

Appendix F-2
Parking Assessment

N&P, LLP

April 2015

PARKING ASSESSMENT

HUNTINGTON STATION GATEWAY DEVELOPMENT

Huntington Station

Town of Huntington

April 2015

N & P JOB NO. 12019

NELSON & POPE
ENGINEERS & SURVEYORS



572 WALT WHITMAN ROAD, MELVILLE, NY 11747-2188 . (631)427-5665 . FAX(631)427-5620 . www.nelsonpope.com

Parking Assessment

Consistent with the recommendations of the Town Comprehensive Plan, a detailed Parking Management Plan (PMP) 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. This parking assessment is a summary of the key items and findings of the Parking Management Plan. The following tasks were performed in the parking assessment:

- Parking counts were conducted at the existing commuter parking areas within the study area on weekdays from 6am to 8pm (March 17, 19 and 20th, 2014) and Saturdays (March 22, 2014 and November 15, 2014) from 11am to 7pm.
- Parking surveys were conducted at uses similar to the proposed (medical office, apartments, and hotels) on several days (weekdays and weekend).
- The parking data collected at the existing LIRR commuter parking areas was tabulated and the exiting peak parking demand estimated. To ensure a conservative estimate of the commuter demand, the peak recorded hourly demand observed during the surveys was utilized for each hourly interval.
- The parking data collected at the uses similar to the proposed was summarized and utilized to calculate peak parking demand rates for these uses. These calculated rates and rates contained in other industry standard resources including The Institute of Transportation Engineers' Parking Generation Manual 3rd and 4th Editions, Dimensions of Parking, 5th Edition, and Urban Land Institute's Shared Parking, 2nd Edition were utilized to estimate the peak parking demand of the proposed development. The calculated parking rates were compared to the Town's parking requirement.
- The estimated parking demand was compared to parking spaces provided for with the proposed development to determine if the parking demand is met.
- Three of the existing commuter parking areas were reconfigured to optimize parking.

The following is a summary of the parking assessment. The remainder of the parking data and more detailed analyses are contained in the Parking Management Plan.

Existing Parking Demand

The parking surveys were conducted at the existing commuter parking areas within the study area on weekdays from 6am to 8pm (March 17, 19 and 20th, 2014) and Saturdays (March 22, 2014 and November 15, 2014) from 11am to 7pm on an hourly basis. Page 3 and Page 5 of the Parking Management Plan show the various existing parking lots that were included in the survey. **Tables 1** and **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.

A review of **Tables 1** and **2** reveal that the current peak parking demand of the commuter parking areas occurred at noon during the weekday with a total of 3,138 (90.6%) parked vehicles and the parking areas are highly underutilized during the weekend. From the review of the existing parking data, it can be seen that on any typical weekday there are at least 327 parking spaces available during the highest peak period.

Existing Parking Space Optimization

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 8ft 6in to 9ft and from 18ft to 20ft in depth. According to the Urban Land Institute and the Institute of Transportation Engineers, a stall dimension of 8ft 6in width is optimal. The Long Island Railroad already has 8ft 6in by 18ft stalls at many Long Island train stations (Mineola, Seaford and Rockville Center stations, see page 8 of the Parking Management Plan). Based upon the extensive documentation supporting these more compact parking stall dimensions, restriping/reconfiguration of the commuter parking lots is proposed as follows to optimize the number of parking spaces available for commuters in closest proximity to the LIRR:

- High Turnover Parking space – 9ft by 18ft
- Proposed Low to Moderate Turnover parking space – 8ft 6in by 18ft
- Proposed Compact Parking Space – 8ft by 18ft

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 Parking Management Plan for layout of the proposed reconfigurations). Based upon the proposed parking lot reconfigurations, the peak weekday parking surplus will be 506 spaces (327 spaces of unutilized spaces during the peak period + 179 spaces additional spaces based on reconfiguration) prior to the proposed project construction. The peak parking available post project construction is discussed below.

