

ATTACHMENTS

ATTACHMENT 1

(prepared by Renaissance Downtowns at Huntington Station, LLC):

Block 1- Hotel/Office - Sheets 1 through 5, *March 24, 2015*

Block 4c - Artists Studio Residences - Sheets 6 & 7, *March 24, 2015*

Block 4a/4b - Commuter Parking - Sheet 8, *March 24, 2015*

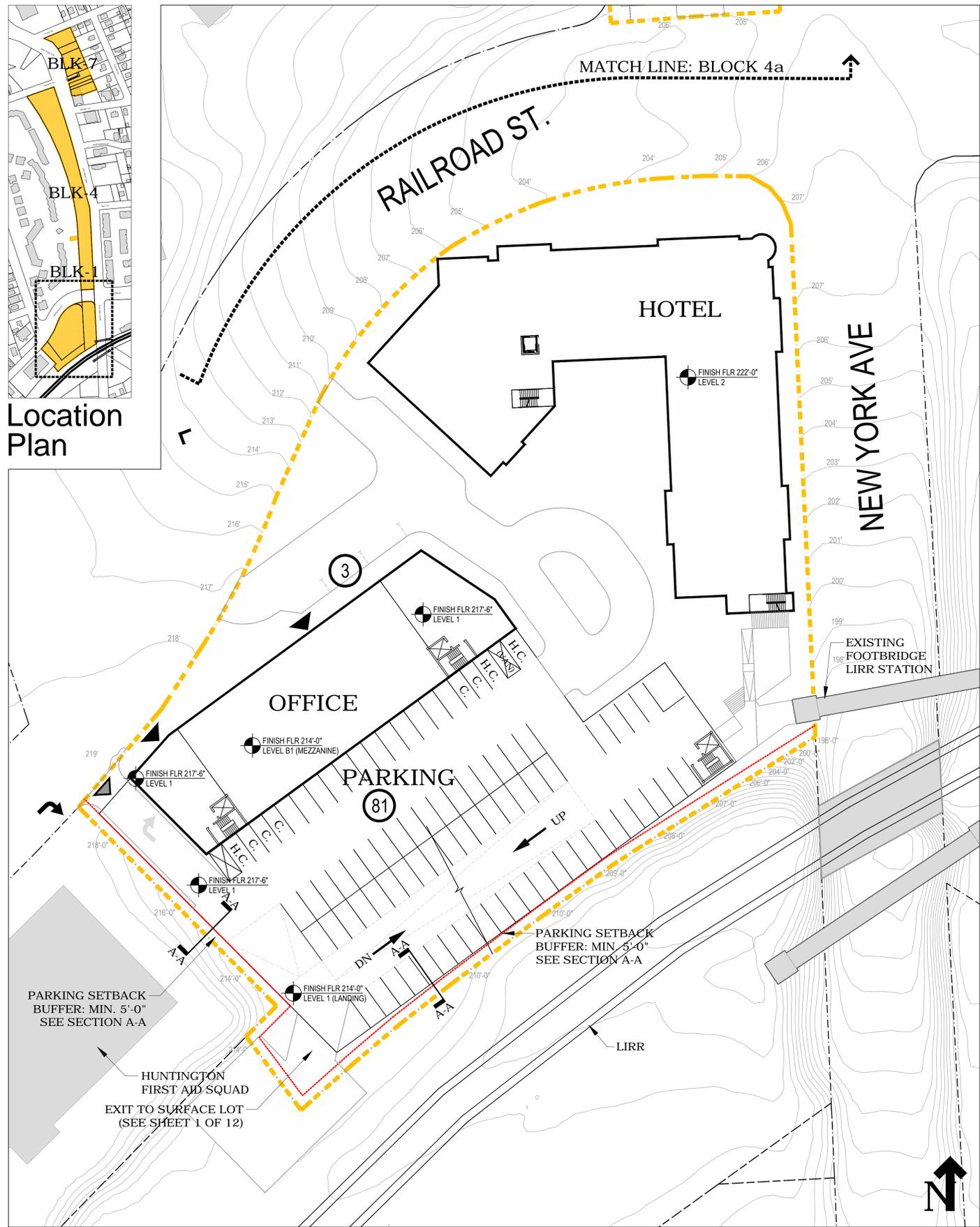
Block 4 - Artist Studio Residences - Sheet 9, *March 24, 2015*

Block 7 - Gateway Plaza - Sheets 10 through 12, *March 24, 2015*

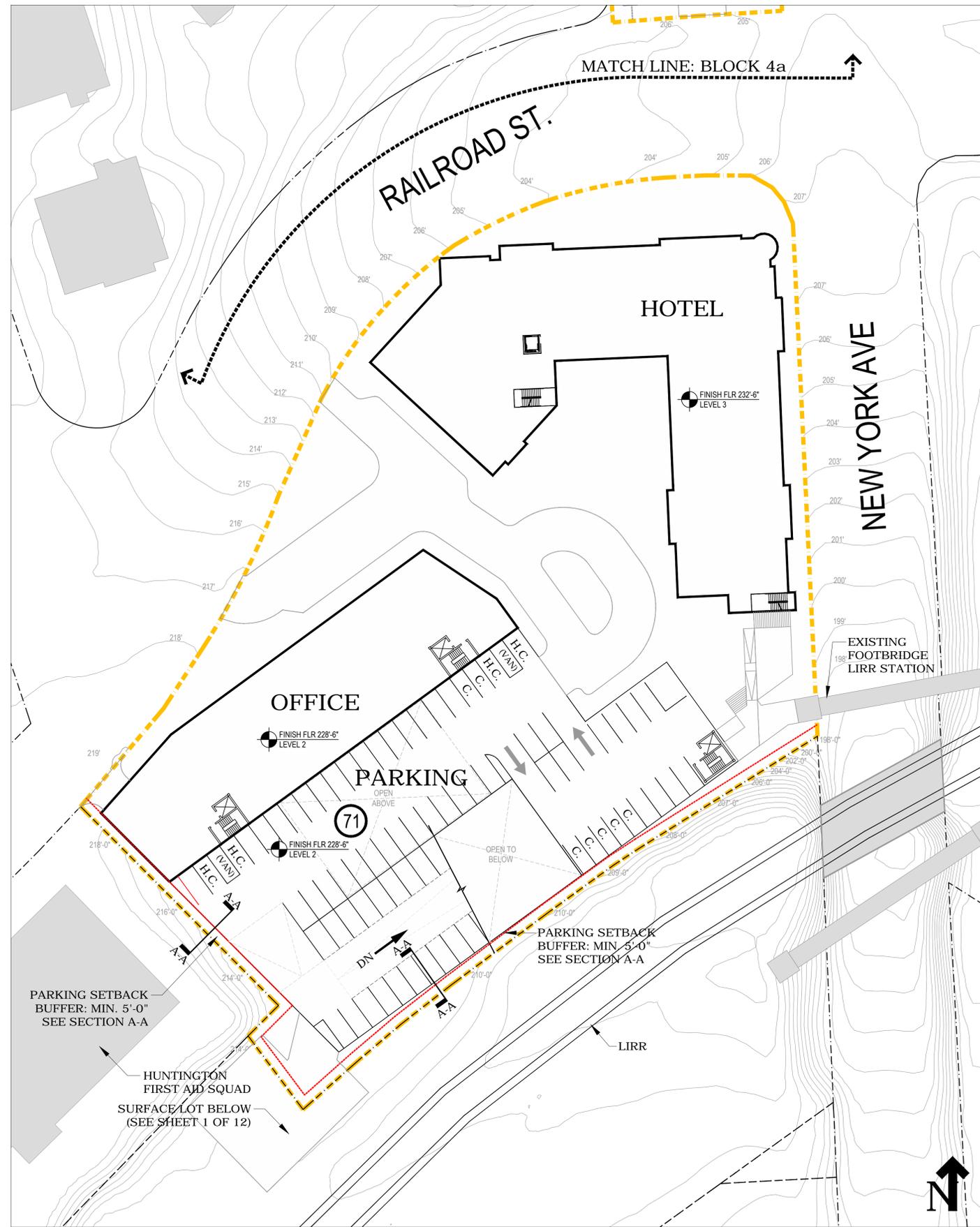
Note: Printed not to scale as 11"x17". Full size (24"x36") scaled PDFs are available on CD in pocket located at the end of Attachment 2.



