

VOLUNTARY DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

HUNTINGTON STATION GATEWAY DEVELOPMENT Redevelopment Application

**Hamlet of Huntington Station, Town of Huntington
Suffolk County, New York**

SEQRA Classification: Type I Action

Lead Agency: Town Board
Town of Huntington

*For Information
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Town Hall, Town of Huntington
100 Main Street, Room 102
Huntington, New York 11743
Contact: Hon. Jo-Ann Raia, RMC/RMO,
Town Clerk
(631) 351-3206

Applicant: Renaissance Downtowns LLC
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**Submitted to Lead Agency:
April 2015**

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Submitted to Lead Agency: April 2015

Date the Voluntary DEIS was accepted by the Lead Agency: _____

Written comments on the Voluntary DEIS are to be submitted to the Lead Agency by: _____

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- A-1 Community Benefits Agreement (CBA)
- A-2 Environmental Assessment Form (EAF) Part 1, Nelson, Pope & Voorhis, LLC, November 5, 2014
- A-3 Draft Phase I Environmental Site Assessment, Municipal Parking Lot, Railroad Street and New York Avenue [Block 1], EES JV, February 2014

B Community Character-Related Documentation

- B-1 Photographs of Study Area
- B-2 Renderings of the Proposed Project

C Fiscal and Economic Impact Analysis and Assessment of Needs and Benefits, Nelson, Pope & Voorhis, LLC, April 9, 2015

D Community Services-Related Correspondence

E Traffic Impact Study, Nelson & Pope, LLP, December 2014

F Parking-Related Documents

- F-1 Parking Management Plan, Renaissance Downtowns LLC, April 13, 2015
- F-2 Parking Assessment, N&P, LLP, April 2015

G Air Quality and Noise Studies

- G-1 Air Quality Assessment Report, Analysis & Computing, Inc., January, 2015

G-2 Noise Assessment Report, Analysis & Computing, Inc., January, 2015

H Cultural Resources-Related Correspondence

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 - Artists Studio Residences - Sheet 9, *March 24, 2015*

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

ATTACHMENT 2 (*prepared by Renaissance Downtowns at Huntington Station, LLC*):

Block 4c - Artists Studio Residences - (Alternate), Sheet 6, *March 24, 2015*

Block 4c - Artists Studio Residences - (Alternate), Sheet 7, *March 24, 2015*

SECTION 1.0

SUMMARY

1.0 SUMMARY

1.1 Introduction

This document is a Voluntary Draft Environmental Impact Statement (DEIS); its purpose is to analyze the potential environmental impacts associated with area and neighborhood redevelopment planning for a portion of the commercial corridor along New York State (NYS) Route 110/New York Avenue in Huntington Station. The Huntington Station Gateway Development (Proposed Project or Gateway Project) is a redevelopment planning initiative to implement both long-standing Town of Huntington (Town) planning actions and community efforts to revitalize this corridor to the more vibrant mixed use character it experienced for years prior to its decline.

The Town identified the redevelopment and revitalization of Huntington Station as a goal in the Town Comprehensive Plan Update (“Plan Update”), then undertook a series of actions from 2011-2014 to select a Master Developer, collaborate with the Master Developer and the community, explore development strategies, and adopted modifications to the C-6 Overlay District Zoning for Huntington Station to facilitate redevelopment activities. The Town Board selected Renaissance Downtowns at Huntington Station LLC as the Master Developer in 2011 (“the Applicant”), and accepted a Development Strategy in 2013 that was co-created by the Town, the Developer and the community as a framework to achieve the Town’s and community’s revitalization vision. The redevelopment would occur in accordance with the Master Developer Agreement (“MDA”) between the Town and the Master Developer as the Applicant. The MDA will also act as the guiding document under which the Master Developer would implement this redevelopment. Additionally, a Community Benefits Agreement (“CBA”; see Appendix A-1) will provide, among other provisions, requirements for ensuring that construction and operational jobs are offered to local residents and local contractors.

The Proposed Project is intended to establish the mixed-use redevelopment envisioned by the Town Comprehensive Plan Update on three project parcels. The three parcels of land that comprise the Proposed Project total 7.29 acres in size, and are designated “Block 1”, “Block 4”, and “Block 7/Gateway Plaza” (see **Figure 2-1**). These parcels are presently underutilized parking lots for the Huntington Station stop of the Long Island Rail Road (LIRR; Blocks 1 and 4), and a mix of vacant land as well as vacant and occupied commercial structures and apartments (Block 7/Gateway Plaza; see existing conditions, **Figures 2-3 A-C**). Blocks 1 and 4 are owned by the Town of Huntington and/or NY State, while five of the six individual properties that comprise Block 7/Gateway Plaza are privately-owned (the sixth property is Town-owned; see **Figures 2-2A through 2-2C** and **2-3A through 2-3C**). Under the MDA, the Town would sell Town-owned parcels to the Applicant (who will be responsible for funding the construction/redevelopment), while Block 7 will be redeveloped as a Joint Venture between the Applicant (with purchase rights to the Town parcel) and each landowner. The redevelopment would accommodate existing commuter parking demand along with new parking demand (see **Section 3.7**), while strengthening the neighborhood vibrancy.

While the proposed redevelopment would occur under the current zoning (C-6 Overlay and R3M), the Proposed Project will require a number of variances; following is a preliminary list of

the variances anticipated to be needed, with the entity having jurisdiction (it is expected that the Town may add to or delete items from the list, during their reviews of the site plan applications, when submitted):

- building height (Block 1) – Town Planning Board
- site area for parking structure (Blocks 1 & 7) – Town Planning Board
- building setbacks and parking area setbacks (Block 4) – Town Planning Board
- joint-use parking and related (Blocks 1, 4 & 7) – Town Zoning Board of Appeals (ZBA)
- steep slopes (Blocks 1 & 7) – Town Planning Board

Additionally, up to five waivers may be required from strict compliance with Town Subdivision and Site Plan Regulations for: block length, recreational space, drainage system design, curb cut radii, and loading spaces.

This Voluntary DEIS has been prepared in accordance with the NYS Environmental Quality Review Act (SEQRA) and its implementing regulations under Part 617, Title 6 of the New York Code of Rules and Regulations (6 NYCRR Part 617). The Town Board, as the entity responsible for redevelopment actions pursuant to the MDA, is anticipated to be designated as the Lead Agency overseeing the environmental review of the Proposed Project in accordance with SEQRA. Pursuant to SEQRA, review of the potential impacts of the Proposed Project (both adverse and beneficial) is required. The Applicant has opted to prepare this DEIS voluntarily at the outset of the SEQRA review process in order to provide the Town Board with the information necessary to make an informed decision as to the potential for adverse environmental impacts from the Proposed Action. This document describes the methods and techniques proposed by the Applicants to eliminate or mitigate potential environmental impacts, and provides the bases for issuance of a “Determination of Significance” as required by 6 NYCRR Part 617, SEQRA.

Detailed parcel-specific applications to construct the proposed buildings will require individual site plan applications, the impacts of which will be reviewed by the Town considering the potential impacts analyzed in the Voluntary DEIS.

1.2 Description of the Proposed Project

1.2.1 Block 1

The Proposed Project would redevelop this parcel with a 4-story, 55-foot high, 140-room hotel (83,296 SF total floor space) on the eastern half of the Block, and a 4-story, 65-foot high (as measured from the south side of the building, facing the LIRR tracks) 100,880 SF medical office building (100,000 SF of medical office and 880 SF of support retail space) is proposed on the Block’s western half (see **Attachment 1**, Conceptual Site Plans). Within the hotel structure, spaces for a 6,000 SF catering/conference facility (250 seats), a 2,000 SF/100-seat high-turnover restaurant, and a (1,000 SF) retail/convenience store are proposed. The remaining 74,296 SF will be occupied by hotel rooms, hallways, mechanical and maintenance spaces and the hotel lobby. The hotel rooms would have an average of 400 SF of floor space each.

A crucial element of the development on this Block is the provision of structured parking for the hotel and office uses integrated into the two structures. All of the office building's two below-grade levels (B2 and B3) and its at-grade level (B1) will be occupied by parking spaces. Above these levels, the southern halves of the 1st and 2nd floors of the medical office building will also be used for parking. Medical office spaces will be found on the ground floor, the northern halves of the 1st and 2nd floors, and all of the 3rd and 4th floors. The proposed project would provide a total of 581 stalls, 564 of which are within the structured parking garage for the medical office building, hotel structure uses, and 62 spaces for commuter parking.

The two structures will share three driveway access points on Railroad Street to the north; the westerly access would only permit right turns in and out to the garage, the main access would be located opposite Lowndes Avenue and would be configured for full access. The eastern access would allow only right turns out. All accesses would be "stop-controlled".

1.2.2 Block 4

The Proposed Project would redevelop the northern half of this property with 49 artist studio residences (729 SF average) and approximately 2,300 SF of ground floor artist production/common space in support of the units, in a single 3-story building. The southern half the property would remain a 228-space LIRR commuter parking lot. The southern half the property would remain a LIRR commuter parking lot with 249 stalls, plus 20 additional on-street stalls. Parking at the rear of the building (49 spaces for residents) will provide for a total of 318 spaces.

Three driveways will serve the site, onto Railroad Street (on the south), Church Street (on the north) and NYS Route 110/New York Avenue (to the east). The two former accesses will be configured for all movements and will be "stop-controlled", while the latter access will be controlled by a traffic light.

1.2.3 Block 7/Gateway Plaza

This site will be redeveloped with four distinct uses in one three-story structure: 8,516 SF of retail spaces, 2,000 SF of office spaces, 6,000 SF of restaurant space (as: 1,500 SF of specialty restaurant space [69± seats], 2,500 SF of fast/casual restaurant [115± seats], and 2,000 SF of pub/tavern space [91± seats]), all on the ground floor, and 68 apartments (as 34 studios and 34 one-bedroom units) on the second and third floors. Primary parking for the site, accessed via NYS Route 110/New York Avenue, provides 111 spaces in the parking structure, 8 surface space and 21 on-street parking spaces for patrons, employees and resident's use. The upper level of the structured parking at the rear of the site has direct access from Olive Street, with access limited to resident use only. The existing auto parts store on Block 7S would remain, but the existing seven-space parking area is proposed to be reconfigured to provide a total of 24 spaces (17 which are proposed to be shared). An existing barber shop building and the Yankee Peddler/Shops at Suite Pieces building would remain, to be left undisturbed.

1.2.4 Future Actions

It is expected that, after the SEQRA review process for this application is completed (and assuming Town Board approval of the Proposed Project), engineered plans will be prepared for each of the three component parcels. These plans will then be submitted to the Town Planning Board and Zoning Board for site plan review and variance approval. It is expected that the project described in those plans will reflect the plans assumed for and described in this document, so that the necessary impact review in this Voluntary DEIS will apply to the site plan submittal.

1.3 Description of the Study Area

Table 1-1 lists the Suffolk County Tax Map designations for each of the tax lots that comprise the Study Area/component parcels. Also provided are the current owners of each tax lot, the uses to which the parcels are currently put, and the acreages and zonings of each.

The Study Area is comprised of the three project parcels. While each of the parcels is aligned along/has frontage on NYS Route 110/New York Avenue, only Block 4 has a vehicle access on this road. Block 4 also has vehicle access to the north (Church Street) and the south (Railroad Street).

**Table 1-1
BLOCKS, TAX LOTS, OWNERS, USES & ACREAGES**

Block	Tax Lot ⁽¹⁾	Owner/Occupant ⁽²⁾	Current Use	Street Address ⁽³⁾	Size (acres)	Zone
1	147-1-5.3	Town of Huntington	LIRR parking	---	2.37	C-6 Overlay
1	147-1-5.5	HURA ⁽⁴⁾		---		
1	147-1-3 (part)	State of New York		---		
4	147-1-3 (part)			---	3.43	R-3M
4	147-1-1.2	HURA		---		
7	099-45-18.1	Parts Plus Perf. Inc.	Retail (auto parts store)	1036	1.49	C-6 Overlay
7	099-4-19					
7	099-4-20					
7	099-4-21	1026 Holding Co. LLC	Restaurant (Honduran cuisine)	1026		
7	099-4-22.3					
7	099-4-22.4					
7	099-4-23	1026 Lot LLC	Vacant lot			
7	099-4-24	Danco & Son Realty Inc.	Commercial (electrical contractor)	1014		
7	099-4-25	Rehab Investors	Commercial (vacant) & residential building (former Odd Fellows Hall)	1006		
7	099-4-26	Town of Huntington	Vacant lot (former Tilden Brake shop)	1000		

- (1) As: Section-Block-Lot; all tax lots in District 0400.
- (2) Private owners will retain and redevelop their properties in conformance with MDA, as administered by Applicant.
- (3) All street addresses are on New York Avenue.
- (4) Huntington Urban Renewal Agency.

Block 1 has one vehicle access, onto Railroad Street. Block 7/Gateway Plaza is separated from NYS Route 110/New York Avenue by a small, unnamed public pedestrian sitting area and short, one-way frontage roadway. Five parking area driveways from the buildings on Block 7/Gateway Plaza access this frontage roadway, which terminates at Olive Street.

The Study Area is in the following service and planning zones:

- Town C-6 Overlay Zoning District (Blocks 1 & 7)
- Town R-3M Zoning District (Block 4)
- Town Comprehensive Plan Update, recommendation for Commercial Use (Blocks 1 & 7)
- Town Comprehensive Plan Update, recommendation for High-Density Residential Use (Block 4)
- Groundwater Management Zone I (600 gpd/acre)
- Federal Emergency Management Agency (FEMA) Flood Hazard Zone X (*not mapped*)
- Huntington Union Free School District (UFSD)
- Suffolk County Police Department (SCPD), 2nd Precinct, Patrol Sector 202 (Blocks 1 & 4)
- Suffolk County Police Department (SCPD), 2nd Precinct, Patrol Sector 217 (Block 7/Gateway Plaza)
- Huntington Manor Fire District (*administration*)
- Huntington Manor Fire Department (*services*)
- Huntington Community First Aid Squad
- Suffolk County Water Authority (SCWA), Distribution Area 7
- Long Island Power Authority (LIPA; *administration*)
- Public Service Electric and Gas Company (PSE&G; *electricity*)
- National Grid (*natural gas*)
- Town Sewer District
- Suffolk County Bus Route S1
- Huntington Area Transit, Bus Route H9
- LIRR, Huntington Station

The general and site-specific information presented in this document combine to support a conclusion that the parcels would be appropriate for redevelopment, considering the following factors:

- There is a significant amount of public support for redevelopment that would reestablish the character of the Study Area to what had previously existed;
- The parcels are located in an area recommended for redevelopment by the Town's Comprehensive Plan Update, which was prepared with the participation of the community;
- The parcels are located in a zoning district that was established by the Town specifically to support the redevelopment recommended in the Town Comprehensive Plan Update;
- Public water supply is readily available;
- Public wastewater removal and treatment facilities are readily available;
- Electricity and natural gas services are readily available;

- A major regional roadway abuts all three parcels, providing excellent vehicle access;
- There are two public bus routes readily available;
- The Huntington Station stop of the LIRR is in close proximity;
- Public protective services are available in close proximity; and
- There are no environmental constraints on redevelopment of any of the three parcels.

1.4 Public Benefits of the Proposed Project

The applicant acknowledges that the Proposed Project will be required to conform to the various development standards and regulations of the Town and County, so that some of the below-listed benefits would have to be provided, and so would not represent an “extra” or voluntary benefit from the applicant. Nevertheless, these features and/or aspects represent benefits that the community will receive, and so are properly listed here.

- The Proposed Project would fulfill long-established Town and community goals for the Study Area, by helping to reestablish an appropriately-scaled, pedestrian-oriented mixed residential/commercial area, where such an area had existing in the past, while still maintaining sufficient parking for commuters.
- The Proposed Project will encourage redevelopment of vacant and underutilized properties and provide a set of land uses that are appropriate and compatible with land uses in the vicinity along this portion of the NYS Route 110/New York Avenue commercial corridor, as well as with other properties in the vicinity.
- The project will provide a total of 117 residences in close proximity to an established hamlet center, wherein public transportation and necessary services are readily available.
- The Proposed Project will generate needed temporary construction jobs and permanent maintenance and operation jobs, providing employment benefits to the local community and guaranteed through a Community Benefits Agreement.
- Establishment of a Community Benefits Agreement that will provide, among other provisions, requirements for ensuring construction and operational jobs are offered to local residents and local contractors.
- The building designs and parcel layouts will establish a sense of place and community interaction, by use of appropriate pedestrian amenities, attractive architecture, outdoor community spaces, and landscaping.
- The Proposed Project will be built in conformance with modern building construction standards, thereby minimizing potential usage and cost impacts on the local public utility service providers (e.g., water, wastewater treatment, electricity, and natural gas suppliers).
- The allocations of property taxes to the various taxing jurisdictions will be substantially increased, which will help to offset the potential increases in the costs of community services made necessary by the Proposed Project (see **Tables 1-2 and 1-3**).

Table 1-2
SUMMARY OF KEY FISCAL FINDINGS

Fiscal Parameter	Impact
Total Residents	198
<i>School-Aged Children</i>	<i>10</i>
Projected Total Tax Revenue: Proposed Project	\$1,449,772
<i>To Huntington UFSD</i>	<i>\$875,155</i>
<i>To Library District</i>	<i>\$76,727</i>
<i>To Suffolk County</i>	<i>\$160,176</i>
<i>To Town of Huntington</i>	<i>\$92,111</i>
<i>To Huntington Manor Fire District</i>	<i>\$38,467</i>
<i>To Other Local and Special Taxing Jurisdictions</i>	<i>\$207,135</i>

Analysis by NP&V, LLC., See **Appendix C**.

Table 1-3
SUMMARY OF KEY ECONOMIC FINDINGS

Economic Parameter	Output (Revenue)	Employment (Jobs)	Labor Income (Wages)
<i>Economic Impact of Construction</i>			
<i>Block 1</i>			
Direct Impact	\$76,433,040	237.0	\$45,859,826
Indirect Impact	\$18,365,775	116.7	\$7,612,579
Induced Impact	\$26,043,621	198.5	\$9,553,881
Total Impact	\$120,842,437	552.2	\$63,026,286
<i>Block 4</i>			
Direct Impact	\$10,265,670	36.0	\$5,132,835
Indirect Impact	\$3,199,725	22.8	\$1,356,717
Induced Impact	\$3,185,721	22.6	\$1,158,959
Total Impact	\$16,651,116	81.4	\$7,648,511
<i>Block 7</i>			
Direct Impact	\$13,985,400	52.0	\$7,447,298
Indirect Impact	\$4,064,481	27.6	\$1,710,877
Induced Impact	\$4,496,427	32.0	\$1,635,788
Total Impact	\$22,546,308	111.6	\$10,793,963
<i>Total: Proposed Project*</i>			
Direct Impact	\$100,684,110	325.0	\$58,439,959
Indirect Impact	\$25,629,981	167.1	\$10,680,173
Induced Impact	\$33,725,769	253.1	\$12,348,628
Total Impact	\$160,039,861	745.2	\$81,468,760
<i>Economic Impact of a Stabilized Year of Operations</i>			
<i>Block 1</i>			
Direct Impact	\$42,910,654	254.7	\$12,006,381
Indirect Impact	\$8,921,265	57.0	\$3,401,319
Induced Impact	\$7,606,256	51.6	\$2,751,141
Total Impact	\$59,438,175	363.3	\$18,158,841
<i>Block 4</i>			
Direct Impact	\$912,504	4.8	\$246,485

Economic Parameter	Output (Revenue)	Employment (Jobs)	Labor Income (Wages)
Indirect Impact	\$143,691	0.8	\$47,331
Induced Impact	\$145,114	1.0	\$52,487
Total Impact	\$1,201,309	6.6	\$346,302
<i>Block 7</i>			
Direct Impact	\$4,437,439	42.2	\$1,298,870
Indirect Impact	\$806,506	4.8	\$282,004
Induced Impact	\$780,689	5.3	\$282,369
Total Impact	\$6,024,634	52.3	\$1,863,244
<i>Total: Proposed Project</i>			
Direct Impact	\$48,278,107	301.7	\$13,551,737
Indirect Impact	\$9,874,166	62.7	\$3,731,534
Induced Impact	\$8,532,492	57.9	\$3,086,153
Total Impact	\$66,684,764	422.2	\$20,369,424

Data provided by Renaissance Downtowns LLC; analysis by NP&V, LLC, via IMPLAN software.

1.5 Potential Significant Impacts and Mitigation Measures

Table 1-4 summarizes the potential impacts of the Proposed Project discussed in this document, along with the corresponding mitigation measures that would eliminate or alleviate each impact.

1.6 Potential Cumulative Impacts

Cumulative impacts consider the impacts of other projects in the area whose impacts, in conjunction with those of the Proposed Project, may cumulatively result in impacts that are significantly greater than the individual impacts that would occur from each project if considered separately.

For this document, the roster of projects to be considered in the cumulative impact analysis is the same as that provided by the Town for the Traffic Impact Study (TIS). As advised by the Town, the following proposed planned projects are considered below to assess cumulative impacts:

- Avalon Bay - This project is under construction and is located on the north side of East Fifth Street, between Park Avenue and Lenox Road in Huntington Station. It consists of 379 multi-family residential units (303 rental apartment units and 76 townhouses).
- Columbia Terrace - This project is located on the northwest corner of Railroad Street and Lowndes Avenue in Huntington Station and consists of 14 condominium units.
- Northridge Retail - This project is located on the northeast corner of Northridge Street and NYS Route 110 and on the south side of Henry Street and consists of a 14,667 SF commercial building.

Table 1-4
ANTICIPATED IMPACTS AND MITIGATION MEASURES
Proposed Project

Anticipated Impacts	Mitigation Measures
<i>Soils and Topography</i>	
<ul style="list-style-type: none"> • Soils on each of the three project parcels will be evaluated when each is subject to detailed engineering preparation of site plans. • Topsoil that is not subject to soil management activities will be stockpiled and re-used in landscaped areas in the developed parts of the site. Excess topsoil will be removed from the site to an approved disposal location or will be sold as fill • Soil amendment will involve importation of clean topsoil to the site to supplement existing clean topsoil as needed. Grading, establishment of site improvements and topsoil with groundcovers will stabilize the surface soils on-site. • Groundwater is from 164 feet to 133 feet below the site's ground surface, so that limitations to development with regard to a high water table are not expected. • In conformance with Town requirements, all stormwater runoff generated on the developed portion of each property will be retained and recharged in an on-site drainage system designed to accommodate in excess of the minimum required by the Town (expressed in inches of storage). The drainage system will utilize subsurface leaching pools to concentrate and recharge stormwater runoff. 	<ul style="list-style-type: none"> • Erosion control measures and full site plan review for grading and drainage will minimize potential adverse impacts to and/or from surface soils. • A Grading & Drainage Plan will be prepared as part of the site plan submission for each parcel, when developed, which will be subject to review and approval of the Town. This will ensure that the project's drainage system will operate properly and minimize potential stormwater impacts to the maximum extent practicable. • Impacts related to truck traffic (e.g., noise and dust) would be limited in duration and restricted to NYS Route 110/New York Avenue, as this roadway would be the only route used by these vehicles. This roadway has sufficient capacity to accommodate these vehicles, so that no significant impact on traffic flow is expected. Finally, construction-related truck traffic would utilize this roadway outside of morning and evening rush hours, when background traffic is reduced. • Equipment involved in grading will be parked near the grading area, to minimize truck movements, thereby minimizing the potential for raising dust. • Test borings will be completed in drainage recharge areas to ensure that suitable subsoils are present. • An SWPPP, including a detailed erosion and sediment control plan, will be prepared as part of each site plan to manage stormwater generated on each site during construction activities, and for post-construction stormwater management. • Use of a water truck, rumble strip, proper internal staging areas and provision of buffer areas from surrounding uses would ensure minimal disturbance during construction.
<ul style="list-style-type: none"> • Clearing and grading will occur throughout all of the developed area of each project parcel, in order to remove all prior development and prepare adequate surfaces for new construction. Grade transitions will provide slopes not to exceed 1:3, though two sections of retaining wall are expected to be necessary on Block 7. • The grade changes in Blocks 1 and 7 will necessitate an extensive amount of earthwork; excavated soil will be retained on-site for use as fill, but excess soil (51,500 CY) will be removed from the site for sale as fill, or will be deposited in an approved C&D landfill. • All construction trucks and equipment, as well as material storage and staging areas will use the proposed construction entrances to the sites, which will be located on Railroad Ave., Church St. and NYS Route 110/New York Avenue. • Grading will be conducted internally within the site and will not impact adjacent properties. Construction management techniques will ensure that sedimentation and erosion control measures are implemented. 	
<i>Water Resources</i>	
<ul style="list-style-type: none"> • As there are no natural surface water bodies or wetlands on or tributary to any of the subject sites, the Proposed Project would not impact such resources. • It is not expected that the existing Flood Hazard Zone classification of the site (Zone X) would impact the project. The proposed structures will be constructed in conformance with all applicable Town and State Building Codes and requirements, will not encroach into low-lying areas or alter drainage characteristics of adjacent or nearby properties. Finally, the project will be subject to detailed review by the Town Engineering Division as part of the site plan review process, ensuring that no impact to or from floodwaters will occur. 	<ul style="list-style-type: none"> • During the construction period, precautions will be taken to ensure that sediment will not be transported off-site by stormwater runoff and, as a result, there would be no impact to local conditions (there are no natural surface water bodies on or near the subject site that could be impacted, and no intermittent streams or evidence of overland flow at present). In addition, an erosion control plan will be prepared incorporating the NYSDEC Guidelines for Urban Erosion and Sediment Control. • A Stormwater Pollution Prevention Plan (SWPPP) will be prepared to ensure compliance with water quality and quantity requirements pursuant to Technical Guidance and GP 0-15-002 and Town of Huntington requirements. In addition, an erosion control plan will be prepared incorporating the NYSDEC Guidelines for Urban Erosion and Sediment Control. Spill prevention and procedures for equipment storage, storage and handling of construction materials, fuel, and other potentially hazardous materials must be included in the SWPPP, which will reduce the potential for any significant adverse impact during construction activities. • Weekly inspections of erosion controls will be conducted throughout the construction period to ensure erosion controls are maintained and sediment is not transported off-site by stormwater runoff.
<ul style="list-style-type: none"> • Impacts to drainage conditions may occur as a result of stormwater handling and potential erosion and sedimentation both during construction and after completion of the site development phase. • No significant impacts with respect to groundwater quality presently exist in the area. The recharge of stormwater on-site will result in an increase in groundwater volume as compared to existing conditions. The direction of horizontal flow of groundwater would not be affected by the recharge increase, as the shape of the water table controls this characteristic. • The water table is between 162 and 133 feet below the ground surface, which is more than sufficient to disperse recharge laterally to a degree that would reduce mounding of the water table. Thus, the Proposed Project is not 	

Anticipated Impacts	Mitigation Measures
<p>anticipated to impact hydrogeologic conditions.</p> <ul style="list-style-type: none"> The Proposed Project will be designed to conform to the applicable recommendations of the NURP Study in regard to the proposed stormwater recharge system and as a result no significant adverse stormwater impacts are anticipated. Groundwater impacts during construction could result from leaching of contaminants entrained in rain falling on building materials and equipment stored outdoors on-site. Medical wastes expected on Block 1 will be handled, stored and disposed of separately, per NYS requirements. All sanitary waste will be conveyed to an off-site STP and therefore will not be recharged on-site. As a result, no impact to groundwater quality beneath the site from sanitary wastewater recharge is expected. The STP currently exists and is operated by The Town of Huntington subject to the review and approval of the SCDHS, SCDPW and NYSDEC, and operates under their supervision and performance standards. The connection to an off-site, Town-owned and operated STP will allow the Proposed Project to conform to Suffolk County Sanitary Code Article 6 and applicable agency requirements for wastewater management. 	
<i>Land Use, Zoning and Plans</i>	
<ul style="list-style-type: none"> The Proposed Project will change the land use classification of Blocks 1 and 4, and of portions of Block 7/Gateway Plaza and in the amount and intensity of commercial, office and residential use in the area. However, the proposed project will provide land uses complementary in the vicinity and transitional between the lower-density and institutional uses to the east and west and the higher density and commercial nature of the NYS Route 110/New York Avenue corridor. The project parcels lie along a significant north-south regional transportation corridor that provides connections to other, east-west trending transportation resources, providing convenient mobility. In addition, these locations also provide easy access to the commercial, retail and business establishments that line or are convenient to the NYS Route 110/New York Avenue corridor The new residents will provide economic benefits to local merchants, service-oriented businesses and general consumer activity, which represent beneficial impacts to the land use pattern of the area. The Proposed Project will generate temporary construction jobs and permanent business/commercial jobs, and will result in an immediate realization of these economic benefits. 	<ul style="list-style-type: none"> The Proposed Project's commercial, retail and businesses spaces would help to restore and strengthen the vitality of the mixed-use character of the community. By its nature and its expected rental rates, the Proposed Project would be affordable to the market segment for which it is intended. A comprehensive parking study has been completed as recommended by the Town Comprehensive Plan. The PMP provides for restriping and optimization of existing commuter parking areas, while providing for shared parking opportunities for uses with different peak use times.
<ul style="list-style-type: none"> The Proposed Project will not change the existing zonings of any of the project sites. A number of variances and waivers will be necessary for each Block in order to implement the redevelopment proposed. The requested variances and waivers are necessary so that the Proposed Project can include the types of features and/or characteristics sought by the Town and community for the Study Area, as specified in the Town Comprehensive Plan Update, and provide complementary land uses that would revitalize and re-develop the Study Area, as sought by the Town and community in the Plan Update. Approvals of the requested variances and waivers will not impact other areas of the Town as these zoning adjustments will be specific to the Study Area and not applicable as precedents Town-wide. 	
<p><i>Horizons 2020: Huntington Comprehensive Plan Update:</i></p> <ul style="list-style-type: none"> The Proposed Project is consistent with the Plan's recommendation for Generalized Future Land Use for the subject site. The Proposed Project will supplement the local and Town-wide tax base, as well as generate local jobs. The project will result in significantly increased tax revenues for public service providers, which will assist in offsetting the incremental increase in demand for these services. The new jobs created during both construction and operation of the Proposed Project will help to increase business and household income in the community. In turn, as spending increases, this creates additional jobs and further increases business and employee household income. The Proposed Project has been designed by the applicant (in concert with the Town and the community) to provide the redevelopment envisioned by the Town Comprehensive Plan Update that would revitalize the Study Area and Huntington Station. As a consequence of this conformance, the Proposed Project is not expected to result in any adverse impacts to the Plan. 	
<i>Community Character</i>	

Anticipated Impacts	Mitigation Measures
<ul style="list-style-type: none"> The entire Study Area will be cleared and graded to redevelop the three project sites. As no significant vegetated buffers exist on the sites, the project's clearing program would not increase visibility of the Study Area for outside observers. The front yards of the proposed developments would be most visible for passing motorists and pedestrians on NYS Rote 110/New York Avenue. Considering the commercial aspects of the Proposed Project, visibility for passing motorists and pedestrians is a logical and desirable quality, to attract business patronage and to indicate the locations of these businesses to inbound customers and employees. The proposed development would not be out of character with the adjacent commercial uses along the NYS Route 110/New York Avenue corridor. The proposed development would complement the character of the area by providing quality mixed commercial/residential redevelopment and revitalization sought by the community and Town. The project would enhance the built character of the area by its use of landscaping, architectural designs and building materials. The project has been designed, insofar as possible, to present itself to the public commercial realm on NYS Route 110/New York Avenue, and to minimize its potential impacts on views for its residential neighbors to the west and east. As a result, the Proposed Project would not be out of character with the surrounding community and therefore adverse impacts associated with community character are not anticipated. 	<ul style="list-style-type: none"> The front yards along NYS Route 110/New York Avenue will be planted with appropriate and attractive landscaping, to enhance the quality of views of these sites. The Proposed Project will provide side and rear yards in which landscaping will be planted to provide some visual and aesthetic relief for observers on the residential sites to the west (for Blocks 1 and 4) and to the east (Block 7). Potential adverse aesthetic impacts on observers to the west of Blocks 1 and 4, and to the east of Block 7 will be mitigated by the elevation differences. Specifically, residential lands to the west of Blocks 1 and 4 are higher than that of Blocks 1 and 4, and residential land to the east of Block 7 is also higher than that of Block 7; the amount of intrusion into observer views by the proposed buildings would be reduced, as the perception of building heights would be reduced. A professionally-designed landscape plan will be prepared and implemented to enhance views of the proposed development for passing motorists and pedestrians. It is expected that landscaping planted along each property's frontage on NYS Route 110/New York Avenue will provide some screening of the proposed structures. A consistent architectural theme for each of the three properties will be implemented, using construction materials having textures and colors appropriate for the mixed commercial and residential character of the surrounding neighborhood.
<i>Community Services</i>	
<ul style="list-style-type: none"> The proposed community will significantly increase taxes generated by the component parcels, resulting in a substantial increase in revenues distributed to each taxing jurisdiction. The proposed project is projected to generate \$1.44 million in annual taxes. This represents a net increase of \$1.36 million per year when compared to existing site conditions. 	<ul style="list-style-type: none"> Water-conserving plumbing fixtures and mechanical systems will be utilized in construction, which will further minimize the volume of water required from the public water supply.
<ul style="list-style-type: none"> The Proposed Project will generate an estimated 10 school-aged children, which represents potential enrollment and expenditure increases for the Huntington UFSD. The projected ten additional school aged children generated by the Proposed Project represents less than 0.002 percent of the overall district enrollment, and would not increase enrollment above the enrollment peak reached within the past 10 years. The expected substantial increase in taxes generated by the three project parcels will help to offset at least portions of the increased needs for and costs of community services. 	<ul style="list-style-type: none"> It is anticipated that sustainable energy-conserving measures, including energy-saving wall insulations, triple-glazed windows and energy efficient mechanical systems will be utilized, thereby mitigating the anticipated increase in energy consumption.
<ul style="list-style-type: none"> The Proposed Project represents an incremental increase in the potential need for protective services of the SCPD 2nd Precinct. It is expected that the project will result in an increase of approximately \$137,023 in annual tax revenue for the SCPD, which is expected to offset the costs to provide the increase in police services. 	
<ul style="list-style-type: none"> The Proposed Project would incrementally increase the potential need for emergency services of the Huntington Manor Fire Department and Huntington Community First Aid Squad. Adherence to the NYS Fire and Building Codes will increase the level of safety from fires and minimize the potential for use of ambulance services. Use of sprinklers and fire/smoke alarms will assist in minimizing the potential need for fire protective services. It is expected that the project will result in an increase of about \$36,233 per year in tax revenue for the Huntington Manor Fire District, which is expected to offset the costs to provide the increase in fire protective services related to the development. 	
<ul style="list-style-type: none"> The Proposed Project will increase the volume of wastewater conveyed to the Huntington STP for treatment and disposal. The response letter from the Town Department of Environmental Waste Management confirms that wastewater treatment is available to the Proposed Project. 	
<ul style="list-style-type: none"> The Proposed Project would cause the mass of solid wastes generated on the project sites to be increased, from 274 lbs/day to an estimated 3,381 lbs/day. The Proposed Project is expected to generate medical and chemical wastes, both of which will be separated, stored, handled, removed and disposed of by NYS-certified carters. The majority of solid wastes generated are not expected to contain toxic or hazardous substances. For the medical wastes, separate storage, handling and disposal requirements and procedures will be undertaken as required by NYS. The Proposed Project will increase the amounts of electricity and natural gas that will or may be consumed. 	

Anticipated Impacts	Mitigation Measures
<i>Transportation</i>	
<ul style="list-style-type: none"> Access to Block 1 is provided via three driveways. Access to Block 4 will be provided via one full access driveway and one limited access driveway. Access to Block 7 will be provided via four driveways. Three of the driveways will service the commercial components of the site while one access will service the parking area for the apartments. The Proposed Project will generate 402 new trips during the weekday AM peak hour, 557 new trips during the weekday PM peak hour and 565 new trips during the Saturday midday peak hour. Based on the TIS, it is the professional opinion of Nelson & Pope that the Proposed Project will not result in adverse traffic impacts in the Study Area. Increases in traffic from the Proposed Project can be accommodated at some study intersections without any mitigation while others will require minor adjustments to the signal timings. Although there will be changes in the LOS at some intersections, they will continue to operate at acceptable levels of service. 	<ul style="list-style-type: none"> The intersections of NYS Route 110 at East/West Pulaski Road, NYS Route 110 at Olive Street, NYS Route 110 at Academy Place/Nassau Road and Park Avenue at East Pulaski Road will require minor timing modifications to achieve No Build LOS. The intersection of NYS Route 110 and Railroad Street/Broadway will require additional phasing and timing modifications to achieve No Build LOS. The phasing changes consist of the addition of an exclusive eastbound left-turn phase and right-turn overlap phases for all approaches.
<i>Parking</i>	
<ul style="list-style-type: none"> The parking assessment concludes: The peak parking demand for the station area (commuter parking plus proposed development in Block 1 and Block 4) will be 3,699 parking spaces, and 3,925 parking spaces will be provided for the station area. The peak parking demand for the Gateway Plaza area (Block 7) is 136 spaces, and 158 parking spaces will be provided for the Gateway Plaza area. The proposed parking supply will exceed the peak parking demand. It is therefore the professional opinion of Nelson & Pope that the parking spaces provided are more than adequate to meet the peak parking demand for the proposed development. 	<ul style="list-style-type: none"> Existing commuter parking lots P4, P5 and P6 will be restriped to optimize parking layouts; this will result in an additional 179 parking spaces provided for commuters in proximity to the train station. A number of techniques will be put into place to ensure an orderly transition experience for commuter parkers throughout each stage of construction: <ul style="list-style-type: none"> new way-finding signage redirecting commuters to available commuter parking and providing lot name and spaces available; an on-site attendant redirecting commuters during construction; additional flyers, transition plan signage, and website communication will also be employed to keep commuters informed of changes in the parking system.
<i>Air Resources</i>	
<ul style="list-style-type: none"> The analyses in the Air Quality Assessment Report conservatively examined potential air quality impacts under the Build Alternatives as well as the No Build Alternative. These analyses showed no potential for violations of any ambient air quality standard, and no impacts are expected. As such, no mitigation measures are recommended, other than standard best management engineering and construction practices during construction. 	<ul style="list-style-type: none"> No mitigation measures are recommended, other than standard best management engineering and construction practices during construction.
<i>Noise Resources</i>	
<ul style="list-style-type: none"> The analyses in the Noise Assessment Report examined existing noise conditions and conservatively examined potential noise impacts. These analyses showed no potential for violations of any noise standard, and no impacts are expected. As such, no mitigation measures are recommended, other than standard best management engineering and construction practices during construction. Given the temporary and intermittent nature of construction and equipment usage, and the land use characteristics at the site and adjacent area, no significant noise impact is expected. 	<ul style="list-style-type: none"> No mitigation measures are recommended, other than standard best management engineering and construction practices during construction.
<i>Cultural Resources</i>	
<ul style="list-style-type: none"> The Study Area does not contain any established State or Federal historic resources, therefore no mitigation is warranted with respect to known historic resources. The OPRHP response letter to the Town states as follows: There may still be intact archaeological deposits, below the asphalt pavement. To explore this potential, OPRHP recommends a Phase IA archaeological survey. 	<ul style="list-style-type: none"> The applicant and Town propose to conduct the recommended Phase IA studies for each site at a future date once the Area of Potential Effect for each project block has been determined and the project properties have been transferred to new owners/developers. The requirement to undertake the Phase IA study would be included as a stipulation within the site plan approval process for each site. The Phase IA study will be undertaken by the development entity within the identified Areas of Potential Effect well in advance of actual project construction to allow for adequate time for OPRHP review and comment on the cultural resource reports.