Table 1: Parking Observations– Weekday

Time of Day	Existing Parking Areas									
	Lot P7	Lot P1	P2 (Garage)	Lot P8	Lot P9	Lot P6	P3 (Garage)	Lot P4	Lot P5	Total
	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles
6:00 AM	44	55	541	19	2	17	331	81	17	1107
7:00 AM	240	112	700	183	16	203	1083	322	88	2947
8:00 AM	218	109	714	85	8	152	1082	323	87	2778
9:00 AM	238	139	718	205	17	225	1147	322	92	3103
10:00 AM	237	119	718	179	18	221	1168	323	91	3074
11:00 AM	237	120	718	193	19	225	1176	321	89	3098
12:00 PM	237	142	718	202	20	228	1179	322	90	3138
1:00 PM	235	119	718	210	20	220	1182	321	89	3114
2:00 PM	232	122	708	210	19	222	1177	315	89	3094
3:00 PM	234	143	707	205	18	226	1177	316	87	3113
4:00 PM	231	125	688	205	17	223	1144	307	86	3026
5:00 PM	223	105	649	198	15	217	1031	280	78	2796
6:00 PM	191	84	470	162	11	178	707	193	51	2047
7:00 PM	98	104	394	103	11	103	575	139	31	1558
8:00 PM	88	56	226	82	8	91	335	113	16	1015
Capacity	245	147	718	373	21	345	1192	329	95	3465

Table 2: Parking Observations– Saturday

Time of Day	Existing Parking Areas									
	Lot P7	Lot P1	P2 (Garage)	Lot P8	Lot P9	Lot P6	P3 (Garage)	Lot P4	Lot P5	Total
	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles	Parked Vehicles
11:00 AM	80	95	234	30	1	14	85	60	2	601
12:00 PM	84	119	268	28	2	16	76	61	4	658
1:00 PM	75	118	267	33	2	40	96	72	5	708
2:00 PM	41	117	288	31	2	14	93	69	4	659
3:00 PM	38	115	309	19	2	14	91	66	4	658
4:00 PM	36	114	310	31	2	13	96	64	6	672
5:00 PM	43	104	287	29	1	11	76	62	4	617
7:00 PM	47	0	265	20	1	0	61	41	0	435
Capacity	245	147	718	373	21	345	1192	329	95	3465

Note: 6:00 PM counts were not collected, thus do not appear in the table above.

Parking Demand and Supply for Proposed Development.

The proposed development consists of the following:

- Block 1: 140 room hotel and approximately 100,000 SF of office/commercial space
- Block 4: 49 Artist residences
- Block 7: 68 residences and approximately 16,500 SF of retail/office/restaurant.

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.

In order to estimate the parking required for the proposed development, the recommended parking rates developed from the rates obtained from the uses similar to the proposed and the rates contained in other industry standard resources like The Institute of Transportation Engineers' Parking Generation Manual 3rd and 4th Editions, Dimensions of Parking, 5th Edition, and Urban Land Institute's Shared Parking Manual, 2nd Edition were utilized (see **Table 3**). 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** provides a summary of the existing parking requirements and the proposed modifications to the parking requirements.

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 parking requirements are requested. The following summarizes the proposed parking rates by use:

Medical Office: The Town Code requires one space for every 250 SF of gross land area (GLA). However, given the proximity of the proposed medical office use to public transportation, parking surveys of two existing medical office buildings in proximity to LIRR stations were conducted (see **Appendix A**). The field surveys of parking utilization at 444 Merrick Road, Lynbrook revealed a peak demand of 1 space per 385 SF and the survey at 520 Franklin Ave, Garden City demonstrated a peak demand of 1 space per 326 SF. To provide for a conservative rate, the suggested parking ratio of 1 space per 285 square feet is recommended.

Hotel: The Town Code requires 1.25 spaces per sleeping room or suite. The Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition, which provides recommended parking ratios based on field surveys by use type

recommends 0.75 parking stalls per occupied room for business hotels. To provide for a conservative rate, a rate of 0.75 stalls per hotel room/suite is proposed.

Hotel Banquet and Meeting Space: The Town Code requires one space per 75 SF of gross floor area (GFA). Based on a nation-wide assessment of parking standards completed by the American Planning Association¹, a ratio of one space per 100 SF of GFA is recommended.

Multi-family Residential Units: The Town Code requires 2.5 spaces per dwelling unit. Given that the proposed residential units associated with the project are all either studio or one bedroom units located in close proximity to public transportation and have shared parking opportunity due to mix use or commuter parking nearby, parking demand was evaluated. To determine a suitable parking rate, parking surveys of three existing apartment complexes in proximity to LIRR stations were conducted (see **Appendix A**). It is noted that the field surveys of parking utilization at the similar apartment complexes located in Farmingdale, Babylon and Patchogue all involved buildings with larger units/more bedrooms than the proposed project. The average peak parking demand at these three buildings was 1 space per dwelling unit. Therefore, 1 space per residential dwelling unit is recommended.

