



Melville Employment Center Plan

Land Use and Zoning Technical Memo

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SECTION 1: EXISTING CONDITIONS

INTRODUCTION

The Melville Employment Center (MEC) is the industrial and commercial area in Melville along New York State Route 110 (see Figure 1). Route 110 is 16 miles in length and runs north-south through the MEC, providing connections to Huntington Village, Walt Whitman Mall, and Farmingdale. One of several major north-south arterials in Nassau and Suffolk Counties that feed from the Long Island Expressway (I-495), Long Island's only interstate route, Route 110 is by far the most developed and is one of the region's most important business corridors.

Most of the commercial and industrial development along Route 110 is concentrated between the Northern State Parkway and the Southern State Parkway. This includes lands in Melville (Town of Huntington) and Farmingdale (Town of Babylon). The MEC includes the core area of commercial, industrial and retail uses found along the corridor's 2.5-mile stretch in Huntington. This area is home to many national and multinational business headquarters, including Nikon, Canon, Henry Schein, Honeywell and Estee Lauder.

The MEC study area is generally bounded by Pinelawn Road/Sweet Hollow Road to the East, Walt Whitman Road to the west and the Huntington Town boundary to the south. The study area also includes parcels accessed from Spagnoli Road as well as the strip of commercial parcels along Route 110 south of Old Country Road (see Figure 2).

The MEC contains a range of land uses, including offices, industry, open space, key institutions and residential uses at varying densities. These uses are arranged in a traditional suburban, automobile-focused development pattern that is characterized by a clear separation of uses, a lack of pedestrian amenities and limited ground-level activity, all of which contribute to high levels of traffic congestion and other issues affecting quality-of-life. The MEC Plan was initiated by the town of Huntington to help manage future growth in the area so as to maintain its position as the Island's preeminent business and employment hub, while addressing community impacts and improving development character. This project is also supported by planning efforts undertaken by Suffolk County, local civic organizations and other regional planning organizations.

The Town's 2008 Comprehensive Plan, Horizons 2020, recognized the MEC's potential to become a more vibrant neighborhood with improved retail, dining, recreation, entertainment and business service opportunities, all of which would provide much-needed amenities to the existing area and residential uses along the periphery of the area. Workforce residential units were suggested for consideration in designated "town center" areas. Horizons 2020 also highlighted the need to balance highly desirable single-family residential uses with economically important commercial and industrial uses, mainly located in the MEC.

Such a reconfiguration would be consistent with strategies being used by communities throughout the region and nation, faced with a similar development pattern, who are seeking to activate

suburban commercial centers into more vibrant, mixed-use nodes. These strategies are also aimed at retaining the young adult population, an issue of critical importance for Long Island, which is seeing a continued erosion in this demographic group. According to the Long Island Index nonprofit group, during the last Census period, Long Island lost 15% of its residents aged 20 to 34, compared with a 5% increase nationwide. Providing a more diverse range of housing options and lifestyle amenities could be a key step in retaining young adults.

In order to achieve these desired shifts in the development pattern of the MEC, a number of changes would need to be implemented, including zoning; traffic improvements; enhanced pedestrian, bicycle and transit services; physical improvements such as landscaping, signage and the establishment of gateways; and area-wide sewer and stormwater management strategies to address future growth.

The MEC Plan provides a complete picture of current conditions, issues and opportunities in the area, and identifies specific implementation strategies to accomplish the desired changes articulated in *Horizons 2020*. These outcomes incorporate best practices for land-use planning, environmental constraints, fiscal realities and the limitations of the Town's existing and anticipated future infrastructure system.