Location Plan



Site Plan: Level 1 Office / Level 2 Hotel

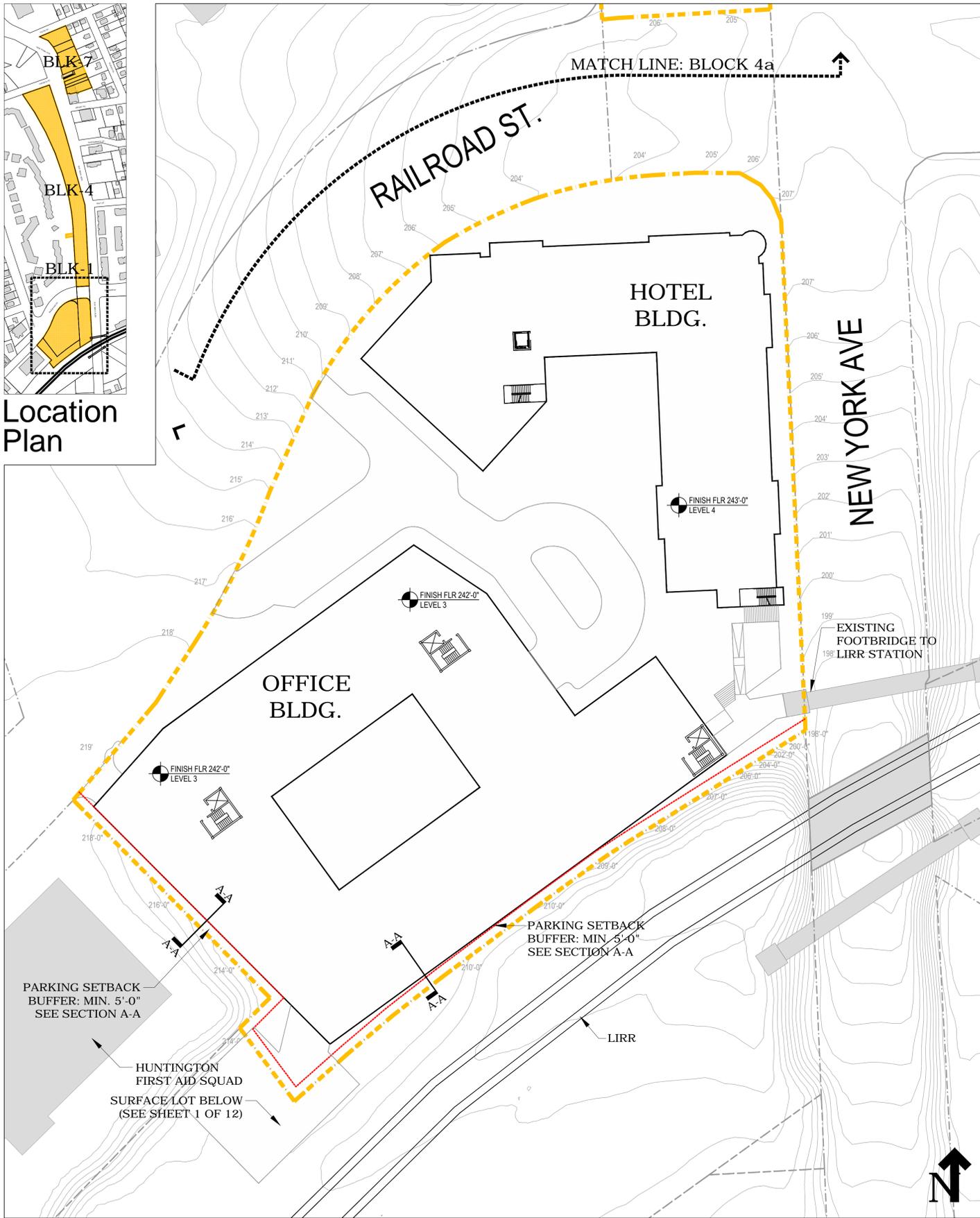


Site Plan: Level 2 Office / Level 3 Hotel

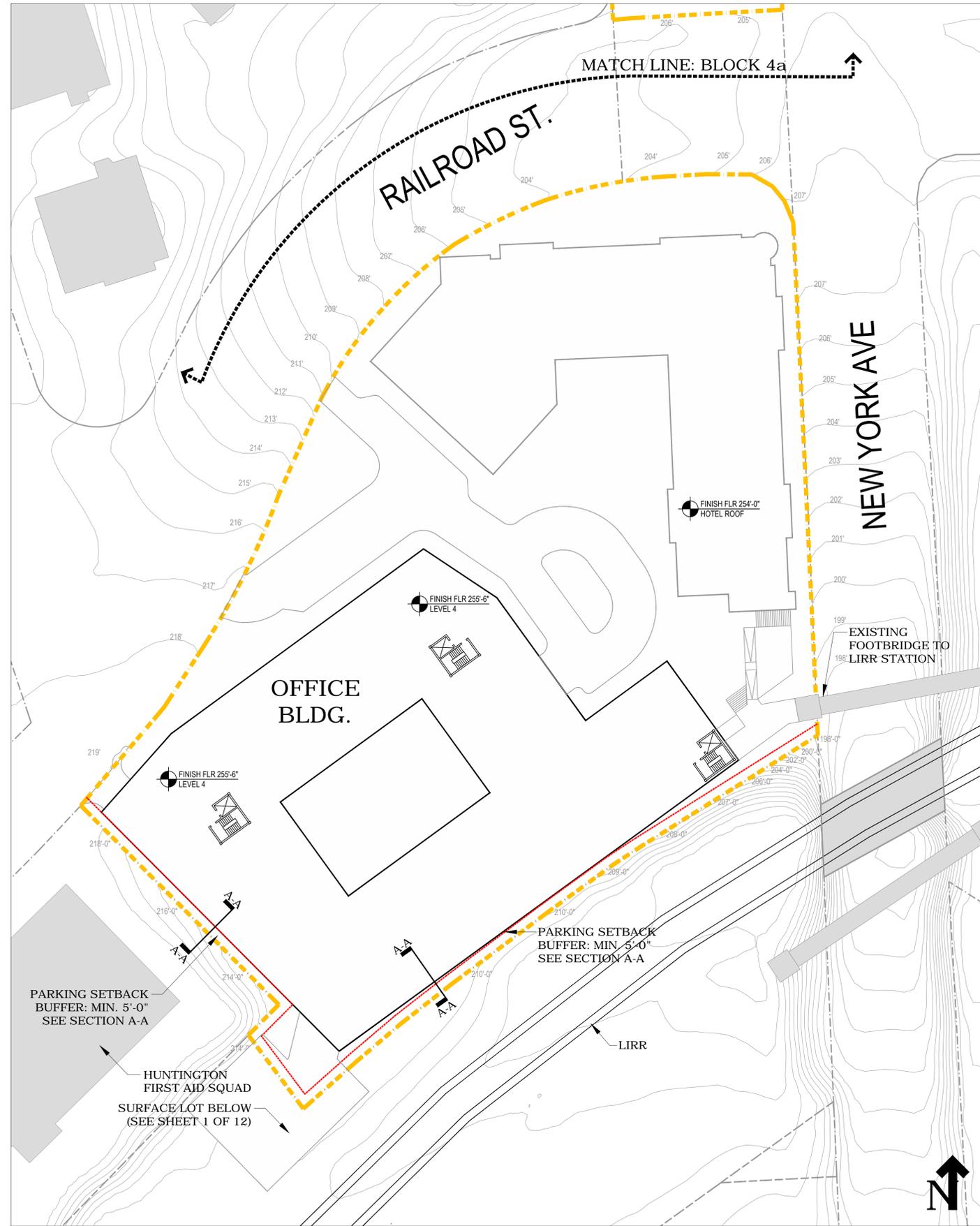
Block 1 - Hotel / Office - Sheet 2 of 12
Huntington Station, NY
 March 24, 2015



Location Plan



Site Plan: Level 3 Office / Level 4 Hotel

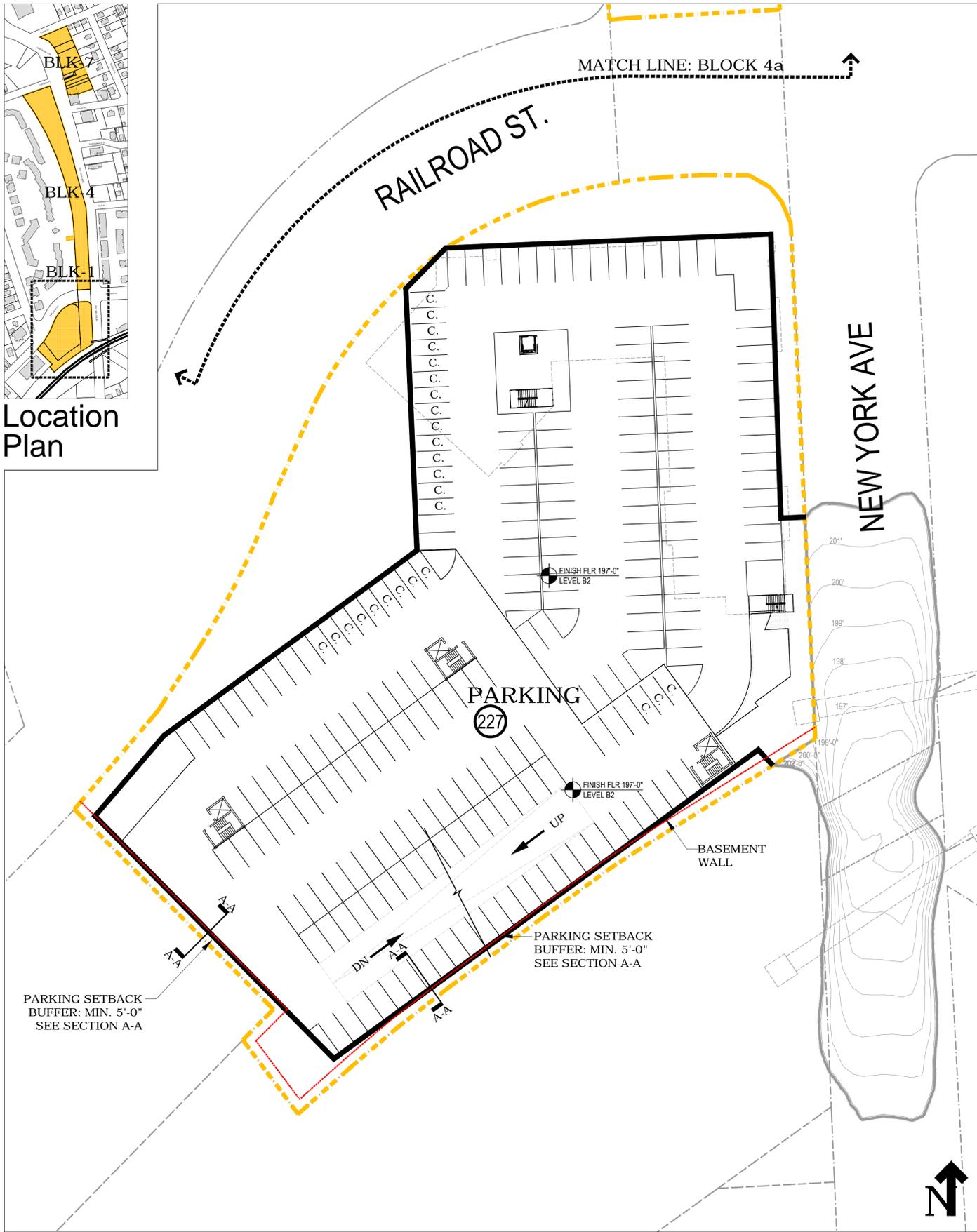


Site Plan: Level 4 Office / Hotel Roof

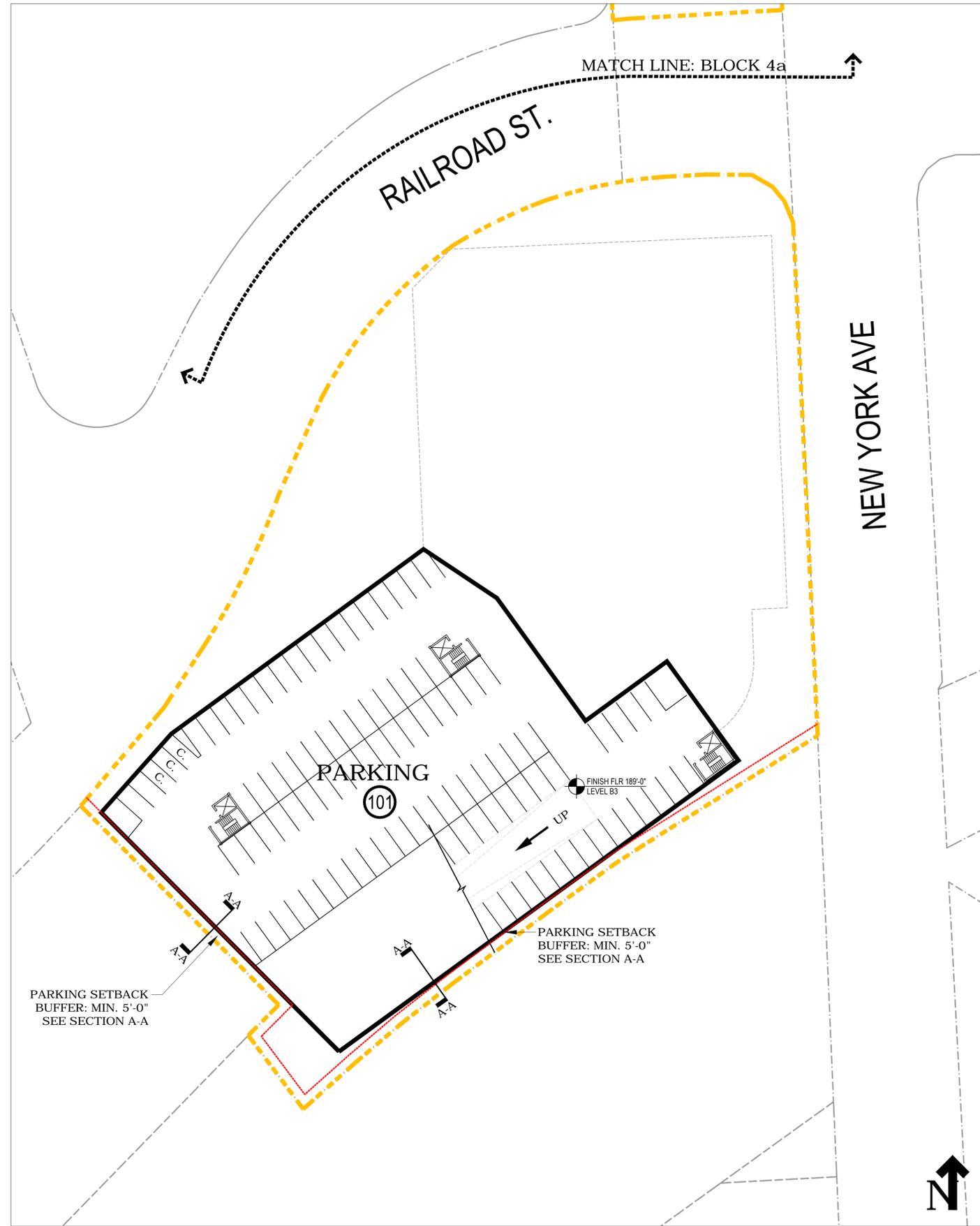
Block 1 - Hotel / Office - Sheet 3 of 12
Huntington Station, NY
 March 24, 2015



