

# TOWN OF HUNTINGTON

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GF Project No.  
51060

Figure I.3  
Brownfield Opportunity  
Area Boundary



## DRAFT HUNTINGTON STATION TRANSPORTATION HUB NOMINATION STUDY JUNE 2010

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## Section 1: Project Overview And Description

The Huntington Station Transportation HUB Brownfield Opportunity Project is focused on an approximately 640 acre area located around the Town of Huntington's Long Island Railroad (LIRR) train station. The purpose of this study fits into a much larger and ongoing effort to redevelop the area surrounding the station, much of which was dramatically impacted through well intended, but in most cases, poorly executed urban renewal efforts during the late 1960s and early 1970s. Today, Huntington Station consists of the LIRR station itself, surrounded by a broad band of garage and surface parking facilities. Beyond this ring is a mix of vacant or under-utilized parcels, mostly located in clusters or bands, primarily as a result of large scale clearing that form large swaths of no-man's-land-like landscapes, also mostly the result of past urban renewal efforts. This project's primary focus is to once again bring together the surrounding community with the station and its adjacent areas. This effort will build upon other recent projects for the area specifically designed to promote revitalization and ultimately restore a place that was badly fractured by past large-scale public policy, transportation and land use planning decisions by creating a cohesive and inviting place for new neighborhoods and business activity to occur.

Stable and improving residential neighborhoods, of varying densities, surround much of the BOA study area and New York Avenue, south of the LIRR, and

still have some of the traditional small-scale commercial development indicative of the type that was once located throughout the BOA study area. The BOA study area also has limited light industrial activities located within and adjacent to it, primarily along Railroad Avenue, Broadway and E. 2<sup>nd</sup> Street, east of Lenox Road. Any new plans for the BOA study area must balance the needs of existing residential and commercial uses with the ability to attract new investment.

This planning effort is not an independent effort but instead is part of an ongoing broader commitment by the Town of Huntington to undertake comprehensive community planning at many scales, throughout the entire Town, including Huntington Station. *Horizons 2020* is the Town's recently adopted Comprehensive Plan Update and Draft Generic Impact Statement. This document provides both town-wide recommendations, which support broad economic development and community improvements, as well as providing specific recommendations for the Huntington Station area. As a result of this fortunate timing, this project is well positioned to take advantage of community momentum started by the comprehensive planning effort and specifically build upon the Plan's recommendations to support new transit oriented development (TOD) activities for the BOA study area.

## Community Vision, Goals and Objectives

Through past planning and outreach efforts the Town and community identified specific retail and housing needs. Support for those ideas has been confirmed through this planning process. There have been concerns in the community, however, regarding who will benefit from the proposed improvements. The community vision created through the BOA planning process is a guiding statement reflecting the approach to future development in Huntington Station. Revitalization efforts should not neglect or marginalize the existing community yet create an attractive physical and economic setting to attract new investment.

**Vision Statement:** The Huntington Station Brownfield Opportunity Area project will provide and support economic development and environmental improvements by promoting and maintaining the existing positive qualities in the Huntington Station Community and enhancing the sense-of-place for existing and future community residents. As such, five great things identified by the community that should be preserved and enhanced are:

- Diversity
- Community Potential
- Transportation Choices
- Quaint community character-especially single family homes, neighborhoods and a sense of community pride
- Walk-ability

This project vision statement is consistent with, and builds upon, the Town’s Comprehensive Plan Update’s Vision Statement, specifically in the areas of targeting the enhancement of unique community character, quality-of-life attributes and promoting a sustainable community structure to ensure the long term viability of the Town and its neighborhoods.

## Brownfield Opportunity Area Boundary Description and Justification

The Huntington Station Transportation HUB Brownfield Opportunity Area is located in the Town of Huntington on the north shore of Long Island (Figure I.1 Community Context). Huntington Station is located in the core of the Town of Huntington in Suffolk County (Figure I.2 Study Area Context).

The BOA study area is similar but slightly larger than the area designated as Huntington Station in the Town’s Comprehensive Plan Update. This consistency is the result of trying to capture some of the contiguous industrially zoned land along the LIRR corridor and also address any limited impacts to adjacent existing residential areas. The BOA study area boundaries are, starting from the north, New York Avenue at Lowndes Avenue, south to Olive Street, east on

Olive Street to Wyman Avenue, south on Wyman Avenue to Northridge Street, east on Northridge Street to Highview Avenue, south on Highview Avenue to Broadway, east on Broadway to Park Avenue, south on Park Avenue to E. 5<sup>th</sup> Street, west on E. 5<sup>th</sup> Street to a property line between existing residential and industrial land uses where it travels south to E. Pulaski Road, west on E. Pulaski Road, across New York Avenue to W. Pulaski Road to McKay Road, north on McKay Road to Columbia Street, east on Columbia Street to Lowndes Avenue, north on Lowndes Avenue to the starting point at its intersection with New York Avenue (Figure I.3 Brownfield Opportunity Area Boundary).

The borders of the BOA study area mostly follow existing roadways and include all of the 1960s Urban Renewal Area as well as a limited amount of adjacent residential context where relevant. The BOA study area consists of numerous types of land uses, including residential, commercial, retail, industrial, institutional and recreational, however, the majority of the targeted brownfield parcels are either completely vacant or are being utilized as surface parking lots.

As a result of the area's history being linked so closely to the railroad, both for passenger and freight movement, there are several key redevelopment parcels within the BOA study area that have been identified as potential brownfields. In addition, other key parcels that may not be brownfields themselves are likely impacted by the negative effects of the nearby brownfield parcels.

Based on the inventory performed to-date, it is estimated that there are 27 potential brownfields parcels within the BOA study and these parcels total approximately 19 acres. Through the market analysis, community planning and public involvement activities of this project, four logical BOA Sub Areas were indentified within the overall BOA study area. These four areas are:

**BOA Sub Area #1 Rotundo** – This sub area has 35 parcels totaling approximately 15.2 acres and is triangular shaped and is bordered to the east by the properties along the east side of New York Avenue, the south by W. 4<sup>th</sup> Street and Depot Road, and the Long Island Railroad to the north and west. The Town of Huntington owns a two acre parcel in this area.

**BOA Sub Area #2 Long Island Railroad Station** - This sub area consists of four parcels totaling approximately 5.9 acres located immediately north of the Long Island Railroad tracks and south of Railroad Avenue and Broadway.

**BOA Sub Area #3 North New York Avenue** - This sub area consists of 19 parcels totaling approximately 9.5 acres located along both sides New York Avenue from the intersection of Railroad Avenue and Broadway north to Academy Place.



**BOA Sub Area #4 Broadway** - This sub area consists of a linear swath of 10 parcels totaling approximately 5.9 acres located adjacent to the Long Island Railroad tracks on the south side of Broadway, approximately between Folsom and Kelsey Avenues.

These BOA sub areas represent the targeted locations that have the greatest potential for both brownfields related redevelopment and the highest potential for new economic investment within the BOA study area and Huntington Station as a whole. The overarching concept for their redevelopment is the potential to take advantage of the proximity of these four sub areas to the LIRR station, and specifically, the potential for transit oriented development created by the economic impact of existing and potential transit users. In many respects, it is believed that the potential exists to revitalize the area with new mixed-use development that is viable in terms of scale and density and has the richness of the original development pattern that existed in the area prior to the urban renewal clearing, and meets the goals of the existing community.

Figure I.1 Community Context

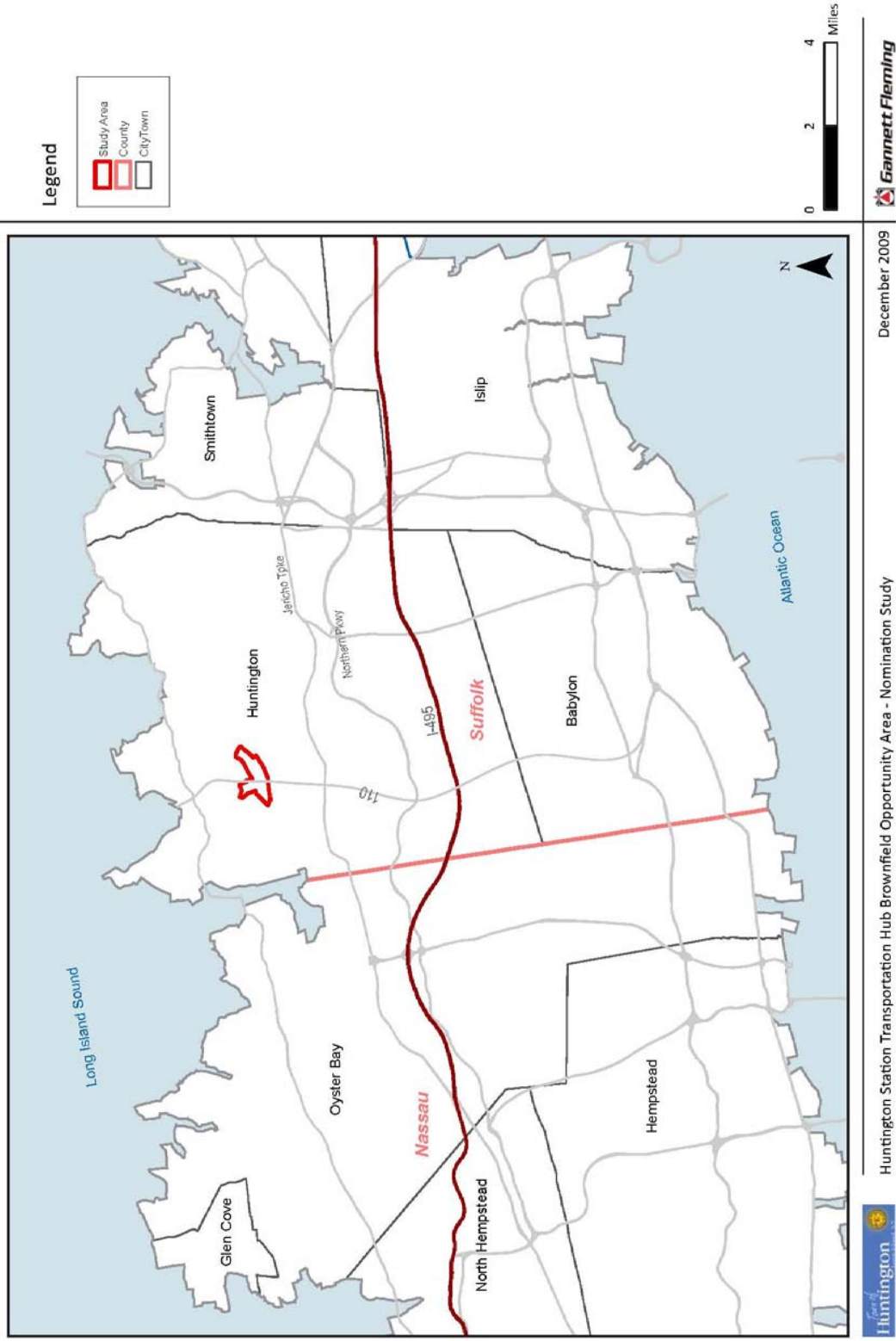
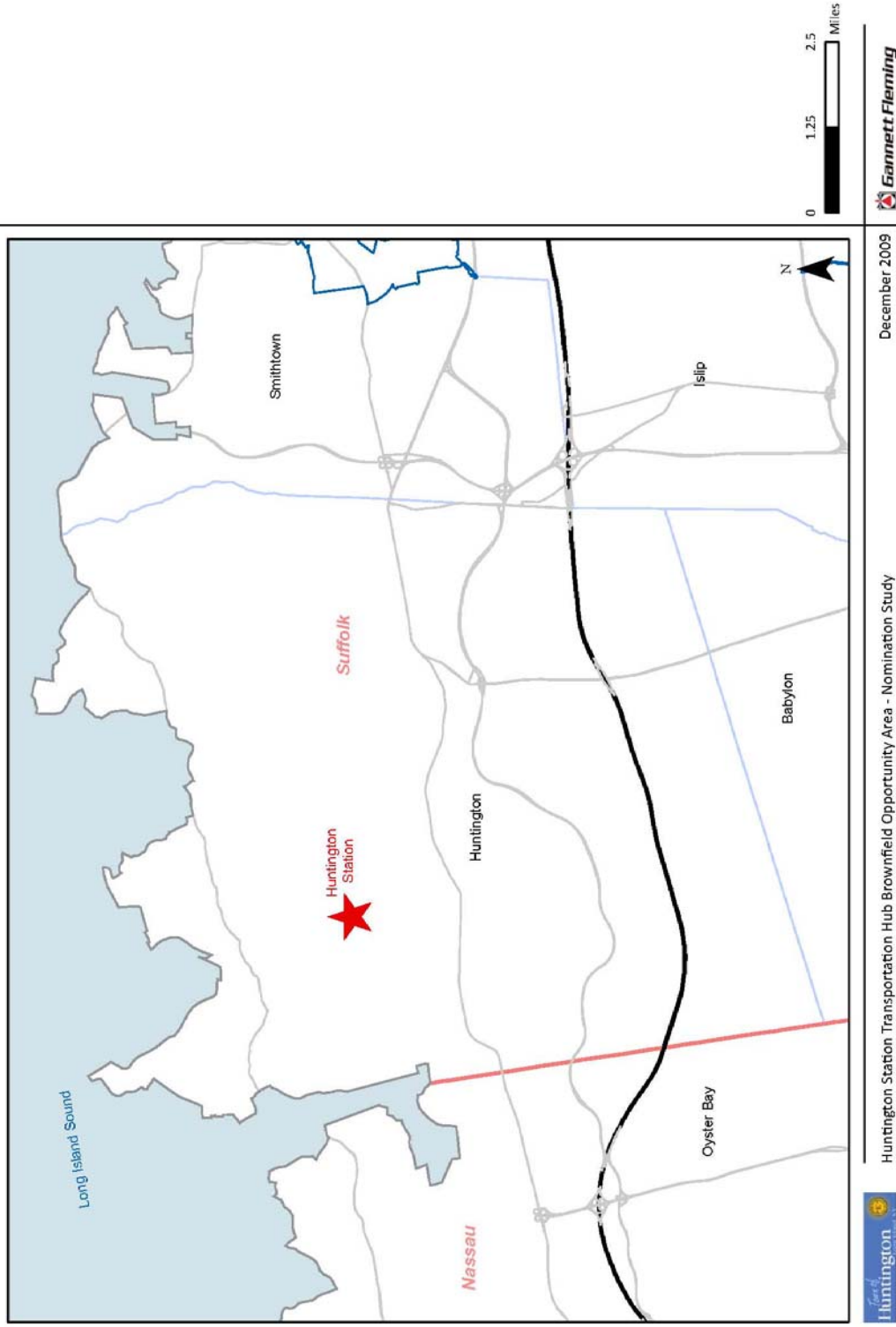


Figure 1.2 Study Area Context



December 2009  
Gannett Fleming

Huntington Station Transportation Hub Brownfield Opportunity Area - Nomination Study

Figure I.3  
Brownfield Opportunity  
Area Boundary



## Section 2: Community Participation

### Community Participation

Sustainable Long Island was retained to assist the Town of Huntington and the Economic Development Corporation of Huntington and the Huntington Community Development Agency in facilitating public involvement activities as part of the overall BOA planning process. The Huntington Station Transportation HUB BOA Nomination Study builds upon the long tradition of community based planning that has been undertaken by the stakeholders within Huntington Station. In 2001, Huntington Station stakeholders participated in a community led visioning effort that resulted in the creation of the Huntington Economic Development Corporation (EDC), a public organization comprised of members of the Huntington Station community dedicated to implementing improvements in the community. The EDC conducted targeted outreach to the Huntington Station community in 2004 and 2005 to refine and prioritize the findings from the initial community visioning. In 2008 and 2009, the Town of Huntington prepared *Horizons 2020*, its Comprehensive Plan Update for the entire Town, which also included extensive public participation activities.

The community input and education for this BOA Nomination Study was conducted primarily through steering committee meetings, two public meetings and a community newsletter.

### Steering Committee

The project steering committee is a reflection of the broad representation of the community. Many of the members of the steering committee are also active in the implementation of other revitalization efforts in Huntington Station.

The steering committee includes the following individuals and their affiliations:

Anthony Aloisio, Director of Planning & Environment, Town of Huntington  
Bruce Grant, Deputy Director, Huntington Community Development Agency  
Curtis Cravens, New York State Department of State  
David Pennetta, Vice Chair, Town of Huntington Economic Development Corporation  
Dean Leonardi, Engineer, Town of Huntington  
Dolores Thompson, Vice President, Huntington Station BID, Huntington Chapter of the NAACP, Huntington Station Enrichment Center  
Doug Aloise, Director, Huntington Community Development Agency  
Jeffrey Hartman, Engineer, Huntington Community Development Agency  
Jennifer Casey, Secretary, Town of Huntington Economic Development Corporation  
Joan Cergol, Executive Director, Town of Huntington Economic Development Corporation  
Johanna Stewart-Suchow, Board Member, Town of Huntington Economic Development

#### Corporation

Ken Christensen, Board Member, Town of Huntington Economic Development Corporation & Huntington Station BID

Kim D'Ambrosio, Huntington Station Resident & Chair, Friends of Huntington Train Station

Maria Teresa Quirk, Member, Town of Huntington Hispanic Task Force member

Patricia DelCol, Director of Engineering, Town of Huntington

Reba Siniscalchi, Chair, Town of Huntington Affordable Housing Trust Fund Advisory Board

Rob Ripp, Chair, Town of Huntington Economic Development Corporation

Thomas D'Ambrosio, Huntington Station Resident & Member of the Suffolk County Downtown Revitalization Citizens Advisory Committee

Virginia Greene, Board member, Town of Huntington Economic Development Corporation

Walter Parish, New York State Department of Environmental Conservation

The steering committee provided valuable insights on community issues and concerns and how the BOA planning process can best be utilized in Huntington Station. The committee provided historical accounts of the community, successes and failures of prior planning efforts, and feedback regarding how the community perceives current revitalization efforts. The group reviewed all public presentations to ensure that the community at-large would be able to understand the information that was being presented and also what was being asked of the community. The steering committee was very active in providing outreach to their specific organizations and contacts to ensure good turnout for the community meetings.