Restaurant: The Town Code requires one space per 50 SF of GFA. However, the Town Code permits a parking ratio of five 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". Given the mixed use nature of the restaurant locations, and proximity to the LIRR, there is similar opportunities for shared customer parking under the proposed action as a traditional shopping center. Therefore the same parking ratio of five spaces per 1,000 square feet is supported and requested.

Wine Bar/Beer Pub/Tavern: The Town Code requires one space per 15 SF of GFA. As discussed above, the proposed uses are expected to mainly be supported by the mix of office, commercial and residential uses proposed as part of the project and in the immediate area. Walk in traffic from LIRR commuters is also expected. Therefore, a reduction in the parking requirement is warranted. According to the Urban Land Institute's Shared Parking, 2nd Edition (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. The Town of Smithtown follows this requires (1 space per 100 square feet, or 10 per 1,000 square feet) as well. Therefore, a parking ratio of 1 space per 100 square feet is recommended and requested.

¹ American Planning Association Planning Advisory Service Report 510/511 *Parking Standards*

Retail/Service: The Town Code requires one space per 200 SF of GFA. As discussed above, the retail/personal service uses are expected to mainly be supported by the mix of office, commercial and residential uses proposed as part of the project and existing in the immediate area. Walk in traffic from LIRR commuters is also expected. Therefore, a reduction in the parking requirement is warranted. According to the ITE Parking Generation, 3rd Edition², 2.75 spaces per 1,000 square feet for "General and Convenience Retail" is recommended. To be conservative, a ratio of 3.0 spaces per 1,000 square feet is recommended and requested.

Shared Parking

The proposed parking to be provided (see **Table 3**) also accounts for shared parking that would occur due the mixed use nature of the development and the different times of day when uses require peak parking demand (i.e., office uses require parking during working hours, while residential uses typically require parking in the evening and overnight hours). Therefore, percentage reductions were applied to the parking demand based on typical shared parking utilization percentages from the ULI Shared Parking, Second Edition (Tables 2-5 and 2-6).

² See Dimensions of Parking, 5th Edition Figure 4-1

Table 3: Proposed Parking for New Development

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
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.
880	1 space per 200 SF of GFA	4	1 space for every 333 SF of GLA	3	9pm Weekday	95%	3	159	165	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)
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)
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.
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 the weekday and 0.7 spaces/occupied room during the weekend. Therefore we have concluded that a ratio of 0.75 spaces per room is appropriate (which assumes full occupancy).
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 Parking Standards, we have concluded that a parking ratio of 1 space per 100 square feet of gross floor area is appropriate.
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 that 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.
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.
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.
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)
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
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	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 that 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.

Overall Parking Supply

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** summarizes the parking demand and supply calculations:

Table 4: Parking Supply and Demand– LIRR Station Area

Station Area (Block 1 and Block 4)			
	Existing Conditions	Reconfiguration of Commuter Parking Area	After Development (net gain of 460 spaces)
Parking Supply	3,465	3,644	3,925
Peak Commuter Parking Demand	3,138	3,138	3,138
New Development Parking Demand	0	0	561
Total Demand	3,138	3,138	3,699
Surplus Spaces at Peak Period	327	506	226

Table 5: Parking Supply and Demand– Gateway Plaza Area

Gateway Plaza Area (Block 7)		
	Existing Conditions	After Development
Parking supply	7	158
Parking demand	5	136
Surplus spaces at Peak period	2	22

From the review of the **Tables 4 and 5** above, it can be seen data the parking supply for both the Station Area and Gateway Plaza Area exceeds the parking demand.

Conclusions

From the review of the results of the parking analyses, it can be seen 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. 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.