The following briefly describes and discusses potential cumulative impacts.

- Temporary increases in the potential for construction traffic, noise and fugitive dust impacts during construction would be expected for any proposal. However, two of these projects are currently under construction (and are anticipated to be substantially complete by the time the Proposed Project begins construction) and as these impacts would be temporary in nature, no significant cumulative construction impacts are expected.
- The TIS prepared for the project evaluated traffic generated from the Proposed Project as well as the three above listed planned projects. Therefore, the TIS analysis provides a cumulative assessment of potential impacts to transportation resources, and identified minor signal timing adjustments and one intersection requiring an additional phase added to meet the No Build LOS for area roadways.
- While these applications would combine to increase the demand upon local community services (e.g., schools, fire and police protection, utilities, and solid waste handling), these service demand increases would be incremental in nature, and these services will receive an increase in funds from the tax revenues generated from the developments, which would enable these service providers to continue to have sufficient capability to provide services.
- As each of these projects would change the use and appearance of their sites, there will be a cumulative impact on the visual resources and character of the community. However, the area is already significantly developed with uses of a type similar to those of these proposals. New uses are anticipated to occupy buildings that would conform to height, bulk and setback requirements of their respective zonings, with the exception of the special permit (for hotel use) and various setback and parking variances requested for the proposed project. The other three projects are currently approved projects. Therefore, the Town Planning Board and ZBA will be responsible to determine the degree of conformance of the Proposed Project to the recommendations of the Town Comprehensive Plan Update, the land use patterns, community character, and other potential impacts, considering both existing area conditions and the additional planned projects in determining whether to grant the variances requested by the Proposed Project. As a result, development of these sites would conform to established Town use requirements, minimizing the potential for adverse visual impacts.
- To address potential cumulative impacts during construction, a Construction Management Plan will be prepared for each site-specific development project as part of the site plan approval process under the Proposed Project. The Construction Management Plan will include provisions for construction traffic management, parking management, signage to alert and direct construction and commuter traffic, and remediation activities (as necessary). The Plan would take into account any other known or planned construction that could combine to increase the area of influence and therefore require special construction management considerations. All building construction including redevelopment is regulated under Town Code Section 141-4 I., requires building permits and oversight by the Superintendent of Buildings.

In general, while some impacts are anticipated from these projects, based on the forgoing considerations, it is the applicant's opinion that impacts would not cumulatively be significant. Ultimately the involved agencies will review each application on its own merits, will weigh the potential cumulative impacts outlined herein, and will render a decision on the significance of impacts and appropriateness of each project.

1.7 Alternatives Considered

As required by SEQRA, this document analyzes alternatives to the Proposed Project, to enable comparisons of impacts from a range of realistic and feasible development options. For the Proposed Project, the lead agency required three alternatives, as follows:

- Alternative 1: No Action - This alternative assumes that the Proposed Project is not undertaken, and that the Study Area would remain as it is currently zoned and used, though the existing unoccupied commercial space in the northernmost building on Block 7/Gateway Plaza would be re-occupied, so that this property would be fully used. The current LIRR parking lots on Blocks 1 and 4 would continue unchanged in the No Active scenario.
- Alternative 2: Proposed Project, with Reduced Yield on Block 4 - assumes that the same development as described by the Proposed Project for Blocks 1 and 7 occurs, but that the yield on Block 4 is reduced from 49 artists residences to 30, in a building of only 2 stories.
- Alternative 3: Proposed Project, with Off-Site Town EDC Project - assumes that the same development as described by the Proposed Project for Blocks 1, 4 and 7 occurs, but that retail/commercial development on a separate property adjacent to Block 7 occurs. It should be noted that this retail/commercial project was sponsored in part by the Town Economic Development Corporation (EDC), and was reviewed and approved by the Town in 2004, but has not been constructed. It should be noted that Alternative 3 would revise the approved retail/commercial development, but only to the extent of changing the use on the second floor from a 7,490 SF dance studio to 7,490 SF in 11 apartments.

1.8 Required Reviews, Permits and Approvals

This Voluntary DEIS has been prepared in accordance with the SEQRA and its implementing regulations under 6 NYCRR Part 617. This document is intended to provide the Town Board, as lead agency, with the information necessary to make an informed decision as to the potential for adverse environmental impacts from the Proposed Action. This Voluntary DEIS describes the methods and techniques proposed by the Applicants to eliminate or mitigate potential environmental impacts, and provides the bases for issuance of a “Determination of Significance” as required by 6 NYCRR Part 617, SEQRA.

It is expected that, after the SEQRA review process for this application is completed (and assuming Town Board approval of the Proposed Project), engineered plans will be prepared for site-specific development of each of the three component parcels. These plans will be submitted to the Town for review by the Town Planning Board and Zoning Board of Appeals. It is also expected that the development described in those plans will, with minor differences subject to Town Planning Board review, reflect the plans assumed for and described in this document, so that the necessary impact review in this Voluntary DEIS will apply to these site plan submittals. During the review of the site plan applications, the proposed plans will be compared to the SEQRA record documentation to ensure the plans comply with all requirements and mitigation.

Table 1-5 presents a list of the required reviews, permits and approvals necessary for the Proposed Project.

**Table 1-5
REVIEWS, PERMITS AND APPROVALS REQUIRED
Proposed Project**

Agency/Entity	Review, Permit/Approval Required
Town Board	Redevelopment Proposal review
	SEQRA Process administration (as lead agency)
Town Planning Board	Site Plan reviews
	Variances
Town ZBA	Variances
Town Building Department	Building permits
Town Dept. of Environmental Waste Management	Sewer Connection approvals
SCWA	Water Supply approvals
SCPC	General Municipal Law Section 239m review
SCDPW*	Sewer Connection approvals
SCDHS*	Water Supply and Wastewater design approvals
NYSDEC	SPDES* GP 0-10-001 General Permits
NYSDOT*	Roadwork Access Authorizations

* SCDPW - Suffolk County Department of Public Works; SCDHS - Suffolk County Department of Health Services; SPDES - State Pollutant Discharge Elimination System; NYSDOT - New York State Department of Transportation.

SECTION 2.0

DESCRIPTION OF THE PROPOSED PROJECT

2.0 DESCRIPTION OF THE PROPOSED PROJECT

2.1 Introduction

This document is a Voluntary Draft Environmental Impact Statement (DEIS); its purpose is to analyze the potential environmental impacts associated with area and neighborhood redevelopment planning for a portion of the commercial corridor along New York State (NYS) Route 110/New York Avenue in Huntington Station. The Huntington Station Gateway Development (Proposed Project or Gateway Project) is a redevelopment planning initiative to implement both long-standing Town of Huntington (Town) planning actions and community efforts to revitalize this corridor to the more vibrant mixed use character it experienced for years prior to its decline. The Town identified the redevelopment and revitalization of Huntington Station as a goal in the Town Comprehensive Plan Update (“Plan Update”), then undertook a series of actions from 2011-2014 to select a Master Developer, collaborate with the Master Developer and the community, explore development strategies, and adopted modifications to the C-6 Overlay District Zoning for Huntington Station to facilitate redevelopment activities. The Town Board selected Renaissance Downtowns at Huntington Station LLC as the Master Developer in 2011 (“the Applicant”), and accepted a Development Strategy in 2013 that was co-created by the Town, the Developer and the community as a framework to achieve the Town’s and community’s revitalization vision. (**Section 3.3.1** presents a more detailed discussion of this Town planning effort). The redevelopment would occur in accordance with the Master Developer Agreement (“MDA”) between the Town and the Master Developer as the Applicant. The MDA will also act as the guiding document under which the Master Developer would implement this redevelopment. Additionally, a Community Benefits Agreement (“CBA”; see **Appendix A-1**) will provide, among other provisions, requirements for ensuring that construction and operational jobs are offered to local residents and local contractors.

The Proposed Project is intended to establish the mixed-use redevelopment envisioned by the Town Comprehensive Plan Update on three project parcels. The three parcels of land that comprise the Proposed Project total 7.29 acres in size, and are designated “Block 1”, “Block 4”, and “Block 7/Gateway Plaza” (see **Figure 2-1**). These parcels are presently underutilized parking lots for the Huntington Station stop of the Long Island Rail Road (LIRR; Blocks 1 and 4), and a mix of vacant land as well as vacant and occupied commercial structures and apartments (Block 7/Gateway Plaza; see existing conditions, **Figures 2-3 A-C**). Blocks 1 and 4 are owned by the Town of Huntington and/or NY State, while five of the six individual properties that comprise Block 7/Gateway Plaza are privately-owned (the sixth property is Town-owned; see **Figures 2-2A through 2-2C** and **2-3A through 2-3C**). Under the MDA, the Town would sell Town-owned parcels to the Applicant (who will be responsible for funding the construction/redevelopment), while Block 7 will be redeveloped as a Joint Venture between the Applicant (with purchase rights to the Town parcel) and each landowner. The redevelopment would accommodate existing commuter parking demand along with new parking demand (see **Section 3.7**), while strengthening the neighborhood vibrancy.

Table 2-1 provides a brief overview of redevelopment proposed for each lot. **Attachment 1** provides Conceptual Site Plans for each Block. **Appendix A-2** contains the Environmental

Assessment Form (“EAF”), Part 1 that was prepared for the Proposed Project, and submitted to the Town Board.

**Table 2-1
SUMMARY OF PROPOSED REDEVELOPMENT**

Block	Size (acres)	Existing Use/Yield	Address	Proposed Use/Yield
1	2.37	LIRR commuter parking	s/w corner of NYS Route 110 & Railroad St.	4-story hotel (140 rooms) & medical office buildings (100,880 SF), with parking garage for hotel, office and commuter patrons
4	3.43	LIRR commuter parking	Linear lot on w/s of NYS Route 110, between Railroad St. and Church St.	49 artists studio units with 2,300 SF of artist production space (in one 3-story building) and commuter parking
7	1.49	12,550± SF of commercial spaces, currently occupied by an auto parts store, (to remain), a restaurant, and two commercial tenants, a vacant building and 4-5 apartments	1036, 1026, 1014 & 1006 New York Ave.	Ground floor retail, commercial & restaurant spaces (16,700 SF total) & 68 apartments above (34 studio & 34 1-bedrooms, 3-story building), with a rear parking deck

These parcels comprise the area subject to the Proposed Project, and total approximately 7.29 acres (the “*Study Area*”). These parcels are currently underutilized properties, providing an opportunity to introduce mixed use development while retaining the existing commuter parking demand. Consistent with the recommendations of the Town Comprehensive Plan, a detailed Parking Management Plan (PMP) (**Appendix F-1**) has been prepared to examine the existing parking demands of the various LIRR commuter parking lots surrounding the train station throughout the day, as well as evaluate suitable parking requirements for the proposed redevelopment (see **Section 3.7**). The proposed redevelopment of these parcels would occur under the current zoning (C-6 Overlay and R3M); no zone changes are proposed. The redevelopment will require a Special Permit for Hotel Use under C-6 Overlay, several variances for building height, setbacks, parking, as well as several waivers by the Planning Board from the Town Subdivision and Site Plan Regulations for: block length, recreational space, drainage system design, curb cut radii, and loading spaces (see **Section 2.4** for a detailed description of the proposed redevelopment).

This Voluntary DEIS has been prepared in accordance with the NYS Environmental Quality Review Act (SEQRA) and its implementing regulations under Part 617, Title 6 of the New York Code of Rules and Regulations (6 NYCRR Part 617). The Town of Huntington Town Board has jurisdiction over the Action (i.e., the Proposed Project), which is defined by Part 617.2(b)(2) as “*agency planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions*”. Therefore, the Town Board, as the entity responsible for redevelopment actions pursuant to the MDA, is anticipated to be designated as

the Lead Agency overseeing the environmental review of the Proposed Project in accordance with SEQRA. Pursuant to SEQRA, review of the potential impacts of the Proposed Project (both adverse and beneficial) is required. The Applicant has opted to prepare this DEIS voluntarily at the outset of the SEQRA review process in order to provide the Town Board with a thorough evaluation of the proposed action and its potential impacts at the earliest possible stage (hence, a Voluntary DEIS). As presented in greater detail in **Section 2.5**, this document is intended to provide the Town Board, as lead agency, with the information necessary to make an informed decision as to the potential for adverse environmental impacts from the Proposed Action, describes the methods and techniques proposed by the Applicants to eliminate or mitigate potential environmental impacts, and provides the bases for issuance of a “Determination of Significance” as required by 6 NYCRR Part 617, SEQRA.

Detailed parcel-specific applications to construct the proposed buildings will require individual site plan applications to the Town, the impacts of which will be reviewed by the Town Planning Board and Zoning Board of Appeals, considering the potential impacts analyzed in this Voluntary DEIS. During the review of the site plan applications, the proposed plans will be compared to the SEQRA record documentation to ensure the plans comply with all requirements and mitigation.

2.2 Study Area Location and Conditions

Location

Table 2-2 lists the Suffolk County Tax Map designations for each of the tax lots that comprise the component parcels. Also provided are; the current owners of each tax lot, the uses to which the parcels are currently put, and the acreages and zonings of each. As noted above, the Study Area is comprised of the three project areas (“Blocks”), and is depicted in **Figure 2-1**. While each of the parcels is aligned along/has frontage on NYS Route 110/New York Avenue, only Blocks 4 and 7 have a vehicle access on this road (**Figures 2-3A through 2-3C**). Block 4 also has vehicle access to the north (Church Street) and the south (Railroad Street). Block 1 has one vehicle access, onto Railroad Street. The majority of Block 7/Gateway Plaza is separated from NYS Route 110/New York Avenue by Gateway Plaza, a small public pedestrian sitting area with a one-way service roadway between Rout 110 and the existing buildings. Four parking area driveways from the existing buildings have access points on the Block 7/Gateway Plaza service roadway, which terminates at Olive Street. There are currently two curb cuts on NY Ave. servicing driveways on Block 7.

The Study Area is in the following service and planning zones:

- Town C-6 Overlay Zoning District (Blocks 1 & 7/Gateway Plaza)
- Town R-3M Zoning District (Block 4)
- Town Comprehensive Plan Update, recommendation for Commercial Use (Blocks 1 & 7/Gateway Plaza)
- Town Comprehensive Plan Update, recommendation for High-Density Residential Use (Block 4)
- Groundwater Management Zone I (600 gpd/acre)
- Federal Emergency Management Agency (FEMA) Flood Hazard Zone X (*not mapped*)

- Huntington Union Free School District (UFSD)
- Suffolk County Police Department (SCPD), 2nd Precinct, Patrol Sector 202 (Blocks 1 & 4)
- Suffolk County Police Department (SCPD), 2nd Precinct, Patrol Sector 217 (Block 7/Gateway Plaza)
- Huntington Manor Fire District (*administration*)
- Huntington Manor Fire Department (*services*)
- Huntington Community First Aid Squad
- Suffolk County Water Authority (SCWA), Distribution Area 7
- Long Island Power Authority (LIPA; *administration*)
- Public Service Electric and Gas Company (PSE&G; *electricity*)
- National Grid (*natural gas*)
- Town of Huntington Sewer District
- Suffolk County Bus Route S1
- Huntington Area Transit, Bus Route H9
- LIRR, Huntington Station

**Table 2-2
BLOCKS, TAX LOTS, OWNERS, USES & ACREAGES ⁽¹⁾**

Block	Tax Lot ⁽²⁾	Owner/Occupant	Current Use	Street Address	Size (acres)	Zone
1	147-1-5.3	Town of Huntington	LIRR parking	s/w corner of NY Ave. & Railroad St.	2.37	C-6 Overlay
1	147-1-5.5	HURA ⁽³⁾				
1	147-1-3 (part)	State of New York		Linear lot on w/s/o NY Ave., between Railroad St. and Church St.	3.43	R-3M
4	147-1-3 (part)					
4	147-1-1.2	HURA ⁽³⁾				
7	099-45-18.1	Parts Plus Perf. Inc.	Retail (auto parts store)	1036 NY Ave.	1.49	C-6 Overlay
7	099-4-19					
7	099-4-20					
7	099-4-21	1026 Holding Co. LLC	Restaurant (former Honduran cuisine)	1026 NY Ave.		
7	099-4-22.3					
7	099-4-22.4					
7	099-4-23	1026 Lot LLC	Vacant lot			
7	099-4-24	Danco & Son Realty Inc.	Commercial (electrical contractor & interior designer)	1014 NY Ave.		
7	099-4-25	Rehab Investors	Commercial (vacant) & residential building	1006 NY Ave.		
7	099-4-26	Town of Huntington	Vacant lot (former Tilden Brake shop)	1000 NY Ave.		

(1) See also **Figures 2-2A through 2-2C, Figures 2-3A through 2-3C, and Appendix B-1.**

(2) As: Section-Block-Lot; all tax lots in District 0400.

(3) Huntington Urban Renewal Agency (“HURA”).

General Description of Conditions

As located in **Figure 3-6**, there are a number of significant local land uses in the vicinity of the Study Area. These include:

- LIRR Huntington Station
- Highview at Huntington Station
- Jack Abrams STEM [science, technology, engineering and mathematics] School
- Whitman Village
- Big H Shopping Center
- Public Sitting Area/Open Space/Community Garden, opposite Block 7/Gateway Plaza

The Study Area is within the Huntington Sewer District, and so is served by the Town sewage treatment plant (STP) in Huntington. It is also in SCWA Distribution Area 7, for public potable water supply.

Block 1 Conditions

Block 1 is located at the southwestern corner of the intersection of NYS Route 110/New York Avenue and Railroad Street, on the northern side of the LIRR right-of-way (“ROW”). It is comprised of two tax lots and part of a third; one tax lot is owned by the Town of Huntington, another is owned by the Huntington Urban Renewal Agency (“HURA”), and a portion of the third tax lot is owned by NYS. This 2.37-acre parcel is presently zoned C-6 Overlay, and is occupied by a paved 245-space surface parking lot for the use of LIRR commuter parking. There are no structures currently on the property, and thus no sanitary wastewater is currently generated. This parcel has a significant (17-foot) elevation change; it is lowest in the southeastern corner, and highest in the northwestern portion. Drainage is addressed by means of on-site leaching pools. A number of pole-mounted lighting fixtures provide nighttime illumination. There are no naturally-vegetated areas; the estimated 0.50 acres that are not paved surfaces are lawn/landscaped surfaces. The single vehicle access is located on Railroad Street. Commuters parked in this lot access the train station by means of a pedestrian bridge that passes over NYS Route 110/New York Avenue.

A Phase I Environmental Site Assessment (ESA) was performed for Block 1 by Engineering and Environmental Solutions Joint Venture (EES JV) in 2014 and a draft Phase I ESA report containing the findings of the assessment submitted to the EPA in February of that year (**Appendix A-3**). The Phase I ESA involved the review of environmental records, the conducting of interviews and site reconnaissance, and identification of existing and historic uses on and near the site to determine the potential for existing site contamination. The historical records search revealed that the site had once been occupied by a gas station, taxi stand, auto garages, and coal storage operation. Five underground storage tanks (USTs) are also known to have existed on the site in 1914, 1930 and 1946; however, documentation of the removal of these USTs has not been found. In addition, it was noted that a former tank farm/oil company had operated on property located adjacent to the site and a substation and transfer yard (i.e., “Long Island Co.” and later “Statewide Recycling”) was nearby. Finally, while several records of past materials spills or leaks were found for properties or street rights-of-way in the area, the actual locations of some incidents were ambiguous, and none of the events could be definitively traced back to the subject property, and these events were subsequently resolved after remedial action.

The Phase I ESA and report identified three “recognized environmental conditions” (RECs) on Block 1:

- The presence of USTs associated with former operations at the subject property with no records or unavailable records of proper UST removal, closure or abandonment on file.
- Historical use of the subject property as a taxi stand, car dealership, and gasoline station.
- Historical coal stockpiling on the subject property.

Based on the above information, the Phase I report recommended that a Phase II ESA, including soil and groundwater sampling, be performed to investigate the RECs identified during the Phase I ESA.

Block 4 Conditions

This 3.43-acre parcel is a narrow strip of land along the western side of NYS Route 110/New York Avenue, from Railroad Street northward to Church Street. It is comprised of two tax lots and the remainder of the NYS-owned tax lot a continuation of Block 1. This property is zoned R-3M (Garden Apartment), and is owned mainly by NY State and a small parcel owned by the Town. The property is presently used for LIRR passenger parking (353 spaces). It uses no water and so generates no wastewater. There are no structures on this parcel. The lot has an on-site drainage system of subsurface leaching pools. Pole-mounted lighting fixtures placed along the parcel’s perimeter provide safety/security lighting. No natural vegetation is present; there is an estimated 0.70 acres of lawn/landscape areas around the perimeter of the lot.

Note that tax lot 0400-147-01-3 (see **Figures 2-2A and 2-2B**) extends continuously along the west side of NYS Route 110/New York Avenue, from Church Street south to the southern border of Block 1. However, a small (7,129 SF, 0.16 acre) portion of this tax lot is crossed by Railroad Street, in order to intersect with NYS Route 110/New York Avenue. This tax lot will be subdivided to allow for the 0.16-acre area to be retained public right of way for Railroad Avenue. The Town submitted a letter to NYS requesting the disposition of the NYS owned parcels within Blocks 1 and 4 to the Town in the spring of 2014.

Block 7/Gateway Plaza Conditions

At the present time, this 1.49-acre parcel is zoned C-6 Overlay, and is developed with five small commercial structures, of which three are occupied by:

- 1,300± SF (footprint), two-story commercial building (vacant, former pawn shop) with four accessory apartments on the second story and in a separate building at the rear of the property,
- 3,517± SF, one-story commercial building with two tenants (electrical contractor and interior design offices),
- 1,800± SF, one-story vacant restaurant building (approximately 45 seats estimated), with a 3,670± SF vacant storage building structure in the rear, and
- 3,127± SF, one-story auto parts store (to remain), with only expansion of the existing parking area proposed on this lot.

No natural vegetation is present; the estimated 0.84 acres of vegetated surfaces that exist here are grass and weedy areas.

Block 7/Gateway Plaza is comprised of ten tax lots, of which nine are privately owned, and one (the northernmost, now-vacant) is owned by the Town of Huntington. This lot is the site of the prior Tilden Brake Shop, which was removed.

Based on the applicable design standards of the SCDHS for wastewater system engineering, it is estimated that the uses on Block 7/Gateway Plaza currently consume a total of 2,489 gallons of water daily (“gpd”; see **Table 2-4a**). Site inspections revealed no existing lawn/landscaped areas on this Block, so there is no demand for irrigation. It is noted that the now-vacant commercial spaces within Block 7/Gateway Plaza may be re-occupied at any time, therefore this document assumes that all areas are fully occupied (**Table 2-5a**). As this parcel is within the Town Sewer District, it is assumed that all the water used on this Block will exit it as wastewater, to be conveyed to the Town STP for treatment and disposal.

Tax Lot 0400-099-04-22.2 (1024 New York Avenue) is located opposite of Church St., roughly the center of this parcel’s frontage, is occupied by a barber shop and is not a part of the Proposed Project. Similarly, Tax Lot 0400-099-04-18.2 (1038 New York Avenue) is currently occupied by the Yankee Peddler/Shops and Suite Pieces and is not a part of Block 7/Gateway Plaza. This latter structure was originally constructed as the Venice Hotel, in 1916. The commercial building at 1006 New York Avenue was originally constructed in 1909 as the Odd Fellows Hall.

As noted above, the northernmost tax lot had previously been occupied by the Tilden Brake Shop, which ceased its occupancy in July 1997, after which the structure was shuttered and remained unused. Phase II Environmental Site Assessments (ESAs) were prepared on this area in 1998 (with respect to remediation of four drywells and a floor drain in the Tilden facility), and subsequently by Paul W. Grosser Consultants (PWGC), Inc. in 2002 (to determine whether the inactive hydraulic lifts had leaked fluid into the underlying ground). This latter investigation concluded as follows:

Seven soil samples were collected from seven soil borings performed adjacent to the existing, inactive floor cylinders located within the subject building. A total of five samples were analyzed to document if subsurface impact has occurred from the hydraulic reservoirs associated with the inactive lifts. Analytical results for the samples did not indicate the presence of VOCs [volatile organic compounds] or Semi-VOCs in soil above laboratory detection limits in each of the five samples, with the exception of three VOC compounds in sample L-4. The concentrations detected were well below the respective NYSDEC RSCOs [recommended soil clean-up objectives] for these compounds. The concentration of TPH [total petroleum hydrocarbons] was elevated in this sample; however, no visual signs of impact or odor were noted in this sample.

Based on the above data, PWGC believes that the subsurface has not been impacted by the hydraulic reservoirs associated with the inactive lifts. However, in order to eliminate potential future impacts, PWGC recommends that the hydraulic lifts be properly removed from the ground during renovation activities. Following removal of the lifts, soils directly beneath the lift cylinders (in particular, the lift cylinder associated with L-4), can be observed for visual signs of impact prior to backfilling. Should impacted soils be noted at this time, the soils should be properly removed and disposed.

As can be seen in **Figure 2-3C**, the former Tilden Brake shop has been removed, including proper closure of the hydraulic lifts, and that necessary remediation of the site.

In summary, the existing conditions on the three Blocks suggest that the parcels are suitable for redevelopment, considering the following factors:

- There is a significant amount of public support for redevelopment that would reestablish the character of the Study Area to what had previously existed in the 1960's;
- The parcels are located in an area recommended for redevelopment by the Town's Comprehensive Plan Update, which was prepared with the participation of the community;
- The parcels are zoned for commercial and multi-family residential uses, consistent with the redevelopment recommended in the Town Comprehensive Plan Update;
- Public water supply is readily available;
- Public wastewater removal and treatment facilities are readily available;
- Electricity and natural gas services are readily available;
- A major regional roadway abuts all three parcels, providing excellent vehicle access;
- There are two public bus routes readily available;
- The LIRR Huntington Station is within close proximity and walking distance; and
- There are no environmental constraints on redevelopment of any of the three parcels.

2.3 Project Background, Public Need and Objectives, Applicant Objectives, and Benefits

2.3.1 Project Background

The Proposed Project represents the Applicant's redevelopment activities under the Master Developers Agreement, consistent with the Town Comprehensive Plan Update. The Town/community planning effort for revitalization of this area was initiated in 2007, when a recommendation to promote redevelopment and revitalization of the area was adopted into the Town Comprehensive Plan Update in 2008. The Town completed its selection process for a master developer to facilitate redevelopment, and selected the Applicant as Master Developer in June 2011. The MDA was prepared and executed in 2012. After conducting significant community outreach efforts, the Applicant and Town developed a Development Strategy for redevelopment of Huntington Station with input from the community in accordance with the terms of the MDA, which was approved by the Town in June 2013. The Town Board adopted an amendment to the C-6 Overlay District adding a Special Permit provision to allow for hotel use on Block 1 in February 2014. Conceptual site plans for redevelopment of Blocks 1, 4, and 7 have been prepared (see **Attachment 1**) and the site-specific redevelopment of these parcels is now the subject of this Voluntary DEIS.

2.3.2 Public Need and Objectives

First and foremost, the Proposed Project is intended to conform to the Town and community goals, needs and desires for revitalization of the area, as expressed in the Town Comprehensive Plan Update of 2008 (see also **Section 3.3.1**). The Proposed Project will provide a set of land uses that are consistent with the recommendations of the Comprehensive Plan Update. The overall goal is to revitalize the Study Area with uses that would restore the character of this

commercial corridor to what it had been in the past, but with a modern sensibility (see **Appendix B-2**).

While the Proposed Project represents a change in the land use types on the three parcels, the proposal represents transitional uses placed between the low- and intermediate-density residential areas to the east and west and the commercial uses that dominate NYS Route 110/New York Avenue. This would not only be an appropriate land use pattern for lands bordering a major regional artery, but would also conform to the above-noted community goal of reestablishing a vibrant and mixed use area along this corridor.

The project's building designs, commercial facilities and art-related spaces will establish a sense of place and community interaction for the Study Area. The project will increase tax revenues for public service providers, which will assist in offsetting the incremental increase in demand for these services. Project benefits are addressed in more detail in **Section 2.3.4**.

2.3.3 Applicant Objectives

The applicant understands that, in order to be acceptable to the Town and community, it must conform to the circumstances pertinent to that site. Equally, from a business perspective, the Proposed Project must be successful on an economic basis so that a reasonable profit can be realized from the investment. Thus, the applicant has designed the Proposed Project to:

- Revitalize the Huntington Station downtown area along NYS Route 110/New York Avenue with land uses that would accomplish the expressed Town and community goals in accordance with the Comprehensive Plan Update;
- Conform to applicable Town and County design standards for uses, yields, building heights, parking, drainage systems, wastewater treatment systems, and zoning bulk and setback standards. Where conformance is not possible, variances will be sought, so that the Town's and community's Goals (expressed by the Plan Update) can be achieved;
- Promote walkability for the community, visitors and business patrons, and establish an appropriate mix of uses in close proximity to public transportation, which would significantly contribute to efforts to revitalize the Study Area;
- Construct a set of land uses that would be an appropriate transition between the low- and intermediate-density residential uses to the east and west of the NYA Route 110/New York Avenue commercial corridor; and
- Provide superior site design to establish a sense of place for the enjoyment of the entire community, by use of appropriate pedestrian amenities, attractive architecture, outdoor community spaces, and landscaping.

2.3.4 Benefits

The following features and/or aspects represent benefits that the community will receive, and so are properly listed here.

Anticipated Community Benefits

- The Proposed Project would fulfill long-established Town and community goals for the Study Area, by helping to reestablish an appropriately-scaled, pedestrian-oriented mixed residential/commercial area, where such an area had existing in the past, while still maintaining sufficient parking for commuters.
- The Proposed Project will encourage redevelopment of vacant and underutilized properties and provide a set of land uses that are appropriate and compatible with land uses in the vicinity along this portion of the NYS Route 110/New York Avenue commercial corridor, as well as with other properties in the vicinity.
- The project will provide a total of 117 residences in close proximity to an established hamlet center, wherein public transportation and necessary services are readily available.
- The Proposed Project will generate needed temporary construction jobs and permanent maintenance and operation jobs, providing employment benefits to the local community and guaranteed through a Community Benefits Agreement.
- Establishment of a Community Benefits Agreement that will provide, among other provisions, requirements for ensuring construction and operational jobs are offered to local residents and local contractors.
- The building designs and parcel layouts will establish a sense of place and community interaction, by use of appropriate pedestrian amenities, attractive architecture, outdoor community spaces, and landscaping.
- The Proposed Project will be built in conformance with modern building construction standards, thereby minimizing potential usage and cost impacts on the local public utility service providers (e.g., water, wastewater treatment, electricity, and natural gas suppliers).
- A detailed Fiscal and Economic Impact Analysis was prepared for the Proposed Project; it is appended hereto as **Appendix C**. The analysis indicates that the Proposed Project will result in an increase in property taxes generated by the project parcels, due the increased assessed value of Block 7/Gateway Plaza, and the return to the tax rolls of Blocks 1 and 4 (which had been tax-exempt).

Anticipated Fiscal Impacts/Benefits:

- The Proposed Project will significantly increase taxes generated by the site, resulting in a substantial increase in revenues distributed to each taxing jurisdiction. At full build-out, the Proposed Project is projected to generate over \$1.44 million in annual taxes. This represents a net increase of over \$1.36 million per year when compared to existing site conditions.
- Upon full build-out, the Proposed Project will levy over \$875,000 to the Huntington UFSD. This represents 60.4% of the total taxes projected to be generated by the site.
- The Proposed Project will levy over \$76,700, or 5.3% of the taxes, to the Library District.
- Over \$160,000, or 11.0% of the total tax revenues are projected to be distributed to Suffolk County, which includes the General Fund, the Police Department and Out of County Tuition.
- Approximately 6.4% of the tax revenue is projected to be levied to the Town of Huntington, which includes the Town/Part Town funds, Highway Tax and the Town-Wide Lighting District. These three line items combine to total over \$92,000 in projected tax revenues.
- The Huntington Manor Fire District is projected to levy \$38,467, or 2.7% of the total tax revenue generated by the Proposed Project.
- The balance of the current property tax revenues are projected to be apportioned to various other local taxing jurisdictions including New York State Real Property Tax Law, New York State MTA Tax, Open Space Bonds, Huntington Ambulance District and Huntington Sewer District.
- The ten school-aged children are all assumed to be enrolled within public schools in the Huntington UFSD. It is projected that the ten students will cost the Huntington UFSD

approximately \$156,010 in annual expenditures.

- It is estimated that the school district will receive over \$875,000 in additional property taxes from the Proposed Project. This could help alleviate an increased burden on other taxpayers throughout the district.

Anticipated Economic Impacts/Benefits: Construction Period

Block 1

- The construction period of Block 1 is projected to represent a total of over \$76.4 million in investment. This direct output is projected to generate an indirect impact of over \$18.3 million, and an induced impact of over \$26.0 million, bringing the total economic impact on output to over \$120.8 million during the three (3)-year construction period of Block 1.
- It is projected that the Block 1 construction period will necessitate 237.0 full time equivalent (FTE) employees per year, over the course of three (3) years. Under the CBA, at least 25% of these jobs (totaling approximately 59.25 FTE jobs, per this scenario) go to residents of the town, with priority consideration going to residents of Huntington Station.

Block 4

- The construction period of Block 4 is projected to represent a total of over \$10.2 million in investment. This direct output is projected to generate an indirect impact of nearly \$3.2 million, and an induced impact of another \$3.2 million, bringing the total economic impact on output to over \$16.6 million during the Block 4 construction period.
- It is projected that the construction period of Block 4 will necessitate 36.0 full time equivalent (FTE) employees per year, over the two (2)-year construction period. Under the CBA, at least 25% of these jobs (totaling approximately nine [9] FTE jobs, per this scenario) go to residents of the town, with priority consideration going to residents of Huntington Station.

Block 7

- The construction period of Block 7 is projected to represent a total of nearly \$14.0 million in investment. This direct output is projected to generate an indirect impact of over \$4.0 million, and an induced impact of nearly \$4.5 million, bringing the total economic impact on output to over \$22.5 million during the Block 7 construction period.
- It is projected that the construction period of Block 7 will necessitate 52.0 full time equivalent (FTE) employees per year, over the two (2)-year construction period. Under the CBA, at least 25% of these jobs (totaling approximately 13 FTE jobs, per this scenario) go to residents of the town, with priority consideration going to residents of Huntington Station.

Anticipated Economic Impacts/Benefits: Annual Operations:

- It is assumed that the Proposed Project will begin the operational phase of development upon the completion of the construction period, anticipated to occur by the end of 2019. For the purpose of this analysis, a stabilized year of operations is assumed to occur in 2020.
- The Proposed Project is projected to generate over \$50.7 million in annual operational revenues, stemming from annual rental income as well as annual sales revenues for each project component.
- The direct operational revenues are projected to generate an indirect impact of over \$9.8 million and an induced impact of over \$8.5 million per year. This additional output is generated through round-by-round sales made at various merchants in other sectors of the regional economy. These include local retailers, service providers, banks, grocers, restaurants, financial institutions, insurance companies, health and legal services providers, and other establishments in the region.
- The sum of the direct, indirect and induced impacts results in a total economic impact on output of nearly \$66.7 million during annual operations.

- The Proposed Project is anticipated to generate 301.7 full-time equivalent (FTE) employees during annual operations. Under the CBA, at least 25% of these jobs (totaling approximately 75.43 FTE jobs, per this scenario) must go to residents of the Town, with priority consideration going to residents of Huntington Station.
- The 301.7 FTE direct employment positions are projected to result in an indirect impact of 62.7 FTE jobs, and an induced impact of 57.9 FTE jobs throughout the region, bringing the total economic impact of operational employment to 422.2 FTE jobs during annual operations.
- The 301.7 FTE employees are anticipated to earn a total of approximately \$13.5 million in collective labor income. This direct labor income is projected to result in an indirect impact of nearly \$3.1 million, bringing the total economic impact of labor income to over \$20.3 million during annual operations.

2.4 Description of the Proposed Project

Consistent with the redevelopment vision in the Town Comprehensive Plan Update, and the subsequent planning and outreach incorporated into the Development Strategy adopted for Huntington Station, the Applicant proposes the redevelopment of three underutilized areas (Blocks). The proposed improvements for the individual Blocks are described below. Refer to **Table 2-3** for a listing of the anticipated characteristics, coverages, and consumptions of each of the three project areas under existing and future conditions.

2.4.1 Individual Block Layouts

Block 1

The Proposed Project would redevelop this parcel with a 4-story, 55-foot high, 140-room hotel (83,296 SF total floor space) on the eastern half of the Block, and a 4-story, 65-foot high (as measured from the south side of the building, facing the LIRR tracks) 100,880 SF medical office building (100,000 SF of medical office and 880 SF of support retail space) is proposed on the Block's western half (see **Appendix B-2**). It is noted that due to the slope of the property, the height of the buildings measured from the street frontage is reduced. Within the hotel structure, spaces for a 6,000 SF catering/conference facility (250 seats), a 2,000 SF/100-seat high-turnover restaurant, and a (1,000 SF) retail/convenience store are proposed. The remaining 74,296 SF will be occupied by hotel rooms, hallways, mechanical and maintenance spaces and the hotel lobby. The hotel rooms would have an average of 400 SF of floor space each.

A crucial element of the development on this Block is the provision of structured parking for the hotel and office uses integrated into the two structures. All of the office building's two below-grade levels (B2 and B3) and its at-grade level (B1) will be occupied by parking spaces. Above these levels, the southern halves of the 1st and 2nd floors of the medical office building will also be used for parking. Medical office spaces will be found on the ground floor, the northern halves of the 1st and 2nd floors, and all of the 3rd and 4th floors. The proposed project would provide a total of 581 stalls, 564 of which are within the structured parking garage for the medical office building, hotel structure uses, and 62 spaces for commuter parking.