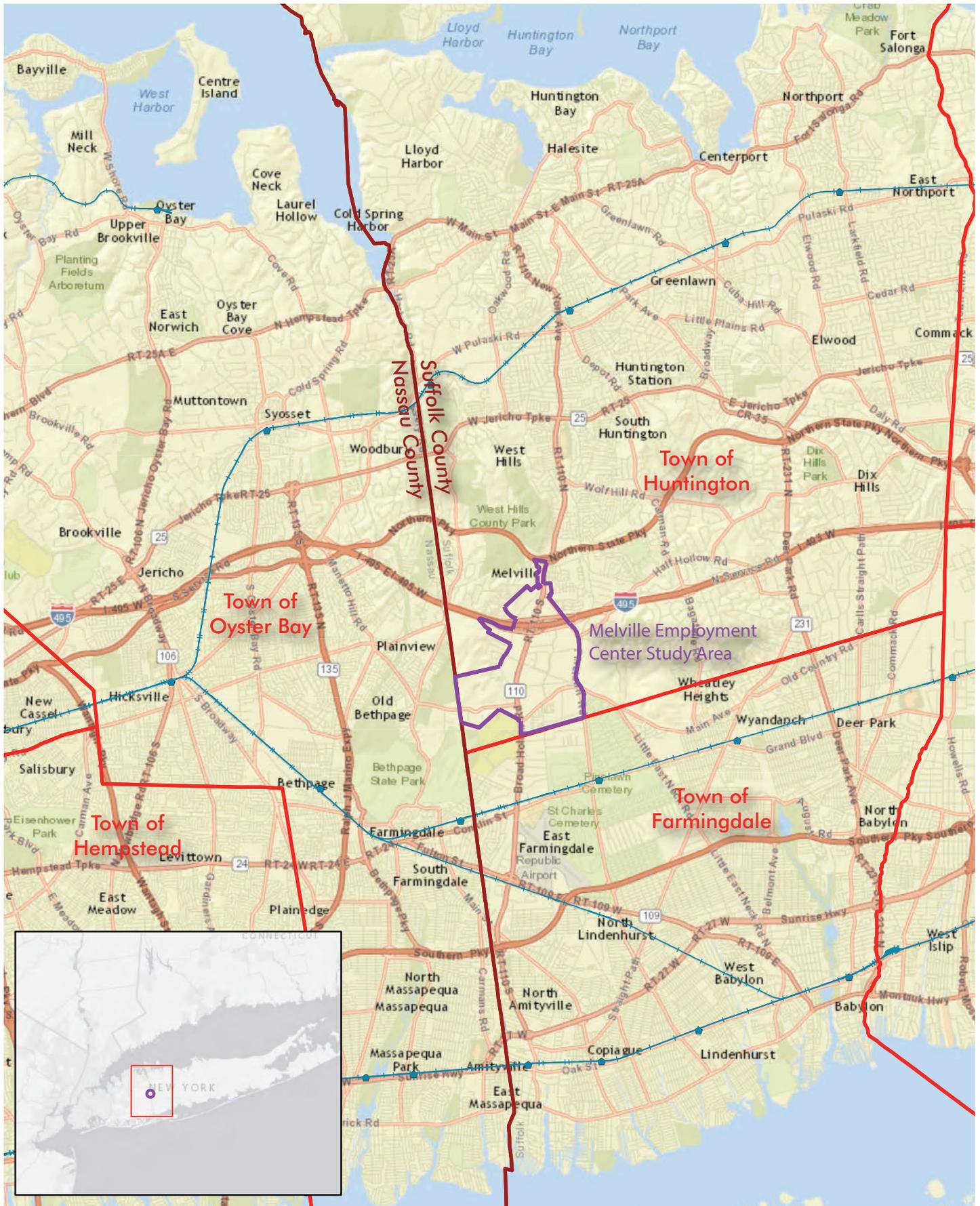


Figure 1: Regional Location

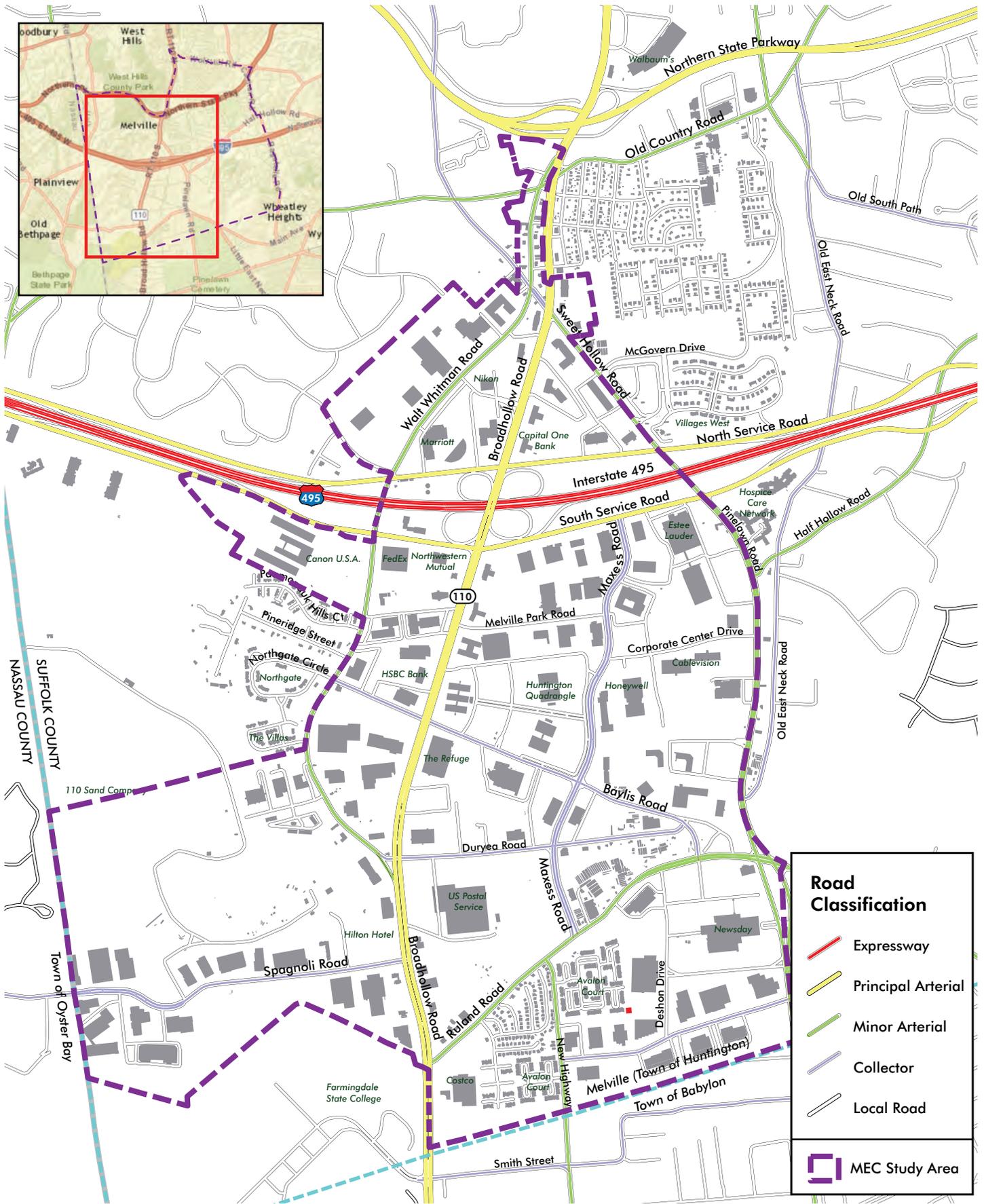


Figure 2: Study Area



Figure 3: Study Area-Aerial

PREVIOUS STUDIES

The MEC has a significant concentration of commercial development and is a key asset to the Town of Huntington, Suffolk County and the region as a whole. As a result, numerous planning studies have been undertaken to address issues and opportunities along the corridor, both in the Towns of Huntington and Babylon. The MEC Plan does not exist in a vacuum, and is cognizant of other planning efforts, including:

- Town of Huntington:
 - Horizons 2020 Comprehensive Plan Update (2008)
 - Melville Industrial Sewer District – Feasibility Study (1984)
 - Melville Route 110 Area Plan (1987)
 - All-Hazard Mitigation Plan (AHMP) (2014)
 - Environmental Impact Statement (EIS) for Canon, Inc. Headquarters facility (2008, 2012)
- Suffolk County:
 - Suffolk County Comprehensive Plan 2035
 - A Review of Selected Growth and Development Areas (2006)
 - Suffolk County Transfer of Development Rights (TDR) Study (2014)
- Other Municipalities, Agencies and Civic Organizations:
 - Route 110 BRT Study (Town of Babylon, 2010)
 - Connect Long Island (Town of Babylon, 2011)
 - Long Island 2035 Visioning Initiative (Long Island Regional Planning Council, 2009)
 - Access to Transportation on Long Island (NYMTC, 2007)
 - Long Island Sustainability Plan (Cleaner Greener Long Island, 2013)
 - East Farmingdale Bus Rapid Transit (BRT) Planning Study
 - Growing Greener Communities (Regional Plan Association, 2007)
 - A New Vision for Long Island’s Economy (Regional Economic Development Councils, 2011)
 - Plan 2040: Regional Transportation Plan (NYMTC, 2013)
 - Long Island’s Future: Economic Implications of Today’s Choices (Long Island Index, 2015)

LAND USE HISTORY

Much of Melville's early history is defined by agriculture. Broadhollow Road (Route 110) was once a major route to transport goods from the South Shore to Huntington, while Old Country Road was a key east-west trading route in Long Island. As seen in the historical aerials, Melville saw a period of rapid transformation from agricultural to office and industrial uses between the 1950s and 1980s. This growth was concurrent with the post-WWII suburban boom in Long Island and the development of the regional roadway network. Route 110 was widened in the early 1950s, and the Long Island Expressway was extended to Melville in 1962. This period saw the rise of the areas surrounding Route 110 as a regional economic hub in an emerging post-industrial American society. The suburban office park land use pattern remains to this day, and is characterized by large, low buildings set behind expansive parking lots.



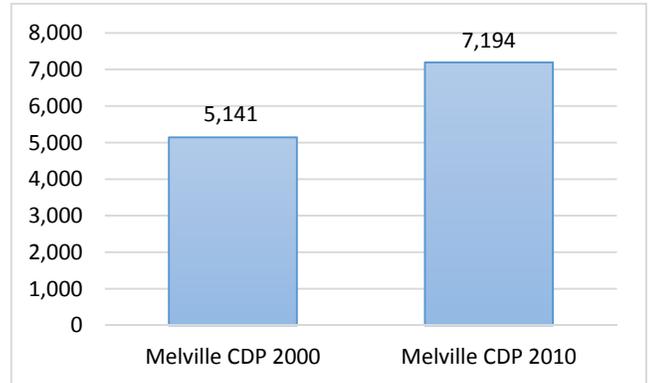
Melville in 1947 (left) and 1978 (right)



Source: Suffolk County

In the past 10 years, the surrounding area has also experienced a sizeable growth in housing development. The Greens at Half Hollow, a 1,400-unit housing development of mostly townhomes for seniors, opened in 2004 on land previously used by New York State for the Long Island Developmental Center. In all of Melville, there was a 40% increase in housing units between 2000 and 2010, primarily the result of zoning changes that led to the development of several large multi-unit housing complexes.

Chart 1: Housing Units in Melville (2000-2010)



EXISTING LAND USE

Figure 4 shows the existing land uses in the MEC and surrounding areas. The study area is dominated by office (33%) and light industrial uses (34%). The office and industrial uses are predominantly built in the style of a suburban office park, which is characterized by large low-rise office buildings surrounded by at-grade parking lots with landscaped setbacks along road frontages. Properties are generally disconnected from one another with dedicated entries and parking lots.

Table 1: MEC Land Uses

Land Use	Parcels	Acres	%
Single Family Residence	136	39.5	2.2%
Two-Family Residence	0	0	0.0%
Townhome/Apartments	266	64.0	3.6%
Commercial	33	65.4	3.7%
Office	74	594.0	33.4%
Industrial	71	606.6	34.1%
Institutional	12	77.9	4.4%
Agriculture	1	1.0	0.1%
Parks and Open Space	1	5.0	0.3%
Vacant	44	63.0	3.5%
Utilities	25	118.8	6.7%
Transportation ROW	-	145	8.1%
Total	663	1780.4	100.0%

Industrial

The majority of the industrial uses are for warehousing, shipping or research facilities. Some of these uses are along Spagnoli Road and other smaller roadways. There is a sand and gravel plant on Spagnoli Road which is permitted by the New York State Department of Environmental Conservation (NYSDEC) to accept clean fill and construction and demolition material. This site is not visible from the Route 110 corridor or from the LIE.

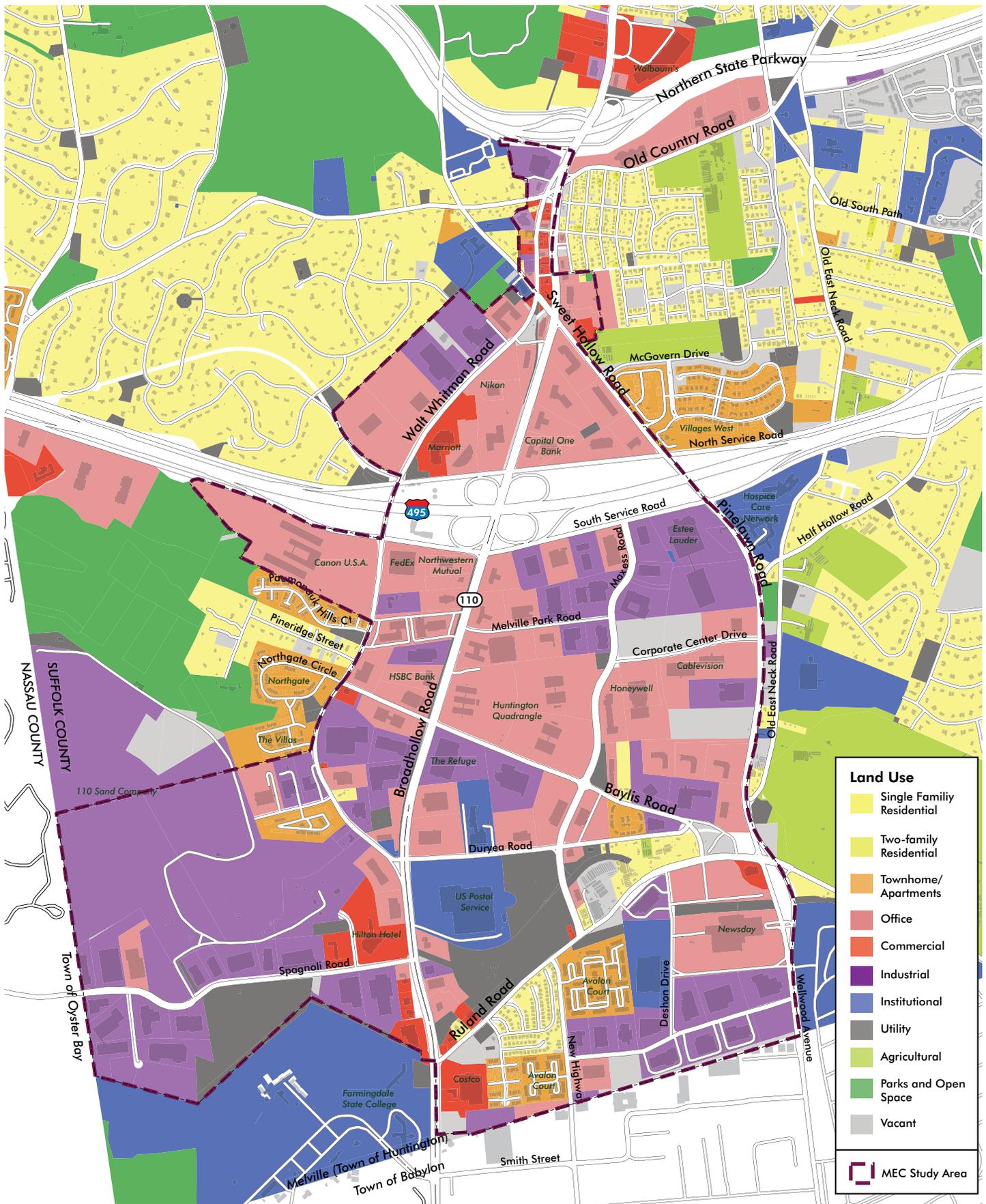


Figure 4: Generalized Land Use Map

Commercial

Commercial uses in the MEC represent approximately 3.7% of the study area and are primarily found in two nodes of activity. There is a strip of retail uses between Walt Whitman Road and Route 110 in the northern portion of the study area. These businesses are sited on narrow lots, which create parking and loading difficulties for many business. These transportation issues are described in greater detail later in this report. The commercial node along Route 110 near Ruland Road includes a Costco, a 7-11, restaurants and several other retail establishments. The Melville Mall is on Route 110 just north of the MEC study area.



