

APPENDIX F

PARKING-RELATED DOCUMENTS

Appendix F-1
Parking Management Plan

Renaissance Downtowns LLC

April 13, 2015

Huntington Station Parking Management Plan



Table of Contents	Page
Executive Summary	2
Proposed Development	4
Parking Management Areas	5
Existing Parking Utilization	6
Parking Space Design Recommendations	8
Reconfiguration of Existing Parking	9
Station Area Commuter Parking	13
Shared Parking Methodology	14
Parking Utilization for New Development	16
Proposed Parking Summary	23

Planning Background

The Huntington Station community has been pursuing the revitalization of its downtown and station area for decades. Renaissance Downtowns at Huntington Station LLC is engaged in a multi-year community planning and revitalization process, in partnership with the Town of Huntington and the entire community, to help realize community aspirations for a more walkable, vibrant, and transit-friendly place. Primary goals include the creation of the Huntington Station Downtown at the Train Station and a Neighborhood Mixed Use Area at Gateway Plaza. This Huntington Station Parking Management Plan is a critical building block in realizing these economic development and revitalization goals.

According to the Town's 2008 Horizon 2020 Plan, Huntington Station is an important center for transportation in the region. The plan recognizes the importance of this hub as an opportunity for a new mixed use transit friendly neighborhood which can capitalize on its existing LIRR facility.

2013 Development Strategy

To realize the economic development and revitalization goals for Huntington Station, Renaissance Downtowns at Huntington Station prepared a Development Strategy for Huntington Station that was adopted by the Town of Huntington in June of 2013. The plan of development outlined in this proposed SEQRA action is consistent with and builds upon the recommended initiatives of the development strategy.

The Development Strategy called for:

- **Revitalization at Downtown Huntington Station** - see top right image
- **Revitalization of the Neighborhood Mixed-Use Area at Gateway Plaza** - see bottom left image
- **Creating Development Opportunity Sites by Creating Shared Parking Strategies** - see bottom right image

Revitalization Strategy at Huntington Station Downtown

A community driven, comprehensive revitalization strategy for 7 different focus areas has been developed, based on top voted ideas gathered through Source the Station, results of the Market Feasibility Studies, and guided by Renaissance's Revitalization Toolkit.



Executive Summary



A Rendering of potential new station plaza, cafe, clock tower, and hotel with ground floor restaurants and shops



B Rendering of potential infill opportunities and streetscape improvements with on-street parking

For a full description of all of Huntington Station's Revitalization Strategies, go to Chapter 3 of the "Huntington Station Development Strategy" document.



Chapter 3: Revitalization Strategies

Parking Lot Opportunities

The Station Area has 3,469 Public Parking Spaces



Share Parking

- Shared parking strategies allow for more efficient parking by having more than one user utilize each parking space
- Shared parking takes advantage of the fact that most parking spaces are only used part time in connection with a particular land use (e.g. office users would typically occupy parking lots during the business hours, with restaurant users occupying the same spaces in the evening)

Chapter 4: Next Steps

Replace Surface Parking with Structured Parking



Conversions of surface parking into structured parking provides revitalization opportunities and more efficient use of land

➤ The example in the chart below demonstrates an opportunity to create additional tax revenue: if all surface parking is transferred into structured parking, with 500 additional parking spaces created, 72% of land currently used for surface parking becomes available and can be used for redevelopment.

	Existing Parking*	
	Surface Parking	Structured Parking
Number of Parking Spaces	1,467 Spaces	1,916 Spaces
Total Parking (%)	44%	56%
Surface Parking (% of land)	86 %	14 %
Potential Transfer of Surface Parking Into Structured*		
	Surface Parking	Structured Parking
Number of Parking Spaces	0 Spaces	3,832 Spaces
Surface Parking (% of land)	0%	28%

*All numbers are approximate, for illustrative purpose only.

Zoning & Land Use Next Steps

Screened Parking



Successful revitalization depends on active street frontages and the presence of "eyes on the street". Screening parking structures and surface lots with liner buildings can satisfy the need for parking, while providing a pleasing experience for users of all adjacent public spaces.

Next Steps

1. **Unlock Development Potential of Surface Parking Lots**
Develop additional structured parking and allow development on existing surface lots.
2. **Allow Mixed-Use Development on Surface Parking & Under-utilized Land**
Re-evaluate existing zoning to allow development of a wide range of uses and greater consistency with best practices in mixed-use neighborhoods.
3. **Require Shared Parking**
Shared Parking increases land efficiency and tax revenue.
4. **Active Frontages**
Provide Design Guidelines that would ensure vibrancy of public spaces by:
 - screening parking structures and surface lots
 - requiring placement of parking in the rear
 - requiring connection of adjoining parking lots to maximize the continuity of building frontages and pedestrian flow

Parking Management Areas

The Parking Management Plan identifies two parking management areas, shown below and on page 5, each with their own unique pattern of uses throughout the day and week:

- Station Area - offering 3,465 existing parking spaces currently used primarily by commuters
- Gateway Plaza Area - offering 7 existing parking spaces used primarily by commercial patrons and visitors to Gateway Plaza

Optimize the Design of Existing Parking Lots

To permit these mixed use developments, this plan calls for the reconfiguration of existing commuter parking lots P4, P5 and P6 (shown on pages 8-11) to create an additional 179 surface parking spaces and the creation of a new 564 car structured parking facility on Block 1 for use by hotel, office and 48 commuters. At Block 4/P8 the existing underutilized 373 space

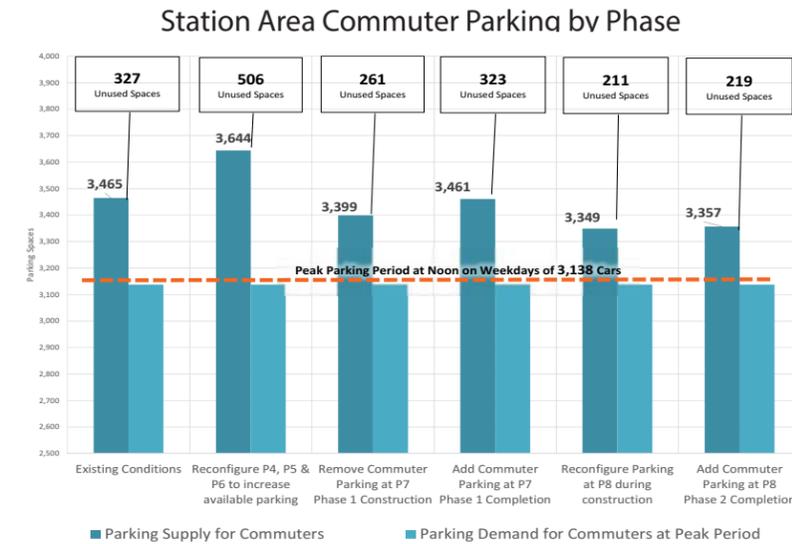
parking lot will be reconfigured for an artist residences building and 318 parking spaces (shown on page 19). The proposed parking space dimensions are recommended by the National Parking Association's core reference source *The Dimensions of Parking, 5th Edition*. Parking spaces using these more efficient, compact standards are being used at Long Island Rail Road and municipal parking facilities throughout Long Island (shown on page 8).

Conclusions

The Station Area, after optimizing the existing surface parking lots to increase capacity and constructing the 564 space parking garage on Block 1/ P7, will offer sufficient capacity for both commuters and patrons of new development. During all development phases, the number of unused parking spaces at peak demand will exceed 217 during construction periods and will be 226 at the completion of all

development phases.

At the Gateway Plaza Area, following completion of the Block 7/ P10 development, 22 parking spaces will remain unused at peak demand.



	Phase	
	Existing Conditions	After Development
Supply	7	158
Demand	5	136
Unused Spaces at Peak Period	2	22

*Due to the current condition of the existing site uses and their ambiguous parking supplies the above chart existing conditions counts only reflect public parking spaces



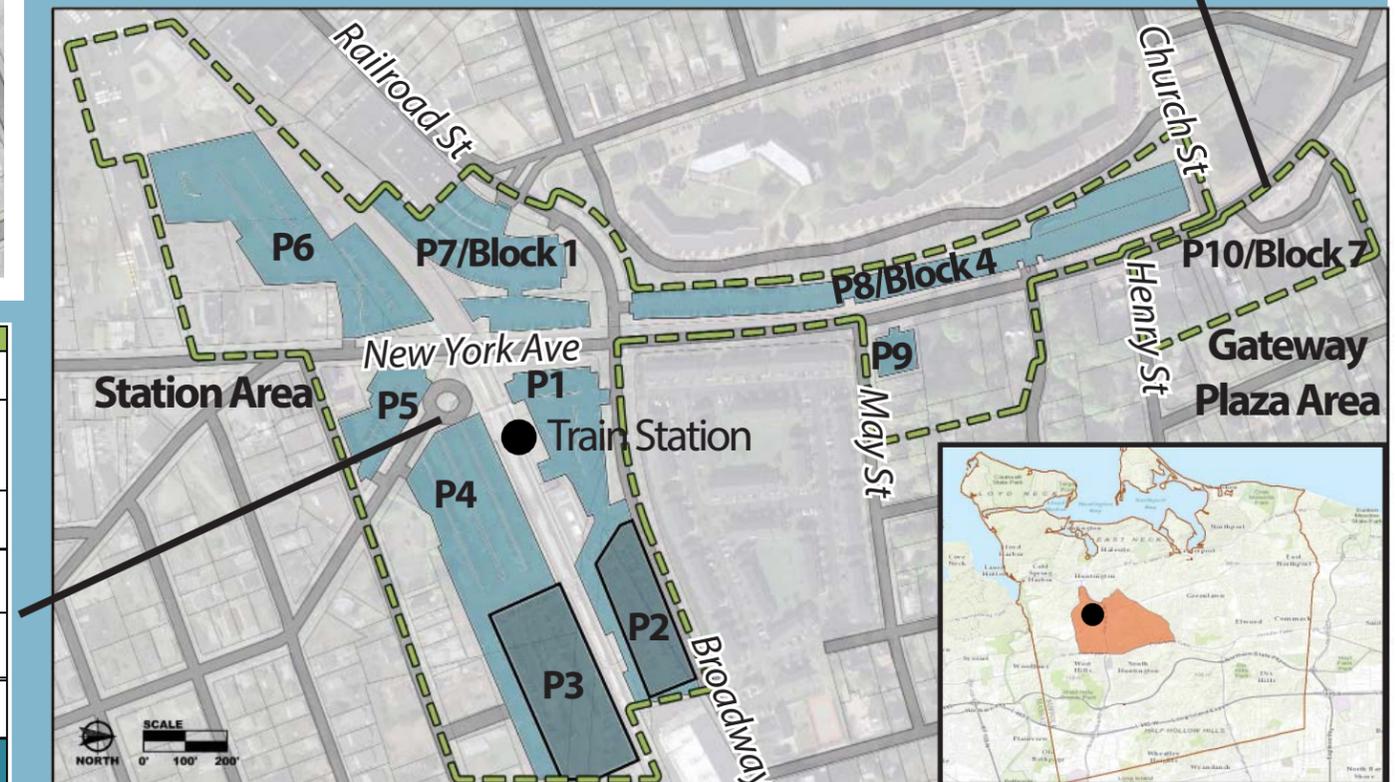
Proposed Development

The proposed development consists of:

- Block 1: 140 room hotel and ~100,000 SF of office/ commercial
- Block 4: 49 artist residences
- Block 7: 68 residences and ~16,500 SF of retail/ office/ restaurants

See page 4 for a map and more detailed description of the proposed development.

	Existing Conditions	Reconfigure P4, P5 & P6 to increase available parking	Phase 1 Construction Remove Commuter Parking at P7	Phase 1 Completion Add Commuter Parking at P7	Phase 2 Construction Reconfigure Parking at P8 during construction	Phase 2 Completion Add Commuter Parking at P8
Parking Supply	3,465	3,644	3,399	3,980	3,868	3,925
Commuter Parking Demand	3,138	3,138	3,138	3,138	3,138	3,138
New Development Parking Demand	0	0	0	512	512	561
Total Demand	3,138	3,138	3,138	3,650	3,650	3,699
Unused Spaces at Peak Period	327	506	261	330	218	226





This Parking Management Plan addresses the utilization of the existing 3,472 parking spaces at the Station Area and Gateway Plaza shown on page 3 as well as the proposed development of a hotel and office building on Block 1, an artist residence and reconfigured public parking on Block 4 and a mixed-use development on Block 7 at Gateway Plaza. This parking management plan does not address the proposed Veterans' Residences on Block 2 or the Block 6/Northridge project as they are a part of separate Town of Huntington actions.