Table 2-3
SITE & DEVELOPMENT CHARACTERISTICS & IMPACTS
Existing Conditions & Proposed Project

Parameter	Existing Conditions				Proposed Project			
	Block 1	Block 4	Block 7 ⁽¹⁾	Totals	Block 1	Block 4	Block 7	Totals
Use	LIRR parking	LIRR parking	Commercial & Vacant	---	Hotel & Medical Office	Residential	Commercial & Residential	---
Yield	245 spaces	353 spaces	Retail (3,127 SF), restaurant (1,800 SF/45 seats), storage bldg. (3,670 SF), commercial (3,517 SF), office (vacant; 700 SF), 4 apts. (1,890 SF) & rear apartment (700 SF)	---	140 rooms & 100,880 SF	49 Artists Residences	8,516 SF Retail, 2,000 SF Office, 3 Restaurants (6,000 SF/275 seats total) & 68 Apartments	---
Coverages (acres):	---	---	---	---	---	---	---	---
Buildings	0	0	0.30	0.30	1.39	0.28	0.99	2.66
Paved	1.87	2.73	0.35	4.95	0.69	2.58	0.31	3.59
Landscaped	0.50 ⁽²⁾	0.70 ⁽²⁾	0.84 ⁽²⁾	2.04 ⁽²⁾	0.29	0.57	0.19	1.04
Total Parcel	2.37	3.43	1.49	7.29	2.37	3.43	1.49	7.29
Water Resources:	---	---	---	---	---	---	---	---
Domestic Use (gpd) ⁽³⁾	0	0	2,489	2,489	28,932	11,117	18,826	58,875
Irrigation (gpd, annualized)	0	0	0	0	345 ⁽⁴⁾	667 ⁽⁴⁾	226 ⁽⁴⁾	1,238 ⁽⁴⁾
Total Water Use (gpd)	0	0	2,489	2,489	29,277	11,784	19,052	60,113
Trip Generation (vph):	---	---	---	---	---	---	---	---
Weekday AM Peak Hour	---	---	---	---	319	26	61	406
Weekday PM Peak Hour	---	---	---	---	414	55	117	586
Saturday Midday Peak Hour	---	---	---	---	441	51	103	595
Miscellaneous:	---	---	---	---	---	---	---	---
Parking Provided (spaces)	245	373	7	625	581	318	158	1,057
Residents ⁽⁵⁾	0	0	8	8	0	82	116	198
School-Age Children (5-17 years) ⁽⁶⁾	0	0	1	1	0	4	6	10
Total Taxes Generated (\$/year)	0	0	85,867	85,867	978,160	147,000	324,612	1,449,772
School Taxes (\$/year)	0	0	49,722	49,722	590,467	88,737	195,952	875,155
Employees (FTE) ⁽⁷⁾	0	0	21.5	21.5	252.4	6.3	43.0	301.7
Solid Waste Generation (lbs/day) ⁽⁸⁾	0	0	329	329	1,952	290	1,135	3,377

1 Assuming that Block 7/Gateway Plaza is fully occupied.

2 Assumed not irrigated.

3 Assuming SCDHS design flow rates for wastewater systems: 100 gpd/room for hotel, 0.10 gpd/SF for medical office, 225 gpd/unit for artist studio residence, 0.03 gpd/SF for retail or commercial space, 30 gpd/seat for restaurant, 150 gpd/unit for apartments, 0.04 gpd/SF for storage space, 0.04 gpd/SF for artist production space, and 0.06 gpd/SF for office space.

4 Assuming 16 inches of irrigation/season, annualized over full calendar year.

5 Assuming 1.67 residents/studio artist residence, 1.67 residents/studio apartment, 1.67 residents/one-bedroom apartment.

6 Assuming 0.08 school-age children/studio artist residence, 0.08 school-age children/studio apartment, and 0.08 school-age children/one-bedroom apartment.

7 Assuming 1 full-time equivalent (FTE) employee/1,200 SF of storage space, 1 FTE employee/500 SF of medical office/office space, 1 FTE employee/500 SF of retail space, 1 FTE employee/350 SF restaurant space, 1 FTE employee/ 2,000 SF hotel/catering/conference space, 1 FTE employee/50 residential units and/or 600 SF of common residential space; and 1 FTE employee/200 parking spaces.

8 Assuming 0.13 lbs/day/SF of retail space, 0.09 lbs/day/SF for restaurant space, 0.01 lbs/day/SF for office space, 0.01 lbs/day/SF for medical office space, 1.5 lbs/room/day for hotel rooms, 0.09 lbs/day/SF for catering/conference space, 4 lbs/day/resident for apartments, 0.012 lbs/day/SF for industrial space, 0.013 lbs/day/SF for convenience store, 3.5 lbs/day/resident for artists studio unit, and 0.0012 lbs/day/Sf for artists production space..

The two structures would be oriented toward the north, and will share three driveways onto Railroad Street to the north; the westerly access would only permit right turns in and out to the garage, the main access would be located opposite Lowndes Avenue and would be configured for full access. The eastern access would allow only right turns out. All accesses would be “stop-controlled”.

Block 4

The Proposed Project would redevelop this property with a total of 49 artist studio residences (an average of 729 SF each) in a single 3-story building (see **Appendix B-2**). There would be an additional 2,300 SF of communal artist production space on the ground floor of this structure. The southern half the property would remain a LIRR commuter parking lot with 249 stalls, plus 20 additional on-street stalls. Parking at the rear of the building (49 spaces for residents) will provide for a total of 318 spaces.

Three driveways will serve the site, onto Railroad Street (on the south), NYS Route 110/New York Avenue (to the east) and Church Street (on the north). The former two accesses will be configured for all movements and will be “stop-controlled”, while the later access will be controlled by a traffic light.

Block 7/Gateway Plaza

This site will be redeveloped with four distinct uses in one three-story structure: 8,516 SF of retail spaces, 2,000 SF of office spaces, 6,000 SF of restaurant space (as: 1,500 SF of specialty restaurant space [75± seats], 2,500 SF of fast/casual restaurant [100± seats], and 2,000 SF of pub/tavern space [100± seats]), all on the ground floor, and 68 apartments (as 34 studios and 34 one-bedroom units) on the second and third floors (see **Appendix B-2**). Primary parking for the site, accessed via NYS Route 110/New York Avenue, provides 111 spaces in the parking structure, 8 surface space and 21 on-street parking spaces for patrons, employees and resident’s use. The upper level of the structured parking at the rear of the site has direct access from Olive Street, with access limited to resident use only. The existing auto parts store on Block 7S would remain, but the existing seven-space parking area is proposed to be reconfigured to provide a total of 24 spaces (17 which are proposed to be shared). An existing barber shop building and the Yankee Peddler/Shops at Suite Pieces building would remain, to be left undisturbed.

Parking

The parking strategy associated with the Proposed Action looks to provide redevelopment of Huntington Station within areas dominated by underutilized parking lots. The Master Developer was tasked to prepare a redevelopment plan that ensured adequate commuter parking remains available, while returning the New York Ave. corridor to the downtown setting which previously existed in this area. Consistent with the recommendations of the Town Comprehensive Plan, a detailed PMP (**Appendix F-1**) was been prepared to estimate the existing parking utilization of the LIRR commuter parking lots and the parking needs of the proposed development to determine if there is adequate parking to support the future parking demand.

Based on parking surveys of the existing commuter lots surrounding the LIRR station, peak parking demands were established. Based on these surveys, 327 commuter parking stalls are

presently available during the peak period. To maximize available parking for commuters, the existing commuter parking lots were examined, and parking lots P4, P5 and P6 are proposed to be reconfigured to provide a total of 179 additional parking spaces for commuters (see pages 9-12 of the PMP, **Appendix F-1**, for layouts of the proposed reconfigurations).

In order to estimate the parking required for the proposed development, actual parking rates from uses similar to the proposed project (where LIRR stations are within walking distance) and the rates recommended in industry standard resources were utilized (see **Section 3.7**). The Parking Assessment (**Appendix F-2**) provides an overview of proposed parking ratios for each use. Based on these rates, the proposed project has a total parking demand of 698 parking spaces (513 spaces required for Block 1, 49 spaces for Block 4 and 136 spaces for Block 7). The proposed parking to be provided in support of the proposed development project is 726 spaces (519 spaces required for Block 1, 49 spaces for Block 4 and 158 spaces for Block 7).

In total, the Parking Assessment (see **Section 3.7**) demonstrates that the overall peak parking demand for the station area (commuter parking plus proposed development of Block 1 and Block 4) will be 3,699 parking spaces, and 3,925 parking spaces will be provided for the station area. The peak parking demand for the Gateway Plaza area (Block 7) is 136 spaces, and 158 parking spaces will be provided for the Gateway Plaza area. This demonstrates that the proposed parking supply will exceed the peak parking demand.

2.4.2 Variances Required

No zone change is necessary or proposed; however, the Proposed Project will require a number of variances from the Town, for building height, setbacks and parking. Additionally, up to five waivers may be required from strict compliance with Town Subdivision and Site Plan Regulations for: block length, recreational space, drainage system design, curb cut radii, and loading spaces. The details of the necessary variances and waivers are provided below by Block; additional detail and the potential impacts of approval of each are discussed in **Section 3.3.2**.

Block 1

Attachment 1, Sheet 5 of 12 presents a listing of the variances anticipated to be necessary for the redevelopment proposed on Block 1, the Town entity having jurisdiction, and brief discussions justifying the project's need for each variance. The following provides additional support for approval of the requested variances:

- *building height (Town ZBA)* - In order to provide commercial uses appropriate to a site adjacent to transportation resources, commercial sites in the commercial corridor, and provide for supplemental commuter parking, the project proposes subsurface parking, with the principal uses provided above the parking area. The existing and proposed slope on the lot (and adjacent roadway, where Route 110 is depressed to allow the travel lanes below the LIRR tracks) and calculation of average grade of the property necessitates exceedance of the Town maximum height requirement.
- *site area for parking structure (Town ZBA)* - As a result of the small size of Block 1, and in order to meet the parking needs of the two uses along with the general intent of the zoning district and

the subdivision regulations, it is necessary to construct a parking structure on the site, a portion of which is placed below-grade. As a result, the proposed redevelopment of Block 1 requires that this standard be exceeded.

- *Required parking and joint-use parking (Town ZBA)* - The Town's parking requirements do not reflect the shared parking of various uses, nor the proximity to public transportation. This effect would tend to reduce the need for provision of on-site parking for the new developments, so that fewer parking spaces need be required for the hotel and medical office building. This reduced need for parking is supported by parking studies, application of transit-oriented development parking standards, shared use analyses and home-to-work travel mode demographic studies (see **Section 3.7**). Regarding joint use of parking, the PMP (**Appendix F-1**) and Parking Assessment (**Appendix F-2**) prepared for the Proposed Project support the conclusion that a sufficient number of spaces will be provided to support both the residential and non-residential uses along with commuter demand.

Block 4

Attachment 1, Sheet 9 of 12 lists the variances that the applicant expects will be required for Block 4, per the Town Code. Below are listed the variances requested, the entity having jurisdiction, and a brief discussion of the project's need for each.

- *building setbacks and parking area setbacks (Town ZBA)* – The existing site conditions provide for parking within the required rear, side and front yards. The proposed project has been designed to place the building at the street to provide a distinct street presence (typical to main streets). The site has also been designed to maximize parking, providing for parking within required front, side and rear yards (similar to existing conditions) to construct the building and surface parking lots.
- *joint-use parking and related (Town ZBA)* - Because the project is designed to benefit from the proximity of public transit, the number of on-site parking spaces is expected to be reduced, so that the Town minimum space requirement would not reflect actual expected parking demands. The PMP (**Appendix F-1**) and Parking Assessment (**Appendix F-2**) supports the conclusion that a sufficient number of spaces will be provided to support uses based on parking surveys, mixed use development parking standards, shared use analyses and home to work travel mode demographic studies (see **Section 3.7**).

Block 7/Gateway Plaza

The variances listed in **Attachment 1, Sheet 12 of 12** are anticipated by the applicant to be required by the Town for the redevelopment on Block 7/Gateway Plaza. The following notes each variance and the entity having jurisdiction, and a brief discussion of the project's need for each variance requested.

- *joint-use parking and related (Town ZBA)* - The Town's required minimums for parking to be provided do not reflect the positive effect of the proximity to public transportation that is a feature of the Proposed Project. This would tend to reduce the actual need for parking expected, so that fewer on-site parking spaces would be needed. This reduced need for parking would be supported by parking studies, application of mixed use development parking standards, shared use analyses and home-to-work travel mode demographic studies. The PMP (**Appendix F-1**) and Parking Assessment (**Appendix F-2**) support the conclusion that a sufficient number of spaces will be provided to support both the residential and non-residential uses (see **Section 3.7**).

- *steep slopes (Town ZBA)* - There is a small amount of remaining natural steep slope along the rear (eastern) border of Block 7 that are supported by retaining walls. This area may be impacted for installation of two replacement sections of retaining walls, which are necessary to protect the neighboring homes and proposed development.

Waivers

In addition to the above-noted variances, the Proposed Project may also require up to five (5) waivers from strict compliance with Town Subdivision and Site Plan Regulations (see **Attachment 1, Sheet 12**). Review of the table indicates that approval of each of the five potential waivers would be justified based on the particular geometry/configuration of the project site, or by the nature of the proposed uses.

2.4.3 Water Supply and Wastewater Treatment

The Proposed Project is expected to use public water supplied by the SCWA, from Distribution Area 7. Based on **Table 2-3**, the data in **Tables 2-4b and 2-4c** show that a total of 60,113 gpd of potable water would be consumed on the three parcels, of which 58,875 gpd would be used domestically, and the remaining 1,238 gpd would be used for lawn/landscape irrigation.

**Table 2-4a
ESTIMATED DOMESTIC WATER USE & WASTEWATER GENERATIONS
Existing Conditions**

Block	Use & Yield	SCDHS Flow Rates, Total	Total Wastewater Flow ⁽¹⁾	
			Existing Condition	Full Occupancy
1	LIRR commuter parking	---	0	0
4	LIRR commuter parking	---	0	0
7	Retail (3,127 SF)	0.03 gpd/SF	94	94
	Restaurant (1,800 SF/45 seats) ⁽²⁾	30 gpd/seat	1,350	1,350
	Storage (3,670 SF)	0.04 gpd/SF	147	147
	Commercial (3,517 SF)	0.03 gpd/SF	106	106
	Office (700 SF)	0.06 gpd/SF	0 (vacant)	42
	Apartments (1,890 SF; 4 units)	150 gpd/unit	450	450
	Rear building apartments (3 beds) ⁽³⁾	75 gpd/bed	225	225
Totals	---	---	2,373 gpd	2,414 gpd

- (1) Based on combined Density Load and Kitchen Load.
(2) Assuming 40 SF/seat.
(3) Not a Town-authorized use at this location.

Table 2-4b
CALCULATED DOMESTIC WATER USE & WASTEWATER GENERATIONS (per
SCDHS DSF)
Proposed Project

Block	Use & Yield	SCDHS Design Flow Rates		Sanitary (gpd) ⁽¹⁾	Total Flow (gpd) ⁽²⁾
		Density Load	Kitchen Load		
1	140 hotel rooms	100 gpd/room	---	14,000	14,000
	6,000 SF/250 seat catering/conference ⁽³⁾	5 gpd/seat	2.5 gpd/seat	1,250	1,875
	2,000 SF/100 seat restaurant ⁽⁴⁾	10 gpd/seat	20 gpd/seat	1,000	3,000
	1,000 SF retail/convenience store (hotel)	0.03 gpd/SF	---	30	30
	100,000 SF medical office space	0.10 gpd/SF	---	10,000	10,000
	880 SF retail/convenience store (office)	0.03 gpd/SF	---	27	27
	Total, Block 1	---	---	26,307	28,932
4	49 artists residences	225 gpd/unit	---	11,025	11,025
	Artist production space	0.04 gpd/SF	2,300 SF	92	92
	Total, Block 4	---	---	11,117	11,117
7	8,516 SF retail space	0.03 gpd/SF	---	256	256
	2,000 SF office space	0.06 gpd/SF	---	120	120
	Restaurants (6,000SF/275 seats total) ⁽⁵⁾	10 gpd/seat	20 gpd/seat	2,750	8,250
	68 apartments	150 gpd/unit	---	10,200	10,200
	Total, Block 7/Gateway Plaza	---	---	13,326	18,826
Totals	---	---	---	50,750	58,875

- (1) Based on Density Load.
- (2) Based on combined Density Load and Kitchen Load.
- (3) Assuming 24 SF/ catering/conference seat.
- (4) Assuming 20 SF/restaurant seat.
- (5) 21.8 SF/restaurant seat, per applicant.

Table 2-4c
ANTICIPATED WATER USE FOR LAWN/LANDSCAPE IRRIGATION
Proposed Project

Block	Landscaped	Irrigation Rate ⁽¹⁾	Irrigation Usage ⁽²⁾
1	0.29 acres	16 inches/season	345 gpd
4	0.57 acres		667 gpd
7	0.19 acres		226 gpd
Totals	1.05 acres	---	1,238 gpd

- (1) Irrigation season generally extends from mid-April to mid-September, but these dates vary based on weather trends each year.
- (2) Reflects the rate of water used for irrigation averaged over the full 365-day year, not the rate at which irrigation water is actually applied during the Irrigation Season.

As shown in **Figure 3-10C**, the SCWA maintains a 10-inch diameter pipe beneath NYS Route 110/New York Avenue, as well as an 8-inch distribution line beneath Railroad Street (for Block 1), and 6-inch distribution lines beneath Church Street (for Block 4), and beneath Henry Street (for Block 7/Gateway Plaza). The connection to the SCWA supply network will be subject to

review and approval of the SCWA and SCDHS, to be reviewed as part of the Site Plan application process.

The Study Area is entirely within the boundaries of the Huntington Sewer District (see **Figure 3-10D**). As a result, the Proposed Project will connect to the collection pipe system serving this utility, to be conveyed to the Town's STP in Huntington for treatment and disposal. The existing 8-inch pipe operates under gravity and is not pressurized. As the project is anticipated to consume 58,875 gpd of water for domestic (i.e., indoor) use, it is expected that this same 58,875 gpd will depart each parcel as wastewater. The connection to the Town's STP will be contingent on approval of the Town, the SCDPW and NYSDEC.

2.4.4 Construction Schedule and Processes

Construction Schedule

The construction of the Proposed Project is anticipated to be phased over a five year period. Block 1 is anticipated to be constructed first, with the hotel and office buildings anticipated to be completed within a three year period. Block 4 and Block 7 are anticipated to proceed after the completion of Block 1, with a total of two years anticipated for construction.

Commuter Parking Availability During Construction

In order to ensure adequate commuter parking remains available during the construction, the PMP (**Appendix F-1**) evaluates the available capacity for commuter parking for each phase of construction. During Block 1 construction, the PMP indicates that the peak commuter parking demand from Block 1 will be absorbed on the adjacent commuter parking lots (Block S1, Block S2, and Block 3), with 261 of the overall commuter parking spaces remaining available during the peak period. Similarly, during Block 4 construction, 218 spaces will remain available to commuters during the peak demand period. The PMP indicates 226 of the overall commuter parking spaces would remain available during peak periods once all construction is complete (see Page 23 of the PMP, **Appendix F-1**). Parking will not be available at Gateway Plaza when that site is under construction, but following construction, an excess of 22 stalls will be available during peak demand periods.

A number of techniques will be put into place to ensure an orderly transition experience for commuter parkers throughout each stage of construction:

- New way-finding signage redirecting commuters to available commuter parking and providing lot name and spaces available;
- An on-site attendant redirecting commuters during construction;
- Additional flyers, transition plan signage, and website communication will also be employed to keep commuters informed of changes in the parking system.

Construction and Related Operations

Construction activities will conform to Town Code regulations, and would not occur between the hours of 6:00 PM and 7:00 AM on weekdays. No weekend construction is permitted. These activities will conform to Town regulations regarding construction noise generation.

For each parcel, development will begin following the completion of the plan approval processes, and building permit issuance.

General Remediation And Demolition Process Description - For Blocks 1 and 4, no building demolition will be necessary. Paved parking lot surfaces and subsurface leaching pools, utility lines will require removal, which is a normal part of any construction preparation process, and do not present atypical concerns.

Prior to the onset of construction activities on Block 7/Gateway Plaza, site demolition will require wastewater system connection closures, and demolition/removal of the existing structures. This parcel will be subject to any remediation measures that may be required, as determined by the Town, County and/or State. The remediation phase will begin with a thorough subsurface investigation, to determine the presence (and, if found, the nature and extent) of soil contamination, and to locate all underground infrastructure; removal will be conducted subject to applicable Town, County and/or State standards. As part of the remediation process, drainage structure testing and closure, investigation and closure of any existing fuel storage tanks, and all related such activities will be conducted under the auspices of the appropriate regulatory agency, including but not limited to the NYSDEC. The SCDHS will be notified of any storage tanks that require removal. If present, tanks will be removed under the oversight of SCDHS personnel and by a reputable, licensed contractor. If applicable, the applicant will utilize contractors licensed in lead-based paint materials control as well as asbestos removal, to ensure compliance with applicable health/safety requirements.

Subsequently, the existing buildings, developed areas and utilities will be removed. A Demolition Plan will be prepared as part of the site plan application, for Town review and approval, and a demolition permit will be obtained prior to the onset of demolition activities. In general, demolition for each of the existing structures would follow a similar process, including cessation of activities and disconnection of utilities, followed by inspection for potentially hazardous or toxic building materials (e.g., asbestos, chemicals, etc.). Any necessary or appropriate removal or remediation activities required by applicable regulations would follow. After completion and approval for such activities is obtained from the regulating agency (such as the SCDHS or NYSDEC), building demolition would occur. Any recyclable materials would be removed at this time, to increase re-use of materials and reduce the volume of demolition wastes to be handled. Demolition may be performed by use of an excavator or similar equipment, followed by use of an excavator and/or bulldozer to transfer the debris to dump trucks for disposal at an approved and permitted construction/demolition debris landfill. Overall, demolition activities will take place over a limited period of time (estimated to be 1 month in length). Trucks will access the site via the existing entrances on NYS Route 110/New York Avenue, little potential for these trucks to use local roads is expected. In this way, the potential for adverse impacts to the residential uses to the east would be minimized.

All three parcels are located on a major regional traffic artery, and have been subject to long-term high levels of activity, so that the neighborhood has evolved to tolerate a level of traffic and associated noise, odors and dust commensurate with this use. In addition, the portions of Block 7/Gateway Plaza that will experience demolition activities are limited in terms of area (the former commercial structures are generally small in coverage), or location (the buildings are close to the road frontage and therefor maximize the separation from the residences to the east), so that demolition impacts on the neighborhood from would not take long to complete, would minimize impacts on the neighbors, and would be directed primarily toward the west (i.e., NYS Route 110/New York Avenue). These factors would mitigate the magnitude and duration of noise and dust impacts that neighbors would otherwise experience during this process.

General Construction Process Description - In general, the construction process will begin with establishment of flagged clearing limits, followed by the installation of perimeter erosion controls and the establishment of a stabilized construction access to prevent soil on truck tires from being tracked onto the adjacent roads, and a water truck will be available to wet excessively dry soils, to minimize dust. As construction begins, construction equipment, materials storage, and worker vehicles will be staged, parked and loaded/unloaded within the site. Construction access to Blocks 4 and 7/Gateway Plaza will be from Church Street and New York Avenue, with no access through any abutting properties; Block 1 will be accessed via Railroad Street.

Excavations for building foundations, the drainage systems, and utility connections will take place immediately after clearing/grading operations. The excavation phase will be followed by pouring of concrete for the building foundations, curbing, etc. Building construction can then begin; concurrent activities may include installation of the utility connections and, later, final grading and preparation of the base for the internal parking areas, and installation of the site lighting systems may be performed while the buildings are being completed. Laying of the asphalt parking surfaces, installation of landscaping and utility system commissioning will complete the construction process. As part of the site plan approval process, a Construction Management Plan will be prepared for each site-specific development project under the Proposed Project. The Construction Management Plan will include provisions for construction traffic management, parking management, signage to alert and direct construction and commuter traffic, and remediation activities (as necessary).

General Description of Erosion and Sedimentation Control Measures - The following discussion presents erosion and sedimentation control guidelines to be observed during construction in order to minimize impacts. As a result of proper grading procedures, drainage system design, erosion and sedimentation control measures and permit compliance that will be implemented during construction (both discussed below), no impact on local water quality is anticipated.

The construction manager, in combination with the various specialized contractors, will be responsible for all construction activities, site grading, and installation and maintenance of the erosion and sediment controls. The construction manager will also be responsible for ensuring proper storage and stockpiling of construction materials and that building supplies will be stored in designated areas, and that measures are implemented to prevent/reduce wind-blown dust. The

construction manager will be responsible for securing an approved carter to empty the site dumpster and haul waste from the site to an approved location for disposal.

Efforts will be made to prevent sediment from being transported off-site in runoff and, as a result of the erosion and sedimentation control measures and permit compliance that will be implemented during construction, no impact on local water quality is expected. However, should any sediment escape from the site, it will be swept back onto the site by manual or mechanical means (depending upon the amount of fugitive sediments) under the direction of the construction manager. It is expected that the erosion control plan will incorporate recommended measures of the NYSDEC Technical Guidance Manual, and use of measures such as:

- Silt fence, storm drain inlet protection, and good housekeeping procedures will be used;
- Construction equipment and vehicles will be parked and loaded/unloaded within the site;
- A stabilized site entrance will prevent soil on truck tires from being tracked onto public roads;
- The drainage system will provide permanent stormwater controls once construction is completed.

Maintenance of all permanent stormwater management controls and drainage structures will be the responsibility of the site owner upon the completion of construction activities.

2.5 Required Reviews, Permits and Approvals

This Voluntary DEIS has been prepared in accordance with the SEQRA and its implementing regulations under 6 NYCRR Part 617. This document is intended to provide the Town Board, as lead agency, with the information necessary to make an informed decision as to the potential for adverse environmental impacts from the Proposed Action, describes the methods and techniques proposed by the Applicants to eliminate or mitigate potential environmental impacts, and provides the bases for issuance of a “Determination of Significance” as required by 6 NYCRR Part 617, SEQRA.

Detailed parcel-specific applications to construct the proposed buildings will require individual site plan applications to the Town, the impacts of which considering the potential impacts analyzed in this Voluntary DEIS.

It is expected that, after the SEQRA review process for this application is completed (and assuming Town Board approval of the Proposed Project), engineered plans will be prepared for site-specific development of each of the three component parcels. These plans will be submitted to the Town for review by the Town Planning Board and Zoning Board of Appeals. It is also expected that the development described in those plans will, with minor differences subject to Town Planning Board review, reflect the plans assumed for and described in this document, so that the necessary impact review in this Voluntary DEIS will apply to these site plan submittals. During the review of the site plan applications, the proposed plans will be compared to the SEQRA record documentation to ensure the plans comply with all requirements and mitigation.

Table 2-5 presents a list of the required reviews, permits and approvals necessary for the Proposed Project.

**Table 2-5
REVIEWS, PERMITS AND APPROVALS REQUIRED
Proposed Project**

Agency/Entity	Review, Permit/Approval Required
Town Board	Redevelopment Proposal review
	SEQRA Process administration (as lead agency)
Town Planning Board	Site Plan reviews
	Subdivision and Waivers
Town ZBA	Variances
Town Building Department	Building permits
Town Dept. of Environmental Waste Management	Sewer Connection approvals
SCWA	Water Supply approvals
SCPC	General Municipal Law Section 239m referral
SCDPW*	Sewer Connection approvals
SCDHS*	Water Supply and Wastewater design approvals
NYSDEC	SPDES* GP 0-15-002 General Permits
NYSDOT*	Roadwork Access Authorizations

* SCDPW - Suffolk County Department of Public Works; SCDHS - Suffolk County Department of Health Services; SPDES - State Pollutant Discharge Elimination System; NYSDOT - New York State Department of Transportation

SECTION 3.0

**EXISTING CONDITIONS, POTENTIAL IMPACTS AND
MITIGATION MEASURES**

3.1 Soils and Topography

3.1.1 Existing Conditions

Soils

Figure 3-1 depicts the distribution of soil types on the subject parcels. As can be seen, all three parcels are underlain primarily by Ur (Urban Land) soils. According to the Soil Conservation Service's *Soil Survey for Suffolk County*, Ur soils:

...consist of areas that are more than 80 percent covered by buildings and pavements. Examples are parking lots, business districts of larger villages, and densely-developed industrial parks. Examinations and identification of the soils in these areas is impractical.

Based on the presence and distribution of the Ur soil type, it is assumed that when the project parcels were graded and developed, the soils that had been present were disturbed and intermixed, resulting in the soil type now classified as Ur. Because of this variability in composition, the Soil Survey cannot establish definitive characteristics, capabilities, or limitations on development for Ur soil. Such determinations would be made on a site-by-site basis, as each Block undergoes Town engineering and site plan application review.

In addition to the Ur soils on its lower western and central parts, the elevated eastern portion of Block 7 (at the top of the retaining wall behind the developed portion on this Block) is underlain by CpE (Carver and Plymouth sands, 15 to 35% slopes) soils. This soil area represents that portion of this site that was not subject to the grading process that produced its current surface contours. The Soil Survey describes CpE soils as follows:

The Carver series consists of deep, excessively drained coarse-textured soils. This soil type is found almost exclusively on moraines except for a few steep areas on side slopes along some of the more deeply cut drainage channels on outwash plains. This unit can be made up entirely of Carver sand, entirely of Plymouth sand, or of a combination of the two soils. The hazard for erosion is moderate to severe. These soils are also droughty and natural fertility is low. The moderately steep to steep slopes are a limitation to use. Areas in the western part and north shore of the county are used for homesites.

Topography

Block 1 - **Figure 3-2A** shows that this site is a developed parking lot that slopes downward from northwest to southeast. Its highest elevation is 217 feet above sea level (asl), at its northwestern corner, and its low point is 200 feet asl, at its southeastern corner. Average elevation is therefore about 209 feet asl. Slopes are generally low (averaging about 5%), except for a limited area in the southeastern corner, where the LIRR roadbed slopes steeply down to meet the grade of the NYS Route 110/New York Avenue underpass.

Block 4 - As shown in **Figure 3-2B**, this parcel is generally flat and sloped slightly to the east where the on-site drainage systems gathers runoff for recharge, consistent with typical parking lot design practices. The highest elevation is approximately 215 feet asl, along its western boundary and the low point is found in the northeastern corner abutting NYS Route 110/New

York Avenue, at 188 feet asl. Average elevation is therefore 202 feet asl. The slopes on this parcel are generally shallow in its paved areas, with an existing retaining wall providing the slope transition along the south western boundary abutting the higher land to the west, in the area of Whitman Village complex.

Block 7/Gateway Plaza - This site (see **Figure 3-2C**) is characterized by low slopes, which is to be expected due to its developed nature. The site varies in elevation from a maximum of 212 feet asl (in its extreme northeastern corner), to a low of 189 feet asl, in its west-central portion; its average elevation is therefore 201 feet asl. This property's slopes are describable as generally shallow in its developed central and western portions, and steep in its northeastern and southeastern corners, abutting higher elevations to the east. A retaining wall exists along the northern and northeastern property boundary.

3.1.2 Potential Impacts

Soils

As discussed above, the characteristics of the soils on each of the three project parcels were not determined in the Soil Survey. Therefore, the soils will be evaluated when each is subject to detailed engineering preparation of site plans. However, erosion control measures and full site plan review for grading and drainage will minimize potential adverse impacts to and/or from surface soils. Such review would include analysis to determine the need for additional retaining walls along the rear (i.e., eastern side) of Block 7, to provide additional support for the steep slopes in this area.

Topsoil that is not subject to soil management activities will be stockpiled and re-used in landscaped areas in the developed parts of the site. Excess topsoil will be removed from the site to an approved disposal location, sold as fill, or taken to an approved landfill. Soil amendment will involve importation of clean topsoil to the site to supplement existing clean topsoil as needed. Topsoil will be used for landscaped areas around buildings and improvements. Grading, establishment of site improvements and topsoil with groundcovers will stabilize the surface soils on-site. The design of the proposed buildings will be based on structural soil borings to ensure soils with suitable load bearing qualities for support of building subgrades and foundation elements are present. Native soils encountered during evaluations may be considered suitable for reuse as load-bearing fill material, as long as proper compaction is undertaken, as specified by the supervising engineer during construction. Techniques including deep compaction or over-excavation and replacement of unsuitable fill materials may be utilized in the event that unsuitable fill materials are found on properties proposed for development. Fill materials may include, but not limited to: fill soils, concrete, bricks, stone, rebar, pipes, asphalt, ash, construction and demolition debris, scrap metal, and wood. Materials encountered that are unsuitable for reuse as fill would be removed from the site for proper disposal at an appropriate landfill. The development areas would be stabilized, as determined by a geotechnical engineer, prior to construction of structural elements.

Specific subsurface conditions will be determined in detail as part of the site plan review of that application. The drainage system and sanitary system connection designs will be reviewed in detail by the Town during the site plan review process. The final site plan will not be approved unless it is demonstrated that the sanitary and drainage systems, as well as structural designs, will operate properly and safely. Thus, the final site plan review and approval process will establish that subsurface conditions would not cause a significant adverse environmental impact. Short-term soil impacts will be mitigated through erosion control measures that are described in **Section 2.4.3**.

Groundwater underlying the site is encountered at depths ranging from 164 feet to 133 feet below ground surface and as a result limitations to development with regard to high water table are not expected.

In conformance with Town requirements, all stormwater runoff generated on the developed portion of each property will be retained and recharged in an on-site drainage system designed to accommodate in excess of the minimum required by the Town (expressed in inches of storage). The drainage system will utilize subsurface leaching pools to concentrate and recharge stormwater runoff. A Grading & Drainage Plan will be prepared as part of the site plan submission for each parcel, when developed, which will be subject to review and approval of the Town. This will ensure that the project's drainage system will operate properly and minimize potential stormwater impacts to the maximum extent practicable.

Given the age and historic use of the Blocks, and the findings of the Phase I ESAs for Blocks 1, and 7 (see **Section 2.2**), site investigations and potential remediation of any identified subsurface contamination would be required as an initial step of construction activities. The following outlines the measures that are in place to ensure that REC sites are properly addressed at the time of transfer and/or construction:

- leaching systems and floor drains to be abandoned will be located, a work plan will be prepared and submitted to SCDHS for approval, then the contents sampled (according to established SCDHS protocols), tested per required methodologies and, if and when documented to be appropriate, these features will be remediated (if necessary) and backfilled with clean fill¹. Contact with the SCDHS will be maintained throughout this process, and will conclude only with written confirmation ("sign-off") from SCDHS.
- subsurface tanks to be removed will be located and registered (if necessary) with the appropriate agency². Tanks to be removed involve contacting the appropriate agency at the time of removal, so that the tank grave can be inspected and the abandonment documented. Tanks may be tested in place prior to removal through a vacuum test or installation of probes around that tank. If any release is documented (either during removal, or through in-place testing), a spill must be reported to the NYSDEC. Remediation would then be directed by NYSDEC or the appropriate agency under a cooperative arrangement through NYSDEC. Remediation typically involves

¹ SCDHS typically involves the USEPA under the Class V Underground Injection Control Program; USEPA will review work plans, oversee remediation, and provide "sign-off" as appropriate at the completion of remediation.

² Gasoline tanks are registered with the Suffolk County Fire Marshal; all other tanks are registered with SCDHS.

removal of contaminated soil to an appropriate facility licensed to handle such waste. If contamination is successfully removed, a “sign-off” may be issued by the agency. If residual contamination is present, in-site treatment and monitoring may be required. A spill file closure is the end result of either a successful tank removal and remediation, or longer term treatment/monitoring as directed by the agency.

Topography

It is expected that clearing and grading will occur throughout all of the developed area of each project parcel, in order to remove all prior development and prepare adequate surfaces for new construction. Grade transitions will provide slopes not to exceed 1:3; two sections of retaining wall are expected to be necessary on Block 7 to provide slopes conforming to requirements of the Americans with Disabilities Act (ADA).

The grade change within Block 1 and planned installation of a two-level below-grade parking garage will necessitate an extensive amount of earthwork. While as much of this excavated material will be reused on the site as fill, an estimation of approximately 48,000 cubic yards (CY) of excess material are expected, to be removed for sale as fill, or disposal in an approved construction and demolition (C&D) landfill. On Block 4, the volume of excavated soil is expected to be offset by the volume needed for fill, so that no export of excess soil is expected. Within Block 7, however, an excess of up to about 3,500 CY is expected, to also be removed for sale as fill or disposal.

Construction trucks and equipment will access each Block via construction entrances off Railroad Avenue (Block 1 and 4), Church Street (Block 4) and NYS Route 110/New York Avenue (Block 7). Impacts to the area related to truck traffic (e.g., noise and dust) would be limited in duration and restricted geographically to these roadways, but primarily to NYS Route 110/New York Avenue, as this roadway would be the primary route used by these vehicles. This roadway has sufficient capacity to accommodate these vehicles, so that no significant impact on traffic flow is expected.

As discussed in **Section 2.4.3**, all disturbed surfaces will be stabilized prior to construction, to minimize the potential for erosion. Other than excavations for the building foundations and subsurface utility connections, it is not expected that the depths of cutting and filling would be extensive, so that planned re-use of excavated material elsewhere on-site will not require significant import or export of fill.

Following construction, the developed portion within the sites will maintain grades ranging from 1.0 to 3.0 percent to direct stormwater runoff to drainage structures. A detailed Grading and Drainage Plan will be prepared as part of each site plan application, which will provide additional details of overall site grading, and will require Town planning and engineering reviews and Planning Board approval prior to implementation. All grading and the drainage system will conform to applicable Town regulations.

Grading activity will be conducted internally within the site and will not impact adjacent properties. In addition, construction management techniques outlined in **Section 2.4.3** will ensure that sedimentation and erosion control measures are implemented.

3.1.3 Mitigation Measures

- If unsuitable subsoils are found, techniques including deep compaction or over-excavation and replacement of unsuitable fill materials may be utilized. Development areas would be stabilized, as determined by a Geotechnical Engineer, prior to construction of structural elements.
- Excess soil will be re-used on-site for landscape areas, sold for use off-site as fill, or taken to an approved C&D landfill.
- Test borings will be completed in drainage areas to ensure that suitable subsoils are present.
- Erosion control and construction phasing plans will be prepared for individual site developments during site plan review that will provide protection methods that will be utilized during construction to control transport of sediment and stormwater runoff during construction activities.
- Prior to the initiation of construction activities, remediation of sites where recognized environmental conditions have been identified will be necessary. Remediation activities are required to be completed according to the protocols, procedures, standards and documentation requirements of the appropriate supervising entity, such as SCDHS, NYS Department of Labor, and/or NYSDEC.
- Use of a water truck, stabilized construction access, proper internal staging areas and provision of buffer areas from surrounding uses are mitigation measures designed to reduce disturbance during construction. Equipment involved in grading will be routed and parked within each parcel in proximity to the grading area, to minimize the amount of truck movements, thereby minimizing the potential for raising dust.