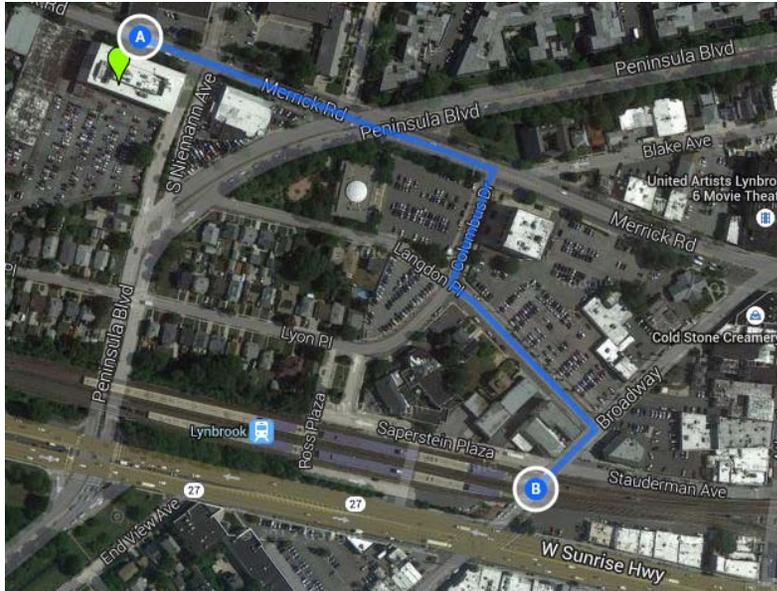
Appendix A – Parking Surveys

Huntington Station Gateway Development Parking Assessment

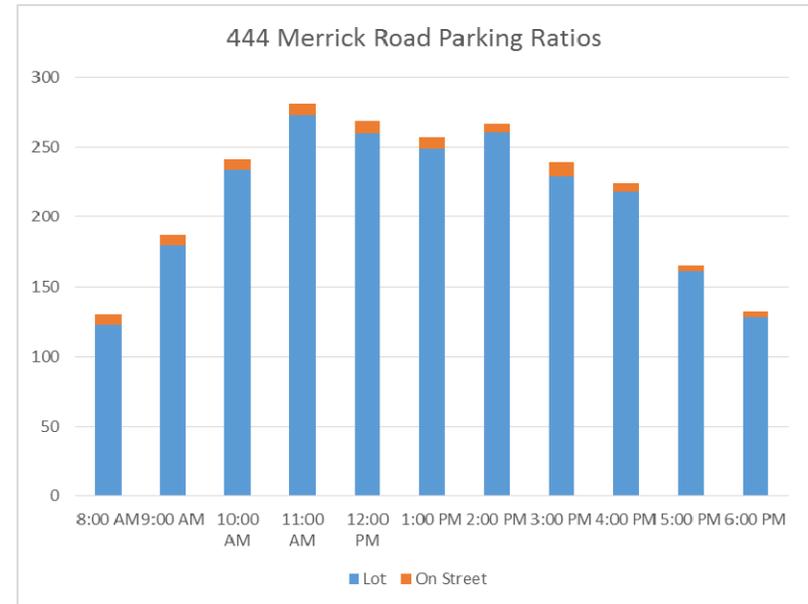
MEDICAL OFFICE - 444 Merrick Rd, Lynbrook NY

This facility has 107,910 SF of medical office space located approximately 0.16 miles from the Lynbrook LIRR Station.

Parking utilization counts were completed on May 16, 2014.



Location Map - Source: Google Maps



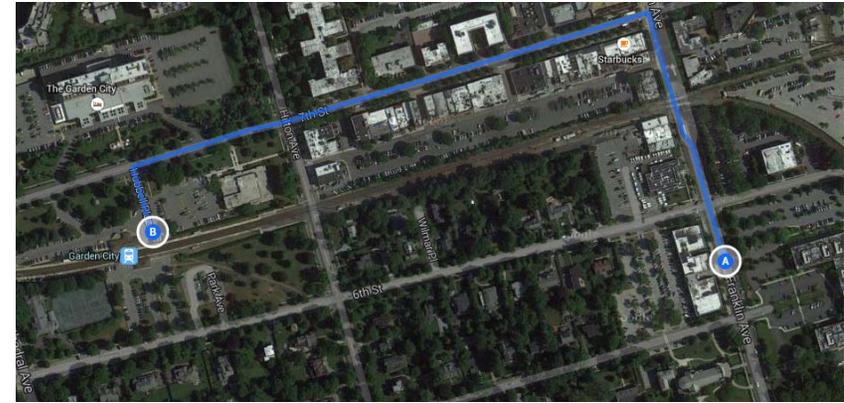
Office	444 Merrick Road, Lynbrook 5/16/2014 107,910 SF Medical Office		
Hour	Total Spaces Occupied	Occupied On Street Spaces	Ratio (Cars/1000 SF)
8:00 AM	123	7	1.20
9:00 AM	180	7	1.73
10:00 AM	234	7	2.23
11:00 AM	273	8	2.60
12:00 PM	260	9	2.49
1:00 PM	249	8	2.38
2:00 PM	261	6	2.47
3:00 PM	229	10	2.21
4:00 PM	218	6	2.08
5:00 PM	161	4	1.53
6:00 PM	128	4	1.22

