public scoping meeting to accept public comments on May 6, 2019 at the Town of Hempstead Town Hall. This Final Scope provides a description of the proposed action and the proposed content of the Draft GEIS (DGEIS), and has been prepared in accordance with 6 NYCRR §617.8(e), which requires that a Final Scope contain:

1. Description of the proposed action;
2. Description of potentially significant adverse impacts;
3. Extent and quality of information needed to adequately address potentially significant adverse impacts;
4. Initial identification of mitigation measures;
5. Reasonable alternatives to be considered;

6. Identification of information/data to be included in the appendices rather than in the body of the DGEIS; and
7. Issues raised during scoping and determined not to be relevant or not environmentally significant.

Since the publishing of the Draft Scope for the DGEIS, the Town Board has received both written and verbal comments. Five comment letters were received, and seven members of the public provided commentary at the Public Scoping Meeting held on May 6, 2019. Public comments which have been addressed in this Final Scope have been grouped into eight categories and are described below. Any public comments determined not to be relevant or environmentally significant are described on Page 12 of this Final Scope.

Listed below are the general public comments received (similar comments have been grouped or combined for simplicity) on the Draft Scope for the DGEIS and on the Proposed Action (zoning text and map amendments as well as the Design Guidelines). In addition, a summary of any changes incorporated into the Final Scope or Proposed Action in response to each comment is provided.

- The permitted FAR in the B-MX, TOD and B-MX, MRG districts should be increased.

The Town Board has incorporated an additional alternative to be analyzed in the DGEIS to address this comment. This alternative will explore the potential effects of increased permitted Floor Area Ratios for the three proposed zoning subdistricts and is detailed in the "Reasonable Alternatives to be Considered" section of this Final Scope.

- The Proposed Action should be applied to an expanded area within Baldwin, to include the Grand Avenue corridor from Atlantic Avenue to the south to the Southern State Parkway to the north.

The Town Board has incorporated an additional alternative to be analyzed in the DGEIS to address this comment. This alternative will explore an expanded rezoning area alternative that would extend beyond the proposed study area to include the length of the corridor described in this comment. This alternative is detailed in the "Reasonable Alternatives to be Considered" section of this Final Scope.

- The density cap (maximum units per acre) as currently provided in the proposed B-MX, TOD District should be removed and the maximum permitted building area coverage for mixed-use or multi-family buildings should be increased.

In response to this comment, the Town Board proposes to revise the B-MX, TOD District zoning text to eliminate the density cap and increase the building area coverage for mixed-use and multi-family developments. As outlined in this Final Scope, all proposed zoning parameters will be analyzed in the DGEIS.

- The B-MX District zoning text should provide a setback from the street line to allow for increased sidewalk space where the current sidewalk is too narrow and at the top floor of a proposed development to avoid a "canyon effect."

In response to this comment, the Town Board proposes to revise the B-MX District zoning text to allow for front setbacks from the property line and require additional setbacks above a base height. As outlined in this Final Scope, all proposed zoning regulations will be analyzed in the

DGEIS.

- Appropriate regulations and protocols must be followed to ensure proper coordination with the Nassau County Department of Health and PSEG Long Island.

This Final Scope outlines the consultations with various local service providers which will be conducted during the preparation of the DGEIS. These consultations will include the Nassau County Department of Health and PSEG Long Island.

- The Proposed Action should promote uniformity and consistency within the B-MX District.

As described in this Final Scope, the proposed Design Guidelines are intended to provide clear standards for those seeking development in Baldwin. The DGEIS will analyze the impacts of the proposed Design Guidelines on aesthetic resources and community character in the Study Area.

- The DGEIS should address flooding concerns as well as the stream that runs under the parking area behind the Grand Avenue Shopping District.

The Final Scope incorporates the issues raised in this comment, which will be analyzed within the Impact on Groundwater Resources and Flooding section of the DGEIS.

- How will green buildings and infrastructure be incorporated into the Proposed Action?

The proposed Design Guidelines outline clear standards for green infrastructure to be incorporated into development projects within the B-MX District. The DGEIS will analyze the impacts of these standards on all relevant assessment areas.

Description of The Proposed Action

On August 7, 2018, the Town Board accepted the *Baldwin Downtown and Commercial Corridor Resiliency Study* ("DCCR Study"), which was commissioned by the New York State Governor's Office of Storm Recovery through the NY Rising Community Reconstruction Plan and completed in Spring 2017. The *DCCR Study* was the culmination of a year-long planning initiative that included extensive outreach to civic groups, public and private entities, as well as input from environmental and economic planners. The *DCCR Study* identified various needs for the revitalization of Baldwin along with recommendations on how zoning and design could improve the Grand Avenue corridor.

The Town is focused on creating an environment that facilitates private investment, public benefits, and true economic development within Baldwin. With the Proposed Action, the Town seeks to offer development tools that include zoning and design guidelines that will attract new development and enhance existing community assets along the Grand Avenue corridor.