3.2 Water Resources

3.2.1 Existing Conditions

Drainage and Natural Surface Waters

Figure 3-3 depicts the presence and locations of freshwater wetlands in the vicinity of the Study Area, as designated by the National Wetlands Inventory (NWI). The only identified feature in the vicinity of the study area is a man-made recharge basin on the western side of NYS Route 110/New York Avenue and abuts the northern border of Block 4 opposite Block 7/Gateway Plaza. The NWI assigns this feature with the descriptor “PUBHx/Freshwater Pond”, which indicates that it is a “Palustrine, Unconsolidated Bottom, Excavated” body. There are no natural surface water bodies on or in the vicinity of the three project parcels.

According to FEMA mapping, the Study Area is not located in a designated Flood Hazard Zone (see **Figure 3-4**), and lies outside of the FEMA-designated flood zones. With respect to stormwater, runoff that is produced from the existing, mainly impervious, site conditions is directed to limited drainage inlets throughout the parcels. Much the existing stormwater generated also overflows onto the adjacent roadways, which is directed to roadside drainage systems and to the recharge basin on NY Avenue.

Hydrogeology

Groundwater on Long Island is entirely derived from precipitation. Precipitation entering the soils in the form of recharge, passes through the unsaturated zone to a level below which all strata are saturated, referred to as the water table. The groundwater table is equal to sea level on the north and south shores of Long Island, and rises in elevation toward the center of the Island. The high point of the parabola is referred to as the groundwater divide. The changes in elevation of the water table create a hydraulic gradient which causes groundwater to flow, dependent upon potential.

The subject property is north of the groundwater divide, indicating that in the horizontal plane, flow is generally toward the north. Groundwater will be ultimately discharged from the subsurface system into Huntington Bay and Long Island Sound. The major water bearing units beneath the subject property include: the Upper Glacial aquifer, the Magothy aquifer, and the Lloyd aquifer (**Smolensky et al, 1989**).

As shown in **Figure 3-5**, the elevation of the water table in the area is estimated at 55 feet asl; as the lowest elevation of the component parcels is 188 feet asl (Block 4), there are at least 133 feet of vertical separation between the groundwater and the land surface. The figure also shows the inferred direction of flow in the Upper Glacial Aquifer, which is the layer of groundwater nearest the ground surface. From this information, it is expected that groundwater flows in a roughly southerly direction beneath the Study Area.

Water Quality

The area is served with potable water by the SCWA, pumped from both the Magothy and Upper Glacial Aquifers from a number of interconnected wellfields within SCWA Distribution Area 7. The Study Area is located north of the southern boundary of the SCWA’s service area; the area to the south of the SCWA is within the South Huntington Water District. The wellfields nearest the Study Area are (see **Figure 3-5**):

- McKay Road - 3,270 feet to the west-southwest (Magothy Aquifer)
- Broadway - 3,660 feet to the east-northeast (Upper Glacial Aquifer)

Generally, water quality data from a wellfield drawing from the Upper Glacial Aquifer (Long Island’s shallowest aquifer), would tend to reflect land use practices and recharge conditions in areas that are nearby and upgradient of those wellfields. However, one of the wellfields serving SCWA Distribution Area 7 pumps from the deeper Magothy Aquifer, a confined groundwater body wherein groundwater quality reflects overlying land use practices and impacts to a much lower degree than the Upper Glacial Aquifer. Finally, there are no SCWA wellfields located nearby and downgradient of the Study Area (drawing from either the Upper Glacial or the Magothy aquifers), so that no conclusions may be drawn between land use practices in the Study Area and groundwater quality beneath areas to the south. Generally, recharge of sanitary wastewater is the largest single factor in groundwater quality impact, so it is noteworthy that the Study Area is served by public sanitary sewers that entirely remove this component of recharge from consideration as a potential source of groundwater impact.

Table 3.2-1 provides a listing of the most recent available water quality test results for Distribution Area 7, with the corresponding New York State drinking water standard (the “Maximum Contaminant Level”, or MCL) for each constituent evaluated. The data show that none of the various substances for which an MCL exists were at or above such limits. In particular, the data show that the average concentration of nitrogen in the water samples tested was 6.26 mg/l, which is well within the NYS Drinking Water standard of 10 mg/l.

**Table 3.2-1
WATER QUALITY TEST RESULTS, 2013
SCWA Distribution Area 7**

Parameter	Average Value	Maximum Contaminant Limit (MCL)
Inorganics		
Alkalinity, total mg/l	52.9	n/a
Aluminum, mg/l	0.05	n/a
Ammonia, free mg/l	ND	n/a
Arsenic, µg/l	ND	10
Barium, mg/l	0.02	2
Boron, mg/l	ND	n/a
Bromide, mg/l	ND	n/a

Parameter	Average Value	Maximum Contaminant Limit (MCL)
Cadmium, mg/l	ND	5
Calcium, mg/l	22.9	n/a
CO ₂ , calculated mg/l	20.3	n/a
Chloride, mg/l	19.8	250
Chromium, µg/l	2.05	100
Cobalt-59, µg/l	ND	n/a
Color, color units	ND	15
Copper, mg/l	ND	AL=1.3
Dissolved solids, total mg/l	142	n/a
Fluoride, mg/l	ND	2.2
Hardness, total mg/l	76.3	n/a
Hexavalent Chromium, µg/l	0.77	n/a
Iron, µg/l	ND	300
Lead, µg/l	ND	AL=15
Lithium, µg/l	ND	n/a
Magnesium, mg/l	4.61	n/a
Manganese, µg/l	ND	300
Molybdenum, µg/l	ND	n/a
Nickel, µg/l	0.8	100
Nitrate, mg/l	6.26	10
Perchlorate, µg/l	1.01	18
Phosphate, total mg/l	ND	n/a
pH	6.7	n/a
pH, field pH units	7.2	n/a
Potassium, mg/l	1.03	n/a
Silicon, mg/l	6.7	n/a
Sodium, mg/l	12.7	n/a
Specific conductance, µmho/cm	238	n/a
Strontium-88, mg/l	0.084	n/a
Sulfate, mg/l	10.5	250
Surfactants, anionic, mg/l	ND	0.5
Titanium, µg/l	ND	n/a
Total Organic Carbon (TOC), mg/l	0.45	n/a
Turbidity, NT units	ND	5
Vanadium, µg/l	ND	n/a
Zinc, µg/l	ND	5
Synthetic Organic Compounds: Pesticides, Herbicides, Pharmaceuticals & Personal Care Products*		
1,4-Dioxane, µg/l	2.56	50
Volatile Organic Compounds*		
Cis-1,2 Dichloroethene	1.66	5
1,1-Dichloroethane	0.81	5
1,1-Dichloroethene	0.75	5

Parameter	Average Value	Maximum Contaminant Limit (MCL)
Methyl-Tert-Butyl Ether (MTBE)	0.29	10
1,1,1-Trichloroethane	1.41	5
Disinfection By-Products*		
Chlorate, mg/l	0.03	n/a
Chlorine residual, free, mg/l	0.9	4
Chloroform, µg/l	0.27	80

Source: 2014 SCWA Drinking Water Report.

* No others detected.

ND - Not detected.

n/a - Not applicable; no standard exists for this analyte.

mg/l - milligrams per liter; equivalent to parts per million.

µg/l - micrograms per liter; equivalent to parts per billion.

AL - Action Level.

3.2.2 Potential Impacts

Drainage and Natural Surface Waters

As there are no natural surface water bodies or wetlands on or tributary to any of the subject sites, the Proposed Project would not impact such resources.

In general, impacts to surface waters and drainage conditions may occur as a result of stormwater handling and potential erosion and sedimentation both during construction and after completion of the site development phase. During the construction period, precautions described in **Section 2.4.3** will be taken to ensure that sediment will not be transported off-site by stormwater runoff and, as a result, there would be no impact to local conditions (as noted above, there are no natural surface water bodies on or near the subject site that could be impacted, and no intermittent streams or evidence of overland flow at present). In addition, an erosion control plan will be prepared incorporating the NYSDEC Guidelines for Urban Erosion and Sediment Control, and use of measures such as:

- Silt fencing, storm drain inlet protection, hay bales, and good housekeeping procedures will be utilized.
- A stabilized construction will be placed at the site entrance to prevent soil on truck tires from being tracked onto the public road system.
- The construction process will begin with establishment of flagged clearing limits, followed by installation of the erosion control measures.
- The drainage system will provide permanent stormwater controls once construction is completed.

Subsequent to this period, permanent occupancy and operation of the project sites would not be expected to impact water resources in consideration of the following:

- The Site Grading and Drainage Plan (to be prepared as part of the site plan application) will be subject to thorough review and approval of the Town Engineering Division prior to approval.

This plan will be designed to prevent runoff from developed surfaces from causing erosion, sedimentation or impacts to land or water resources.

- The Proposed Project will be provided with a drainage system that will retain all runoff generated within the developed area and direct it into on-site recharge facilities, so that no such runoff may impact off-site properties.

The proposed structures will be constructed in conformance with all applicable Town and State Building Codes and requirements, will not encroach into low-lying areas or alter drainage characteristics of adjacent or nearby properties. Finally, the project will be subject to detailed review by the Town Engineering Division as part of the site plan review process, ensuring that no impact to or from floodwaters will occur.

Hydrogeology

As discussed below, the volume of water recharged on the site is expected to be increased by the Proposed Project, due to the increase in the acreage of paved surfaces and installation of drainage recharge systems. However, as these three properties are presently mostly paved surfaces, the increase in impervious are not expected to be sufficient to cause a significant rise in the elevation of the local water table. This is due to the fact that recharge will be distributed throughout the sites in subsurface drainage structures and, as a result, the relatively high permeability of the Upper Glacial deposits will allow groundwater to rapidly flow horizontally and thereby maintain a relatively stable water table configuration. Consequently, the direction of horizontal flow of groundwater would not be affected by the expected recharge increase, as the shape of the water table controls this characteristic. In addition, the water table is between 162 and 133 feet below the ground surface, which is more than sufficient to disperse recharge laterally to a degree that would reduce mounding of the water table. Thus, the Proposed Project is not anticipated to impact hydrogeologic conditions.

Water Quality

Public Water Supply - The information in **Table 3.2-1** indicates that no significant impacts with respect to groundwater quality presently exist in the area. The subject properties will be utilized for residential and commercial (office, retail and restaurant) purposes, so that no toxic or hazardous chemicals are anticipated to be present, utilized or disposed of on the site. As a result, the Proposed Project is not expected to result in any impacts to the public water supply through the use, generation or disposal of toxic substances that may be discharged. The recharge of stormwater on-site will result in an increase in groundwater volume as compared to existing conditions. However, this water is not expected to contain significant levels of contaminants, as determined by the NURP Study. All sanitary waste will be conveyed to an off-site STP and therefore will not be recharged on-site. As a result, no impact to groundwater quality beneath the site from sanitary wastewater recharge is expected. The STP currently exists and is operated by the Town of Huntington subject to the review and approval of the SCDHS, SCDPW and NYSDEC, and operates under their supervision and performance standards.

Based on the above, it is anticipated that the Proposed Project will have no significant adverse impact on the quality of groundwater underlying the subject site and in the surrounding area. No other significant adverse groundwater impacts are expected.

Construction - Groundwater quality impacts that may occur during construction activities could potentially result from leaching of contaminants entrained in rain falling on building materials and equipment stored outdoors on-site. However, such materials are anticipated to be inert and therefore are not expected to have an adverse impact on the site. In addition, these materials would be present in such a condition for only a limited time before being used in construction, and would be stored under cover. Equipment stored on-site which will be utilized during clearing and construction activities will be properly maintained to eliminate leakage of fluids and reputable contractors will be used for all site work.

3.2.3 Mitigation Measures

- The connection to an off-site, Town-owned and operated STP will allow the Proposed Project to conform to SCSC Article 6 and applicable agency requirements for wastewater management.
- The Proposed Project will be designed to conform to the applicable recommendations of the NURP Study in regard to the proposed stormwater recharge system and as a result no significant adverse stormwater impacts are anticipated.
- Precautions will be taken to ensure sediment will not be transported off-site by stormwater runoff and as a result there is no expected impact to local conditions as a result of erosion and sedimentation control measures and permit compliance that will be implemented during construction activities.
- An SWPPP will be prepared to ensure compliance with water quality and quantity requirements pursuant to Technical Guidance and GP 0-10-001 and Town of Huntington requirements. In addition, an erosion control plan will be prepared incorporating the NYSDEC Guidelines for Urban Erosion and Sediment Control.

3.3 Land Use, Zoning and Plans

3.3.1 Existing Conditions

Land Use

Figure 3-6 shows the existing land uses on the project parcels as well as those of sites in the Study Area. As can be seen, the land uses of the project parcels are:

- Block 1: Public Service (Town parking lot)
- Block 4: Public Service (Town parking lot)
- Block 7/Gateway Plaza: Commercial, Residential and Vacant

Generally, the pattern of land uses in the Study Area is Public Service along the west side of the NYS Route 110/New York Avenue commercial corridor, with a mix of Residential use types (including multi-family and detached single-family homes) and institutional/school and commercial uses to the west, and a roughly-even split of residential and commercial sites along the east side of the commercial corridor; residential land dominates the area to the east of the corridor, though industrial lands form a corridor running east and west along the LIRR.

General Land Use History of Huntington Station - Huntington Station is a hamlet and census-designated place in the Town of Huntington. It was named for its railroad station, and was originally known as the "Fair Grounds". In the late 1800's, the property approximately one mile south of the LIRR tracks, between Depot Road and Lenox Road from Ninth Street south to Vondran Street, was a mile-long horse racing track featuring a 1,500-seat grandstand, a club house, large barns and open fields. The surrounding community was locally known as "the Fair Grounds".

The formation of what is now known as Huntington Station has largely been attributed to the extension of the LIRR eastward in 1867. Subsequently in 1900, the Pennsylvania Railroad purchased a controlling interest in the LIRR, as part of a joint plan to provide direct access to Manhattan. With an infusion of new money after the merger, the LIRR undertook system-wide capital improvements. The improvements included building a new brick and stucco Huntington station house on the east side of NYS Route 110/New York Avenue; eliminating the grade crossing at NYS Route 110/New York Avenue by lowering the roadbed; and extending an existing trolley line, which then ran southerly from Halesite to the train depot, down to Amityville on Long Island's south shore.

In January 1909, the railroad unveiled plans for the new Huntington train station. The new station included direct access from the train to the trolley, which looped into the station on the north side of the tracks, east of the station house. In 1911, the Fair Grounds area was re-named Huntington Station. In 1921, the old fair grounds were purchased by Addison Sammis, who turned the land over to the Huntington Station developers, Koster & Cornehlens, who subdivided the land into 20-foot wide lots and began building houses where the horses had once raced.

The 1940's and 1950's were considered to be a period of tranquility and prosperity in Huntington Station. In 1949, Urban Renewal was enacted by Congress to eliminate substandard housing; stimulate housing production and realize the goal of a decent home for every American family. Most of the people displaced in Huntington Station by the program were low-income families. Both people and businesses were forced to move and relocate. Only a handful of buildings survived the Urban Renewal initiative that affected Huntington Station in the 1960s and 70s.¹ This was followed by a series of Revitalization Plans in 1989, 2001 and 2003.

Thus, the Study Area is a part of the larger Huntington Station area, which has a long history of small retail and commercial businesses serving the needs of the local lower- and middle-class populations. Urban Renewal efforts in the post-World War II era to eliminate substandard housing in Huntington Station and provide support for local businesses were an incomplete success, leading to more recent Town plans to revitalize the area. The Town enacted a C-6 Overlay District in 2004 on what have become portions of the Study Area specifically to enable mixed use redevelopment as envisioned by the Town Comprehensive Plan Update. The purpose the overlay zone is to create a business district that will accommodate neighborhood shopping, encourage job creation, allow for a community where people can easily walk to acquire the day to day needs, and yield ratables commensurate with the uses permitted (discussed in the “Zoning” and “Plans” subsections below).

It is noteworthy that at least one development application conforming to the Town’s goals was approved in 2007 within the C-6 Overlay-zoned portion of the Study Area. This application, for a 0.58-acre parcel at the southeastern corner of NYS Route 110/New York Avenue and Henry Street, and owned by the Town of Huntington, was for private development of a two-story retail/commercial structure, known as the Town Economic Development Corporation (“EDC”) @ Northridge Project. Variances for parking and a visual obstruction at the intersection variances were granted, a special use permit was granted for the business depth extension, and a special exception was granted for use of municipal parking to meet the Town parking requirement. Additionally, the Town Board adopted an amendment to the C-6 Overlay District adding a Special Permit provision to allow for hotel use on Block 1 in February 2014. Recognizing the need to diversify the Town’s housing stock, the Town has also approved several multi-family projects in the vicinity, including Avalon Bay (379 multi-family rental residential units located on the north side of East Fifth Street, between Park Avenue and Lenox Road) and Columbia Terrace (14 condominium units located on the northwest corner of Railroad Street and Lowndes Avenue).

Zoning

Figure 3-7 shows the existing zoning of the project sites as well as those of sites in the Study Area. As can be seen, the zonings of the project parcels are:

- Block 1: C-6 Overlay

¹Sforza, Alfred V.; *Portrait of a Small Town III*; Huntington Station, "A New Perspective"; 2006; Fore Angels Press, New York and Huntington Town Historian; Robert Hughes; <http://huntingtonhistory.wordpress.com/>

- Block 4: R-3M
- Block 7/Gateway Plaza: C-6 Overlay

Generally, the pattern of zoning in the Study Area is for commercial zoning along the eastern side of the NYS Route 110/New York Avenue commercial corridor, from the LIRR in the south to Olive Street in the north. For the west side of this portion of the corridor, land is zoned for high-density residential use, with only the southernmost portion (occupied by Block 1) in a commercial district. Lands east of the corridor (and east of the commercially-zoned strip) are zoned for high-density residential use (Highview at Huntington) and medium-density residential use. To the west (i.e., west of NYS Route 110/New York Avenue), residential land is also zoned for high-density and medium-density residential use, though some land along the north side of the LIRR (along Railroad Street) is zoned for industrial use.

The Study Area contains a number of different zoning districts. While sites fronting both sides of NYS Route 110/New York Avenue are mostly zoned C-6 and/or C-6 Overlay, a significant amount of the western frontage is zoned R-3M (in association with the large multifamily development in this area, but including the existing commuter parking lot on Block 4). Various industrial zones line the LIRR right-of-way to the east and west, and include large parcels west of NYS Route 110/New York Avenue. North of the LIRR station and east of NYS Route 110/New York Avenue, a second large multifamily complex is zoned R-3M. Finally, single-family residential districts are located on the edges of Huntington Station.

The Town enacted a C-6 Overlay District in 2004 on what have become portions of the Study Area specifically to enable redevelopment of the type anticipated by the Town Comprehensive Plan Update (the “*Horizons 2020 Plan*” which was in preparation at that time; see below). The stated purpose of the C-6 Overlay district (found in Section 198-27.1 of the Town Zoning Code) is:

The purpose of adopting this overlay zone is to create a business district that will accommodate neighborhood shopping, encourage job creation, allow for a community where people can easily walk to acquire the day to day needs, and yield ratables commensurate with the uses permitted.

Plans

Horizons 2020: Huntington Comprehensive Plan Update (December 2008) - The Comprehensive Plan Update articulates a Vision of Huntington in the years beyond 2020 based on extensive citizen input during the planning process and provides the means to realize the Vision through clear and consistent goals, policies and strategies and through specific actions that the Town will take to positively and deliberately influence growth and change to achieve expressed citizens’ values and aspirations for the community. The Vision of Huntington is divided into four themes:

1. Community Character - Protect Huntington’s small-town suburban character; preserve its rich heritage of historic resources; maintain and enhance its aesthetic character and identity; and practice responsible environmental stewardship.

2. Quality of Life - Provide quality schools, parks and other community facilities; promote a vibrant arts community and cultural life; provide quality housing to meet the needs of Huntington's diverse population; and continue Huntington's tradition of citizen involvement and volunteerism.
3. Sustainable Community Structure - Manage new development and redevelopment to protect neighborhoods and village character, preserve open space, and revitalize commercial corridors; maintain a diverse employment base; develop an accessible, multi-modal transportation system; and provide sustainable water, sewer and stormwater infrastructure systems.
4. Responsive Town Government - Provide exceptional public services, programs and facilities while continuing prudent fiscal management; provide leadership in managing growth and change; promote civil discourse and constructive dialog on challenging issues; encourage citizens to become well-informed and actively involved in civic affairs; and promote greater intergovernmental cooperation.

The Comprehensive Plan Update presented seven Plan Elements, which specified the seven categories of policies and strategies that will enable the Town to realize the type of community envisioned by the Vision Statement. While presented separately, these elements are interrelated and are designed to work together.

- Environmental Resources
- Community Character
- Community Facilities
- Land Use
- Economic Development
- Transportation
- Housing

The following are the Plan Element Policies and, within them, the Strategies of the Comprehensive Plan Update that apply to Huntington Station, including the Study Area.

Chapter 4: Community Character

Policy B.5: "Raise the bar" on the visual character of private development through improved design standards and regulations and through targeted redevelopment.

Strategy B.5.2: Replace the "one size fits all" C-6 General Business zoning district with zoning districts tailored to the characteristics of different commercial areas within the Town.

- Adopt neighborhood/hamlet zoning districts with standards to maintain or enhance the character of traditional commercial areas such as Greenlawn, Huntington Village and Huntington Station.

Chapter 6: Land Use

Policy D.3: Improve the economic viability of smaller-scale commercial corridors while improving visual quality, including pedestrian-oriented scale and character.

Strategy D.3.1: Promote the revitalization of New York Avenue and other commercial corridors (Broadway, Pulaski Road) in Huntington Station through public actions designed to stimulate private investment in community-serving uses.

Policy D.6: Modernize and update development regulations for greater consistency, predictability and effectiveness.

Strategy D.6.1: Strengthen standards for design character and quality (scale of commercial development, façade/architectural treatment, access management, corridor landscaping, single-family residential compatibility, etc.) to improve economic viability and encourage walkable centers.

Strategy D.6.2: Evaluate existing zoning within the Town’s commercial areas (hamlet centers, corridors, etc.) to identify zoning designations most appropriate to local conditions (including replacing the “one size fits all” C-6 General Business zoning district).

Chapter 7: Economic Development

Policy E.1: Maintain a strong office and industrial employment base.

Strategy E.1.2: Encourage smaller scale employment/professional office uses as part of a revitalization strategy for older commercial corridors such as New York Avenue in Huntington Station.

Policy E.4: Promote business start-ups and growth in Huntington.

Strategy E.4.4: Identify opportunities to accommodate community-based businesses and entrepreneurs in revitalization activities (e.g., Huntington Station).

Policy E.5: Promote economic development through public/private partnerships among different levels of government; economic development agencies; businesses; and educational, research and healthcare institutions.

Strategy E.5.1: Continue the Huntington Economic Development Corporation’s progress in revitalizing Huntington Station.

In addition to the Plan Elements, the Comprehensive Plan Update focused on a number of geographic areas of the Town that display the greatest potential for growth [termed “Focal Areas”]. A portion of Huntington Station that encompasses the Study Area is one of these Focal Areas (see **Figure 3-8**). The following general discussion of this area and the Plan’s Goal for this area is taken from the Comprehensive Plan Update:

Huntington Station is a significant transit hub located where NYS Route 110 (New York Avenue) crosses the LIRR right-of-way. The electrified portion of the Port Jefferson branch of the LIRR and a large number of the branch trains terminate here. The LIRR station provides a significant opportunity to promote transit-oriented development as a revitalization strategy. This area was once similar to other station areas in the Town of Huntington with a mixed-use core along NYS Route 110, but urban renewal projects and commuter parking lots have replaced most of the original structures north of the tracks. Several mixed-use buildings still stand south of the tracks where they function as a center of the Town's immigrant community. Single-family residential neighborhoods extend beyond the immediate core.

NYS Route 110 through Huntington Station is congested due to heavy vehicular traffic, a high number of stoplights, and multiple parking lots that empty on to the street. Most of the retail parking is on-street, so potential customers have to drive slowly and search for parking spaces. Because a significant percentage of local residents do not own cars, there is a significant amount of pedestrian activity in the corridor.

Huntington Station is a focus of revitalization initiatives by the Town of Huntington. The Town's Economic Development Corporation has four major initiatives in the area: a retail and cultural center development project; streetscape/infrastructure improvements, including development of a new Huntington Station Plaza at the intersection of New York Avenue and Olive Street; a Gateway Park, including conversion of an existing stormwater pond; and grocery/retail development to serve local residents.

The Huntington Station Business Improvement District (BID) has taken steps toward improving safety, visual appearance, and commerce in Huntington Station. The BID is raising funds to begin a façade improvement program and to create a gateway district between Pulaski Road and Depot Road. A key question for Huntington Station's future is where to establish a new walkable, mixed-use commercial center to serve the neighborhood and restore its traditional function as a hamlet center. Huntington Station Plaza in conjunction with a portion of the parking lot on the west side of New York Avenue could be a suitable location for such a district. Connection to the LIRR station is important to promote transit-oriented development.

The Huntington Station geographic focal area contains a number of different zoning districts. New York Avenue and Depot Road are zoned C-6 General Business. Various industrial zones line the LIRR right-of-way and include large parcels west of New York Avenue. North of the station, the large apartment complexes are zoned R-3M Garden Apartment. Finally, single-family residential districts are located on the edges of Huntington Station.

The fragmented zoning hampers the creation of a coherent development pattern and overall identity for Huntington Station. A zoning overlay district was created to remedy some of the problems created by the existing zoning. Replacement of this overlay with a new mixed-use zoning district or hamlet center zoning is an option to promote more unified, compatible development of the area. Another option is to modify the existing zoning overlay. The large industrial properties along the LIRR should be maintained, balanced with the need to accommodate a grocery store in the neighborhood and for buffering from adjacent neighborhoods.

A comprehensive parking study should be undertaken for the commuter parking lots and the area south of the station. This study should address bicycles as well as automobiles.

Because of the large number of parking spaces in the area, many opportunities for shared parking exist. To the south of the station, St. Hugh's Catholic Church and the industrial sites between 4th Street and Pulaski Road should be considered for shared parking to serve nearby commercial uses.

The area north of the LIRR is served by public sewer provided by the Huntington Sewer District while the area to the south is not. There is limited space for new septic systems. For this reason, larger scale developments should be considered north of the tracks first

Generally, the greatest potential for change in the Town of Huntington exists in specific portions of the Town referred to in the Comprehensive Plan as Focal Areas, which include Huntington Station, where the Study Area is located.

The Huntington Station Focal Area contains a number of different zoning districts (see above). The Comprehensive Plan recommends the establishment of a new walkable, mixed-use commercial center for Huntington Station Focal Area to serve the neighborhood and restore its traditional function as a hamlet center. Huntington Station is characterized as one of Huntington's traditional villages: The Comprehensive Plan recommends that the existing character and scale of such areas be preserved, maintained and enhanced by seeking opportunities to promote compatible mixed uses, such as apartments or offices over stores. The Plan also recommends that on-street parking be replaced with off-street parking where feasible along roadways such as NYS Route 110/New York Avenue in Huntington Station.

The Comprehensive Plan also recognizes the need to diversify the existing housing stock to provide for multi-family housing, particularly in proximity to public transit. Additionally, The Comprehensive Plan acknowledges that all segments of the population are affected by the scarcity of affordable housing in Huntington, except for the affluent and those with substantial equity in an existing home. According to the U.S. Census, the number of households with incomes below the poverty line increased by 33% between 1990 and 2000, to 4.2% of the total population. Approximately 66% of these households were located in Huntington Station, Huntington, Greenlawn, and East Northport, with the largest concentration in Huntington Station.

Figure 3-8 also provides the Generalized Future Land Use for the subject site, as identified in the Comprehensive Plan Update. Within the Study Area, Blocks 1 and 7 are identified as appropriate for Commercial development, with Block 4 designated for High-Density Residential growth.

3.3.2 Potential Impacts

Land Use

The Proposed Project will change the land use of Blocks 1 and 4, and of portions of Block 7/Gateway Plaza from existing parking (Blocks 1 and 4) to commercial (Block 1) and mixed commuter parking and residential (Block 4). For Block 7/Gateway Plaza, its land use classification will shift from commercial/business, to mixed use commercial/business and

residential. The project will increase the amount and intensity of commercial, office and residential use in the area, along this section of NYS Route 110/New York Avenue, and change the character of Blocks 1 and 4. However, in consideration of the existing mix and pattern of institutional, recreational and residential uses in the area, the uses and yields of land uses allowed under the existing C-6 Overlay zoning (see below), and the Town and community's long-term planning goals for the area (see below), the land use pattern changes described above would not represent a significant or an adverse land use impact. The goals of the Town Comprehensive Plan for the area are to restore the traditional function as a hamlet center, improve economic viability and encourage walkable centers.

The parcels lie along a significant north-south regional transportation corridor that provides connections to other, east-west trending transportation resources, providing convenient mobility. In addition, these locations also provide easy access to the commercial, retail and business establishments that line or are convenient to the NYS Route 110/New York Avenue corridor. The proposed project is designed to encourage pedestrian connections and an improved pedestrian oriented environment by positioning the buildings in relation to the sidewalks, providing pedestrian seating and plaza areas and facilitating improved pedestrian connections from Block 7 south to the LIRR. Introducing a mix of uses to these parcels is intended to increase pedestrian traffic within this corridor, supporting local business and reestablishing the traditional hamlet setting along the corridor while providing a transition between the lower-density and institutional uses to the east and west and the higher density and commercialized nature of the NYS Route 110/New York Avenue corridor. The new residents will provide economic benefits to local merchants, service-oriented businesses and general consumer activities in the area, which represent beneficial impacts to the land use pattern of the area. The Proposed Project will also generate temporary construction jobs and permanent business/commercial jobs, and will result in an immediate realization of these economic benefits.

The uses that comprise the Proposed Project have been chosen in consideration of the local land uses, utility services and transportation resources proximate to each site, with the overall goal of revitalizing the local commercial corridor. Thus, Block 1 would be redeveloped with a hotel and medical office building, establishing significant employment opportunities within close proximity to public transit and the Route 110 corridor. The long, narrow configuration of Block 4 would preclude uses that involve large buildings (with large parking requirements), therefore the provision of smaller, mixed residential and artist spaces is an innovative proposal that provides multifamily residential use and street activity along the corridor and improving connectivity between Gateway Plaza and the LIRR. Finally, the mixture of residential and commercial uses on Block 7/Gateway Plaza reestablishes the longstanding land use tradition of hamlet uses in this location. The inclusion of apartments over these ground floor commercial enterprises helps to support the small-scale commercial and business uses necessary to serve the residences and neighborhood as a whole.

Zoning

The Proposed Project will not change the existing zonings of any of the project sites, and thus will not impact the pattern of zoning in the area. Blocks 1 and 7 are zoned C-6 Overlay; Section 198-27.1G of the Town Zoning Code indicates that the standards for development in this district

follow those of the C-6 district which are listed under Section 198-27. However, the only quantified standard for the C-6 district relates to maximum allowed building height (45 feet or 3 stories). The zoning district requirements for Block 4, which is zoned R-3M, are listed in **Table 3.3-1**, with the corresponding values of the redevelopment proposed for that property.

Table 3.3-1
CONFORMANCE TO DIMENSIONAL REQUIREMENTS, Block 4
R-3M Zoning*

Dimension	Requirement**	Proposed Project
Building height, max.	45 feet/3 stories	41.5 feet/3 stories
Lot area, min.	15,000 SF	149,411 SF
Lot area per dwelling unit, min.	3,000 SF	3,050 SF
Lot width, min.	100 feet	1,397 feet
Lot frontage, min.	40 feet	1,397 feet
Front yard depth, min.	30 feet	6 feet
Number of side yards, min.	2	2
Side yard width, street side, corner lot, min.	30 feet	6 feet
Side yard width, interior side, corner lot, min.	12 feet	6 feet
Rear yard depth, min.	25 feet	6 feet
Lot coverage, % max.	---	8

* For discussions of variances required, see **Table 2-4b**.

The redevelopment will require a Special Permit for Hotel Use under C-6 Overlay, several variances for building height, setbacks, parking, as well as several waivers by the Planning Board from the Town Subdivision and Site Plan Regulations for: block length, recreational space, drainage system design, curb cut radii, and loading spaces. As shown on the Table of Zoning Variances provided for each Block on the Conceptual Site Plans (**Attachment 1**), the hotel and medical office buildings on Block 1 will exceed these values (by 10 feet/1 story and 20 feet/2 stories, respectively), while the mixed commercial-residential building on Block 7 will conform.

A Table of Zoning Variances is provided for each Block on the Conceptual Site Plans (**Attachment 1**), which are generally discussed below.

Block 1

The Table of Zoning Variances on Sheet 5 of the Conceptual Site Plans (**Attachment 1**) presents a listing of the variances anticipated to be necessary for the redevelopment proposed on Block 1, the Town entity having jurisdiction, and brief discussions justifying the project's need for each variance. The following summarizes the requested relief for Block 1.

- *Building height (Town ZBA)* - In order to provide commercial uses appropriate to a site adjacent to transportation resources, commercial sites in the commercial corridor, and provide for supplemental commuter parking, the project proposes subsurface parking, with the principal uses provided above the parking area. The existing and proposed slope on the lot (and adjacent roadway, where Route 110 is depressed to allow the travel lanes below the LIRR tracks) and

calculation of average grade of the property necessitates exceedance of the Town maximum height requirement.

- *Site area for parking structure (Town ZBA)* - As a result of the small size of Block 1, and in order to meet the parking needs of the two uses along with the general intent of the zoning district and the subdivision regulations, it is necessary to construct a parking structure on the site, a portion of which is placed below-grade. As a result, the proposed redevelopment of Block 1 requires that this standard be exceeded.
- *Required parking and joint-use parking (Town ZBA)* - The Town's parking requirements do not reflect the shared parking of various uses, nor the proximity to public transportation. This effect would tend to reduce the need for provision of on-site parking for the new developments, so that fewer parking spaces need be required for the hotel and medical office building. This reduced need for parking is supported by parking studies, application of parking standards based on the site's close proximity to public transit, shared use analyses and home-to-work travel mode demographic studies (see **Section 3.7**). Regarding joint use of parking, the parking management Plan (PMP) prepared as part of the Proposed Project will support the conclusion that a sufficient number of spaces will be provided to support both the residential and non-residential uses along with commuter demand.

Block 4

The Table of Zoning Variances on Sheet 9 of the Conceptual Site Plans (**Attachment 1**) lists the variances and waivers that the applicant expects will be required for Block 4, per the Town Code. The following provides a brief discussion of the project's requested relief.

- *Building setbacks and parking area setbacks (Town ZBA)* – The existing site conditions provide for parking within the required rear, side and front yards. The proposed project has been designed to place the building at the street to provide a distinct street presence (typical to main streets). The site has also been designed to maximize parking, providing for parking within required front, side and rear yards (similar to existing conditions) to construct the building and surface parking lots.
- *Joint-use parking and parking relief (Town ZBA)* - Because the project is designed to benefit from the proximity of public transit, the number of on-site parking spaces is expected to be reduced, so that the Town minimum space requirement would not reflect actual expected parking demands. The PMP supports the conclusion that a sufficient number of spaces will be provided to support uses based on parking surveys, mixed use development parking standards, shared use analyses and home to work travel mode demographic studies (see **Section 3.7**).

Block 7/Gateway Plaza

The Table of Zoning Variances on Sheet 12 of the Conceptual Site Plans (**Attachment 1**) lists the variances and waivers anticipated by the applicant pursuant to Town Code requirement. The following provides a brief discussion of the project's need for each variance requested.

- *joint-use parking and related (Town ZBA)* - The Town's required minimums for parking to be provided do not reflect the positive effect of the proximity to public transportation that is a feature of the Proposed Project. This would tend to reduce the actual need for parking expected, so that fewer on-site parking spaces would be needed. This reduced need for parking would be supported by parking studies, application of mixed use development parking standards, shared use analyses and home-to-work travel mode demographic studies. The PMP supports the

conclusion that a sufficient number of spaces will be provided to support both the residential and non-residential uses (see **Section 3.7**).

- *steep slopes (Town ZBA)* - There is a small amount of remaining natural steep slope along the rear (eastern) border of Block 7 that are supported by retaining walls. This area may be impacted for installation of two replacement sections of retaining walls, which are necessary to protect the neighboring homes and proposed development.

Waivers

In addition to the above-noted variances, the Proposed Project may also require up to five (5) waivers from strict compliance with Town Subdivision and Site Plan Regulations (see the Table of Zoning Variances on Sheet 12 of the Conceptual Site Plans, **Attachment 1**). Review of the table indicates that approval of each of the five potential waivers would be justified based on the particular geometry/configuration of the project site, or by the nature of the proposed uses.

These discussions indicate that generally, each variance and/or waiver is needed so that the Proposed Project could:

- provide a feature or characteristic necessary to satisfy a Goal of the Plan Update (e.g., provision of land uses that would be appropriate in that location, such as hotel or medical office building adjacent to or served by public transportation),
- provide complementary land uses that would revitalize and redevelop the Study Area, as sought by the Town and community in the Plan Update (e.g., mixed commercial-residential development with upper-story apartments at an affordable rental rate),
- provide flexibility with setbacks to provide for a mixed use hamlet center with pedestrian oriented street scape,
- provide for adequate parking to serve the existing commuter demand, while restoring the historic hamlet center style development that previously existing in this area. Establishes mixed uses with varying peak parking demands provides an opportunity for shared parking sufficient to serve the uses proposed.

As the requested variances are intended solely for application in this specific C-6 Overlay district, their approvals will not impact other area of the Town, as these zoning adjustments will be specific to the subject parcels and not applicable as precedents Town-wide. Finally, the redevelopment of the Study Area in the manner of the Proposed Project is specifically sought by the Town and community, for which environmental impact was previously conducted (for the Town Plan Update), and was found to present no significant adverse impacts.

In summary:

- the Proposed Project will not change the existing zoning of the project sites;
- the Proposed Project will not impact the pattern of zoning in the vicinity;
- the requested variances are necessary so that the Proposed Project can include the types of features and/or characteristics sought by the Town and community for the Study Area, as specified in the Town Comprehensive Plan Update;
- approvals of the requested variances will not impact other areas of the Town as these zoning adjustments will be specific to the subject properties and not applicable as precedents Town-wide;

- the Proposed Project represents the trajectory of growth for the Study Area as envisioned by the Town and community, as specified in the Town Comprehensive Plan Update. The establishment of a significant employer in Huntington Station (Block 1), in close proximity to the train station provides a catalysis for revitalization of the area.

Plans

Horizons 2020: Huntington Comprehensive Plan Update (December 2008) - The following provides an analysis of the Proposed Project's conformance to the Town Comprehensive Plan Update.

