



LAURA CURRAN
NASSAU COUNTY EXECUTIVE

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

**OFFICE OF COMMUNITY DEVELOPMENT
TRANSIT ORIENTED DEVELOPMENT INITIATIVE
2019 FUNDING APPLICATION**



NASSAU COUNTY OFFICE OF COMMUNITY DEVELOPMENT
TRANSIT ORIENTED DEVELOPMENT INITIATIVE APPLICATION

APPLICATION INFORMATION

NAME OF MUNICIPALITY : _____

APPLICATION DEADLINE: _____

REQUESTED FUNDING AMOUNT: _____

MAXIMUM AWARD: \$400,000 per project

PURPOSE

To better promote vibrant, walkable, mixed-use communities surrounding transit stations, the Nassau County Office of Community Development (NC OCD) has established a set-aside of Community Development Block Grant (CDBG) Program for the specific use of consortium member communities¹. The intent of the **Transit Oriented Development Initiative** is to encourage development that maximizes the amount of residential, business, and public open space within walking distance of public transportation, referred to hereafter as Transit-Oriented Development (TOD). All funding requests submitted under this Initiative will be reviewed to determine whether the proposed activity will lead to development that increases public transport ridership and promotes sustainable growth within the consortium. Funding may also be used to address adverse impacts of recent development in close proximity to the TOD area. Adverse impacts may include parking concerns or changes to improve pedestrian safety among others.

Because the funding source is the Community Development Block Grant (CDBG) Program, all funded projects must be CDBG-eligible and must meet the low/moderate income national objective on either an area-wide basis or through the creation of jobs, a majority of which will be available to low and moderate income persons.

Funded projects must be able to be completed within two (2) years of the execution of a CDBG Funding Agreement between the Nassau County Office of Community Development and the Consortium Member.

¹ Municipalities must be current members, in good standing, of the Nassau Urban County Consortium to apply. Municipalities who are not members may join the Consortium for the FY2021-23 funding cycle. The HUD Urban County Consortium requalification schedule begins in April of each year. Contact the Nassau County Office of Community Developments for more information.

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ELIGIBLE ACTIVITIES

Funds awarded under the Transit Oriented Development Initiative (TODI) may be used for the following CDBG-eligible activities:

- Public Facilities Improvements – which may include:
 - Streetscape enhancements;
 - Complete streets and traffic calming work;
 - Creation or expansion of public space within a mixed-use downtown;
 - Improvements to pedestrian/bicyclist access to and within the defined TOD area;
 - Purchase and installation of wayfinding signage, street furniture, lighting, bicycle racks, tree planting, etc. in conjunction with a comprehensive streetscape improvement program.
- Commercial Rehabilitation (including façade improvements and new signage)
- Economic Development
- Property acquisition including closing costs (24CFR 570.201(a))
- Property Disposition (24CFR 570.201(b))
- Clearance/Demolition (24CFR 570.201(d))
- Rehabilitation of Acquired Properties (570.202)

Ineligible costs **under this category** include:

- Program Planning & Administrative Costs
- New Construction

The resale or rental of all properties acquired or disposed of using CDBG funds must comply with all CDBG requirements and must meet the low/mod housing national objective. Additionally, all properties must be affirmatively marketed and meet long term affordability requirements. (Contact NC OCD for more details regarding these requirements.)

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EXAMPLES OF ELIGIBLE ACTIVITIES

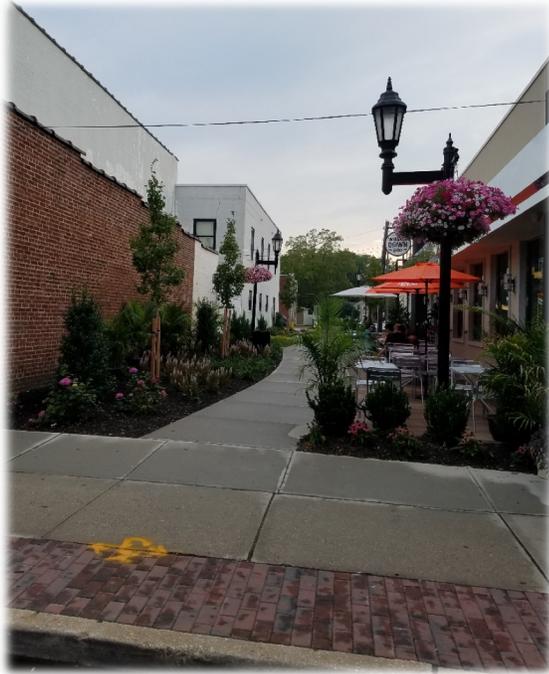
(Note: Not all examples have utilized CDBG funding.)