#### **June 17<sup>th</sup>, 2009 Meeting**

The first BOA project public meeting was held on June 17<sup>th</sup>, 2009 at the Big H community center.

Community outreach for this meeting included distributing flyers in English and Spanish throughout the community. In addition e-mails were sent to community leaders and individuals who participated in past visioning events. The e-mail notice that was sent to community leaders also provided a broad overview of the proposed BOA study as well as a short "Frequently Asked Questions" section to address potential community questions.

The steering committee outlined three goals for the first meeting: 1) educate the community about current revitalization efforts; 2) provide an overview of the BOA program and study methodology; 3) gain community input on Town of Huntington, the Town of Huntington Community Development Agency, and EDC's current revitalization efforts being conducted and 4) overview of the BOA program and what it means for the Huntington Station Community.

Over 50 residents and other stakeholders attended the meeting. The meeting began with the community identifying "five great things" about Huntington Station. EDC Chairman Rob Ripp

next presented the current revitalization projects that are underway and those that have been recently completed in Huntington Station. Lyle Sclair from Sustainable Long Island gave an overview of the BOA program. Sean Garrigan with Gannett Fleming followed with an overview of basic planning context and the methodology of how the consulting team will conduct the study. The community then participated in an interactive exercise where they identified things they wanted in the community, things they would like to see discouraged in the community or topics they would like to learn more information about in order to make more informed decisions.

This input was then used as the basis for developing a vision statement for the community, which is described in Section 1 of this document under Community, Vision, Goals and Objectives.

### **Newsletter**

Prior to the second community meeting a newsletter was distributed to the community via email and at community meetings by the Town of Huntington which reflected the outcomes of the June 17, 2009 meeting and to inform the community about the October 15, 2009 meeting. The newsletter content was developed based on community input and feedback given at the June 17<sup>th</sup> meeting. The newsletter highlighted the program from the first meeting as well as the outcomes, shared the Huntington Station implementation projects that were presented, and included educational information about planning topics (mixed-use and transit oriented development) that were discussed in the meeting and identified by the community as topics they would like to learn more about.

### **October 15<sup>th</sup>, 2009 Meeting**

The second BOA project public meeting was held on October 15<sup>th</sup>, 2009 at the Big H community center.

Outreach for the meeting on October 15, 2009 was conducted through the newsletter discussed previously, and in addition, flyers in English and Spanish were distributed throughout the community by the steering committee. The meeting was designed to highlight current revitalization efforts especially those targeted for current residents, the outcomes from the June Meeting, present the initial findings from the Retail and Residential Market Analysis, and the identified BOA sub areas along with their strengths, weaknesses, and opportunities. Over 40 community stakeholders attended the meeting.

Supervisor Frank Petrone, began the meeting by explaining how the BOA planning process will build upon the five great things the community identified in the first meeting.

The five great things identified by the community that should be preserved and enhanced are:

- Diversity
- Community Potential
- Transportation Choices
- Quaint community character-especially single family homes, neighborhoods and a sense of community pride
- Walk-ability

Doug Aloise, CDA Director and EDC Board Member, provided updates to the projects highlighted in the first meeting and information on the additional grants that were awarded to the community since the June 2009 public meeting. Lyle Sclair of Sustainable Long Island provided a short overview of the BOA project and the planning context. That was followed by a presentation of the findings from the Market Study by Ben Sigman of ERA. The meeting concluded with a presentation by Sean Garrigan of Gannett Fleming who introduced the BOA sub areas, and the planning considerations that need to be addressed and then explained how those issues will be investigated through the BOA Nomination Study preparation and future EDC efforts.

The community wanted assurances that the redevelopment will encompass the five great things about Huntington Station identified in the first meeting, especially promoting the diversity and the quality of the existing community. This concern stems from the community's past experiences with urban renewal efforts in the 1960s and 1970s not having the intended impact that was initially envisioned. The attendees were reassured additional work on the sub areas identified in the BOA Nomination Study will be sensitive to issues created by past urban renewal efforts and any new recommendations will focus upon identifying viable projects that are compatible with efforts to enhance and promote the community as indentified by the five great things about Huntington Station



## Section 3: Inventory and Analysis

The following is a contextual, BOA-wide and sub area evaluation of the various economic and physical planning issues and conditions affecting the economic redevelopment potential of the proposed Huntington Station Transportation Hub Brownfield Opportunity Area. The emphasis of the inventory and analysis is the identification of key factors that directly or indirectly influence the development of specific recommendations. Although certain topic areas, such as market economics, require contextual evaluation, an emphasis has been placed on performing an analysis at the sub area level in order to make the recommendations as specific as possible to the targeted brownfield parcel or adjacent brownfield impacted parcels.

This chapter is divided into four main sections:

- A. Marketing Analysis
- B. General Analysis of Proposed Brownfield Opportunity Area
- C. Specific Analysis of Proposed Sub Areas for Targeted Redevelopment
- D. Summary of Recommendations

### A. Market Analysis

#### General & Limiting Conditions

This report is based on information that was current as of June 2009 and Economics Research Associates has not undertaken any update of its research effort since such date. Because future events and circumstances, many of which are not known as of the date of this study, may affect the estimates contained therein, no warranty or representation is made by Economics Research Associates that any of the projected values or results contained in this study will actually be achieved.

#### Introduction

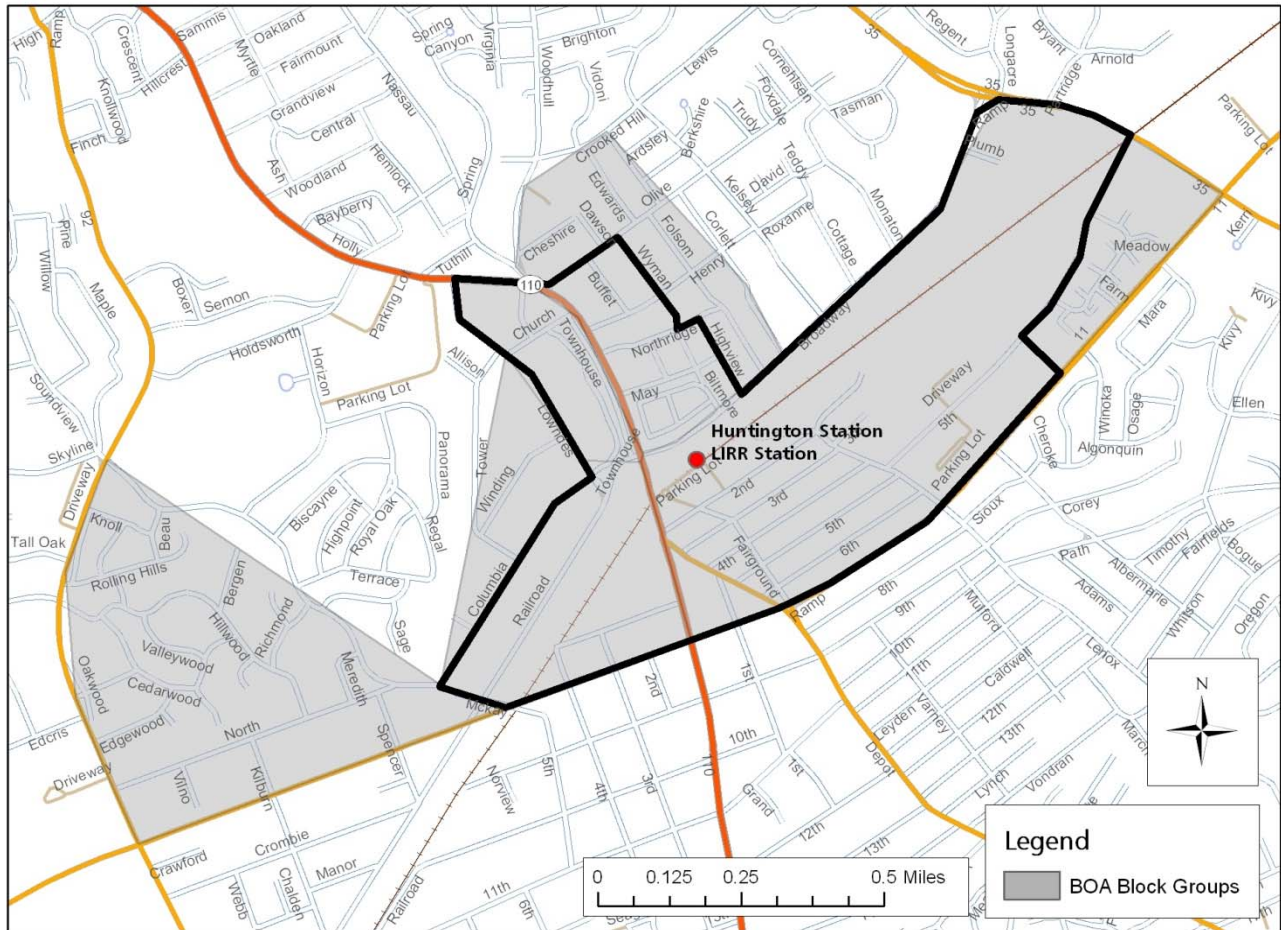
Huntington Station is the most densely populated hamlet in the Town of Huntington. The area offers significant opportunities for real estate development and economic growth. A number of key sites remain vacant or underutilized, in some cases due to the presence (or perceived presence) of environmental contamination. Despite the challenges to development in this area, Huntington Station is well positioned to capitalize on opportunities for transit-oriented development (TOD). This market study seeks to identify the greatest prospects for real estate development within the Huntington Station Transit Hub Brownfield Opportunity Area (BOA).

#### Huntington Station Transportation Hub Brownfield Opportunity Area

The BOA study area is an approximately 640-acre area consisting primarily of retail, residential, industrial, and recreational uses. The Long Island Rail Road (LIRR) commuter rail station and associated parking is centrally located within the BOA study area. The area is bisected by State

Route (SR) 110, a major north-south vehicular connector in the Town.

Figure 3.1: Huntington Station Transportation Hub BOA Boundary Map and Census Block Groups



Source: Town of Huntington; ERA|AECOM

### Huntington Station Planning

A number of planning studies have contemplated the future of Huntington Station. Wallace Roberts & Todd, LLC (WRT), a planning firm, authored a Community Visioning Report as part of the Town’s Comprehensive Plan (November 2004). In addition, the Town has undertaken public visioning sessions concerning the station area over the last three years. These planning efforts generated ideas to strengthen the area and promote economic development. For example, the community recommended a food market to serve local residents. In addition, due to its adjacency to the LIRR station, these planning initiatives generally concur that that BOA redevelopment should take the form of a TOD, with master planning for a mix of uses clustered around the LIRR station.

### Transit-Oriented Development

Redevelopment within the BOA study area must leverage existing rail infrastructure to re-establish Huntington Station as a destination. Historically the area around Huntington Station

developed as a railroad dependent community. With the rise of automobile dependency, especially by the late 1950s, the dependency of the railroad was less important from a land use perspective. As a result, the former village center in the vicinity of Huntington Station, which became somewhat deteriorated was deemed “blighted” and was cleared on a broad scale in order to provide parking for railroad commuters that would primarily drive to the station.

In general, TOD economically benefits host communities by supporting a developed center and promoting a pedestrian- and transit-oriented community. Specific benefits of TOD include the following:

- Increased housing opportunities for transit-focused lifestyles, particularly for young professionals and seniors
- Greater potential for the formation of a pedestrian-oriented center that offers retail amenities, services, and entertainment
- Decreased automobile dependence and traffic congestion
- Increased business feasibility from combined residential and commuter markets
- Opportunities to create public spaces and community programs

### **Retail Development**

TOD retail would serve local residents and commuters. Currently, the Huntington Station area could capture existing household and commuter expenditures through new retail offerings at the LIRR stop. In addition, future residential projects would increase population density and enhance retail market potential. Retail locations must focus on well-traveled pedestrian and commuter routes, and be proximate to parking areas and active public spaces. New retail should be sited at or near the train station, visible from SR 110, with effective funneling of foot traffic to support business volume. To ensure successful transit-oriented retail development, careful attention must be paid to store format and marketing.

### **Residential Opportunities**

A transit-oriented residential development at Huntington Station has the potential to attract consumers from market segments that are currently under-represented in the area. Young professionals and empty nesters will be attracted to housing options located proximate to the LIRR station. The residential development should include housing types that appeal to small households seeking easy-access to public transportation and a village atmosphere. The following housing formats are likely to appeal to the TOD target market:

- Garden density housing (generally two to three stories) provides relatively inexpensive rental and for-sale housing that attracts singles, young couples, and empty nesters
- More expensive mid-rise buildings (generally four to eight stories), possibly incorporating structured parking and architectural detailing, also attracts singles, young couples, and empty nesters
- Apartments over retail generally attract young renters seeking affordable living spaces proximate to entertainment and shopping
- For-sale townhouses appeal to young families and empty nesters seeking more living space and the convenience of property management and other amenities/services

## Demographic Trends

The BOA study area is currently characterized by relatively large households with low household income. The average household size is 3.4 in the BOA study area, compared with the average of 2.9 in Huntington overall. Despite the larger average household size, the annual household income within the BOA study area averages about \$80,000, compared with \$144,000 in the Town overall. Table III.1 compares the demographics in the BOA study area, defined here by four adjacent Census block groups (see Figure 3.1 above), to the Town of Huntington as a whole, Suffolk County, and neighboring Nassau County.<sup>1</sup>

**Table III.1: Demographic Overview**

	1990	2000	2008	Annualized Growth	
				1990-2000	2000-2008
<b>Huntington BOA</b>					
Population	5,575	6,345	6,591	1.3%	0.5%
Households	1,926	1,912	1,925	-0.1%	0.1%
Average Household Size	2.9	3.3	3.4	1.4%	0.4%
Average Household Income	\$44,154	\$62,128	\$80,384	3.5%	3.3%
<b>Huntington</b>					
Population	191,474	195,289	200,040	0.2%	0.3%
Households	62,861	65,917	67,134	0.5%	0.2%
Average Household Size	3.0	2.9	2.9	-0.3%	0.1%
Average Household Income	\$75,047	\$107,070	\$144,395	3.6%	3.8%
<b>Suffolk County</b>					
Population	1,321,768	1,419,369	1,498,410	0.7%	0.7%
Households	424,689	469,299	493,870	1.0%	0.6%
Average Household Size	3.0	3.0	3.0	-0.3%	0.0%
Average Household Income	\$56,987	\$79,409	\$106,500	3.4%	3.7%
<b>Nassau County</b>					
Population	1,287,444	1,334,544	1,334,459	0.4%	0.0%
Households	431,545	447,387	446,578	0.4%	0.0%
Average Household Size	2.9	2.9	2.9	0.0%	0.0%
Average Household Income	\$69,113	\$94,924	\$125,902	3.2%	3.6%

Source: ESRI; US Census Bureau; ERA| AECOM

<sup>1</sup> Demographic information for the BOA reflects block groups 361031109.022, 361031109.023, 361031110.023, and 361031110.024.

## **Retail Market Opportunities**

The Town's visioning initiatives have identified a retail opportunity within the SR 110/New York Avenue corridor at Huntington Station, a strategic location between Walt Whitman Mall and Huntington Village. Specifically, survey research conducted by the Town's Economic Development Corporation shows a desire for a neighborhood food store within the BOA study area. ERA's retail analysis supports this vision. While there are retail stores in the area, the BOA study area generally lacks convenience retail, specifically within walking distance of the LIRR station. The retail most promising retail opportunity within the BOA study area is for development of a walk-able convenience retail center proximate to the Huntington Station LIRR stop.

## **Summary of Retail Opportunities**

ERA recommends a phase-one convenience retail development program of approximately 60,000 square feet or more if new retail establishments introduce original retail concepts that out-compete existing retailers in the area. Market analysis indicates current unmet market potential for a retail shopping center of the following composition:

- A 9,000-square-foot, small-format food market that would cater to local residents and commuters
- 5,000 square feet of boutique-type clothing and clothing accessories stores
- 14,000 square feet of newsstand, book, music, sports, and hobby retail
- 18,000 square feet of miscellaneous retail, including card shops, florists, stationary/office supply stores, and gift shops
- 13,000 square feet of limited-service eating places
- A 2,000 square foot drinking establishment (e.g., a wine bar or station lounge)
- Personal-service uses such as ATMs/banks, dry cleaners, and salons

ERA recommends that retail development be located at or near the LIRR station, with visibility from the SR 110 corridor. The location at the LIRR station provides a high level of convenience for commuters and is a central location for community residents. The retail visibility will improve consumer awareness, increase incidental visits, and improve spending potential, thereby increasing the attractiveness of the location to retailers.