- The Proposed Project is consistent with the Plan's recommendation for Generalized Future Land Use for the subject site. Blocks 1 and 7/Gateway Plaza are identified as appropriate for Commercial development, with Block 4 designated for High-Density Residential growth. These land uses reflect the land use types of the Proposed Project: Block 1 will be redeveloped with hotel and medical office buildings, Block 4 will retain sufficient public parking for the LIRR, but will also feature high-density residential redevelopment with some commercial (artist) workspaces. Block 7/Gateway Plaza will provide ground floor commercial and office spaces, with upper-level apartments.
- The Proposed Project will supplement the local and Town-wide tax base, as well as generate local jobs. The project will result in significantly increased tax revenues for public service providers, which will assist in offsetting the incremental increase in demand for these services. The new jobs created during both construction and operation of the Proposed Project will help to increase business and household income in the community. In turn, as spending increases, this creates additional jobs and further increases business and employee household income.
- The Proposed Project conforms to the Plan Element Policies and Strategies that apply to Huntington Station (see **Section 3.3.1**), including the Study Area, as follows
 - *Strategy B.5.2: Replace the "one size fits all" C-6 General Business zoning district with zoning districts tailored to the characteristics of different commercial areas within the Town.*
 - *Adopt neighborhood/hamlet zoning districts with standards to maintain or enhance the character of traditional commercial areas such as Greenlawn, Huntington Village and Huntington Station.*

The Town undertook a series of actions from 2011-2014 to select a Master Developer, collaborate with the Master Developer and the community, explore development strategies, and adopted modifications to the C-6 Overlay District Zoning for Huntington Station to facilitate redevelopment activities.

- *Strategy D.3.1: Promote the revitalization of New York Avenue and other commercial corridors (Broadway, Pulaski Road) in Huntington Station through public actions designed to stimulate private investment in community-serving uses.*

The Proposed Project represents significant private investment in the revitalization of Huntington Station, as envisioned by the Town goals of the Comprehensive Plan. The Town Board selected Renaissance Downtowns at Huntington Station LLC as the Master Developer in 2011, and accepted a Development Strategy in 2013 that was co-created by the Town, the

Developer and the community as a framework to achieve the Town's and community's revitalization vision would then encourage the establishment of additional, complementary development to a downtown setting within walking distance of public transportation, and thereby provide for beneficial economic growth and investment in an existing downtown setting that the Town acknowledges is in need of revitalization. The result of these revitalization efforts is aimed at increasing activity for the existing local businesses from the increased customer bases arising from the increased number of residents. The new employment opportunities associated with the office and commercial spaces will be substantial, with associated beneficial economic and fiscal implications. As discussed in **Appendix C**, an estimated 301 FTE permanent jobs will be generated. Such employment would also reinforce the commercial character of the Study Area, as desired by the Town and community.

- *Strategy D.6.1: Strengthen standards for design character and quality (scale of commercial development, façade/architectural treatment, access management, corridor landscaping, single-family residential compatibility, etc.) to improve economic viability and encourage walkable centers.*

The Proposed Project is intended to establish a mixed-use redevelopment of three underutilized parcels along the Route 110 corridor, as envisioned by the Town Comprehensive Plan Update. The proposed development would complement the character of the area by providing quality mixed commercial/residential redevelopment and revitalization sought by the community and Town. The project would enhance the built character of the area by its use of landscaping, architectural designs and building materials which are intended to compliment the remaining original buildings within the area.

- *Strategy D.6.2: Evaluate existing zoning within the Town's commercial areas (hamlet centers, corridors, etc.) to identify zoning designations most appropriate to local conditions (including replacing the "one size fits all" C-6 General Business zoning district).*

The Proposed Project is the result of a collaborative Town/community and private planning effort during which zoning and associated development regulations that would be appropriate specifically to the Study Area were evaluated and determined. The Town adopted modifications to the C-6 Overlay District Zoning for Huntington Station to facilitate redevelopment activities.

- *Strategy E.4.4: Identify opportunities to accommodate community-based businesses and entrepreneurs in revitalization activities (e.g., Huntington Station).*

The proposed project will create strong economic activity by providing jobs and a solid tax base, which has incentives established for employment of local residents under the Community Benefit Agreement (CBA). The CBA outlines the goal (penalties for non-adherence) that at least 25% of all jobs and contracting opportunities for these projects go to residents of the town, with priority consideration going to residents of Huntington Station (see **Appendix A-1**).

- *Strategy E.5.1: Continue the Huntington Economic Development Corporation's progress in revitalizing Huntington Station.*

It is the intention and express goal of the Town and community that the Proposed Project be the catalyst for the redevelopment and revitalization of Huntington Station. The specific uses and yields of the project were determined in order to provide a concentration of commercial, residential and retail uses that would reestablish the sense of downtown community in the area that had previously existed.

- In addition to the Plan Policies and Strategies, the Proposed Project addresses a number of items discussed in relation to the Focal Areas subsection of the Plan Update pertinent to the Study Area, as follows:
 - Residents and patrons of the Proposed Project will benefit from its proximity to the LIRR and NYS Route 110/New York Avenue.
 - The presence of the LIRR station provides an opportunity to promote development in close proximity to an existing transportation hub as a revitalization strategy for the Proposed Project. As noted elsewhere in this document; this area was once similar to other station areas in the Town of Huntington with a mixed-use core along NYS Route 110, but urban renewal projects and commuter parking lots replaced most of the original structures north of the tracks. The Proposed Project would restore this characteristic in the Study Area.
 - It is noted that additional initiatives, including streetscape/infrastructure improvements, and development of a new public sitting area/plaza, which will be integrated into the designs of with the Proposed Project.
 - The Huntington Station geographic focal area contains a number of different zoning districts, which fragments the pattern of zoning in the area and hampers the creation of a coherent development pattern and overall identity for Huntington Station. The existing C-6 zoning overlay district was created to address some of the effects of this fragmentation.
 - A comprehensive PMP (**Appendix F-1**) has been prepared for the area, which evaluates and optimizes existing commuter parking while providing for mixed use revitalization of the area. Refer to **Section 3.7** for a discussion of this plan.
 - In conformance with the Focal Areas discussion, the Proposed Project will connect to the Town sewer system.

The above discussions establish that the Proposed Project has been designed by the applicant (in concert with the Town and the community) to provide the type of redevelopment envisioned by the Town Comprehensive Plan Update that would revitalize the Study Area and Huntington Station. As a consequence of this conformance, the Proposed Project is not expected to result in any adverse impacts surrounding land uses or zoning.

3.3.3 Mitigation Measures

- A number of variances and waivers are needed so that the Proposed Project can provide the uses, yields and density necessary to revitalize the Study Area, which is the goal of the Town and community. These variances are requested to enable the mixed use, pedestrian oriented development envisioned by the Town Comprehensive Plan.
- A comprehensive parking study has been completed as recommended by the Town Comprehensive Plan. The PMP provides for restriping and optimization of existing commuter parking areas, while providing for shared parking opportunities for uses with different peak use times.

3.4 Community Character

3.4.1 Existing Conditions

The visual character of the subject properties and immediately surrounding area is diverse and comprised of many factors. Factors include the land use trends that have shaped the community; transportation corridors, pavement and parking, the streetscape and sidewalk environment. Existing conditions are presented based on a photographic portfolio (**Appendix B-1**) with key elements of the visual character of the subject properties and surrounding area described and referenced to photographic examples. The subject properties and properties within the immediate vicinity of the subject properties and the NYS Route 110 corridor beginning at Block 1 and extending north to Block 7 is considered the Study Area for the purpose of evaluating the visual character associated with the Proposed Action (see **Appendix B-1**).

The hamlet of Huntington Station, named for the LIRR train station, is and has long been a major transportation hub for the area, as it is the source of several New York and Port Jefferson-bound trains. The existing Huntington train station, a key attribute of the area, has shaped the land uses in the vicinity of the subject parcels due to the need to provide vehicle and pedestrian access to the train station. The subject properties and surrounding area contain several large paved parking lots, in addition to parking garages on the north and south sides of the train station on the east side of NYS Route 110. Pedestrian walkways and bridges provide access to the train station from vehicle parking areas; however, pedestrian interaction between the east and west sides of NYS Route 110 is limited to the north and south ends of the Study Area, as Route 110 is a wide, four lane roadway.

It should be noted that these parking facilities were installed as part of the implementation of the urban renewal program decades ago, which significantly impacted the character of the Study Area at that time. Thus, these existing parking lots are out of character with the community; the Study Area does not reflect the pedestrian-oriented, neighborhood character that this portion of Huntington Station had had in its past.

The Study Area and surrounding area contain key attributes including: the LIRR Huntington Station and associated nearby parking facilities, NYS Route 110/New York Avenue as a main transportation corridor with pedestrian-friendly infrastructure and parking areas along the west side of NYS Route 110/New York Avenue, commercial uses along NYS Route 110/New York Avenue, underutilized light industrial uses along the LIRR tracks, and lightly trafficked residential side streets east and west of NYS Route 110/New York Avenue containing primarily single-family residences with several apartment buildings and condominium or townhouse complexes. These features can assist in supporting a revitalized mixed-use downtown area.

The visual character is varied in terms of uses, age of structures, condition, form and function. Overall, Blocks 1 and 4 of the study area are dominated by paved parking areas associated with the LIRR Huntington Station (see Photographs 3-5, 7, 9 and 27, **Appendix B-1**). Block 7/Gateway Plaza contains two (2) two-story buildings in fair condition that are occupied by a barber shop and previously occupied by a pawn shop (see Photographs 18-19 and 26, **Appendix**

B-1), and two (2) one-story buildings in fair condition that are occupied by an electrical contractor and formerly occupied by a restaurant (see Photographs 18 and 22, **Appendix B-1**). In addition, Block 7/Gateway Plaza contains two vacant, undeveloped land areas (see Photographs 20 and 25, **Appendix B-1**). Two buildings on out parcels to remain unchanged on Block 7 include a one-story building occupied by an auto parts store and a two-story building occupied by the Yankee Peddler (see Photographs 14, 16-17, **Appendix B-1**). There is no consistent architectural style or theme amongst the various structures within this Block. The buildings, several of which were constructed during the early 20th century, have been modified and renovated over time. The two structures located within the outparcels on Block 7 (occupied by the barber shop and the Yankee Peddler, both to remain) have retained much of the historic exterior character of the original buildings.

The view of the Study Area from the south along NYS Route 110/New York Avenue is dominated by the roadway, train station/LIRR overpass, and commuter parking areas. Recent improvements have been made along NYS Route 110/New York Avenue north of the LIRR overpass, with improved and decorative pedestrian sidewalks on the east and west sides of the street, as well as decorative hanging planters and street trees. The south side of Railroad Street, in the south part of the Study Area, is an area containing light industrial or commercial uses in addition to the train station parking lot and the Huntington Community First Aid Squad Building (see Photographs 1-2 and 5-6). Broadway, located east of Route 110 is an area dominated by the Huntington train station and its associated parking facilities (see Photographs 36-37). The area west of the Study Area contains primarily lightly trafficked residential streets, single-family residences, townhouses and Huntington Town schools (see Photographs 34-35). The area north of the Study Area contains primarily commercial uses including a pharmacy and a funeral home, and single-family residences in addition to the Gateway Park community garden and Touro Law School (see Photographs 28-30). The area east of the Study Area contains lightly-trafficked residential streets and single-family residences and condominiums (see Photographs 31-33).

Given that the Study Area is a significant transportation hub, the streetscape is a key element of the visual character along Route 110 within the Study Area. The recent streetscape improvements along the entirety of NYS Route 110/New York Avenue within the Study Area (decorative sidewalk, street trees, lighting, etc.) support a more inviting pedestrian environment than other areas of Study Area. Gateway Park, a pocket park recently improved between Route 110 and Block 7 provides an attractive focal point along the streetscape in the northern portion of the Study Area. Gateway Park includes a decorative plaza, seating, artwork and landscaping (see Photographs 21 and 24).

Height of buildings is a factor of the existing visual character of the Study Area. Most of the structures in and around the Study Area are in the range of one to two stories in height; however, other notable structures with greater height exist in the surrounding area and add vertical dimension to the character of the Study Area and surrounding area. The dimensional regulations for the C-6 Overlay district (which comprises Blocks 1 and 7), permit building heights of 45 feet/3 stories. The tallest buildings in the surrounding area south of the Study Area include the parking garages in the vicinity of the train station on the east side of NYS Route 110/New York Avenue, which contain five (5) levels, and the Huntington Community First Aid Squad building

south of Railroad Street on the west side of NYS Route 110/New York Avenue, which contains two (2) tall stories. The tallest buildings present on the west side of NYS Route 110/New York Avenue adjacent to Block 4 are the Walt Whitman Housing Development and school buildings along Lowndes Avenue that range from one (1) to five (5) stories in height, and the tallest structures present north of the Study Area are part of the Touro Law School between Woodhull Road and Nassau Road, which consist of two (2) and three (3) story buildings.

The majority of the Study Area was identified as being located within an archeologically sensitive area that extends along NYS Route 110/New York Avenue from south of the train station to the area north of the Study Area. Several of the remaining original structures that contribute to character of the Study Area include: the Huntington Train Station, built in 1909, the Murray-Teich House, located at 1090 New York Avenue, built circa 1900, the Tuttle House, located at 418 Northridge Street, built in the early twentieth century, Venice Hotel/Yankee Peddler, located at 1038 New York Avenue, built in 1914, and the Prime-Corey House, located at the intersection of Fairground and East 2nd Street, built circa 1860. In addition, the neighborhoods around Lowndes Avenue, which was subdivided in the 1880s and east of New York Avenue, which was subdivided in 1906, contain homes constructed approximately a century or more ago.

In summary, the Study Area is presently dominated by the transportation-related uses, including the LIRR train station and associated commuter parking lots, as well as the NYS Route 110 streetscape. The existing buildings, which mainly exist on the east side of the Route 110 Corridor, feature mixed architectural styles and are in various states of repair (ranging from poor to well-maintained conditions). The parking lots along the west side of NYS Route 110/New York Avenue replaced a number of small ground floor shops (with second- and third-story apartments) that had occupied this area until they were removed by urban renewal. This significantly impacted the character of the Study Area at that time. Thus, these parking lots are out of character with the community; the Study Area does not reflect the pedestrian-oriented, neighborhood character that this portion of Huntington Station had had in its past, prior to urban renewal. The area does not present itself as a community center, as it historically existed decades ago, and lacks a unified identity.

3.4.2 Potential Impacts

The Proposed Project is intended to establish a mixed-use redevelopment of three underutilized parcels along the Route 110 corridor, as envisioned by the Town Comprehensive Plan Update. The establishment of a mix of uses, constructed within two three story structures (Blocks 4 and 7), and two four story structures (Block 1) will help to provide aesthetically-pleasing and coordinated buildings that will physically and visually connect the corridor. A rendering of the proposed improvements within the Study Area is provided in **Appendix B-2**, and depicts the proposed building massing, materials, landscaping and architectural treatments planned, so that the Town and community can visualize the intended aesthetic effects of the Proposed Project. As can be seen, the applicant would construct an attractive and efficient built environment at a scale that would not overwhelm residents and visitors.

The front yards of the proposed developments would be most visible for passing motorists and pedestrians on NYS Rote 110/New York Avenue. However, considering the commercial aspects of the Proposed Project, this is a logical and desirable quality, to attract business patronage and to indicate the locations of these businesses to inbound customers and employees. The front yards along NYS Route 110/New York Avenue will be planted with appropriate and attractive landscaping, to enhance the quality of views of these developed sites. The Proposed Project will provide side and rear yards in which landscaping will be planted to provide some visual and aesthetic relief for observers on the residential sites to the west (for Blocks 1 and 4) and to the east (Block 7). Additionally, as can be seen upon reviews of **Figures 3-2A, 3-2B and 3-2C**, the ground surfaces of lands to the west and east are generally higher than those of Blocks 1, 4 or 7, so that some relief exists for observers in these directions. Specifically, the amount of intrusion into observer views by the proposed buildings would be reduced, as the perception of building heights would be reduced. As discussed in Section 3.1.2, the entire Study Area will be cleared and graded to redevelop the three project sites. As no significant amounts of vegetated buffering exists on the sites, such a clearing program would not significantly increase visibility of the Study Area for outside observers.

The proposed development would complement the character of the area by providing quality mixed commercial/residential redevelopment and revitalization sought by the community and Town. The project would enhance the built character of the area by its use of landscaping, architectural designs and building materials which are intended to compliment the remaining original buildings within the area.

The project has been designed to transform the NYS Route 110/New York Avenue corridor into a mixed use community center, with attractive and coordinated architectural styles and an enhanced streetscape. The Proposed Action is designed to improve the visual character of the area through investment in three underutilized areas within the corridor; therefore adverse impacts associated with community character are not anticipated.

3.4.3 Mitigation Measures

- A consistent architectural theme within each of the three properties will be implemented, using construction materials having textures and colors appropriate for the mixed commercial and residential character of the surrounding neighborhood.
- Potential adverse aesthetic impacts on observers to the west of Blocks 1 and 4, and to the east of Block 7 will be mitigated by the ground elevation differences. Specifically, residential lands to the west of Blocks 1 and 4 are higher than that of Blocks 1 and 4, and residential land to the east of Block 7 is also higher than that of Block 7. Additionally, professionally-designed landscape plan will be prepared and planted on each of the three properties to screen the proposed developments from the neighboring properties, and enhance views of the proposed development for passing motorists and pedestrians.

3.5 Community Services

3.5.1 Existing Conditions

Property Taxes

The majority of the Town's revenues are levied through property tax generation, which is based upon a rate per \$100 of assessed valuation for a given parcel. As indicated in **Table 3.5-1**, property owners within the Study Area are currently¹ taxed at a rate of \$364.524 per \$100 of assessed valuation. These tax rates account for property taxes paid to Huntington UFSD, Library District, Suffolk County, SCPD, various Town funds, Metropolitan Transportation Authority, the Huntington Manor Fire District, the Huntington Ambulance District, and other local taxing jurisdictions. In addition, several properties within the Study Area generate taxes to the Town Refuse District, and/or the Huntington Station Business Improvement District (BID).

The majority of the subject redevelopment area (including all of Block 1 and Block 4) are Town-and/or State-owned properties, and as such, are exempt from property taxes. Only Block 7 is approximately 70% privately-owned and generates taxes under existing conditions. According to the Town of Huntington Assessor's Office, the tax parcels that comprise the Study Area are assessed at \$30,850 (100% of the market valuation). This translates into a current generation of \$85,867 in property tax revenues. Of this, \$49,722 or 57.9% of the total taxes generated by the site are distributed to the Huntington UFSD, and \$4,456 or 5.2% of the taxes are allocated to the Library District. An additional \$9,303 or 10.8% of the total tax revenues are distributed to Suffolk County, which includes the General Fund, the Police Department, and Out of County Tuition. Approximately 6.2% of the tax revenue is levied to the Town of Huntington, which includes the Town/Part Town funds, Highway Tax and the Town-Wide Lighting District. These three line items combine to total \$5,350 in revenues. The Huntington Manor Fire District levies \$2,234, or 2.6% of the total tax revenue generated by the subject property. The balance of the current property tax revenues are apportioned to various other local taxing jurisdictions, as seen in **Table 3.5-1**.

Public Schools

The Study Area is within the Huntington UFSD; **Figure 3-10A** shows the locations of the district schools that would accommodate students generated by residential re-development of the Study Area. These schools include:

- Washington Primary School, Whitson Road, Grades K-4 (current enrollment: 417)
- Flower Hill Primary School, Flower Hill Road, Grades K-4 (current enrollment: 399)
- Woodhull Intermediate School, 140 Woodhull Road, Grades 5 & 6 (current enrollment: 541)
- Jack Abrams STEM Magnet School, 155 Lowndes Avenue, Grades 3-6 (current enrollment: 281)
- J. Taylor Finley Middle School, Greenlawn Road, Grades 7 & 8 (current enrollment: 717)
- Huntington High School, Oakwood & McKay Roads, Grades 9-12 (current enrollment: 1,379)

¹ The Town of Huntington's 2014 fiscal year is between December 1, 2013 and November 31, 2014.

Table 3.5-1
TAX GENERATION & DISTRIBUTION, 2014 Tax Year
 Existing Conditions

Tax	Tax Rate (\$/\$100 assessed value)	Taxes Generated (\$/year)		
		Block 1*	Block 4*	Block 7/Gateway Plaza**
Huntington UFSD	220.045	0	0	49,722
Huntington Library District	19.292	0	0	4,456
Suffolk County	2.843	0	0	657
SCPD	36.577	0	0	8,449
Out of County Tuition	0.854	0	0	197
Town/Part Town	12.093	0	0	2,793
Highway Tax	9.938	0	0	2,296
Town-Wide Lighting District	1.129	0	0	261
NYS Real Property Tax Law	4.065	0	0	939
NYS MTA Tax	0.157	0	0	36
Huntington Station BID	4.043	--	--	834
Open Space Bonds	0.456	0	0	105
Refuse District	385.268	0	0	3,036
Huntington Manor Fire District	9.672	0	0	2,234
Huntington Ambulance District	2.964	0	0	685
Huntington Sewer District	44.439	0	0	9,166
TOTALS	364.524	0	0	85,867

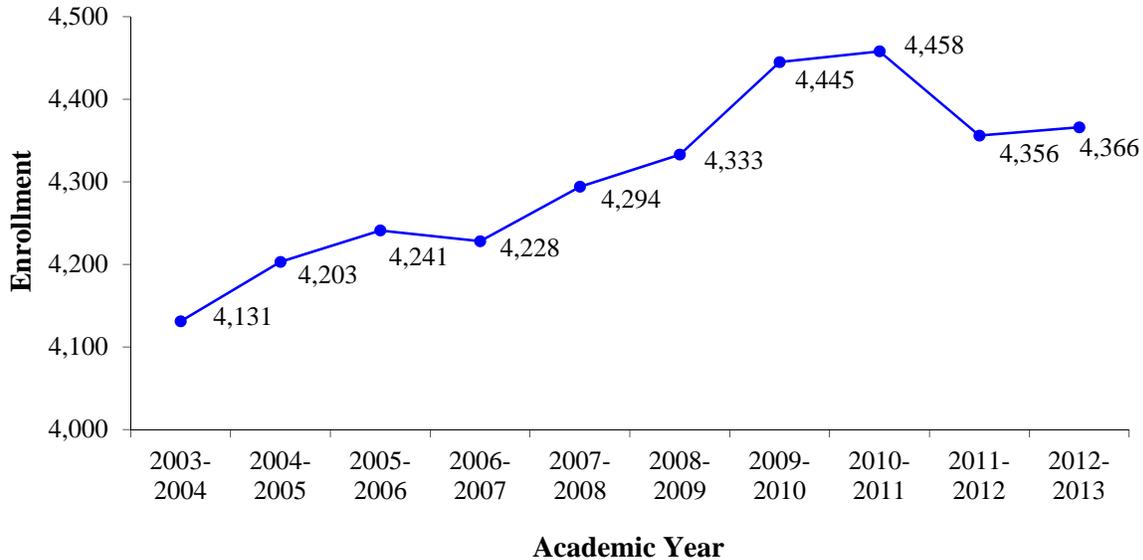
* Town-owned.

** Partially Town-owned; see **Figure 3-2C**.

As seen in **Chart 1** (see also **Appendix C**), and despite a small decline over the past few years, the cumulative enrollment within the school district has increased by 235 students, or 5.7%, over the ten (10) years between 2003-04 and 2012-13. As such, and according to correspondence received from the Huntington UFSD Superintendent of Schools (see **Appendix D**), the majority of the school district's buildings are operating at close to capacity, particularly at the primary level.

Chart 1
HUNTINGTON UFSD ENROLLMENT TRENDS

Source: New York State Education Department; Analysis by Nelson, Pope & Voorhis, LLC.



Police Protection

The Study Area is provided with protective services of the Suffolk County Police Department (SCPD), 2nd Precinct. The stationhouse is located on the west side of Park Avenue just north of NYS Route 25/Jericho Turnpike (see **Figure 3-10B**).

Fire Protection and Ambulance Service

The Study Area is within the Huntington Manor Fire District, and so the Huntington Manor Fire Department provides fire and health safety services. **Figure 3-10B** depicts the locations of the facilities staffed and operated by these services. The nearest station to the Proposed Project, is approximately one mile south, on the corner of East 12th Street and New York Avenue. According to information provided by the District's Foreman, this building is referred to as the "Headquarters Building" and is equipped with two Pumpers, a 95' Tower Ladder, and a fully equipped Heavy Rescue Truck, which is used for extrication and salvage. Additional information and equipment at the District's other two facilities is provided in the correspondence in **Appendix D**.

Ambulance services are provided by the volunteer Huntington Community First Aid Squad, whose sole facility is located at 2 Railroad Street, abutting the west side of Block 1 (see **Figure 3-10B**).

Water Supply

The SCWA supplies public water to the area; the Study Area is in Distribution Area 7; **Figure 3-5** depicts the locations of the wellfields, and **Figure 3-10C** details the SCWA's distribution network in the Study Area. Briefly, a 10-inch diameter line runs beneath NYS Route 110/New York Avenue, off which an 8-inch line running westerly (to serve Block 1 and points to the

west), and an 8-inch line runs easterly beneath Henry Street serves Block 7/Gateway Plaza and areas to the east (Block 4 is not presently served with water). Based on the applicable SCDHS design flow rates for wastewater system engineering for the existing uses, an estimated 2,489 gpd of water are currently used by uses on Block 7 (assuming full occupancy of all buildings).

Sanitary Sewers

Figure 3-10D shows that the entire Study Area is within the Huntington Sewer District, and so the sanitary wastewater generated within it is conveyed via the public sewer system to the Town’s STP located on Creek Road in Halesite. **Figure 3-10D** also shows the local portion of the sewer system and the location of the STP. All three Blocks have access to the public sewer system: there is an 8-inch line on the east side of NYS Route 110/New York Avenue serving Block 7, there are 8- and 10-inch lines beneath the western side of NYS Route 110/New York Avenue serving Block 4, and Block 1 has an 8-inch line beneath Railroad Avenue.

The STP (SPDES Permit #NY0021342) is a tertiary facility with a monthly average flow limit of 2.6 million gallons per day (MGD). Assuming that all of the water used in the Study Area is conveyed to the sewer system as wastewater (no irrigation is assumed for any of the three Blocks), the sites contribute 2,489 gpd of wastewater (assuming full occupancy of the buildings on Block 7/Gateway Plaza) to the STP, which is a minute component of its overall flow.

Solid Waste Disposal

The project site is in the Town Refuse District. The Town manages municipal (i.e., non-hazardous) solid waste generated within the Town, and collects such wastes from qualified residential development as well. However, the subject sites are presently in public use (Blocks 1 and 4) and private commercial uses (Block 7), so that the public (parking lot) uses do not generate solid waste, and the private commercial sites use private carters to remove solid wastes.

Based on the existing uses and yields of the project sites, it is anticipated that a total of 329 pounds of solid waste are generated daily (lbs/day), all on Block 7 (assuming full occupancy of the existing buildings), as follows:

Block	Generator	Solid Waste Generation Rate⁽¹⁾	Quantity	Waste Generated (lbs/day)⁽²⁾
1	Public/Commuter Parking	---	245 spaces	0
4	Public/Commuter Parking	---	353 spaces	0
7	Electrical Contractor	12 lbs/day/1,000 SF	3,517 SF	43
	Honduran Restaurant (assumed to be occupied)	90 lbs/day/1,000 SF	1,800 SF	162
	Storage Building	12 lbs/day/1,000 SF	3,670 SF	44
	Auto Parts Store	13 lbs/day/1,000 SF	3,127 SF	41
	Office Space	10 lbs/day/1,000 SF	700 SF	7
	Apartments (5 – including rear apartment)	4.0 lbs/day/capita	8 capita	32
Total		---	---	329

(1) Per Nemerow (2009).

(2) Assumes full occupancy of all buildings on Block 7.

These waste materials would be composed of a mix of waste types, ranging from food scraps and paper and cardboard products, to glass, metals and non-hazardous materials. Other than cleaning products, and certain lubricants and automotive maintenance related products that may be sold at the existing Auto Parts Store, no hazardous materials are anticipated to be present at any of the current occupants.

Correspondence from the Town of Huntington's Department of Environmental Waste Management indicates that,

All of the parcels fall within the geographical footprint of the Town of Huntington Refuse District. There is a daytime residential route that services all residential dwellings that have direct curbside access to place their garbage, refuse, recycling and/or yardwaste. Collection for trash on the daytime collection route occurs twice weekly, recycling is currently once weekly and yardwaste is once weekly with a minimum of forty-two weeks scheduled per year. There is also an evening route that services commercial dwellings in the downtown village and Huntington Station area. This service is provided six evenings per week, Monday through Saturday, except on weeks with observed holidays. Businesses on the evening route are serviced by manual collection and refuse is manually loaded into rear packer garbage trucks. This means that all businesses that are serviced by manual evening collection from municipal employees must be able to put all their refuse in containers at the curb between the hours of 4:00 and 4:45 PM on the curb directly in front of their establishment. Placing refuse out prior to this time is a violation of Town Code §117-21.C.(2).

Energy Supply

The Study Area is served by PSE&G for electricity. In regard to natural gas service from National Grid, it is noted that no main currently exists beneath NYS Route 110/New York Avenue at the present time. However, there is a 60 psig (pounds per square inch, gauge) beneath Henry Street, Northridge Street and Broadway, all of which intersect NYS Route 110/New York Avenue, so that service to any of the three properties could be provided. The existing electricity consumption of the three component properties is not known, and natural gas is not consumed.

3.5.2 Potential Impacts

Property Taxes

Many of the Town and County's community services and facilities are supported in large part by the revenues generated through property taxes. The Town of Huntington and Suffolk County, as well as other local taxing jurisdictions will greatly benefit from an increase in such property tax revenues, resulting from the development and operation of the Proposed Project.

The proposed community will significantly increase taxes generated by the component parcels, resulting in a substantial increase in revenues distributed to each taxing jurisdiction. The proposed project is projected to generate \$1.44 million in annual taxes. This represents a net increase of \$1.36 million per year when compared to existing site conditions (see **Table 3.5-2** and the Fiscal and Economic Impact Analysis, **Appendix C**).

Table 3.5-2
TAX GENERATION & DISTRIBUTION, 2014 Tax Year
Existing Conditions & Proposed Project

Tax	Taxes Generated (\$/year)					
	Block 1		Block 4		Block 7/Gateway Plaza	
	Existing*	Proposed	Existing*	Proposed	Existing**	Proposed
Huntington UFSD	0	\$590,467	0	\$88,737	49,722	\$195,952
Huntington Library District	0	\$51,768	0	\$7,780	4,456	\$17,180
Suffolk County	0	\$7,629	0	\$1,146	65 7	\$2,532
SCPD	0	\$98,150	0	\$14,750	8,449	\$32,572
Out of County Tuition	0	\$2,292	0	\$344	197	\$760
Town/Part Town	0	\$32,450	0	\$4,877	2,793	\$10,769
Highway Tax	0	\$26,668	0	\$4,008	2,296	\$8,850
Town-wide Lighting District	0	\$3,030	0	\$455	261	\$1,005
NYS Real Property Tax Law	0	\$10,908	0	\$1,639	939	\$3,620
NYS MTA Tax	0	\$421	0	\$63	36	\$140
Huntington Station BID	0	--	0	--	834	--
Open Space Bonds	0	\$1,224	0	\$184	105	\$406
Refuse District	0	--	0	--	3,036	--
Huntington Manor Fire District	0	\$25,954	0	\$3,900	2,234	\$8,613
Huntington Ambulance District	0	\$7,954	0	\$1,195	685	\$2,639
Huntington Sewer District	0	\$119,247	0	\$17,921	9,166	\$39,573
TOTALS	0	\$978,160	0	\$147,000	85,867	\$324,612

* Town-owned.

** Partially Town-owned; see **Figure 3-2C**.

Public Schools

According to residential demographic multipliers published by the Center for Urban Policy Research at Rutgers University, a one (1)-bedroom, renter-occupied residence with five (5) or more units, with rent valued at greater than \$1,000 per month and located in New York State will generate approximately 1.67 persons. Of this housing occupancy, it is estimated that approximately 0.08 persons per unit will be school-aged children. Given these assumptions and the proposed unit mix, it is projected that the proposed project will create 198 residents, which includes approximately ten (10) school-aged children. Given the unique nature of the proposed development, it is important to note that such housing statistics represent a conservative population projection, especially as it pertains to the number of school-aged children estimated to reside within a predominantly mixed-use, downtown setting in relatively smaller-sized studio and one (1)-bedroom units.

The Proposed Project will generate additional school-aged children to the Huntington UFSD, necessitating an increase in school district expenditures. According to the district's response letter (see **Appendix D**), the current annual cost to the taxpayers of each student is \$15,601; the total costs to the district for the Proposed Project is therefore \$156,010. The Proposed Project will cause a substantial increase in property taxes for the Huntington UFSD over the existing condition, particularly as Blocks 1 and 4 will be returned to the tax rolls. Based on the current 2014 tax rates, the net school tax revenue from the proposed project would be approximately

\$875,000 per year. These additional revenues will assist in easing the increased burden of rising school district costs on other taxpayers throughout the district. It is noted that the District's response letter indicated concern with an influx of additional students to the district. The projected ten additional school aged children generated by the Proposed Project represents less than 0.002 percent of the overall district enrollment, and would not increase enrollment above the enrollment peak reached within the past 10 years. It is noted that the addition of residential units as a result of the proposed project will occur over time, dependent upon the rate of development and occupancy of units. Enrollment would also be distributed across the various grade levels served by the District. Therefore, the proposed project is not anticipated to result in significant impacts to the Huntington UFSD.

Police Protection

The Proposed Project will be serviced by the SCPD 2nd Precinct. A letter was sent regarding the subject site and the ability of the precinct to handle the proposed redevelopment. By letter dated December 11, 2014, the Police Department provided a response letter that provided recommendations for design and management of the proposed uses can assist in reducing the frequency of police calls. The recommendations include:

- Every structure built or renovated should be required to have exterior security cameras, and the recordings stored on computer for at least 14 days. The Police Department should be able to access any recordings from these cameras. The cameras should be able to capture images from the property as well as any sidewalk area along the street.
- Every structure built or renovated should be required to install sufficient exterior security lighting to illuminate the exterior of the structure and the property of the structure including parking areas and sidewalks.
- Any parking garage built should have an emergency notification button or switch similar to those on college campuses.

The proposed buildings and parking structures will be equipped with appropriate security lighting, security cameras and emergency call notification boxes as suggested by the Department's letter.

It is expected that the project will result in an increase of approximately \$137,023 in annual tax revenue for the SCPD, which is expected to offset the costs to provide the increase in police services.

Fire Protection and Ambulance Service

Development of the Proposed Project would incrementally increase the potential need for emergency services of the Huntington Manor Fire Department. The applicant has met with the Huntington Manor Fire Department to discuss the proposed redevelopment activities, and the Department has indicated concerns with respect to increased traffic generated by the proposed project impacting the Department's response time. Additionally, the Department indicated the importance in their involvement in the site plan review process to ensure adequate provisions are provided for fire access (for both the buildings and the parking garage) and standpipe and hydrant locations (see **Appendix D**).

With respect to the Department's concerns regarding traffic generation and response times, a full traffic study has been prepared (see **Appendix E**), which demonstrates that roadway volumes would not be adversely impacted due to the proposed project. Mitigation is provided in areas when necessary, and delays are shown to be within several seconds of the Build Condition (and in some cases are improved from the Build Condition). Project construction will include current building materials and safety installations per the NYS Building Code. All of the units and the building will be equipped with carbon monoxide/smoke/fire detectors and alarms, and the non-residential areas will be sprinklered as well. The project will be planned with suitable access for emergency vehicles and will include installation of fire hydrants as directed through the site plan review process. Pertinent input from the Huntington Manor Fire Department will be solicited throughout the site plan application process for Blocks 1, 4 and 7 to ensure the buildings are designed to provide adequate provisions for emergency vehicle access and adequate hydrant and standpipe locations.

It is expected that the project will result in an increase of about \$36,233 per year in tax revenue for the Huntington Manor Fire District, which is expected to offset the costs to provide the increase in fire protective services related to the development.

Water Supply

The project will utilize public water, to be supplied by the SCWA via a connection to the existing water mains in the vicinity (see **Figure 3-10C**). The total water requirement of the project of approximately 60,113 gpd is greater than the current water consumption but is not anticipated to impact the ability of the SCWA to serve the subject site and existing customers. The SCWA has provided correspondence indicating that it will supply water to the project, upon payment of fees and receipt of engineering information, which will not be developed until the site plan application is prepared (see **Appendix D**). The SCWA is chartered to provide water to its service district customers, based on approved tariffs. The site will continue to pay the required rates based on water consumption.

Sanitary Sewers

The Proposed Project will generate a total of 58,875 gpd of sanitary wastewater. The Proposed Project will connect to the Huntington Sewer District, so that this volume of wastes will be treated in the District's tertiary STP. As discussed earlier, this facility has available (unused) treatment capacity. The response letter from the Town Department of Environmental Waste Management confirms that wastewater treatment is available to the Proposed Project.

Solid Waste Disposal

It is anticipated that the proposed project would generate a total of 3,377 lbs/day of solid waste, as follows:

Block	Generator	Solid Waste Generation Rate*	Quantity	Waste Generated (lbs/day)
1	Hotel Rooms	1.5 lbs/day/room	140 rooms	210
	Medical Office Space	10 lbs/day/1,000 SF	100,880 SF	1,009
	Catering/Conference/Facility	90 lbs/day/1,000 SF	6,000 SF	540
	High-Turnover Restaurant	90 lbs/day/1,000 SF	2,000 SF	180
	Hotel Convenience Store	13 lbs/day/1,000 SF	1,000 SF	13
4	Artists Residences	3.5 lbs/day/capita	82 capita	287
	Artist Production Space	1.2 lbs/day/1,000 SF	2,300 SF	3
7	Apartments	4.0 lbs/day/capita	116 capita	464
	Restaurant Spaces	90 lbs/day/1,000 SF	6,000 SF	540
	Office Space	10 lbs/day/1,000 SF	2,000 SF	20
	Retail Space	13 lbs/day/1,000 SF	8,516 SF	111
Total		---	---	3,377

* Per Nemerow (2009).

Based on the uses proposed, this volume is not anticipated to contain significant amounts of potentially toxic or hazardous materials, other than empty household cleaner containers. Medical wastes (generated in the Medical Offices on Block 1) will be source-separated and, per NYS regulations, will be removed by a certified carter and disposed of at an approved facility. It is anticipated that non-hazardous site-generated solid waste will be collected via private carters operating under contract with the site owner, and taken to the Town Resource Recovery Facility (“RRF”) for disposal. If the RRF is not available to the carter, an approved private disposal facility will be used.

The following initial discussion of anticipated impacts and waste handling conditions for the three component properties has been provided by Town Department of Environmental Waste Management:

[Block] 1: It is likely that the generation rate of this parcel will exceed the ability of evening manual collection, and the capacity to set out all their refuse at the curb in garbage cans between the hours of 4:00 and 4:45 PM. The historical and existing parcels that are served by the evening collection crew are generally small storefronts. Sufficient area should be allocated for dumpsters, serviced by privately contracted commercial waste haulers, for this parcel.

[Block] 4: If the construction supports curbside access for each unit, and if these units are coded in the 200 class of property, then it may be included in the daytime residential route. However, this residential service is strictly residential waste. I am unfamiliar with and cannot estimate what type of artists may be living here and what type of waste their craft may generate. It may be that these dwellings are not considered residential because they will be artists’ studios as well.