Streetscape enhancements, street furniture & signage within a mixed-use downtown



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Creation or expansion of public space within a mixed-use downtown



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Complete Streets and/or Traffic Calming Work within a mixed-use downtown



Bicycle Racks, Tree Planting & Aesthetic Amenities on Public Property within a mixed-use downtown



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Acquisition of property to be developed as housing with affordable component



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TOD APPLICATION FAQs

What is Transit Oriented Development (TOD)? TOD is a type of development that incorporates a mix of residential, commercial, office and entertainment uses, all within walking distance of public transportation. These uses are also complemented by good access to public green spaces and parks. To learn more about TOD visit: <https://www.transit.dot.gov/TOD>.

What constitutes walking distance to public transportation? An area of development should be concentrated within a quarter-mile to half-mile radius around a transit stop. This would include Long Island Rail Road stations or heavily utilized NICE bus stops.

What are the benefits of TOD?

- ✓ Stimulate the local economy
- ✓ Provide better access between urban and suburban areas
- ✓ Boost community walkability
- ✓ Increase public transport ridership
- ✓ Reduce dependence on driving and private car use
- ✓ Allow residents to live, work, and play in the same area
- ✓ Provide access to better jobs
- ✓ Revitalize communities
- ✓ Improve sustainability
- ✓ Reduce the area's carbon footprint or negative impact on the environment

Factors Driving the Trend Toward TOD

- ✓ Rapidly growing traffic congestion
- ✓ Growing desire for quality urban lifestyle
- ✓ Changes in family structure: more singles and empty nesters
- ✓ Growing national support for smart growth

What are some Components of TOD?

- ✓ Walkable design with pedestrian use as the highest priority
- ✓ Transportation hub as prominent feature of town center (including LIRR stop or heavily utilized bus stop)
- ✓ Public square fronting train station
- ✓ Easy & frequent access to bus system
- ✓ A regional node containing a mixture of uses in close proximity (office, residential, retail, civic)
- ✓ Medium to high density, walkable district within 10-minute walk of a train station
- ✓ Designed to include the easy use of bicycles and scooters
- ✓ Large ride-in bicycle parking areas at train stations and bus stops
- ✓ Bikeshare rental system and bikeway network integrated into stations
- ✓ Reduced and managed parking inside 10-minute walk encircling a town center / train station
- ✓ Specialized retail at stations serving commuters and locals including cafes, grocery, dry cleaners

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What types of projects qualify as TOD? Note all projects must have a connection to transit.

- ✓ Mixed-use developments with apartments above commercial are preferred. Residential only buildings near transit may also qualify as TOD projects.
- ✓ Multi-family housing in the downtown
- ✓ Street improvements which connect transit to the downtown. Can include complete streets components, including, traffic calming and support of non-motorized transportation
- ✓ Walking and/or shared-use paths which connect transit to the downtown
- ✓ Public green space and pocket parks in close proximity to housing
- ✓ Public plazas and outdoor gathering spaces for community events
- ✓ Bike lanes and bike racks at transit stops and throughout the downtown
- ✓ Sidewalk improvements with benches and welcoming aesthetics
- ✓ Wayfinding signage directing residents to amenities in the downtown
- ✓ Interactive information kiosks in the downtown
- ✓ Economic development and business expansion projects

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APPLICATION

GENERAL INFORMATION

MUNICIPALITY: _____

ADDRESS:

CONTACT PERSON: _____

TITLE: _____

TELEPHONE NUMBER: _____

EMAIL ADDRESS: _____

Printed Name and Title of Authorized Municipal Representative

Signature

Application is due to this office no later than _____

All questions and submissions should be sent to:
Kevin J. Crean, Director
Nassau County Office of Community Development
1 West Street, Suite 365
Mineola, NY 11501
Email: kcrean@nassaucountyny.gov
Phone: (516) 572-1924

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CDBG TOD Activity Sheet

A. Project Name: _____

B. Define the TOD Area:

C. What are the boundaries of the TOD Area:

D. List All CTs & BGs served by your project (attach copy of NC OCD Census Map)

	CT	BG	Low/Mod Universe	Low/Mod Population	Low/Mod %
<u>1</u>					
<u>2</u>					
<u>3</u>					
<u>4</u>					
<u>Total</u>					

E. Proximity to public transit

1.) **Nearest LIRR Station:**

2.) **Distance from project site:**

3.) **Nearest NICE Bus stop & route(s):**

4.) **Distance from project site:**

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F. What does the current zoning allow for in the TOD Area?