## **Retail Competitive Landscape**

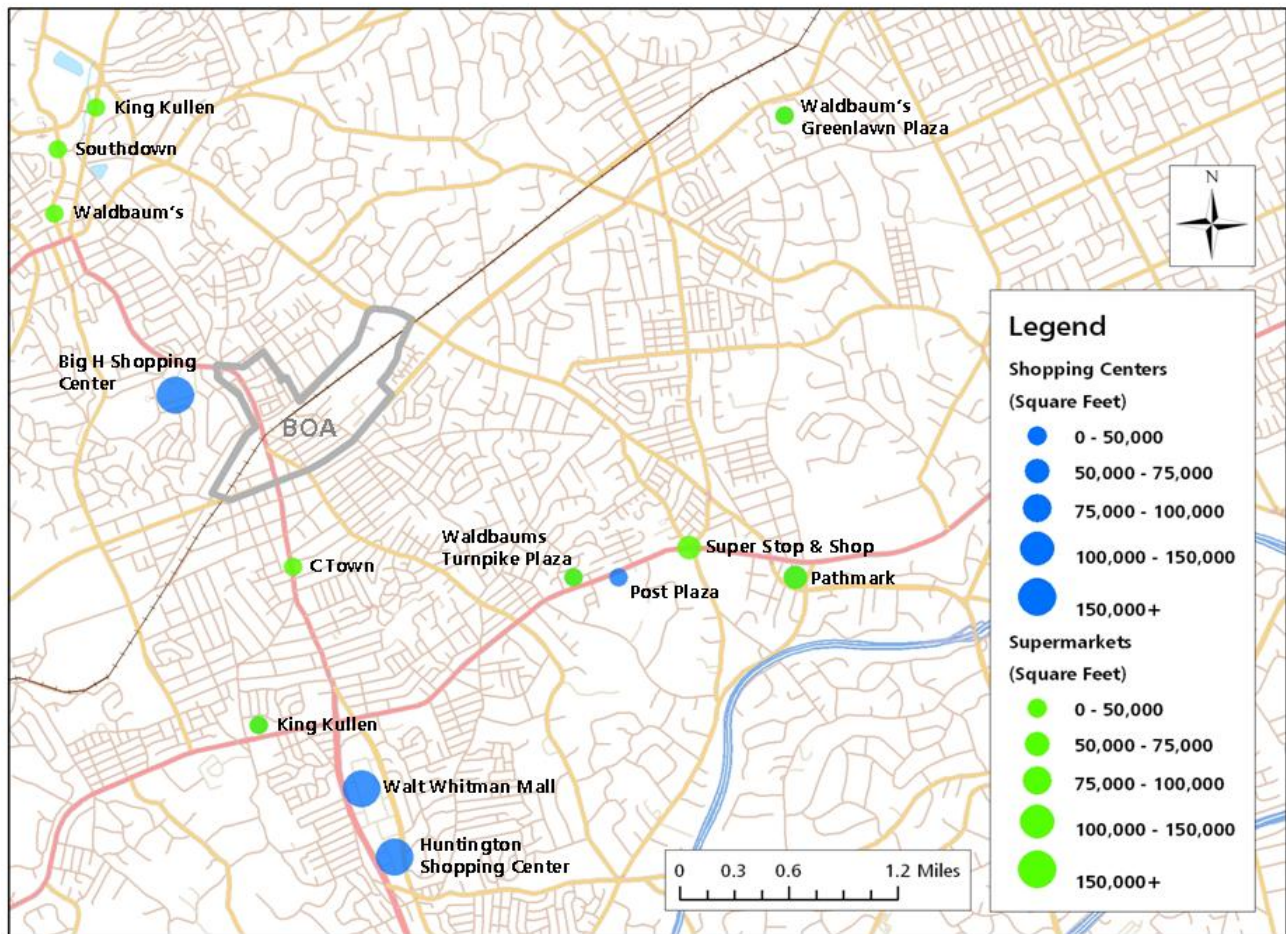
With favorable demographics and good accessibility from the Jericho Turnpike (SR 25), Long Island Expressway, and the Northern State Parkway, Huntington has long been a favorable location for retail commerce. There is a diversity of retail offerings in Town, ranging from large-format, national-chain retailers at Walt Whitman Mall to independent boutique shops in Huntington Village.

The most significant concentration of retail in Huntington is found at the Walt Whitman Mall, sited at the intersection of SR 110 and Jericho Turnpike. This center contains over one million square feet of retail space and is anchored by Bloomingdale's, Lord & Taylor, Macy's and Saks

Fifth Avenue. Neighboring to the south, the 279,000-square-foot Huntington Shopping Center adds to the draw of this retail center. Another significant retail cluster, Huntington Village, is a well-known shopping destination located approximately two miles north of the LIRR station. The Village contains a wide variety of small and mid-size stores, including national and independent clothing and shoe stores, jewelry stores, gift stores, toy stores, a bookstore, and a range of dining options.

Additional shopping, including big-box general merchandise retailers and supermarkets are found throughout the Town, including at the Big “H” Shopping Center and Post Plaza. Figure III.2 presents the geographical location of major shopping centers and supermarkets in the vicinity of Huntington Station.

Figure III.2: Major Shopping Centers and Supermarkets



Source: CoStar Group; ERA|AECOM

## **Shopping Centers**

### ***Walt Whitman Mall***

At the intersection of Jericho Turnpike and SR 110, Walt Whitman Mall is a 1.03 million-square-foot center with more than 100 stores. Retailers include Bloomingdale's, Lord & Taylor, Macy's, Saks Fifth Avenue, Ann Taylor, Banana Republic, Brooks Brothers, Cole Haan, Michael Kors, Madewell, Williams-Sonoma, J. Crew, L'Occitane, bebe, Pottery Barn, Tourneau, and others. Restaurant offerings include Cheesecake Factory, Legal Sea Foods, and California Pizza Kitchen.

### ***Huntington Shopping Center***

Neighboring the Walt Whitman Mall to the south, Huntington Shopping Center has a total of 279,000 square feet. The property includes a Buy Buy Baby, Bed Bath & Beyond, Toys"R"Us, Michaels', PetSmart, and Barnes & Noble, among other stores.

### ***Huntington Village***

Huntington Village consists of an attractive pedestrian shopping district with a wide-variety of small and mid-size, boutique and niche retail offerings. There is a prevalence of clothing and clothing accessories stores, restaurants, and artist galleries. Notable stores include Book Review, Long Island's largest independent bookstore, and Marsh's men's shop.

### ***Big "H" Shopping Center***

Big "H" Shopping Center is a 328,400-square-foot center located on New York Avenue in Huntington. The shopping center is located between Huntington Station and the Village of Huntington. Major tenants include Marshall's, Old Navy, Home Depot, Kmart, and Payless Shoe Source.

### ***Post Plaza***

Post Plaza is a 22,100-square-foot strip mall built in 1997, located on Jericho Turnpike. Tenants include Leslie's Pool Supplies, Panache Plus hair salon, and Panama Hatties catering.

## **Supermarkets**

### ***Super Stop & Shop***

The Stop & Shop Supermarket Company operates 380-plus outlets in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, and Rhode Island. The company's Super Stop & Shop superstores offer a wide variety of food and nonfood items. Built in 2002, the Super Stop & Shop on Jericho Turnpike (east of the Dix Hills Road intersection) is a 72,200-square-foot supermarket that includes a deli, bake shop, florist, and bank, in addition to seafood, meat, natural foods, beauty supply, baby supply, and other departments.

**Waldbaum's**

Waldbaum's operates about 65 supermarkets, primarily in New York City and on Long Island. There are three Waldbaum's locations in the vicinity of Huntington Station:

- The Turnpike Plaza Waldbaum's location on Jericho Turnpike is a 30,700-square-foot supermarket including a bakery and deli. Turnpike Plaza is a 53,000-square-foot center built in 1971 and renovated in 1995. Nearby tenants include Rite Aid, two restaurants, a gift/card store, liquor store, tanning center, and salon.
- The 60 Wall Street Waldbaum's location is a 40,500-square-foot single-tenant building. This Waldbaum's location includes a bakery, deli, and pharmacy.
- The Greenlawn Plaza Waldbaum's location on Pulaski Road is a 49,100-square-foot store. Greenlawn Plaza is a 102,000-square-foot strip mall built in 1975 and renovated in 2004. The shopping center also includes a 10,700-square-foot Tuesday Morning (closeout retailer), in addition to other retailers and personal-service providers, each occupying between 1,000 to 3,000 square feet.

**King Kullen**

King Kullen is a family-operated regional supermarket chain. King Kullen has two locations in the vicinity of Huntington Station:

- The King Kullen location on Jericho Turnpike (west of New York Avenue) is a 40,100-square-foot store in a single-tenant building. This location includes an ATM, bakery, florist, seafood, and a Western Union.
- The King Kullen location on New York Avenue north of Huntington Village is 40,600-square-foot store, also contained in a single-tenant building. This location includes an ATM, bakery, florist, seafood, a Western Union, and pharmacy.

**Pathmark**

The Pathmark Super Center located in Dix Hills Plaza off Jericho Turnpike (east of Park Avenue/Deer Park Road) is a 53,000-square-foot supermarket and pharmacy. Dix Hills Plaza is 91,100 square feet and also includes Bank of America and Washington Mutual branches.

**Southdown**

Southdown Market is an independent, upscale grocer located at 205 Wall Street, north of Huntington Village. The grocer occupies approximately 9,500 square feet and sells prepared foods, cheese, bread, gifts, coffee, and traditional groceries.

**C Town**

C Town is a discount grocer located at 1662 New York Avenue (at 13<sup>th</sup> Street). This location is 13,700 square feet, with parking located behind the building.



### **Other Food Stores**

Other food stores near or within the BOA study area include Community Market at 108 Depot Road and the new 7-Eleven at 1297 New York Avenue. Originally 6,300 square feet in size, the Community Market is expanding to 9,825 square feet. The 7-Eleven convenience store, opened in late 2008, is 2,940 square feet.

A new 5,000-square-foot market is planned for a site next to the Huntington Station library on Huntington Avenue. The store, to be called *Plum Crazy Farmer's Market*, will offer a deli, produce, meats, and dairy products. A Bravo Market is also pending in the nearby area.

### **Retail Demand Analysis**

The ERA retail demand analysis compares consumer expenditure potential to existing retail sales in the trade area to identify unmet demand. When potential retail sales exceed existing sales, there is a “sales leakage” that can be captured by new and existing retailers. The estimated sales leakage provides a basis for calculating unmet retail development potential. The analysis relies on sales productivity assumptions (i.e., expected sales per square foot) to translate the estimated sales leakage into supportable square feet of retail space.

ERA anticipates that the BOA study area can capture the spending potential for retail goods and services from the following consumer groups:

- Local residents (i.e., households living within walking distance)
- Commuters (i.e., people traveling daily to/from Huntington Station on the LIRR)

### **Resident Retail Spending Potential**

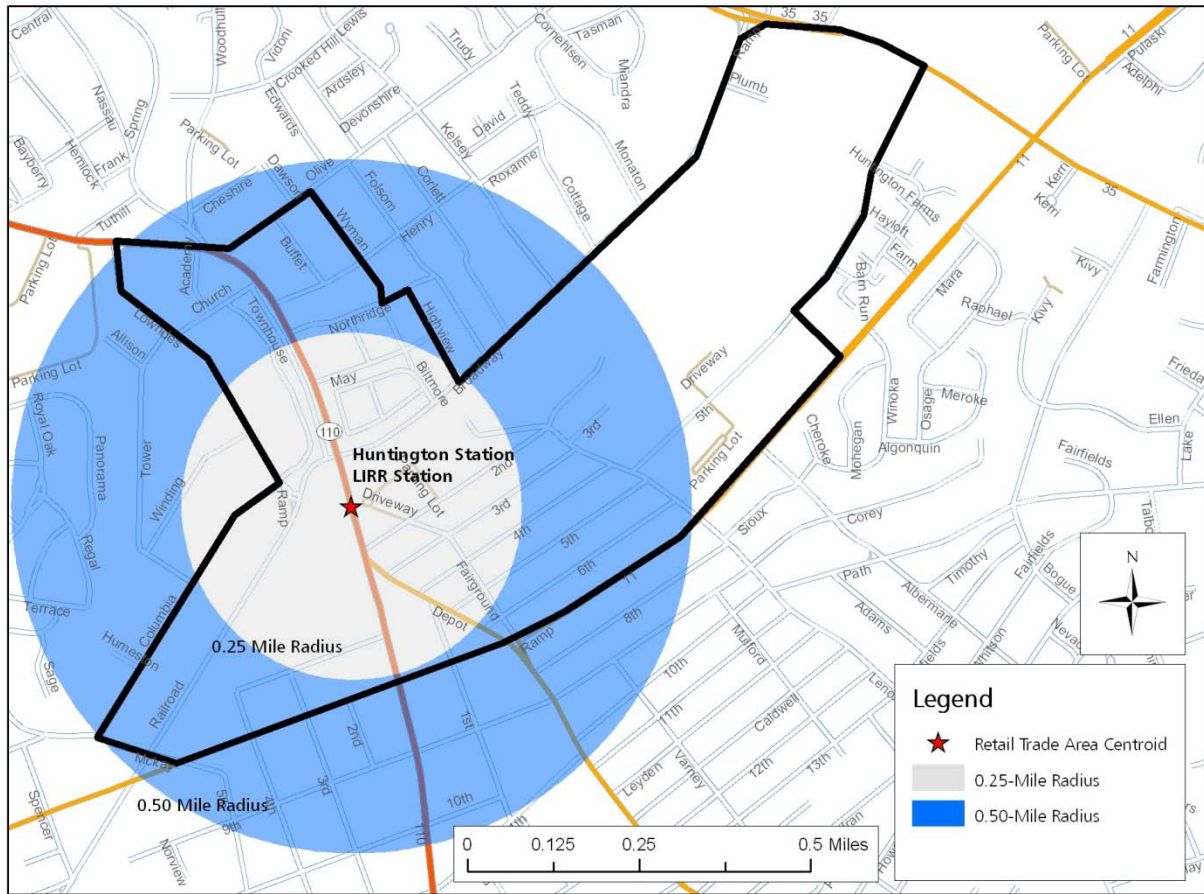
ERA considers a walk-able retail trade area consisting of households residing within a ½-mile radius of the LIRR station. In general, a ½-mile walk takes about ten minutes and is considered an acceptable distance to travel by foot for convenience shopping. As shown in Table III.2 there are currently about 500 households and 1,600 people living within ¼-mile of the Huntington LIRR station. Within ½ mile of the LIRR station, there are about 1,700 households and 6,100 people as shown in Figure III.3.

**Table III.2: Resident Trade Area Population and Households (2008)**

<b>1/4-Mile Radius</b>	
Population	1,647
Households	524
<b>1/2-Mile Radius</b>	
Population	6,147
Households	1,726

Source: ESRI; ERA|AECOM

**Figure III.3: Resident Trade Area Geographic Definition**



Source: ESRI; ERA|AECOM

This analysis considers demand for a wide-variety of retail types, including:

- Furniture and Home Furnishings Stores
- Building Material, Garden Equipment Stores
- Food and Beverage Stores
- Health and Personal Care Stores
- Clothing and Clothing Accessories Stores
- Sporting Goods, Hobby, Book, Music Stores
- General Merchandise Stores
- Miscellaneous Store Retailers
- Foodservice and Drinking Places

Convenience retail, typically found in small neighborhood shopping centers, relies on consumers making frequent trips to purchase goods for day-to-day consumption. Convenience retail, likely to be most appropriate for the TOD concept, includes Food and Beverage Stores; Health and Personal Care Stores; Clothing and Clothing Accessories Stores; Sporting Goods, Hobby, Book, Music Stores; Miscellaneous Store Retailers and Foodservice and Drinking Places. Furniture and home furnishing stores; Building Material, Garden Equipment Stores; and General Merchandise stores are considered comparison retail and are unlikely to be included in a convenience-oriented retail center.

Trade area households have a total retail expenditure potential of about \$50 million. As shown in Table III.3, food and beverage stores represent the largest category of expenditure, with roughly \$10.2 million in expenditure potential within a ½-mile of the train station. Foodservice and Drinking Place establishments are also a significant source of expenditure potential, representing a total of about \$7.3 million, including full-service restaurants, limited-service eating places, and drinking places.

**Table III.3: Resident Trade Area Expenditure Potential (2008\$)**

<b>Retail Category</b>	<b>1/4-Mile</b>	<b>1/2-Mile</b>
Furniture and Home Furnishings Stores	\$490,940	\$1,936,871
Electronics and Appliance Stores	\$527,849	\$1,925,880
Building Material, Garden Equip Stores	\$1,612,102	\$7,163,160
Food and Beverage Stores	\$2,896,040	\$10,226,185
Health and Personal Care Stores	\$1,011,370	\$3,501,751
Clothing and Clothing Accessories Stores	\$1,226,336	\$4,498,117
Sporting Goods, Hobby, Book, Music Stores	\$387,543	\$1,461,879
General Merchandise Stores	\$2,795,994	\$10,178,468
Miscellaneous Store Retailers	\$510,097	\$1,908,329
Foodservice and Drinking Places		
Full-Service Restaurants	\$1,020,870	\$3,665,970
Limited-Service Eating Places	\$914,546	\$3,269,903
Drinking Places	\$101,309	\$371,968
<b>Total</b>	<b>\$13,494,995</b>	<b>\$50,108,481</b>

Source: Claritas; ERA| AECOM

### Commuter Retail Expenditure Potential

Commuters using the LIRR station are another significant source of retail demand. According to LIRR records, approximately 5,000 westbound commuters use the Huntington Station train station during peak weekday hours.<sup>2</sup> These commuters are a “captive audience” for convenience retail at the station.

In order to quantify the spending potential of commuters, ERA relies on ridership data from LIRR and retail spending pattern data from the International Council of Shopping Centers (ICSC). The LIRR ridership figures are adjusted to exclude the roughly 400 commuters living within the resident trade area, to avoid double counting (demand from these commuters is reflected in the expenditure potential of the resident trade area). ICSC data indicates that commuters have an average annual expenditure potential of about \$5,300. As shown in Table III.4, ERA estimates that the current commuter market generates annual retail spending potential of \$23.8 million.

<sup>2</sup> This analysis considers the primary commuter market to be traditional daytime workers commuting westbound toward NYC.

**Table III.4: Commuter Expenditure Potential (2008\$)**

<b>Retail Category</b>	<b>Average Expenditure Potential</b>	<b>Aggregate Expenditure Potential</b>
Furniture and Home Furnishings Stores	\$0	\$0
Electronics and Appliance Stores	\$321	\$1,450,685
Building Material, Garden Equip Stores	\$0	\$0
Food and Beverage Stores	\$1,221	\$5,517,612
Health and Personal Care Stores	\$488	\$2,207,045
Clothing and Clothing Accessories Stores	\$802	\$3,626,712
Sporting Goods, Hobby, Book, Music Stores	\$481	\$2,176,027
General Merchandise Stores	\$642	\$2,901,370
Miscellaneous Store Retailers	\$326	\$1,471,363
Foodservice and Drinking Places		
Full-Service Restaurants	\$295	\$1,333,166
Limited-Service Eating Places	\$590	\$2,666,332
Drinking Places	\$98	\$444,389
<b>Total</b>	<b>\$5,265</b>	<b>\$23,794,700</b>

Source: ICSC; ERA| AECOM

**Total Retail Spending Potential**

As shown in Table III.5, retail demand from area residents and commuters totals \$73.9 million annually.