The Proposed Action involves the adoption of a new Baldwin Mixed-Use Overlay District, which consists of 185 individual tax parcels located within the 87±-acre study area along Grand Avenue, in the hamlet of Baldwin. The Overlay District would apply to those parcels in the study area that are proposed for redevelopment, new development or expansion of existing buildings by ten percent or more of the gross floor area ratio. For existing buildings, rehabilitations and expansions of less than ten percent of the gross floor area ratio, the underlying zoning would apply. These parcels are listed in Table 1 – Tax Parcels within the *Proposed Zoning Overlay District* (located at end of this document) and are shown on the Baldwin Mixed-Use Overlay District map (Figure 1). The Overlay District establishes objectives, policies, and

standards that encourage the efficient use of land and orderly development and redevelopment within its boundaries, catalyze revitalization and foster a sense of place through the development of a transit-oriented, mixed-use and pedestrian-friendly corridor along Grand Avenue.

The B-MX District designates three subdistricts within the study area that include varying allowances for overall density and building height. These subdistricts convey the specific character that the Town wishes to achieve within the study area:

- Mixed-Use, Transit-Oriented Development (B-MX, TOD) – includes the area in closest proximity to the Baldwin LIRR Station with a maximum height of 75 feet.
- Mixed-Use, Merrick Road Gateway (B-MX, MRG) – includes the area in the southern portion of the Study Area near the intersection of Grand Avenue and Merrick Road, with a maximum height of 60 feet.
- Mixed-Use, Commercial Transition (B-MX, CT) – three low density subdistricts which are located north, south and west of the B-MX, TOD subdistrict, with a maximum height of 45 feet.

In addition to the Overlay District, the DGEIS will describe the proposed Design Guidelines for the Study Area. Design guidelines are an important tool to help guide development in a way that can help realize the community's goals and objectives. The proposed Design Guidelines are intended to provide clear standards for those seeking development projects in Baldwin and to create a coordinated and consistent design review process. The proposed Design Guidelines will serve as the document for design review in the Overlay District, providing a framework for the review process for Town staff, project sponsors, design professionals, neighborhood groups and the general public.

The Design Guidelines will be fully examined in the DGEIS together with the proposed Overlay District as part of the Proposed Action.

The DGEIS will identify the densities that would be allowed under the Overlay District and will calculate a theoretical maximum development potential build-out ("theoretical build-out") in accordance with the Overlay District. That theoretical build-out will be used to evaluate the impacts associated with implementation of the Proposed Action.

The parcels associated with the Proposed Action are located in the area serviced by the Long Island American Water Corporation (potable water), Nassau County Sewer District (sanitary waste disposal), National Grid (natural gas – if utilized), and PSEG Long Island (electricity).

In order to implement the Proposed Action, the approvals set forth below are required. It should be noted that, to ensure comprehensive review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the DGEIS will evaluate not only the adoption of the Overlay District and Design Guidelines, but redevelopment in accordance with the Overlay District. Accordingly, the table below provides approvals that may be necessary for future applicants that may develop or redevelop their property(ies) in accordance with that Overlay District. Such approvals are noted by an asterisk.

Agency	Required Permit or Approval
Town of Hempstead Town Board	Adoption of Baldwin Mixed-Use Overlay District and Design Guidelines
Town of Hempstead Building Department	Site Plan Approval*
Town of Hempstead Board of Appeals	Possible Variances for Individual Property Development*
Town of Hempstead Highway Department	Road Work Permits*
Nassau County Planning Commission	239m Referral (Article 12-B) of New York State GML, and Article XVI Sections 1606-1608 of Nassau County Law
Nassau County Department of Health	Water Supply and Sanitary Discharge*
Nassau County Department of Public Works	Sewer Connection, 239f review*
New York State Department of Environmental Conservation	Notice of Intent – SWPPP for SPDES General Permit for Stormwater*Highway Work Permit (Sunrise Highway)* Potential IDA Benefits*
New York State Department of Transportation	Potential IDA Benefits*
Nassau County Industrial Agency	Water Supply*
Town of Hempstead Industrial Agency	Gas connections*
Long Island American Water Corporation	Electrical connections*
National Grid	
PSEG Long Island	

The Description of the Proposed Action section of the DGEIS will include the following:

- Description of the location of the study area along with appropriate maps and aerial photographs
- Project history and SEQRA process
- Description of the proposed Overlay District and Design Guidelines
- Description of study area and current site uses and activities
- Project purpose and need
- Project benefits, including socioeconomic benefits
- Theoretical maximum development potential, including zoning and build-out data
- Infrastructure requirements, including water supply, wastewater treatment and stormwater management
- Required permits and approvals

Potentially Significant Adverse Impacts

As discussed above, the primary goals of scoping are to focus the DGEIS on potentially significant adverse impacts, and to eliminate consideration of those impacts that are irrelevant or not significant. The Positive Declaration adopted by the Lead Agency indicated that implementation of the Proposed Action could result in one or more potentially significant adverse environmental impacts, and listed the following as reasons supporting the Determination of Significance:

1. *Implementation of the proposed action is designed to facilitate redevelopment over multiple years, which may involve the excavation of material (e.g., for foundations and basements, drainage*

infrastructure) and potential transport of material, and may result in the alteration of land surfaces. As such, the proposed action has the potential to result in construction-related impacts and may alter local stormwater runoff patterns as well.