Block 1/P7 Proposed Hotel & Office Building

Program & Development Data for Block 1		
Program Description	Area (GSF)	Program Details
Hotel	74,296	140 Sleeping Rooms/Suites
Hotel Restaurant	2,000	100 Seats
Hotel Banquet Space	4,000	250 Seats
Hotel Meeting Space	2,000	
Hotel Retail/ Service	1,000	
Hotel Building	83,296	
Office	100,000	
Office Retail/ Service	880	
Office Building	100,880	
Total for Block 1	184,176	
Parking Data for Block 1		
Program Description	Proposed Parking	
Parking Structure	564	
Off Street Parking	17	
On Street Parking	0	
Total	581	

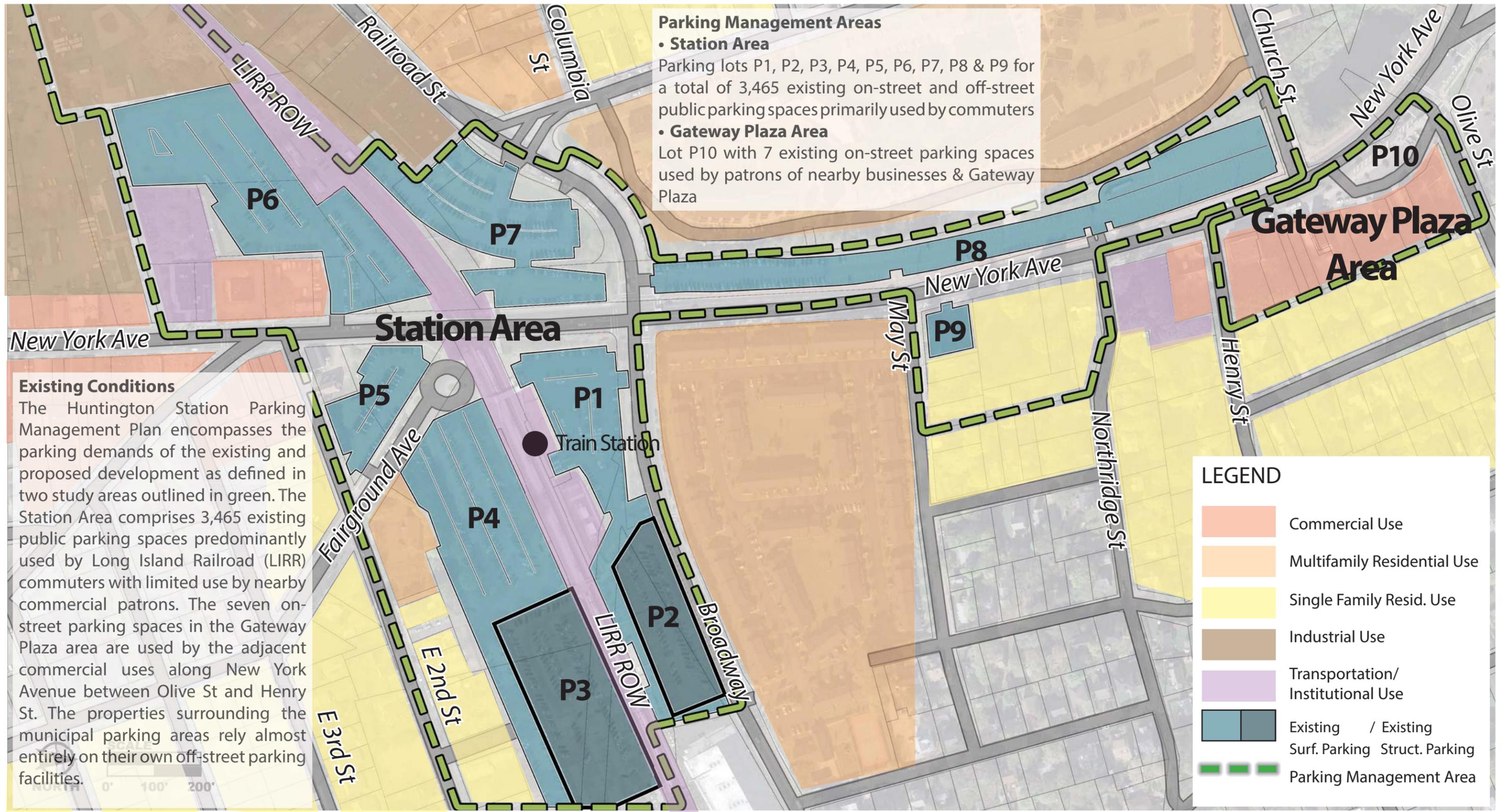
Block 4/P8 Proposed Artist Residences & Public Parking

Program & Development Data for Block 4		
Program Description	Area (GSF)	Program Details
Artist Studio Residences		49 Studio Units
		729 NSF Avg. Unit Size
		2300 SF Artist Production Area / Common Space
Total for Block 4	46,964	
Parking Data for Block 4		
Program Description	Proposed Parking	
Off-Street Parking	298	
On-Street Parking (Railroad and Church Streets)	20	
Total for Block 4	318	

Block 7/P 10 Proposed Mixed-Use Gateway Plaza Development

Program & Development Data for Block 7N				
Program Description	Area (SF)	Program Details	Avg. Unit Size	Building Footprint
Retail/ Service	8,516			
Restaurant - Specialty / Destination	1,500	75 Seats		
Restaurant - Fast Casual	2,500	100 Seats		
Wine Bar / Beer Pub / Tavern	2,000	100 Seats		
Office	2,000			
Residential	46,635	34 Studio Units 34 1 BR Units	431 NSF 579 NSF	
Total for Block 7N	63,151			17,016
Parking Data for Block 7N				
Program Description	Proposed Parking			
Parking Structure	111			
Surface Parking	8			
On-Street Parking	19			
Total Parking	138			
Program & Development Data for Block 7S				
Program Description	Program Details	Existing Parking	Proposed Parking	
Existing Retail (to remain)	Parts Plus Auto 3,127 SF			
Existing Parking to be Reconfigured		7	25 (18 spaces shared)	
On-Street Parking			2	
Total Parking		7	20	
Total Parking Available to Block 7N			158	

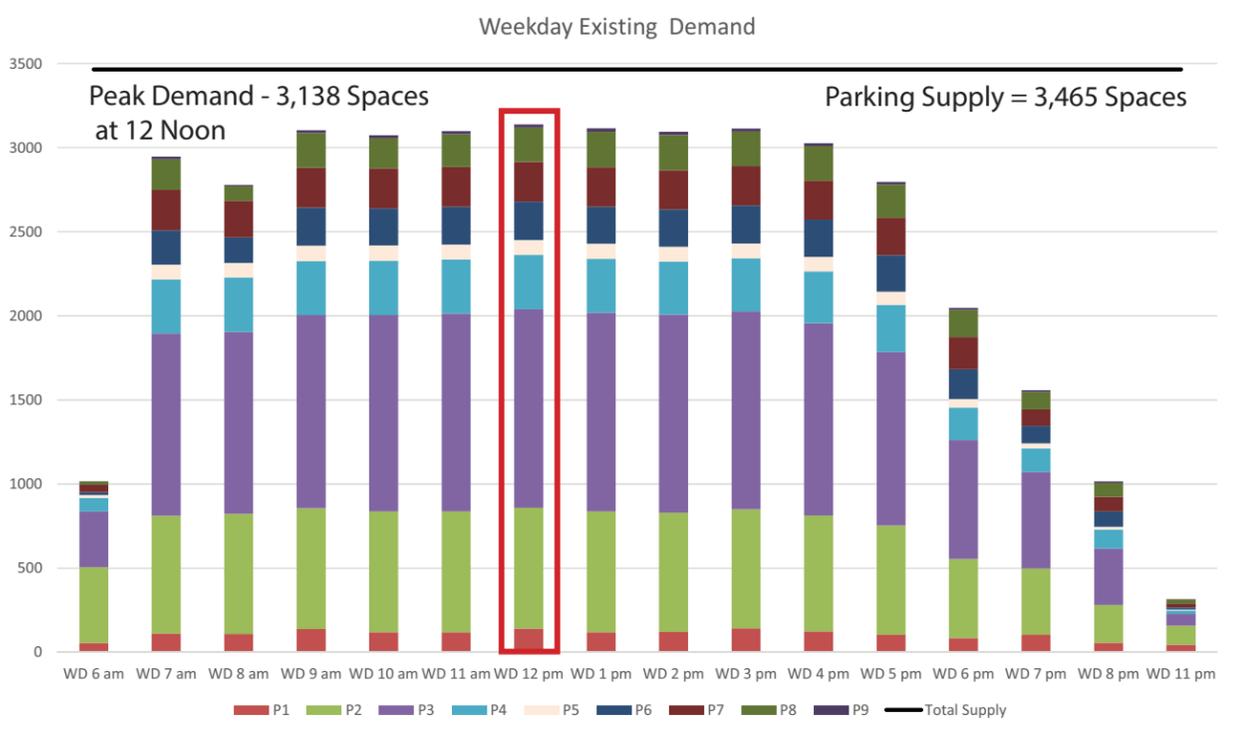
Parking Management Areas and Existing Conditions



Existing Parking Utilization

Renaissance Downtowns at Huntington Station and LIRR agree on Parking Capacity and Peak Parking Utilization

Both Renaissance Downtowns at Huntington Station (RD) and Long Island Rail Road (LIRR) have recently completed parking surveys of existing parking facilities and the results of these studies are nearly identical. On November 5, 2014, LIRR counted 3,449 existing spaces available to commuters, however they did not include an additional 24 existing spaces on Fairground Ave and Second Street that are used by commuters for a total of 3,473 spaces. RD counts 3,465 existing spaces. Temporarily ignoring the 24 space difference in parking capacity, LIRR concluded that 322 spaces remained unused at peak period while RD determined that 324 spaces remained unused for a total difference of two parking spaces. This demonstrates that the conclusions about parking capacity are within 0.23% of each other and peak parking utilization are within 0.06% of each other.



Peak Demand - 3,138 Spaces Weekdays at 12 pm

Renaissance Downtowns at Huntington Station Counts

Parking Supply	
By Lot	Existing Conditions
P1	147
P2	718
P3	1,192
P4	329
P5	95
P6	345
P7	245
P8	373
P9	21
Total - Station Area	3,465

Long Island Rail Road Huntington Station Commuter Parking Inventory

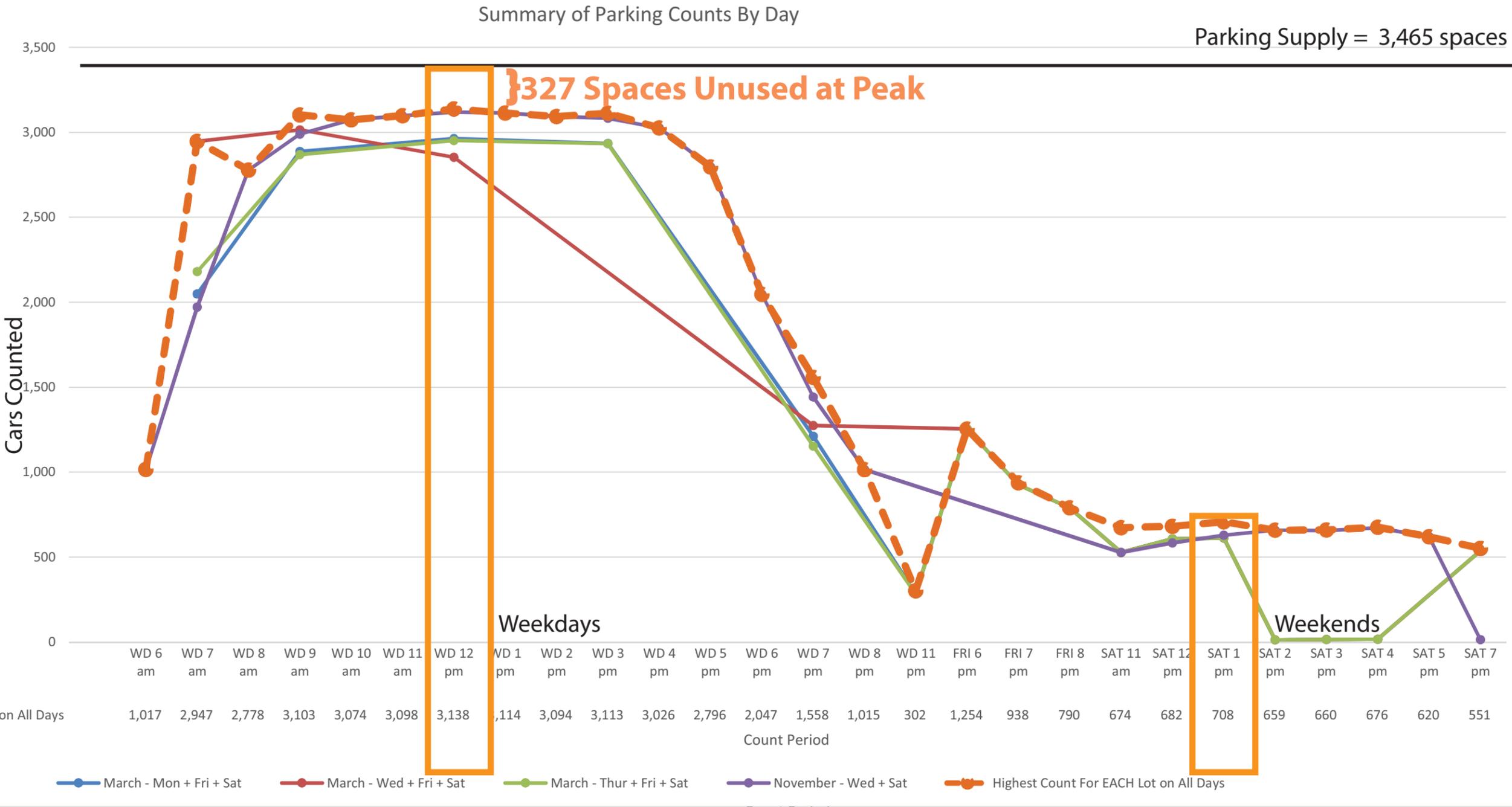
Lot #	Parking Capacity	Cars Parked	% Utilization
065-1	16	16	100%
065-2	204	169	83%
065-2.1	149	0	0%
065-4	212	212	100%
065-4.1	20	20	100%
065-5	25	12	50%
065-6	8	8	100%
065-8	1,222	1,222	100%
065-9	101	101	100%
065-10	77	77	100%
065-11	312	312	100%
065-13	264	157	59%
065-13.1	58	58	100%
065-19	21	3	14%
065-20	760	760	100%
Totals	3,449	3,127	91.0%

*Based on November 5, 2014 site visit

Station Area Commuter Parking Counts

Based upon our initial research of likely periods of peak parking demand, we conducted 44 counts of the 9 commuter parking lots within the Station Area during March and November of 2014. By calculating the sum of the highest count recorded for each lot on all days counted, we concluded the peak demand was 3,138 cars at 12 noon on weekdays. Before 7am and after 7pm weekdays, there are nearly 2000 unused parking spaces.