Location Plan



Site Plan: Level B2



Site Plan: Level B3

Table of Zoning Variances To Be Requested for Block 1

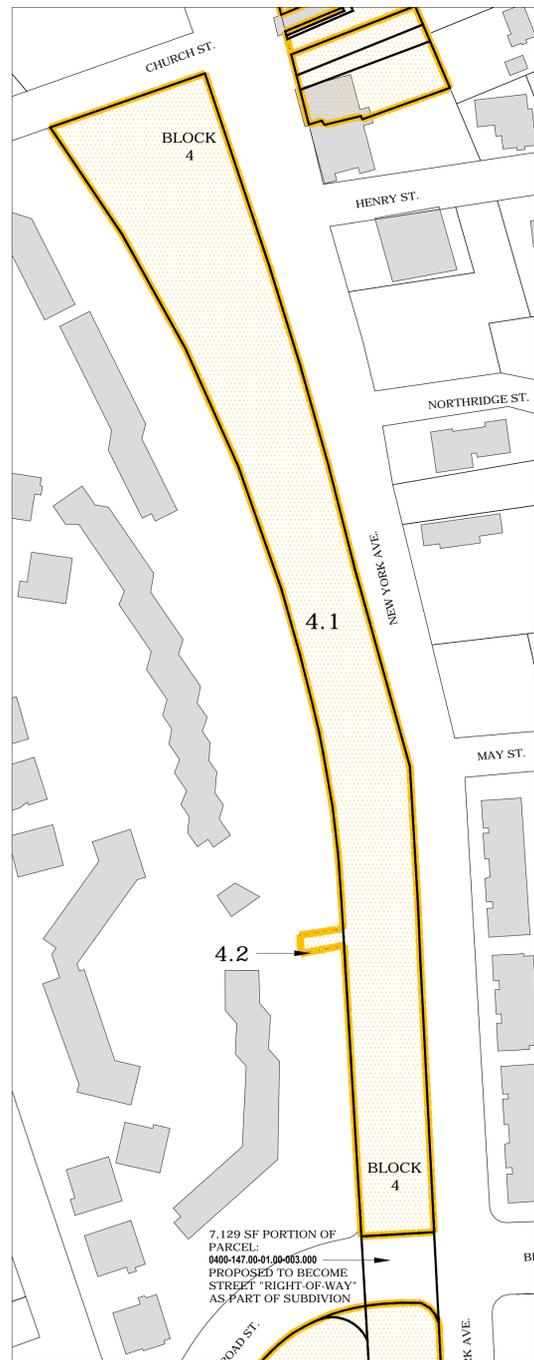
Existing Zoning for Block 1 is C6 - Huntington Station Overlay

Item #	Ordinance Section	Ordinance Description	Required	Variance Requested	Type of Variance Requested	Justification
Article I						
Building Height						
1	198a attachment 1	Max Building Height in Stories	Max 3 stories	4 Stories	Height Variance	The proposed hotel & office building are important catalysts for the redevelopment of Huntington Station and this critical mass of activity will generate much needed pedestrian & economic vitality to Downtown Huntington Station and as recommended in the Huntington Station Development Strategy and approved by the Town in 2013
	198a attachment 1	Max Building Height in Feet	Max 45 feet	65 feet	Height Variance	
Article IV						
Commercial Districts						
3	198-27.1.A.(13)	The definition of restaurant in the C-6 Overlay district requires significantly more parking than the C-6 ordinance requires for a restaurant in a shopping center.	A restaurant which meets the following parking requirements: (a) Contains on-site parking at the rate of one (1) space for each one hundred (100) square feet of gross floor area; or (b) Contains no less than fifty percent (50%) of required on-site parking and is supplemented by a municipally owned or municipally maintained parking lot where the property lines of the municipal lot and the subject premises are located no more than three hundred (300) feet of each other.	Variance requests the same standard as C-6 Zoning District for Restaurants: Restaurants(s) within shopping centers where the shopping center has a minimum of 50,000 square feet of gross floor area and the restaurants(s) do not comprise more than 10% of the gross floor area; Basic Unit of Measurement: Same as retail at 1 space per 200 square feet of gross floor area	Parking Variance	The placement of the restaurant in a mixed use building is consistent with the building sizes, maximum areas and multiple uses identified within the C-6 Zoning standard for restaurants in a shopping center. To apply the C-6 Overlay standard for restaurants would have the effect of overparking a restaurant.
Article VII						
Parking Structure Design						
2	198-44 (D)	In any commercial district, no building or part thereof shall be constructed with provisions for underground or aboveground parking structure(s), unless the gross floor area of such building is no greater than it would have been meeting all required off-street parking requirements. Parking structure(s) shall not exceed either forty-six (46%) percent of the coverage of all other structures on the subject site or eleven (11%) percent coverage of the entire site, whichever is less.	The more restrictive of either: Less than 46% Parking-to-Building ratio Less than 11% total site coverage	Variance seeks permission for a structured parking facility occupying up to 47% parking-to-building ratio (46.6% provided) and up to 28% site coverage (27.3% provided)	Area Variance	1) Compact Mixed-Use Development is entirely consistent with the Town Approved Huntington Station Development Strategy; 2) According to the Subdivision Law Section 5.2.2.7 Architectural and Site Design Requirements, the Huntington Station Hamlet Center architectural design guidelines, in section 4.a.iii., call for "Buildings should be built at the front property line, with the remaining lot area reserved for retaining existing parking, seating areas, public plazas, and alleys allowing passage through long blocks."; and 3) The placement of buildings and parking structures is consistent with the Town of Huntington's June 2013 Huntington Station Brownfield Opportunity Area Plan for this block.
Article VII						
Required Off-Street Parking						
4	198-44	At present on-street parking is not explicitly permitted to contribute toward the required off-street parking for each use	"In commercial and industrial districts, all new buildings; and existing buildings that are either (1) altered or expanded to increase the gross floor area, or (2) where there is an intensification of use, shall provide off-street parking spaces as set forth in § 198-47."	Variance seeks to permit those on-street parking spaces directly fronting the site to count towards the off-street parking requirements	Parking Variance	In mixed-use downtown environments on-street parking is often a preferred location for commercial patrons. To best realize the revitalization of Huntington Station it is important to maximize the use of available parking to promote economic development. Counting and considering on-street parking towards off-street parking standards is a standard practice for successful downtowns.
5	198-45.E	Charging fees for parking spaces	"No rental or use charge shall ever be imposed for any parking spaces required by this article."	Variance seeks permission to charge fees for parking spaces	Parking Variance	In mixed-use downtown environments it is customary for parking to be constructed by one entity, operated and maintained by a separate entity and there may be 2, 3 or more users sharing the same space. In many cases, it is necessary to permit the use of parking fees to cover the costs for constructing and maintaining shared parking by those who benefit from parking provided by others.
6	198-46	"Joint use; off-site use. B. Upon application to and public hearing by the Zoning Board of Appeals, the Board may find that up to fifty (50%) percent of the required parking ... may be provided and used jointly by... ..uses not normally open or operated during the same hours."	Off-site and joint use parking is permitted per the definition shown at the left.	Variance seeks the approval of a Parking Management Plan to demonstrate adequate parking for the existing and proposed uses of this site. To fulfill the parking requirements this plan may employ, but is not limited to: on-street parking; off-street parking; shared parking by seasonal, daily, hourly or other factors; transportation mode splits for pedestrian use, rail use and/or bus use; off-site parking; and valet parking.	Parking Variance	Consistent with best practices for mixed-use transit-oriented downtown environments across the United States and the recommendations of the Huntington Station Development Strategy approved by the Town of Huntington in 2013, a Parking Management Plan is being prepared to demonstrate effective strategies for optimizing parking in this district.
7	198-47	Professional, medical or dental engineering and data processing offices		Office/ Retail Parking Variance: Based upon shared parking opportunities due to the intensity and mix of uses for this block, the close proximity to public transit, the recommended parking ratios for this condition and the Parking Management Plan; the applicant seeks a parking variance from these ordinance provisions to permit 354 parking spaces for 100,000 SF of office and 880 SF of retail at the peak period. Current parking standards for this program would require 404 spaces. ¹	Parking Variance	The proposed hotel & office facility and supporting retail, service, restaurant, banquet and conference uses will benefit from a significant number of patrons and employees using alternate modes of transit to and from the site, including the adjacent LIRR train station, buses, walking, and commuter parking areas at nearby spaces already in use. Therefore reduced off-street parking requirements can be justified through the use of parking studies, transit-oriented development parking standards, shared use analyses and home to work travel mode demographic studies. The parking standards identified as "Variance Requested" have been documented on page 14 to 22 of the Huntington Station Parking Management Plan and they are supported by parking studies and references identified as Reference Standards.
		- Less than 5,000 SF of GLA	1 space for every 200 SF of GLA			
		- 5,000 SF to 29,999 SF of GLA	1 space for every 225 SF of GLA			
		- 30,000 SF to 249,999 SF of GLA	1 space for every 250 SF of GLA			
		Department store, personal service store	1 space per 200 SF of GFA			
		Restaurant	1 space per 50 SF of GFA	Hotel/ Banquet/ Conference/ Retail Parking Variance: Based upon shared parking opportunities due to the intensity and mix of uses for this block, the close proximity to public transit, the recommended parking ratios for this condition and the Parking Management Plan; the applicant seeks a parking variance from these ordinance provisions to permit 165 parking spaces for 140 hotel sleeping rooms/ suites, 1,000 SF of retail, 2,000 SF of restaurant and 4,000 SF of banquet / conference space at the peak period. Current parking standards for this program would require 300 parking spaces. ¹	Parking Variance	
		Hotel, motel, apartment hotel	1.25 spaces per sleeping room or suite			
7	198-48.E	Design Standards for Parking Spaces	"A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than three hundred fifty (350) square feet, including driveways... ..Each space shall have dimensions of not less than nine (9) feet by twenty (20) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately three hundred (300) square feet per car..."	Variance requested: "A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than two hundred fifty five (255) square feet, including driveways... ..Each space shall have dimensions of not less than eight (8) feet six (6) inches by eighteen (18) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately two hundred forty (240) square feet per car..."	Parking Variance	According to the Urban Land Institute: The Dimensions of Parking, - 3rd Edition, page 83, "The size of the average car driven in the United States has been drastically reduced since the early 1970s because of an increase in the number of small cars sold. Total small car sales now account for more than half the cars sold. The reduction in vehicle dimensions has also reduced the size requirements of the average parking space. Instead of a parking stall being 9 feet wide, it can be as narrow as 8 feet wide for very low turnover situations; a stall width of 8'-6" is satisfactory for most higher turnover applications."