- 2. Construction activities may result in adverse traffic impacts.*
- 3. New development that may be permitted upon implementation of the proposed action has the potential to result in a future increase in the demand for potable water.*
- 4. New development permitted under the proposed action may require the bulk storage of petroleum or chemical products (e.g., fuel oil) over a sole source aquifer, which has the potential to impact groundwater resources.*
- 5. The proposed action would result in development of lands within the 100- and 500-year floodplain, and there has been historic flooding in the area. impacts associated therewith must be evaluated, and appropriate mitigation measures identified.*
- 6. Redevelopment activities could result in erosion and sedimentation, these issues, as well as stormwater management must be assessed.*
- 7. Redevelopment and the potential impacts relating to climate change and sea level rise must be assessed.*
- 8. Future development under the proposed action could have a significant impact on the visual resources of the Town, which could be viewed by a large number of people, including residents, motorists, pedestrians, bicyclists and public transportation users.*
- 9. There are two properties located within the study area that have been determined by the New York State Office of Parks, Recreation and Historic Preservation to be eligible for listing in the State and National Registers of Historic Places: the Koch Building and the Baldwin Public Library. Portions of the study area are also designated as sensitive for archaeological sites.*
- 10. Development under the proposed action may result in increased trip generation that would impact area roadways.*
- 11. Nassau County is proposing a Complete Streets project on Grand Avenue in Baldwin. The consistency of the proposed action with that project must be assessed.*
- 12. Implementation of the proposed action may place an increased demand on parking facilities and the availability of parking.*
- 13. The ultimate redevelopment in the study area may result in significant energy usage. As of the time of adoption of this Determination of Significance, there is uncertainty regarding the approval of the Northeast Supply Enhancement Project. National Grid has publicly stated that if that project is not approved, there may be a moratorium placed on natural gas connections.*
- 14. During construction, significant noise impacts could occur.*
- 15. Redevelopment activities could result in lighting impacts.*

16. *Implementation of the proposed action may result in development that would change the types and intensity of land uses, which could impact neighborhood character.*

17. *Future development resulting from the implementation of the proposed action may result in an increased demand for community services, such as schools, fire protection, police protection, solid waste and recreational resources.*

These potential adverse impacts identified by the Lead Agency in Part 3 of the Environmental Assessment Form and in the Positive Declaration and proposed mitigation measures will be addressed in various sections of the DGEIS as outlined below:

Physical Alteration of Land

Using the calculated, theoretical build-out, this section of the DGEIS will evaluate the impacts of potential physical land alterations associated with development/redevelopment in accordance with the Overlay District. As much of the study area is already developed, much of the natural land surface has already been altered. Using historic aerial photographs and information from the *Soil Survey of Nassau County*, prior alteration of natural land surface will be described. The *United States Department of Agriculture (USDA) Web Soil Survey* and the *Soil Survey of Nassau County* will be used to identify the general soil types on natural areas on the site, and the characteristics of such soils.

The DEIS will include topographic information obtained through review of relevant *U.S. Geological Survey (USGS)* maps.

A discussion of how development affects soils and topography, with additional detail as appropriate to address any special conditions in the study area (e.g., soils with severe limitations), especially as such conditions pertain to the properties that are involved in the theoretical build-out will be provided. This section would provide a general discussion of erosion and sediment control measures, requirement for Stormwater Pollution Prevention Plans (SWPPPs) for any properties exceeding one-acre threshold, etc.

Construction-related impacts, particularly those associated with potential erosion and sedimentation, stormwater and construction vehicle impacts, will be evaluated.

Impact on Groundwater Resources and Flooding

This section of the DGEIS will provide a general description of the groundwater resources in the study area and the regional and local hydrogeological conditions. The sources of potable water supply and the capacity of the water purveyor (New York American Water) will also be identified. An analysis will be provided of water use upon implementation of the Proposed Action along with an evaluation of the water purveyor's ability to provide the required potable water.

In addition, in the event that fuel oil is used for heating purposes, this section of the DGEIS will describe the regulations pertaining to same as well as the impacts of such use. Mitigation measures to minimize potential groundwater impacts will also be discussed. It should be noted that National Grid has indicated that if the pending Northeast Supply Enhancement Project is not approved, it may be necessary to institute a moratorium on natural gas connections on Long Island. This could necessitate the use of fuel oil for heating purposes.

This section of the DGEIS will also describe the general drainage conditions, including any known flooding conditions. General stormwater management measures will be described. Using the theoretical build-out, stormwater collection methods and potential changes in drainage patterns would be generally presented.

This section will also include a description of the Town's stormwater management requirements. Potential impacts during construction will be discussed, along with measures that would be implemented to minimize potential drainage and flooding issues. Discussion of the existing drainage conduit on the block at the corner of Merrick Road and Grand Avenue will be provided.

This section of the DGEIS will also include potential impacts relating to climate change and sea level rise and will identify those green infrastructure measures that are included in the Overlay District and Design Guidelines.

Impact on Aesthetic Resources

This section of the DGEIS will provide a discussion of the visual resources and community character of the study area, and the existing aesthetic character of the area will be documented with representative photos. One of the goals of the Proposed Action is to enhance the visual character of the study area. Accordingly, this section of the DGEIS will explain the components of the Design Guidelines that will help achieve this goal. Representative depictions of visual character of streetscapes and architecture will also be presented in this section of the DGEIS.