On weekends the peak parking demand was 708 cars at 1pm. Throughout the weekends there are in excess of 2700 unused parking spaces.



Parking Space Design Recommendations

Existing Parking Space Dimensions

After measuring the parking stall dimensions across many of the surface parking lots, RD documented many stalls that are significantly wider than industry standards for low turnover commuter parking spaces. Many of the existing parking spaces vary in width from 8'-6" to 8'-9" to 9'-0" and from 18'-0" to 20'-0" in depth. According to the Urban Land Institute, the ENO Foundation and the Institute of Transportation Engineers, a stall dimension of 8'-6" in width is optimal.

Parking Stall Width Standards supporting 8'-6" stall widths from selected publications:

"The size of the average car driven in the United States has been drastically reduced since the early 1970s because of an increase in the number of small cars sold. Total small car sales now account for more than half the cars sold. The reduction in vehicle dimensions has also reduced the size requirements of the average parking space. Instead of a parking stall being 9 feet wide, it can be as narrow as 8 feet wide for very low turnover situations; a stall width of 8'-6" is satisfactory for most higher turnover applications." From page 83 - Summary

- Urban Land Institute: *The Dimensions of Parking – 3rd Edition*

"High turnover parking, such as for convenience stores, fast food restaurants and banks, suggests stall widths of 8'-6" or wider. Lower turnover employee and commuter parking suggest stall widths of 8'-6" or less." From pages 157, 158 – Parking Stall Width

- ENO Foundation: *Parking by Weant and Levinson*

"With self-parking, stall widths that will accommodate most passenger cars, vans, and light trucks range between 8.3 and 8.8 feet, depending on anticipated parking activity." - From page 535 - General Parking Dimensions

- Institute of Transportation Engineers: *Traffic Engineering Handbook – 5th Edition*

"The practical limits needed for door opening space between cars, as well as driver or passenger access to the vehicles, combine to produce an "optimum" stall width of about 8.5 feet for most applications today, unless vehicles are segregated by general size."

- From page 536

- Institute of Transportation Engineers: *Traffic Engineering Handbook – 5th Edition*

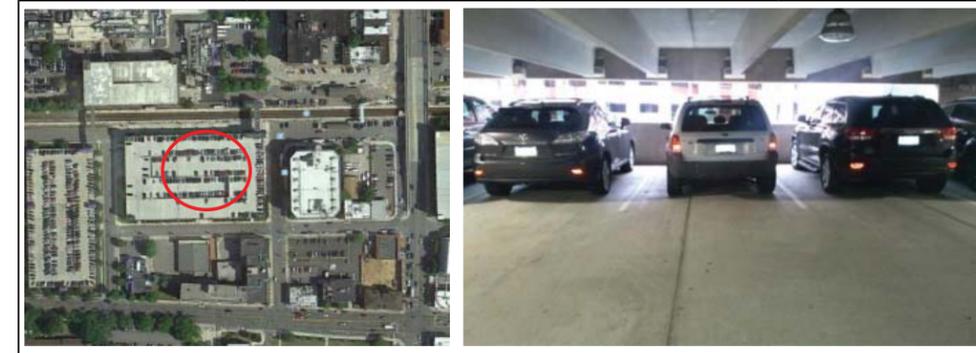
Proposed Parking Space Dimensions

Based upon the extensive documentation supporting these more compact parking stall dimensions, RD proposes the following:

1. High Turnover Parking Space - 9' x 18'
2. Proposed Low to Moderate Turnover Parking Space - 8'-6" x 18'
3. Proposed Compact Parking Space - 8' x 18'

LIRR stations employ 8'-6" stalls at many Long Island train stations. In addition to these national standards supporting 8'-6" stall widths, our research at the Mineola, Seaford and Rockville Centre stations reveals 8'-6" stall widths, while the Manhasset train station provides even more compact stalls at 8'-3" in width. In conclusion, both national standards and local train stations support RD's recommendation to reconfigure all commuter lots to have 8'-6" wide parking stalls.

TRAIN STATION	FACILITY	OPERATOR	STALL WIDTH
MINEOLA	INTERMODAL PARKING GARAGE	MTA / LIRR	8'-6"



PARKING STALL WIDTHS AT LIRR COMMUTER PARKING LOTS

DATE OF MEASUREMENTS: DECEMBER 2, 2014

TRAIN STATION	FACILITY	OPERATOR	STALL WIDTH
MANHASSET	PARKING FIELD 1	MANHASSET PARK DISTRICT	8'-3"



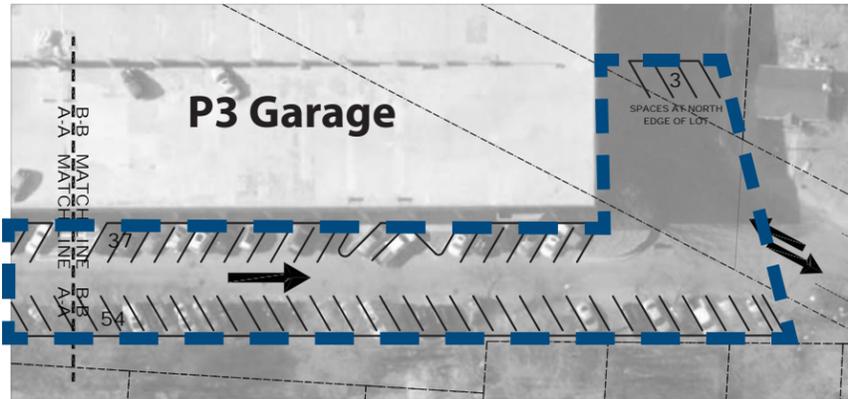
TRAIN STATION	FACILITY	OPERATOR	STALL WIDTH
SEAFORD	JACKSON AVENUE COMMUTER PARKING FIELD	TOWN OF HEMPSTEAD	8'-6"



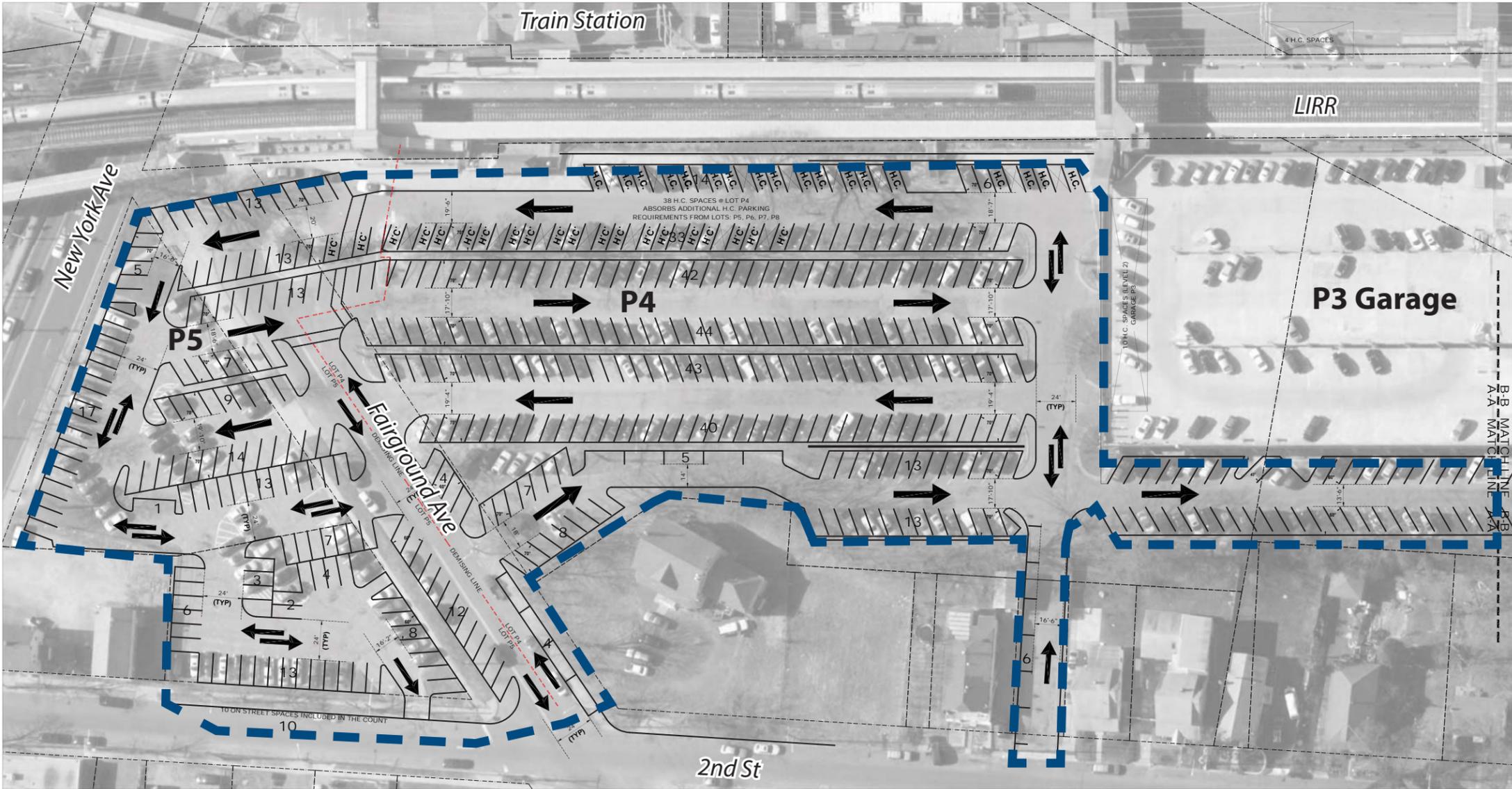
TRAIN STATION	FACILITY	OPERATOR	STALL WIDTH
ROCKVILLE CENTRE	PARKING FIELD 2	VILLAGE OF ROCKVILLE CENTRE	8'-6"



Reconfiguration of Existing Surface Parking Lot P4 & P5



Spaces in Lot P4 currently range from 8' x 18' to 9' x 20'. Typical low turnover spaces will be modified to be 8'-6" x 18'-0" angled at 60 to 75 degrees. Compact spaces will be provided at 8'-0" x 18'-0". Additionally, the P4 aisles will be extended slightly to the east as well as westward across Fairground Ave into Lot P5.