Table III.5: Total Expenditure Potential (2008\$)

<b>Retail Category</b>	<b>1/2-Mile Resident Market</b>	<b>Commuter Market</b>	<b>Total Market</b>
Furniture and Home Furnishings Stores	\$1,936,871	\$0	\$1,936,871
Electronics and Appliance Stores	\$1,925,880	\$1,450,685	\$3,376,565
Building Material, Garden Equip Stores	\$7,163,160	\$0	\$7,163,160
Food and Beverage Stores	\$10,226,185	\$5,517,612	\$15,743,796
Health and Personal Care Stores	\$3,501,751	\$2,207,045	\$5,708,795
Clothing and Clothing Accessories Stores	\$4,498,117	\$3,626,712	\$8,124,829
Sporting Goods, Hobby, Book, Music Stores	\$1,461,879	\$2,176,027	\$3,637,906
General Merchandise Stores	\$10,178,468	\$2,901,370	\$13,079,838
Miscellaneous Store Retailers	\$1,908,329	\$1,471,363	\$3,379,692
Foodservice and Drinking Places			
Full-Service Restaurants	\$3,665,970	\$1,333,166	\$4,999,136
Limited-Service Eating Places	\$3,269,903	\$2,666,332	\$5,936,235
Drinking Places	\$371,968	\$444,389	\$816,357
<b>Total</b>	<b>\$50,108,481</b>	<b>\$23,794,700</b>	<b>\$73,903,181</b>

Source: ICSC; ERA| AECOM

## Retail Sales

To determine unmet retail demand, the ERA analysis considers current retail sales within the trade area. As shown in Table III.6, retail sales in the ½-mile trade area total, \$124 million annually.

**Table III.6: Existing Retail Sales (2008\$)**

<b>Retail Category</b>	<b>Existing Sales</b>
Furniture and Home Furnishings Stores	\$650,444
Electronics and Appliance Stores	\$625,809
Building Material, Garden Equip Stores	\$60,385,263
Food and Beverage Stores	\$12,522,282
Health and Personal Care Stores	\$19,678,236
Clothing and Clothing Accessories Stores	\$6,894,503
Sporting Goods, Hobby, Book, Music Stores	\$600,207
General Merchandise Stores	\$11,054,109
Miscellaneous Store Retailers	\$434,584
Foodservice and Drinking Places	
Full-Service Restaurants	\$9,711,194
Limited-Service Eating Places	\$1,465,743
Drinking Places	\$15,271
<b>Total</b>	<b>\$124,037,645</b>

Source: Claritas; ERA| AECOM

### Unmet Retail Demand

The retail demand analysis estimates the current unmet expenditure potential of residents and commuters (i.e., dollars that are spent outside of the area). To estimate the “sales leakage,” ERA subtracts existing retail sales from expenditure potential, by retail category. Table III.7 presents the unmet expenditure potential in each of the retail categories analyzed.

**Table III.7: Unmet Expenditure Potential (2008\$)**

<b>Retail Category</b>	<b>Expenditure Potential (a)</b>	<b>Existing Sales (b)</b>	<b>Unmet Demand (c) = (a)-(b)<sup>1</sup></b>
Furniture and Home Furnishings Stores	\$1,936,871	\$650,444	\$1,286,427
Electronics and Appliance Stores	\$3,376,565	\$625,809	\$2,750,756
Building Material, Garden Equip Stores	\$7,163,160	\$60,385,263	\$0
Food and Beverage Stores	\$15,743,796	\$12,522,282	\$3,221,514
Health and Personal Care Stores	\$5,708,795	\$19,678,236	\$0
Clothing and Clothing Accessories Stores	\$8,124,829	\$6,894,503	\$1,230,326
Sporting Goods, Hobby, Book, Music Stores	\$3,637,906	\$600,207	\$3,037,699
General Merchandise Stores	\$13,079,838	\$11,054,109	\$2,025,729
Miscellaneous Store Retailers	\$3,379,692	\$434,584	\$2,945,108
Foodservice and Drinking Places			
Full-Service Restaurants	\$4,999,136	\$9,711,194	\$0
Limited-Service Eating Places	\$5,936,235	\$1,465,743	\$4,470,492
Drinking Places	\$816,357	\$15,271	\$801,086

Source: ERA| AECOM

<sup>1</sup> When sales exceed expenditure potential, unmet demand is presented as zero (rather than negative).



ERA translates unmet spending potential into estimates of supportable retail square based on retail productivity estimates (i.e., sales per square foot) derived from the Urban Land Institute publication *Dollars and Cents of Shopping Centers*. Table III.8 presents estimates of unmet demand for retail uses at the Huntington Station LIRR stop.

**Table III.8: Unmet Retail Development Potential**

<b>Retail Category</b>	<b>Unmet Expenditure Potential</b>	<b>Retail Productivity<sup>1</sup></b>	<b>Unmet Retail Demand</b>
Furniture and Home Furnishings Stores	\$1,286,427	\$200	6,432
Electronics and Appliance Stores	\$2,750,756	\$290	9,485
Building Material, Garden Equip Stores	\$0	\$340	0
Food and Beverage Stores	\$3,221,514	\$360	8,949
Health and Personal Care Stores	\$0	\$410	0
Clothing and Clothing Accessories Stores	\$1,230,326	\$240	5,126
Sporting Goods, Hobby, Book, Music Stores	\$3,037,699	\$220	13,808
General Merchandise Stores	\$2,025,729	\$170	11,916
Miscellaneous Store Retailers	\$2,945,108	\$160	18,407
Foodservice and Drinking Places			
Full-Service Restaurants	\$0	\$380	0
Limited-Service Eating Places	\$4,470,492	\$350	12,773
Drinking Places	\$801,086	\$370	2,165
<b>Total</b>	<b>\$21,769,137</b>		<b>89,061</b>

Source: ULI; ERA| AECOM

<sup>1</sup> Retail productivity reflects anticipated sales per square foot. Estimates derived from ULI Dollars and Cents 2006.

ERA estimates that there is potential support for up to 89,000 square feet of retail space at the LIRR train station. Miscellaneous store retailers (e.g., florists, card shops, etc.) represent the greatest share of unmet demand for retail space at nearly 18,000 square feet. The analysis also finds unmet demand for about 14,000 square feet of sporting goods, hobby, book, and music stores. In addition, there is unmet demand for nearly 13,000 square feet of limited-service eating places.

While the retail demand analysis shows some unmet demand for large-format retail (e.g., general merchandise stores; electronics and appliance stores, and furniture stores), there is insufficient demand to support new stores in these categories. The analysis shows unmet demand for 6,000 to 12,000 square feet in these large-format retail categories. However, in general large-format stores would require unmet demand of more than 30,000 square feet.

Considering an expanded trade area (beyond the ½-mile zone considered by this analysis) competition from existing retailers is significant. In general, large-format comparison retailers are well represented at the Walt Whitman Mall, Huntington Shopping Center, and Big “H” Shopping Center.

### Retail Development Recommendations

The station area at the heart of the BOA study area is well positioned to support a convenience retail development. The combination of resident and commuter markets is sufficient to support convenience-oriented retail businesses that provide for the day-to-day needs of these consumers.

**Table III.9: Market-Supportable Retail Program Recommendation**

<b>Retail Category</b>	<b>Unmet Retail Demand</b>	<b>Distribution</b>
Food and Beverage Stores	9,000	15%
Clothing and Clothing Accessories Stores	5,000	8%
Sporting Goods, Hobby, Book, Music Stores	14,000	23%
Miscellaneous Store Retailers	18,000	30%
Foodservice and Drinking Places		
Limited-Service Eating Places	13,000	21%
Drinking Places	2,000	3%
<b>Total</b>	<b>61,000</b>	<b>100%</b>

Source: ULI; ERA| AECOM

<sup>1</sup> Furniture and Home Furnishings Stores; Electronics and Appliance Stores; Building Material, Garden Equip Stores and General Merchandise Stores excluded from Station Area Program due to large-format requirements.

Table III.9 shows the breakdown of market-support retail program recommendations. The ERA market analysis reveals demand for a 9,000-square foot, small-format food market that could cater to local residents and commuters. Small-format food stores are gaining popularity throughout the US. In general, small-format supermarket concepts such as Fresh & Wholesome (Berkeley Heights, NJ) and Fresh and Easy (Western US) range from roughly 10,000 to 15,000 square feet.

There is demand for miscellaneous retailers, including card shops, florists, stationary/office supply and other stores. In total, the market can support up to about 14,000 square feet of these retail store types. Retailers such as Hallmark (cards and gifts), Papyrus (stationary, cards, and gifts) and KaBloom (flowers and gifts) are examples of successful retailers in this category.

The analysis finds demand for 10,000 square feet of sporting goods, hobby, book, and music stores. Given the level of demand and location, ERA recommends a newsstand/bookstore offering reading materials to commuters and other train travelers. Potential retailers in this category might include a Hudson News and small-format, independent sports and hobby shops.

There is demand for limited-service eating places. This demand might be satisfied by a food court that offers numerous dining options. This restaurant format has been successful on the lower level dining concourse of Grand Central Terminal. There is also demand for a drinking establishment. This might be a wine bar or station lounge that offers a venue for commuters to enjoy a drink after work or for neighborhood residents to gather on the weekend.

The analysis estimates demand for about 4,000 square feet of clothing and clothing accessories stores. This demand might be satisfied by boutiques offering hats, sunglasses, raincoats, and other travel necessities, in addition to other small-format clothing stores and boutiques.

In addition to the retail categories quantified by this demand analysis, the station area could likely support personal service uses such as ATMs, dry cleaners, and salons.

ERA recommends that retail development be located at the LIRR station, with visibility from the SR 110 corridor. The location at the LIRR station provides a high level of convenience for commuters and is a central location for community residents. The retail visibility will improve consumer awareness, increase incidental visits, and improve spending potential, thereby increasing the attractiveness of the location to retailers.

## Residential Market Opportunities

Throughout Long Island, development of housing at transit centers, specifically LIRR stations, is providing opportunities for a less automobile-dependent lifestyle. By encouraging the use of rail, TOD allows economic development without the quality of life issues associated with traditional suburban growth (e.g., road congestion and loss of open space). Further, TOD often includes a mix of uses, offering residents shopping and entertainment within a walk-able community. The Huntington Station Transportation Hub BOA is well positioned to attract relatively dense, transit-oriented residential development.

ERA examined a number of built and proposed residential TOD projects on Long Island. These projects range from stand-alone residential buildings to master-planned communities. In general, these projects are clustered within ½ mile of transit, roughly a ten-minute walk from the station. These projects tend to consist of relatively dense, mid-rise buildings catering to singles, young couples, and empty nesters. Frequently, retail is included at the ground level to serve residents and generate vibrancy within the project and community.

## Summary of Residential Opportunities

New residential development in the BOA could revitalize Huntington Station by providing housing, generating retail spending, and bringing new economic opportunities to the neighborhood. Based on market analysis, ERA recommends that the residential component consist of relatively dense, attached multifamily housing for mixed-income households. In response to near-term market conditions, early program phases would likely be primarily rental housing, with more for-sale housing coming online in later years.

The ERA demand analysis indicates strong potential for new residential development around Huntington Station. Specifically, ERA analysis indicates that an appropriate phase-one residential program would include about 120 units, including approximately 36 units of affordable/workforce housing (30 percent). The full build out of a residential program within the BOA will depend on the availability of land, set-asides for open space, additional uses programmed for the area, and other planning factors.

The ERA phase-one residential program is calculated based on gross demand for residential uses in Huntington. The analysis estimates gross demand for approximately 3,700 real estate transactions annually in the Town of Huntington, including rental leases and for-sale purchases. Reflecting current preferences for mixed-use development within a walk-able community, ERA estimates annual demand for about 1,600 mixed-use, transit-oriented transactions, including:

- 540 Low-Income Units
- 190 Workforce Units
- 840 Market Rate Units

Assuming a five percent capture rate and two-year absorption period, ERA estimates gross phase one residential demand for 84 market rate units. In addition, ERA recommends a phase one program in which 30 percent of the units are designated as affordable/workforce housing, similar to comparable mixed-income housing developments. In total, ERA proposes a phase-one residential program that would include approximate 120 units, with 84 market rate units and 36 affordable/workforce units.

### **Housing Conditions and Trends**

Single-family and multifamily housing types are currently found within the BOA study area. Much of the housing stock is dated, with over half of housing structures in the four BOA study area block groups built before 1959. There is some market rate multifamily housing, such as the Winoka Manor Apartments at East Pulaski and Lenox Roads. However, most of the multifamily residential units in the BOA are designated as affordable or mixed-income housing. Whitman Village is a 236-unit, HUD-sponsored, low-income cooperative that is part of the Housing Development Fund Corporation (HDFC) program. Highview at Huntington, built in 2000, is a mixed-income gated community located directly north of the LIRR station.

To increase affordable ownership housing options, the Town of Huntington Supervisor and Town Board recently approved a down payment assistance program for households earning up to 120 percent of the area median income. In addition, the Town has created a new program to legalize accessory apartments by providing low interest loans to households earning up to 120 percent of the area median income and rent subsidies to households earning up to 80 percent of the area median income. Forty applicants have received certificates from the Town for the down payment assistance program and fourteen have closed with a waiting list of eleven. The Town is working with eleven families on the accessory apartment program. Also, the Town will take title to property in March, 2010 for sixteen units of affordable housing and an additional two units will be rehabilitated. All homes include a legal accessory apartment as part of the Town Supervisor's "Take Back the Block's" program.

### **Housing Tenure**

Census data show that homeownership in the BOA study area is relatively low. Compared with the Town of Huntington overall, Suffolk County, and Nassau County, the BOA has a high proportion of renter households. Table III.10 presents the housing tenure (home ownership) estimates for the BOA study area, Huntington, Suffolk County, and Nassau County in 2008.

**Table III.10: Housing Tenure (2008)**

<b>Location</b>	<b>Housing Units</b>	<b>Owner-Occupied Units</b>	<b>Rental Units</b>	<b>Vacant Units<sup>1</sup></b>
Huntington BOA	2,038	47.4%	47.1%	5.5%
Huntington	69,236	84.0%	13.0%	3.0%
Suffolk County	551,348	72.9%	16.7%	10.4%
Nassau County	464,706	79.1%	17.0%	3.9%

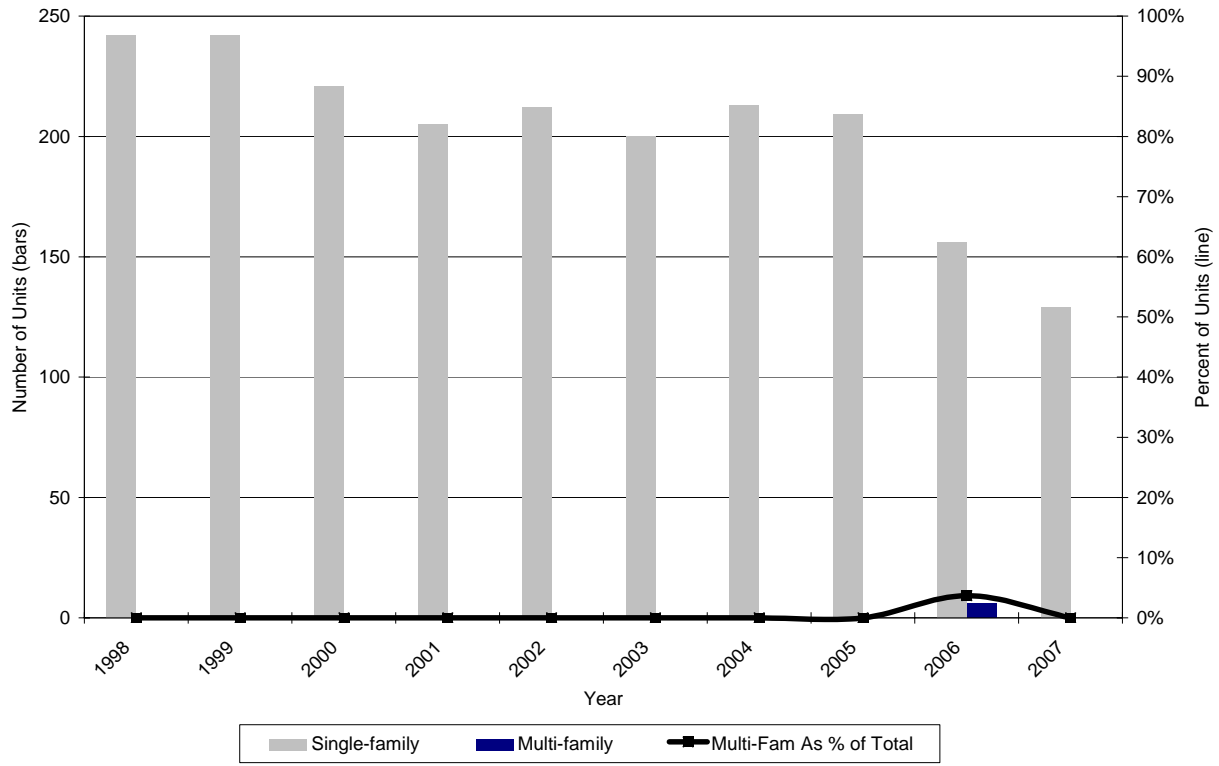
Source: US Census Bureau; ESRI; Economics Research Associates

<sup>1</sup> Vacant units include second homes.