[Block 7: This parcel will most likely require commercial dumpster service because of the curbside access and the quantity of apartments over the commercial business. Sufficient area should be allocated for dumpsters for this parcel.

That being said it is very difficult at this time to give a definitive answer on the type of service, if any the town will provide. We would require detailed site plan information to give you further information regarding this project.

It is expected that any information the Town may require regarding solid waste handling and removal issues will be addressed during the site plan review process for each Block, when developed.

Energy Supply

In its response letter, PSE&G has confirmed that it will supply electricity to the Proposed Project. Generally, PSE&G provides service in accordance with their filed tariff and schedules in effect at the time service is required. If the Applicant chooses to use natural gas to meet some or all of its energy demands, a service main extension would be necessary, as well as a connection to that service main. Connections will be made to each utility through the creation of an internal distribution network within each Block. It is anticipated that both of these energy supply companies maintain adequate resources to supply the Proposed Project. In addition, energy-saving devices will be utilized where practicable to reduce the total energy demand of the Proposed Project.

3.4.2 Mitigation Measures

- The expected substantial increase in taxes generated by the three project parcels will help to offset at least portions of the increased needs for and costs of community services. For the Huntington UFSD, an estimated increase of 10 students (and associated \$156,010 in annual District expenditures) is anticipated. Based on the current 2014 tax rates, the net school tax revenue from the proposed project would be approximately \$875,000 per year. These additional revenues will assist in easing the increased burden of rising school district costs on other taxpayers throughout the district.
- Pertinent input from the Huntington Manor Fire Department will be solicited throughout the site plan application process for Blocks 1, 4 and 7 to ensure the buildings are designed to provide adequate provisions for emergency vehicle access and adequate hydrant and standpipe locations.
- Adherence to the NYS Fire and Building Codes will increase the level of safety from fires and minimize the potential for use of ambulance services. In addition, use of sprinklers and fire/smoke alarms will assist in minimizing the potential need for fire protective services.
- The proposed buildings and parking structures will be equipped with security lighting, security cameras and emergency call notification boxes as suggested by the police department's letter.
- Water-conserving plumbing fixtures and mechanical systems will be utilized in construction, which will further minimize the volume of water required from the public water supply.
- The majority of solid wastes generated are not expected to contain toxic or hazardous substances. For the medical-related wastes, separate storage, handling and disposal requirements and procedures will be undertaken as required by NYS.
- It is anticipated that sustainable energy-conserving measures, including energy-saving wall insulations, triple-glazed windows and energy efficient mechanical systems will be utilized, thereby mitigating the anticipated increase in energy consumption.

3.6 Transportation

3.6.1 Existing Conditions

Introduction to the TIS

A Traffic Impact Study (TIS) was prepared by Nelson & Pope to assess existing traffic conditions in and around the project site and to forecast future traffic conditions at key intersections under “build” and “no-build” conditions. Based on these analyses, potential traffic impacts are identified and the actions necessary to mitigate them are proposed.

The TIS specifically includes a detailed examination of existing roadway characteristics, circulation patterns and traffic conditions; availability of transit and pedestrian facilities; and accident histories at key intersections. Projections of future traffic volumes and levels of service (LOS) impacts from the proposed project during peak hours and an assessment of how this additional volume will affect the surrounding roadway network is provided. A summary of the TIS is provided below. The full TIS, including its methodologies, tables, figures, supporting data, and conclusions, is provided in its entirety in **Appendix E**.

Roadway Conditions

The following is a brief description of the road network in the area. **Figure 3-11** shows the local street network and study intersections for the investigation.

New York State Route 110 - is a north-south principal arterial roadway under the jurisdiction of New York State Department of Transportation which extends north from NYS Route 27A (Merrick Road) in Amityville with its northern terminus in Halesite, at its intersection with Youngs Hill Road. In the vicinity of the project area, NYS Route 110 provides two travel lanes in each direction with exclusive turn lanes at key locations. South of the Depot Road intersection, NYS Route 110 provides one travel lane in each direction with a two-way center left-turn lane and exclusive turn lanes at key locations. It is primarily fronted by commercial uses. The posted speed limit is 30 mph.

Pulaski Road (CR 11) - is an east-west minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works which extends east from Woodbury Road in Cold Spring Harbor to NYS Route 25A in Kings Park. In the vicinity of the study area, Pulaski Road provides one travel lane in each direction and exclusive turn lanes at key locations. This roadway is fronted with a mix of commercial and residential uses. The posted speed limit is 30 mph.

Park Avenue (CR 35) - is a northwest-southeast minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works which extends north from NYS Route 25 (Jericho Turnpike) with its northern terminus at NYS Route 110 in Halesite. In the vicinity of the study area, Park Avenue provides one travel lane in each direction with exclusive turn lanes at key locations. This roadway is fronted with a mix of commercial and residential land uses. The posted speed limit is 30 mph.

Railroad Street - is a northeast-southwest local collector roadway under the jurisdiction of the Town of Huntington which extends northeast from W 11th Street with its eastern terminus at NYS Route 110. Railroad Street has one travel lane in each direction with exclusive turn lanes at key locations. It is fronted by a mix of commercial and residential uses. The posted speed limit is 30 mph.

Broadway - is a northeast-southwest local collector roadway under the jurisdiction of the Town of Huntington which extends east from NYS Route 110 with its eastern terminus at Park Avenue (CR 35). Broadway provides one travel lane in each direction with exclusive turn lanes at key locations. It is fronted by mass transit (Huntington LIRR Station), commercial and residential uses. The posted speed limit is 30 mph.

Table 3.6-1 summarizes the lane configurations and traffic controls at the study intersections.

**Table 3.6-1
INTERSECTION GEOMETRY**

Intersection	Approach	Lane Designation*	Traffic Control
NYS Route 110 and Pulaski Road (CR 11)	EB	L-TR	Traffic Signal
	WB	L-TR	
	NB	L-TR	
	SB	L-TR	
NYS Route 110 and Depot Road /Parking Lot Access	EB	R	Traffic Signal
	WB	R	
	NB	L-T	
	SB	L-TR	
NYS Route 110 and Broadway/Railroad Street	EB	L-T-R	Traffic Signal
	WB	L-T-R	
	NB	L-2T-R	
	SB	L-2T-R	
NYS Route 110 and Olive Street	WB	LR	Traffic Signal
	NB	T-TR	
	SB	L-2T	
NYS Route 110 and Academy Place/Nassau Road	EB	LTR	Traffic Signal
	WB	L-LTR	
	NB	LT-TR	
W Pulaski Road (CR 11) and Railroad Street	SB	L-T-TR	Traffic Signal
	EB	L-TR	
	WB	L-TR	
	NB	LTR	
E Pulaski Road (CR 11) and Deport Road/Fairground Avenue	SB	L-TR	Traffic Signal
	EB	L-TR	
	WB	L-TR	
	NWB	L-T	
	NB	T-R	
	SB	L-TR	

Intersection	Approach	Lane Designation*	Traffic Control
E Pulaski Road (CR 11) and Park Avenue (CR 35)	EB	L-2T-R	Traffic Signal
	WB	L-2T-R	
	NB	L-2T-R	
	SB	L-2T-R	
Broadway and Park Avenue (CR 35)	EB	L-R	Traffic Signal
	NB	L-T	
	SB	2T-R	
Railroad Street and Lowndes Avenue/Parking Lot Access	EB	L-TR	Stop Control - NB & SB Approaches
	WB	LT-R	
	NB	LTR	
	SB	LT-R	
NYS Route 110 and Northridge Street/Parking Lot Access	EB	LTR	Stop Control - EB & WB Approaches
	WB	LTR	
	NB	LT-TR	
	SB	LT-TR	
NYS Route 110 and Church Street/Mall Entrance	EB	LTR	Stop Control - EB Approach
	WB	One-Way	
	NB	EB	
	SB	L-T-TR	
		SB	

Transit and Pedestrian Facilities

Transit services within the study area include commuter rail and public/private bus service. Pedestrian facilities including sidewalks, crosswalks, pedestrian signals and push buttons at traffic lights are also available.

Commuter Rail - The Huntington LIRR station is located within the Study Area at the southeast corner of NYS Route 110 and Broadway. Huntington Station is one of the stops on the Port Jefferson Branch that runs from Port Jefferson Station to Penn Station. The station is approximately 36.5 miles from Penn Station and travel times are typically about one hour during peak commuting periods. During peak periods, off-peak periods and weekends trains generally leave every 30-60 minutes.

Bus Routes - The HART (Huntington Area Rapid Transit) Bus has several routes in the Town of Huntington. Route H20 services the project area and provides a route that travels between Huntington Hospital and the South Huntington Public Library, via Park Avenue (CR 35), Woodhull Road, NYS Route 110, Depot Road, 11th Street, 8th Avenue, Old Country Road and Pidgeon Hill Road. Suffolk Transit also provides a bus route that services the project area. Bus route S1 travels between Amityville and Halesite via NYS Route 110.

Pedestrian Facilities - The study area is pedestrian friendly. Sidewalks are available throughout the study area providing pedestrians easy access and mobility to current uses in the study area. Traffic signals are located at major intersections throughout the study area and all are equipped with pedestrian push buttons and/or pedestrian signals and crosswalks to provide adequate

crossing time and guidance to pedestrians, thereby facilitating a friendly environment to encourage pedestrian activity throughout the study area. A pedestrian bridge is also provided for LIRR patrons to cross over NYS Route 110 from the train platforms on the east side to the parking field on the west side of NYS Route 110.

Traffic Volume Data

Weekday turning movement counts were collected at the study intersections on Thursday June 12, 2014 during the weekday 7:00-9:00 AM and PM 4:00-6:00 PM peak periods. The weekend turning movement counts were collected on Saturday June 14, 2014 between 11:00 AM and 2:00 PM. The volume data were tabulated to identify the peak hours at each of the Study Intersections. In order to perform a conservative analysis, the peak hour volumes at each intersection were utilized in this study.

A weekday seasonal adjustment factor of 1.108 for the month of June (months of weekday counts) and a weekend seasonal adjustment factor of 0.962 for the month of June (month of weekend counts), were obtained from NYSDOT. Applying the weekend normalization factor increases the existing weekend traffic volumes. Therefore, the weekend counts were normalized to account for seasonal fluctuation. Applying the weekday normalization factors to the weekday traffic count data collected would reduce the existing peak hour volumes. Therefore, to be conservative, the weekday peak hour traffic volumes collected were not normalized. The existing intersection peak hour volumes are shown on Figures 3, 4, and 5 and detailed data are contained in tables in Appendix A of the TIS.

Accident History

Accident data for the intersections in the study area were obtained from the NYSDOT. The most recent data available were from October 1, 2010 to September 30, 2013 (3 year period). The data were reviewed and are summarized in **Table 3.6-2**.

Table 3.6-2 indicates that a total of 192 accidents occurred at the study intersections during the analysis period. There were no fatal accidents and the majority of accidents resulted in property damage only (134 accidents; 70%). The location with the greatest number of accidents is the intersection of Park Avenue (CR 35) and E Pulaski Road (CR 11) with a total of 34 accidents (18% of the total accidents). A review of Table 4 of the TIS (**Appendix E**) indicates that rear-end and other/unknown accidents were the most prevalent (33%). The second most frequent type of accident was left-turn accidents (11%).

**Table 3.6-2
 ACCIDENT SUMMARY
 by Severity**

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
New York Ave (NYS Route 110) at Nassau Rd/Academy Pl	-	4	8	12
New York Ave (NYS Route 110) at Olive St	-	-	1	1
New York Ave (NYS Route 110) at Church St	-	3	1	4
New York Ave (NYS Route 110) at Northridge St/Parking Lot Access	-	3	2	5
New York Ave (NYS Route 110) at Broadway – Railroad St	-	8	24	32
New York Ave (NYS Route 110) at Depot Rd	-	4	12	16
New York Ave (NYS Route 110) at W Pulaski Rd (CR 11)	-	3	11	14
Railroad St at W Pulaski Rd (CR 11)	-	2	2	4
Railroad St at Lowndes Ave/Parking Lot Access	-	3	4	7
Depot Rd at E Pulaski Rd (CR 11)	-	9	11	20
Park Ave (CR 35) at E Pulaski Rd (CR 11)	-	8	35	43
Park Ave (CR 35) at Broadway	-	11	23	34
Total	0 0%	58 30%	134 70%	192 100%

Level of Service Description

In order to identify the operational characteristics of the Study Intersections, level of service and capacity analyses were performed using *SYNCHRO Version 8* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings.

An intersection’s level of service (“LOS”) describes its quality of traffic flow. It ranges in grade from LOS “A” (relatively congestion-free) to LOS “F” (very congested). The level of service definition, as well as the threshold values for each level, varies according to whether the intersection is controlled by a signal (signalized) or a stop sign (unsignalized). A brief description is given herein and a more detailed definition is found in **Appendix D**.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (“V/C ratio”). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signal conditions. The level of service of a signalized intersection is evaluated on the basis of average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle

acceleration/deceleration delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experiences a long red time; or progressive movements for a particular lane are poor.

The flow at a two-way stop-controlled (“TWSC”) intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay, and is defined for each movement rather than for the overall intersection. As with signalized intersections, HCS quantifies only the average control-delay, which is a function of the approach and the degree of saturation for any particular minor movement.

Existing Condition Analysis

The 2014 existing peak hour traffic volumes depicted in Figures 3, 4, and 5 of the TIS (**Appendix E**) were used to determine the existing capacity and LOS of the study intersections. **Tables 3.6-3a** and **3.6-3b** provided below contain the LOS summary for the Existing Condition. The detailed analysis worksheets are in Appendix E of the TIS.

Table 3.6-3a
LOS SUMMARY
Existing Conditions
Signalized Intersections

			AM Peak		PM Peak		Saturday Peak	
Location	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	33.5	C	41.2	D	36.3	D
		TR	50.9	D	72.4	E	67.7	E
	WB	L	29.0	C	39.6	D	35.9	D
		TR	36.2	D	37.5	D	32.4	C
	NB	L	16.5	B	23.2	C	22.0	C
		TR	28.0	C	30.7	C	42.0	D
	SB	L	9.9	A	20.1	C	49.4	D
		TR	9.8	A	18.5	B	15.9	B
Intersection			28.1	C	35.9	D	36.1	D
NYS Route 110	EB	R	0.2	A	0.1	A	0.2	A
at Depot Road/Parking Lot	WB	R	25.5	C	16.4	B	21.8	C

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	NB	L	19.8	B	43.6	D	15.7	B
		T	16.7	B	7.3	A	23.3	C
	SB	L	16.1	B	23.2	C	32.1	C
		T	11.3	B	28.5	C	7.1	A
	Intersection		17.3	B	19.4	B	20.4	C
NYS Route 110	EB	L	49.5	D	59.5	E	49.7	D
at Railroad St/Broadway		T	53.5	D	87.0	F	56.4	E
		R	2.7	A	10.5	B	2.2	A
	WB	L	30.9	C	66.8	E	32.5	C
		T	31.8	C	38.1	D	28.9	C
		R	4.2	A	5.7	A	4.8	A
	NB	L	12.6	B	17.3	B	14.5	B
		T	27.5	C	40.4	D	41.3	D
		R	6.2	A	19.1	B	12.9	B
	SB	L	13.5	B	29.2	C	41.3	D
		T	13.1	B	39.4	D	12.6	B
		R	1.9	A	7.4	A	1.0	A
	Intersection		22.4	C	39.7	D	27.3	C
NYS Route 110	EB	L	20.0	B	49.8	D	37.4	D
at Olive St		T	0.5	A	0.8	A	0.8	A
	WB	TR	39.8	D	38.4	D	64.6	E
	SB	LR	21.3	C	49.8	D	27.0	C
	Intersection		23.4	C	20.5	C	31.3	C
NYS Route 110	EB	L	45.5	D	117.2	F	69.0	E
at Academy Pl/Nassau Rd		TR	18.0	B	26.7	C	24.3	C
	WB	LT	4.1	A	4.6	A	6.8	A
		R	2.6	A	2.8	A	2.8	A
	NB	LTR	110.3	F	265.8	F	131.0	F
	SB	L	57.2	E	60.8	E	75.6	E
		LTR	42.3	D	51.2	D	69.4	E
	Intersection		17.9	B	30.1	C	28.8	C
Railroad St	EB	L	7.9	A	7.2	A	6.4	A
at W Pulaski Rd (CR 11)		TR	9.0	A	9.3	A	8.6	A
	WB	L	18.2	B	17.9	B	14.8	B
		TR	21.0	C	19.5	B	15.4	B
	NB	LTR	20.2	C	28.0	C	21.2	C
	SB	L	22.3	C	31.2	C	24.8	C
		TR	27.9	C	24.9	C	22.0	C
	Intersection		19.2	B	18.3	B	16.7	B

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E Pulaski Rd (CR 11)	EB	L	22.8	C	23.0	C	17.7	B
at Depot Rd/ Fairground Ave		TR	28.2	C	31.6	C	26.0	C
	WB	L	22.0	C	45.3	D	25.8	C
		TR	43.5	D	40.6	D	30.1	C
	NB	L2	116.9	F	82.8	F	61.6	E
		L	38.2	D	32.8	C	30.2	C
		R	40.9	D	35.5	D	35.1	D
		TR	9.6	A	9.1	A	10.4	B
	SB	L	38.1	D	36.2	D	35.2	D
		TR	43.7	D	41.8	D	36.5	D
	SEB	L	32.1	C	35.3	D	30.4	C
		R	20.6	C	37.0	D	20.1	C
		Intersection	37.0	D	36.2	D	27.8	C
Park Ave (CR 35)	EB	L	29.7	C	28.0	C	20.1	C
at E Pulaski Rd (CR 11)		T	36.6	D	43.0	D	32.1	C
		R	8.3	A	13.3	B	5.4	A
	WB	L	27.4	C	29.0	C	18.5	B
		T	50.9	D	46.7	D	36.8	D
		R	9.8	A	5.6	A	3.8	A
	NB	L	14.1	B	21.6	C	14.7	B
		T	27.3	C	25.2	C	43.3	D
		R	0.1	A	0.2	A	1.3	A
	SB	L	17.7	B	20.3	C	26.5	C
		T	24.1	C	29.1	C	24.6	C
		R	5.2	A	28.1	C	7.7	A
		Intersection	27.7	C	29.3	C	27.3	C
Park Ave (CR 35)	EB	L	29.0	C	34.1	C	31.5	C
at Broadway		R	10.3	B	13.1	B	11.9	B
	NB	L	14.1	B	18.2	B	10.6	B
		T	8.1	A	9.1	A	8.1	A
	SB	T	17.9	B	22.0	C	19.3	B
		R	4.2	A	4.5	A	4.1	A
		Intersection	12.2	B	16.7	B	13.4	B
Broadway	EB	LT	6.5	A	28.2	C	2.1	A
at LIRR Lot Exit	WB	TR	10.3	B	19.7	B	2.0	A
/Biltmore Circle	NB	L	13.9	B	14.4	B	14.7	B
		TR	0.1	A	0.2	A	0.0	A
	SB	LTR	9.0	A	1.4	A	6.0	A
		Intersection	8.7	A	23.0	C	2.1	A

Broadway	EB	TR	3.6	A	5.6	A	5.0	A
at LIRR Lot Entrance/Exit	WB	T	2.8	A	5.2	A	5.0	A
	NB	L	44.8	D	23.6	C	17.5	B
		TR	13.1	B	9.3	A	8.4	A
	Intersection		6.4	A	6.4	A	5.6	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

NYS Route 110 and W/E Pulaski Road - Currently the intersection of NYS Route 110 and W/E Pulaski Road operates at overall LOS C, D and D during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS E.

NYS Route 110 and Depot Road/Parking Lot Access - Currently the intersection of NYS Route 110 and Depot Road/Parking Lot Access operates at overall LOS B, B and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS D.

NYS Route 110 and Railroad Street/Broadway - Currently the intersection of NYS Route 110 and Railroad Street/Broadway operates at overall LOS C, D and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS F.

NYS Route 110 and Olive Street - Currently at the intersection of NYS Route 110 and Olive Street operates at overall LOS C during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS E.

NYS Route 110 and Academy Place/Nassau Road - Currently at the intersection of NYS Route 110 and Academy Place/Nassau Road operates at overall LOS B, C and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS F.

Railroad Street and W Pulaski Road (CR 11) - Currently at the intersection of Railroad Street and W Pulaski Road operates at overall LOS B during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS C.

E Pulaski Road (CR 11) and Depot Road/Fairground Avenue - Currently at the intersection of E Pulaski Road (CR 11) and Depot Road/Fairground Avenue operates at overall LOS D, D and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS F.

Park Avenue (CR 35) and E Pulaski Road (CR 11) - Currently at the intersection of Park Avenue and E Pulaski Road operates at overall LOS C during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS D.

Park Avenue (CR 35) and Broadway - Currently at the intersection of Park Avenue and Broadway operates at overall LOS B during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS C.

Broadway and LIRR Lot Exit/Biltmore Circle - Currently at the intersection of Broadway and the LIRR Lot Exit/Biltmore Circle operates at overall LOS A, C and A during the weekday AM, PM and Saturday midday peak hours, respectively. The LOS for individual movements ranges from LOS A to LOS C.

Broadway and LIRR Lot Entrance/Exit - Currently at the intersection of Broadway and LIRR Lot Entrance/Exit operates at overall LOS A during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS D.

**Table 3.6-3b
LOS SUMMARY
Existing Conditions
Unsignalized Intersections**

			AM Peak		PM Peak		Saturday Peak	
Location	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110 at Parking Lot Access/ Northridge St	EB	LTR	9.8	A	15.5	C	25.2	D
	WB	LTR	13.9	B	15.1	C	11.8	B
	NB	LT	0.0	A	0.1	A	0.0	A
	SB	LT	0.0	A	0.0	A	0.1	A
NYS Route 110 at Church St/ Mall Entrance	EB	LTR	11.0	B	12.0	B	17.2	C
	NB	LT	9.1	A	11.1	B	12.3	B
	SB	LT	10.1	B	0.0	A	0.0	A
Railroad St at Lowndes Ave/ Parking Lot-Site Access	EB	L	7.9	A	8.0	A	7.9	A
	WB	LT	3.0	A	0.1	A	0.3	A
	NB	LTR	12.5	B	10.8	B	8.9	A
	SB	L	13.8	B	12.6	B	10.7	B

NYS Route 110 and Northridge Street/Parking Lot Access - Currently at the intersection of NYS Route 110 and Northridge Street/Parking Lot Access the stop controlled eastbound approach operates at LOS A, C and D during the AM, PM and Saturday peak hours, respectively. The stop controlled westbound approach operates at LOS B, C and B during the AM, PM and Saturday peak hours, respectively. The northbound NYS Route 110 left-turn/through movement operates at LOS A during the AM, PM and Saturday peak hours.

NYS Route 110 and Church Street/Mall Entrance - Currently at the intersection of NYS Route 110 and Church Street/Mall Entrance, the eastbound stop controlled approach of Church Street operates at LOS B, B and D during the AM, PM and Saturday peak hours, respectively. The NYS Route 110 northbound left-turn/trough movement operates at LOS A, B and B during the AM, PM and Saturday peak hours, respectively. The NYS Route 110 southbound left-turn/trough movement operates at LOS B, A and A during the AM, PM and Saturday peak hours, respectively.

Railroad Street at Lowndes Ave/Parking Lot Access - Currently at the intersection of Railroad Street and Lowndes Avenue/Parking Lot Access, the eastbound left-turn movement on Railroad Street operates at LOS A during all peak periods. The westbound left-turn movement on Railroad Street operates at LOS A during all peak periods. The stop controlled northbound approach of the Parking Lot Access operates at LOS B, B and A during the AM, PM and Saturday peak hours, respectively. The southbound stop controlled approach of Lowndes Avenue operates at LOS B during all peak periods.

Future No-Build Conditions

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2019 without the Proposed Project. The No Build Condition traffic volumes are estimated based on the following factors:

- Increases in traffic due to general population growth and developments outside of the immediate project area. This traffic increase is referred to as ambient growth.
- Other planned projects located near the project area that may affect traffic conditions and patterns around the study area.

Traffic Growth - A 1.0% annual growth factor was obtained from the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 Study (LITP2000) for the Town of Huntington. The existing traffic volumes were increased by this factor for a period of five (5) years to project volumes to the year 2019.

Other Planned Projects - Other Planned Projects is a term that refers to developments located near the project area that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the collected field data. The Town of Huntington was contacted to obtain information on any planned projects in the area. As advised by the Town, the following proposed planned projects were included:

- Avalon Bay - This project is under construction and is located on the north side of East Fifth Street, between Park Avenue and Lenox Road in Huntington Station. It consists of 379 multi-family residential units, 303 of which will be rental units and 76 of which will be ownership townhouses.
- Columbia Terrace - This project is located on the northwest corner of Railroad Street and Lowndes Avenue in Huntington Station and consists of 14 condominium units.

- Northridge Retail - This project is located on the northeast corner of Northridge Street and NYS Route 110 and on the south side of Henry Street and consists of a 14,667 SF commercial building.

The trip generation estimates for Columbia Terrace and Northridge Retail developments were prepared utilizing data contained in the ITE publication, *Trip Generation, Ninth Edition*. The trip generation estimates and traffic distribution for the Avalon Bay project was taken from the traffic impact study on file with the Town of Huntington prepared by VHB. The No Build condition volumes for the weekday AM, weekday PM and Saturday midday peak hours are illustrated in Figures 5, 6 and 7. The traffic anticipated to be generated by the planned projects are contained in figures located in the Appendix. Additionally, Suffolk County is currently investigating the intersection of E Pulaski Road (CR 11) at Depot Road/Fairground Avenue to improve the overall operation and safety at this location. At this time, they are still exploring various options and have not selected a preferred design.

3.6.2 Potential Impacts

Future Build Condition

Site Access - As depicted on the plans for the Proposed Project, access to Block 1 is provided via three driveways. The main driveway will be located on Railroad Street opposite Lowndes Avenue and will provide full access to/from the site. A second driveway will be located on the western limits of the property on Railroad Street which will permit entering and exiting right-turns only. The third access will be located approximately 160 feet east of the main driveway on Railroad Street and will only permit exiting right-turns.

Access to Block 4 will be provided via one full access driveway and one limited access driveway. The limited access driveway will be located on Church Street approximately 100 feet west of NYS Route 110 which will permit entering vehicles only. The second driveway will be located on NYS Route 110 opposite Northridge Street and will permit full access.

Access to Block 7 will be provided via 4 driveways. Three of the driveways will service the commercial components of the site while one access will service the parking area for the apartments. The main access will be located on NYS Route 110 opposite Church Street which will permit entering vehicles only. The second access will be located approximately 100 feet south of the main access on NYS Route 110 and will permit exiting right-turns only. The third access will be located on Olive Street east of NYS Route 110 and will permit exiting vehicles only. The fourth access is located on Olive Street approximately 225 feet east of NYS Route 110 and will provide full access to the parking area for the apartments.

Trip Generation - In order to identify the impacts the proposed project will have on the Study Area roadways and Study Intersections, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the generated traffic when traveling to and from the Study Area.

The trip generation estimates for all the proposed uses for the proposed project were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*. The ITE trip generation publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country. The ITE Trip Generation Handbook is a valuable reference for traffic studies, as it is by far the most comprehensive source of empirical data on traffic impacts for different land uses. It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not take into account interaction between different uses on the same site. Therefore, for downtowns or areas with good public transportation, ITE advises that traffic engineers should collect data and/or adjust the ITE average trip generation rate to account for reduced auto use. Recommended procedures also provide guidance for estimating internal capture at multi-use developments, as described in Chapter 7 of the *ITE Trip Generation Handbook*. Another phenomenon noted in the ITE Trip Generation Handbook is that traffic associated with some uses, especially retail uses is not 100% newly generated, a significant portion of these trips will be “pass-by” traffic, described as a trip that someone makes en route to their destination. An example of a pass-by trip is when someone stops for gas on the way from work and the gas station is on the same route they use to go home. The Proposed Project will be a mixed-use development that is conveniently located near transit. Therefore, to estimate the trips generated by the Proposed Project, the following steps were undertaken:

- Obtain the trip generation estimates from the ITE Trip Generation Handbook.
- Utilize the internal trip capture methodology contained in Chapter 7 of the ITE Trip Generation Handbook.
- Pass-by credit could be applied to this project, since it consists of a mix of retail, residential, restaurant and office uses. However, to perform a conservative analysis, no pass-by credit has been taken.
- Utilize modal split information from Census data for the Huntington Station CDP to calculate credit adjustments for public transit usage.

Trip Generation with No Adjustment

The trip generation estimates for all the proposed uses under the Proposed Project were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*.

- Land Use Code (LUC) 220 - Apartments
- LUC 310 - Hotel
- LUC 710 - General Office
- LUC 720 - Medical/Dental Office
- LUC 820 - Retail
- LUC 925 - Drinking Place
- LUC 931 - Quality Restaurant
- LUC 932 - High-Turnover Sit-Down Restaurant

Table 3.6-4 is a summary of the estimated trip generation for the components of the Proposed Project, without any trip reduction.

**Table 3.6-4
 TRIP GENERATION**

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Block 1				
Medical Office	Enter	189	100	207
100,000 SF	Exit	50	257	156
(ITE LUC 720)				
Block 1	Total	239	357	363
Hotel	Enter	55	48	61
140 Rooms	Exit	39	50	61
(ITE LUC 310)				
Block 1	Total	94	98	122
High-Turnover	Enter	12	12	15
Restaurant	Exit	10	8	13
2,000 SF				
(ITE LUC 932)	Total	22	20	28
Block 4				
Apartments	Enter	5	20	12
49 Units	Exit	20	12	13
(ITE LUC 220)				
Block 4	Total	25	30	25
Block 7				
Apartments	Enter	7	27	17
68 Units	Exit	28	15	18
(ITE LUC 220)				
Block 7	Total	35	42	35
Retail 8,516 SF	Enter	5	15	21
(ITE LUC 820)	Exit	3	17	20
Block 7	Total	8	32	41
Quality Restaurant	Enter	1	8	10
1,500 SF	Exit	0	3	6
(ITE LUC 931)				
Block 7	Total	1	11	16
High-Turnover	Enter	15	15	19
Restaurant	Exit	12	10	16
2,500 SF				
(ITE LUC 932)	Total	27	25	35
Block 7				
Drinking Place	Enter	0	15	0
2,000 SF	Exit	0	8	0
(ITE LUC 925)				
Block 7	Total	0	23	0
General Office	Enter	3	1	1
2,000 SF	Exit	0	2	0
(ITE LUC 710)				
Block 7	Total	3	3	1

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Grand Total	Enter	292	261	363
	Exit	162	380	303
	Total	454	641	666

Source: Trip Generation, 9th Edition, published by ITE

As can be seen from **Table 3.6-4** above, the Proposed Project will generate 454 trips (292 entering and 162 exiting) during the weekday AM peak hour, 641 trips (261 entering and 380 exiting) during the weekday PM peak hour and 666 trips (363 entering and 303 exiting) during the Saturday midday peak hour, assuming no trip reduction is applied.

Adjustment for Internal Capture Trips

It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not take into account interaction between different uses on the same site. However, in a multi-use development like the proposed project, a portion of the traffic utilizing the retail and restaurant use will originate from the residential and office components of the development and will not utilize surrounding roadways. Therefore, the combined trip generation data for the retail, restaurant, office and residential uses obtained from ITE presented above will be higher than the anticipated site generated traffic utilizing the study area roadways. Therefore, internal credits between the retail, office and residential uses were calculated in accordance with procedures for estimating internal capture at multi-use developments, described in Chapter 7 of the *ITE Trip Generation Handbook*. The calculations of the internal capture rates for this project are contained in the Appendix of the report. No internal capture was applied to the restaurants, however, a percentage of the patrons using the restaurant space in Block 1 were assumed to be from the hotel. Here, the restaurant trips were reduced by 9, 50 and 43 percent during the AM, PM and Saturday midday peak hours, respectively.

Pass by Credit

It should also be noted that, according to studies conducted by the ITE, traffic associated with retail and restaurant uses are not 100% newly generated; a significant portion of these trips will be “pass-by” traffic. However, in order to maintain a conservative analysis, no pass-by credit was applied to any of the project uses.

Modal Split

As previously mentioned, the ITE trip generation rates are based largely on suburban areas with free and plentiful parking and low-density single land uses. A research study completed in 2007 and summarized in *TCRP Report 128: Effects of TOD on Housing, Parking and Travel*, supports the hypothesis that residential TOD’s produce fewer automobile trips. Evidence was derived from original research on trip generation and parking from 17 built residential TOD projects in four metropolitan areas. The research’s key conclusion is that ITE trip generation and parking generation rate overestimate automobile trips for TOD housing by approximately 50%.

The Proposed Project would be within walking distance of the Huntington Station stop on the LIRR. Therefore, based on the recommendation of ITE, there is a need to adjust the trip generation totals to reflect the availability of transit. For instance, the decision to drive to work rather than take the bus, train or walk is heavily influenced by the modal choices one has around them. In order to adjust the trip generation for the use of transit in the Study Area, Journey to Work data (2008-2012 American Community Survey 5-Year Estimates) for the Huntington Station CDP was obtained and reviewed to determine the percentage of transit use within the Study Area. Based on review of the data, it was determined that approximately 3.4% of the population within Huntington Station walk to work. Approximately 8.7% of work trips to Huntington Station are also public transportation. In order to reflect a more localized modal split experience that better represents the choices available Huntington Station, the trip generation totals were adjusted for modal split based on the information provided in the Journey to Work data. Based on the modal split obtained from the Journey to Work data, the trip generation for the Proposed Project was adjusted by a conservative 8%.

Table 3.6-5 summarizes the total trip generation for the Proposed Project adjusted for internal credit and localized modal split.

**Table 3.6-5
ADJUSTED TRIP GENERATION**

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Proposed Project	Enter	260	224	310
	Exit	142	333	255
	Total	402	557	565

As can be seen from **Table 3.6-5** above, the Proposed Project will generate 402 new trips (260 entering and 142 exiting) during the weekday AM peak hour, 557 new trips (224 entering and 333 exiting) during the weekday PM peak hour and 565 new trips (310 entering and 255 exiting) during the Saturday midday peak hour.

Trip Distribution and Assignment

The volume of site traffic expected to be generated by the Proposed Project during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the proposed uses and their associated travel patterns were considered as well. Figure 9 of the TIS (**Appendix E**) depicts the trip distribution for the Medical Office component of the proposed project. Figure 10 (**Appendix E**) depicts the trip distribution for the Hotel component of the proposed project. Figure 11 (**Appendix E**) depicts the trip distribution for the Restaurant component (Block 1) of the proposed project. Figure 12 depicts the trip distribution for the Apartment (Block 4) component of the proposed project. Figure 13 (**Appendix E**) depicts the trip distribution for the Retail/Restaurant (Block 7) component of the proposed project. Figure 14 (**Appendix E**) depicts the trip distribution for the Apartment (Block 7) component of the proposed project. Figures 15, 16 and 17 (**Appendix E**)

depict the site generated traffic volumes for the weekday AM, PM, and Saturday midday peak hours. The site generated traffic volumes were then added to the weekday AM, PM and Saturday midday No Build Condition volumes resulting in the Build Condition volumes. The Build volumes are depicted in Figures 18, 19 and 20 (**Appendix E**).

Analysis Results

Based on the results of the Traffic Impact Study as detailed in the body of the TIS, it is the professional opinion of Nelson & Pope that the construction of the proposed project will not result in adverse traffic impacts in the study area. Increases in traffic from the proposed project can be accommodated at some study intersections without any mitigation while others will require minor adjustments to the signal timings. Although there will be changes in the LOS at some intersections, they will continue to operate at acceptable levels of service. The intersections of NYS Route 110 at E/W Pulaski Road, NYS Route 110 at Olive Street, NYS Route 110 at Academy Place/Nassau Road and Park Avenue at East Pulaski Road all require minor timing modifications to achieve No Build LOS. The intersection of NYS Route 110 and Railroad Street/Broadway will require additional phasing and timing modifications to achieve No Build LOS. The phasing changes consist of the addition of an exclusive eastbound left-turn phase and right-turn overlap phases for all approaches.

3.6.3 Mitigation Measures

- Increases in traffic from the proposed project can be accommodated at some study intersections without any mitigation while others will require minor signal timing adjustments. The intersections of NYS Route 110 at East/West Pulaski Road, NYS Route 110 at Olive Street, NYS Route 110 at Academy Place/Nassau Road and Park Avenue at East Pulaski Road will require minor timing modifications to achieve No Build LOS.
- The intersection of NYS Route 110 and Railroad Street/Broadway will require additional phasing and timing modifications to achieve No Build LOS. The phasing changes consist of the addition of an exclusive eastbound left-turn phase and right-turn overlap phases for all approaches.

3.7 Parking

Appendix F-1 contains the Parking Management Plan (“PMP”) prepared for the Proposed Project. That document was prepared to determine: 1) the current level of parking utilization of the LIRR commuter parking lots, and 2) the parking needs of the Proposed Project, 3) adequate commuter parking will remain available during site construction and post construction assuming redevelopment of the three Blocks. The PMP demonstrates how an adequate number of parking spaces will be available to support the future parking demands of the area.

Appendix F-2 presents the Parking Assessment, which summarizes the key items and findings of the PMP and provides support for the parking ratios proposed.

3.7.1 Existing Conditions

Consistent with the recommendations of the Town Comprehensive Plan, a detailed Parking Management Plan “(PM”P) has been prepared to estimate the existing parking utilization of the LIRR commuter parking lots and the parking needs of the proposed development to determine if there is adequate parking to support the future parking demand. The following description of the Study Area’s existing parking conditions and characteristics has been derived from the Parking Assessment (**Appendix F-2**).

Existing Parking Demand

Parking surveys were conducted at the existing commuter parking areas within the study area on weekdays from 6 am to 8 pm (March 17, 19 and 20th, 2014) and Saturdays (March 22, 2014 and November 15, 2014) from 11 am to 7 pm on an hourly basis. Page 3 and Page 5 of the PMP show the various existing parking lots that were included in the surveys. Tables 1 and 2 of the Parking Assessment (**Appendix F-2**) provide a summary of the existing capacity of the various parking lots, as well as the peak parking counts in the study area by lot for a typical weekday and Saturday respectively.

Tables 1 and 2 of the Parking Assessment (**Appendix F-2**) indicate that the current peak parking demand of the commuter parking areas during the weekday occurred at noon with a total of 3,138 (90.6%) parked vehicles. From the review of the existing parking data, it can be seen that on any typical weekday there is at least 327 parking spaces available during the highest peak period. Table 2 demonstrates that the commuter parking areas are highly underutilized during the weekend. Pages 6 and 7 of the PMP (**Appendix F-1**) provide a detailed overview of the existing parking demand by lot throughout a typical weekday and weekend day.