P4 Existing Parking	
• Off-Street Parking	323
• On-Street Parking	6
Total P4 Existing Spaces	329

P5 Existing Parking	
• Off-Street Parking	77
• On-Street Parking	18
P5 Total Existing Spaces	95

Total P4 & P5 Existing Spaces 424

P4 & P5 Reconfigured Parking 546

NET SPACES GAINED AT P4 & P5 +122

LOCATION PLAN



Reconfiguration of Existing Surface Parking Lot P6



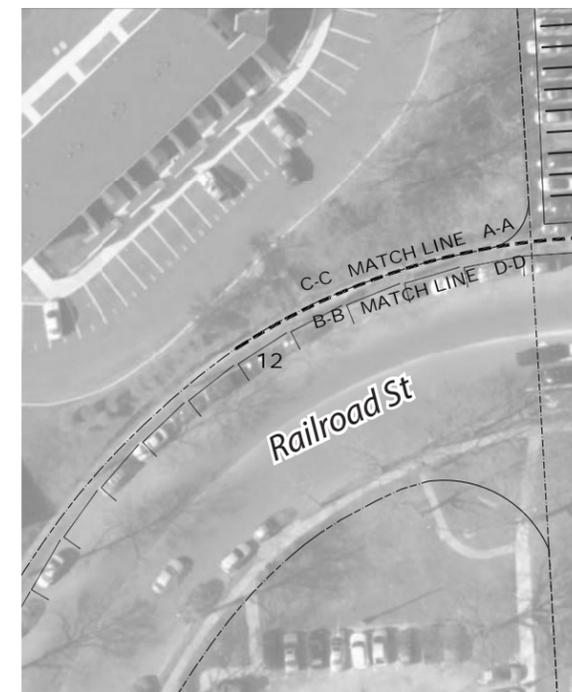
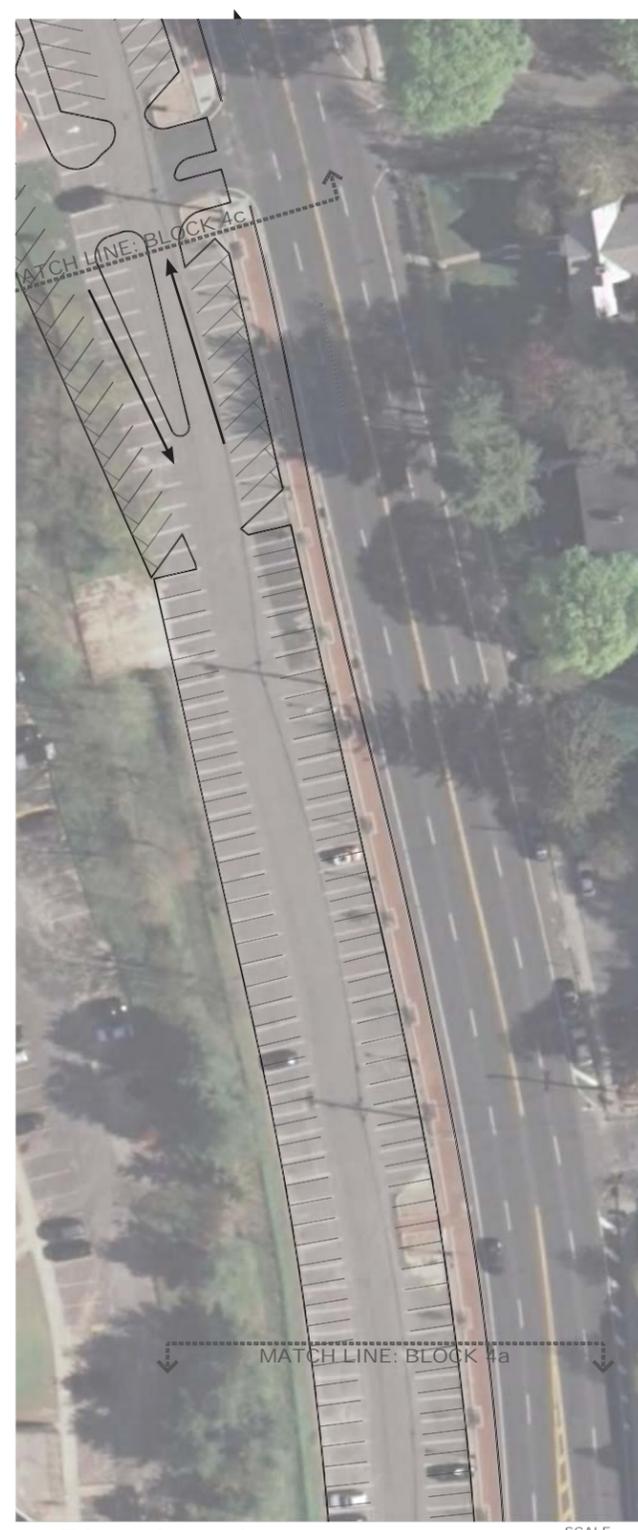
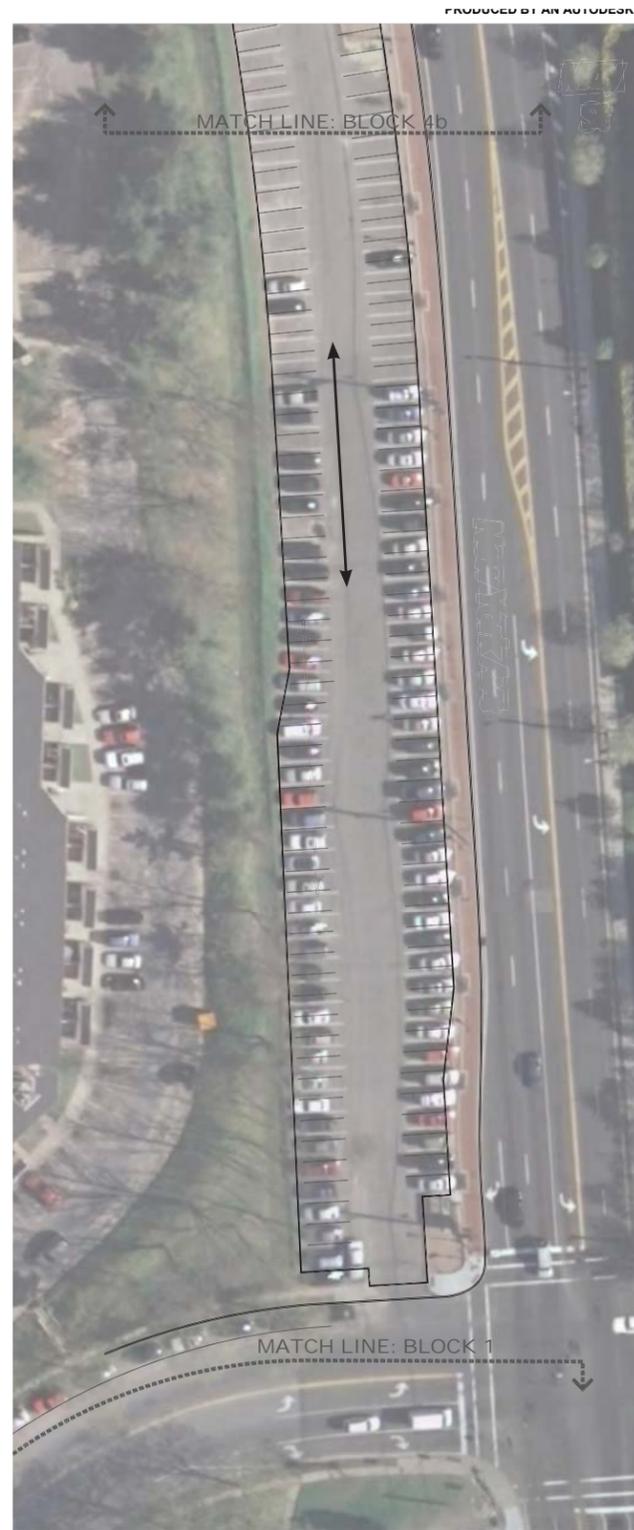
Spaces in Lot P6 currently range from 8' x 18' to 9' x 20'. These spaces will be modified to be 8'-6" x 18'-0" angled at 90 degrees. Compact spaces will be provided at 8'-0" x 18'-0". Aisles will be reoriented to be made more efficient.

Existing Parking	345
Reconfigured Parking	402
NET SPACES GAINED AT P6	+57

LOCATION PLAN



Reconfiguration of Existing Surface Parking Lot P8



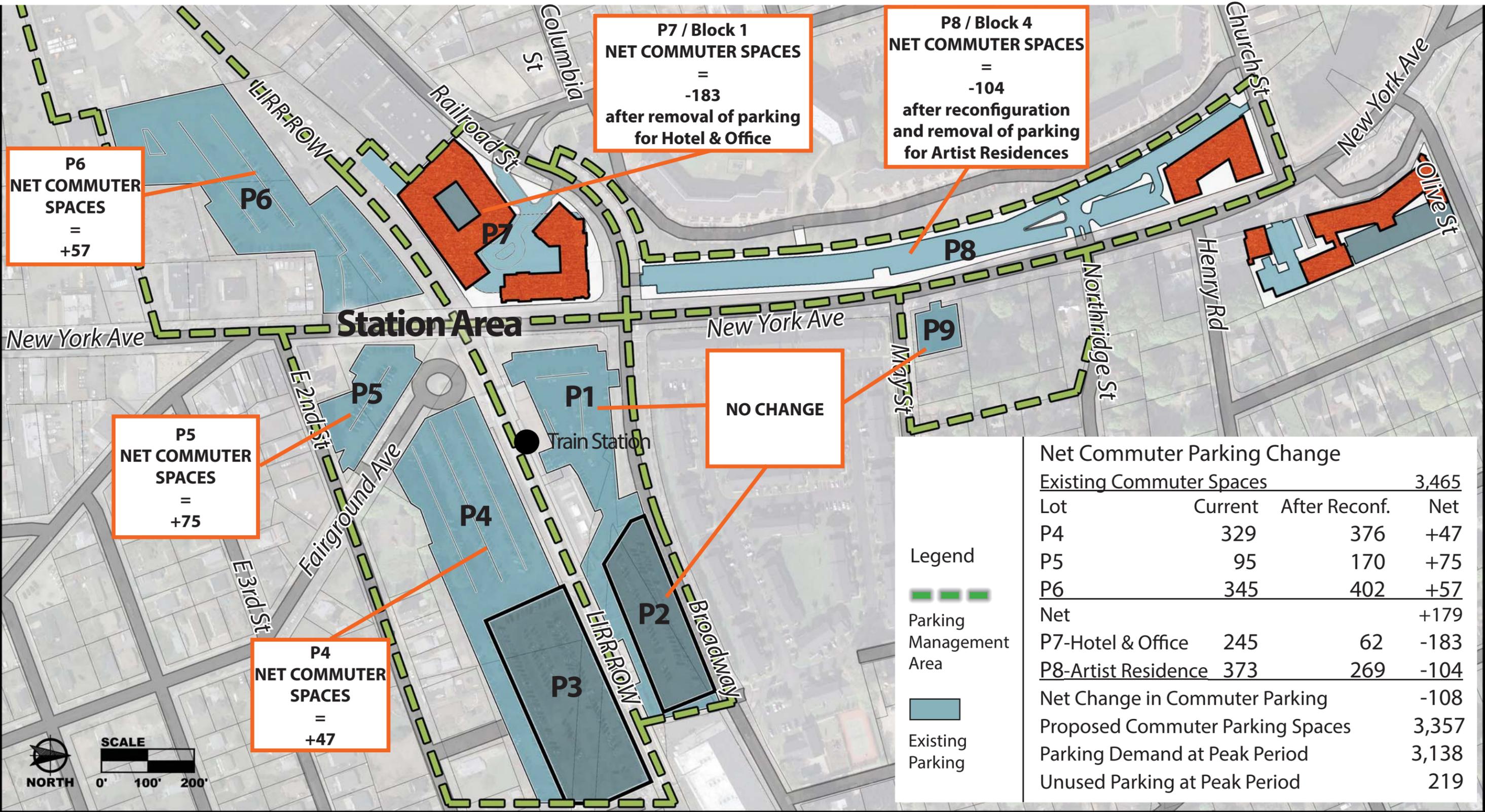
Spaces in Lot P8 currently range from 8' x 18' to 9' x 20'. These spaces will be reconfigured to be 8'-6" x 18'-0". Compact spaces will be provided at 8'-0" x 18'-0". Angled spaces will be provided in the northern portion of the lot to permit the new artist residences building and create an easy way to turn around without reentering New York Ave.

Existing Parking	
• Off-Street Parking	353
• On-Street Parking	20
Total	373
Reconfigured Parking	
	318
NET SPACES REDUCTION FOR P8	(55)

LOCATION PLAN



Reconfiguration of Existing Commuter Surface Parking

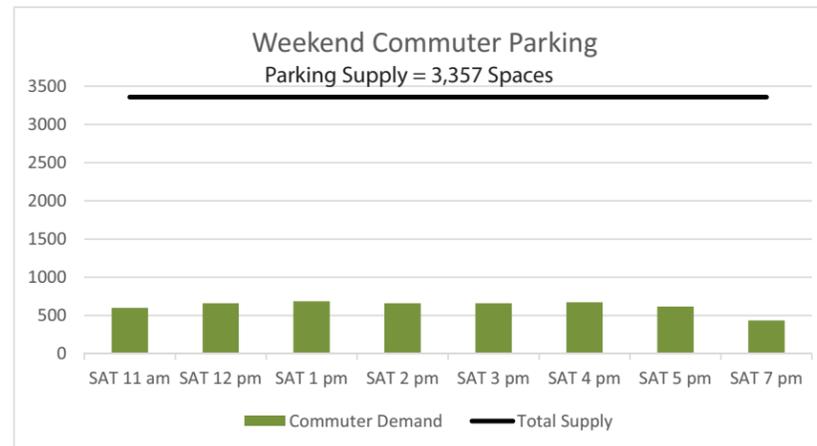
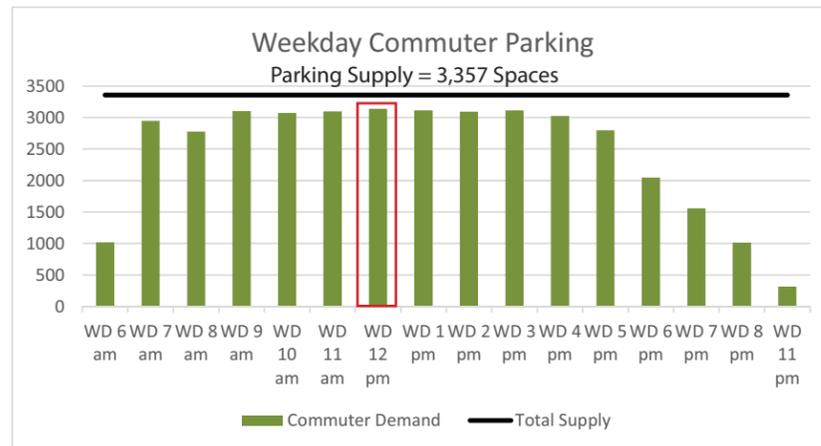


Station Area Commuter Parking

Commuter Parking will Remain Available

Commuter parking facilities will be expanded and relocated to provide additional parking near the station while realizing the long awaited revitalization of Huntington Station. The new hotel, office, artist residences and mixed use building will bring renewed vitality to the area. Throughout all phases of development at least 211 commuter parking spaces remain unused at the peak demand period. In combination with the parking information, wayfinding, and management strategies outlined below, commuters can be reassured of continued access to parking during construction and after each development phase.