### **Building Permits**

An average of approximately 200 privately-owned housing units is permitted in the Town of Huntington every year, roughly six percent of total Suffolk County residential permitting. As shown in Table III.11, most of the residential permitting activity consists of single-family housing. According to data from the US Department of Housing and Urban Development (HUD), only six privately-owned multifamily units were permitted in Huntington from 1998 to 2007. The paucity of new multifamily development in the BOA study area suggests potential unmet demand for this product type in Huntington.

**Table III.11: Huntington Building Permit Trends (1998-2007)**

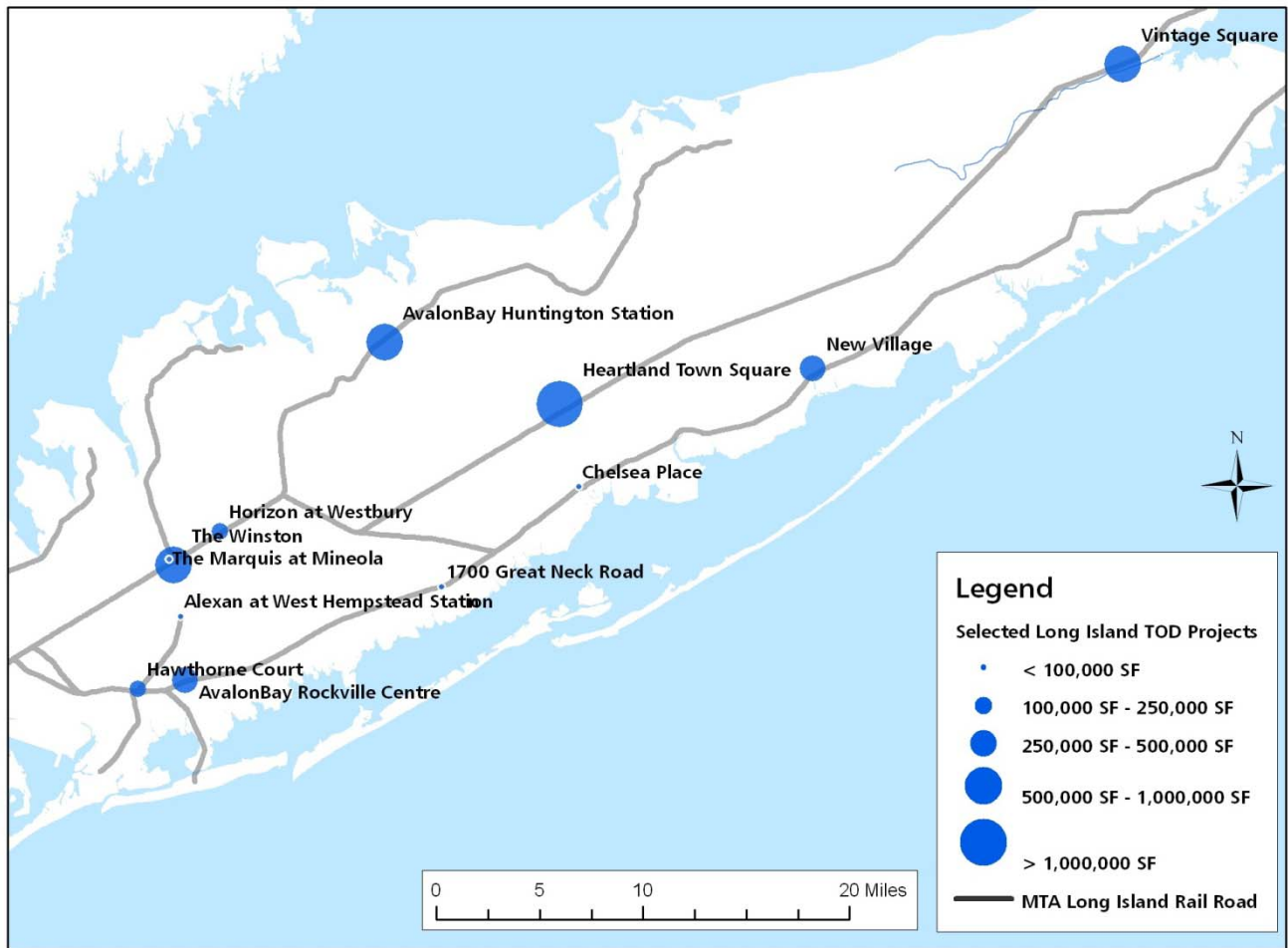


Source: HUD; ERA|AECOM

### TOD Projects on Long Island

To better understand the potential for residential development, as well as the competitive landscape for TOD development, ERA reviewed several existing and proposed TOD projects near LIRR stations on Long Island as shown of Figure III.4.

Figure III.4: Selected Long Island TOD Project Map



Source: ERA|AECOM



***Marquis at Mineola; Mineola***

The Marquis at Mineola, under construction in 2009, is located in downtown Mineola approximately 0.3 miles from the Mineola LIRR station. The project, developed by Kingdom Family Holdings, offers 22 condominium units (17 one bedroom and five two bedroom units) along with 34 ground-level parking spaces and amenities, including a roof terrace.

***Alexan @ West Hempstead; West Hempstead***

The proposed Alexan @ West Hempstead will be located adjacent to the West Hempstead LIRR station. The project, developed by Trammell Crow Residential, will offer 150 rental units in one-, two- and three-bedroom formats. The project will include fitness center, catering kitchen, clubhouse lounge, pool, and garage parking. The Town of Hempstead instituted a new TOD overlay zoning code to allow for this type of development.

**The Alexan @ West Hempstead**

Source: Trammell Crow Residential

***Hawthorne Court; Valley Stream***

Hawthorne Court, under construction and expected to open next year, is located four blocks from the Valley Stream LIRR station. The project, developed by the Dennis Organization, includes 37 one-bedroom and 53 two-bedroom condominiums as well as 138 underground parking spaces. The building will offer a 24-hour doorman, clubhouse, fitness center, and outdoor courtyard. The Village approved a special-use zone to allow for construction of the multifamily building, updating the preexisting single-family zoning.

**Hawthorne Court**



Source: Dennis Organization

***The Winston; Mineola***

The Winston, approved and proposed to be built by 2013, is located four blocks from the Mineola LIRR station. The project, developed by Polmeni International, will be nine stories with 285 units.

**The Winston**



Source:

Newman

Design

**Horizon at Westbury; Westbury**

The Horizon at Westbury, built in 2005, is adjacent to the Westbury LIRR station. The project, developed by the Horizon Group, offers 90 one-, two-, and three-bedroom condominium units, including underground parking, 24-hour concierge, and gym amenities.

**Horizon at Westbury**

Source: Horizon Group

***AvalonBay at Huntington Station; Huntington Station***

AvalonBay has proposed a major redevelopment of 30 acres of vacant land approximately ¼ mile from the Huntington Station LIRR station. The proposed project includes 424 mostly one- and two-bedroom rental units along with 106 condominiums, with 25 percent of units to be reserved as workforce housing. The site, however, requires a zoning change before multifamily residential can be permitted. Progress is being made in obtaining the approvals needed for the project to be constructed. The project was the subject of a public hearing at the March 9, 2010 Huntington Town Board meeting and considerable support for the project was offered during the hearing.

### ***Heartland Town Square; Brentwood***

The proposed Heartland Town Square project would be a major 15-year redevelopment of the Pilgrim State Psychiatric Center site adjacent to the Deer Park LIRR station. The project, developed by Gerald Wolkoff, includes 3,500 apartments, 300,000 square feet of office space, and 550,000 square feet of shopping and entertainment space in the first phase. The latter two phases would include an additional 5,630 apartments, 3.85 million square feet of office space, and 480,000 square feet of retail space. Roughly 20 percent of apartments would be priced below market rates.

#### **Heartland Town Square**



Source: libn.com

### ***Chelsea Place; Bay Shore***

Chelsea Place, developed in 2008, is located adjacent to the Bay Shore LIRR station. The project, developed by Greenview Properties, offers 28 units, with 14 rental units and 14 condominiums. Recently, the developer proposed to convert the project to entirely rental due to difficulty finding condominium buyers. The village approved a special-use zone that allowed construction of the multifamily building, updating the preexisting single-family zoning.

***New Village; Patchogue***

New Village is proposed for the downtown area next to the Patchogue LIRR station. The project, by TRITEC Real Estate, will include 250 rental units, with 30 percent reserved as affordable units, a 104-room Hilton Garden Inn hotel, 37,550 square feet of restaurant and retail space, and 435 underground and surface parking spaces.

**New Village**

Source: TRITEC Real Estate

***Vintage Square; Riverhead***

Vintage Square is proposed for the downtown area next to the Riverhead LIRR station. The proposal includes 630,000 square feet of development, including housing, a ten-screen movie theater, pedestrian plaza, parking deck, and 100,000 square feet of commercial and retail space. In February 2008, the Riverhead Town Board designated the Vintage Group developer of the four-acre, town-owned property.

**Vintage Square**

Source: Vintage Group

***Copiague, Town of Babylon***

A mixed-use project, completed in 2008, is located within one block of the Copiague LIRR station. The three-story building at 1700 Great Neck Road consists of 22 one-bedroom rental apartments over 12,000 square feet of ground-floor retail/commercial space. The ground-level tenants include a small café, liquor store, hair and nail salon, spa, and insurance company. The developer had sought to offer larger residential units; opposition from residents concerned about school and tax impacts limited the project to one-bedroom units.

**1700 Great Neck Road**



Source: Regional Plan Association

## Residential Demand Analysis

The ERA housing demand analysis identifies the age and income characteristics of households in the Town of Huntington, quantifies residential turnover rates, and details residential housing preferences to estimate gross housing demand for mixed-use, pedestrian-oriented residential uses. Using Census data and other survey data, the analysis estimates annual residential transaction volume for specific age-income groups. The analytical findings reflect the number of households estimated to be “in the market” for new housing within specific price ranges. In particular, the ERA residential demand analysis:

- Estimates the number of Huntington households by age of householder and household income in 2008;
- Defines homebuyer segments, including low-income, moderate-income/workforce, and market-rate housing segments, by household income;
- Determines the share of households “in the market” for new housing based on historical household relocation rates in the market; and
- Identifies preferences for mixed-use, pedestrian-oriented housing based on survey research performed by Vision Long Island and SUNY Stony Brook.

The ERA residential demand analysis indicates that the Huntington residential market will support approximately 3,700 real estate transactions annually, including rental leasing and for-sale purchases. Applying preferences for mixed-use development within a walk-able community, ERA estimates annual demand for about 1,600 mixed-use, transit-oriented transactions, as shown in Table III.12. Approximately 34 percent of the gross demand would come from low-income households, 12 percent would come from middle-income/workforce households, and 52 percent would come from households able to pay market rates for housing.

**Table III.12: Annual Demand for Mixed-Use/TOD Housing Units in Huntington**

<b>Low-Income Housing Units<sup>1</sup></b>	<b>Workforce Housing Units<sup>2</sup></b>	<b>Market Rate Housing Units<sup>3</sup></b>	<b>Total Housing Units</b>
542	194	836	1,572
34%	12%	53%	100%

Source: ESRI; US Census Bureau; ERA| AECOM

<sup>1</sup> Demand from households with annual income below \$75,000.

<sup>2</sup> Demand from households with annual income from \$75,000 to \$100,000.

<sup>3</sup> Demand from households with annual income above \$100,000.

To generate gross residential demand estimates, ERA relies on several data sources. First, the analysis employs data from ESRI, a nationally-recognized supplier of demographic data, to determine householder age-income segments in Huntington. To categorize the income segments, ERA relies on US Department of Housing and Urban Development (HUD) definitions.

HUD uses Area Median Income (AMI) to categorize low-income, moderate-income/workforce, and market-rate housing. For 2008, the HUD-defined Suffolk County AMI for a family of four was \$97,100. Households earning less than 80 percent of AMI (\$71,300 in 2008) are considered low-income households and households earning between 80 and 120 percent of AMI (\$71,301 to \$116,520 in 2008) are considered moderate-income/workforce housing households. Households with income above these levels are candidates for market-rate housing in Huntington.

Based on the available household income data, by income bracket, the ERA analysis categorizes housing demand using the following household income definitions, in 2008 dollars:

- Low-Income: Less than \$75,000
- Workforce: \$75,000-\$100,000
- Market Rate: 100,000+

Table III.13 presents the age-income segments for Huntington, based on these definitions.

**Table III.13: Huntington Households by Age and Income**

<b>HHr Age/ HH Income</b>	<b>Low-Income Households</b>	<b>Workforce Households</b>	<b>Market Rate Households</b>	<b>Total</b>	<b>Distribution</b>
15-24	438	90	270	<b>798</b>	<b>1%</b>
25-29	704	240	856	<b>1,800</b>	<b>3%</b>
30-34	1,306	487	1,822	<b>3,615</b>	<b>5%</b>
35-39	1,628	824	4,039	<b>6,491</b>	<b>10%</b>
40-44	1,985	998	5,059	<b>8,042</b>	<b>12%</b>
45-50	1,842	1,054	5,736	<b>8,632</b>	<b>13%</b>
50-54	1,754	1,021	5,643	<b>8,418</b>	<b>13%</b>
55-59	1,584	906	4,821	<b>7,311</b>	<b>11%</b>
60-64	1,261	749	4,084	<b>6,094</b>	<b>9%</b>
65-69	1,996	589	2,163	<b>4,748</b>	<b>7%</b>
70-74	1,410	462	1,621	<b>3,493</b>	<b>5%</b>
75-79	1,891	347	1,046	<b>3,284</b>	<b>5%</b>
80-84	1,347	218	599	<b>2,164</b>	<b>3%</b>
85+	1,318	213	594	<b>2,125</b>	<b>3%</b>
<b>Total</b>	<b>20,464</b>	<b>8,198</b>	<b>38,353</b>	<b>67,015</b>	<b>100%</b>
<b>Distribution</b>	<b>31%</b>	<b>12%</b>	<b>57%</b>	<b>100%</b>	

Source: ESRI; ERA| AECOM



To estimate the number of households that will be “in the market” for new housing each year, ERA uses household migration data provided by the US Census Bureau’s American Community Survey. These data report the “turnover rate,” or the number of households relocating within or to Huntington. This information reflects the historical level of rental and for-sale real estate transactions taking place within the Town. For the purposes of this analysis, ERA applies a three-year average turnover rate. Turnover rates applied in the demand analysis are as follows:

- Householder ages 15 to 24: 10.1%
- Householder ages 25 to 34: 14.3%
- Householder ages 35 to 44: 7.2%
- Householder ages 45 to 54: 4.0%
- Householder ages 55 to 64: 2.5%
- Householder ages 65 to 74: 3.6%
- Householder ages 75+: 6.6%

Table III.14 presents the annual number of households estimated to be “in the market” for housing, by age-income segment.

**Table III.14: Huntington Residential Demand by Age and Income**

<b>HHr Age/ HH Income</b>	<b>Low-Income Households</b>	<b>Workforce Households</b>	<b>Market Rate Households</b>	<b>Total</b>	<b>Distribution</b>
15-24	44	9	27	<b>81</b>	<b>2%</b>
25-29	101	34	122	<b>257</b>	<b>7%</b>
30-34	187	70	260	<b>517</b>	<b>14%</b>
35-39	117	59	291	<b>467</b>	<b>13%</b>
40-44	143	72	364	<b>579</b>	<b>16%</b>
45-50	75	43	232	<b>350</b>	<b>9%</b>
50-54	71	41	228	<b>341</b>	<b>9%</b>
55-59	40	23	121	<b>183</b>	<b>5%</b>
60-64	32	19	102	<b>153</b>	<b>4%</b>
65-69	72	21	78	<b>172</b>	<b>5%</b>
70-74	51	17	59	<b>127</b>	<b>3%</b>
75-79	125	23	69	<b>216</b>	<b>6%</b>
80-84	89	14	39	<b>142</b>	<b>4%</b>
85+	87	14	39	<b>140</b>	<b>4%</b>
<b>Total</b>	<b>1,232</b>	<b>459</b>	<b>2,034</b>	<b>3,725</b>	<b>100%</b>
<b>Distribution</b>	<b>33%</b>	<b>12%</b>	<b>55%</b>	<b>100%</b>	

Source: ESRI; ERA| AECOM

To further refine the demand analysis, ERA incorporates preferences for mixed-use housing, from a Long Island survey conducted in 2007. That year, the Stony Brook University Center for Survey Research conducted a random-digit-dial telephone survey of 1,011 residents of Nassau and Suffolk Counties, including 505 completed interviews with residents of Nassau County and 506 completed interviews with residents of Suffolk County. Individuals 18 years and over were selected at random for participation in the poll. The results were weighted on gender, age, educational attainment, and race/ethnicity, based on the 2005 American Community Survey county-level data.

The Stony Brook University survey asked respondents:

*If you could choose, would you prefer to live in a mixed-use neighborhood where you can walk to stores, schools, and services or in a residential-only neighborhood, even if it means you have to drive a car to stores, schools, and services?*

ERA relies on the findings from the survey to identify preferences for TOD, by age group. These survey data are applied to the total residential demand to determine the annual level of demand for housing in a mixed-use/TOD community. The analysis relies on the following percentages of respondents reporting a preference for mixed-use housing, by age:

- |                             |       |
|-----------------------------|-------|
| ▪ Householder ages 15 to 34 | 51.5% |
| ▪ Householder ages 35 to 50 | 33.4% |
| ▪ Householder ages 50-64    | 43.3% |
| ▪ Householder ages 65+      | 46.7% |

Table III.15 presents the annual number of households estimated to be “in the market” for mixed-use housing in Huntington, by age-income segment.