3.7.2 Potential Impacts

The parking strategy associated with the Proposed Action looks to provide redevelopment of Huntington Station within areas dominated by underutilized parking lots. The Master Developer was tasked to prepare a redevelopment plan that ensured adequate commuter parking remains

available, while returning the New York Ave. corridor to the downtown setting which previously existed in this area.

As noted above, 327 parking stalls were available during the peak parking conditions during the weekdays. To maximize available parking for commuters, the existing commuter parking lots were examined to determine if the current lot configuration could be modified to provide for additional commuter parking spaces. After measuring the parking stall dimensions across many of the existing surface lots, it was documented that many of the stalls are significantly wider than industry standards for low turnover commuter parking spaces. Many of the existing parking spaces vary in width from 8 feet 6 inches to 9 feet and from 18 feet to 20 feet in depth. According to the ULI and the ITE, a stall dimension of 8 feet 6 inches width is optimal. The LIRR already has 8 feet 6 inch by 18 feet stalls at many train stations (Mineola, Seaford and Rockville Center stations, see page 8 of the PMP). Based upon the extensive documentation supporting these more compact parking stall dimensions, restriping/reconfiguration of the commuter parking lots is proposed to optimize the number of parking spaces available for commuters in closest proximity to the LIRR station. With the parking lot reconfiguration, a total of 179 parking spaces will be gained within the existing P4, P5 and P6 commuter parking lots (see pages 9-12 of the PMP, **Appendix F-1**, for layouts of the proposed reconfigurations).

Parking Demand and Supply for Proposed Development

For the purpose of evaluating parking, Blocks 1 and 4 are considered to be in the area of the LIRR station/commuter parking area and Block 7 is the Gateway Plaza area. A total of 568 parking spaces are proposed to be provided for the proposed development within the station area (519 parking spaces for Block 1 and 49 spaces for Block 4) and 158 parking spaces are provided to support the uses in Block 7.

Given the proposed mix of uses, which have varying periods of peak parking demand and the close proximity of the uses to the LIRR train station, modifications to the Town's standard parking requirements are requested. In order to estimate the parking required for the proposed development, actual parking rates from uses similar to the proposed project (where LIRR stations are within walking distance) and the rates recommended in industry standard resources like the ITE's Parking Generation Manual and the Urban Land Institute's (ULI) Shared Parking Manual were utilized. The Parking Assessment (**Appendix F-2**) provides an overview of proposed parking ratios for each use. Based on these rates, the proposed project has a total parking demand of 698 parking spaces (513 spaces required for Block 1, 49 spaces for Block 4 and 136 spaces for Block 7). The proposed parking to be provided in support of the proposed development project is 726 spaces (519 spaces required for Block 1, 49 spaces for Block 4 and 158 spaces for Block 7). Table 3 of the Parking Assessment (**Appendix F-2**) provides a summary of the existing Town parking requirements and the proposed modifications to the parking requirements.

Because of the mixed use nature of the development and the different times of day when uses require peak parking demand (i.e., office uses demand parking during working hours, while residential uses typically require parking in the evening and overnight hours), the project is designed to allow for shared parking between the uses. Percentage reductions were applied to

the parking demand based on typical shared parking utilization percentages recommended by the ULI's Shared Parking Manual¹.

Overall Parking Supply

The PMP (**Appendix F-1**) evaluates the overall existing commuter parking supply and demand to ensure that adequate commuter parking remains available throughout the construction period and post construction conditions. The construction of the proposed project will result in a loss of existing parking. However, with the new parking provided as part of the reconfiguration of the existing commuter lots together with the remaining surplus parking provided, a parking surplus of 226 stalls in the Station Area and 22 stalls in Gateway Plaza will be available during the peak demand. Table 4 and 5 of the Parking Assessment (**Appendix F-2**) summarizes the parking demand and supply calculations. These indicate that the peak parking demand for the station area (commuter parking plus proposed development in Block 1 and Block 4) will be 3,699 parking spaces, and 3,925 parking spaces will be provided for the station area. The peak parking demand for the Gateway Plaza area (Block 7) is 136 spaces, and 158 parking spaces will be provided for the Gateway Plaza area. This demonstrates that the proposed parking supply will exceed the peak parking demand.

Pages 17-23 of the PMP (**Appendix F-1**) provide a detailed overview of the proposed parking allocations and controls that will be used to designate commuter and specific user parking (i.e., office spaces, hotel spaces, etc.). The construction of the project will proceed in phases, which are outlined on Page 23 of the PMP. During each construction phase, a minimum of 218 unused spaces in the station area are projected to remain available during the peak use periods (rising to 226 unused/available spaces within the station area upon the completion of construction). Similarly, a minimum of 22 unused spaces in the Gateway Plaza area are projected to remain available during and post construction based on the peak use periods.

From the review of the results of the parking analyses, the Parking Assessment (**Appendix F-2**) concludes the following:

The peak parking demand for the station area (commuter parking plus proposed development in Block 1 and Block 4) will be 3,699 parking spaces, and 3,925 parking spaces will be provided for the station area. The peak parking demand for the Gateway Plaza area (Block 7) is 136 spaces, and 158 parking spaces will be provided for the Gateway Plaza area. The proposed parking supply will exceed the peak parking demand. It is therefore the professional opinion of Nelson & Pope that the parking spaces provided are more than adequate to meet the peak parking demand for the proposed development.

¹ ULI's Shared Parking Manual, Second Edition (Tables 2-5 and 2-6).

3.7.3 Mitigation Measures

- Existing commuter parking lots P4, P5 and P6 will be restriped to optimize parking layouts; this will result in an additional 179 parking spaces provided for commuters in proximity to the train station.
- A number of techniques will be put into place to ensure an orderly transition experience for commuter parkers throughout each stage of construction:
 - New way-finding signage redirecting commuters to available commuter parking and providing lot name and spaces available;
 - An on-site attendant redirecting commuters during construction;
 - Additional flyers, transition plan signage, and website communication will also be employed to keep commuters informed of changes in the parking system.

3.8 Air Resources

Appendix G-1 contains the Air Quality Assessment Report prepared for the subject site and proposed project. The discussions below have been taken from that document.

3.8.1 Existing Conditions

Air Quality Standards

National and State of New York Ambient Air Quality Standards - As required by the Clean Air Act (CAA) Amendment of 1990 and the CAA Amendments of 1977 and 1970, the USEPA established National Ambient Air Quality Standards (NAAQS) for six major air pollutants: carbon monoxide, nitrogen oxides, ozone, particulate matters (PM₁₀ and PM_{2.5}), sulfur oxides and lead. The State of New York has also established New York Ambient Air Quality Standards (NYAAQS) similar to the NAAQS, as shown in Table 1.2-1 [of **Appendix G-1**] for ease of reference. Both include primary and secondary standards for concentrations of these pollutants. The primary standards are established to protect public health. The secondary standards are established to protect the national welfare by accounting for the effects of air pollution on soil, water, materials, vegetation, visibility and other aspects of general welfare.

Carbon monoxide (CO) is a colorless and odorless gas, primarily associated with the incomplete combustion of fossil fuels in motor vehicles. Carbon monoxide is the most widely distributed and most commonly occurring air pollutant in the urban environment. Prolonged exposure to lower levels of CO can cause headaches, drowsiness or loss of equilibrium. Very high concentrations of CO in poorly ventilated areas can be fatal. Carbon monoxide concentrations resulting from traffic activities vary greatly over short distances, with the higher concentrations typically found near the ground level. Carbon monoxide concentrations can vary greatly over comparatively short distances; relatively high concentrations are typically found near crowded intersections, along heavily trafficked and slow moving roadways and at relatively low elevations. Therefore, predictions of roadway CO concentrations are made on a localized or microscale basis.

Hydrocarbons include a wide variety of volatile organic compounds (VOC) originating principally from the storage, handling and use of fossil fuels. Hydrocarbons are either non-reactive or reactive pollutants whose impacts occur relatively far from their sources. While the non-reactive pollutants are relatively harmless, reactive hydrocarbons react slowly in the atmosphere (as they disperse) and in the presence of sunlight, assist in the formation of ozone. Gasoline-powered motor vehicles, the evaporation of solvents and surface coatings, industrial plants and processes, dry cleaning operations and various transportation-sources (aircraft, ships, trains, etc.) all produce VOC. Gasoline-powered motor vehicles contribute about 35 percent of the total emissions produced nationwide.

Nitrogen oxides constitute a class of compounds that include nitrogen dioxide (NO₂), nitric oxide (NO) and nitrous oxide (N₂O), which are emitted by motor vehicles. Of these, nitrogen oxide is of primary concern due to its role in the formation of photochemical oxidant smog. Photochemical oxidants are a class of compounds formed by the reaction of hydrocarbons with nitrogen oxides in the presence of sunlight. The product of these reactions, which is most commonly found and measured in the atmosphere, is ozone. Photochemical oxidants are a regional problem and violations of the NAAQS for ozone have been found from Virginia to Maine. Transportation sources (gasoline-powered motor vehicles) contribute about 43 percent of the NO_x emissions nationwide.

Ozone (O₃), a principal lung and eye irritant in urban environments, is formed through a series of reactions involving hydrocarbons and nitrogen oxides that take place in the atmosphere in the presence of sunlight. Heat speeds up the reaction; concentrations of O₃ are usually higher during the summer. Gasoline-powered motor vehicles are responsible for approximately 35 percent of Ozone production on a nationwide basis. Since change in O₃ is related to the changes in the levels of VOC and NO_x (the precursors of O₃), the effect of a project on regional ozone level is therefore not separately evaluated.

Sulfur oxides (SO_x) constitute a wide range of compounds, of which sulfur dioxide (SO₂) and sulfur trioxide (SO₃) are of greatest importance. Motor vehicles emit relatively little SO_x. Reductions in SO₂ emissions will progressively occur through the increased use of low-sulfur fuels and the promulgation of emission standards for diesel-powered vehicles. The primary source is the combustion of sulfur-bearing fossil fuels. No assessment of the effect of the project on SO₂ was conducted.

Particulate matter (PM) includes both liquid and solid particles of wide range of sizes and composition. The principal sources of particulate matter are the combustion of fossil fuels for space heating, power generation, incineration, industrial processes and construction activities. Particulate matters with an aerodynamic diameter smaller than or equal to 10 microns in size are designated and regulated by the United States Environmental Protection Agency (EPA) as PM₁₀. These particles are typically formed by "crustal" or earth-based material and enter the air through a variety of actions including "entrainment" into the atmosphere by windblown dust. Particles from brake and tire wear, from pavement wear, and from other vehicle degenerative processes also contribute to this PM size. The greatest contribution from this size category has "natural" rather than "man-made" origins. The principal health effects of airborne particulate matter are on the respiratory system, aggravating diseases such as bronchitis and emphysema. With the exception of airborne lead emissions, transportation sources typically account for a relatively minor and decreasing proportion of total particulate emissions through ever more stringent emission controls.

In 1997, the EPA promulgated the NAAQS for PM_{2.5}, particulate matter smaller than 2.5 microns, in recognition of its unique adverse health risks, distinct from coarser particulate matter. PM_{2.5} can be emitted directly from stationary or mobile sources (direct PM_{2.5} emissions) or through a chemical process in ambient air (secondary PM_{2.5} formation). The present level of understanding of direct PM_{2.5} emissions and secondary PM_{2.5} formation and their relative contribution to the ambient PM_{2.5} level is generally lacking. The EPA, in cooperation with the States, has gathered and compiled data on ambient PM_{2.5} levels. On December 17th, 2004, the EPA officially classified Suffolk County as a PM_{2.5} Nonattainment Area.

Lead is a stable, persistent compound that accumulates in both the environment and living organisms. In people, it affects mostly the blood-forming (or hematopoietic), nervous and renal systems. Lead has also been shown to affect the normal functions of the reproductive, endocrine, hepatic, cardiovascular, immunologic and gastrointestinal systems. However, significant individual variability in response to lead exposure has been found. Leads used in gasoline anti-knock additives represent a major proportion of the total lead consumption. Motor vehicle emissions therefore, constitute the major source of atmospheric lead emissions. Lead emissions however, have declined significantly due to a mandated decrease in gasoline lead levels and the replacement of vehicles that burn leaded gasoline. An analysis of lead emissions for the project is therefore not required.

To summarize, of the six air pollutants identified by the USEPA as being of nationwide concern, CO and PM_{2.5} are the only pollutants for which detailed, microscale, impact assessments for mobile sources related to the proposed project are required, and CO, VOC and NO_{x2} are the pollutants for which impact assessments on a mesoscale or regional basis are required.

Existing Air Quality and Conformance to Standards

Existing Air Designation and Classification of the Study Area - The CAA defines “non-attainment areas” as geographic regions that have been designated as not meeting one or more of the NAAQS. The CAA Amendment of 1990 defined five (5) severity classifications for Ozone non-attainment areas based upon the ambient air quality in an area. These classifications are marginal, moderate, serious, severe and extreme.

The EPA recently classified Suffolk County as a nonattainment area for PM_{2.5} in “Air Quality Designations and Classifications for the Fine Particles (PM_{2.5}) National Ambient Air Quality Standards – Final Rule”, establishing the boundaries for areas designated as nonattainment, unclassifiable, or attainment/unclassifiable with an effective date of April 5, 2005. Areas designated as attainment/unclassifiable are areas that have attained compliance with NAAQS, but lack sufficient documentation to preclude a relapse. They are therefore subject to “maintenance” requirements and are often referred to as “maintenance areas”. As of April 30, 2012, Suffolk County in New York State was reconfirming as a marginal non-attainment for the 8-hr ozone standard. Furthermore, Suffolk is no longer considered as a non-attainment area for 1-hour ozone as of June 2005. The County is in attainment for all other major pollutants.

Under the requirements of the CAA Amendments of 1990, the impact of certain transportation projects on air quality must be studied to determine if they conform to the purpose of the State Implementation Plan which is the attainment of the NAAQS. The transportation conformity regulation, "Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded, Developed or Approved under Title 23 U.S.C or the Federal Transit Act", is used for conformity determinations. The project has been classified as an exempt project under these regulations.

Projects exempted from conformity assessments to State Implementation Plans are still subject to localized, microscale (aka “hot spot”) assessments. Procedures for determining localized CO and Particulate Matter (PM₁₀, and PM_{2.5}) concentrations are found in 40 CFR 93.123(a) CO “Hot-Spot” Analysis and (b) PM₁₀, and PM_{2.5} “Hot-Spot” Analysis. Because Suffolk County is located within a classified attainment area for CO, the project is not subject to CO “hot-spot” microscale analysis. With regard to PM₁₀ and PM_{2.5}, the project does not belong to a class of projects that are classified as “projects of air quality concern” according to the criteria in 40 CFR 93.123(b), and thus no quantitative microscale PM₁₀ and PM_{2.5} analyses are required.

A tabulation of recently available (2013) ambient air quality data of Ozone and PM_{2.5} for the Suffolk County portion of AQCR [Air Quality Control Region] 043 is presented in Table 2.1-1 and Table 2.1-2 [of **Appendix G-1**]. These USEPA- and NYDEC-designated ambient monitoring sites represent the County or AQCR region for the purpose of air quality classification. Monitoring sites are often located at or near areas with historically high levels of pollutants. Suffolk County is a CO classified attainment area and CO air quality monitoring is no longer conducted in Suffolk County. The 8-hour Ozone standard was exceeded in Suffolk County. This is a condition endemic to New York which is in part, due to pollutants transported into the area from other states.

3.8.2 Potential Impacts

The Air Quality Assessment Report (**Appendix G-1**) indicates that the proposed project is exempt from regional emissions analysis for ozone precursor pollutants. However, the project requires screening for possible micro-scale (hot spot) CO analysis. This analysis indicates that the threshold traffic volumes were not exceeded, so that further CO microscale analysis is not warranted, so that the proposed project would not impact air quality from mobile sources.

The project also warrants screening for particulate matter. Review of the traffic data for the proposed project indicates that there would be no significant increase in the number of diesel transit buses and /or trucks, so that no quantitative analysis is needed.

Finally, the project requires review for mobile source air toxics (MSAT) emissions. The following has been taken from **Appendix G-1**:

The proposed project seeks to redevelop three specific parcels in a form that conforms to the Town and community vision as outlined in the Town Comprehensive Plan Update. Proposed roadway changes and vehicular traffic use restrictions are limited to an extension of an existing right-turn lane and signalization timing/phasing changes at New York Avenue and Railroad Street/Broadway to improve traffic flow. This project has been determined to generate minimal air quality impacts for CAA and its Amendments criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

In summary, the air quality analyses presented in **Appendix G-1** indicate that

Following the methodology described in the NYSDOT Environmental Procedures Manual (EPM)/The Environmental Manual (TEM) – Air Quality Chapter, which complies with the requirements of the CAA and its Amendments of 1990, 1977 and 1970 and the final rule on transportation conformity, the proposed project will not cause any air quality violations, result in or increase the severity or frequency of existing NAAQS or NYAAQS violations, or delay the timely attainment of any standard or required interim emissions reductions or other milestones in the New York Metropolitan Area. Furthermore, the project has not been linked with any special Mobile Source Air Toxics (MSAT) concerns based on USEPA guidelines. Therefore, the project will not have an air quality impact.

3.8.3 Mitigation Measures

- The analyses in the Air Quality Assessment Report (**Appendix G-1**) conservatively examined potential air quality impacts under the Build Alternatives as well as the No Build Alternative. These analyses showed no potential for violations of any ambient air quality standard, and no impacts are expected. As such, no mitigation measures are recommended, other than standard best management engineering and construction practices during construction.

3.9 Noise Resources

Appendix G-2 contains the Noise Assessment Report prepared for the subject site and proposed project. The discussions below have been taken from that document.

3.9.1 Existing Conditions

Noise Monitoring Program Results

Noise Monitoring Location - Existing community noise levels are field measured at selected representative noise-sensitive land uses adjacent to the site. The project area was surveyed and the location for monitoring was chosen near the nearest noise sensitive receptor, which is the location with the greatest potential for impact (see Figures 4.2-1 and 4.2-2 [of **Appendix G-2**]). The Noise Monitoring Location was sited adjacent to the nearest property line of nearest residence, at the northeast corner of the New York Avenue and Railroad Street/Broadway intersection.

A parking lot can be found at the northwest corner of the intersection with more residences further to the west. A LIRR station is located at the southeast corner of the intersection. A parking facility for a commercial building is located in the southwest corner of the intersection. A hotel and commercial building is proposed at this site. Immediately to the south is the LIRR Port Jefferson rail line. The dominant noise source at this location is traffic on New York Avenue with contributing roadway noise from Railroad Street and Broadway and activity at The LIRR Huntington Station, to include the LIRR diesel-electric trains and station parking lot activities.

Site Noise Monitoring Program - The noise sampling program was set to record sound at a rate of 16 samples per second. The weekend monitoring period encompassed Saturday morning, November 22 to Sunday morning, November 23, 2014 and the weekday monitoring period encompassed Monday night, November 24 to Tuesday night, November 25, 2014. Noise monitoring was supplemented with periodic on-site observations.

Noise Levels - Table 4.4-1 [of **Appendix G-2**] summarizes the hourly L_{eq} and L_{dn} noise levels monitored. Figure 4.4-1 [of **Appendix G-2**] presents a 24-hour chart of the hourly noise level. field monitoring data is presented separately in the Appendix A [of **Appendix G-2**].

During the weekday, the hourly noise level occurred during the AM traffic peak period with a measured level of 69 dBA [decibels, A-weighted scale]. During the weekend, the highest hourly noise level was measured at 1 PM as expected with a noise level of 66 dBA, typical for this environment considering the close proximity of the heavily traveled roadway and railroad. The weekday day-night noise level (L_{dn}) was 67 dBA and the weekend L_{dn} was 66 dBA.

During the monitoring period, vehicular traffic was observed to be the principal noise source and noise levels are generally dependent on the proximity to the roadways and the volume of traffic. After traffic on adjacent roadways, activities in the LIRR train station were observed to be the largest noise contributor. Station activity included LIRR train movements and idling at the station. However, the largest observed station activity occurs in the station parking lot. The parking lot activities include vehicle movement, but also vehicles idling while waiting to drop off and pick up train passengers. Occasionally, the vehicles would back up into Railroad Street and car horns were occasionally used.

Assessment of Existing Noise Environment

New York State DEC Guidelines - The existing noise environment on and immediately adjacent to the site are representative of that of a commercial area with a weekday L_{dn} was 67 dBA and weekend L_{dn} of 66 dBA is marginally above the DEC noise goal of 65 dBA, as indicated in the DEC policy guidance, “Assessing and Mitigating Noise Impacts”, February 2, 2001.

Town of Huntington - The general provisions of the Town of Huntington Code, Article I of Chapter 141 do not contain quantifiable standards or criteria that can be applied to the Existing ambient noise environment.

The Town’s nighttime zoning noise performance standard is not applicable for this assessment. The performance standard of 45 dBA for continuous noise sources at residential land uses are only applicable for the listed uses, none of which are proposed in the Project. It should be noted that the existing ambient noise level, minimum hourly L_{eq} noise levels 55 dBA for both the weekday and the weekend, already exceeds the Town’s noise performance standard. However, the dominant noise source during this period is traffic and the standard is not applicable to roadway traffic.

NYS DOT Criteria - A maximum hourly L_{eq} is 69 dBA and L_{10} of 72 dBA was recorded during the weekday with a maximum hourly L_{eq} of 67 dBA and L_{10} of 69 dBA during the weekends. The immediate area could be considered impacted according to FHWA/NYDOT NAC exterior standards. However, there does not appear to be an area where “frequent human use occurs and a lowered noise level would be of benefit” (e.g. outdoor patio, passive park, contemplative garden, cemetery, etc.) in the immediate area of the intersection. Conservatively assuming a light frame construction with a simple closed sash window (see Table 2.3.1-1), the nearest residences to the intersection (at the northeast corner) can expect an interior L_{eq} of 47 dBA (67 dBA-20 dBA) and a L_{10} of 52 dBA, well below the NAC interior thresholds of 52 dBA and 55 dBA respectively.

US HUD Site Suitability Criteria - US HUD would classify the immediate area where noise monitoring occurred to be Normally Unacceptable according to its Site Acceptability Standards. However, it should be noted that this location has the greatest activity and potential to generate noise within the project area. Other areas within the Project, particularly those further away from this intersection or from New York Avenue in general, would likely have a L_{dn} of 65 dBA or below and be considered Acceptable according to HUD Site Acceptability Standards.

3.9.2 Potential Impacts

The principal category of major potential noise sources associated with the proposed development is the additional traffic on adjacent roadways associated with the development, or induced-traffic noise; the second category is on-site noise-generating activities, or site operation noise.

Induced Traffic Noise

The changes or decreases in traffic in support of the operation of the proposed facility is detailed in the Traffic Study. Traffic volumes for the year 2019 are based on NYS DOT-recommended annual traffic volume growth rate of 1% for this area. Under the Future Build condition, there will be induced traffic from the rezoning, particularly at the intersection of New York Avenue and Railroad Street/Broadway due to the proposed hotel and commercial building at the southwest corner. The intersection peak hour approach volume, traffic volume approaching the intersection from all

directions, is expected to increase from 3,277 vehicles per hour to 3,767 vehicles per hour, a 15% increase.

The proposed project does not significantly change the roadway geometry, traffic mix and speed. Assuming that traffic conditions (e.g. speeds, mix, geometry, and operating conditions) remain the same and traffic is the dominant noise source at this location, the future change in noise level is computed as no more than 0.6 dBA.

Noise Impact Assessment

The SEQRA requires that agencies take a “hard look” at actions to identify and analyze the potential for significant environmental impacts, and if appropriate, consider mitigation that minimize impacts to the maximum extent practicable. For the analysis of the future noise environment, the analysis includes both the impacts on existing receptors, and an evaluation of the site suitability for the proposed use. The ambient noise environment is characterized by its location on New York Avenue and its proximity to the LIRR tracks and Huntington Train Station. The noise levels monitored during the fieldwork correspond to a suburban commercial corridor. The Existing L_{dn} of 67 dBA exceeds what the DEC guidelines would consider appropriate for a non-industrial or non-commercial setting, 65 dBA. Accordingly, a significant noise impact results when the Future Build noise level increases by more than 6 dBA, and a noise level increase between 0 to 3 dBA is not expected to have an appreciable effect on the public and is not considered a significant noise impact.

In summary, as per DEC Guidance, a significant noise impact may result if the level were to increase more than 6 dBA, however, noise related to the proposed project is expected to result in an increase that is less than 1 dBA, well below the 3-dBA threshold and an increase that is not considered to result in a perceptible change by the human ear. Therefore, the proposed Project is not anticipated to result in a significant adverse impact related to noise per DEC guidance.

Compliance with Town of Huntington Noise Code - The general provisions of the Town of Huntington Code, Article I of Chapter 141 do not contain quantifiable standards or criteria that can be applied to this project.

The Town’s zoning performance standard, Section 87, Article XIII, Chapter 198, nighttime noise limit of 45 dBA, but it applies to uses that are not proposed by the Project. Further, this standard does not apply to traffic, which dominates the existing noise environment and is expected to continue dominating the Future noise environment.

All development within the project area must conform to all zoning and land use requirements, and onsite plans and installations will comply with applicable building and environmental requirements. Therefore, commercial development will not have any significant noise impact with regard to Town ordinances.

Compliance with FHWA and NYSDOT Noise Guidance - Expected increase in noise level is less than 1 dBA. The NAC threshold for a significant relative increase in noise levels, due to a project, is 6 dBA. This project does not approach 6 dBA and is not considered a significant noise impact per the relative standard.

It has been shown that the NAC exterior criteria is not applicable due to the absence of noise sensitive areas where frequent human use occurs and a lowered noise level would be of benefit” in the immediate vicinity of the intersection of New York Avenue and Railroad Street/Broadway. A 1-dBA

increase due to induce traffic will not cause the estimated Existing interior noise level, L_{eq} of 47 dBA and a L_{10} of 52 dBA, to exceed the NAC interior thresholds of 52 dBA and 55 dBA for L_{eq} and L_{10} respectively.

Compliance with US HUD Site Suitability Noise Guidelines - The measured outdoor L_{dn} on the site is 67 dBA. The site falls within the “Normally Unacceptable” category according to the HUD Standard for federally assisted projects. To satisfy HUD noise goals, a 5-dBA additional noise attenuation would be required for buildings in the project area to realize an interior noise goal of 45 dBA. However, this additional attenuation assumes a wood-frame construction with a typical noise attenuation of 20 dBA. Modern building constructions, particularly for multi-story hotels and commercial buildings with double-glazed windows, easily exceeds the 25-dBA exterior structure and window attenuation needed to satisfy US HUD’s interior noise goal of 45 dBA without additional noise attenuation.

Other areas in the Project corridor that are away from the intersection or further away from traffic on New York Avenue are likely to have a noise level of 65 dBA or lower and fall within the HUD’s “Acceptable” category for federally assisted projects.

Construction Noise Impact

Construction is generally limited to daylight hours with much the construction associated with landscaping, and a crane to erect large multistory buildings. The heaviest noise generating equipment would likely be a bulldozer with a typical noise level of 87 dBA under continuous use at 50 feet (see Table 7-1) [of **Appendix G-2**]; a noise level below 75 dBA can be expected at 200 feet. Given the temporary and intermittent nature of construction and equipment usage and the land use characteristics at the site and its adjacent area, no significant noise impact is expected.

Summary of Impacts

The proposed project complies with the noise regulations, guidelines and requirements of NYSDEC, applicable provisions of the Code of the Town of Huntington, the FHWA and NYSDOT NAC, and US HUD Site Suitability Guidelines. In conclusion, the proposed Huntington Station Gateway Development Project does not pose a significant environmental noise impact to the ambient noise environment and, with modern construction, the site is a suitable location for residential units.

3.9.3 Mitigation Measures

- The analyses in the Noise Assessment Report examined existing noise conditions and conservatively examined potential noise impacts. These analyses showed no potential for violations of any noise standard, and no impacts are expected. As such, no mitigation measures are recommended, other than standard best management engineering and construction practices during construction.

3.10 Cultural Resources

3.10.1 Existing Conditions

According to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) records, in conjunction with the State Historic Preservation Office (SHPO) Cultural Sensitivity Map, the proposed development sites do not contain structures located on the State or National Register of Historic Places (see **Figure 3-9**), nor are there any established State or Federal historic resources in the Study Area. However, the properties are shown to be within archaeologically sensitive areas.

A project review form, a project description packet, and Supplemental Information (composed of photographs of a number of structures along the east side of NYS Route 110/New York Avenue) were submitted to the OPRHP on behalf of the Town of Huntington in December 2014 (see **Appendix H**). This submission was made in order to determine the potential impact on cultural resources that may occur from construction of the proposed project. The OPRHP's response letter to the application, and subsequent correspondence is discussed in **Section 3.10.2**.

The Town of Huntington, in cooperation with the State Historic Preservation Office (SHPO), prepared an inventory of structures of historic interest throughout the Town in 1979. According to the Town's website¹ and confirmed by Town Historian (Mr. Robert Hughes²), the following buildings or areas in vicinity of the study area were identified on this list of structures of historic interest within the Town (see **Figure 3-9** for the locations of the resources numbered below):

1. Huntington Train Station, built 1909
2. Murray-Teich House, 1090 New York Avenue, built circa 1900
3. Tuttle House, 418 Northridge Street, built early twentieth century
4. Venice Hotel/Yankee Peddler, 1038 New York Avenue, built 1914
5. Odd Fellows Hall, 1006 New York Avenue, built 1909
6. Prime-Corey House, Fairground and East 2d Street, built circa 1860
7. The neighborhoods around Lowndes Avenue [subdivided in the 1890s], and
8. The neighborhoods east of New York Avenue [subdivided in 1906], contain houses of interest as well.

While the above-listed structures/areas were identified as structures of interest due to their age of construction, none of structures within the Study Area have been designated as Town landmark buildings. The 1914 Sanborn mapping (as part of the OPRHP application; see **Appendix H**) indicates that a number of structures once existed along both sides of New York Avenue, including a number of structures which have since been removed within the area of the existing parking lots on Blocks 1 and 4. The removal of these structures occurred to allow for the establishment of the commuter parking areas, and included realignment of the terminus of Lowndes Avenue in the area of Block 1.

¹ <http://tohpropertyinfo.huntingtonny.gov/helix/default.aspx?Map=General External>

² Telephone conversation on July 9, 2014

3.9.2 Potential Impacts

While several structures on the site and in the vicinity of the Proposed Action were included on the Town's inventory of structures of historic interest due to their age of construction, none of the structures have been designed by the Town as historic landmarks, nor do these buildings appear on the State or National Historic Register. The proposed removal of three buildings are proposed (1006 NY Ave., 1014 NY Ave., and 1026 NY Ave.), two of which are structures less than 50 years of age. The Town has determined any of the structures as structures which demonstrate significant historic to warrant designation as Town landmarks. Therefore no significant impacts to historic resources are anticipated by the proposed project construction.

With respect to archaeological resources, OPRHP provided a response letter to the Town application (dated February 10, 2015; see **Appendix H**) that states as follows:

Nearly the entirety of the area of potential ground disturbance is presently covered by parking lots, and a couple of existing buildings, which indicates that most of the project area has been subjected to some extent of prior ground disturbance. However, buildings were present in the southern portion of the project area (south of Railroad Street) in the nineteenth century, and buildings were present throughout much of the remaining portions of the project area during the early twentieth century. The locations of several of these former structures are recorded in the OPRHP system as archaeological sites (recorded in the late 1970s), indicating that there were intact archaeological deposits at the time that the sites were recorded. There may still be intact archaeological deposits, below the asphalt pavement. To explore this potential, OPRHP recommends a Phase IA archaeological survey.

A Phase IA archaeological survey consists of background research, a project area reconnaissance (walkover), and recommendations for archaeological field testing, if warranted. Given that most of the project area is covered by asphalt, the typical approach of digging shovel tests to explore the potential for intact archaeological deposits is not practicable. The Phase IA analysis may provide evidence of portions of the project area that have high potential for intact archaeological deposits, facilitating the focusing of attention on particular locations. If there are areas with a potential for intact archaeological deposits, the Phase IA report should contain suggestions for alternative methods of Phase IB archaeological field investigation. Alternative methods for Phase IB archaeological testing may include geo-prospection (e.g., ground-penetrating radar), examination by a professional archaeologist of mechanically-excavated trenches prior to construction, and/or monitoring by a professional archeologist of construction-related excavations.

In response, the applicant prepared a letter to the OPRHP, dated March 17, 2015; see **Appendix H**), stating as follows:

New York State and local permits also will be required for project implementation. Project funding, in part, is through the Empire State Development Corporation. The Town of Huntington acknowledges the need for a Phase IA archaeological investigation of the project area. However, the Town requests that the study be undertaken at a more appropriate time when more information on project design is known.

Although three sites, referred to as Block 1, Block 4, and Block 7/Gateway Plaza, have been proposed for the development project, the actual Areas of Potential Effect for these locations have not yet been determined. These will include areas of indirect as well as direct impact. It is requested that your

agency concur with a schedule whereby the Phase IA archaeological investigation, and other subsequently recommended studies if warranted, be completed at a future date during the design schedule once the Area of Potential Effect for each project block has been determined and the project properties transferred to new owners/developers. The requirement to undertake the Phase IA study would be included as a stipulation within the site plan approval process. The Phase IA study will be undertaken by the development entity within the identified Areas of Potential Effect well in advance of actual project construction to allow for adequate time for review and comment of the cultural resource reports by your agency. The Town of Huntington requests a concurrence letter for this approach from NYS OPRHP addressed to Town of Huntington Planning Department, so that other aspects of the project review process can proceed.

3.9.3 Mitigation Measures

- The study area does not contain any established State or Federal historic resources, therefore no mitigation is warranted with respect to known historic resources.
- The applicant and Town propose to conduct the recommended Phase IA studies for each site at a future date once the Area of Potential Effect for each project block has been determined and the project properties have been transferred to new owners/developers. The requirement to undertake the Phase IA study would be included as a stipulation within the site plan approval process for each site. The Phase IA study will be undertaken by the development entity within the identified Areas of Potential Effect well in advance of actual project construction to allow for adequate time for OPRHP review and comment on the cultural resource reports.

SECTION 4.0

OTHER REQUIRED SECTIONS

4.0 OTHER REQUIRED SECTIONS

4.1 Unavoidable Adverse Environmental Impacts

The Proposed Project involves area and neighborhood redevelopment planning for a portion of the commercial corridor along New York State (NYS) Route 110/New York Avenue in Huntington Station, as embodied in the Comprehensive Plan Update. If approved, this planning initiative would result in redevelopment in accordance with the Master Developer Agreement between the Town and the Master Developer as the Applicant. The anticipated beneficial and adverse impacts of the Proposed Project were quantified and discussed in **Section 3.0**; for those adverse impacts that cannot be quantified, qualitative discussions have been provided. These analyses indicate that, while some adverse impacts would occur, none of these impacts are considered to be *significant*, in terms of either extent or duration. This section acknowledges those adverse impacts that may still occur, as follows:

- Temporary increases in truck traffic and noise will occur during the construction period of each Block. Activity will be conducted in conformance with the Town approved Construction Management Plan and Town requirements for construction hours and noise management. The Construction Management Plan will include provisions for construction traffic management, parking management, signage to alert and direct construction and commuter traffic, and remediation activities (as necessary).
- Temporary increases in the potential for fugitive dust caused by construction activities. Such conditions would be temporary and controlled as well as possible with mitigation techniques such as soil wetting and temporary stabilization measures at the source.
- There will be increases in vehicle trips generated on area roadways, which will require minor adjustments to the signal timings (NYS Route 110 at E/W Pulaski Road, NYS Route 110 at Olive Street, NYS Route 110 at Academy Place/Nassau Road and Park Avenue at East Pulaski Road) and additional phasing and timing modification for the intersection of NYS Route 110 and Railroad Street/Broadway to achieve No Build LOS.
- There will be increased total water consumption on each Block associated with the Proposed Project, with consequent requirements to extend the SCWA service system to Blocks 1 and 4, and potentially to expand the existing service to Block 7/Gateway Plaza.
- There will be new wastewater generation and solid waste generation from development of Blocks 1 and 4, and increased wastewater generation and solid waste generation associated with the new development on Block 7/Gateway Plaza, with consequent requirements to increase the service of the Town sewer system and solid waste facilities to the subject properties.
- There will be an increased potential need for school and emergency services (police, fire, and ambulance services, though the increased taxes is anticipated to offset a significant portion of the costs of these services). Service providers have been contacted to provide input through the SEQRA process.
- There will be increased demands on the energy services of PSE&G and National Grid, which may entail expansions of these service networks (these impacts to be offset by fees paid by the new development). The study area is served by existing electric and gas utilities. These energy service providers have been involved in initial stages of planning for re-development and will be contacted as development proceeds.

4.2 Irreversible and Irretrievable Commitment of Resources

This subsection is intended to identify those natural and human resources discussed in **Section 3.0** that will be consumed, converted or made unavailable for future use as a result of the Proposed Project. It is noted that the project involves sustainable planning concepts, by situating new development in proximity to an existing transit center. Further, design and development will seek to encourage energy-efficient design and development incorporating design and planning standards equivalent to the US Green Buildings Council's LEED® standards, though specific accreditation under that standard is not contemplated. The proposed development is anticipated to involve consolidation of underutilized properties to provide mixed-use development, consistent with the goals of the Comprehensive Plan. Also see **Section 4.4** for additional discussion of energy use and conservation. Nevertheless, the Proposed Project will result in irreversible and irretrievable commitment of resources, as follows:

- Material used for construction, including but not limited to: wood, asphalt, concrete, fiberglass, steel, aluminum, glass, etc.
- Energy used in the construction, operation and maintenance of the Proposed Project, including fossil fuels (i.e., oil and natural gas) and electricity.
- Potable water to be consumed on a daily basis for the operation of the Proposed Project.

4.3 Growth-Inducing, Secondary and Cumulative Impacts

Growth-inducing aspects of development are those characteristics that would cause or promote further development, either due directly to the development itself (i.e., “primary” development), or indirectly, as a result of a change in the population, markets or potential for development in that community (i.e., “secondary” development). Direct/primary impacts might include, for example, the creation of a major employment center or institutional facility, installation or extension of infrastructure improvements or the development of a large residential project, particularly if that project were designed for a specific age group. An indirect/secondary impact would cause an increase in the potential for further development in an area, which in turn would result in direct/primary impacts. Cumulative impacts refer to the combined effects of a number of development proposals in an area, where the impacts of all such proposals are multiplied relative to those of each individual proposal, if considered separately.

The Proposed Project is anticipated to result in commercial and residential growth in a portion of Huntington Station hamlet, specifically, along the NYS Route 110/New York Avenue commercial corridor between the LIRR and Olive Street (the Study Area). However, this is exactly the Town's goal for this area, as specified in its Comprehensive Land Use Plan Update (see **Section 3.3.1**):

Huntington Station is a focus of revitalization initiatives by the Town of Huntington. The Town's Economic Development Corporation has four major initiatives in the area: a retail and cultural center development project; streetscape/infrastructure improvements, including development of a new Huntington Station Plaza at the intersection of New York Avenue and Olive Street; a Gateway Park,

including conversion of an existing stormwater pond; and grocery/retail development to serve local residents.