Station Area Parking Utilization by Development Phase						
Proposed Actions Affecting Commuter Parking	Existing Conditions	Reconfigure P4, P5 & P6 to increase available parking	Phase 1 Construction	Phase 1 Completion	Phase 2 Construction	Phase 2 Completion
			Remove Commuter Parking at P7	Add Commuter Parking at P7	Reconfigure Parking at P8 during construction	Add Commuter Parking at P8
Parking Supply for Commuters	3,465	3,644	3,399	3,461	3,349	3,357
Parking Demand for Commuters at Peak Period	3,138	3,138	3,138	3,138	3,138	3,138
Unused Spaces for Commuters at Peak Period	327	506	261	323	211	219



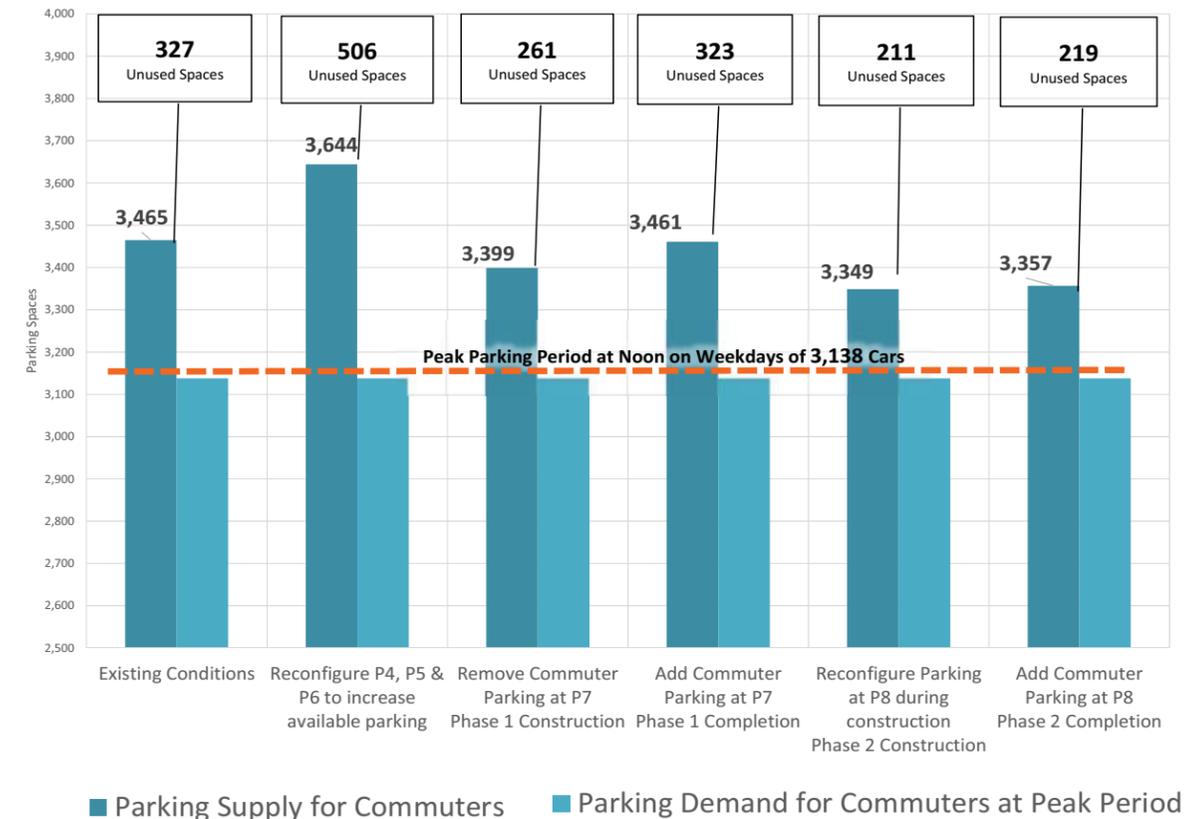
Peak Demand = 3,138 Spaces Weekdays at 12pm

Managing the Transition:

A number of techniques will be put in place to ensure an orderly transition experience for commuter parkers throughout each stage of the development to maximize efficiency and minimize inconvenience:

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

Parking Utilization by Commuters at Peak Period in the Station Area by Development Phase



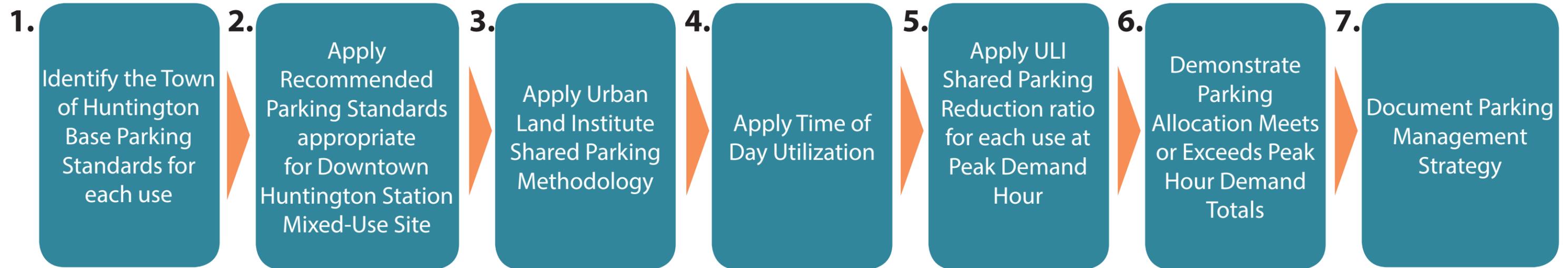
Improved signage will help commuters find those lots with available parking.



Example of parking capacity signage to be employed at the commuter lots.

Shared Parking Methodology For New Development

As permitted in 198-49, the Town of Huntington Zoning Board of Appeals may reduce the requirements for parking. The process outlined below establishes the basis for modifications to the required on-street and off-street parking based upon the Urban Land Institute's (ULI) Shared Parking Manual (2nd Edition) as well as the fact that Downtown Huntington Station and the Gateway Plaza Mixed-Use District are much more conducive to shared parking and reduced demand for parking due to their close proximity to public transit, the mix of uses that can share the same parking and the connected network of sidewalks. The shared parking methodology is as follows:



Identify the appropriate base parking standard for each use from Article VII - Off-Street Parking of the Town of Huntington Zoning Code. In many cases these standards are more consistent with parking ratios in automobile-dependent locations than in mixed-use environments.

We conducted parking studies of uses in similar transit-oriented circumstances to Downtown Huntington Station to demonstrate reduced parking demand. We have referenced a number of ULI parking studies to support these standards. The close proximity of these uses to public transit and a connected network of sidewalks further justify lower parking ratios.

The Urban Land Institute's Shared Parking Methodology used in this Parking Management Plan is the nation's leading method for demonstrating reductions in aggregate demand where the mix of uses, time of day reductions and parking optimization strategies can often justify reductions in parking demand.

Based upon extensive studies of actual utilization of parking for individual land uses, the Urban Land Institute provides Table 2-5 Recommended Time of Day Factors for Weekdays and Table 2-6 for Weekends

By determining the peak hour of parking demand, the ULI Time of Day Utilization table establishes a Shared Parking Reduction factor at the Peak Hour. The total parking demand using the shared parking reductions at Peak Hour Demand is frequently lower than the unshared parking demand.

For each unique parking management area and each block, demonstrate that parking supply exceeds parking demand at the Peak Hour Demand period.

For each block and parking management area, a Parking Management Strategy will document:

- Who can access the parking?
- During what hours can that group use the parking?
- How will the parking be signed, metered or controlled?

An example of this methodology:

Department store, personal service store - 1 per 200 SF is Town standard for 8,516 SF at Block 7

1 per 333 square feet of gross floor area is recommended parking ratio for retail per ITE Parking Generation 3rd edition

ULI research on shopping center uses is available

ULI Table 2-5 demonstrates time of day demand for Weekdays: 95%

Total demand for all uses by hour: 12 noon is the peak demand hour 95% for retail

8,516 SF / 333 SF = 26 spaces; At peak hour for the block of uses 26 spaces x 95% = 25 spaces demand; including all other commercial uses, 68 spaces are needed at the peak demand hour of 12 noon on weekdays.

At Block 7, 68 spaces will be available for commercial uses at all times and an additional 22 spaces will be available during daytime hours.

Step 2: Recommended Parking Ratios

The accompanying table demonstrates the recommended parking ratios used to calculate the parking demand generated by new development. These ratios are based on recommendations found in the Institute of Transportation Engineers' *Parking Generation*, field counts of nearby comparable developments, ULI parking studies, and parking ratios adopted by neighboring towns' zoning codes. Each parking ratio is applied to the total square footage or unit count of the associated use to determine the maximum parking need.

Restaurants

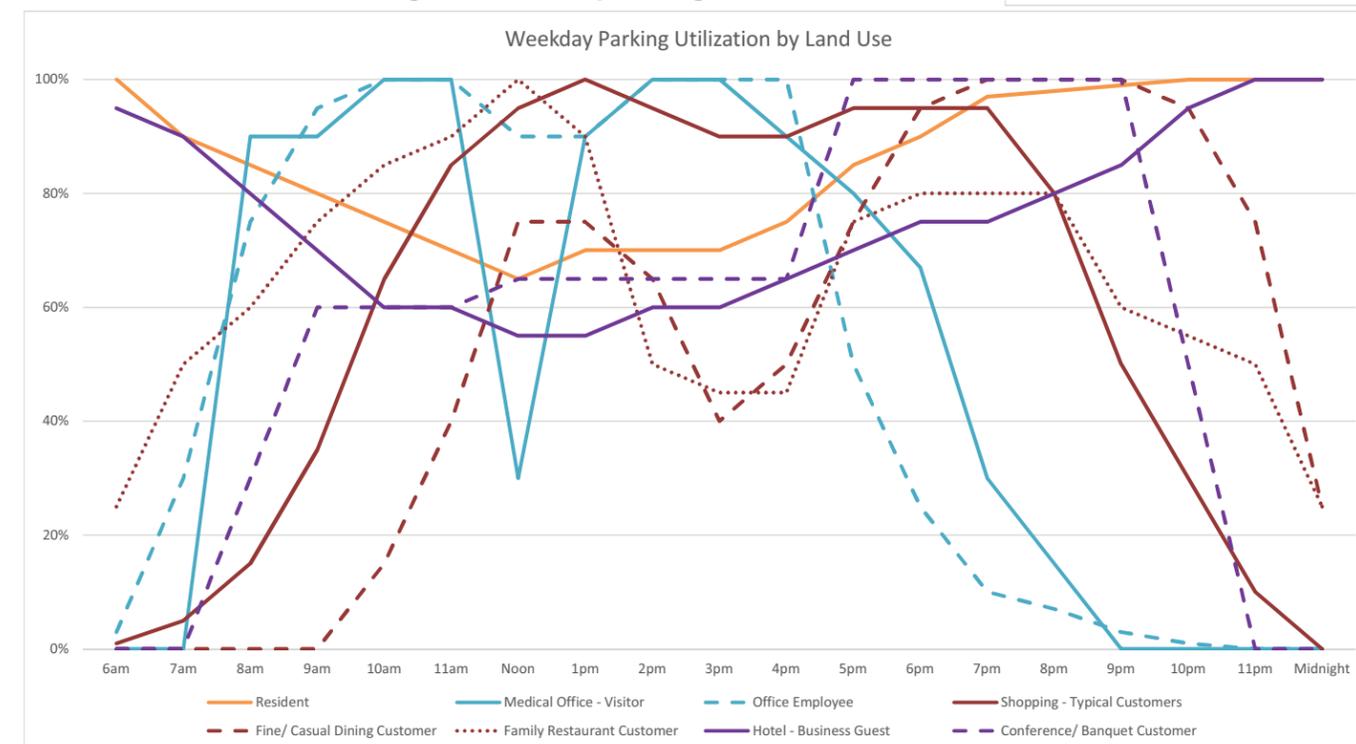
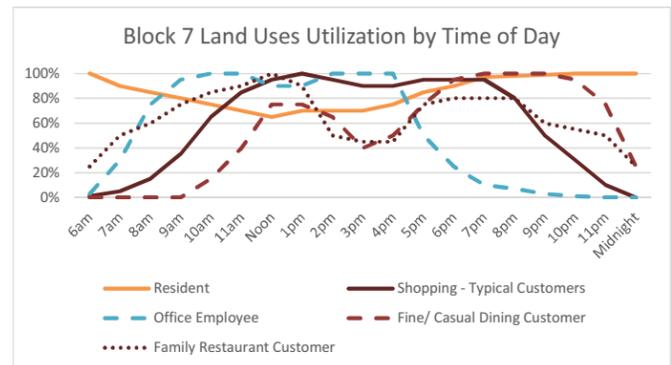
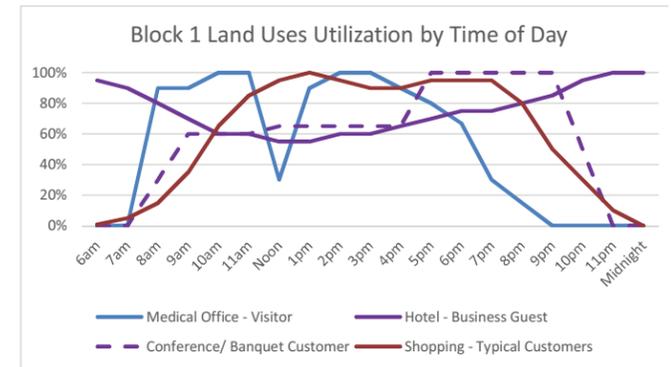
The Town of Huntington permits a parking ratio of 5 spaces per 1,000 square feet for "Restaurants(s) within shopping centers where the shopping center has a minimum of 50,000 square feet of gross floor area and the restaurants(s) do not comprise more than 10% of the gross floor area" where 'shopping center' is defined as "A property containing a building occupied by three (3) or more commercial tenants that utilize a shared parking lot." Blocks 1 and 7, while they do not meet the common conception of a shopping center, each provide the requisite intensity and mix of uses to constitute one. Restaurants on these blocks are treated here under the conditions of the above provision.