Table III.15: Huntington Mixed-Use Residential Demand by Age and Income

HHr Age/ HH Income	Low-Income Households	Workforce Households	Market Rate Households	Total	Distribution
15-24	23	5	14	42	3%
25-29	52	18	63	132	8%
30-34	96	36	134	266	17%
35-39	39	20	97	156	10%
40-44	48	24	122	193	12%
45-50	25	14	78	117	7%
50-54	31	18	99	148	9%
55-59	17	10	52	79	5%
60-64	14	8	44	66	4%
65-69	34	10	37	80	5%
70-74	24	8	27	59	4%
75-79	58	11	32	101	6%
80-84	41	7	18	67	4%
85+	41	7	18	65	4%
<b>Total</b>	<b>542</b>	<b>194</b>	<b>836</b>	<b>1,572</b>	<b>100%</b>
<b>Distribution</b>	<b>34%</b>	<b>12%</b>	<b>53%</b>	<b>100%</b>	

Source: ESRI; ERA| AECOM

Reflecting current preferences for mixed-use development within a walk-able community, ERA estimates annual demand for about 1,600 mixed-use, transit-oriented units, including approximately:

- 540 Low-Income Units
- 190 Workforce Units
- 840 Market Rate Units

### Residential Development Recommendations

ERA recommends that the residential component of the BOA program consist of dense, multifamily housing for mixed-income households. Housing formats might include garden-style apartments, mid-rise apartments, and townhomes. In response to near-term market conditions, early program phases would likely be primarily rental housing, with more for-sale housing coming online in later years.

Assuming a five percent capture rate and two-year absorption period, ERA estimates gross phase one residential demand for 84 market rate units. In addition, ERA recommends a phase one program in which 30 percent of the units are designated as affordable/workforce housing, similar to comparable mixed-income housing developments. In total, ERA proposes a phase-one residential program that would include approximate 120 units, with 84 market rate units and 36 affordable/workforce units. The full build out of a residential program within the BOA will depend on the availability of land, set-asides for open space, additional uses programmed for the area, and other planning factors.

## Summary

The Town of Huntington retained Economics Research Associates (ERA), an AECOM company, to conduct a market opportunities analysis as part of the Huntington Station Transportation Hub Brownfield Opportunity Area (BOA) Nomination Study. Through the New York State BOA Program, the Town of Huntington is planning for redevelopment of underutilized, vacant, and environmentally-impaired sites located around the Huntington Station Long Island Rail Road (LIRR) stop. The New York State BOA Program seeks to establish community-based revitalization plans and implementation strategies to achieve brownfield redevelopment in a proactive and systematic way. The Nomination Study provides a basic and preliminary analysis of the area affected by brownfield sites including a description and justification of the study area and associated boundaries; a basic description and understanding of current land use and zoning; the delineation and description of existing brownfield sites and other underutilized properties; and a description of the area's potential for revitalization.

This market opportunities analysis considers the real estate market for retail and residential uses within the BOA study area. To identify new opportunities for development, this analysis examines the competitive landscape for development and quantifies market demand. Specifically, ERA evaluates the market potential for transit-oriented development (TOD) opportunities within the BOA. TOD is characterized by relatively dense, mixed-use development near public transportation. The BOA, which encompasses the Huntington Station LIRR stop, provides an opportunity for a compact, walk-able, and vibrant district, comprised of retail and residential uses served by mass transit. This concept is consistent with the Town's vision for the BOA, which includes retail, specifically a food store, and mixed-income housing proximate to the station.

## Recommendations for BOA Redevelopment

**Retail Uses:** The Town’s visioning initiatives have identified a retail opportunity within the State Route (SR) 110/New York Avenue corridor at Huntington Station, a strategic location between Walt Whitman Mall and Huntington Village. Specifically, survey research conducted by the Town’s Economic Development Corporation indicates a strong local preference for a neighborhood food store within the BOA study area. ERA retail analysis supports this vision. While there are retail stores in the area, the BOA study area generally lacks convenience retail, specifically within walking distance of the LIRR station. The most promising retail opportunity within the BOA study area is for development of a walk-able convenience retail center that leverages activity at the Huntington Station LIRR stop.

The station area at the heart of the BOA study area is well positioned for a convenience retail development of approximately 60,000 square feet or more if new retail establishments introduce original retail concepts that out-compete existing retailers in the area. The combination of resident and commuter markets is sufficient to support retail businesses that provide for the day-to-day needs of consumers. ERA retail market analysis indicates current unmet market potential for a convenience shopping center of the following composition:

- A 9,000-square-foot, small-format food market that would cater to local residents and commuters
- 5,000 square feet of boutique-type clothing and clothing accessories stores
- 14,000 square feet of newsstand, book, music, sports, and hobby retail
- 18,000 square feet of miscellaneous retail, including card shops, florists, stationary/office supply stores, and gift shops
- 13,000 square feet of limited-service eating places
- A 2,000 square foot drinking establishment (e.g., a wine bar or station lounge)
- Personal-service uses such as ATMs, dry cleaners, and salons

ERA recommends that retail development be located at or near the LIRR station, with visibility from the SR 110 corridor. A location proximate to the LIRR station would provide a high level of convenience for commuters and is a central location for community residents. Visibility from SR 110 will improve the attractiveness of the development to retailers as vehicular thru-traffic will generate awareness, incidental visits, and consumer spending.

In the future, with the development of new residential units within the BOA study area, additional retail development may be feasible. Similar to the current market-supportable program, the additional retail offerings would be convenience oriented. A future retail program might include an expanded food store and additional dining, drinking, and specialty convenience offerings that serve local residents and contribute to the character and sense of place at the Huntington Station TOD.

**Residential Uses:** Throughout Long Island, development of housing at transit centers, specifically LIRR stations, is providing opportunities for a less automobile-dependent lifestyle. By encouraging walking and the use of rail, TOD allows for economic development without the quality of life issues associated with traditional suburban growth (e.g., road congestion and loss of open space). Further, TOD often includes a mix of uses, offering residents shopping and entertainment within a walk-able community. The Huntington Station Transportation Hub BOA is well positioned to attract relatively dense, transit-oriented residential development.

To evaluate the TOD concept, ERA examined a number of built and proposed residential TOD projects on Long Island. These projects range from stand-alone residential buildings to master-planned communities. In general, these projects are clustered within ½ mile of transit, roughly a ten minute walk from the station. TOD projects consist of relatively dense, multifamily buildings marketed to singles, young couples, and empty nesters. Housing formats include mid-rise buildings, lower density garden-style apartments, and townhouses. Frequently, retail is included at the ground level to serve residents and generate vibrancy within the project and community.

New residential development in the BOA study area could revitalize Huntington Station by providing housing, generating retail spending, and bringing new economic opportunities to the neighborhood. Based on market analysis, ERA recommends that the residential component consist of compact, multifamily or attached housing for mixed-income households. Consistent with this recommendation, developer AvalonBay Communities has proposed a rental and for-sale multifamily housing development, including workforce units, for a site proximate to the Huntington Station LIRR station stop.

ERA residential demand analysis indicates strong potential for new residential development around Huntington Station. Specifically, ERA analysis indicates that an appropriate phase-one residential TOD program would include about 120 units, including approximately 36 units of affordable/workforce housing. In response to near-term market conditions, early program phases would likely be primarily rental housing, with more for-sale housing coming online in later years. The full build-out of a residential program within the BOA study area will depend on the availability of land, set-asides for open space, additional uses programmed for the area, and other planning factors.

The ERA phase-one residential program is calculated based on gross demand for residential uses in Huntington. The analysis estimates gross demand for approximately 3,700 real estate transactions annually in the Town of Huntington, including rental leases and for-sale purchases. Reflecting current preferences for mixed-use development within a walk-able community, ERA estimates annual demand for about 1,600 mixed-use, transit-oriented transactions, including:

- 540 Low-Income Units
- 190 Workforce Units
- 840 Market Rate Units

Assuming a five percent capture rate and a two-year absorption period, ERA estimates gross phase one residential demand for 84 market rate units. In addition, ERA recommends a phase one program in which 30 percent of the units are designated as affordable/workforce housing, similar to comparable mixed-income housing developments.

## **B. Analysis of the Proposed Brownfield Opportunity Area**

The following is a general overview of the key planning elements for the entire BOA study area. Detailed analysis and conclusions are provided in Section C: Specific Analysis of Proposed Sub Areas for Targeted Redevelopment.

### **Land Use**

Today, the Town of Huntington is almost entirely built out, and this is true too for the BOA study area. The BOA study area's land use pattern is a hybrid between the somewhat organic pattern created during the late 1800s during the formation of a hamlet around the LIRR station and freight railroad service, and the "planned" pattern created by the 1960s urban renewal effort. Figure III.5 depicts the location and distribution of existing land uses within the BOA study area.

**Commercial:** Commercial land uses are scattered throughout the BOA study area. They are generally located along New York Avenue, north of Northridge Avenue and south of the LIRR railroad tracks. These commercial uses are primarily small scale retail or wholesale commercial businesses such as medical or professional services/offices and trade or building material suppliers. There is also a concentration of commercial uses mixed with industrial uses between Broadway and Railroad Street and the LIRR railroad tracks. These businesses tend to be mostly focused on wholesale or commercial suppliers or service businesses.

**Industrial:** There is a very limited amount of industrial land uses located within the BOA study area. Although no longer especially dependent upon rail service, they are located adjacent to the LIRR railroad tracks. Most of these uses are small-scale specialty manufacturing or distribution businesses.

**Institutional:** Institutional land uses within the BOA study area consist of government owned lands for services or support facilities. The most dominant institutional land use within the BOA study area is the provision of parking, which is clustered around the LIRR station and along New York Avenue. There is also the Huntington Community First Aid Squad facility located along Railroad Street.

**Residential:** The vast majority of the residential parcels located within the BOA study area are single-family residential properties. There are three main clusters of single-family neighborhoods; they are the areas north of Railroad Street, south of E. 2<sup>nd</sup> Street and north of Highview Street.



There are also several clusters of multi-family residential complexes. These areas including Highview at Huntington, located at the intersection of Broadway and New York Avenue, Whitman Village Apartments located along Lowndes Avenue and the residential apartment complex at the intersection of Lenox and W. Pulaski Roads. Most of these multi-family developments were constructed in the 1960s with the exception of Highview at Huntington, which was started in the late 1990s as affordable and subsidized for-sale dwellings consisting of a mix of unit types, ranging from two bedroom flats to two story townhomes.

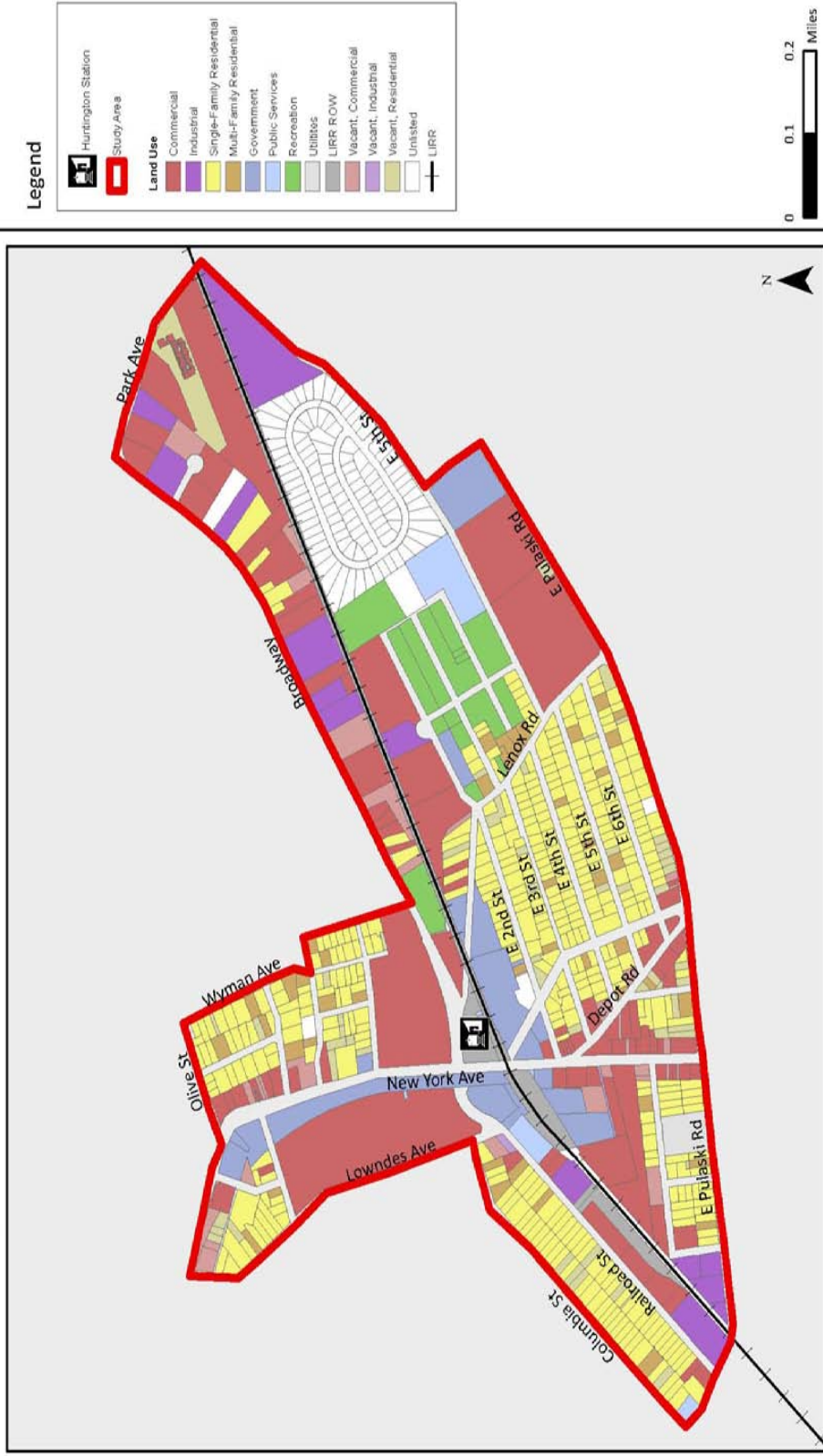
**Vacant Land:** There are a few key vacant parcels within the BOA study area. Key vacant parcels include a large tract of land located along E. 5<sup>th</sup> Street which is the site of the proposed AvalonBay residential development. The other major parcel is the Town of Huntington owned Rotundo parcel, located in a land-locked area west of New York Avenue and north of W. 4<sup>th</sup> Street.

**Parking Lands:** Although not classified as vacant land, the expansive amount of surface parking along New York Avenue, all of which is owned either by the Town of Huntington or New York State, creates the feeling that there is an abundance of vacant land within the BOA study area. The statement could be made that although this land is not technically vacant it can be considered highly underutilized, especially considering its location along the heavily travelled New York Avenue corridor and its close proximity to the LIRR station.

The supply of parking within the BOA study area is extensive. The supply is primarily focused on serving the transit commuter. For the basis of this study the parking supply was not inventoried and analyzed in detail but was it was surveyed at a cursory level during various peak user periods in order to determine if there are issues between supply and demand. In most cases, the surface lots located to the south of the LIRR railroad tracks, west of New York Avenue and along New York Avenue, north of Railroad Avenue, all had significant amounts of vacant spaces. This observation would imply that the current supply is at least adequate to meet the demand for current transit service and surrounding land uses. A detailed parking management study and plan should be performed in order to determine the current and projected parking needs, based both on future changes in transit ridership and as a result of new development within the BOA study area. *Horizons 2010:* The Town of Huntington's Comprehensive Plan Update recommends that a formal parking management study be developed which formulates parking policies, which are consistent with quantified needs and demand. However, no parking capacity should be eliminated prior to the construction of replacement parking infrastructure sufficient to accommodate demand in the Huntington Station area. A copy of the current BOA Parking Survey conducted for the Huntington Economic Development Agency is included in an Appendix to this report.

Figure III-5

BOA Land Use Map



Gannett Fleming

August 2009

Brownfield Opportunity Area (BOA) Pre-Nomination Study

Huntington

## Zoning

Generalized existing zoning designations within the BOA study area are shown on Figure III.6.

**Existing Zoning:** The pattern of existing zoning largely reflects the existing pattern of residential, commercial, office, and industrial uses. The only exception is the provision of the C6 Zoning Overlay (TOD) along New York Avenue and Depot Road, which supports the planning desire to see more mixed-use commercial redevelopment within these zones.