Route 110/Walt Whitman Road

Residential

Although the MEC has a reputation as a concentrated area for office and industrial buildings, there are pockets of residential development. Residential areas in the MEC are primarily accessed off of Ruland Road, including the Avalon Court (apartments) and Country Pointe (townhomes) complexes.



Route 110/Ruland Road

Highland Green, an affordable rental multifamily complex, is being built east of Maxess Drive. Areas north of Ruland Road in the study area are primarily single-family interspersed with agricultural and vacant land. Although not included in the study area, residential uses are found along the perimeter of the study including The Coves at Melville (senior housing), Northgate and The Villas on Walt Whitman Road and Villages West at Melville on Sweet Hollow Road.

Institutional and Other Uses

Approximately 4% of the MEC is dedicated to institutional uses. The U.S. Postal Service operates a large distribution facility in the southern portion of the MEC study area along Route 110. The Bochasawasi Akshar Purshottam Swami (BAPS) Hindu temple is under construction on the west side of Deshon Drive, south of Ruland Road. When complete, the two-story 48,000-square-foot complex will include a sanctuary and classrooms offering educational programs, cultural activities, free health clinics and youth activities. Two significant educational uses that border the MEC include Farmingdale State College (SUNY Farmingdale) and the West Hollow Middle School. Other nearby institutional uses, including the Melville Fire Department, a local post office, Sunquam Elementary

School and the Half Hollow Hills Community Library, are concentrated around the intersection of Walt Whitman Road and Route 110.

Less than 1% of land in the MEC study area is reserved for recreation or open space. The Newsday property off Pinelawn Road includes a private softball field. The Pine Ridge Conservation Area lies to the east of the study area, and Mount Misery Town Park and West Hills County Park lie to the north. Three adjoining cemeteries, Long Island National, Pinelawn and Saint Charles, are located southeast of the study area.

Approximately 16% of land in the MEC study area is reserved for utilities and transportation right-of-ways, which includes a significant buffer for the LIE. Long Island Power Authority (LIPA) owns a large area north of Ruland Road that includes electrical transmission infrastructure and some undeveloped lands. There is also an undeveloped property on Spagnoli Road owned by KeySpan. The natural gas provider has approval to develop a 250-megawatt dual-cycle electric generating plant at that site; however, plans have not moved forward. There are a small number of isolated undeveloped parcels in the MEC owned by the Town, some of which are maintained for stormwater management purposes. In addition, there are several undeveloped parcels along Corporate Center Drive and Pinelawn Road that are required set-asides for the septic sewage fields associated with adjacent office buildings.

Land Uses in Adjacent Municipalities

Properties adjacent to the MEC in the Town of Babylon are have a comparable mix of industrial and office uses along the Route 110 corridor, with adjacent residential districts surrounding the core. Republic Airport, a 530-acre State-owned general aviation facility, lies to the south and primarily provides space for corporate jets. The State is considering plans for an underutilized area adjacent to the facility lands, such as commercial development and other compatible uses. The Republic Airport Long Island Railroad (LIRR) station, which was closed in 1986, is planned to be reopened as an inter-modal hub to link LIRR service to bus service enhancements along Route 110.

The Town of Oyster Bay in Nassau County sits to the west of the MEC. This area is predominantly residential, with some industrial and office uses along Bethpage-Sweet Hollow Road (the western extension of Spagnoli Road). Commercial and industrial uses are also found adjacent to the LIE.

EXISTING ZONING

Existing zoning in the study area is shown in Figure 5. As shown on the map and in Table 4, the MEC is primarily zoned for light industrial uses. The I-1, I-2 and I-3 Light Industry districts, combined, cover 86% of the study area. The I-1 Light Industry District (I-1) is the predominant zoning category, covering more than 62% of the study area. The MEC contains almost all of the land zoned I-1 in Huntington.

Industrial Districts

The I-1, I-2 and I-3 Light Industry districts allow for uses such as offices, banking, research laboratories, cold storage, warehousing and other light manufacturing uses (i.e., food storage and distribution, textile manufacturing and furniture assembly). Farming, which was the predominant use prior to the area’s redevelopment in the 1960s, is also allowed. Permitted uses for the three districts are the same, and none allows residential uses. The districts have small differences in conditional uses. For example, in I-1 Districts, if specified criteria are met, concert halls, commercial athletic recreation facilities, restaurants and food shops (accessory only, and not including drive-thru windows), personal service shops and convenience stores are allowed by conditional use permit. Self-service storage facilities are allowed in I-3 as a conditional use. There is only one 1.5-acre parcel in the MEC with the I-3 designation, and it is built out.

Table 2: Industrial Zoned Parcels in the MEC

Zoning District		Acres	%
Industrial Districts (80.9%)	I1	1,112.8	62.5%
	I2	325.9	18.3%
	I3	1.7	0.1%
Commercial Districts (8.5%)	C2	43.5	2.4%
	C4	8.3	0.5%
	C6	59.6	3.3%
	C8	8.1	0.5%
Residential Districts (10.6%)	C10	31.1	1.7%
	R40	90.0	5.1%
	R5	36.8	2.1%
	R3M	50.3	2.8%
	RRM	12.3	0.7%
Total		1,780.4	100%

Table 4 summarizes the area and bulk requirements for the MEC’s industrial districts. Buildings in the I-1 and I-2 district are permitted to be 4 stories, or 58 feet, whichever is less. Building footprints are limited to 30% and 33.5% in I-1 and I-2, respectively. For lots of 10 acres or more in both I-1 and I-2 districts that have direct access to the LIE or its service roads, buildings of six (6) stories or 90 feet are allowed. Additional provisions apply to ensure these buildings are sufficiently set back from the street and that they are silver-rated by the U.S. Green Buildings Council’s Leadership in Energy and Environmental Design (LEED) certification program. The LEED provision helps to ensure the buildings are environmentally responsible in their design, construction and maintenance.

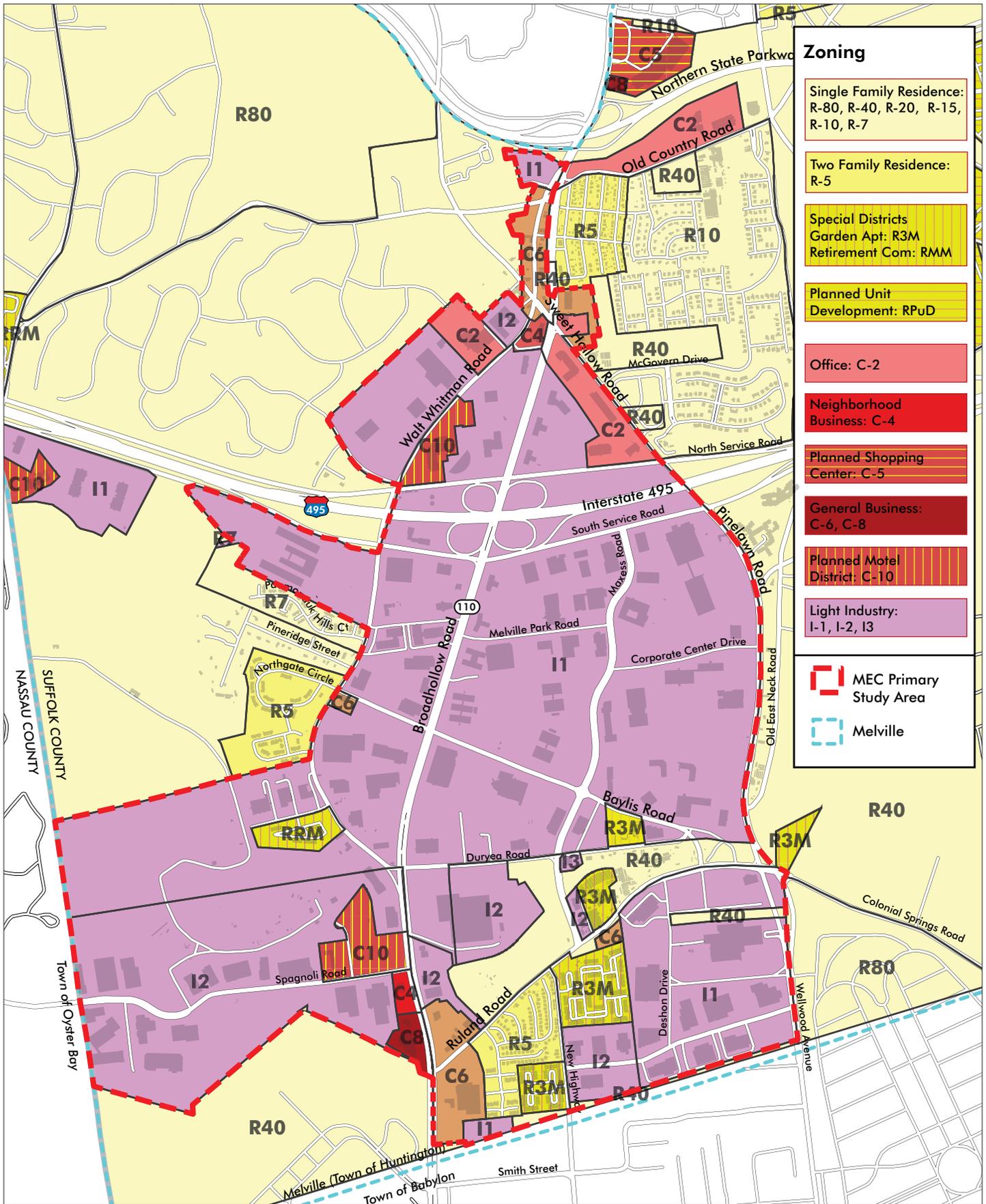


Figure 5: Zoning Map

Table 3: Industrial District Bulk, Height and Setback Regulations

	I-1 District	I-2 District	I-1/ I-2 Next to I-495	I-3 District
Max. Building Height (Stories)	4	4	6 ¹	-
Max. Building Height (Feet)	58	58	90 ²	45
Min Depth of Front Yard (Feet)	100	75	100	50
Min Depth of Rear Yard (Feet)	50	25	50	20
Min. Lot Area (acres)	6	3	10	1
Min. Lot Width (feet)	400	250	400	125
Min. Lot Frontage (feet)	200	250	200	50
Max. Lot Coverage (Building)	30%	33%	25% ³	40%
Min. Distance of Bldg from Residential Zone	100	100	250 ⁴	50

¹ The building may be increased 1 story beyond the four-story requirement to a maximum of 6 stories, for every 30 feet the building exceeds the front yard setback.