References and Parking Studies Validating Recommended Parking Ratios

For each of the recommended parking ratios shown on page 16, a parking study and justification is provided for each proposed use.

Step 4: Time of Day Utilization

These charts represent the ULI time of day utilization coefficients for each land use in the proposed development. The parking needs of each individual use fluctuate throughout the day based varying levels of activity. Office uses, for example, generate the highest levels of demand during typical business hours between 9:00 am and 5:00 pm with a drop in activity around lunchtime. Restaurant uses, on the other hand, are at their peak during lunch and dinner hours. Residential uses generate the most parking overnight, between evening and early morning. The complementary ebbs and flows of these patterns allow certain uses to utilize portions of the same parking supply where the needs occur at different times. Hourly factors can be applied to the maximum parking needs of each use to determine the effective parking demand for each at every hour of the day, identifying the peak parking period as well as opportunities to share parking between multiple users. These factors are used in this Parking Management Plan to project the parking demand generated by new development and how it will occur in relation to existing commuter parking needs.



Parking Utilization for New Development

This table applies the Urban Land Institute's shared parking methodology introduced on page 14 to the proposed development of Blocks 1, 4 and 7 in Huntington Station.

Shared Parking
Step from Page 14

1

2, 3

4

5

6

Program Description	Town of Huntington Parking Use Category	Proposed Program Sq. Ft./Rooms/Units	TOH Ratio Required	Parking Required Under TOH Ratio	RDRXR Ratio Requested	Parking Required Under RDRXR Ratio	Peak Parking Hour	% Utilization at Peak Parking Hour	Parking Demand at Peak Period By Use	Parking Demand Total at Peak	Parking Provided	Reference Standards
BLOCK 1												
Office	Professional, medical or dental engineering and data processing offices	100,000	1 space for every 250 SF of GLA	400	1 space for every 285 SF of GLA	351	2pm Weekday	100%	351	354	354	Based upon two similar medical offices near transit; our field surveys of parking utilization at 444 Merrick Road, Lynbrook revealed a peak demand of 1 space per 385 SF and our survey at 520 Franklin Ave, Garden City demonstrated a peak demand of 1 space per 326 SF; we have concluded that a ratio of 1 space per 285 square feet is appropriate.
Office Retail/Service	Department store, personal service store	880	1 space per 200 SF of GFA	4	1 space for every 333 SF of GLA	3		95%	3			Based upon the recommendation of The Institute of Transportation Engineers' <i>Parking Generation, 3rd Edition</i> of 2.75 spaces per 1,000 square feet for "General and Convenience Retail" RDRXR has concluded that a ratio of 3.0 spaces per 1,000 square feet, which equates to 1 space per 333 square feet, is appropriate. (See <i>Dimensions of Parking, 5th Edition</i> Figure 4-1)
Hotel Retail/Service		1,000		5		3	50%	2	Based upon the recommendation of The Institute of Transportation Engineers' <i>Parking Generation, 3rd Edition</i> of 2.75 spaces per 1,000 square feet for "General and Convenience Retail" RDRXR has concluded that a ratio of 3.0 spaces per 1,000 square feet, which equates to 1 space per 333 square feet, is appropriate. (See <i>Dimensions of Parking, 5th Edition</i> Figure 4-1)			
Hotel Restaurant	Restaurant	2,000	1 space per 50 SF of GFA	40	1 space for every 200 SF of GLA	10	9pm Weekday	80%	8	159	165	The TOH zoning code permits a parking ratio of 5 spaces per 1,000 square feet for "Restaurants(s) within shopping centers where the shopping center has a minimum of 50,000 square feet of gross floor area and the restaurants(s) do not comprise more than 10% of the gross floor area." A mixed-use downtown environment providing a range of commercial establishments is comparable in function to a "shopping center". RDRXR believes that such an environment offers the same level of opportunity for shared consumer parking as a traditional shopping center would and as such, warrants the same parking standard of 5 spaces per 1,000 square feet, which equates to 1 space per 200 square feet.
Hotel	Hotel, motel, apartment hotel	140	1.25 spaces per sleeping room or suite	175	0.75 per sleeping room or suite	105		85%	89			Based upon the recommendation of The Institute of Transportation Engineers' <i>Parking Generation, 4th Edition</i> of 0.75 spaces per occupied room for "Business Hotel" during weekdays and 0.70 spaces per occupied room during weekends, we have concluded that a ratio of 0.75 spaces per room is appropriate (which assumes full occupancy).
Hotel Banquet and Meeting Space	Hotel banquet facilities / meeting rooms	6,000	1 space per 75 SF of GFA	80	1 space per 100 SF of GFA	60		100%	60			Based upon this site's close proximity to the highly trafficked LIRR station, mixed use nature of the development, the availability of nearby unused commuter parking at peak hours and parking ratio examples set forth in the American Planning Association's Planning Advisory Service Report Number 510/511 <i>Parking Standards</i> , we have concluded that a parking ratio of 1 space per 100 square feet of gross floor area is appropriate.
BLOCK 4												
Artist Studio Residences	Multifamily dwelling with no garages or driveways.	49	With roads at least 34 feet in width, curb to curb, 2.5 spaces per dwelling.	123	1 per dwelling unit	49	9pm to 6am Weekday	99%	49	49	49	Based upon national and local research into the parking practices of residents of similarly sized residences and those residences in close proximity to transportation options, the required parking should be significantly lower than current parking standards for this use. Based upon field surveys of multifamily apartment communities in Farmingdale, Babylon and Patchogue with larger units and more bedrooms than proposed here, as well as the proximity of the LIRR station, we have concluded that a ratio of 1 space per dwelling unit is appropriate.
BLOCK 7												
Restaurant - Specialty/Destination & Restaurant - Fast Casual	Restaurant	4,000	1 per 50 square feet of gross floor area	80	1 per 200 square feet of gross floor area	20	12 Noon to 1pm Weekday	87.5%	19	68	158	The TOH zoning code permits a parking ratio of 5 spaces per 1,000 square feet for "Restaurants(s) within shopping centers where the shopping center has a minimum of 50,000 square feet of gross floor area and the restaurants(s) do not comprise more than 10% of the gross floor area." A mixed-use downtown environment providing a range of commercial establishments is comparable in function to a "shopping center". RDRXR believes that such an environment offers the same level of opportunity for shared consumer parking as a traditional shopping center would and as such, warrants the same parking standard of 5 spaces per 1,000 square feet.
Wine Bar/Beer Pub/Tavern	Bar, tavern, [...] for] on-premises consumption of alcoholic beverages	2,000	1 per 15 square feet of gross floor area	133	1 per 100 square feet of gross floor area	20		100%	15			According to ULI's <i>Shared Parking, 2nd Edition</i> Table 2-2, a "restaurant/lounge" requires 10.0 spaces per 1,000 square feet of gross leasable area which equates to 1 space per 100 square feet. Additionally, the Town of Smithtown requires 1 space per 100 square feet (10 per 1,000 square feet). Based upon these provisions, we have concluded that a parking ratio of 1 space per 100 square feet is appropriate.
Retail/Service	Department store, personal service store not specifically designated elsewhere in this section and food shop as defined in § 198-2	8,516	1 per 200 square feet of gross floor area	43	1 per 333 square feet of gross floor area	26		95%	25			Based upon the recommendation of The Institute of Transportation Engineers' <i>Parking Generation, 3rd Edition</i> of 2.75 spaces per 1,000 square feet for "General and Convenience Retail" we have concluded that a ratio of 3.0 spaces per 1,000 square feet is appropriate. This equates to 1 space per 333 square feet. (See <i>Dimensions of Parking, 5th Edition</i> Figure 4-1)
Office	General Office <5k	2,000	1 per 200 square feet of gross floor area	10	1 per 200 square feet of gross floor area	10	90%	9	No change in parking ratio			
Residential	Residences in Mixed Use Building in C-6	68	Parking for residence above commercial uses: 1 1/2 spaces per dwelling unit	102	1 space per dwelling unit	68	9pm to 6am Weekday	100%	68	68	Based upon national and local research into the parking practices of residents of similarly sized residences and those residences in close proximity to transportation options, the required parking should be significantly lower than current parking standards for this use. Based upon field surveys of multifamily apartment communities in Farmingdale, Babylon and Patchogue with larger units and more bedrooms than proposed here, as well as the proximity of the LIRR station, we have concluded that a ratio of 1 space per dwelling unit is appropriate.	

New Office & Hotel at Parking Lot P7/Block 1

Block 1/ P7 Proposed Parking Allocation & Management

All spaces will designate the permitted users by the use of signage

62 Commuter Spaces

Duration: Available to commuters for access 24 hours per day for periods of up to 16 hours

Control: Commuters must display a valid parking permit between 5am and 5pm; general access parking will be provided between 5pm and 5am.

354 Office & Retail Spaces

Duration: Available to office employees and visitors in designated areas

Control: Employees must display a valid employee parking permit; Short term parking will be available for visitors in designated areas

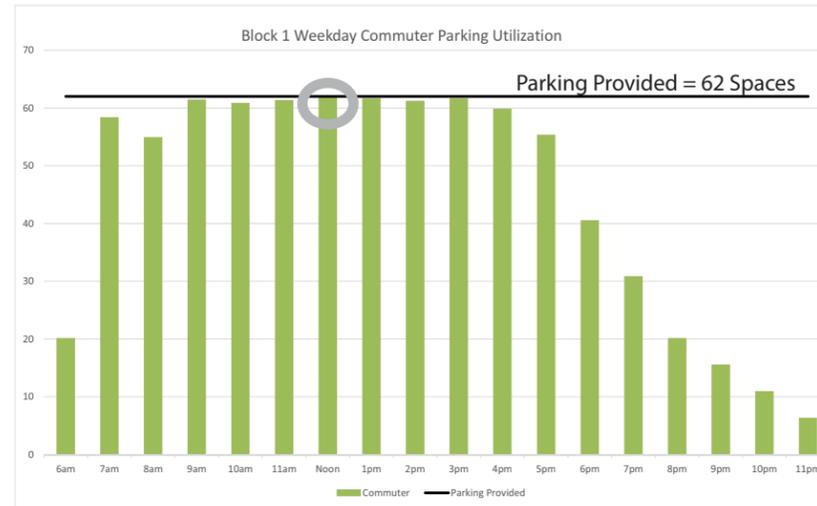
165 Hotel & Retail Spaces

Duration: Available to hotel patrons and conference in designated areas

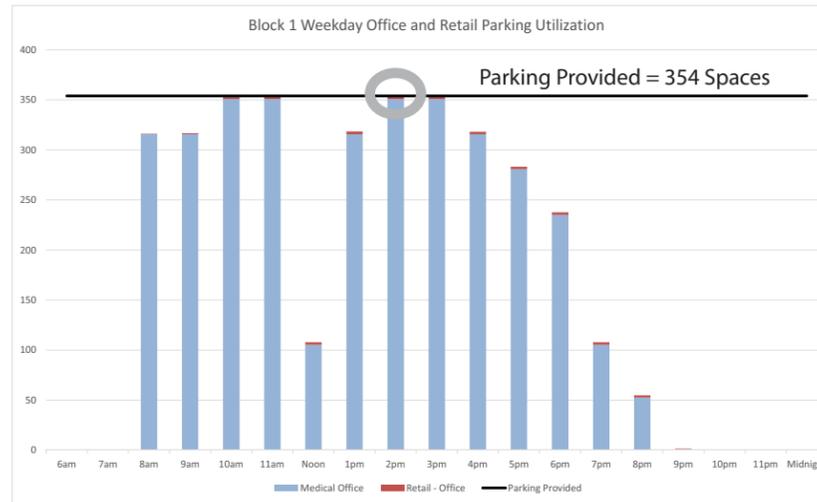
Control: Short term parking will be available for patrons and guests in designated areas; overnight & long term parking will require parking validation

The proposed parking includes:

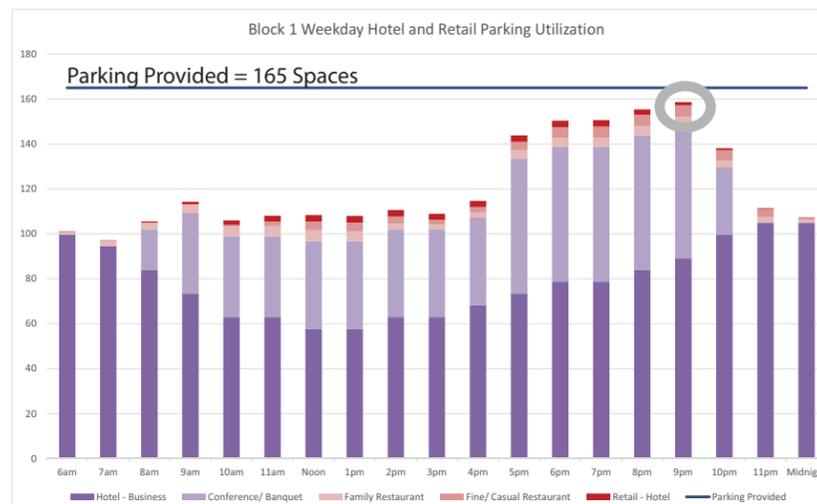
- 564 Structured Spaces
- 17 Surface Spaces
- 0 On-Street Spaces
- 581 Total Spaces Provided



Peak Commuter Demand
= 62 Spaces
Weekdays at 12pm



Peak Office and Retail Demand
= 354 Spaces
Weekdays at 2pm



Peak Hotel and Retail Demand
= 159 Spaces
Weekdays at 9pm

Block 1 Parking Variance Requests

This is a copy of the zoning variance request table provided on sheet 1 of the Huntington Station Proposed Development at Block 1 for the hotel and office.