G. Does the current zoning in the area include an affordability requirement (inclusionary zoning)?

YES

NO

Explain:

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H. Describe the proposed project(s):

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I. How will the successful completion of the project(s) enhance the area and achieve some of the goals of TOD listed above?

J. Describe the readiness of the project(s) and outline all community engagement undertaken to date (attach supporting documents for public meetings, etc.).

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K. What component(s) of TOD does this project address? Check all that apply.

- Stimulate the local economy
- Provide better access between urban and suburban areas
- Boost community walkability
- Increase public transportation ridership
- Reduce dependence on driving and private car use
- Allow residents to live, work, and play in the same area
- Provide access to better jobs
- Revitalize communities
- Improve sustainability
- Reduce the area's carbon footprint or negative impact on the environment
- Other _____

L. What factor(s) were the impetus for choosing this TOD project? Check all that apply.

- Recent development in the area
- Local traffic congestion
- Growing desire for quality urban lifestyle
- Changes in family structure: more singles and empty nesters
- Growing national support for smart growth
- Other _____

M. Is this TOD project part of an overall revitalization plan/master plan/vision plan? If yes, please explain, and attach a copy of the subject plan.

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N. Does this project incorporate “complete streets” components? If yes, please describe. (See attached “complete streets” legislation for reference.)

O. Grant Funding Requested: \$_____ (maximum \$400,000)

P. Detailed Budget – Please provide a detailed budget for items that apply to your project.

Type of Cost	Total Cost	CDBG TODI Funds	Local Funds Committed
Architectural/Engineering	\$	\$	\$
Construction	\$	\$	\$
Demolition/Clearance	\$	\$	\$
Acquisition	\$	\$	\$
Economic Development Loans for business expansion or relocation	\$	\$	\$
Commercial Improvements	\$	\$	\$
Purchase and installation of street amenities (wayfinding signage, informational kiosks, benches, lighting, etc.)	\$	\$	\$
Open space construction/pocket parks	\$	\$	\$
Other	\$	\$	\$
Other	\$	\$	\$

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Q. Sources of Funding:

Source	Status of Funding *	Amount
CDBG TODI Request	Pending	\$
CDBG (Already Received)		\$
Other Federal Funding		\$
State Funding		\$
Local Municipal Match		\$
CDBG Program Income to Be Applied to Project		\$
Other (Identify)		\$
TOTAL FUNDING:		\$

* Note the name of the federal or state program from which funds have been or are expected to be received and whether funding has been committed or applied for, or if an application is in preparation. Supply copies of commitment letters, correspondence, etc. to support your claim.

R. Project Schedule – *Projects that are currently in the planning stages or will be completed in a timely manner will be given preference. **Funded projects must be able to be completed within two (2) years of the execution of a Funding Agreement between the NC OCD and the Consortium Member community.***

For construction/rehabilitation projects:

<u>Phase</u>	<u>Anticipated Completion Date</u>
1. Architectural/Engineering	_____
2. Bid Phase	_____
3. Construction Phase	_____
4. Project Completion	_____

For Purchase and Installation Projects:

<u>Phase</u>	<u>Anticipated Completion Date</u>
1. Purchase of Street Amenities	_____
2. Installation of Street Amenities	_____
3. Other Items _____	_____

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S. Eligibility Criteria/Program Benefit for Each Activity

All projects must meet a CDBG National Objective.

