

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	6 FT		
1c	198a attachment 1	Side Street Setback	30 FT	6 FT		
Article VII						
Parking Requirements						
2	198-44	At present on-street parking is not explicitly permitted to contribute toward the required off-street parking for each use	"In commercial and industrial districts, all new buildings; and existing buildings that are either (1) altered or expanded to increase the gross floor area, or (2) where there is an intensification of use, shall provide off-street parking spaces as set forth in § 198-47."	Variance seeks to permit those on-street parking spaces directly fronting the site to count towards the off-street parking requirements	Parking Variance	In mixed-use downtown environments on-street parking is often a preferred location for commercial patrons. To best realize the revitalization of Huntington Station it is important to maximize the use of available parking to promote economic development. Counting and considering on-street parking towards off-street parking standards is a standard practice for successful downtowns.
3	198-45.E	Charging fees for parking spaces	"No rental or use charge shall ever be imposed for any parking spaces required by this article."	Variance seeks permission to charge fees for parking spaces	Parking Variance	In mixed-use downtown environments it is customary for parking to be constructed by one entity, operated and maintained by a separate entity and there may be 2, 3 or more users sharing the same space. In many cases, it is necessary to permit the use of parking fees to cover the costs for constructing and maintaining shared parking by those who benefit from parking provided by others.
4	198-46	Joint use; off-site use. B. Upon application to and public hearing by the Zoning Board of Appeals, the Board may find that up to fifty (50%) percent of the required parking ... may be provided and used jointly by... ..uses not normally open or operated during the same hours.	Off-site and joint use parking is permitted per the definition shown at the left.	Variance seeks the approval of a Parking Management Plan to demonstrate adequate parking for the existing and proposed uses of this site. To fulfill the parking requirements this plan may employ, but is not limited to: on-street parking; off-street parking; shared parking by seasonal, daily, hourly or other factors; transportation mode splits for pedestrian use, rail use and/or bus use; off-site parking; and valet parking.	Parking Variance	Consistent with best practices for mixed-use transit-oriented downtown environments across the United States and the recommendations of the Huntington Station Development Strategy approved by the Town of Huntington in 2013, a Parking Management Plan is being prepared to demonstrate effective strategies for optimizing parking in this district.
5	198-47	Multifamily dwelling with no garages or driveways.	With roads at least 34 feet in width, curb to curb, 2.5 spaces per dwelling.	1 parking space per dwelling unit ¹	Parking Variance	Based upon national and local research into the parking practices of residents of similarly sized residences and those residences in close proximity to transportation options, the required parking should be significantly lower than current parking standards for this use. These reduced off-street parking requirements can be justified through the use of parking studies, transit-oriented development parking standards, shared use analyses and home to work travel mode demographic studies. See Page 16 for residential reference standards.
Article VII						
Required Off-Street Parking						
6	198-48.E	Design Standards for Parking Spaces	"A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than three hundred fifty (350) square feet, including driveways... ..Each space shall have dimensions of not less than nine (9) feet by twenty (20) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately three hundred (300) square feet per car..."	Variance requested: "A parking space shall be a surfaced area, enclosed in a building or unenclosed, having an area of not less than two hundred fifty five (255) square feet, including driveways... ..Each space shall have dimensions of not less than eight (8) feet six (6) inches by eighteen (18) feet..." and "...A maximum of up to ten (10%) percent of all required parking spaces, whether in a building or unenclosed, may be designated for small-car parking, providing an area of approximately two hundred forty (240) square feet per car..."	Parking Variance	According to the Urban Land Institute: The Dimensions of Parking, – 3rd Edition, page 83, "The size of the average car driven in the United States has been drastically reduced since the early 1970s because of an increase in the number of small cars sold. Total small car sales now account for more than half the cars sold. The reduction in vehicle dimensions has also reduced the size requirements of the average parking space. Instead of a parking stall being 9 feet wide, it can be as narrow as 8 feet wide for very low turnover situations; a stall width of 8'-6" is satisfactory for most higher turnover applications."
Article VIII						
Off Street Loading						
7	198-53 (A)	A loading space [...]. The first required loading space may have a minimum dimension of ten (10) feet by twenty-five (25) feet [...]. All other loading spaces shall have a minimum dimension of twelve (12) feet by thirty-five (35) [...].	2 Loading Spaces One space 25'x10' One space 35'x12'	2 Loading Spaces to match parallel parking dimensions	Dimensional	The nature of the development & use is not industrial and therefore requirements for "trailer" sized loading areas do not match the intended use and would not be utilized by the use.
FOOTNOTES: ¹ - See the detailed backup on pages 14 through 19 of the Huntington Station Parking Management Plan for modifications to the parking ratios and application of the Urban Land Institute's Shared Parking methodology.						

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

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