Table of Zoning Variances To Be Requested for Block 1
Existing Zoning for Block 1 is C6 - Huntington Station Overlay

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

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

Block 4 Parking Utilization

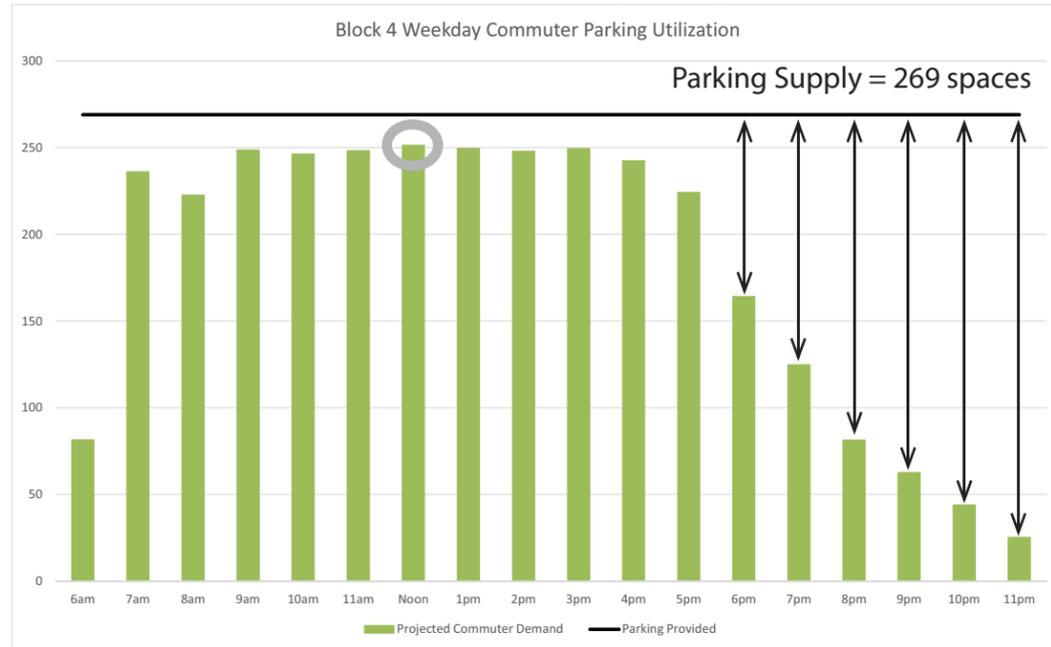
Block 4/ P8 Proposed Parking Allocation & Management:

All spaces will designate the permitted users by the use of signage

269 Commuter Spaces

Duration: Available to commuters for access 24 hours per day

Control: Commuters must show a valid parking sticker



Unused Parking at Block 4/P8

During weekday evenings, as commuters leave the P8 lot, additional parking will become available for evening use:

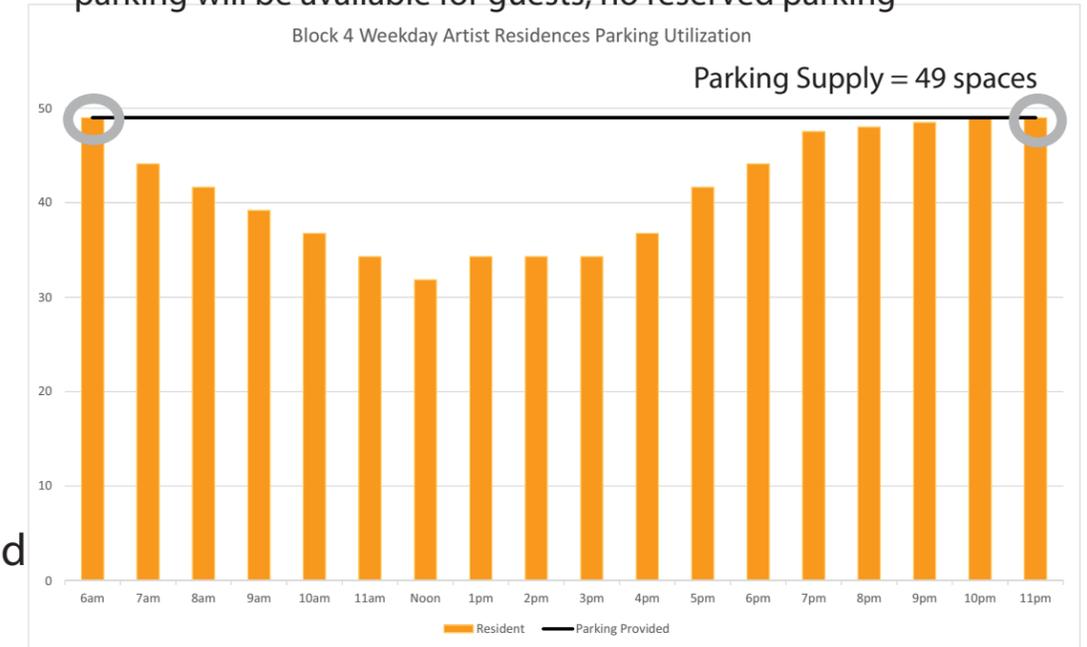
- 5 pm: 45 spaces
- 6 pm: 105 spaces
- 7 pm: 144 spaces
- 8 pm: 188 spaces
- 9 pm: 206 spaces
- 10 pm: 225 spaces
- 11 pm: 244 spaces

As needed, users of adjacent blocks could utilize this excess capacity.

49 Resident Spaces

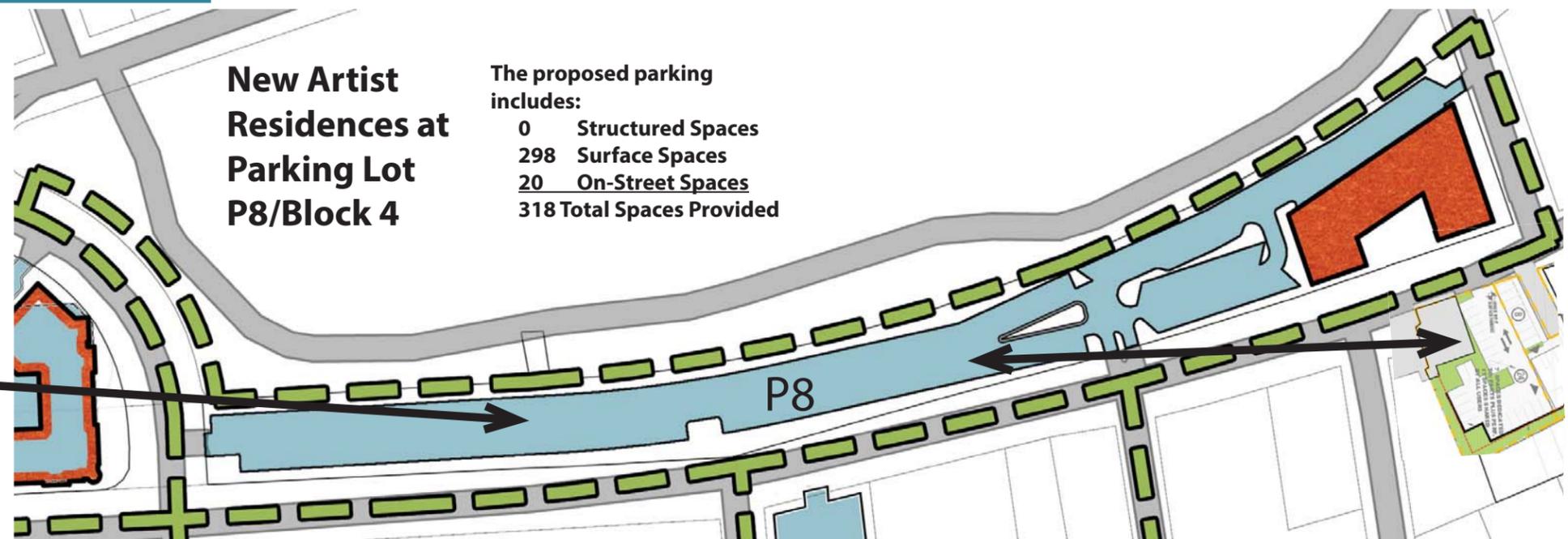
Duration: Available to residents and their guests for access 24 hours per day

Control: Residents must display a valid parking permit; short term parking will be available for guests; no reserved parking



Peak Commuter Demand = 251 Spaces Weekdays at 12 pm

Peak Resident Demand = 49 Spaces Weekdays 11pm-6am and Weekends 8pm-6am



Block 4 Parking Variance Requests

This is a copy of the zoning variance request table provided on sheet 5 of the Huntington Station Proposed Deverlopment at Block 4 for the artist studio residences and commuter parking.

Table of Zoning Variances To Be Requested for Block 4
Existing Zoning for Block 4 is R3M

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

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

Block 7 Parking Utilization

New Mixed Use Development at Parking Lot P10/ Block 7

The proposed Mixed-Use Neighborhood Center development at Gateway Plaza entails a combination of residential, retail, office and restaurant uses. Parking for this development will be provided as a two level parking deck accessible on the lower level from New York Ave. and on the upper level from Olive St. The upper level will be used for resident parking while the lower level, as well as shared parking on the surface lot to the south, will be available to all patrons.

Block 7 / Lot P10 Parking Allocation & Management

All spaces will designate the permitted users by the use of signage

68 Commercial Parking spaces

Duration: Short term parking for patrons and employees

Control: Off-street and on-street parking will be designated for shared use by commercial patrons, employees, and guests;

68 Resident Parking spaces

Duration: Available to residents and their guests for access 24 hours per day

Control: Residents must display a valid parking permit; short term parking will be available for guests; no reserved parking

- The 44 spaces on level 2 are restricted to resident permits only
- 24 spaces on level 1 will be designated for resident permits

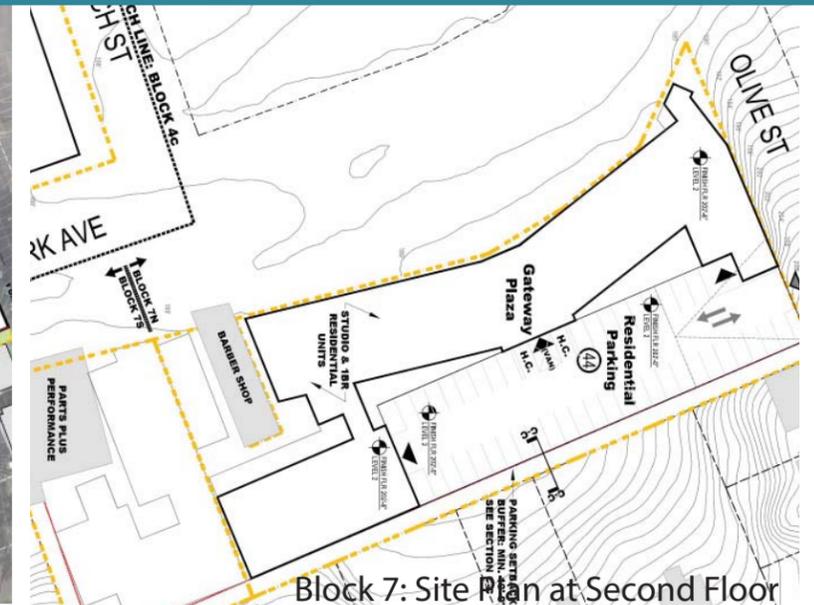
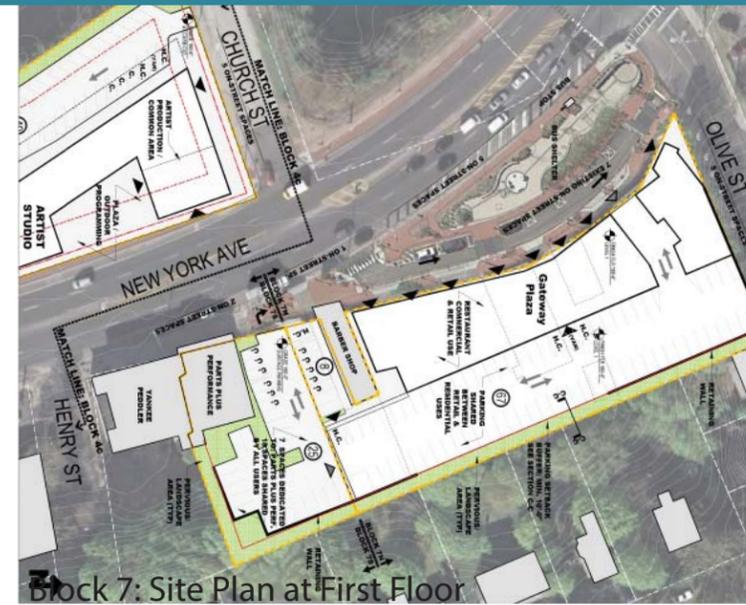
22 Undedicated Parking spaces