Impact on Historic and Archaeological Resources

Historic and archaeological resources in the study area will be described based on a review of the Office of Parks, Recreation and Historic Preservation (OPRHP) Cultural Resources Information System (CRIS). Information collected as part of the preparation of the environmental assessment form determined that there are two buildings within the study area that are eligible for listing on the State and National Registers of Historic Places – the Koch Building and the Baldwin Public Library. This section of the DGEIS will evaluate how, on a generic basis, these buildings may be affected by the Proposed Action.

With respect to archaeological resources, portions of the study area have potential archaeological sensitivity. These areas will be discussed. Potential impacts to such areas and mitigation measures to minimize impacts will be evaluated.

Impact on Transportation

This section of the DGEIS will evaluate the existing and future traffic and parking conditions that are anticipated upon the theoretical build-out. Applicable information and recommendations identified in the *DCCR Study* and the *Grand Avenue Complete Streets Study*¹, as well as the supplementary field research performed as part of the preparation of the Overlay District and Design Guidelines will form the basis of the analysis. The following specific tasks will be performed:

- A field visit will be conducted to confirm existing features in the study area, including the number of, direction and width of travel lanes, posted speed limits, parking regulations, locations of on- and off-street parking areas, pedestrian connections and traffic control devices
- Turning movement, with vehicle classification utilizing MioVision cameras will be conducted on one typical weekday during the a.m. peak period (7:00 a.m. to 9:00 a.m.), the midday peak period (11:00 a.m. to 1:00 p.m. and the p.m. peak period (4:00 p.m. to 6:00 p.m.). Additional counts would be conducted on a typical Saturday during the midday peak period (11:00 a.m. to 2:00 p.m.) at the following study intersections:
 - Milburn Avenue at Sunrise Highway
 - Central Avenue at Sunrise Highway

¹ Grand Avenue Complete Streets Traffic Impact Analysis dated, March 2019 prepared by The Liro Group on behalf of the Nassau County Department of Public Works

- Rockwood Avenue/ Chestnut Street at Sunrise Highway
- The collected data, as described above, will be compiled and an analysis will be conducted of the existing operating conditions for the above intersections during the peak weekday a.m., midday and p.m. periods, as well as the Saturday midday peak period using the appropriate methodology presented in the latest edition of the Highway Capacity Manual.
- The "No-Build" base traffic conditions will be estimated by applying a background traffic growth factor to the existing conditions traffic volumes. The growth rate utilized for such projections would be taken from New York Metropolitan Transportation Council (NYMTC) 2010 to 2035 Regional Transportation Plan. In addition, traffic generated by other planned developments in the vicinity of the site will be included in the "No-Build" base condition.
- The latest available information from appropriate governmental agencies will be obtained regarding any planned development projects or roadway/ intersection improvements within the study area. Any such improvements, based upon responses received, will be incorporated into the future "No-Build" and "Build" analyses.
- Trip generation estimates for the project related traffic will be developed utilizing trip generation data outlined in *The Institute of Transportation Engineers, Trip Generation Manual, 10th Edition*.
- The site-generated traffic will be added to the "No-Build" volumes at each of the study intersections above to determine the "Build" condition. The "Build" condition will then be analyzed using the latest version of Synchro to determine the relative impacts of the proposed project on surrounding roadways.
- The Grand Avenue Complete Street Traffic Impact Analysis, which takes into account traffic from this proposed Overlay District would be referred to for level of service analysis results for the Existing, No-Build and Build Conditions for the section of Grand Avenue between Merrick Road and Milburn Avenue. Any mitigation measures recommend in the analysis that section would also be summarized and accounted for in our analyses performed for section of Sunrise Highway between Milburn Avenue and Rockwood Avenue/ Chestnut Street.
- The need for mitigation measures will be determined based upon the results of the analysis.
- Existing walkability in the study area will be assessed, and recommendations to enhance and promote walkability would be presented.
- Current public transportation options will be identified, and potential future public transportation options to increase utilization of such systems will be provided.
- Traffic calming measures to reduce crossing distances, increase driver awareness, and improve overall safety for motorists, cyclists, and pedestrians within the study will be reviewed.
- Recommendations for parking requirements will be provided.
- Uses that would best promote a shared parking scenario to minimize parking demand in the study area will be outlined.
- Parking management options would be outlined that will maximize parking utilization within the study area.
- Recommendations will be provided to increase the use of non-motorized modes of transportation to reduce traffic and energy consumption.
- Circulation and access to public parking areas, public transportation, and businesses will be evaluated and recommendations for improvement will be provided, as appropriate
- The results of the analysis, including technical appendices and any recommended mitigation measures would be summarized and incorporated in to the overall DGEIS.

Impact on Energy

This section of the DGEIS will discuss energy sources. The analysis will focus on potential impacts to electricity and natural gas, and potentially fuel oil. Both PSEG Long Island and National Grid will be contacted regarding their ability to meet demand that would result from the theoretical build-out.

Impact on Noise and Light

This section of the DGEIS will describe the existing noise and vibration characteristics of the study area based on ambient sound measurements and general information of the vibration levels generated by existing sources such as LIRR commuter trains. The Proposed Action has the potential to bring noise and vibration sensitive receptors such as residences closer to sources of noise and vibration such as commercial properties and transportation systems.