FOOTNOTES: ¹ - See the detailed backup on pages 14 through 19 of the Huntington Station Parking Management Plan for modifications to the parking ratios and application of the Urban Land Institute's Shared Parking methodology.

Potential Subdivision Waiver Requests related to Blocks 1, 4 and 7

ID	Title	Requirement Description	Waiver Request Description
4.3.4	Gen. Requirements	Blocks shall not ordinarily exceed 900' in length	The lot and block configuration is constrained by existing geometry.
4.4.8	Site Improvements	Adequate recreational or park facilities as required by the Planning Board Facilities shall be dedicated to the Town of Huntington	Payment in lieu of park facilities may be required to meet standards
5.2.2.2.4 (b)	Drainage Requirements	If the development of the site requires the construction of a recharge basin it shall be designed on a basis of a six 6 inch rainfall with a coefficient of runoff of 90% for all impervious surfaces and 20% for all pervious surfaces The maximum volume of water in the recharge basin shall be equal to 25% of the total recharge basin capacity. The recharge basin shall be constructed fenced and landscaped in conformance with the approved landscape plan test holes are required in the proposed recharge basin area and the soil profiles shall be submitted along with all drainage calculations in the event that the recharge basin does not provide for a positive overflow its size shall be increased by 50% to accommodate this condition Detention ponds in lieu of recharge basins may be considered upon acceptability of the Town Engineer.	
5.2.2.2.5 (g) (vi)	Curb Cuts	The radius of the curb cut shall be a minimum of thirty 30 feet unless otherwise directed by the reviewing agency	On a case by case basis, curb radii less than 30 feet will be recommended to address both the pedestrian and vehicular needs of mixed-use downtown redevelopment.
5.2.2.2.6 (m)	Parking Lot Design	Most sites require either marked or unmarked loading areas.	To address the need for loading areas, certain areas will be designated for on-street or reduced size loading at designated areas reserved at specific times of day for this use.



Parcel Description Plan



Location Plan

Parcel Ownership Data for Block 4						
ID	Parcel Description	Site Program & Owner	Zoning	Parcel ID's	Area (SF)	Area (AC)
4.1	NEW YORK AVE	NEW YORK STATE	R3M	0400-147.00-01.00-003.000*	148,252	3.403
4.2	NEW YORK AVE	TOWN OF HUNTINGTON	R3M	0400-147.00-01.00-001.002	1,055	0.024
Total Site					149,307	3.43

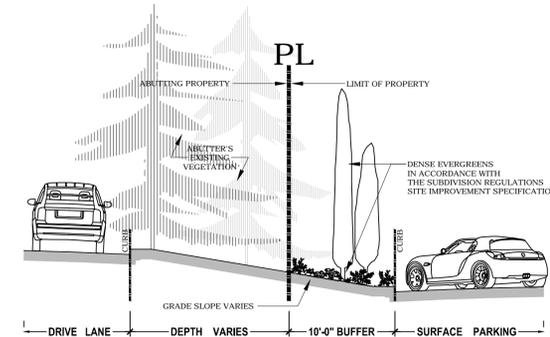
*Note: Parcel 0400-147.00-01.00-003.000 is a total of 181,230sf and this plan proposes to subdivide it into 3 parcels: (1.) Block 1, (2.) Railroad St ROW in 7,129 SF and (3.) Block 4. Final acreage to be determined from site survey and engineered plans.

Program & Development Data for Block 4			
Program Description	Area (GSF)	Program Details	Building Footprint
Artist Studio Residences		49 Studio Units 729 NSF Avg. Unit Size 2300 SF Artist Production Area / Common Space	
Total for Block 4	46,964		17,310

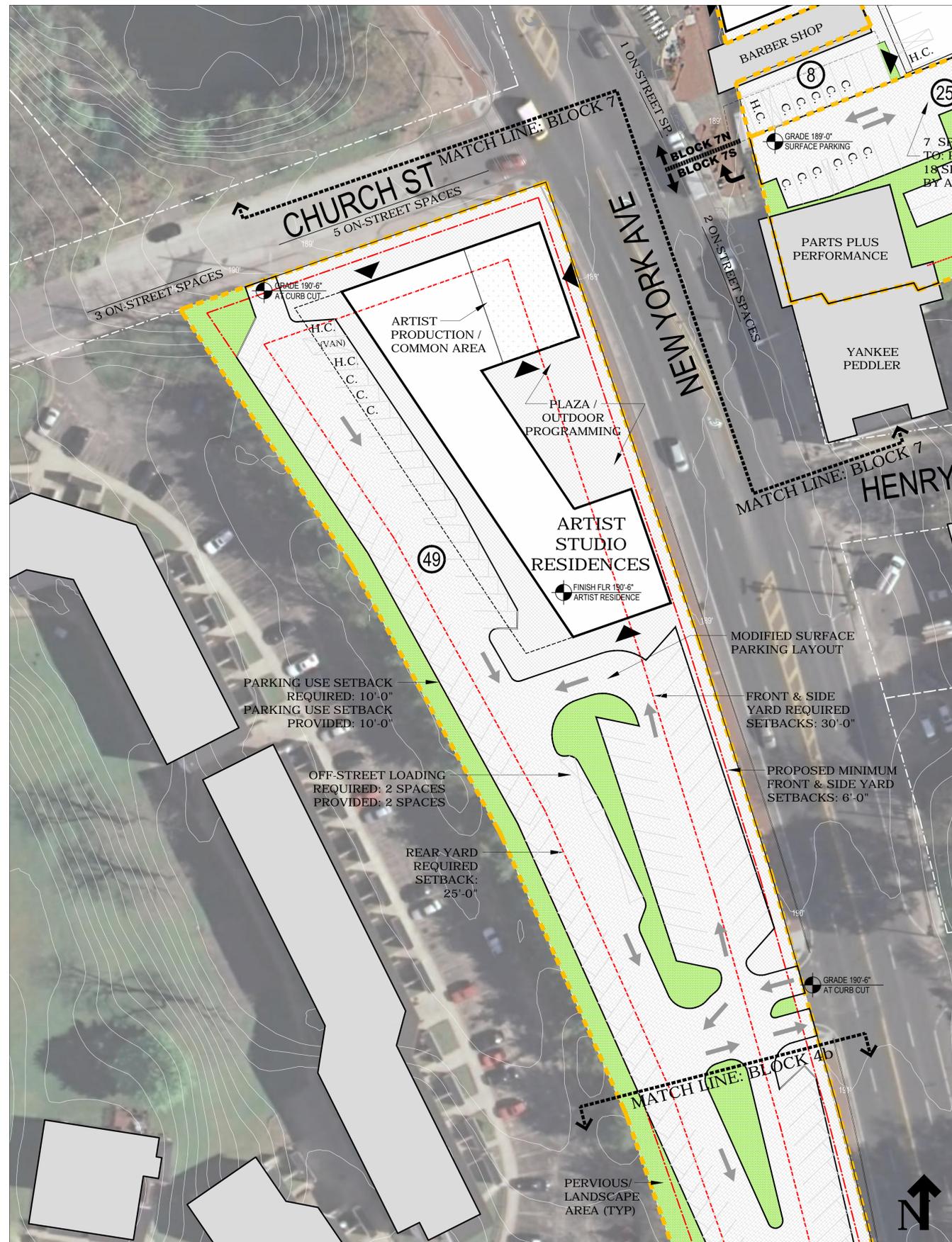
Parking Data for Block 4		
Program Description		Proposed Parking
Off-Street Parking		298
On-Street Parking (Railroad and Church Streets)		20
Total for Block 4		318

ID	SITE AREA		IMPERVIOUS COVERAGE AREA				PERVIOUS AREA		
	Total Area (SF)	Acres	Building Footprint (SF)	Ratio of Structured Parking Footprint to Building Footprint	Structured Parking Footprint (SF)	Pedestrian & Other (SF)	Surface Parking & Travel (SF)	Total (SF)	Area (SF)
Block 4	149,307	3.43	12,344	0.0%	0	27,770	86,708	126,822	22,485
	100%		8%		0%	19%	58%	85%	15%

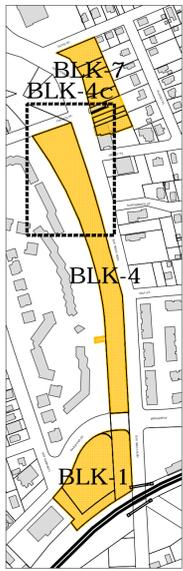
Artist Studio Residences Building Height		
Max. Height Per Ordinance		45 FT and 3 Stories
Proposed Building Height		41.5
Floor	Floor to Floor Height (FT)	Elevation (FT)
Avg. Roof	6.00	231.5
Roof Eave		225.5
3	11.00	214.5
2	11.00	203.5
1	12.00	191.5
Grade Plane		190.0