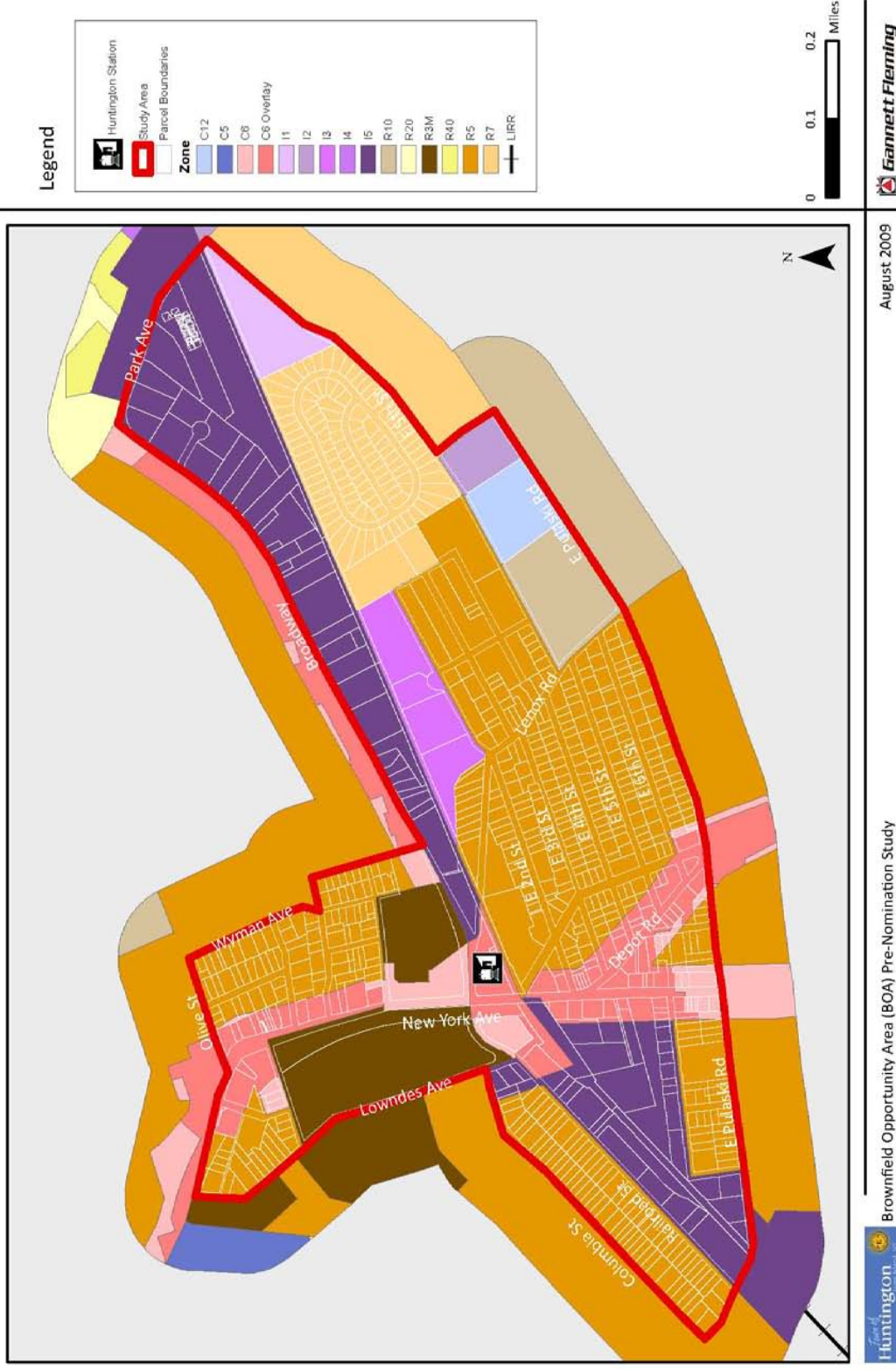
**Zoning Considerations:** *Horizons 2020:* The Town of Huntington’s recent Comprehensive Plan Update, identifies several zoning related recommendations for the Huntington Station Area. According to the Town of Huntington’s Department of Planning and Environment, several of these recommendations are being evaluated in more detail, concurrent with the preparation of this BOA Nomination Study. It is important that as any modifications to the current zoning classifications are contemplated, they consider the recommendations of the BOA Nomination Plan and any follow-up planning activities.

Zoning Recommendations including in *Horizon 2020* that are specifically relevant to the BOA study area include:

- Retain permitted and prohibited uses from the overlay district
- Main C-6 provisions allowing upper story residential above retail
- Require retail uses on ground floors
- Allow existing office space to remain as a permitted use
- Prohibit visible parking under buildings (i.e., require parking to be buried below grade)
- Adjust boundaries of the new hamlet center zone to be consistent with existing/proposed land use and property line patterns (e.g., extend along frontage of the west of New York Avenue between Broadway/Railroad Avenue and Church Street to allow for retail/mixed use redevelopment of existing parking lot)
- Eliminate depth extensions
- Require conditional use permits for buildings above 5,000 square feet (GFA) in size
- Permit a 45’ height limit
- Establish contextual setback/build-to lines
- Create a basic design vocabulary/architectural standards for massing and façade treatments that area appropriate for the hamlet zone
- Establish other design standards to complement hamlet character (e.g., signage, landscaping)

Figure III-6

BOA Zoning Map



## Land Ownership

Figure III.7 shows the location and distribution of publicly versus privately owned land within the BOA study area. The key public entities which own land within the BOA study area are the Town of Huntington, New York State and the LIRR/MTA. Most of the publically owned land is located along New York Avenue in the vicinity of the LIRR station and it mostly consists of parking facilities. There is a concentration of publically owned parcels east of Lenox Road which compose a public park and recreation facility called Manor Field Park. There are a few other small scattered publicly owned parcels throughout the BOA study area. Several of these parcels are located along the east side of New York Avenue and include the former Tilden Brake parcel near Olive Street and the parcel for the proposed Northridge Cultural Center.

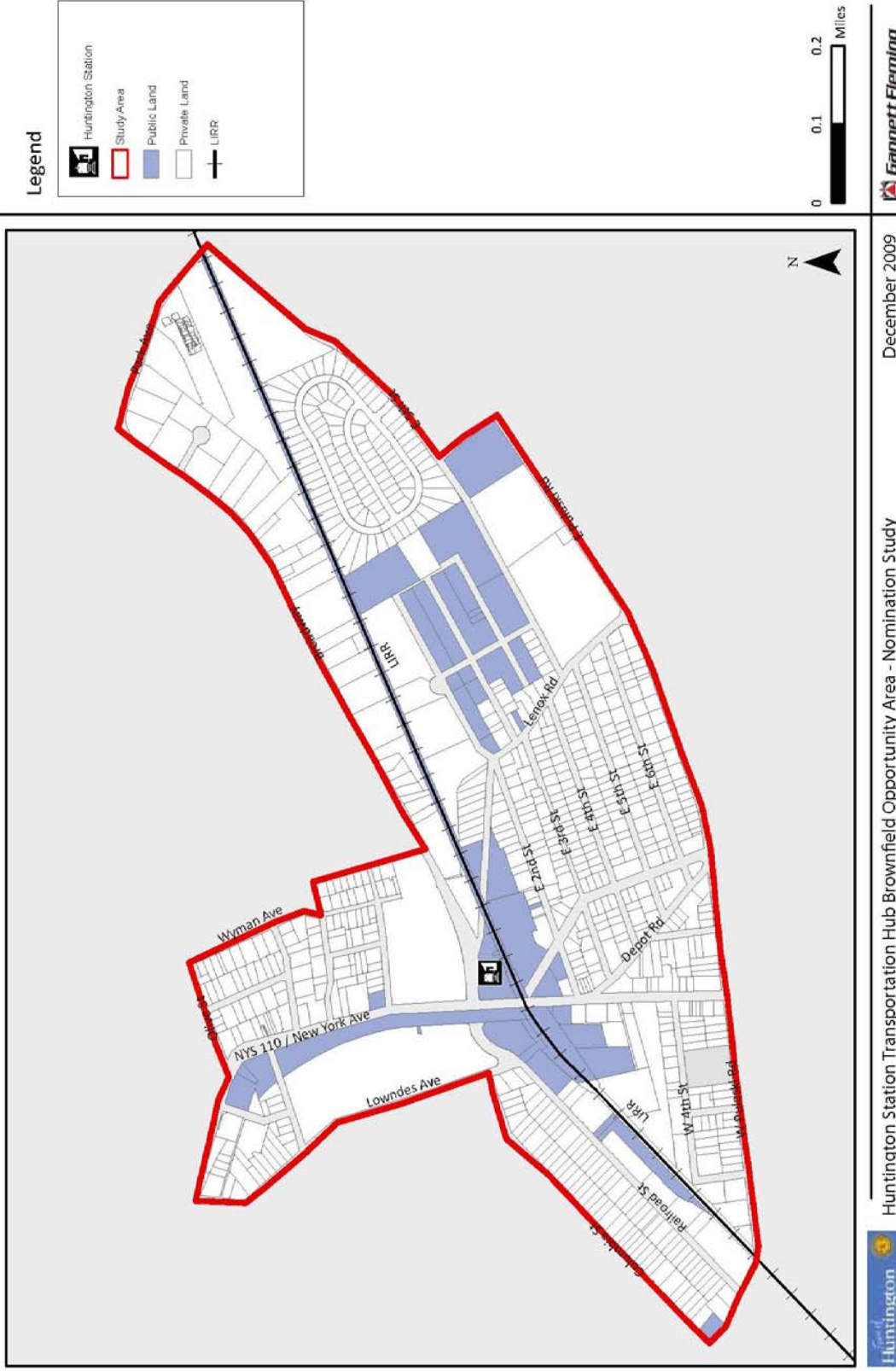
## Transportation - Roadways

The Town of Huntington, Huntington Station and the BOA study area all have an extensive transportation system that supports multiple modes of travel. Regionally, the BOA study area is served by an extensive network of local, collector, arterial and through roads that offer connections between all areas of the Town. The Long Island Expressway (I-495) and the Northern State Parkway are limited access highways located within 5 miles of the BOA study area. Nearby principal arterial roadways include Jericho Turnpike and Route 25A; both are located within 2 miles of the BOA study area.

NYS Route 110/New York Avenue travels north-south through the BOA study area and is a major arterial roadway, as shown on Figure III.8. Based on NYSDOT traffic counts from May 2007, this segment of the New York Avenue corridor has an annual average daily traffic amount of 18,476 trips. The Town of Huntington's roadway network developed over time from a rural system connecting village centers and as a result lacks the characteristics of a complete grid with east-west and north-south connections adequate to handle modern traffic volumes. All major corridors, including those through the BOA study area, are prone to traffic congestion, but the most significant backups occur along NYS Route 110 from Huntington Village, through the BOA study area, to Melville.

Figure III.8 also shows the other key roadway corridors through the BOA study area, including Broadway, Railroad Avenue and Pulaski Road. It is important to note that the roadway network was improved significantly for vehicular traffic flow during the 1960s urban renewal. The focus of this effort was the removal of several awkwardly aligned intersections to create the new four-way intersection of Broadway, Railroad Street and New York Avenue.

Figure III.7 Land Ownership



Traffic congestion is a major issue and concern voiced by the citizens through the BOA planning process as well as the town comprehensive planning update process. Opportunities to address congestion through new or expanded roads are limited by the predominately build out character of the Town and the historical development pattern. In addition, it is important that new traffic improvements consider not only the through travel capacity of vehicles, but the creation of a balanced transportation environment which provides facilities for all modes of travel including bicycles and pedestrians.

### **Transportation – Bicycle and Pedestrian Facilities**

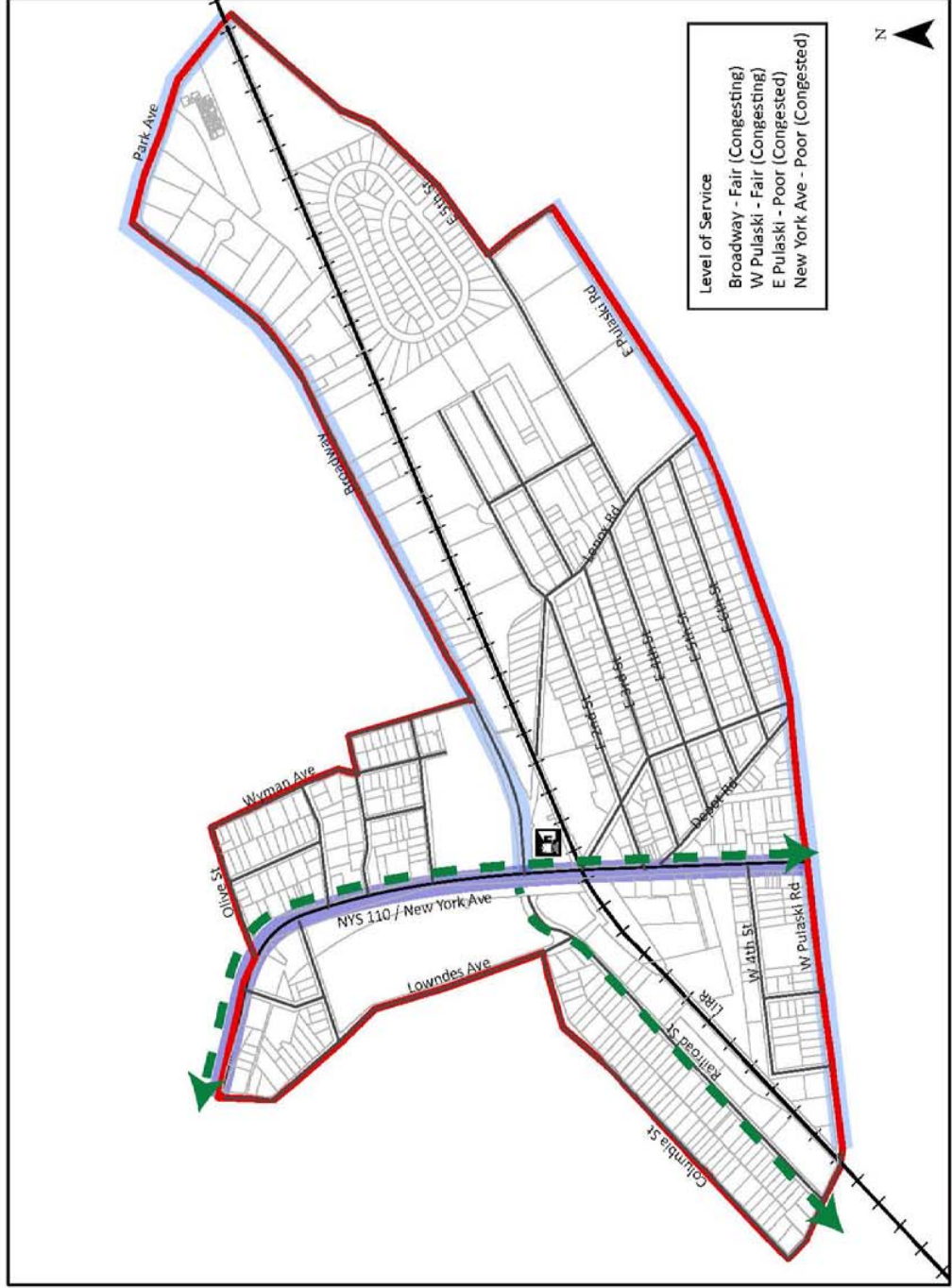
Extensive and safe sidewalks and bicycle routes are important components of an intermodal transportation system and especially important in supporting the creation of a true TOD environment. Many older neighborhoods in the Town of Huntington contain an interconnected grid of commercial and residential streets and this is true for the BOA study area. This street pattern often includes complete sidewalk networks which enable residents, employees, and visitors to make some trips on foot rather than in an automobile, especially to access transit service. Newer developments, especially those developed since the 1960s often do not have interconnected sidewalk networks and in fact are contained and separated from adjacent developments. This is also true for the BOA study area. Whitman Village, which was developed as part of the 1960s urban renewal is fenced off from the adjacent land located along New York Avenue and Highview at Huntington is surrounded by fences and walls, with limited vehicular access, and therefore, pedestrian and bicycle routes in and out.

Bicycling is a growing travel mode throughout the United States that provides an alternative to the automobile for local trips and is most viable in places with overall development patterns like Huntington Station, when not purposely impeded in the alleged name of safety and security. Despite of this, according to the 2000 Census, only 0.01% of all work trips in the Town of Huntington are made on bicycles. Currently, there is only one designated on-road bicycle route in the Town of Huntington and it is not located within the BOA study area. In order to increase the share of trips made by bicycle, the Town and NYSDOT have planned an extensive network of on-street bike lanes and routes. Proposed bikeways through the BOA study area are depicted on Figure III.8. Other efforts to improve bicycle mobility include installing bicycle storage facilities at the LIRR station and bike racks on HART buses.

In addition to pedestrian and bicycle improvements, traffic calming techniques can be used throughout the BOA study area to reduce vehicular speeds and reinforce the overall sense of pedestrian activity and safety, and thereby supporting the broader potential TOD concept for the BOA study area.

Transportation -  
Roadway Hierarchy

Figure III.8



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## Transportation - Transit Service

The BOA study area is served by a combination of rail and bus transit service and facilities as shown on Figure III.9.

**Commuter Rail:** The Long Island Railroad (LIRR) provides frequent commuter rail services between Huntington Station and New York’s Penn Station. Huntington Station is located along the LIRR’s Port Jefferson Branch, which has 20 station stops between Jamaica Queens and Port Jefferson. Peak in-bound and out-bound services typically run on a 30 minute schedule and 60 minutes during off-peak times. The trip averages 60 minutes in length and sometimes requires a transfer a Jamaica Station. The line intersects with the Ronkonkoma line to the south shore at Hicksville. Riders can also transfer to the Airlink train at Jamaica to reach JFK Airport. Overall, Huntington Station is provided with a high level of commuter rail service with high frequency and regional access.

**Bus:** The Town of Huntington owns and operates its own public transportation system to assure mobility for its residents and access to employment, shopping, medical and recreational sites in the community. Huntington Area Rapid Transit (HART) operates both fixed route bus services and demand responsive services for residents with special needs. The services include fixed route bus service on several routes which operates six days a week (i.e., Monday through Saturday). In addition, HART provides paratranist service for those persons eligible under provisions of the American with Disabilities Act (ADA), as well as for senior citizens and home delivery meals. The Town of Huntington is the only local municipality that provides both fixed route and demand responsive services within Suffolk County. Suffolk County also provides one regional bus route which serves SR 110.

There are three HART bus routes and one Suffolk County Transit route that service the BOA study area, all of which utilize the LIRR station as a multi-modal hub.

**Route H-1A** – This route is one of two routes defined as LIRR station feeder routes and serves an area called the Blue Area, which starts at the Jericho Turnpike, travels along Pigeon Hill, Old Country, New York Avenue, and Melville. It then travels north along Lennox Road into the study area where it turns north on Depot Road and terminates at the LIRR station.

**Route H-2A** – This route is one of two routes defined as LIRR station feeder routes and serves an area called the Red Area, which starts at Park Avenue and then travels along Pulaski Road (eastbound) Cuba Hill, Clay Pitts, Manor, Little Plains, back to Park Avenue, to Dix Hills, back to Park Avenue, and to East Roques. From there it then travels along Lennox Road into the BOA study area where it turns north on Depot Road and terminates at the LIRR station.

**Route H-9** – This route travels along a large loop beginning and ending at the LIRR station. It travels south along Depot Road to Melville, New York Avenue, Oakwood, Soundview, Woodbury to Main Street through the Village. It then travels south along Woodhull, Kelsey to Broadway and the travels east to Park Avenue where it turns south to Pulaski Road and back to Depot Road and the LIRR station.

**Route S-1** – This route starts at the Huntington Hospital area and travels to the south, primarily via New York Avenue, past the LIRR station and continues south until it terminates at the LIRR Amityville station.