The DGEIS will evaluate how noise and vibration conditions with the Proposed Action would relate to applicable federal, state and local noise regulations and ordinances. Ambient noise measurements will be evaluated according to noise guidelines such as the United States Housing and Urban Development Noise Standard and other relevant regulations.

This section of the DGEIS will also evaluate potential lighting impacts associated with theoretical build-out. Provisions to mitigate potential noise and vibration effects, and lighting impacts, will be identified and discussed.

Impacts on Community Character

This section of the DGEIS will describe the existing zoning and land use patterns within the study area and on the properties within the study area that are identified as likely to be developed/redeveloped in accordance with the theoretical build-out condition. As part of this section, relevant land use (comprehensive) plans, i.e., *DCCR Study*, will be reviewed.

This section will provide a synopsis of the proposed zoning code amendments and Design Guidelines and the land use impacts that could result from their implementation. In addition to examining the proposed uses, the DGEIS will confirm that no uses would be removed or displaced, as the zoning allows for existing uses to remain and expand up to ten percent.

The DGEIS will assess the impacts and compatibility of development in accordance with the proposed zoning amendments. This section will also describe how the proposed zoning amendments and Design Guidelines would affect the community character within Baldwin, including streetscape and façade enhancements, as well as building form.

This section of the DGEIS will also identify the community facilities in the study area, particularly educational facilities, sewage disposal and treatment facilities, emergency services, recreational resources and solid waste. Service providers will be consulted, and impacts to these community services, using the theoretical build-out, will be evaluated.

EXTENT AND QUALITY OF INFORMATION NEEDED TO ADEQUATELY ADDRESS POTENTIALLY SIGNIFICANT ADVERSE IMPACTS

Pursuant to the requirements of SEQRA, the Final Scope must identify the extent and quality of information needed for the DGEIS preparer to adequately address each impact, including an identification of relevant existing information and required new information, including the required methodology(ies) for obtaining new information. While it is not possible to determine all information sources to be used to address all potentially significant adverse impacts, the following represents existing sources of information that have been identified as necessary to perform the required analyses in the DGEIS:

Impact on Land

- *United States Department of Agriculture (USDA) Web Soil Survey*

- *Soil Survey of Nassau County*
- USGS Topographic Maps

Impact on Groundwater Resources and Flooding

- *Long Island Comprehensive Waste Treatment Management Plan*
- *Long Island Comprehensive Special Groundwater Protection Area Plan*
- USGS Water-Table and Potentiometric-Surface Altitudes map
- FEMA Flood Maps
- NYS Coastal Zone Map
- Nassau County Public Health Ordinance Article XI
- Consultations with New York American Water
- New York State Stormwater Management Design Manual
- New York Standards and Specifications for Erosion and Sediment Control
- Relevant local and County regulations

Impact on Aesthetic Resources

- Site and area inspections and photographs
- Proposed Overlay District and Design Guidelines

Impact on Historic and Archaeological Resources

- Site and area inspections and photographs
- NYS Cultural Resource Information System
- NYS and National Registers of Historic Places
- NYS Historic Preservation Office (SHPO) archeological site inventory

Impact on Transportation

- Traffic counts
- Accident data review
- Projections of traffic using the ITE publication *Trip Generation*, 10th Edition
- ITE Shared Parking Guidelines
- Manual on Uniform Traffic Control Devices
- Grand Avenue, Baldwin Complete Streets Traffic Study – Final Report
- *Highway Capacity Manual*, latest edition
- Synchro 7 or latest edition
- American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets
- New York Metropolitan Transportation Council (NYMTC) 2010 to 2035 Regional Transportation Plan
- Consultations with Town of Hempstead, NCDPW and NYSDOT

Impact on Energy

- Estimates of energy consumption
- Consultations with PSEG Long Island and National Grid

Impact on Noise and Light

- Ambient noise measurements
- NYSDEC Program Policy – Assessing and Mitigating Noise Impacts.
- Town of Hempstead noise ordinance
- NYSDOT's *The Environmental Manual*, Chapters 4.416 and 4.4.18, April 2011

Impact on Community Character

- DCCR Study
- Site and area inspections and photographs
- Aerial photography
- Development Impact Assessment Handbook
- Consultation with services providers to include:
 - Nassau County Police Department
 - Baldwin Fire Department
 - Baldwin Union Free School District
 - Nassau County Sanitary District 1
 - Town of Hempstead and Nassau County recreational resources
 - Nassau County Department of Public Works

INITIAL IDENTIFICATION OF MITIGATION MEASURES

As the DGEIS analyses have not yet been conducted, no specific mitigation measures have yet been developed. Nonetheless, where the impact analyses in the DGEIS indicate the potential for significant adverse impacts, this section of the DGEIS will set forth measures to mitigate those impacts.