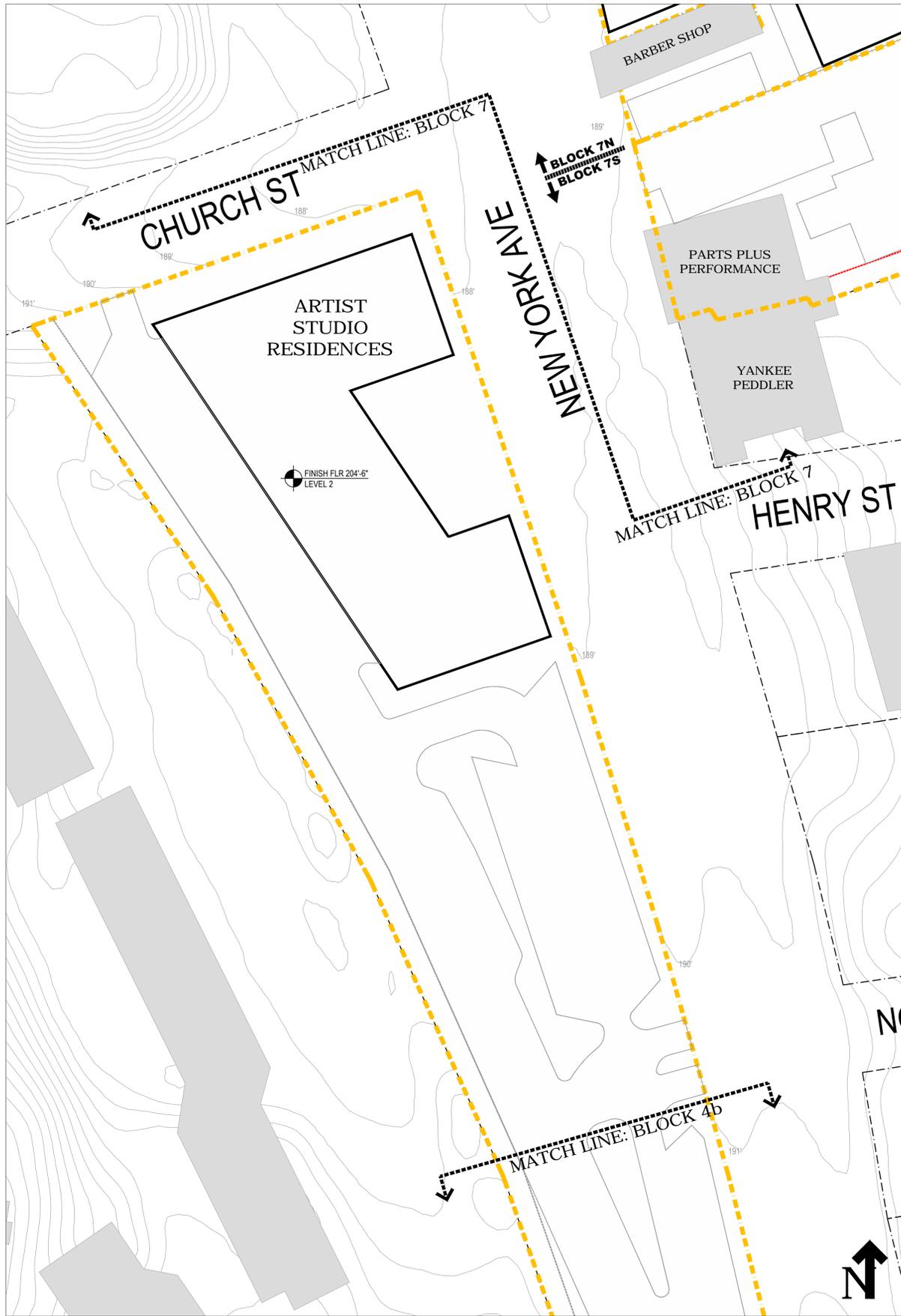
B-B Typical Block 4 Section at 10' Vegetation Parking Buffer