² The building may be increased 1 foot in height for every 2 feet the building exceeds the front yard setback up to a maximum of 90 feet above such finished grade.

³ Lot coverage for all buildings and structures (including parking structures) cannot exceed 50%.

⁴ Applies to buildings higher than 58 feet.

Commercial Districts

Commercial districts account for 6% of the land in the MEC study area. There are two main commercial areas in the study area, which are primarily zoned C-6. One is along Route 110 and Walt Whitman Road north of Sweet Hollow Road, and another is along Route 110 at Ruland Road. There are isolated C-6 areas at Baylis and Walt Whitman Roads and on a vacant area Ruland Road east of Maxess Road. The C-6 district (General Business) allows for a wide range of small- to large-retail establishments, restaurants, convenience markets and a variety of other professional services. Maximum building height in this district is 3 stories or 45 feet. The C-6 zone also allows mixed-use buildings with residential uses on upper floors, subject to special bulk and parking provisions.

The commercial area along Route 110 south of Spagnoli Road contain areas zoned C-4 (Neighborhood Business) and C-8 (General Business A). These districts allow single-family dwellings, retail stores, personal-service shops, restaurants and offices. The C-4 district is intended for retail and service outlets designed principally for residential neighborhood service.

North of the LIE, a number of properties are zoned C-2 (Office), which provides for moderate intensity office/research and development and is intended to buffer higher-intensity office uses and residential zones. The C-2 districts are built out, with office uses comparable to those found in the I-1 District. There are hotels located at the two C-10 (Planned Motel) districts mapped in the study area.

Table 4: Commercial District Bulk, Height and Setback Regulations

	C-2 Office Building District	C-4 Neighborhood Business	C-6 General Business	C-8 General Business A*
Max. Building Height (Stories)	2	2	3	2
Max. Building Height (Feet)	30	35	45	35
Min Depth of Front Yard (Feet)	75	50 ²	See § 198-27	35
Min Depth of Rear Yard (Feet)	75	35	-	15
Min. Lot Area (acres)	3	-	-	-
Min. Lot Width (feet)	50	-	-	-
Min. Lot Frontage (feet)	40	-	-	-
Max. Lot Coverage (Building)	25	40	-	50
Residential Uses Allowed	No	Yes ¹	Yes, upper floors	Yes ¹

¹ Separate provisions for residential dwellings, see zoning code.

² Setbacks shall conform to established setbacks on neighboring properties (see § 198-25). No parking allowed within front yard

Residential Districts

Residential-zoned areas are primarily accessed via Ruland Road. The R-40 district, which is found north of Ruland Road, allows for single-family dwellings; this area also has a mix of agricultural uses, vacant land and land owned by LIPA. The R-5 and R-3M (Garden Apartment Special District) south of Ruland Road allows for housing at slightly higher densities. The parcels zoned R-3 and R-3M have already been built out with two-family homes and multifamily dwellings. The R-RM (Retirement Community) district mapped on Park Drive allows for senior housing and has also been built out. Properties surrounding the MEC study area are largely zoned for single-family residential at varying densities. Two-family districts are found at Northgate Circle and Walt Whitman Road (Northgate at Melville Condominiums) and along Route 110 near Old Country Road.

Parking

Off-street parking requirements vary depending on use. Offices require 1 space per 200-300 square feet of floor area depending on the building size. Retail uses generally require 1 space per 200 square feet of floor area, but this requirement may vary with the type of retail use. Although restaurants generally require 1 space per 50 square feet of floor area, no additional parking is required for restaurants accessory to an office use (which represents the only way restaurants are permitted in industrial zones).

ZONING ISSUES

Some of the zoning requirements, especially for minimum lot size, minimum lot frontage, setbacks and parking, are problematic for properties in the study area. These regulations reflect the Town’s vision when the zoning was first adopted, to create an automobile-centered suburban industrial park. However, some of the regulations are now too restrictive and prevent property owners from repositioning their properties to reflect current trends in the office market, generate higher tax rates and create a more vibrant and walkable neighborhood with improved amenities for people who live and work in the MEC.

With regard to minimum lot size, as shown in Table 5, approximately 36% of the industrially zoned parcels have areas below the minimum lot size. Additionally, many properties fall below the minimum lot width and frontage. These nonconforming properties complied with zoning and development regulations at the time they were built; however because of

Table 5: Industrial District Non-conforming Parcels

Zone	Total Parcels	Minimum Lot Size	Parcels below Min Lot Size	
			#	%
I-1	112	6 acres	43	38%
I-2	45	3 acres	14	31%
I-3	1	1 acre	0	0%
Total	158	---	57	36%

subsequent changes to zoning, they no longer meet requirements. Nonconforming uses and structures are not illegal; they are generally allowed to continue as is, subject to local restrictions. However, redevelopment for these properties can be more difficult, as property owners need to apply for a zoning variance in order to build.

The Town’s yard and coverage requirements are the most significant factors that control the form of development. The I-1 district has large setback requirements from the roads and from side and rear property boundaries, which reinforce the suburban office park model with buildings separated from each other by landscaped buffers. Although the 100-foot front yard setback provides a certain degree of open space, the buffer is not usable for recreation and reinforces the vehicle-dominated context by discouraging walking. While current trends in office development are shifting to promote



100 foot setbacks along Route 110

more walkable areas, the current zoning regulations do not support such an environment. Zoning changes will be needed to enable and encourage development that is more walkable, which would mean buildings oriented toward the street as opposed to the parking lot. Code modifications should also consider the potential to cluster facilities to encourage the development of open areas and amenities that are more publicly accessible.

Residential uses are not allowed in any of the industrial districts. Permitting a modest amount of residential development could help create a more dynamic environment that many young workers increasingly prefer, while providing an important amenity for MEC's companies. In addition, today's successful office parks often integrate amenities such as restaurants and neighborhood stores. To maintain a vibrant and competitive office park, zoning in the MEC needs to support a more robust mix of smaller-scale complimentary uses such as dining, convenience shopping, recreation, and community gathering space.

The Town's off-street parking requirement for multifamily residential is 2.5 spaces per unit (on roads greater than 34-feet wide); this is for all units, regardless of size. The requirement appears to be excessive, and the Town may wish to adjust the zoning to better reflect the parking needs of each individual development. Ratios from 1-2 spaces per unit may be more appropriate, depending on unit size, tenure and access to transit. If multiple uses are in close proximity, parking requirements should also be reduced through shared parking arrangements, which allows more efficient use of land versus providing dedicated parking for each use.

SECTION 2: ISSUES AND OPPORTUNITIES

Long Island Market Trends

While Long Island generally experienced massive growth in the 1950s and 1960s, in the last few decades, economic development has leveled off considerably. Manufacturing industries such as aerospace and defense have steadily shrunk, and the Island lost the competitive edge in employment growth it once enjoyed to other regions. Many businesses have relocated from the traditional economic regions of the Northeast and Midwest toward cheaper, more business-friendly environments in the South and Southwest. As stated in *Long Island's Future: Economic Implications of Today's Choices*, the Island's stagnant growth is a product of socioeconomic challenges such as the declining population growth, loss of young families, high housing costs and the lack of employment options. Long Island's population growth is projected to decline slightly in the coming decades, in part due to the difficulty of retaining young workers.¹

While the economic forecast seems limited, there are a number of economic development opportunities to help mitigate these trends. The New York Metropolitan Transportation Council (NYMTC) forecasts almost 500,000 new residents in Long Island from 2007 to 2035, with employment also projected to grow over the same time period.² According to Urbanomics, Long Island is projected to add approximately 108,500 jobs by 2035, of which 40,500 is Nassau County and 68,000 is Suffolk County. Stable industries in the Long Island economy, such as retail trade, education and health services, and government, are predicted to remain significant sources of employment and drivers of the economy.

Long Island's Future identifies Long Island's biomedical sector as an industry where the region maintains a competitive advantage. The MEC already has a cluster of businesses in this sector, including Henry Schein, Arrow Electronics, H2M Labs and Canon BioMedical. In addition, the Broad Hollow Bioscience Park at Farmingdale State College has been developed in conjunction with Cold Spring Harbor Laboratory and The Research Foundation for the State University of New York.

MEC generally has a more stable real estate market than surrounding areas in Long Island. The vacancy rate on the Route 110 Corridor (in Melville and Farmingdale) was approximately 11% at the end of 2014, which was better than the 17% vacancy rate for Western Suffolk County in the first quarter of 2015.³ Both the Long Island Index Study and Suffolk County's *Review of Selected Growth and Development Areas* found that the Route 110 office/industrial corridor has tremendous development potential. Policies that encourage a vibrant mixed-use district with multifamily housing would

¹ Study prepared for the Long Island Index by HR&A Associates, 2015.

² Long Island 2035 Regional Comprehensive Sustainability Plan, Long Island Regional Planning Council.