REASONABLE ALTERNATIVES TO BE CONSIDERED

Pursuant to 6 NYCRR Part 617, the DGEIS must contain a description and evaluation of reasonable alternatives to the proposed action. Thus, the DGEIS will analyze the impacts of the SEQRA-mandated No-Action alternative and compare these impacts to those associated with implementation of the Proposed Action. In addition, the DGEIS will discuss two other alternatives:

- An increased FAR alternative that explores the potential effects of increased permitted Floor Area Ratios for the three proposed zoning subdistricts.
- An expanded rezoning area alternative that discusses a possible rezoning area that extends beyond the proposed study area to include the intersection of Grand Avenue and Atlantic Avenue as well as the area up to the Southern State Parkway.

IDENTIFICATION OF THE INFORMATION/DATA TO BE INCLUDED IN APPENDICES RATHER THAN IN THE BODY OF THE DEIS

As the preparation of the DGEIS progresses, it is likely that appendices will be added. However, known appendices will include:

- SEQRA Documentation, Notices and Filings
- Proposed Zoning Amendments and Design Guidelines
- Photographs of Study Area
- Letters of Record (including any municipal service provider and utility correspondence)
- Transportation Study

ISSUES RAISED DURING SCOPING AND DETERMINED NOT TO BE RELEVANT OR NOT ENVIRONMENTALLY SIGNIFICANT

One comment raised during the Public Scoping Session indicated there should be a community benefits agreement which offers incentives to provide employment opportunities for local residents. A community benefits agreement is not something that requires SEQRA analysis nor would it alter the density or impacts

of the proposed action. Therefore, this issue was determined to not be relevant or environmentally significant. All relevant issues raised are incorporated into this Final Scope.

Table 1. Tax Parcels Within the Zoning Overlay District

NASSAU COUNTY		
TAX MAP NUMBER	CURRENT LAND USE CATEGORY	TOTAL PARCEL ACREAGE
54 C 00010	COMMERCIAL	0.26
54 C 02180	COMMERCIAL	2.93
54001 00070	COMMERCIAL	0.01
54001 00100	COMMERCIAL	0.14
54001 00110		0.23
54027 02400		0.02
54027 02410		0.01
54027 02460	RESIDENTIAL	0.11
54027 02480	COMMUNITY SERVICES	0.16
54027 02490	COMMUNITY SERVICES	0.22
54027 02510		0.01
54029 04620	COMMERCIAL	0.13
54029 04630	COMMUNITY SERVICES	0.05
54029 04650	RESIDENTIAL	0.1
54029 04660	COMMERCIAL	0.12
54029 04670	COMMUNITY SERVICES	1.02
54031 00050	COMMERCIAL	0.7
54031 00130	COMMUNITY SERVICES	0.17
54032 00280	COMMERCIAL	0.17
54032 00330	COMMUNITY SERVICES	0.22
54032 01010	COMMERCIAL	0.18
54032 01220	COMMERCIAL	0.07
54032 01230	COMMERCIAL	0.07
54032 01240	COMMERCIAL	0.07
54032 01250	COMMERCIAL	0.08
54032 01270	COMMERCIAL	0.31
54032 05260	COMMERCIAL	0.05
54032 06260	COMMERCIAL	0.09
54032 07260	COMMERCIAL	0.09
		0.13
54032 08350	COMMERCIAL	0.3
54032 08360	COMMERCIAL	0.34
54032 08370	COMMERCIAL	0.33
54032 08380	COMMERCIAL	0.21
54032 08390	RESIDENTIAL	0.2
54032 08400	COMMERCIAL	0.24
54032 08410	COMMERCIAL	0.29
54032 08420	COMMERCIAL	0.01