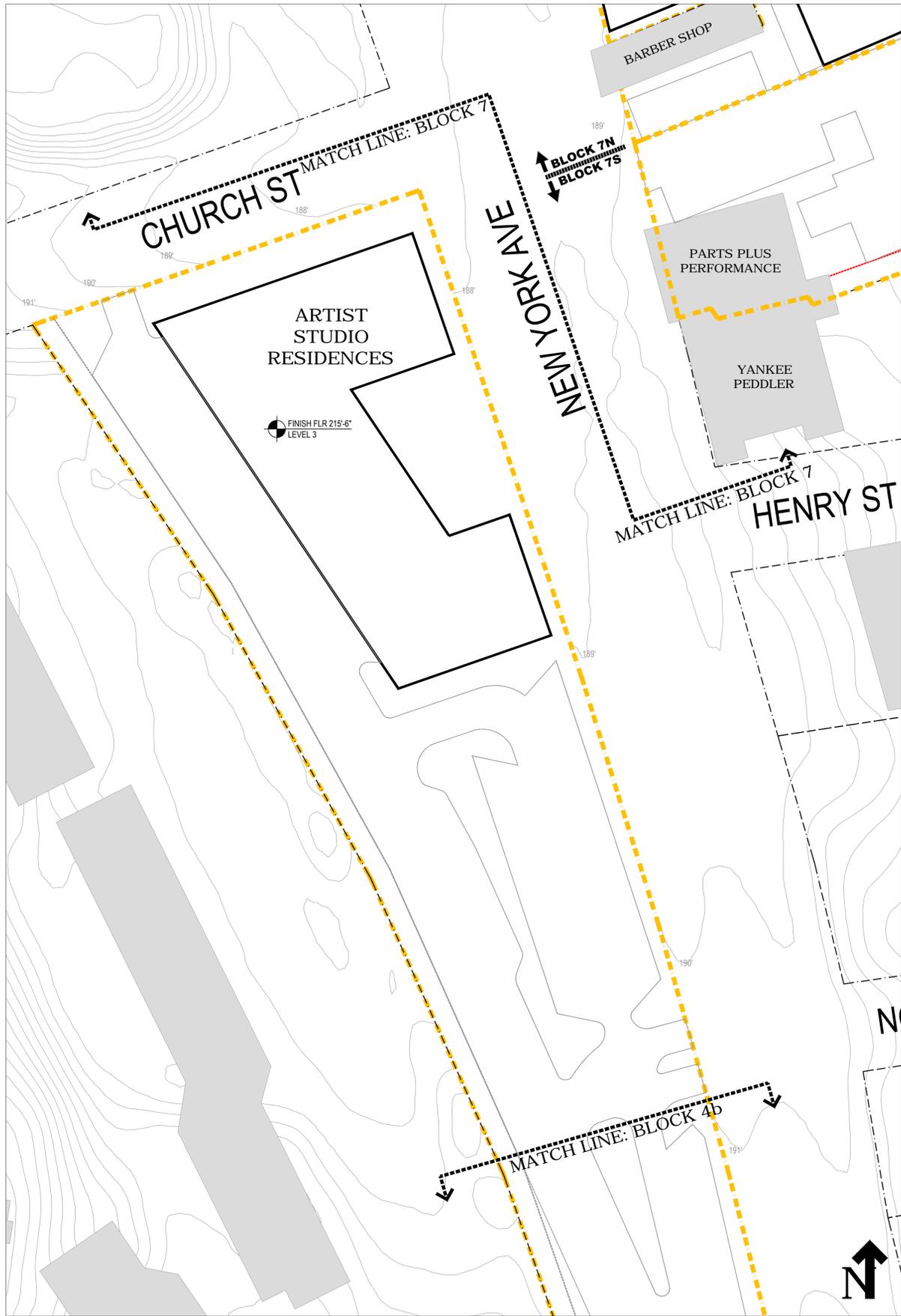
Site Plan: Level 1



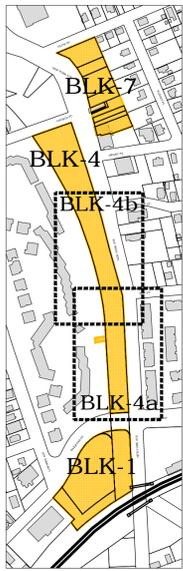
Location Plan



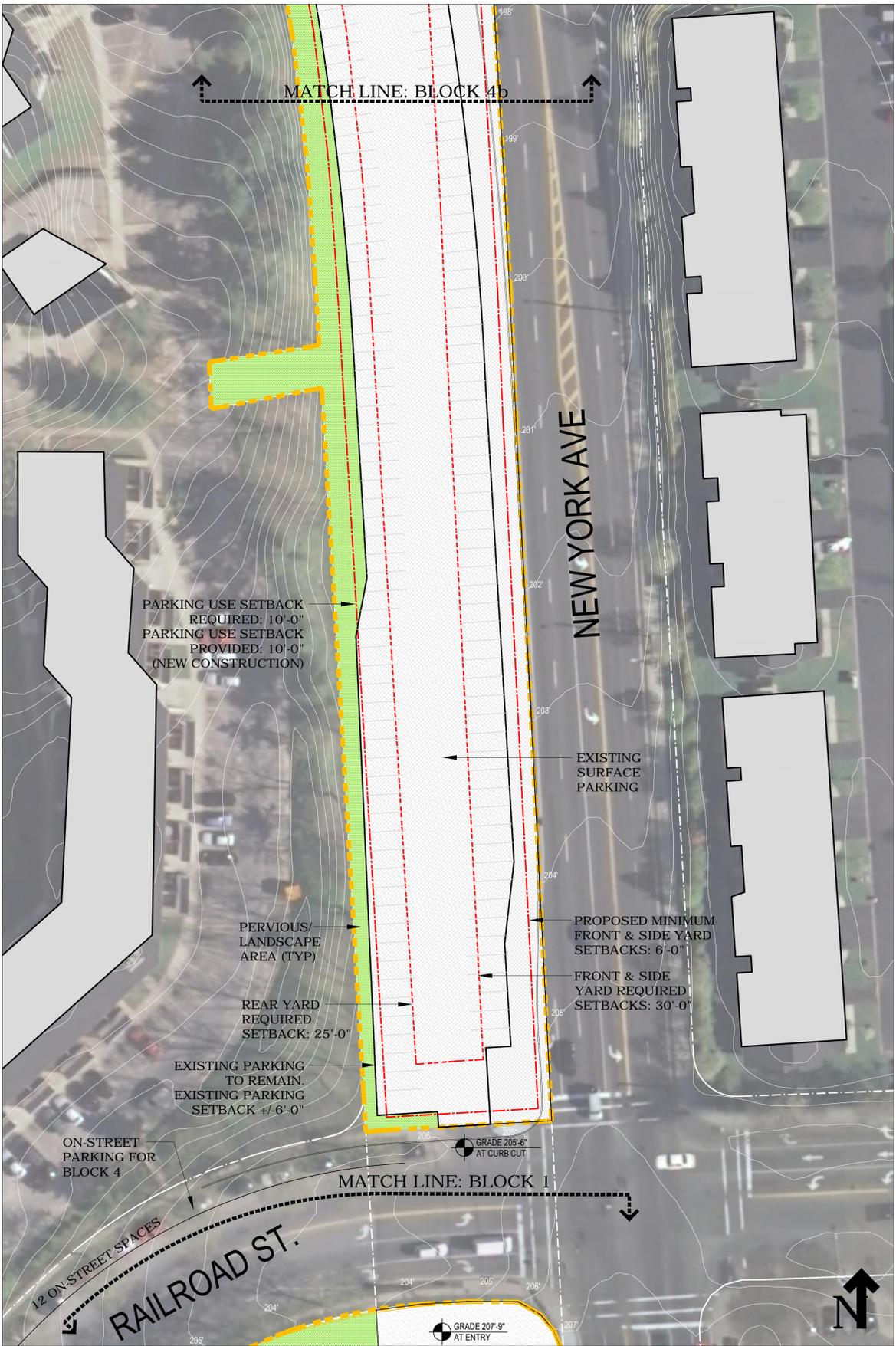
Site Plan: Level 2



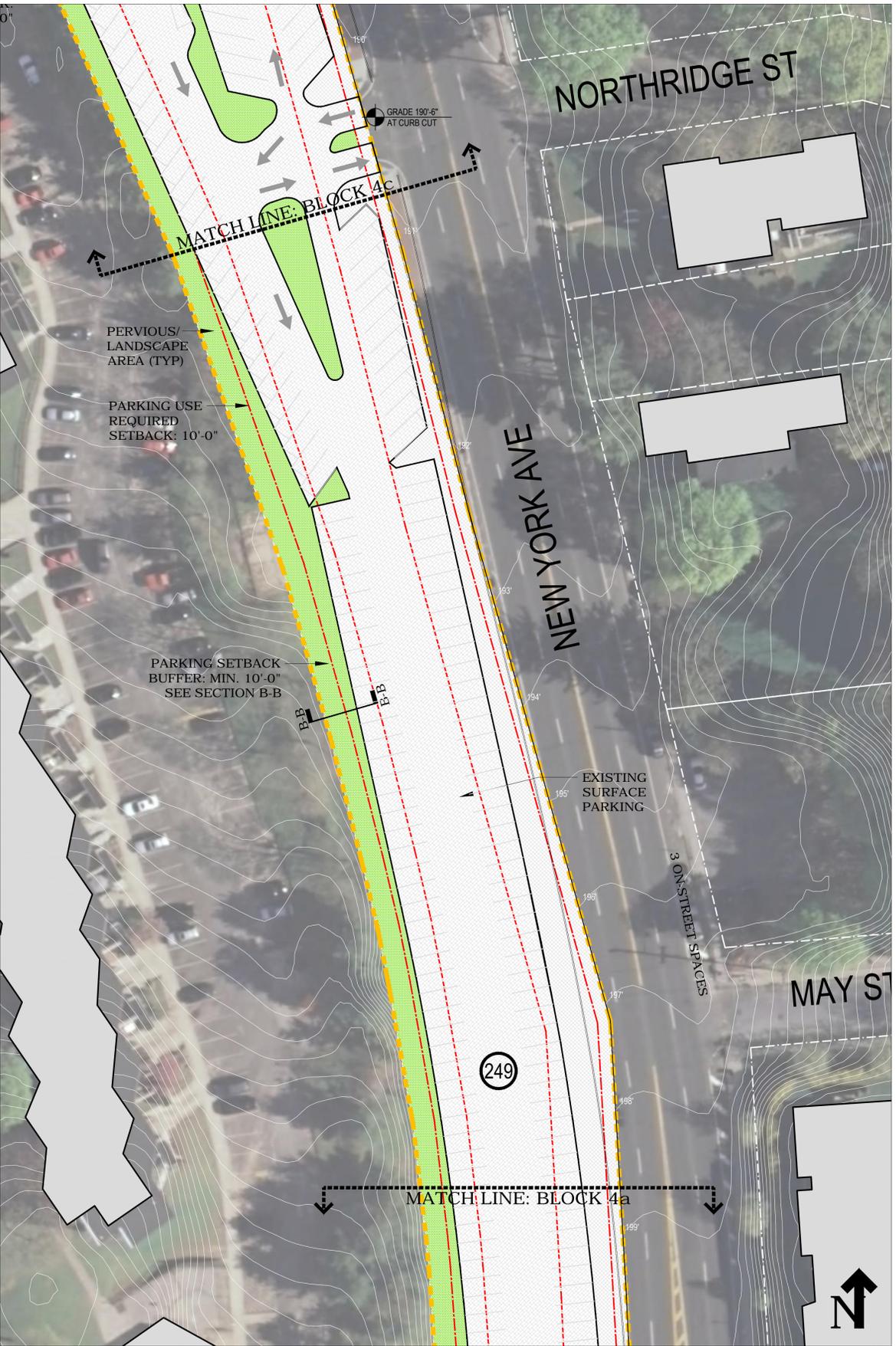
Site Plan: Level 3



Location Plan



Block 4a - Site Plan: Level 1



Block 4b - Site Plan: Level 1

Block 4a / 4b Commuter Parking - Sheet 8 of 12
Huntington Station, NY
 March 24, 2015

Table of Zoning Variances To Be Requested for Block 4

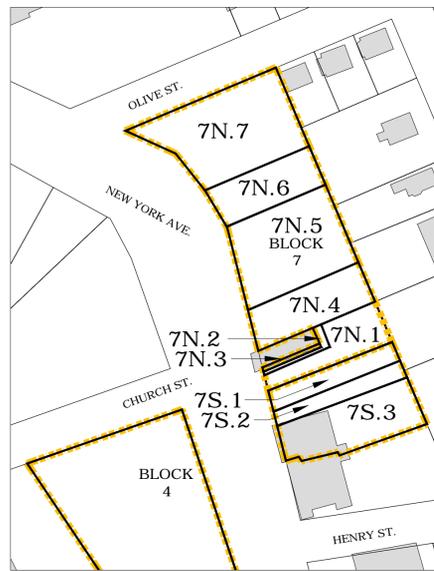
Existing Zoning for Block 4 is R3M

Item #	Ordinance Section	Ordinance Description	Required	Variance Requested	Type of Variance Requested	Justification
Article I						
Building Setbacks						
1a	198a attachment 1	Front Yard Setback	30 FT	6 FT	Bulk and Area Variance	The reduced setbacks for the Artist Studio Residences is supported by: 1) The urban design standards recommended in the Town Approved Huntington Station Development Strategy; 2) The urban design standards provided in Subdivision Law Section 5.2.2.2.7 Architectural and Site Design Requirements, the Huntington Station Hamlet Center architectural design guidelines, in section 4.a.iii., call for "Buildings should be built at the front property line, with the remaining lot area reserved for retaining existing parking, seating areas, public plazas, and alleys allowing passage through long blocks."
1b	198a attachment 1	Rear Yard Setback	25 FT	10 FT		
1c	198a attachment 1	Side Street Setback	30 FT	6 FT		
Article VII						
Parking Requirements						
2	198-44	At present on-street parking is not explicitly permitted to contribute toward the required off-street parking for each use	"In commercial and industrial districts, all new buildings; and existing buildings that are either (1) altered or expanded to increase the gross floor area, or (2) where there is an intensification of use, shall provide off-street parking spaces as set forth in § 198-47."	Variance seeks to permit those on-street parking spaces directly fronting the site to count towards the off-street parking requirements	Parking Variance	In mixed-use downtown environments on-street parking is often a preferred location for commercial patrons. To best realize the revitalization of Huntington Station it is important to maximize the use of available parking to promote economic development. Counting and considering on-street parking towards off-street parking standards is a standard practice for successful downtowns.
3	198-45.E	Charging fees for parking spaces	"No rental or use charge shall ever be imposed for any parking spaces required by this article."	Variance seeks permission to charge fees for parking spaces	Parking Variance	In mixed-use downtown environments it is customary for parking to be constructed by one entity, operated and maintained by a separate entity and there may be 2, 3 or more users sharing the same space. In many cases, it is necessary to permit the use of parking fees to cover the costs for constructing and maintaining shared parking by those who benefit from parking provided by others.
4	198-46	Joint use; off-site use. B. Upon application to and public hearing by the Zoning Board of Appeals, the Board may find that up to fifty (50%) percent of the required parking ... may be provided and used jointly by... ..uses not normally open or operated during the same hours.	Off-site and joint use parking is permitted per the definition shown at the left.	Variance seeks the approval of a Parking Management Plan to demonstrate adequate parking for the existing and proposed uses of this site. To fulfill the parking requirements this plan may employ, but is not limited to: on-street parking; off-street parking; shared parking by seasonal, daily, hourly or other factors; transportation mode splits for pedestrian use, rail use and/or bus use; off-site parking; and valet parking.	Parking Variance	Consistent with best practices for mixed-use transit-oriented downtown environments across the United States and the recommendations of the Huntington Station Development Strategy approved by the Town of Huntington in 2013, a Parking Management Plan is being prepared to demonstrate effective strategies for optimizing parking in this district.
5	198-47	Multifamily dwelling with no garages or driveways.	With roads at least 34 feet in width, curb to curb, 2.5 spaces per dwelling.	1 parking space per dwelling unit ¹	Parking Variance	Based upon national and local research into the parking practices of residents of similarly sized residences and those residences in close proximity to transportation options, the required parking should be significantly lower than current parking standards for this use. These reduced off-street parking requirements can be justified through the use of parking studies, transit-oriented development parking standards, shared use analyses and home to work travel mode demographic studies. See Page 16 for residential reference standards.
Article VII						
Required Off-Street Parking						
6	198-48.E	Design Standards for Parking Spaces	"A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than three hundred fifty (350) square feet, including driveways... ..Each space shall have dimensions of not less than nine (9) feet by twenty (20) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately three hundred (300) square feet per car..."	Variance requested: "A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than two hundred fifty five (255) square feet, including driveways... ..Each space shall have dimensions of not less than eight (8) feet six (6) inches by eighteen (18) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately two hundred forty (240) square feet per car..."	Parking Variance	According to the Urban Land Institute: The Dimensions of Parking, - 3rd Edition, page 83, "The size of the average car driven in the United States has been drastically reduced since the early 1970s because of an increase in the number of small cars sold. Total small car sales now account for more than half the cars sold. The reduction in vehicle dimensions has also reduced the size requirements of the average parking space. Instead of a parking stall being 9 feet wide, it can be as narrow as 8 feet wide for very low turnover situations; a stall width of 8'-6" is satisfactory for most higher turnover applications."
Article VIII						
Off Street Loading						
7	198-53 (A)	A loading space [...]. The first required loading space may have a minimum dimension of ten (10) feet by twenty-five (25) feet [...]. All other loading spaces shall have a minimum dimension of twelve (12) feet by thirty-five (35) [...].	2 Loading Spaces One space 25'x10' One space 35'x12'	2 Loading Spaces to match parallel parking dimensions	Dimensional	The nature of the development & use is not industrial and therefore requirements for "trailer" sized loading areas do not match the intended use and would not be utilized by the use.

FOOTNOTES: ¹ - See the detailed backup on pages 14 through 19 of the Huntington Station Parking Management Plan for modifications to the parking ratios and application of the Urban Land Institute's Shared Parking methodology.

Potential Subdivision Waiver Requests related to Blocks 1, 4 and 7

ID	Title	Requirement Description	Waiver Request Description
4.3.4	Gen. Requirements	Blocks shall not ordinarily exceed 900' in length	The lot and block configuration is constrained by existing geometry.
4.4.8	Site Improvements	Adequate recreational or park facilities as required by the Planning Board Facilities shall be dedicated to the Town of Huntington	Payment in lieu of park facilities may be required to meet standards
5.2.2.2.4 (b)	Drainage Requirements	If the development of the site requires the construction of a recharge basin it shall be designed on a basis of a six 6 inch rainfall with a coefficient of runoff of 90% for all impervious surfaces and 20% for all pervious surfaces The maximum volume of water in the recharge basin shall be equal to 25% of the total recharge basin capacity. The recharge basin shall be constructed fenced and landscaped in conformance with the approved landscape plan test holes are required in the proposed recharge basin area and the soil profiles shall be submitted along with all drainage calculations In the event that the recharge basin does not provide for a positive overflow its size shall be increased by 50% to accommodate this condition Detention ponds in lieu of recharge basins may be considered upon acceptability of the Town Engineer.	
5.2.2.2.5 (g) (vi)	Curb Cuts	The radius of the curb cut shall be a minimum of thirty 30 feet unless otherwise directed by the reviewing agency	On a case by case basis, curb radii less than 30 feet will be recommended to address both the pedestrian and vehicular needs of mixed-use downtown redevelopment.
5.2.2.2.6 (m)	Parking Lot Design	Most sites require either marked or unmarked loading areas.	To address the need for loading areas, certain areas will be designated for on-street or reduced size loading at designated areas reserved at specific times of day for this use.