- There are 22 undedicated spaces available for commercial use during daytime hours
- There are 22 undedicated spaces available for residential use during evening hours

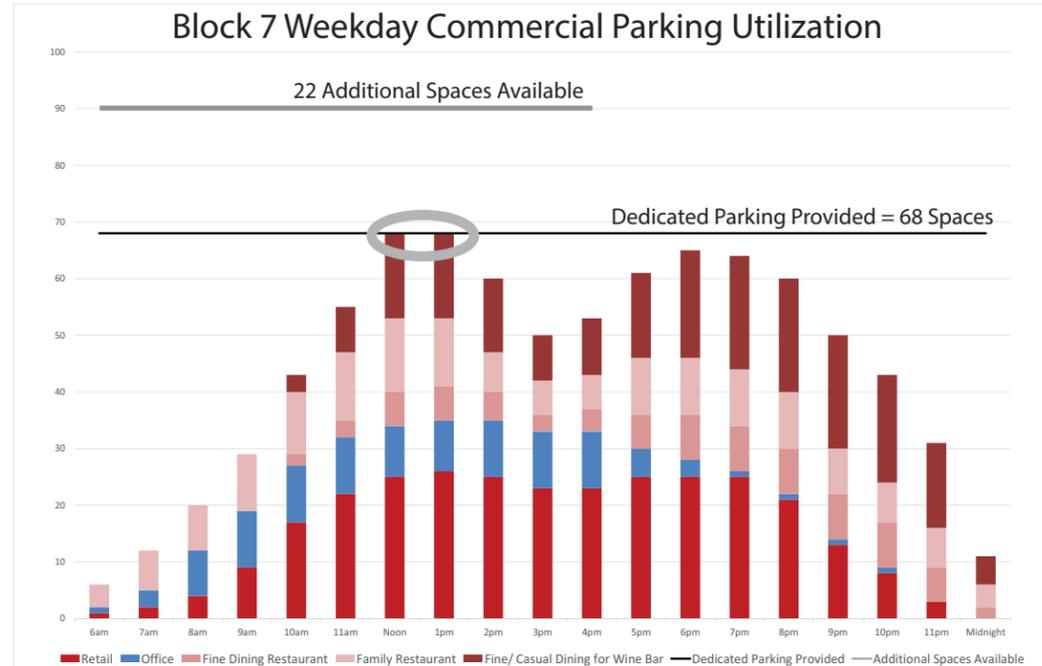
This lot is not encouraging use by commuters

The proposed parking includes:

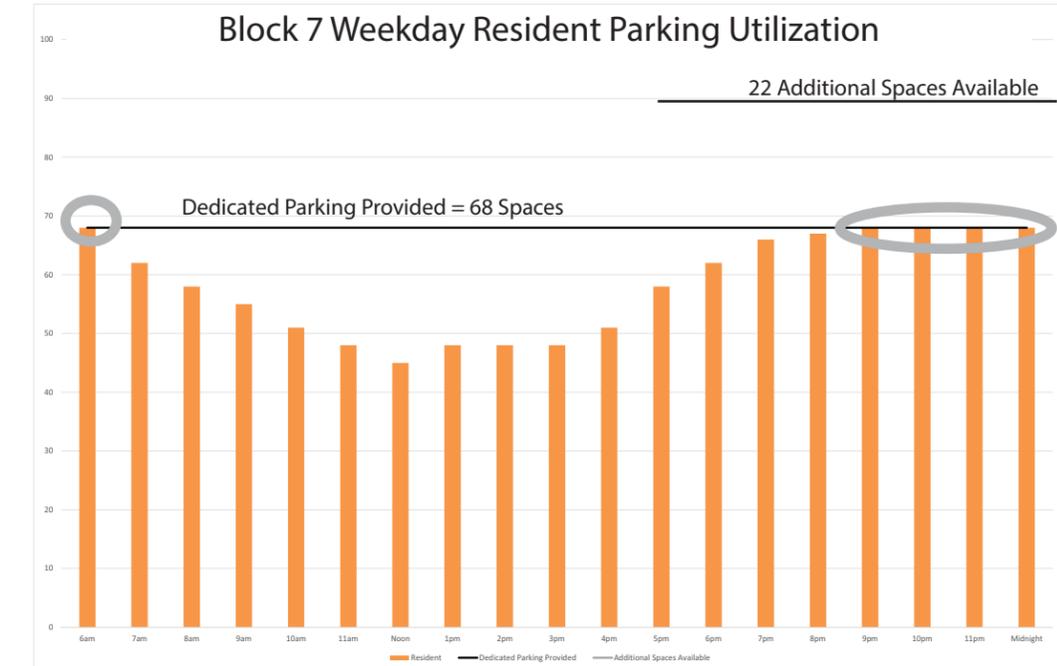
- 111 Structured Spaces
- 8 Surface Spaces
- 21 On-Street Spaces
- 18 Spaces Shared with 7S
- 158 Total Spaces Provided



Gateway Plaza Area Parking Utilization by Development Phase						
	Existing Conditions	After Reconfiguration	Phase 1 Construction	Phase 1 Completion	Phase 2 Construction	Phase 2 Completion
Proposed Action		No Action	Demo Existing Buildings & Construct Mixed Use Building on Block 7/ P10	New Mixed Use Building Completed on P10	No Action	No Action
Parking Supply	7	7	0	158	158	158
Parking Demand at Peak Period	5	5	0	136	136	136
Unused Spaces at Peak Period	2	2	0	22	22	22



Peak Commercial Demand = 68 Spaces Weekdays 12pm-1pm



Peak Resident Demand = 68 Spaces Weekdays 9pm-6am

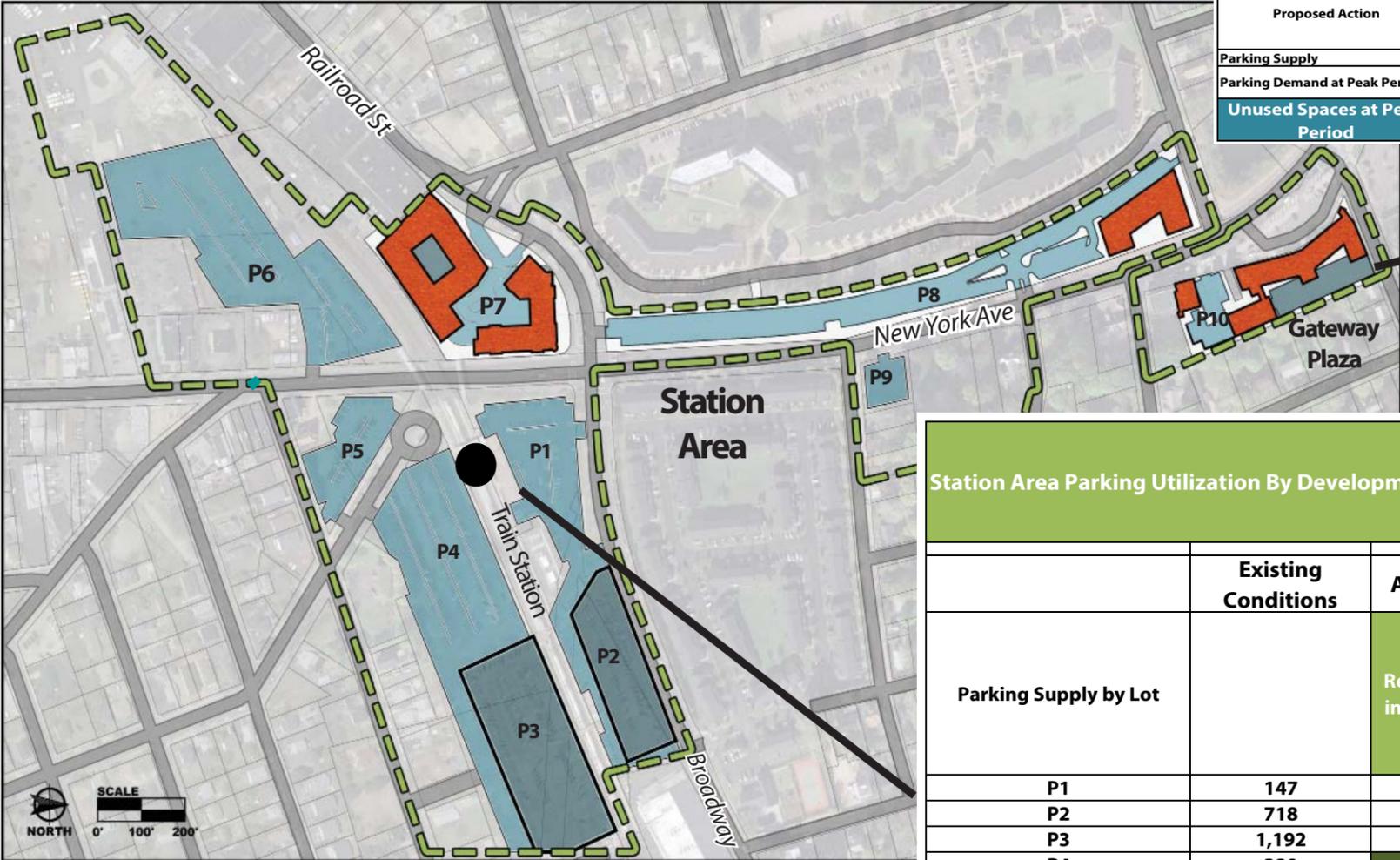
Block 7 Parking Variance Requests

This is a copy of the zoning variance request table provided on sheet 8 of the Huntington Station Proposed Development at Block 7 for Gateway Plaza.

Table of Zoning Variances To Be Requested for Block 7
Existing Zoning for Block 7 is C6 - Huntington Station Overlay and R5

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

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



Gateway Plaza Area Parking Utilization by Development Phase						
	Existing Conditions	After Reconfiguration	Phase 1 Construction	Phase 1 Completion	Phase 2 Construction	Phase 2 Completion
Proposed Action		No Action	Demo Existing Buildings & Construct Mixed Use Building on Block 7/ P10	New Mixed Use Building Completed on P10	No Action	No Action
Parking Supply	7	7	0	158	158	158
Parking Demand at Peak Period	5	5	0	136	136	136
Unused Spaces at Peak Period	2	2	0	22	22	22

Station Area Parking Utilization By Development Phase					LEGEND	Building Construction Activity
	Existing Conditions	After Reconfiguration	Phase 1 Construction	Phase 1 Completion	Phase 2 Construction	Phase 2 Completion
Parking Supply by Lot		Reconfigure P4, P5 & P6 to increase available parking	Construct Hotel & Office on Block 1/ P7	New Hotel, Office & Parking Structure Completed on P7	Construct Artist Residences on Block 4/ P8	New Artist Residences Completed on P8
P1	147	147	147	147	147	147
P2	718	718	718	718	718	718
P3	1,192	1,192	1,192	1,192	1,192	1,192
P4	329	376	376	376	376	376
P5	95	170	170	170	170	170
P6	345	402	402	402	402	402
P7	245	245	0	581	581	581
P8	373	373	373	373	261	318
P9	21	21	21	21	21	21
Total Parking Supply- Station Area	3,465	3,644	3,399	3,980	3,868	3,925
Net Gain/(Loss) from previous		179	(245)	581	(112)	57
Commuter Parking Demand	3,138	3,138	3,138	3,138	3,138	3,138
New Development Parking Demand	0	0	0	512	512	561
Total Demand	3,138	3,138	3,138	3,650	3,650	3,699
Unused Spaces at Peak Period	327	506	261	330	218	226

Station Area and Gateway Plaza Area Parking Conclusions

The tables to the right provide parking supply by lot, commuter parking demand and new development parking demand. At the Station Area, based upon the commuter parking demand survey and the new development demand projections by day and hour, Renaissance Downtowns at Huntington Station projects at least 218 unused parking spaces at all times and at least 226 unused parking spaces at all times after Phase 2 completion. At the Gateway Plaza Area, based upon the existing demand survey and the new development demand projections by day and hour, Renaissance Downtowns at Huntington Station projects at least 22 unused parking spaces at all times after Phase 1 completion.