



Long Island Rail Road Expansion Project Floral Park to Hicksville

Final Environmental Impact Statement Appendix 2-B NYSDOT Smart Growth Screening Tool

April 2017

Smart Growth Screening Tool

PIN 0902.ML

Prepared By:

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to [Smart Growth Guidance](#) document.

Title of Proposed Project: LIRR Expansion Project - Grade Crossing Elimination

Location of Project: Grade Crossings at Covert Avenue, S 12th Street, New Hyde Park Road, Main Street, Willis Avenue, School Street, and Urban Avenue

Brief Description: Eliminate grade crossings by permanent closure and/or grade separation.

A. Infrastructure:

Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒

No ☐

N/A ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

This project eliminates grade crossing at the following locations: Covert Avenue, South 12th Street, New Hyde Park Road, Main Street, Willis Avenue, School Street, and Urban Avenue.

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;

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- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic [Smart Growth Impact Statement](#) and signed [Attestation](#) for Maintenance projects.

For all other projects (**other than maintenance**), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

Yes ☒ No ☐ N/A ☐

2. Will the project reduce greenhouse gas emissions?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

This project promotes sustainability by providing safe, affordable transportation. This project also reduces greenhouses gas by eliminating traffic congestion at grade crossings during the gate-down time.

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C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

Yes ☒ No ☐ N/A ☐

3. Will this project foster downtown revitalization?

Yes ☒ No ☐ N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

Yes ☐ No ☒ N/A ☐

Explain: (use this space to expand on your answers above)

Permanent closure of the Main Street grade crossing as well as a new parking garage promotes a pedestrian friendly business area.

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial

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development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

Yes ☐ No ☒ N/A ☐

2. Will the project foster brownfield redevelopment?

Yes ☐ No ☒ N/A ☐

3. Will this project foster enhancement of beauty in public spaces?

Yes ☐ No ☒ N/A ☐

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

Yes ☒ No ☐ N/A ☐

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

Yes ☒ No ☐ N/A ☐

6. Will this project foster integration of all income groups and/or age groups?

Yes ☒ No ☐ N/A ☐

7. Will the project ensure predictability in land use codes?

Yes ☐ No ☐ N/A ☒

8. Will the project ensure predictability in building codes?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

This project improves mass transit and the access to mass transit, which attracts the development of housing and businesses in the town.

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

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1. Will this project provide public transit?

Yes ☒ No ☐ N/A ☐

2. Will this project enable reduced automobile dependency?

Yes ☒ No ☐ N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes ☒ No ☐ N/A ☐

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

Explain: (use this space to expand on your answers above)

This project will provide improvements to mass transit which will reduce automobile dependency. New pedestrian and vehicular crossings will be created by eliminating at-grade crossings. ADA compliant sidewalks will be implemented.

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

Yes ☐ No ☐ N/A ☒

3. Is the project consistent with county, regional, and state plans?

Yes ☒ No ☐ N/A ☐

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4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

The project has been coordinated amongst local municipalities, input from local residents, and LIRR.

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☐ No ☐ N/A ☒

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☒ No ☐ N/A ☐

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☐ No ☐ N/A ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

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Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

Smart Growth Impact Statement

PIN: 0902.ML

Project Name: LIRR Expansion Project - Grade Crossing Elimination

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:



This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

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Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.

Preparer of this document:

Signature

Date

Title

Printed Name

Responsible Local Official (for local projects):

Signature

Date

Title

Printed Name

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B. ATTESTATION (NYSDOT)

1. I HEREBY:

☒ Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act

☐ Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):

(Attach additional sheets as needed)

☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. **NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Glenn R. Murrell
Signature

4-5-17
Date

Acting RPPM
Title

Glenn R. Murrell
Printed Name