³ Route 110 vacancy rate: Long Island's Future, HR&A Associates, 2015. Western Suffolk vacancy rate: Long Island Office Q1 2015: Declining availability rate leads to positive absorption, CBRE Research, 2015.

attract a significant amount of new jobs, increase tax revenues for the Town and would drive demand for space in the area⁴.

Obsolete Buildings

Because of the relative age of the MEC's development, many buildings need modernization to meet the needs of today's companies. A significant portion of the MEC building stock was built in the 1970s, and many of these older buildings are considered to be obsolete and in need of either demolition or adaptive reuse. The term 'obsolete' means that the advantage of rebuilding a new facility outweighs the cost of doing so. The most common reason for obsolescence is that, as buildings get older, maintenance costs increase. At the same time, rental value decreases because there are newer facilities which are more equipped and modern.

Underutilized Parking Lots/Shared Parking

A large portion of the land area in the MEC is covered by parking. Many of the parking lots in the MEC have large areas that are perpetually unused (see Figure 8). This is due both to the Town's parking requirements, which have tended to provide more parking than what is needed, and to the 11% vacancy rate. The zoning code requires 3.3 to 5 spaces per 1,000 feet, depending on the building's floor area. However, the Institute of Transportation Engineers (ITE) finds that actual demand for office buildings is 2.84 spaces/1,000 square feet.⁵ However, office occupancy rates have been changing over the last two decades. The old ratio of 1 employee per 250 square feet has dropped to 1 employee per 150-200 square feet.

Currently underutilized parking areas present an opportunity for infill development with a mix of uses including offices, shopping, housing and entertainment. If land values increase, it would be more economical for developers to provide parking garages. In 2012, excluding land costs, parking construction costs in suburban areas were estimated at:⁶

- \$6,000/space for a surface lot,
- \$25,000/space for an above-ground structure, and
- \$35,000/space for an underground structure.

A common concern about infill development is that it will lead to more traffic and less parking. However, mixed uses allow for the concept of shared parking. Residential parking demand peaks in the evening hours, whereas office parking peaks during the day. Additionally, residential development typically generates fewer vehicle trips, per 1,000 square feet, during traffic peak hours than office development.

⁴ Long Island's Future, HR&A Associates, 2015

⁵ Parking Generation, 4th Edition. Institute of Transportation Engineers. Land use: 701 (Suburban Office Building)

⁶ Parking Structure Technical Report: Challenges, Opportunities, and Best Practices. Metropolitan Transportation Commission, June 2012. http://www.mtc.ca.gov/planning/smart_growth/parking/6-12/MTC_Parking_Structure.pdf

New developments can also include space for shared cars such as ZipCars, which provides people with access to a car without having to own it. This ensures that cars and parking spaces are used much more efficiently

Pedestrian-Oriented Streetscape

Suburban office parks like the MEC do not have environments that are considered walkable. Despite the fact that there are sidewalks on most streets, office buildings are separated from one another by large asphalt parking lots and landscaped greens, and there are few destinations for retail, dining and entertainment. However, the desired form of the suburban workplace has changed, and some of today's most innovative companies are choosing to invest in or expand in mixed-use, walkable suburban areas. This is now beginning to happen in the I-287 corridor in Westchester County, for example.

A survey of 500 companies that have built or expanded in walkable urban neighborhoods found that companies see a competitive advantage to locating in neighborhoods with a mix of offices, restaurants, and shops, with a variety of housing options close by and accessible by a range of transportation choices.⁷ Regionally, according to a 2014 poll conducted by HR&A Associates, young people in Long Island value transit accessibility and entertainment convenience more so than older residents. Of residents aged 18-34, 59% value living within walking distance of public transportation, and 71% consider proximity to shops and entertainment very or somewhat important.⁸

The MEC is not an urban downtown, nor is it anticipated or desired to become one in the future. Nonetheless, these real estate trends point to the competitive advantage that can be gained by transitioning toward a more walkable environment with diversified land uses, while still maintaining a generally suburban context.

Mixed-Use Town Centers

The MEC has the potential to be an attractive place for multifamily development for people who wish to live near where they work. In fact, condominium communities such as Northgate that were built near the study area were in high demand by middle- and upper-management executives when they went on the market.⁹ New multifamily residential development within the MEC could be attractive to young college graduates and new hires who seek proximity to their jobs and are not ready to purchase or maintain a single-family home. Living close to work is particularly appealing to a younger generation of educated workers that is seeking a less car-dependent lifestyle. Mixed-

⁷ Core Values: Why American Companies are Moving Downtown. Smart Growth America, in partnership with Cushman & Wakefield and the Center for Real Estate and Urban Analysis at the George Washington University (GWU) School of Business.

⁸ Long Island's Future, HR&A Associates. 2015

⁹ Melville – Route 110 Area Draft Generic Environmental Impact Statement, Town of Huntington. 1988.

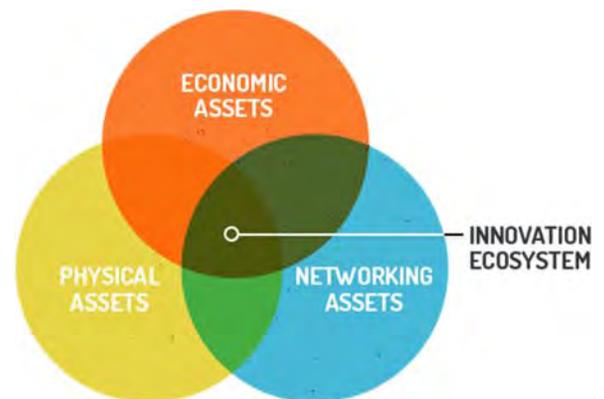
use development can also help reduce traffic impacts by making it easier for people to access goods and services without having to get into an automobile.

Currently, workers in the MEC study area have minimal access to retail or restaurants, limiting opportunities for dining or shopping outside their office building or meeting informally with co-workers and clients. The addition of retail and dining opportunities within the MEC would reduce the need for workers to drive during lunch hours, which could in turn lessen congestion during peak periods.

Comments from the public meetings during this study revealed a desire by Melville residents for additional food and beverage options. The Town's Comprehensive Plan also encourages the development of small, pedestrian-oriented, mixed-use "town centers" at strategic locations in the MEC. These centers could contain neighborhood-scaled retail and restaurants, business services and entertainment opportunities. Retail development could also be supported by the introduction of residential use in the town centers.

Innovation Districts

The Long Island Regional Economic Development Council's 2015 update to its Five-Year Strategic Plan supports the growth of innovation clusters, especially those in the biotechnology sector, to spur growth and generate jobs on the Island. The innovation districts would encourage the development of multi-faceted, interdisciplinary facilities which link scientists, engineers and health and medical professionals to entrepreneurs and small businesses. Facilitating this collaboration will help to "accelerate the commercialization of technical and scientific discovery and generate jobs at every rung of the employment ladder."



The Route 110 corridor already has the beginnings of an innovation district at the Broad Hollow Bioscience Park (BHBP) on the campus of SUNY Farmingdale. BHBP is a 38-acre corporate research campus containing more than 100,000 square feet of lab/research buildings with state-of-the-art facilities, and an additional 18 acres of shovel-ready land suitable for a large pharma or biotech company. BHBP is designated by New York State as StartUP NY space, which means that it could be exempt from all State taxes for a decade.

While major companies in the area are already working on several initiatives with SUNY Farmingdale, including scholarship and internship programs, greater collaboration on research and innovation could be fostered at the BHBP. Partnerships among companies and new entrepreneurial firms could create opportunities to research and develop new products and efficiencies across the area's siloed businesses. BHBP has developed the infrastructure to support this type of collaboration, and MEC companies should maximize its potential.

SECTION 3: MEC AREA FUTURE LAND USE PLAN

The recommended future land use pattern for the MEC study area is guided by two overarching principles that were supported by the public outreach effort and consultation with the Steering Committee and Town staff: 1) Keep the MEC competitive to retain jobs and enhance the Town's tax base, and 2) Preserve quality-of-life for residents and employees in and around the MEC. With these primary goals in mind, the Future Land Use Plan – and the proposed zoning to implement the Plan – seek to remain largely within the existing area and bulk controls (e.g. height and lot coverage) so there is no greater building density than is currently allowed by the industrial zones. The key change contemplated by the Future Land Use Plan is to promote infill development and redevelopment of the area with a mix of uses; however, office would remain the primary use.

The Future Land Use Plan (see Figure 6) is also based on the concept of two main Town Centers for the MEC study area. The first is the existing commercial node at the intersection of Broadhollow and Sweet Hollow Roads between I-495 and the Northern State Parkway. This northern area was recommended by the Town's Comprehensive Plan as a Town Center, and in many ways already serves that function, as it contains a range of retail, restaurant, entertainment and other commercial options and is near established residential neighborhoods. Minimal land-use changes are recommended for the northern Town Center area; its primary needs are aesthetic improvements and enhancements to parking and overall circulation. This area has the potential for the use of design guidelines or a design overlay district, which will be evaluated as part of the community design element of the MEC Plan. The potential for changes to lot coverage and parking requirements may also be considered for this area based on the community design findings.

The other Town Center area is generally bounded by I-495 to the north, Pinelawn Road to the east, Ruland Road to the south and Walt Whitman Road to the west, with Route 110 and Maxess Road serving as interior north-south connectors. For this larger area, it is recommended that residential uses be introduced, generally at a similar scale to what is currently allowed under the I-1, I-2 or I-3 zones. Overall maximum height would be maintained at 4 stories (58 feet), or up to 6 stories along I-495 or its service roads. However, the Future Land Use Plan contemplates that, for the perimeter area of the MEC fronting Walt Whitman and Pinelawn Roads, buildings should be lower-scale (up to 3 stories). This will help to create a transition buffer area along the edges of the study area that are adjacent to residential neighborhoods.