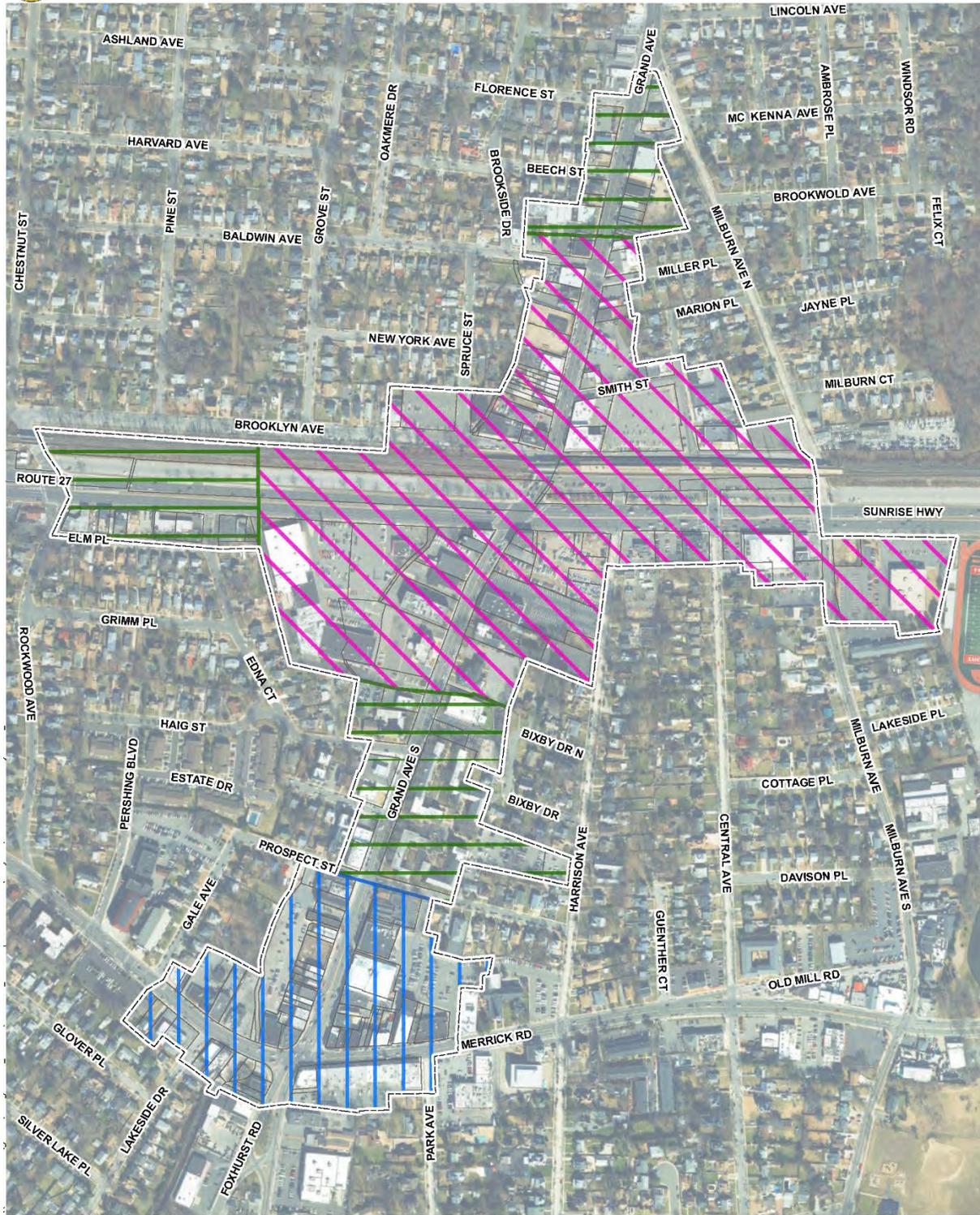
NASSAU COUNTY		
TAX MAP NUMBER	CURRENT LAND USE CATEGORY	TOTAL PARCEL ACREAGE
54033 00330	COMMUNITY SERVICES	0.32
54033 00340	COMMUNITY SERVICES	0.58
54033 03420	COMMERCIAL	0.26
54033 03430	COMMERCIAL	0.07
54033 03440	COMMERCIAL	0.03
54033 03450	COMMERCIAL	0.05
54033 03460	COMMERCIAL	0.06
54033 03470	COMMERCIAL	0.03
54033 03490	COMMERCIAL	0.06
54033 03500	COMMERCIAL	0.03
54033 03510	COMMERCIAL	0.09
54033 03530	COMMERCIAL	0.07
54034 00150	RESIDENTIAL	0.18
54034 01160	COMMERCIAL	0.14
54034 02150	COMMERCIAL	0.9
54034 04160	COMMERCIAL	0.04
54034 04230	COMMERCIAL	0.1
54034 04260	COMMERCIAL	0.14
54034 04270	COMMERCIAL	0.19
54035 01020	COMMUNITY SERVICES	1.41
54035 02070	COMMERCIAL	0.29
54035 02080	COMMERCIAL	0.33
54036 01270	COMMERCIAL	0.31
54036 01280	COMMERCIAL	0.1
54036 01290	COMMERCIAL	0.42
54049 00010	COMMERCIAL	0.26
54049 01080	COMMERCIAL	0.09
54049 01090	COMMERCIAL	0.04
54049 01110	COMMERCIAL	0.11
54049 01140	COMMERCIAL	0.23
54049 01180	COMMERCIAL	0.19
54049 01240	COMMERCIAL	0.24
54099 00010	COMMERCIAL	0.21
54099 00020	COMMERCIAL	0.84
54099 00160		0.25
54099 00390	COMMERCIAL	0.17
54100 00800	COMMERCIAL	0.28
54100 00820	COMMERCIAL	0.38
54100 01820	COMMERCIAL	0.3
54101 00230	COMMERCIAL	1.09

NASSAU COUNTY		
TAX MAP NUMBER	CURRENT LAND USE CATEGORY	TOTAL PARCEL ACREAGE
54101 00260		0.15
54101 00300	VACANT LAND	0.22
54101 00310	COMMERCIAL	0.11
54101 00320	COMMERCIAL	0.12
54101 00330	VACANT LAND	0.03
54101 00350	COMMERCIAL	0.06
54101 00380	COMMERCIAL	0.15
54101 00390	COMMERCIAL	0.25
54101 00410	COMMERCIAL	0.21
54101 00420	COMMERCIAL	0.84
54101 00510	COMMERCIAL	1.53
54101 00550	COMMERCIAL	1.13
54101 00560	COMMERCIAL	0.18
54101 02300	COMMERCIAL	4.22
54101 02310	COMMERCIAL	0.24
54101 02400	COMMERCIAL	0.51
54101 02410	COMMERCIAL	0.76
54102 00020	COMMERCIAL	0.05
54102 00190	COMMERCIAL	0.11
54102 01200	COMMERCIAL	0.06
54102 01220	COMMERCIAL	0.02
54102 01230	COMMERCIAL	0.07
54102 01240	COMMERCIAL	0.06
54102 01250	COMMERCIAL	0.06
54102 01260	COMMERCIAL	0.06
54102 01270	COMMERCIAL	0.14
54102 01440	COMMUNITY SERVICES	0.5
54102 01470	COMMUNITY SERVICES	0.38
54102 01600	COMMERCIAL	0.28
54102 01690	COMMERCIAL	0.31
54102 01700	COMMUNITY SERVICES	0
54102 01720	COMMERCIAL	0.08
54102 01740	RECREATION AND ENTERTAINMENT	0.55
54102 01800	COMMUNITY SERVICES	1.85
54102 01810	RECREATION AND ENTERTAINMENT	0.24
54102 01820	COMMERCIAL	0.1
54103 00210	COMMUNITY SERVICES	0.33
54103 00330	COMMUNITY SERVICES	1.25
54103 00370	COMMERCIAL	0.1
54103 00380	COMMERCIAL	0.1