The Huntington Station BID has taken steps toward improving safety, visual appearance, and commerce in Huntington Station. The BID is raising funds to begin a façade improvement program and to create a gateway district between Pulaski Road and Depot Road.

A key question for Huntington Station's future is where to establish a new walkable, mixed-use commercial center to serve the neighborhood and restore its traditional function as a hamlet center. Huntington Station Plaza in conjunction with a portion of the parking lot on the west side of New York Avenue could be a suitable location for such a district. Connection to the LIRR station is important to promote transit-oriented development.

The Proposed Project would also have secondary effects on growth. The new development would then encourage the establishment of additional, complementary development to a downtown setting within walking distance of public transportation, and thereby provide for beneficial economic growth and investment in an existing downtown setting that the Town acknowledges is in need of revitalization. It is anticipated that the Proposed Project would contribute to an increase in activity for the existing local businesses from the increased customer bases arising from the increased number of residents. The new employment opportunities associated with the office and commercial spaces will be substantial, with associated beneficial economic and fiscal implications.

Development of the various commercial businesses of the Proposed Project will expand local employment, reinforcing the existing shopping, office and business uses of the area. As discussed in **Appendix C**, an estimated 295 FTE permanent jobs will be generated. Such employment would also reinforce the commercial character of the Study Area, as desired by the Town and community.

Construction of the Proposed Project will create a significant number of full-time equivalent (FTE) construction jobs (325 direct and 745 total with indirect and induced job creation), which would last multiple years. These jobs may be filled first from within the local labor pool. These job opportunities would not require relocation of specialized labor forces or influx of large businesses from outside the area to provide construction support. As a result, construction job-related effects of the Proposed Project are expected to be beneficial and significant, though temporary in duration.

Development associated with the Proposed Project will result in an increased usage of utilities. Electrical and natural gas services are generally available throughout Long Island (and are presently available in Huntington Station), and water mains are located within area roadways. The Town and utility services providers will identify the necessary public improvements required to service the Proposed Project as well as any future growth that may occur as a result of the Proposed Project. Therefore, significant expansions of these utilities beyond what is planned for project-related redevelopment are not expected, though lesser improvements (e.g., individual service connections) are expected.

As noted above, cumulative impacts consider the impacts of other projects in the area whose impacts, in conjunction with those of the Proposed Project, may cumulatively result in impacts that are significantly greater than the individual impacts that would occur from each project separately.

As advised by the Town, the following proposed planned projects are considered below to assess cumulative impacts:

- Avalon Bay – This project is under construction and is located on the north side of East Fifth Street, between Park Avenue and Lenox Road in Huntington Station. It consists of 379 multi-family residential units, 303 of which will be rental units and 76 townhouses.
- Columbia Terrace – This project is located on the northwest corner of Railroad Street and Lowndes Avenue in Huntington Station and consists of 14 condominium units.
- Northridge Retail – This project is located on the northeast corner of Northridge Street and NYS Route 110 and on the south side of Henry Street and consists of a 14,667 SF commercial building.

The following briefly describes and discusses potential cumulative impacts.

- Temporary increases in the potential for construction traffic, noise and fugitive dust impacts during construction would be expected for any proposal. However, two of these projects are currently under construction (and are anticipated to be substantially complete by the time the Proposed Action begins construction) and as these impacts would be temporary in nature, no significant cumulative construction impacts are expected.
- As summarized in Section 3.6, the TIS prepared for the project evaluated traffic generated from the Proposed Action as well as the three above listed planned projects. Therefore, the TIS analysis provides a cumulative assessment of potential impacts to transportation resources, and identified minor signal timing adjustments and one intersection requiring an additional phase added to meet the No Build LOS for area roadways.
- While these applications would combine to increase the demand upon local community services (e.g., schools, fire and police protection, utilities, and solid waste handling), these service demand increases would be incremental in nature, and these services will receive an increase in funds from the tax revenues generated from the developments, which would enable these service providers to continue to have sufficient capability to provide services.
- As each of these projects would change the use and appearance of their sites, there will be a cumulative impact on the visual resources and character of the community. However, the area is already significantly developed with uses of a type similar to those of these proposals. New uses are anticipated to occupy buildings that would conform to height, bulk and setback requirements of their respective zonings, with the exception of the special permit (for hotel use) and various setback and parking variances requested for the proposed project, which are evaluated in Section 3.3. The other three projects are currently approved projects. Therefore, the Town Planning Board and ZBA will be responsible to determine the degree of conformance of the Proposed Action to the recommendations of the Town Comprehensive Plan Update, the land use patterns, community character, and other potential impacts, considering both existing area conditions and the additional planned projects in determining whether to grant the variances requested by the Proposed Project. As a result, development of these sites would conform to established Town use requirements, minimizing the potential for adverse visual impacts.

- To address potential cumulative impacts during construction, a Construction Management Plan will be prepared for each site-specific development project as part of the site plan approval process under the Proposed Action. The Construction Management Plan will include provisions for construction traffic management, parking management, signage to alert and direct construction and commuter traffic, and remediation activities (as necessary). The Plan would take into account any other known or planned construction that could combine to increase the area of influence and therefore require special construction management considerations. All building construction including redevelopment is regulated under Town Code Section 141-4 I., requires building permits and oversight by the Superintendent of Buildings.

In general, while some impacts are anticipated from these projects, based on the forgoing considerations, it is the applicant's opinion that impacts would not cumulatively be significant. Ultimately the involved agencies will review each application on its own merits, will weigh the potential cumulative impacts outlined herein, and will render a decision on the significance of impacts and appropriateness of each project.

4.4 Energy Use and Conservation, and Greenhouse Gas Emissions

4.4.1 Energy Use and Conservation

An increase in the consumption of energy resources would typically be expected from an increase in development of the Proposed Project. As noted above, design and development will seek to encourage energy-efficient design and development incorporating design and planning standards equivalent to the US Green Buildings Council's LEED[®] standards, though specific accreditation under that standard is not contemplated. The buildings will be constructed in conformance with New York State and Town Code requirement and standards, which would minimize energy use. It is expected that the Proposed Project will utilize up-to-date, energy-efficient building materials (e.g., insulation, windows, weather stripping, door seals, lighting systems, etc.) and mechanical systems (e.g., air conditioners, heating systems, HVAC systems, water heaters, heat pumps, etc.), which would minimize the amount of energy resources required. Incorporation of such measures is not only required by New York State, but is a sensible building practice, particularly in light of the increasing cost of energy resources. Water-saving plumbing fixtures can be specified, in accordance with current building requirements and practice of the trade. Installation of low-flow toilets, showers, sinks and equipment would reduce unnecessary water use, which would translate into conservation of the energy resources required to heat some of this water.

In addition to the above specific energy-conserving measures of the Proposed Project, the general energy-conserving aspects of the Proposed Project include:

- Development involves sustainable planning by situating the highest development potential near an existing transit center, encouraging a pedestrian and bike friendly environment and reducing the need for vehicular trips;
- Design and development guidelines will seek to encourage energy efficient design and enhance the pedestrian environment;

- The mixed-use concept will ensure that residents of the area have employment and retail/restaurant opportunities within the immediate area, as well as access to mass transit.

There will be an increase in energy use during the construction phase of the Proposed Project. However, it is not anticipated that the project will result in significant adverse impacts on the availability of energy resources in the Study Area.

4.4.2 Greenhouse Gas Emissions

Energy generation and usage to serve the development associated with the Proposed Project is expected. Related to this is the generation of gaseous emissions from power sources and from the buildings to be built in redevelopment areas (the impacts from vehicle emissions associated with the Proposed Project are assessed in **Section 3.7**). These emissions are a scientifically well-established contributor to global climate change through a mechanism known as “the greenhouse effect”, and so are termed “greenhouse gases”. The following description and discussion of greenhouse gasses (“GHG”) is taken from the document, “*Guide to Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements*” (NYSDEC, July 15, 2009).

Global climate change is emerging as one of the most important environmental challenges of our time. There is scientific consensus that human activity is increasing the concentration of GHGs in the atmosphere and that this, in turn, is leading to serious climate changes. Climate change will continue to adversely affect the environment and natural resources of New York State, the nation, and the world.

There are six main GHGs: carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Evaluation of the emissions of each of these GHGs could potentially be included in the scope of an EIS.

Emissions of CO₂ account for an estimated 89% of the total annual GHG emissions in New York State. The overwhelming majority of these emissions - estimated at 250 million tons of CO₂ equivalent per year - result from fuel combustion. Overall, fuel combustion accounts for approximately 89% of total GHG emissions. (N₂O and CH₄ also result from fuel combustion.) Additional GHG sources include electricity distribution (SF₆); refrigerant substitutes (HFCs); the management of municipal waste, municipal wastewater, and agriculture (CH₄ & N₂O); natural gas leakage (CH₄); and others.

SEQRA requires that lead agencies identify and assess adverse environmental impacts, and then mitigate or reduce such impacts to the extent they are found to be significant. Consistent with this requirement, SEQRA can be used to identify and assess climate change impacts, as well as the steps to minimize the emissions of GHGs that cause climate change. Many measures that will minimize emissions of GHGs will also advance other long-established State policy goals, such as energy efficiency and conservation; the use of renewable energy technologies; waste reduction and recycling; and smart and sustainable economic growth. This policy is not the only state policy or initiative to promote these goals; instead, it furthers these goals by providing for consideration of energy conservation and GHG emissions within EIS reviews.

In general, it is critical that new development proposals consider designs and practices that reduce emission of greenhouse gases. Greenhouse gas emissions result from combustion of fossil fuels, including direct/indirect emissions and stationary/mobile sources. The Proposed Project will increase the amount of residential, office, and commercial land use types in the area; however, the design, construction and operation of this new development will have the potential to incorporate measures to minimize the expected increase in overall generation of greenhouse gases. In addition to the measures listed in **Section 4.4.1**, the following measures could be considered, where practicable, to ensure reduction of such emissions:

- Recycle demolition materials on-site to reduce use of new materials (which involves energy expenditure) and reduce energy expenditure for removal, disposal and handling.
- Use of construction materials that minimize the consumption of fossil fuel consumption in their manufacture.
- Provision of mixed-use development is a major theme of the Proposed Project, in order to facilitate the type of development that inherently both reduces vehicle trips by placing a range of necessary and attractive uses in close proximity to residential and commercial uses.
- Reduce automobile dependence by locating development in proximity to the LIRR station and along convenient bus routes.
- Utilize building materials and landscaping to reduce summer heat buildup that will reduce summer cooling needs.

Instituting the measures listed above will assure that development associated with the Proposed Project will conserve energy resources. Such practices would also reduce the generation of greenhouse gases, which would in turn have region-wide beneficial impacts.

SECTION 5.0

ALTERNATIVES CONSIDERED

5.0 ALTERNATIVES CONSIDERED

SEQRA and its implementing regulations at 6 NYCRR Part 617.9(b)(5)(iii)(v) require the consideration and evaluation of a range of reasonable alternatives to a proposed action that are feasible, considering the objectives and capabilities of the project sponsor. For the Proposed Project, three alternatives are considered, as follows:

- Alternative 1: No Action – This Alternative assumes that the Proposed Project is not undertaken, so that all three project properties remain in their current uses and conditions, with all buildings assumed to be occupied on Block 7/Gateway Plaza.
- Alternative 2: Proposed Project, with Reduced Yield on Block 4 – Alternative 2 assumes that the same development as described by the Proposed Project for Blocks 1 and 7 occurs, but that the yield on Block 4 is reduced from 49 artists residences to 30 artists residences, in a building of only two stories.
- Alternative 3: Proposed Project, with Modified “EDC @ Northridge” Site Plan– Alternative 3 assumes same the development as described by the Proposed Project, with the addition of a modification of the Town Economic Development Corporation (“EDC”) @ Northridge Project, which involves a separate property adjacent to the south of Block 7 (on the south side of Henry Street and east side of New York Ave, SCTM 400-099-04-009). The EDC @ Northridge Project is a separate approved retail/commercial site plan project, which was sponsored on this property in part by the Town EDC. This project was reviewed and approved by the Town in 2007, but has not but has not been constructed. This Alternative assumes that the same development as described by the Proposed Project for Blocks 1, 4 and 7 occurs, but assumes a modification to the approved site plan for the EDC @ Northridge Project to change the use on the second floor of the proposed building from a 7,490 SF dance studio to 7,490 SF of residential use (11 apartments).

Tables 5-1 through 5-3 present the various quantities associated with each alternative for comparison against those of the Proposed Project.

5.1 Alternative 1: No Action

The No Action alternative stipulates that the existing physical conditions of the site and area being studied are not changed. For the Proposed Project, the No Action Alternative would mean that Blocks 1, 4 and 7 would remain unchanged in terms of either their uses or yields: Blocks 1 and 4 would continue to provide commuter parking, while Block 7/Gateway Plaza would provide commercial spaces. Consequently, their physical conditions would not change from their existing conditions (as quantified in **Table 5-1**). For Block 7/Gateway Plaza, however, the uses that are presently vacant are assumed to be occupied in the No Action scenario, as the existing buildings would be free to be rented under the assumptions underlying the No Action concept.

Generally, under the assumptions of the No Action alternative, development in the Study Area would continue in the direction that currently exists, in the absence of any overarching plan that controls aesthetics, revitalizes Huntington Station, develops a cohesive land use pattern, or provides incentives for quality growth. This means that the Town’s goals and objectives, as described in the Comprehensive Plan Update, would continue to not be achieved.

Table 5-1
ALTERNATIVE 1 SITE & DEVELOPMENT CHARACTERISTICS & IMPACTS

Parameter	Proposed Project				Alternative 1: No Action (Existing Conditions, with full occupancy of Block 7)			
	Block 1	Block 4	Block 7	Totals	Block 1	Block 4	Block 7	Totals
Use	Hotel & Medical Office	Residential	Commercial & Residential	---	LIRR parking	LIRR parking	Commercial & Residential	---
Yield	140 rooms & 100,880 SF	49 Artists Residences	Mixed Commercial & Residential ⁽¹⁾	---	245 spaces	373 spaces	Mixed Commercial & Residential ⁽¹⁾	---
Coverages (acres):	---	---	---	---	---	---	---	---
Buildings	1.39	0.28	0.99	2.66	0	0	0.30	0.30
Paved	0.69	2.58	0.31	3.59	1.87	2.73	0.35	4.95
Landscaped	0.29	0.57	0.19	1.04	0.50	0.70	0.84	2.04
Total Parcel	2.37	3.43	1.49	7.29	2.37	3.43	1.49	7.29
Water Resources:	---	---	---	---	---	---	---	---
Domestic Use (gpd) ⁽²⁾	28,932	11,117	18,826	58,875	0	0	2,489	2,489
Irrigation (gpd, annualized) ⁽³⁾	345	667	226	1,238	0	0	0	0
Total Water Use (gpd)	29,277	11,784	19,052	60,113	0	0	2,489	2,489
Miscellaneous:	---	---	---	---	---	---	---	---
Parking Provided (spaces) ⁽⁴⁾	581	318	158	1,057	245	373	7	625
Residents ⁽⁵⁾	0	82	116	198	0	0	8	8
School-Age Children (5-17 yrs) ⁽⁶⁾	0	4	6	10	0	0	1	1
Taxes Generated (\$/year)	978,160	147,000	324,612	1,449,772	0	0	85,867	85,867
School Taxes (\$/year)	590,467	88,737	195,952	875,155	0	0	49,722	49,722
Employees (FTE) ⁽⁷⁾	252.4	6.3	43.0	301.7	0	0	22.9	22.9
Solid Waste Generation (lbs/day) ⁽⁸⁾	1,952	290	1,135	3,377	0	0	329	329

1 The Yield for the Proposed Project is 8,516 SF Retail, 2,000 SF Office, 3 Restaurants (6,000 SF/275 seats total) & 68 Apartments. The Yield for Alternative 1 is Retail (3,127 SF), restaurant (1,800 SF/45 seats), storage bldg. (3,670 SF), commercial (3,517 SF), office (700 SF), 4 apts. (1,890 SF) & rear apartment (700 SF).

- 2 Assuming SCDHS design flow rates for wastewater systems: 100 gpd/room for hotel, 0.10 gpd/SF for medical office, 225 gpd/unit for artist studio residence, 0.03 gpd/SF for retail or commercial space, 30 gpd/seat for restaurant, 150 gpd/unit for apartments, 0.04 gpd/SF for storage space, 0.04 gpd/SF for artist production space, and 0.06 gpd/SF for office space.
- 3 Assuming 16 inches of irrigation/season, annualized over full calendar year.
- 4 See Parking Management Plan (Appendix F).
- 5 Assuming 1.67 residents/studio artist residence, 1.67 residents/studio apartment, 1.67 residents/one-bedroom apartment.
- 6 Assuming 0.08 school-age children/studio artist residence, 0.08 school-age children/studio apartment, and 0.08 school-age children/one-bedroom apartment.
- 7 Assuming 1 full-time equivalent (FTE) employee/1,200 SF of storage space, 1 FTE employee/500 SF of medical office/office space, 1 FTE employee/500 SF of retail space, 1 FTE employee/350 SF restaurant space, 1 FTE employee/ 2,000 SF hotel/catering/conference space, 1 FTE employee/50 residential units and/or 600 SF of common residential space; and 1 FTE employee/200 parking spaces.
- 8 Assuming 0.13 lbs/day/SF of retail space, 0.09 lbs/day/SF for restaurant space, 0.01 lbs/day/SF for office space, 0.01 lbs/day/SF for medical office space, 1.5 lbs/room/day for hotel rooms, 0.09 lbs/day/SF for catering/conference space, 4 lbs/day/resident for apartments, 0.012 lbs/day/SF for industrial/storage space, 0.013 lbs/day/SF for convenience store, 3.5 lbs/day/resident for artists studio unit, and 0.0012 lbs/day/Sf for artists production space..

5.2 Alternative 2: Proposed Project, with Reduced Yield on Block 4

This alternative assumes that Blocks 1 and 7 are redeveloped as described by the Proposed Project, but that Block 4 is redeveloped with the same type of artist residences and artist production space as the Proposed Project, but with a two story building and a reduced number of residences from 49 units under the proposed project to 30 units proposed for Alternative 2 (see **Attachment 2**). The same number of parking spaces would be provided on Block 4 as for the Proposed Project (318 spaces), though the number of spaces specifically allocated to the residences would be reduced by 19 spaces, so that the number of parking spaces available for LIRR commuters or for the nearby commercial uses would be increased by 19 spaces.

As a result of these assumptions, the physical characteristics of Alternative 2 would be very similar to those of the Proposed Project, as would its potential impacts. As can be seen upon comparison of the values in **Table 5-2**, only a few quantities of Alternative 2 would be reduced from the corresponding values of the Proposed Project, and these reductions would be associated with the reduction of 19 of the artist lofts on Block 4. Therefore the numbers of residents, domestic water use and wastewater generation, taxes, and solid waste generation are also reduced accordingly. Additionally, the lower height of the structure on Block 4 would reduce the scale of the building on Block 4 for passing motorists and pedestrians as compared to that of the Proposed Project.

The reduction of units from 49 to 30 artist lofts would result in a slightly lower trip generation (estimated reduction of 12 PM peak hour trips); however, such a reduction is minor and not expected to result in a significant change in the operations of these intersections.

Under the assumptions of this scenario and, like that of the Proposed Project, the Town's goals and objectives for this portion of Huntington Station, as described in the Comprehensive Plan Update, would be achieved. From the Applicant's perspective, the 19-unit yield reduction on Block 4 would represent a reduction in development costs and future profitability; however this also reduces the number of residents in the area that will utilize the local businesses and services and help to support a healthy mixed use downtown area.

Table 5-2
ALTERNATIVE 2 SITE & DEVELOPMENT CHARACTERISTICS & IMPACTS

Parameter	Proposed Project				Alternative 2: Proposed Project, with Reduced Block 4 Yield			
	Block 1	Block 4	Block 7	Totals	Block 1	Block 4	Block 7	Totals
Use	Hotel & Medical Office	Residential	Commercial & Residential	---	Hotel & Medical Office	Residential	Commercial & Residential	---
Yield	140 rooms & 100,880 SF	49 Artists Residences	Mixed Commercial & Residential ⁽¹⁾	---	140 rooms & 100,880 SF	30 artists residences	8,516 SF retail, 2,000 SF office, 3 restaurants (6,000 SF/275 seats total) & 68 apartments	---
Coverages (acres):	---	---	---	---	---	---	---	---
Buildings	1.39	0.28	0.99	2.66	1.39	0.28	0.99	2.66
Paved	0.69	2.58	0.31	3.59	0.69	2.58	0.31	3.59
Landscaped	0.29	0.57	0.19	1.04	0.29	0.57	0.19	1.04
Total Parcel	2.37	3.43	1.49	7.29	2.37	3.43	1.49	7.29
Water Resources:	---	---	---	---	---	---	---	---
Domestic Use (gpd) ⁽¹⁾	28,932	11,117	18,826	58,875	28,932	6,842	18,826	54,600
Irrigation (gpd, annualized) ⁽²⁾	345	667	226	1,238	345	667	226	1,238
Total Water Use (gpd)	29,277	11,784	19,052	60,113	29,277	7,509	19,052	55,838
Miscellaneous:	---	---	---	---	---	---	---	---
Parking Provided (spaces) ⁽³⁾	581	318	158	1,057	581	318	158	1,057
Residents ⁽⁴⁾	0	82	116	198	0	50	116	166
School-Age Children (5-17 yrs) ⁽⁵⁾	0	4	6	10	0	3	6	9
Taxes Generated (\$/year)	978,160	147,000	324,612	1,449,772	978,160	90,000	324,612	1,392,772
School Taxes (\$/year)	590,467	88,737	195,952	875,155	590,467	54,329	195,952	840,748
Employees (FTE) ⁽⁶⁾	252	6	43	301	252	6	43	301
Solid Waste Generation (lbs/day) ⁽⁷⁾	1,952	290	1,135	3,377	1,952	258	1,135	3,349

- 1 Assuming SCDHS design flow rates for wastewater systems: 100 gpd/room for hotel, 0.10 gpd/SF for medical office, 225 gpd/unit for artist studio residence, 0.03 gpd/SF for retail or commercial space, 30 gpd/seat for restaurant, 150 gpd/unit for apartments, 0.04 gpd/SF for storage space, 0.04 gpd/SF for artist production space, and 0.06 gpd/SF for office space.
- 2 Assuming 16 inches of irrigation/season, annualized over full calendar year.
- 3 See Parking Management Plan, Appendix F-1.
- 4 Assuming 1.67 residents/studio artist residence, 1.67 residents/studio apartment, 1.67 residents/one-bedroom apartment.
- 5 Assuming 0.08 school-age children/studio artist residence, 0.08 school-age children/studio apartment, and 0.08 school-age children/one-bedroom apartment.
- 6 Assuming 1 full-time equivalent (FTE) employee/500 SF of medical office/office space, 1 FTE employee/500 SF of retail space, 1 FTE employee/350 SF restaurant space, 1 FTE employee/ 2,000 SF hotel/catering/conference space, 1 FTE employee/50 residential units and/or 600 SF of common residential space; and 1 FTE employee/200 parking spaces.
- 7 Assuming 0.13 lbs/day/SF of retail space, 0.09 lbs/day/SF for restaurant space, 0.01 lbs/day/SF for office space, 0.01 lbs/day/SF for medical office space, 1.5 lbs/room/day for hotel rooms, 0.09 lbs/day/SF for catering/conference space, 4 lbs/day/resident for apartments, 0.012 lbs/day/SF for industrial space, 0.013 lbs/day/SF for convenience store, 3.5 lbs/day/resident for artists studio unit, and 0.0012 lbs/day/Sf for artists production space..

5.3 Alternative 3: Proposed Project, with Modified Off-Site EDC @ Northridge Project

Alternative 3 assumes same the development as described by the Proposed Project, with the addition of a modification of the Town EDC @ Northridge Project, which involves a separate property adjacent to the south of Block 7 (on the south side of Henry Street and east side of New York Ave, SCTM 400-099-04-009). The EDC @ Northridge Project is a separate approved retail/commercial site plan project, which was sponsored on this property in part by the Town EDC. This project was reviewed and approved by the Town in 2007, but has not but has not been constructed. It is noted that neither the property associated with the EDC @ Northridge project nor the EDC @ Northridge project itself are part of the Proposed Project, and so have not been included in the impact analyses of the Proposed Project described and analyzed in this document.

This Alternative assumes that the same development as described by the Proposed Project for Blocks 1, 4 and 7 occurs, but assumes a modification to the approved site plan for the EDC @ Northridge Project to change the uses on the first floor of the building from 7,490 SF of retail to 7,490 SF (footprint) including mixed commercial uses (2,000 SF of restaurant space, 2,000 SF of office and 2,257 SF of retail) and to change the use on the second floor of the building from a 7,490 SF dance studio to 7,490 SF of residential use (11 apartments). The proposed residential modification would provide for 10 studio apartments (varying between 424 SF to 476 SF each) and 1 one-bedroom/742 SF apartment within the proposed 7,490 SF 2nd floor space. All other parameters of the Town EDC @ Northridge project will remain unchanged; the building would not be altered in its siting, size, parking, site coverages, etc. The total building footprint and gross floor area (14,667 SF) would remain unchanged from the originally approved site plan. The purpose of the proposed change is to continue mixed use development including residential uses, along New York Avenue in proximity to the LIRR station, consistent with the recommendations of the Comprehensive Plan.

The environmental impacts of the EDC @ Northridge project were evaluated and a negative declaration pursuant to SEQRA was issued by the Town in December 2004. The change to the EDC @ Northridge project is limited to the modifications of the uses, which are compared in **Table 5-3**. This table lists the anticipated effects of both the EDC @ Northridge project and the modified Northridge project on its 0.58-acre site. The data in **Table 5-3** indicates that the impacts of either scenario for this site would not differ significantly. The use of water would be greater for the retail/residential scenario (as the apartments would use more water than the small dance studio). However, the increase of 1,425 gpd in water and wastewater usage represents an approximately two percent increase in the water and sewage usage of the Proposed Project, and would not represent a significant increase on either the SCWA (as water supplier) or on the Town Sewer District (as it maintains ample capacity to accommodate either scenario). The EDC @ Northridge project was included in the TIS analyses (**Appendix E**) as an “other planned project”. Vehicle trip generation is similar for the modified Northridge Project, thus would not result in a significant impact on the capacity of the local roadways.

**Table 5-3
ALTERNATIVE 3 SITE & DEVELOPMENT CHARACTERISTICS & IMPACTS
Town EDC @ Northridge Project
Approved Plan vs. Modified Plan**

Parameter	Alternative 3: Proposed Project, with Modified Off-Site Town EDC @ Northridge Project	
	Approved Site Plan	Modified Site Plan
Use	Retail & commercial	Retail & residential
Yield	7,177 SF retail (1 st floor) & 7,490 SF dance studio (2 nd floor)	7,177 SF commercial (1 st floor) & 10 studio and 1 one-bedroom apartments (total of 7,490 SF on 2 nd floor)
Coverages (acres):	---	---
Buildings	0.17	0.17
Paved	0.29	0.29
Landscaped	0.12	0.12
Total Parcel	0.58	0.58
Water Resources:	---	---
Domestic Use (gpd) ⁽¹⁾	440	1,865
Irrigation (gpd, annualized) ⁽²⁾	143	143
Total Water Use (gpd)	583	2,008
Trip Generation (vph):⁽³⁾	---	---
Weekday AM Peak Hour	29	32
Weekday PM Peak Hour	41	38
Saturday Midday Peak Hour	52	45
Miscellaneous:	---	---
Parking Provided (spaces) ⁽⁴⁾	34 ⁽¹⁾	34 ⁽¹⁾
Residents ⁽⁵⁾	0	18
School-Age Children (5-17 yrs) ⁽⁶⁾	0	1
Taxes Generated (\$/year)	\$102,669	\$83,239
School Taxes (\$/year)	\$61,976	\$50,247
Employees (FTE)	29	14
Solid Waste Generation (lbs/day)	1,008	996

1 Assuming SCDHS design flow rates for wastewater systems: 0.03 gpd/SF for retail or commercial space (including dance studio), 150 gpd/unit for apartments.

2 Assuming 16 inches of irrigation/season, annualized over full calendar year.

3 ITE Trip Generation Manual, 9th Edition.

4 As 29 off-street & 5 on-street spaces.

5 Assuming 1.67 residents/studio or one-bedroom apartment.

5 Assuming 0.08 school-age children/studio or one- bedroom apartment.

6 Assuming 1 full-time equivalent (FTE) employee/500 SF of medical office/office space, 1 FTE employee/500 SF of retail space, 1 FTE employee/350 SF restaurant space, 1 FTE employee/ 2,000 SF hotel/catering/conference space, 1 FTE employee/50 residential units and/or 600 SF of common residential space; and 1 FTE employee/200 parking spaces.

7 Assuming 0.13 lbs/day/SF of retail space, 0.09 lbs/day/SF for restaurant space, 0.01 lbs/day/SF for office space, 0.01 lbs/day/SF for medical office space, 1.5 lbs/room/day for hotel rooms, 0.09 lbs/day/SF for catering/conference space, 4 lbs/day/resident for apartments, 0.012 lbs/day/SF for industrial space, 0.013 lbs/day/SF for convenience store, 3.5 lbs/day/resident for artists studio unit, and 0.0012 lbs/day/Sf for artists production space.

Demographic impacts include an increase in residents (18 capita) and school-age children (one school age child), but these increases are small and would not result in any significant adverse impacts on area population or on the enrollment or expenditures of the Huntington UFSD. As the second floor would be occupied residences and not commercial space, the number of employed persons on the site would be reduced from that of the Town EDC @ Northridge project by the modified Northridge project (29 capita vs. 14 capita). Finally, the amount of taxes (and school district taxes) generated by the Town EDC @ Northridge project would be greater than those of the modified Northridge project by 23.3% .

Under the assumptions of this scenario, and with either the Proposed Project or Alternative 2, the Town's goals and objectives for this portion of Huntington Station, as described in the Comprehensive Plan Update, would be achieved by either the Town EDC or the modified Northridge project.

5.4 Comparison of the Potential Impacts of the Alternatives versus the Proposed Project

5.4.1 Soils and Topography

The No Action scenario would not result in new construction; thus, the No Action alternative would not have any impact on soil or topographic resources. Soil excavations and construction associated with the Alternative 2 would be similar to the Proposed Project, as Alternative 2 would involve the same building footprints, parking and associated construction improvements on all three project parcels. Therefore there would be no significant change in impacts to soil or topographic resources for Alternative 2 as compared to the Proposed Project.

Similarly, as Alternative 3 would involve the same amount and distribution of soil for construction as the approved EDC @ Northridge approved plan, there would be no difference in impacts to soil or topographic resources.

5.4.2 Water Resources

As the site would be fully occupied in the No Action alternative, its overall water consumption would be slightly increased compared to the Existing Condition, but would nonetheless be significantly less than either Alternative 2 or the Proposed Project.

Alternative 2 would result in a 4,275 gpd reduction in domestic water use and wastewater generation as compared to the Proposed Project. As SCWA and the Town Sewer District are capable of meeting the anticipated water and waste water demands of the Proposed Project, this reduction is not expected to be significant.

Alternative 3 would require approximately 1,425 gpd of additional public water and wastewater generation than the currently approved EDC @ Northridge. However, the increase of 1,425 gpd in water and wastewater usage represents an approximately two percent increase in the water and

sewage usage of the Proposed Project, and would not represent a significant increase on either the SCWA (as water supplier) or on the Town Sewer District (as it maintains capacity to accommodate the increase). The relatively small increase is not anticipated to result in a significant impact to water resources.

5.4.3 Land Use, Zoning and Plans

The No Action Alternative would not change any of the existing land uses and/or zonings of the three component sites, so that there would be no changes in the prevailing patterns of land use or zoning in the vicinity. This would represent an adverse impact relative to that of the Proposed Project, as the Town and community are seeking, via the Proposed Project, to change the land uses of the Study Area, consistent with the recommendations of the Town Comprehensive Plan Update. Additionally, this scenario would not contribute to any trend for more, positive growth in the area.

Alternative 2 would result in the same changes in land uses as the Proposed Project, and require similar variances for the building setbacks and parking relief. However, Alternative 2 would reduce the height of the building on Block 4 from a three story to a two story building. Key to the redevelopment of the corridor is the establishment of a downtown setting, which places the building at the street to provide a distinct street presence. Alternative 2 would result in a two-story rather than three story building on Block 4; however this reduction is not anticipated to be significant, as the three story building proposed under the Proposed Action is fairly typical for small downtown settings and was not anticipated to contrast with the surrounding area. Alternative 2 would be consistent with the revitalization goals of the Town Comprehensive Plan Update.

Alternative 3 would result in a change of land use by introducing residential units to the previously approved EDC @ Northridge site. The proposed change would further the recommendations of the Comprehensive Plan by continuing mixed use development including residential uses, along New York Avenue in proximity to the LIRR station. The introduction of residential uses on the street is key to the success of a healthy downtown, therefore the additional residential uses above mixed retail uses are intended to support the revitalization of the corridor. The modified project would not change the building siting/setbacks, size, parking, or site coverages. Thus, no significant changes would result in zoning, as the modification of the project relates only to the proposed changes in uses, which are permitted under the existing zoning. As such, Alternative 3 is not anticipated to result in significant adverse impacts on the local land use, zoning or plans resources.

5.4.4 Community Character

The No Action scenario would not change the character of the Study Area or the community, whereas both the Proposed Project and Alternative 2 would accomplish this result. However, the latter two scenarios are specifically intended to accomplish this Town and community goal, to achieve the revitalization of Huntington Station sought by the Town Comprehensive Plan

Update. As discussed in Section 5.4.3 above, Alternative 2 would reduce the height of the residential building on Block 4. This reduction is not anticipated to be significant, as the three story building proposed under the Proposed Action is fairly typical for small downtown settings and neither the Proposed Project nor Alternative 2 are anticipated to contrast with the surrounding area.

As no changes to the building's physical characteristics are proposed in Alternative 3 (e.g., dimensions, architectural design, use of materials & colors, fenestration, landscaping, parking, etc.), the potential impact on the character of the community with respect to its built environment would not change. However, the change in land uses proposed would result in changes to the street activity and localized demographic character. The approved plan would generate more employees than the modified plan, while the modified plan would generate a mix of uses and residents. The overall changes are relatively minor in comparison to the overall project; however additional residents and a mix of uses (office, retail and restaurant) would be expected to encourage pedestrian activity, extended hours of activity along NY Avenue and additional business patronage. In consideration of these factors, no significant differences between either scenario's potential impacts to community character are expected.

5.4.5 Community Services

The No Action alternative would not change any of the current levels of usage of any community services, nor would the current amount of property taxes generated on Block 7/Gateway Plaza be changed (Blocks 1 and 4 are Town-owned, no property taxes are generated on either site). As such, the existing distribution of property taxes to each service provider would not be altered.

Both Alternative 2 and Alternative 3 would result in similar tax revenue generation and demands on community services. Alternative 2 would result in slightly lower demands for water, wastewater, energy and solid waste generation; and would result in 32 fewer residents (including one school age child).

Alternative 3 would require use of the same set of community services (and the use of schools for the modified Northridge Project would involve only one student). The modified plan would result in a slight increase of 1,425 gpd in water and wastewater usage, which represents an approximately two percent increase in the water and sewage usage of the Proposed Project, and would not represent a significant increase on either the SCWA (as water supplier) or on the Town Sewer District (as it maintains ample capacity to accommodate the increase). The relatively small increase is not anticipated to result in a significant impact to service providers.

5.4.6 Transportation

Alternative 1/No Action would not significantly change traffic or roadway conditions in the Study Area, as it assumes only a minor increase (from 700 SF of re-occupied storefront office space) compared to the Existing Condition. The TIS prepared for the Proposed Project indicates that, with the recommended mitigation measures, there would be no significant adverse impacts

on local traffic or roadway conditions. Finally, Alternative 2 would not be expected to represent any potential adverse impacts on local traffic or roadway conditions, as it proposes development identical to (but with fewer residences than) the Proposed Project.

The EDC @ Northridge project was included in the TIS analyses (**Appendix E**) as an “other planned project”. Vehicle trip generation is similar for the modified Northridge Project, thus would not result in a significant impact on the capacity of the local roadways.

5.4.7 Air Resources

The Air Quality Report prepared for the Proposed Project indicates that there would be no adverse impacts on local air quality conditions. Therefore, as both Alternative 1 and Alternative 2 assume less development than the Proposed Project, it is expected that these scenarios likewise would not result in any significant adverse air quality impacts.

Vehicle trip generation is similar for the modified Northridge Project and the use modifications would not result in changes to the building heating system, thus would not represent a significant change in impacts to air quality in the Study Area.

5.4.8 Noise Resources

The Noise Study prepared for the Proposed Project indicates that no adverse impacts on the local noise environment are expected. Since both the No Action scenario and Alternative 2 assume less development than the proposed project, it may safely be assumed that these scenarios would likewise not result in any adverse noise impacts in the vicinity.

The modified Northridge Project would result in additional residential uses, a similar distance from NY Avenue as proposed on Blocks 4 and 7. The Noise Study for the Proposed Project did not identify significant impacts or constraints related to noise, and vehicle trip generation is similar to that of the Town EDC @ Northridge project evaluated in the TIS for the Proposed Project. Therefore, the changes in use are not anticipated to result in a significant change to the local noise environment.

5.4.9 Cultural Resources

As discussed in Section 3.10, the SHPO Cultural Sensitivity Map indicates that none of the properties are listed as State or Federal historic resources, or designated Town landmark structures. As Alternatives 2 and 3 would involve the same amount and area of ground disturbance and development of the same building/parking area footprints, there would be no difference between either scenario’s potential for impacts to cultural resources.

5.5 Summary

5.5.1 Summary

The beneficial impacts to the community from conformance to the Comprehensive Plan Update would not be realized from the No Action scenario. As a result, development in the Study Area would continue in the absence of any overarching plan that controls aesthetics, revitalizes Huntington Station, develops a cohesive land use pattern, or permits a mix of residential and commercial uses. Impacts associated with the No Action scenario would run directly counter to the goals and objectives for the Study Area as set forth within the Town Comprehensive Plan Update.

As discussed in the section above, neither Alternatives 2 nor 3 represent significant impacts in comparison to the Proposed Project. In contrast, the Proposed Project and Alternatives 2 and 3 would address these established Town and community plans and goals, by providing for the revitalization of this portion of Huntington Station. Such an action would create the condition whereby future development would occur in a cohesive way that controls aesthetics, revitalizes Huntington Station, and develops a cohesive land use pattern, while providing for a useful, needed and beneficial mix of residential and commercial uses. In this way, the Town's goals and objectives for Huntington Station, as consistently described in the Comprehensive Plan Update, would be achieved.

SECTION 6.0

REFERENCES

6.0 REFERENCES

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