It is recognized that, within the large southern Town Center are two smaller opportunity nodes that, while both recommended for the same broad land-use approach, will likely develop with a differing mix of uses. The first node is at the existing Huntington Quadrangle area, which – because of the large parcel under common ownership and the current development – lends itself to infill redevelopment with fairly large footprint buildings. Future development here will likely incorporate both residential and large office uses, and will capitalize on the planned location nearby on Route 110 of a bus rapid transit (BRT) stop. The second node is around the intersection of Maxess and Ruland Roads, which was identified in the Town's Comprehensive Plan as a potential Town Center.

Here, new development will likely be at a smaller scale, with a mix of fairly low-density residential uses and neighborhood retail that serve both new residents and existing housing south of Ruland Road. The zoning proposed in this Plan is consistent with the anticipated development patterns of both these nodes; the intent is to set a flexible Future Land Use Plan that accommodates both patterns but lets the market determine the precise locations and configurations of particular uses.

Another element of the Future Land Use Plan is the creation of a linear open space amenity using the former Vanderbilt Parkway (Long Island Motor Parkway) right-of-way, running from the intersection of Route 110 and Spagnoli east-northeasterly across Maxess Road before turning south to intersect with Ruland Road near Deshon Drive. This right-of-way is owned by LIPA. It is ideal for use as a recreational trail, as it would connect to proposed bicycle routes along Spagnoli and Ruland Roads. Input gathered at the public workshops indicated community support for more open space and recreational amenities in the MEC area, particularly if they could link to existing resources.

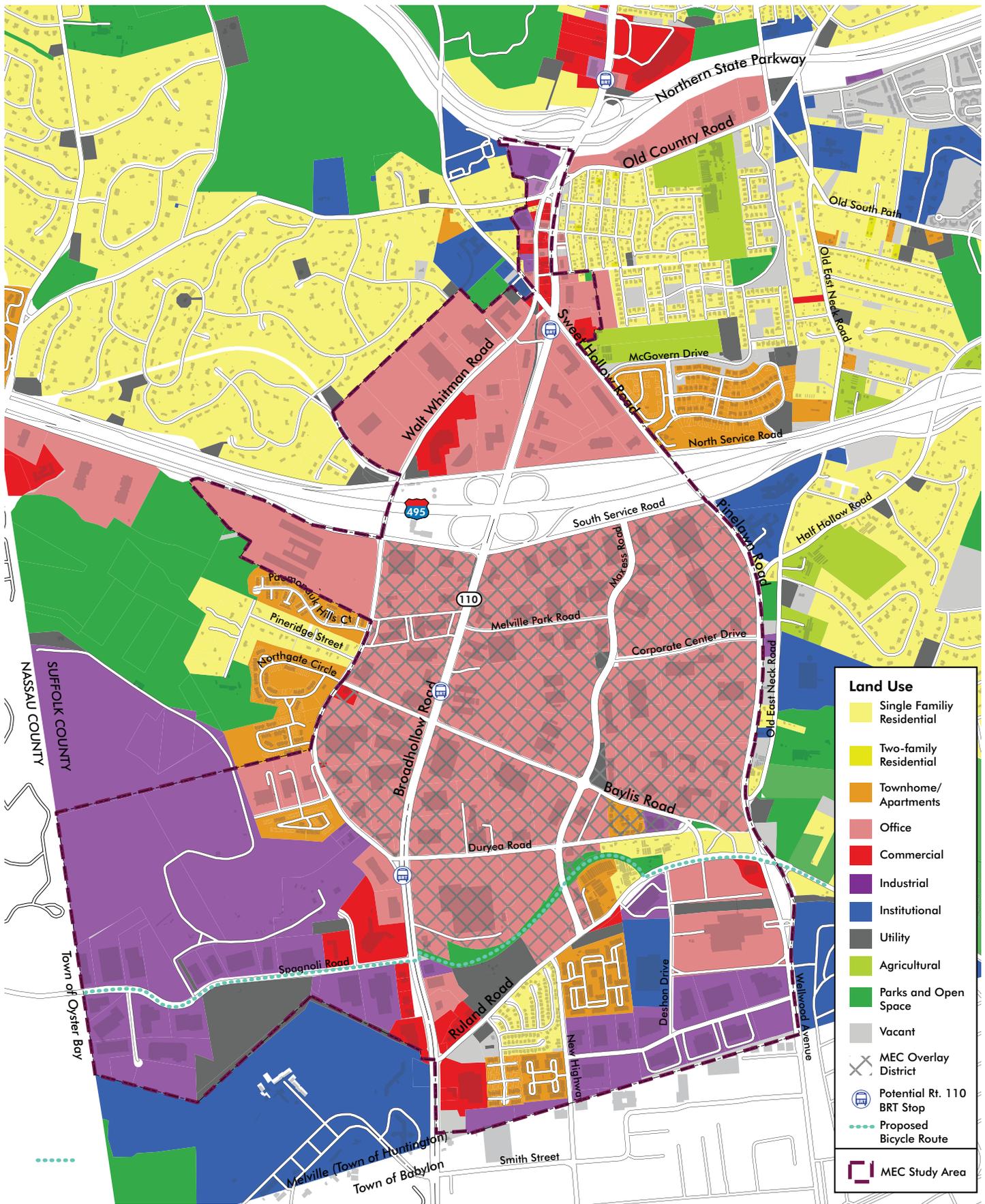


FIGURE 6: FUTURE LAND USE MAP

SECTION 4: PROPOSED ZONING CHANGES

The primary mechanism for introducing a mixed-use land pattern into the MEC is the proposed creation of an MEC Overlay District. This area would encompass all industrial-zoned parcels in the study area south of I-495 and generally north of Ruland Road, as well as LIPA-owned property zoned R-40 and the R-3M area between Baylis and Duryea Roads. Within the overlay district, all uses permitted by the underlying zoning district would continue to be permitted. However, residential uses could also be allowed by conditional use permit subject to provisions described below. It is important to recognize that creation of the MEC Overlay District would not preclude the ability of any property owner to develop as currently permitted under existing zoning. It would simply provide the opportunity to develop a broader range of uses if certain criteria are met. The provisions of mixed-use development in the MEC Overlay District would be as follows:

Permitted Uses

- All uses permitted by the underlying zoning, plus residential as a principal use by conditional use permit, and retail, restaurant and personal-service establishments as accessory uses to a primary office or residential use.
- No more than 50% of the total built area of a site may be residential.

Small-scale (up to 20,000 square feet) of retail and restaurant space may be allowed on first floors, but only if there are upper floors of residential or office space. Retail should focus on serving local residents and employees in order to limit individual vehicular trips and reduce traffic congestion.

- In considering a conditional use permit for mixed use, the Zoning Board of Appeals shall ensure that the following criteria are satisfied:
 - The proposed mix of uses is appropriate and complementary, and no proposed use component would be significantly harmed by the potential environmental and operational impacts of another proposed use component.
 - The proposed mix of uses is consistent with the land-use objectives identified in Horizons 2020.
 - High-density development (up to 4 stories or 58 feet) is to be encouraged along Route 110, while mixed-use buildings of 2 to 3 stories are encouraged along Pinelawn and Walt Whitman Roads.
 - The proposed mix of uses are configured to ensure an aesthetically pleasing continuity of design, with a focus on building-driven, as opposed to use-driven, architecture.

Area and Bulk Requirements

- Minimum lot size: 4 acres or the maximum allowed by the underlying zoning, whichever is less.
- Maximum height: As allowed by the underlying zoning (4 stories, or 58 feet).

-
- Setbacks: As required by the underlying zoning, except that required front yards shall be 40 feet along Route 110 and 25 feet along all other roads.
 - All other area and bulk provisions shall be as required by underlying zoning.

Parking Requirements

- Required parking for multifamily development shall be according to the following ratios:
- Studio: 1.25 spaces
- 1-bedroom: 1.50 spaces
- 2-bedroom: 1.75 spaces
- 3-bedroom: 2 spaces
- For mixed-use development, the total required parking may be reduced by up to 25% if the Zoning Board of Appeals finds, based on a submitted shared parking study, that the mix of uses would generate the ability to share parking.

Required Amenities and Site Design

- Mixed-use development in the MEC Overlay District shall provide usable civic, recreational and/or open space that is open to the general public. Such space may include trails, paths, sidewalks, public art or gathering space, and may be provided within zoning setbacks.
- Mixed-use buildings shall include space for bicycle parking and storage at least partially protected from the outside elements.
- Mixed-use buildings shall be capable of LEED certification, in accordance with the provisions of Section 197 of the Town Code.

SECTION 5: SOFT SITE BUILD-OUT ANALYSIS

The MEC study area has a few undeveloped areas; however the majority of tracts have been developed. Therefore, most of the anticipated development would likely be in the form of infill development or redevelopment of obsolete buildings. “Soft sites” in the MEC were identified in order to estimate the amount of development that could reasonably occur under existing zoning as well as a range of development scenarios. The “Level 1” soft sites shown in Figure 7 are those tracts that are undeveloped, contain obsolete buildings that have been continually vacant, or have owners who have expressed a desire to redevelop their properties. Level 1 soft sites account for approximately 107 acres, which represents approximately 6.5% of the MEC study area. The major areas of land which could eventually be developed include:

- The Huntington Quadrangle office park (infill development on underutilized portion of site),
- Two vacant office buildings on Baylis Road between Route 110 and Walt Whitman Road,
- An undeveloped area partially owned by LIPA in the vicinity of Ruland and Maxess Roads, and
- A vacant C-6 parcel on Route 110 near Ruland Road.

It is important to note that if the zoning changed on these or any other properties, the number of sites expected to be developed could change. The “Level 2” soft sites identified in Figure 7 are those areas that are less likely to undergo redevelopment; however, changes to the zoning code or infrastructure improvements may spur development in the future. The Level 2 sites were selected for parcels that: are owned by the Town; have obsolete buildings; are underutilized properties owned by utility companies; are septic field set-asides for office buildings; or are isolated residential or agricultural uses within a predominantly industrial-zoned area. Selection of the soft site areas shown in Figure 7 was refined based on consultation with the MEC Plan Steering Committee and Town staff.