NASSAU COUNTY		
TAX MAP NUMBER	CURRENT LAND USE CATEGORY	TOTAL PARCEL ACREAGE
54103 01510	COMMERCIAL	0.61
54103 01530	COMMERCIAL	0.27
54103 01540	COMMERCIAL	0.49
54103 01590	COMMERCIAL	0.12
54103 03090	COMMERCIAL	0.05
54103 03100	COMMERCIAL	0.11
54103 03110	COMMERCIAL	0.06
54103 03300	COMMUNITY SERVICES	0.11
54103 03310	COMMUNITY SERVICES	0.11
54103 03320	COMMERCIAL	0.08
54103 03330	COMMERCIAL	0.08
54103 03340	COMMERCIAL	0.04
54103 03350	VACANT LAND	0.26
54103 03370	COMMERCIAL	0.06
54103 03380	COMMERCIAL	0.06
54103 03390	COMMERCIAL	0.01
54103 03400	COMMERCIAL	0.1
54103 03410	COMMERCIAL	0.05
54103 03420	COMMERCIAL	0.05
54103 03430	COMMERCIAL	0.2
54104 00190	COMMERCIAL	0.19
54104 00200	COMMERCIAL	0.19
54104 00290	VACANT LAND	0.52
54105 00050	COMMERCIAL	0.08
54105 00060	COMMERCIAL	0.09
54105 00310	COMMERCIAL	0.09
54105 01040	COMMERCIAL	0.11
54105 01070	COMMUNITY SERVICES	0.53
54105 01120	COMMERCIAL	3.63
54105 01310	VACANT LAND	0.04
54105 01400	COMMERCIAL	0.17
54105 02280	COMMUNITY SERVICES	0.89
54105 04110	COMMERCIAL	0.41
54105 04120	COMMUNITY SERVICES	0.12
54105 04140	COMMERCIAL	0.01
54105 04170	COMMERCIAL	0.05
54105 04180	COMMERCIAL	0.02
54105 04220	COMMERCIAL	0.25
54105 04270	COMMERCIAL	1.35
54105 04330	COMMERCIAL	0.7

NASSAU COUNTY		
TAX MAP NUMBER	CURRENT LAND USE CATEGORY	TOTAL PARCEL ACREAGE
54105 04340	COMMERCIAL	0.38
54105 04390	COMMERCIAL	0.74
54105 04400	COMMERCIAL	1.13
54152 00010	COMMUNITY SERVICES	1.97
54152 00010	COMMUNITY SERVICES	4.08
54152 00050	COMMUNITY SERVICES	0
54153 00010	COMMUNITY SERVICES	0.25
54153 00020	COMMUNITY SERVICES	0.35
54153 00030	COMMUNITY SERVICES	0.53
54153 00040	COMMUNITY SERVICES	2.25
54187 02600	COMMERCIAL	0.17
54187 02610	RESIDENTIAL	0.17
54187 02620	COMMERCIAL	0.17
54187 02630	COMMERCIAL	0.22
54190 00910	INDUSTRIAL	0.11
54190 00940	COMMERCIAL	0.1
54190 02890	COMMERCIAL	0.08
54190 03800	COMMERCIAL	0.17
54190 03810	COMMERCIAL	0.17
54190 05220	INDUSTRIAL	0.09
54190 05230	COMMERCIAL	0.09
54190 05440	COMMERCIAL	0.06
54190 05450	COMMERCIAL	0.13
54193 00710	COMMUNITY SERVICES	0.15
54193 00730	COMMERCIAL	1.45
54193 03310	COMMUNITY SERVICES	0.12
54193 03550	COMMUNITY SERVICES	0.03
TOTAL		65.65 ACRES*

*Total Study Area boundary is ±87 acres including ±65.65 acres in individual tax parcels plus roads and sidewalks.



Town of Hempstead, NY

- Overlay Boundary
- Parcel
- Baldwin Mixed-Use Subdistricts**
- Mixed-Use, Commercial Transition (B-MX, TOD)
- Mixed-Use, Merrick Road Gateway (B-MX, MRG)
- Mixed-Use, Transit-Oriented Development (B-MX, CT)

Baldwin Mixed-Use Overlay Zone

Source: Town of Hempstead, VHB