Parcel Description Plan

Gateway Plaza Building Height		
Proposed Building Height	43.1	
Max. Height Per C-6 Ordinance	45 FT and 3 Stories	
Proposed Number of Stories	3.0	
Floor	Floor to Floor Height (FT)	Elevation (FT)
Mean Point for sloped Roof/Parapet/Architectural Tower	12.00	236.5
Roof Eave	224.5	
3	11.00	213.5
2	11.00	202.5
1	13.00	189.5
Grade Plane	193.4	

Parcel Ownership Data for Block 7N						
ID	Parcel Description	Site Program & Owner	Zoning	Parcel ID's	Area (SF)	Acres
7N.1	1026 NEW YORK AVE	1026 HOLDING CO LLC	C6 OverlayR5	0400-099.00-04.00-021.000	5,223.7	0.120
7N.2	NEW YORK AVE (1026)	1026 HOLDING CO LLC	C6 Overlay	0400-099.00-04.00-022.003	584.0	0.013
7N.3	NEW YORK AVE (1026)	1026 HOLDING CO LLC	C6 Overlay	0400-099.00-04.00-022.004	359.7	0.008
7N.4	NEW YORK AVE (1026)	1026 LOT LLC	C6 Overlay	0400-099.00-04.00-023.000	7,212.9	0.166
7N.5	1014 NEW YORK AVE	DANCO & SON REALTY INC	C6 Overlay	0400-099.00-04.00-024.000	13,328.8	0.306
7N.6	1006 NEW YORK AVE	REHAB INVESTORS	C6 Overlay	0400-099.00-04.00-025.000	6,387.8	0.147
7N.7	1000 NEW YORK AVE	TOWN OF HUNTINGTON	C6 Overlay	0400-099.00-04.00-026.000	15,559.0	0.357
Total Development Site					48,656	1.12

Block 7S: Parcel Ownership Data						
ID	Parcel Description	Site Program & Owner	Zoning	Parcel ID's	Area (SF)	Area (AC)
7S.1	1036 NEW YORK AVE	PARTS PLUS PERF. INC	C6 OverlayR5	0400-099.00-04.00-020.000	3,389	0.09
7S.2	1036 NEW YORK AVE	PARTS PLUS PERF. INC	C6 OverlayR5	0400-099.00-04.00-019.000	3,136	0.07
7S.3	1036 NEW YORK AVE	PARTS PLUS PERF. INC	C6 OverlayR5	0400-099.00-04.00-018.001	9,250	0.21
Total Development Site					16,275	0.37

Program & Development Data for Block 7N				
Program Description	Area (SF)	Program Details	Avg. Unit Size	Building Footprint
Retail/Service	8,516			
Restaurant - Specialty / Destination	1,500	75 Seats		
Restaurant - Fast Casual	2,500	100 Seats		
Wine Bar / Beer Pub / Tavern	2,000	100 Seats		
Office	2,000			
Residential	46,635	34 Studio Units 34 1 BR Units	431 NSF 579 NSF	
Total for Block 7N				

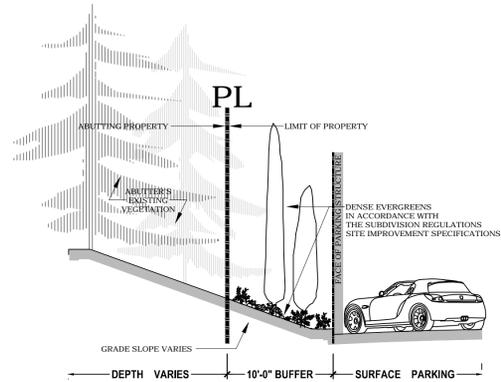
Parking Data for Block 7N		Proposed Parking
Program Description		
Parking Structure		111
Surface Parking		8
On-Street Parking		21
Total Parking		140

Program & Development Data for Block 7S				
Program Description	Program Details	Existing Parking	Proposed Parking	
Existing Retail (to remain)	Parts Plus Auto 3,127 SF			
Existing Parking to be Reconfigured		7	25 (18 spaces shared)	
Total for Block 7S		7	18	
Total Parking Available to Block 7N			158	

ID	SITE AREA	IMPERVIOUS COVERAGE AREA					PERVIOUS AREA		
		Total Area (SF)	Acres	Building Footprint (SF)	Ratio of Structured Parking Footprint to Building Footprint	Structured Parking Footprint (SF)		Pedestrian & Other (SF)	Surface Parking & Travel (SF)
Block 7N	48,656	1.12	17,016	57.7%	23,166	3,312	1,428	44,922	3,734
	100%		35%		48%	7%	3%	92%	8%
Block 7S	16,275	0.37	3,127	0.0%	0	0	8,910	12,037	4,238
	100%		19%		0%	0%	55%	74%	26%