A soft site analysis of five different scenarios was conducted to assess the build-out potential of the Level 1 sites, as follows:

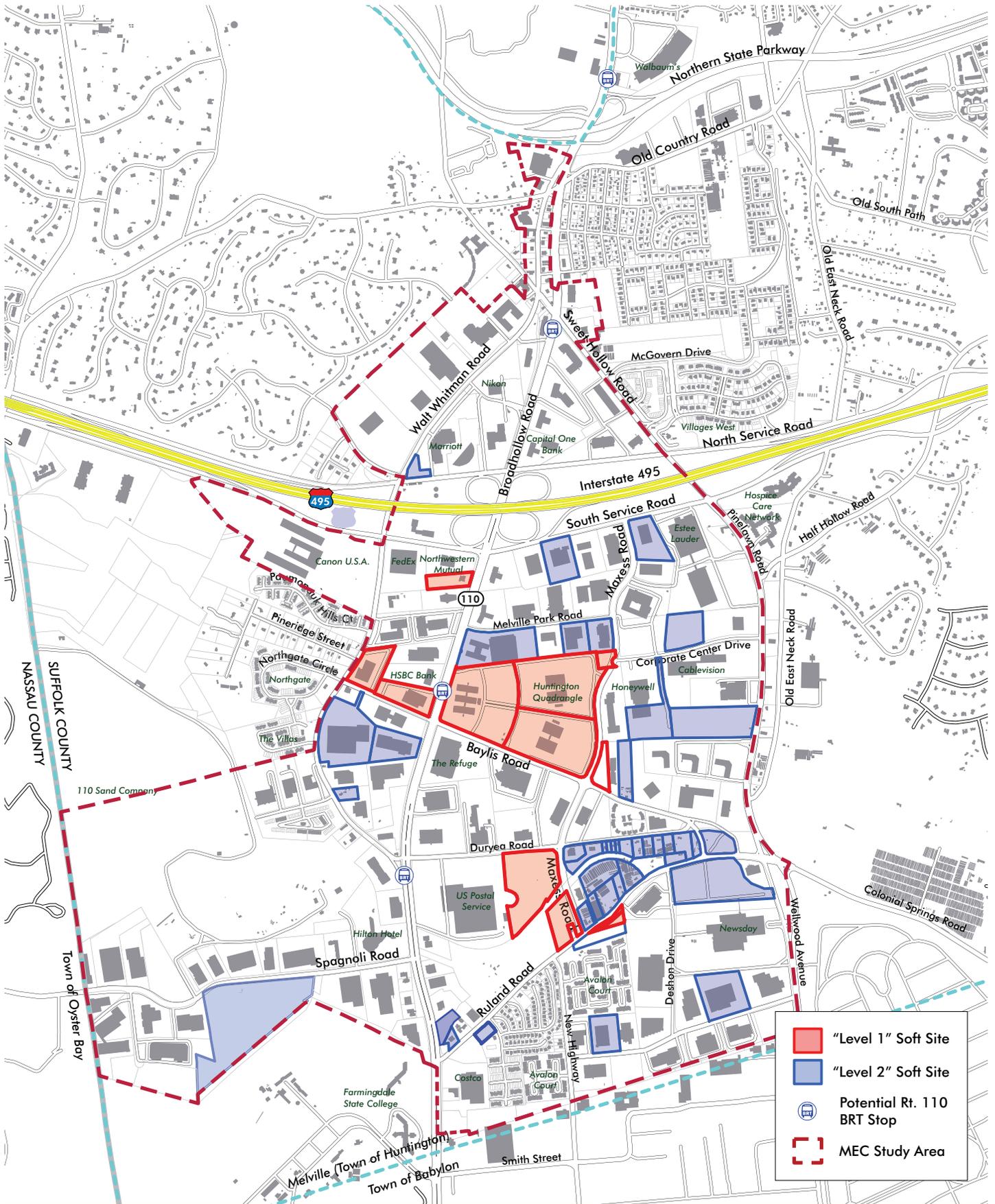
- **Scenario 1:** 100% office build-out under existing zoning (4 floors), 25% of parking is structured. Assumes limited infill development of the Huntington Quadrangle site.
- **Scenario 2:** Same overall footprint (same gross floor area) as Scenario 1, but with 50% office, 50% residential, no retail. 25% of parking is structured.
- **Scenario 3:** Maximum build-out under proposed zoning with 50% office, 40% residential, 10% retail. 25% of parking is structured.
- **Scenario 4:** Maximum build-out under proposed zoning with 50% office, 50% residential, no retail. No parking is structured.
- **Scenario 5:** Maximum build-out under proposed zoning with 50% office, 45% residential, and 5% retail. 25% of parking is structured.

Scenario 1, or the “Base Scenario” includes an estimate of the maximum build-out under the existing zoning with no changes to use or density. This scenario results in approximately 1.11 million square feet of new office space. Scenario 2 shows how much residential space could result if the same built area was a mix of 50% residential and 50% office uses. This would result in just over 500 residential units and a reduction in the number of daily vehicle trips compared with the office-only scenario.¹⁰ Residential uses generate fewer trips than office uses, and their peaks are at different times, which can help to reduce the peak demand on the circulation system during the morning, lunchtime and evening rush hours.

The maximum build-out of a site is primarily controlled by the amount of parking that is needed rather than lot coverage requirements. Because residential uses require less parking per square foot than office uses, building a site with a mix of office and residential uses allows for more built area on-site than building office uses alone. Conversely, retail uses generally require more parking per square foot than office uses. Incorporating structured parking into a site also allows for more built area.

Scenarios 3, 4 and 5 show how the maximum build-out for the site would vary, respectively, if there were retail uses, if all of the parking was at-grade and if some of the parking was structured. Each of these scenarios assumes the zoning changes discussed in the previous section are in place. These examples show how the total build-out is limited primarily by parking requirements rather than bulk and height limits. None of the three scenarios achieves the maximum allowable coverage of 30%. The soft site analysis assumes all development would be 4 floors, parking garages would be 2-floor structures and 30% of the site is reserved for setback provisions and open space. All new residential construction assumes an average dwelling unit size of 1,100 square feet. The composition of residential units is 20% studio apartments, 45% one-bedroom apartments and 35% two-bedroom apartments.

¹⁰ Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition



	"Level 1" Soft Site
	"Level 2" Soft Site
	Potential Rt. 110 BRT Stop
	MEC Study Area

Figure 7: Soft Sites

Table 6: "Level 1" Soft Site Build-out Analysis

Scenario:	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
	Build-out under existing zoning	Same GSF as base scenario	Max build-out	Max build-out	Max build-out
Land Use Mix	100% Office	50% Office 50% Res.	50% Office 40% Res 10% Retail	50% Office 50% Res.	50% Office 45% Res. 5% Retail
Parking	25% Structured	25% Structured	25% Structured	100% at Grade	25% Structured
Square Feet by Use					
Office Space	1,110,140 (100%)	555,070 (50%)	680,746 (50%)	677,121 (50%)	712,971 (50%)
Residential Space)	0	555,070 (50%)	544,597 (40%)	677,121 (50%)	641,674 (45%)
Retail Space	0	0	136,149 (10%)	0	71,297 (5%)
Gross Square Feet	1,110,140	1,110,140	1,361,492	1,354,242	1,425,942
Residential Units	0	505	495	616	483
Coverage					
Building Coverage	13.8%	13.8%	16.9%	16.8%	17.7%
Setbacks/ Open Space %	30%	52%	30%	30%	30%
Impacts					
Schoolchildren Generation	0	44	43	54	51
Traffic Generation (Total Trips Per Day)	11,633	6,024	9,546	7,349	8,868

A complete build-out of the Level 1 soft sites with a mix of residential, office and retail uses in Scenario 3 would result in the addition of approximately 495 residential units to the study area. This scenario would be anticipated to result in a moderate increase of 40 to 45 public school children.¹¹ It appears that the Half Hollow Hills School District can accommodate new students, as enrollment has been declining for the last 10 years. Enrollment declined by 1,934 students, or 19%, between the 2006-2007 and 2015-2016 school years (see Chart 2).¹² Looking at individual schools, elementary-age enrollment generally decreased during the same time period, except for the 2014-2015 school year (see discussion below on school closures), while middle-school enrollment has

¹¹ Rutgers University Center for Urban Policy Research: Residential Demographic Multipliers

¹² 2015-2016 enrollment is estimated as of June 2015.

been generally on the decline for the past five school years. Enrollment at Half Hollow Hills High School East rose steadily for much of the period, saw a jump in 2014-2015, and declined again in the last year. The high school enrollment can be expected to continue falling in the coming years based on the reduced enrollments in the lower grades.

The declining enrollment has required the school district to close two elementary schools (Chestnut Hill and Forest Park) and consolidate students and administrative staff. The trend in the number of school-aged children is likely to continue to decrease in the near future, and the additional new tax base and the gradual increase in the number of school children from any new residential development in the MEC will help maintain the excellent quality of public schools in the Half Hollow Hills School District.

As of the 2011-2012 school year (the most recent year data are available), Chestnut Hill and Forest Park elementary schools had a combined enrollment of approximately 1,000 students, meaning that about that number moved to Paumanok, Sunquam or one of the three other elementary schools in the district when Chestnut Hill and Forest Park closed at the end of the 2013-2014 school year. This shift is reflected in Chart 3, in which both Paumanok and Sunquam saw growth (particularly Sunquam), although both schools saw lower enrollments again in the past year. However, even assuming that both Paumanok and Sunquam are at full capacity following the recent school closures, the addition of 45 students would represent growth of about 4% above the estimated 1,081 total enrollment of the two schools for 2013-2014. This increase assumes that all development contemplated in Scenario 3 occurs immediately; in reality, build-out would take a period of 10 to 20 years, depending on market conditions. The Half Hollow Hill School District has retained ownership of both the Chestnut Hill and Forest Park schools, although Chestnut Hill is under a long-term lease. Though not expected, if enrollment trends should change dramatically and any elementary schools face capacity issues due to growth, the district could reopen either of the two closed schools, as it did with Sunquam in the late 1990s.