Huntington Station Gateway Development Parking Assessment

MEDICAL OFFICE - 520 Franklin Ave., Garden City, NY

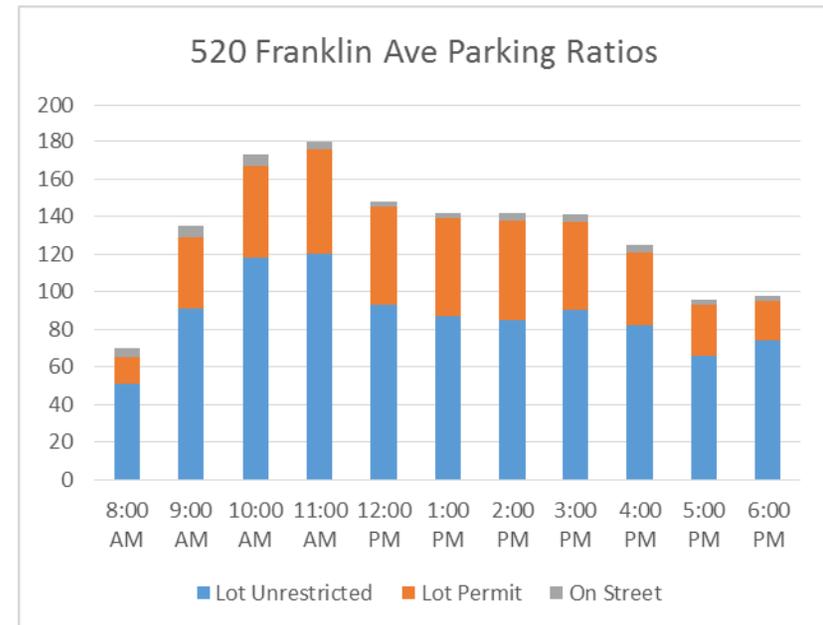
This facility has 58,659 SF of medical office space located approximately 0.36 miles from the Garden City LIRR Station.

Parking utilization counts were completed on June 24, 2014.



Location Map - Source: Google Maps

Office	520 Franklin Ave, Garden City 6/24/2014 58,659 sf Medical Office			
Hour	Lot Unrestricted	Lot Permit	On Street	Ratio (Cars/1000SF)
7:00 AM	9	9	0	0.31
8:00 AM	51	14	5	1.19
9:00 AM	91	38	6	2.30
10:00 AM	118	49	6	2.95
11:00 AM	120	56	4	3.07
12:00 PM	93	52	3	2.52
1:00 PM	87	52	3	2.42
2:00 PM	85	53	4	2.42
3:00 PM	90	47	4	2.40
4:00 PM	82	39	4	2.13
5:00 PM	66	27	3	1.64
6:00 PM	74	21	3	1.67



RESIDENTIAL APARTMENTS- ArtSpace Patchogue NY

This facility has 45 units and 2,500 SF of artist retail space located approximately 0.23 miles from the Patchogue LIRR Station. Parking utilization counts were completed on June 18, 2014.

Rental Apartments	ArtSpace Patchogue 45 Units/2500 sf retail	
Survey Hours	Cars Parked in Surface Lot	Ratio (Cars/Unit)
5:00 AM	47	1.04
6:00 AM	47	1.04
7:00 AM	38	0.84
8:00 AM	34	0.76
9:00 AM	27	0.60
10:00 AM	31	0.69

RESIDENTIAL APARTMENTS- Fairfield, Babylon NY

This facility has 230 units located approximately 0.31 miles from the Babylon LIRR Station. Parking utilization counts were completed on June 25, 2014.

Rental Apartments	Fairfield Babylon 230 Units		
Survey Hours	Cars Parked in Surface Lot	Cars Parked in On-Street	Ratio (Cars/Unit)
5:00 AM	153	45	0.86
6:00 AM	145	39	0.80
7:00 AM	140	34	0.76
8:00 AM	117	25	0.62
9:00 AM	89	22	0.48
10:00 AM	83	19	0.44

RESIDENTIAL APARTMENTS- Fairfield, Farmingdale NY

This facility has 44 units located approximately 0.17 miles from the Farmingdale LIRR Station. Parking utilization counts were completed on June 23, 2014.

Rental Apartments	Fairfield Farmingdale 44 Units	
Occupied	Cars Parked in Surface Lot	Ratio (Cars/Unit)
5:00 AM	49	1.11
6:00 AM	48	1.09
7:00 AM	42	0.95
8:00 AM	41	0.93
9:00 AM	31	0.70
10:00 AM	25	0.57

Average Peak Parking Demand = 1.00 Cars/Unit