Location Plan



C-C Typical Block 7 Section at 10' Vegetation Parking Buffer

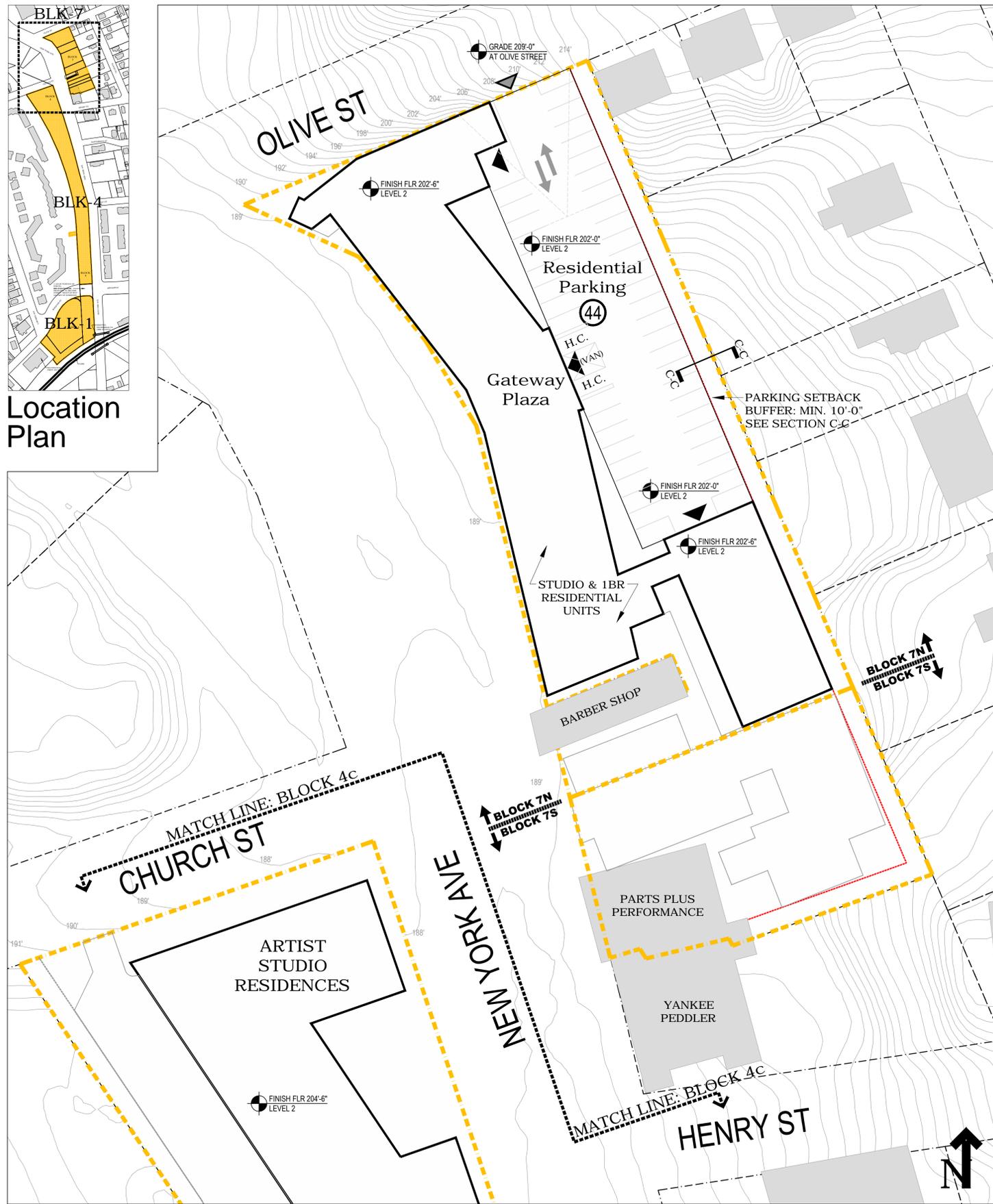


Site Plan: Level 1

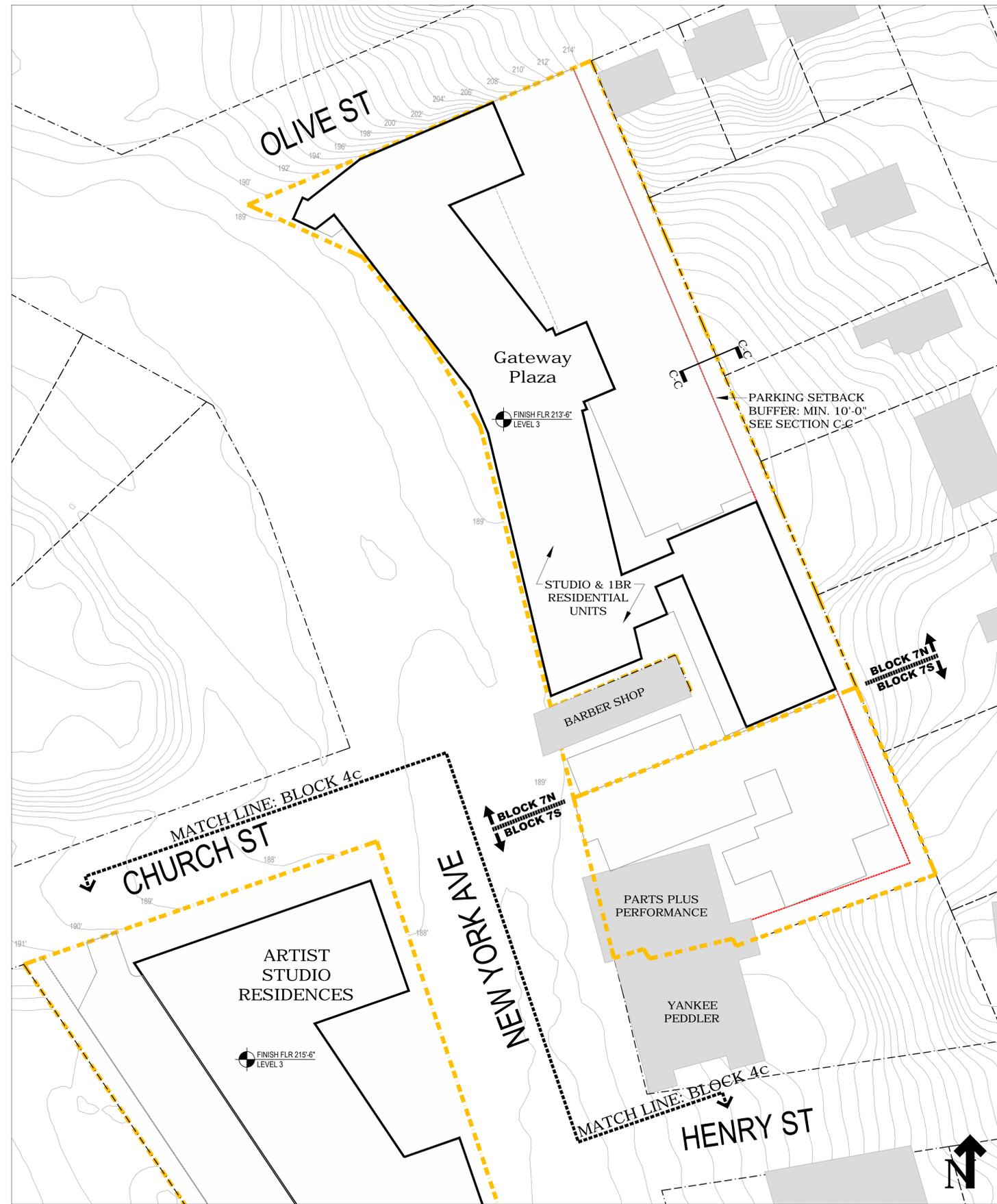




Location Plan



Site Plan: Level 2



Site Plan: Level 3

Table of Zoning Variances To Be Requested for Block 7

Existing Zoning for Block 7 is C6 - Huntington Station Overlay and R5

Item #	Ordinance Section	Ordinance Description	Required	Variance Requested	Type of Variance Requested	Justification
Article IV						
Commercial Districts						
1	198-27.1.A.(13)	The definition of restaurant in the C-6 Overlay district requires significantly more parking than the C-6 ordinance requires for a restaurant in a shopping center.	A restaurant which meets the following parking requirements: (a) Contains on-site parking at the rate of one (1) space for each one hundred (100) square feet of gross floor area; or (b) Contains no less than fifty percent (50%) of required on-site parking and is supplemented by a municipally owned or municipally maintained parking lot where the property lines of the municipal lot and the subject premises are located no more than three hundred (300) feet of each other.	Variance requests the same standard as C-6 Zoning District for Restaurants: Restaurants(s) within shopping centers where the shopping center has a minimum of 50,000 square feet of gross floor area and the restaurants(s) do not comprise more than 10% of the gross floor area; Basic Unit of Measurement: Same as retail at 1 space per 200 square feet of gross floor area	Parking Variance	The placement of the restaurant in a mixed use building is consistent with the building sizes, maximum areas and multiple uses identified within the C-6 Zoning standard for restaurants. The proposed mix of office, retail, restaurant, residential and wine bar uses will create a suitable environment for shared parking to justify this 1 space per 200 square feet ratio. To apply the C-6 Overlay standard for restaurants would have the effect of overparking a restaurant.
Article VII						
Parking Structure Design						
2	198-44	At present on-street parking is not explicitly permitted to contribute toward the required off-street parking for each use	"In commercial and industrial districts, all new buildings; and existing buildings that are either (1) altered or expanded to increase the gross floor area, or (2) where there is an intensification of use, shall provide off-street parking spaces as set forth in § 198-47."	Variance seeks to permit those on-street parking spaces directly fronting the site to count towards the off-street parking requirements	Parking Variance	In mixed-use downtown environments on-street parking is often a preferred location for commercial patrons. To best realize the revitalization of Huntington Station it is important to maximize the use of available parking to promote economic development. Counting and considering on-street parking towards off-street parking standards is a standard practice for successful downtowns.
3	198-44 (D)	In any commercial district, no building or part thereof shall be constructed with provisions for underground or aboveground parking structure(s), unless the gross floor area of such building is no greater than it would have been, meeting all required off-street parking requirements. Parking structure(s) shall not exceed either forty-six (46%) percent of the coverage of all other structures on the subject site or eleven (11%) percent coverage of the entire site, whichever is less.	The more restrictive of either: Less than 46% parking-to-building ratio Less than 11% total site coverage	Structured parking facility for up to 58% Parking-to-Building ratio (57.7% provided) and up to 48% Total Site Coverage (47.6% provided)	Area Variance	1) Compact Mixed-Use Development is entirely consistent with the Town Approved Huntington Station Development Strategy; 2) According to the Subdivision Law Section 5.2.2.7 Architectural and Site Design Requirements, the Huntington Station Hamlet Center architectural design guidelines, in section 4.a.iii., call for "Buildings should be built at the front property line, with the remaining lot area reserved for retaining existing parking, seating areas, public plazas, and alleys allowing passage through long blocks." and 3) The placement of buildings and parking structures is largely consistent with the Town of Huntington's June 2013 Huntington Station Brownfield Opportunity Area Plan for this block.
4	198-45.E	Charging fees for parking spaces	"No rental or use charge shall ever be imposed for any parking spaces required by this article."	Variance seeks permission to charge fees for parking spaces	Parking Variance	In mixed-use downtown environments it is customary for parking to be constructed by one entity, operated and maintained by a separate entity and there may be 2, 3 or more users sharing the same space. In many cases, it is necessary to permit the use of parking fees to cover the costs for constructing and maintaining shared parking by those who benefit from parking provided by others.
Article VII						
Required Off-Street Parking						
5	198-46	Joint use; off-site use. B. Upon application to and public hearing by the Zoning Board of Appeals, the Board may find that up to fifty (50%) percent of the required parking ... may be provided and used jointly by... uses not normally open or operated during the same hours.	Off-site and joint use parking is permitted per the definition shown at the left.	Variance seeks the approval of a Parking Management Plan to demonstrate adequate parking for the existing and proposed uses of this site. To fulfill the parking requirements this plan may employ, but is not limited to: on-street parking; off-street parking; shared parking by seasonal, daily, hourly or other factors; transportation mode splits for pedestrian use, rail use and/or bus use; off-site parking; and valet parking.	Parking Variance	Consistent with best practices for mixed-use transit-oriented downtown environments across the United States and the recommendations of the Huntington Station Development Strategy approved by the Town of Huntington in 2013, a Parking Management Plan is being prepared to demonstrate effective strategies for optimizing parking in this district.
Article VII						
Table of Minimum Spaces Required						
6	198-47	Professional, medical or dental engineering and data processing offices		Restaurant/ Office/ Retail / Tavern Parking Variance: Based upon shared parking opportunities due to the intensity and mix of uses for this block, the close proximity to public transit, the recommended parking ratios for this condition and the Parking Management Plan; the applicant seeks a parking variance from these ordinance provisions to permit 68 parking spaces for 4,000 SF of restaurant, 2,000 SF of bar/ tavern, 2,000 SF of office and 8,516 SF of retail at the peak period. Current parking standards for this program would require 266 spaces. ¹	Parking Variance	The proposed commercial mixed-use facility and supporting retail, service, restaurant and office uses will benefit from a significant number of patrons and employees using alternate modes of transit to and from the site, including the LIRR train station, buses, walking, and commuter parking areas at nearby spaces already in use. Therefore reduced off-street parking requirements can be justified through the use of parking studies, transit-oriented development parking standards, shared use analyses and home to work travel mode demographic studies. The parking standards identified as "Variance Requested" have been documented on page 14 to 19 of the Huntington Station Parking Management Plan and they are supported by parking studies and references identified as Reference Standards.
		- Less than 5,000 SF of GLA	1 space for every 200 SF of GLA			
		- 5,000 SF to 29,999 SF of GLA	1 space for every 225 SF of GLA			
		- 30,000 SF to 249,999 SF of GLA	1 space for every 250 SF of GLA			
		Restaurants	1 per 50 square feet of gross floor area			
Department store, personal service store not specifically designated elsewhere in this section and food shop as defined in § 198-2	1 per 200 square feet of gross floor area					
Bar, tavern, [... for] on-premises consumption of alcoholic beverages	1 per 15 square feet of gross floor area					
Residences in Mixed Use Building in C-6	Parking for residence above commercial uses: 1 1/2 spaces per dwelling unit	1 space per dwelling unit ¹	Parking Variance	Based upon field surveys of multifamily apartment communities in Farmingdale, Babylon and Patchogue, as well as the proximity of the LIRR station, RDRXR has concluded that a ratio of 1 space per dwelling unit is appropriate.		
7	198-48.E	Design Standards for Parking Spaces	"A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than three hundred fifty (350) square feet, including driveways... Each space shall have dimensions of not less than nine (9) feet by twenty (20) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately three hundred (300) square feet per car..."	Variance requested: "A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than two hundred fifty five (255) square feet, including driveways... Each space shall have dimensions of not less than eight (8) feet six (6) inches by eighteen (18) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately two hundred forty (240) square feet per car..."	Parking Variance	According to the Urban Land Institute: The Dimensions of Parking, - 3rd Edition, page 83, "The size of the average car driven in the United States has been drastically reduced since the early 1970s because of an increase in the number of small cars sold. Total small car sales now account for more than half the cars sold. The reduction in vehicle dimensions has also reduced the size requirements of the average parking space. Instead of a parking stall being 9 feet wide, it can be as narrow as 8 feet wide for very low turnover situations; a stall width of 8'-6" is satisfactory for most higher turnover applications."
Article X						
Steep Slopes Conservation Law						
8	Article X & 198-65.1	Retaining walls greater than four (4) feet and less than or equal to five (5) feet in height shall be located at least ten (10) feet from residential property lines and five (5) feet from all other property lines. Retaining walls greater than five (5) feet in height shall be located at least fifteen (15) feet from residential property lines and ten feet from all other property lines.		Steep Slopes variances will be required for retaining walls & Variances will be required to permit development on steep slopes	Steep Slope Variance	Block 7 will require steep retaining walls to permit construction of a cost-effective parking facility. Portions of the Block 7 development area have been disturbed by previous development on the site. Steep Slopes and variances will be required

FOOTNOTES: ¹ - See the detailed backup on pages 14 through 19 of the Huntington Station Parking Management Plan for modifications to the parking ratios and application of the Urban Land Institute's Shared Parking methodology.

Potential Subdivision Waiver Requests related to Blocks 1, 4 and 7

ID	Title	Requirement Description	Waiver Request Description
4.3.4	Gen. Requirements	Blocks shall not ordinarily exceed 900' in length	The lot and block configuration is constrained by existing geometry.
4.4.8	Site Improvements	Adequate recreational or park facilities as required by the Planning Board Facilities shall be dedicated to the Town of Huntington	Payment in lieu of park facilities may be required to meet standards
5.2.2.2.4 (b)	Drainage Requirements	If the development of the site requires the construction of a recharge basin it shall be designed on a basis of a six (6) inch rainfall with a coefficient of runoff of 90% for all impervious surfaces and 20% for all pervious surfaces The maximum volume of water in the recharge basin shall be equal to 25% of the total recharge basin capacity. The recharge basin shall be constructed fenced and landscaped in conformance with the approved landscape plan test holes are required in the proposed recharge basin area and the soil profiles shall be submitted along with all drainage calculations In the event that the recharge basin does not provide for a positive overflow its size shall be increased by 50% to accommodate this condition Detention ponds in lieu of recharge basins may be considered upon acceptability of the Town Engineer.	
5.2.2.2.5 (g) (vi)	Curb Cuts	The radius of the curb cut shall be a minimum of thirty (30) feet unless otherwise directed by the reviewing agency	On a case by case basis, curb radii less than 30 feet will be recommended to address both the pedestrian and vehicular needs of mixed-use downtown redevelopment.
5.2.2.2.6 (m)	Parking Lot Design	Most sites require either marked or unmarked loading areas.	To address the need for loading areas, certain areas will be designated for on-street or reduced size loading at designated areas reserved at specific times of day for this use.