Chart 2: Half Hollow Hills School District Enrollment, 2006-2007 to 2015-2016

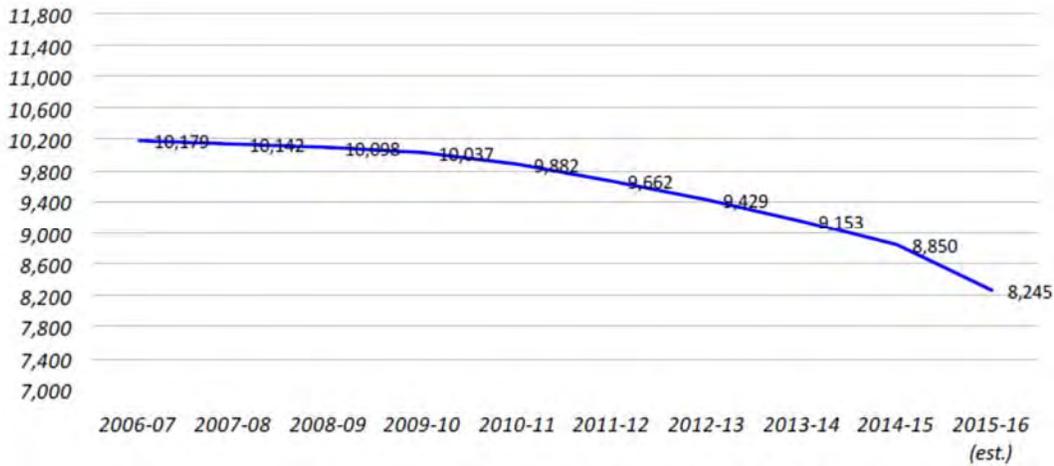
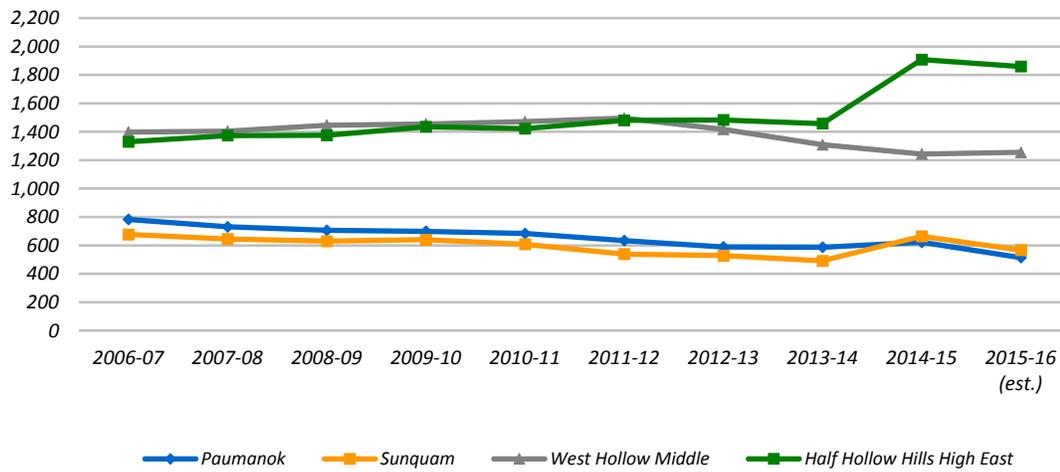


Chart 3: Half Hollow Hills School District Enrollment by School, 2006-2007 to 2015-2016



Source: New York State Education Department, Half Hollow Hills School District for 2015-16 estimate.

Infill Development

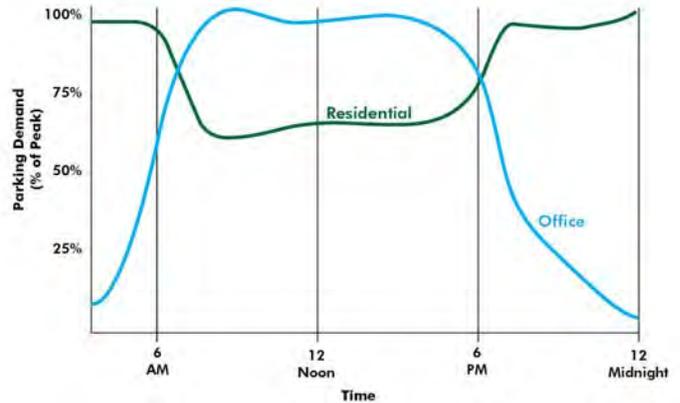
There are relatively few tracts of undeveloped land identified as soft sites. The largest undeveloped property is at the LIPA-owned tracts along Maxess Road. However, LIPA has not expressed any interest in redeveloping those properties, so it is unclear whether the site presents a real opportunity for development. Since most soft sites are built out, it is likely that new development may come in the form of infill, which focuses on the reuse and reposition of obsolete or underutilized buildings and sites. As stated in Deloitte’s Commercial Real Estate Outlook for 2015, new construction of commercial property will likely focus on retrofitting existing buildings, which may include introducing

new design features to meet tenants' needs for flexibility, sustainability features and space maximization.¹³

Infill development can also occur on lots that have an oversupply of parking. The Huntington Quadrangle, for example has large parking areas that are highly underutilized (see Figure 8). The ITE finds that parking demand for office buildings is 2.84 spaces/1,000 square feet; however the Huntington zoning code requires 3.3 spaces per 1,000 feet. Thus, parking supply could be reduced by about 15% and still meet all of the existing parking demand. In addition, clustering office uses with residential uses can allow for greater efficiency in parking because uses can share parking. Shared parking recognizes that office and residential uses have complementary peak operating hours. Offices are heavily used by employees and visitors in the daytime, while residential uses have the highest parking demand in the evenings and overnight.

Figure 8 illustrates how the excess parking areas at the Huntington Quadrangle can integrate infill residential development. Approximately 360 residential units are stitched into the middle of the site and along Maxess Road. This concept assumes that 25% of the parking would be provided in structured garages and that there would be a 15% discount for shared parking. The figure shows how a mixed-use-center with retail/restaurant uses can also be integrated into the site with a walkable center and public open spaces.

Chart 4: Parking Demand for Office and Residential Uses



¹³ 2015 Commercial Real Estate Outlook: Enhance technology and enable innovation, Deloitte, 2015.

Table 7: Huntington Quadrangle Build-Out Analysis

	EXISTING SITE		SCENARIO 1:		SCENARIO 2:		SCENARIO 3:	
	Existing Office Buildings		Build-out under Existing Zoning (100% Office)		Existing Office + Infill Residential Development		Existing Office + Infill Residential and Retail Development	
	100% Surface Parking		25% Structured Parking		25% Structured Parking		25% Structured Parking	
	Total	Total	Change from Existing	Total	Change from Existing	Total	Change from Existing	
Land Use								
Office Space (SF)	1,224,663	1,500,000	275,337	1,224,663	0	1,224,663	0	
Residential Area (SF)	0	0	0	575,000	575,000	400,000	400,000	
Retail Space (SF)	0	0	0	0	0	70,000	70,000	
Total Gross Floor Area (SF)	1,224,663	1,500,000	275,337	1,799,663	575,000	1,694,663	470,000	
Residential Units	0	0	0	523	523	364	364	
Required Parking Spaces*	4,082	5,000	918	4,765	683	4,855	773	
Lot Coverage								
Building Coverage	10.4%	12.7%	2.3%	15.3%	4.9%	14.4%	4.0%	
Building and All Parking	59%	65%	5.8%	65%	5.9%	65%	6.0%	
Setbacks/Open Space (%)	41.1%	35.2%	-5.8%	35.1%	-5.9%	35.1%	-6.0%	
Impacts								
Schoolchildren Generation	0	0	0	46	46	32	32	
Traffic Generation (Trips Per Day)	1,825	2,235	410	2,149	324	2,638	813	
Scenario Assumptions:								
Lot Area (SF)	2,943,901		2,943,901		2,943,901		2,943,901	
Office Use %	100%		100%		68%		72%	
Residential Use %	0%		0%		32%		24%	
Retail Use %	0%		0%		0%		4%	
Residential Parking Discount	-		0%		15%		15%	
Retail Parking Discount	-		0%		15%		15%	
Floors	4		4		4		4	
Structured Parking %	0%		25%		25%		25%	
Number of Parking Garage Floors	2		2		2		2	
Assumptions for All Scenarios	<p>Assumes 11% of Huntington Quadrangle site is available for infill redevelopment (329,365 SF). All other Level 1 sites assume total redevelopment.</p> <p>1,100 SF average dwelling unit size</p> <p>Residential Mix: 20% studios, 45% 1-BR, 35% 2-BR</p> <p>Office Parking Requirement = 300 SF/Space (TOH Zoning Requirement for offices 250,000+ SF)</p> <p>Residential Parking Requirement = 1.4 spaces/1000 SF (ITE Trip Generation, 9th Edition)</p> <p>Retail Parking Requirement: 200 SF/Space (TOH Zoning Requirement for personal service store and food shop)</p> <p>350 SF per parking spot</p> <p>Sewage generation (GPD/1000 SF): Office - 60, Housing 600-1,200 SF - 205, Retail: 50 (Suffolk County Dept of Health Services Division of Envir. Quality)</p> <p>Traffic Generation (Trips/1000 SF): Office - 1.49, Apartment - 0.56, Retail - 8.4 (ITE Trip Generation, 9th Edition)</p> <p>Public School Children Generation: Multifamily - 0.09 public school children/unit (Rutgers University, Center for Urban Policy: NY Residential Demographic Multipliers)</p> <p>Approx. 30% of site reserved for setbacks and open space</p> <p>15% Shared parking discount for mixed-use</p>							

Underutilized Parking Areas



Mixed-use Infill Concept

Precedent

Shops at Somerset Square (Glastonbury, CT)
(see: <http://theshopsatsomerset-square.com/directory/>)



Huntington Quadrangle Mixed-Use Infill Concept

PROGRAM

Commercial Office	Existing as Built
Retail/Restaurant	+/- 37,000 sf
Residential Units	+/- 260 units



Melville Employment Center
 September, 2015 (Concept) BFI Planning



Figure 8: Huntington Quadrangle Infill Concept