National Objective to be Met (check one):

Low/Mod Area _____

Low/Mod Housing _____

Low/Mod Jobs _____

Beneficiary Type: (Choose ONE: People, Households, Businesses, Organizations, Housing Units, Public Facilities, Jobs) _____

T. Performance Measurement

1. Please indicate which Performance Objective this activity will address

- _____ Suitable Living Environment
- _____ Decent Affordable Housing
- _____ Creating Economic Opportunities

2. Please indicate which Performance Outcome this activity will address

- _____ Availability/Accessibility
- _____ Affordability
- _____ Sustainability: Providing Livable or Viable Communities

U. Other

1. Please describe the relationship, if any, to a previously funded or other proposed CDBG activity.

2. Will this activity require any change in zoning? Yes _____ No _____
(If yes, please indicate status)

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ENVIRONMENTAL REVIEW INFORMATION FORM
CDBG ♦ HOME ♦ ESG

CONSORTIUM MEMBER: _____

- Project Name:** _____
- Project Description** – this should include the exact description of what the HUD funds are intended to be used for.

- Continuation Project** – Please indicate whether the activity to be carried out is a continuation of a previously funded project.

- Project Location** – exact locations/ street addresses are REQUIRED. Without the accurate and exact location, the (ERR) cannot be completed.

- Age of Dwelling(s)** – For the purposes of complying with the State Historic Preservation Organization (SHPO), the age/construction date of each dwelling must be provided. In the event that a dwelling is more than 50 years of age, a photograph of the property will also be required and SHPO must be contacted. SHPO's response will determine the status of this factor. IF SHPO determines that there is historic relevance of the property, additional information will be required. This information is available at your local building department or at www.mynassauproperty.com

Questions or concerns regarding the environmental review process can be directed to: Donald Crosely, Program Supervisor – Environmental Review, at: 516-572-1919 or dcrosley@nassaucountyny.gov

NASSAU COUNTY COMPLETE STREETS LEGISLATION

WHEREAS, bicycling and walking are important forms of transportation and recreation in Nassau County that contribute to the County's overall health, fitness, and economic development; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and public transportation are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and

WHEREAS, Complete Streets design features may be considered for existing roadways in planning, design, construction, reconstruction and rehabilitation. Such consideration shall not include resurfacing, maintenance or pavement projects; and

WHEREAS, a "Complete Streets" policy considers the needs, both in the present and into the future, of all users of County roadways including pedestrians, cyclists, users of public transportation, children, the disabled, and senior citizens; and

WHEREAS, Complete Street design features are roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and abilities. These features may include, but need not be limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signage, crosswalks, road diets, pedestrian control signalization, bus pull outs, curb cuts, raised crosswalks and ramps and traffic calming measures; and recognize that the needs of users of the road network vary according to local context.

WHEREAS, Complete Streets policies are supported by the institute of Traffic Engineers, the American Planning Association, and many other transportation, planning and public health professionals; and

RESOLVED, that the County of Nassau formally adopts a Complete Streets policy, and the Department of Public Works shall consider all modes of travel within its design projects; and be it further

RESOLVED, that the Department of Public Works shall, in the planning stage of each project, evaluate the feasibility of implementing the Complete Streets design features which may include sidewalks, paved shoulders suitable for use by bicyclists, lane striping, bicycle lanes, share the road signs, crosswalks, road diets, pedestrian control signalization, bus pull outs, pedestrian curb ramps, and traffic calming measures, and other features that recognize and incorporate the fact that the needs of users of the County's road network may vary and these different needs and uses must be accounted for; and be it further

RESOLVED, that the Complete Streets policy shall not apply if it has been determined that use by bicyclists and pedestrians of a particular roadway is prohibited by law, such as within a limited access highway; or if the cost of implementing a Complete Streets would be disproportionate to the need or demonstrated lack of need as determined by factors including, but not limited to, land use context, current and projected traffic volumes, population density, or a demonstrated lack of community support; or if the implementation of Complete Streets design features would have an adverse impact on, or be contrary to, public safety; and be it further

RESOLVED, that the Department of Public Works shall not be required to expend monies that exceed the amount of County, State and Federal funding allocated for a particular project as identified in the County's capital program; and be it further

RESOLVED that pursuant to the provisions of the State Environmental Quality Review Act ("SEQRA"), 8 N.Y.E.C.L. section 0101 *et seq.* and its implementing regulations, Part 617 of 6 N.Y.C.R.R., and Section 1611 of the County Government Law of Nassau County, the adoption of a Complete Streets policy is a "Type II Action" within the meaning of Section 617.5 of 6 N.Y.C.R.R., and, accordingly, is of a class of actions which do not have a significant effect on the environment and no further review is required.