HART is currently undertaking a Bus Operations Modernization Study which includes a comprehensive analysis of individual bus routes and the entire network to assure that service satisfies current needs and responds to those of the future. The effort includes analyzing demographic factors and other trends that influence transit need and use. Since the BOA study area is significantly influenced by the transit network, coordination between this land use and economic planning effort and HART's transit planning initiative should be coordinated to ensure recommendations developed through each effort are supportive of the other, when applicable.

**LIRR Huntington Station, Parking and Supporting Facilities:** The year 2009 marked the one hundredth anniversary of the current LIRR Huntington Station and over the course of that time, the structure has witness enormous changes in terms of its context as well as community dependency on rail transit. Originally the station served as the hub of all activity in the area but by the 1970's dependency on rail transit had waned significantly. More recently, however, there is a growing understanding and appreciation for the value that high quality transit service and supporting facilities can provide for a community. This is especially true with the increasing concern over fuel costs and the sustainable utilization of energy. The quality of transit service is a function of both the rail service itself as well as the quality of supporting facilities and the setting that is created for the transit user. Places where there are pleasing transit supportive environments, are much more likely to support, retain and expand transit ridership.

In terms of facilities, the station's platform area has received extensive modernization, with full length platforms, elevators for ADA access to all tracks, pedestrian ramp facilities into adjacent parking structures and over New York Avenue to serve adjacent surface parking lots.

The station itself was constructed in 1909, replacing an earlier structure located to the south of the current location. Although a historic structure, the architectural character of the building is not particularly notable in its current state. In addition the architectural character of the building has been compromised over the years through numerous modernization efforts, as well as improvements to reduce long-term maintenance demands. Ironically, these

improvements were a function of commitment to a heavily used station, however, in many cases were performed in a very utilitarian manner, which is possibly the best way to describe the station's overall exterior condition. Due to the introduction of high-level platforms, allowing for barrier free access between railcars and the platforms themselves, the station also sits well below the actual platform height, requiring ramps and steps that were added as retro-fits between the ticketing office, waiting room and the platforms.

The station recently underwent renovation with interior improvements to ticket and waiting room area and exterior improvements including new doors and windows and ADA improvements including new restroom facilities. This work was the partnership between the LIRR, the Town of Huntington and a community group known as The Friends of Huntington Train Station. These improvements were clearly needed and help to meet the needs of transit users today. Field observation noted that during peak periods the waiting area is very full with often no seating available for waiting riders based on current usage levels. It appears that there are limited or no opportunities to expand services or waiting area within the existing structure.

The station's surrounding context today is a "sea" of parking lots or garages. Originally, the northern approach to station was a triangular shaped landscaped forecourt with a vehicular turnaround. During the 1960s Urban Revitalization, the northern approach to the station was significantly changed, primarily as a result of the realignment of Broadway to create the new four-way intersection with New York and Railroad Avenues. Today the streetscape along Broadway is attractive with trimmed hedges to buffer surface parking and mature street trees. The parking lot and drop off area itself is mostly an unattractive surface parking lot, with extensive paving devoted to circulation due to the odd shape of the lot itself. The entrance to the station building is not particularly well defined and riders walking to the station from the surrounding community must navigate through the parking area for access to the station. There are limited storage facilities for bicyclists and there impediments to access the trains with their bicycles during off-peak periods.

The automobile, ironically, has clearly been given the highest priority in the design and layout of this area as it exists today. In addition, it appears the LIRR has a maintenance or staff facility located immediately to the east of the station building that looks like a grey bunker with minimal windows and limited concern for architectural appearance, further adding to the utilitarian character of the area.

As a result of all of the expansive parking areas there is no transit-oriented economic development that has occurred around the station. The only retail service or convenience is a small newsstand located on the outside of the eastern end of the station building, providing a well utilized but limited resource for transit users.

The Town of Huntington owns a large 5+ story parking garage on the north side of the tracks, along Broadway. This garage is attractive with its extensive use of brick for the façade and architectural treatments for the stair towers. The building does lack a street presence in the form of ground floor uses, such as retail; therefore it expands the commercial dead zone along the Broadway streetscape, despite its excellent street frontage and strategic proximity to the LIRR station.

On the south side of the tracks there is also a large surface parking lot. Fairground Avenue extends north from E. 2<sup>nd</sup> Street towards the railroad tracks and terminates in a cul-de-sac near New York Avenue. This cul-de-sac is primarily utilized as a kiss-ride facility and a drop off and turn around for bus service.

There is another large parking garage located on the south side of the tracks. This is also a 5+ story garage and this garage is linked to the garage on the north side of the track via a pedestrian bridge east of the station. Unlike the newer garage on the north side, this garage is less attractive with a completely exposed concrete façade. Due to the location and lower elevation change, as compared to the garage on the north side of the tracks and combined with the mature street trees surrounding it, the garage is relatively buffered visually. Still, it does present a stark contrast in building scale when compared to single family dwellings located directly to its south.

There are several large surface parking lots owned and/or managed but the Town of Huntington located on the west side of New York Avenue, on both the north and south side of the LIRR tracks as well as a large linear lot located on New York State owned property north of Railroad Avenue on the west side of New York Avenue.

The location of the station in relationship to the parking structures and ADA facilities creates a less than ideal pedestrian circulation pattern. This is compounded by the introduction of numerous ramps and bridges to accommodate the older structures with the newer high level platforms. When evaluated holistically, the entire station area, including structures, services, multi-modal connections, and vehicular and pedestrian circulation is not very cohesive. The result is a hodge-podge of facilities that do not related to each other well and create inconvenience for the rider. The station itself, although it serves as an important icon to Huntington Station's past, does not serve its current users very well and provides limited opportunity for expansion. In addition the current surface parking around the station is an inefficient use of valuable and strategically located land from transit-oriented development standpoint.

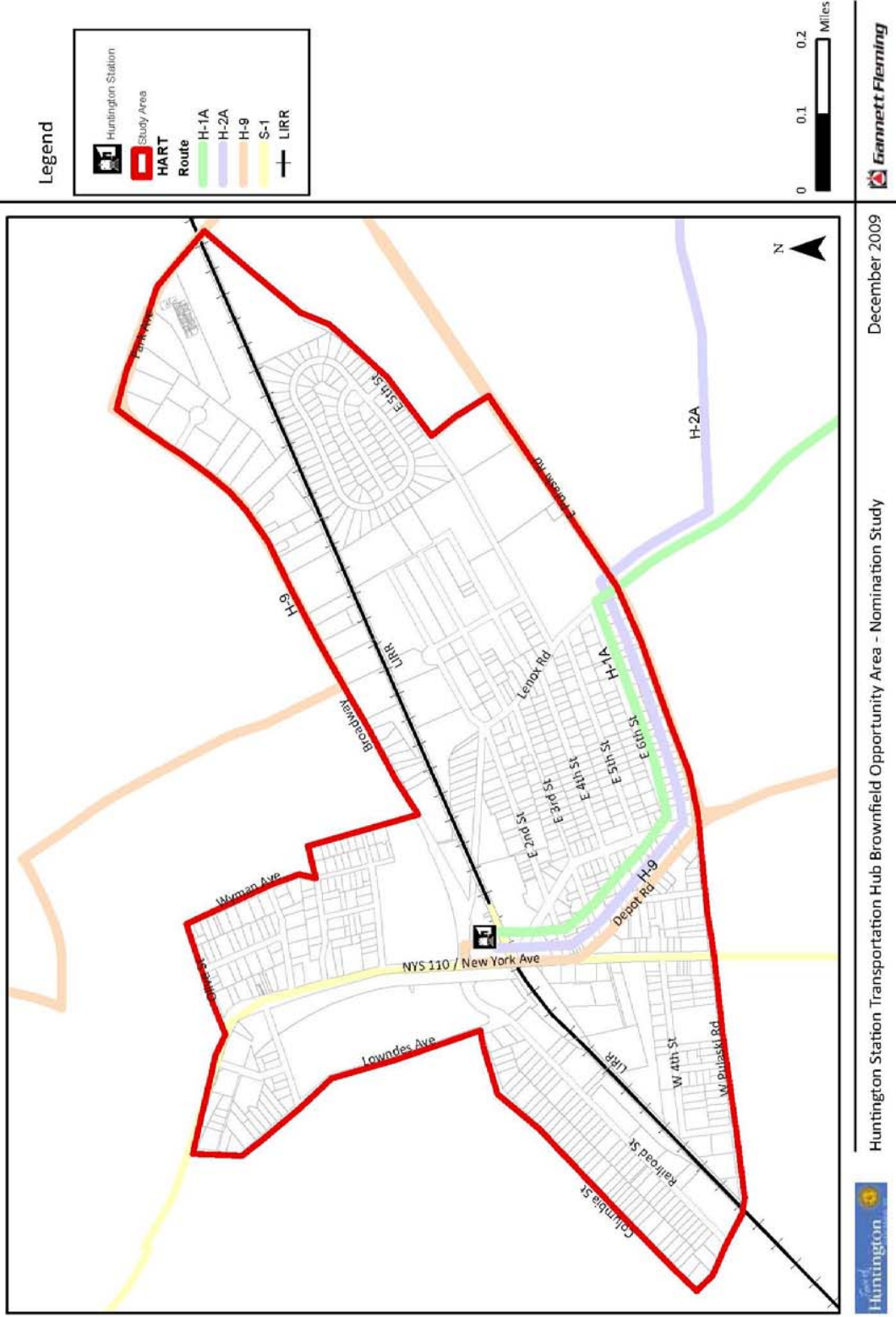
### **Current Transit Oriented Development (TOD) Capture Area**

Figure III.10 shows the areas located within the ranges of the ¼ mile and ½ mile radii of the LIRR station. The concept of TOD planning focuses on concentrating a mixed of land uses, with an emphasis of residential development, on an area within a reasonable walking distance of transit. Reasonable walking distance can vary, based on such factors as topography, sense of safety and security, and presence of interesting activity along the route of walking, but it is generally understood that most people will walk from 5 to 15 minutes to get to or from a transit station or stop. This walk time corresponds to approximately ¼ miles to 1/2 mile radius. A circle with a 1/4 radius contains approximately 125 acres; a circle with a 1.2 mile radius, approximately 500 acres. The size and extent of a transit planning area may also vary, based on built conditions and natural or built boundaries. The goal of TOD is two-fold: utilize transit services to capture redevelopment potential; utilize redevelopment potential to further enhance the viability of transit by increasing ridership, including the potential for “reverse ridership” (trips travelling in the opposite direction of peak travel when trains are typically not heavily utilized).

A general TOD rule is that 15 to 24+ units are needed per acre to achieve real TOD, especially for major rail transit nodes. The more commercial uses that can be provided near a station that attract people, the more potential transit users will be there, however, the mix of uses may be as important as the uses themselves. Care should be taken, therefore, when deciding which uses to encourage over others in the TOD area. Residential uses, however, are the most critical because residents provide the potential base group to use retail, amenities and community services during weekend and evening hours. A mix of uses that generate riders in both peak and off-peak periods will insure a level of constant activity within the station area. This will bring vitality as well as sense of personal safety to the area and help support local retail establishments. This is especially true for the Huntington Station Area, which feel like a “ghost town” after peak evening commuter travel hours, since there are few destinations within the area beyond the LIRR station itself and a few 9am -5pm operating commercial businesses.

Transportation -  
Transit

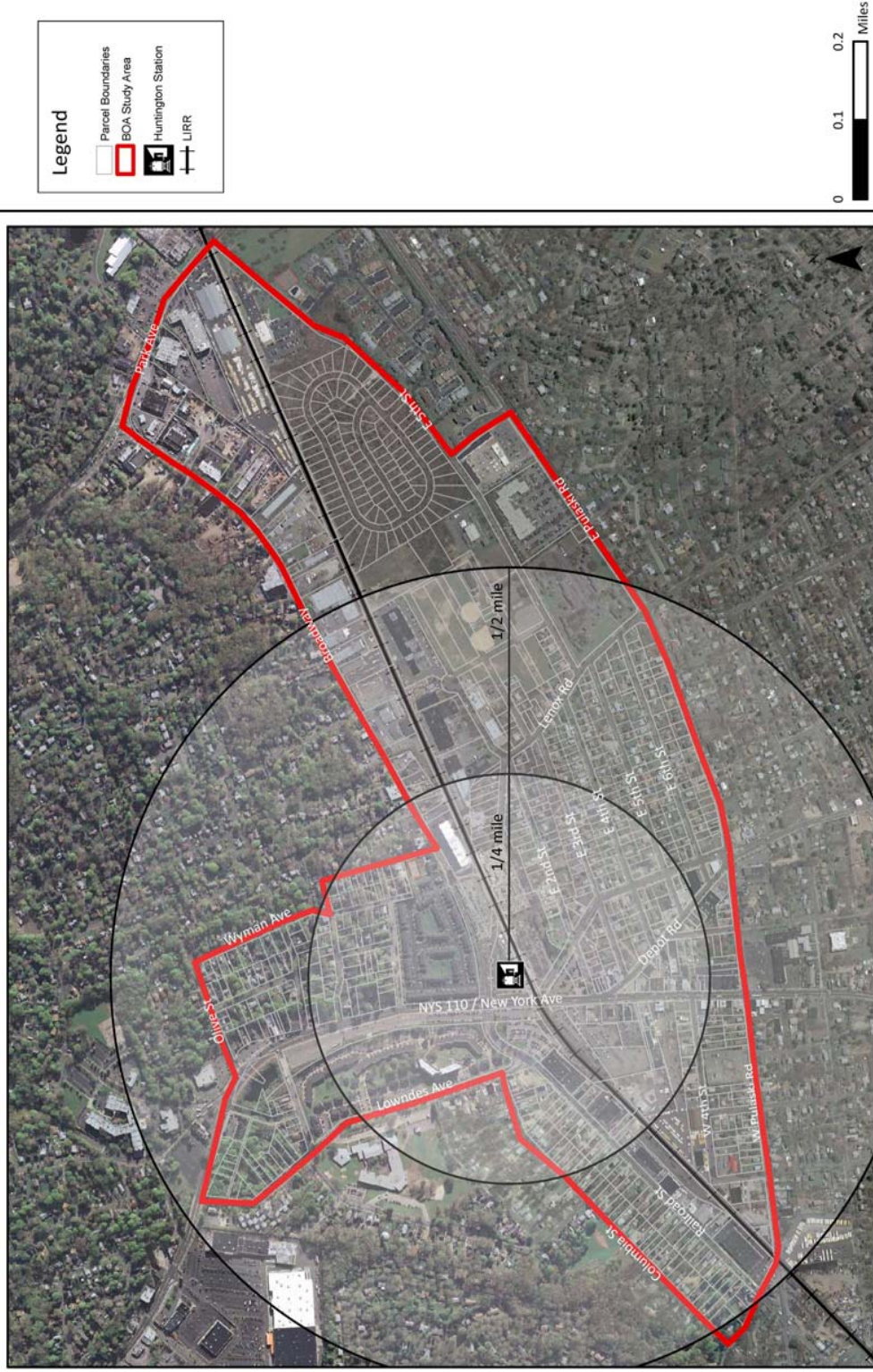
Figure III.9



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Figure III.10 TOD Capture Area



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## Utilities

The BOA study area is generally provided with ample utility service to support redevelopment activities, including electrical and telecommunications. The one potential exception is sewer services. Figure III.11 shows the location of key sewer lines within the BOA study area. The area north of the LIRR railroad tracks is located within the Huntington Sewer District and is served by 8" gravity line that travels north to the Huntington District Wastewater Treatment plant located along Creek Road. The area south of the LIRR railroad tracks has an 8" pressure line which travels along New York Avenue and E. 2<sup>nd</sup> Street and serves the Huntington Farm development located between E. 5<sup>th</sup> Street and E. Pulaski Road. The portion of the BOA study area located south of the LIRR railroad tracks is not currently located within the Huntington Sewer District service area. Development projects located outside the Sewer District can apply to join the District by a formal application. The impact fees for a contracted connection located outside the Sewer District is a one-time fee of \$30 per gallon. Although the overall capacity of the Huntington Sewer District's Wastewater Treatment Facility is limited, the Town of Huntington Department of Environmental Waste Management has determined that ample capacity exists to provide for redevelopment activities within the BOA study area, even though it is located outside the formal Sewer District.

## Parks, Recreation and Open Space

The BOA study area has a limited amount of park and recreation facilities as shown on Figure III.12. One significant public park and recreation facility, Manor Field Park, is located north of E. 5<sup>th</sup> Street, east of Lenox Road. This complex includes a mix of ballfields, ball courts and passive recreation facilities and serves as the primary recreation facility for Huntington Station and beyond. The facility is heavily utilized by organized sports groups and local residents.

There are two significant privately owned recreation facilities within the BOA study area. An indoor tennis facility is located along Broadway adjacent to Town of Huntington's parking garage and in close proximity to the LIRR station. There is also a small recreation complex consisting of indoor and outdoor facilities located within the Highview at Huntington residential development on the north side of Broadway.

The New York State basin property located at the intersection of New York Avenue and Church road is currently the largest publicly owned naturalized open space parcel within the BOA study area. This property has been targeted for a new public park called Huntington Station Park.



**Historic and Archeological Resources:**

A project review submission was made to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) to determine the existence or potential existence of historic and/or prehistoric cultural resources within the BOA study area. A copy of the (OHRHP) letter is provided as an Appendix to this document. It was determine that the archeological resources exist within the BOA study area, however, a determination of impact cannot be made until more detailed project specific recommendations are provided. Therefore, any proposed development projects within the BOA study area may have the potential to impact such resources, the extent of which will need to be determined through site specific SEQRA project design review to be conducted in later stages of the BOA process.

In addition to the above data requests, project staff met with representatives of the Historical Society of Huntington to determine the BOA study area's relevant historical context from a planning perspective, as well as to determine if any documentation exists related to historical uses of parcels with the BOA study area and the potential for environmental constraints as a result of past uses. Individual historical narratives for each of the BOA sub areas are provided in this document.

Figure III.11 Utilities

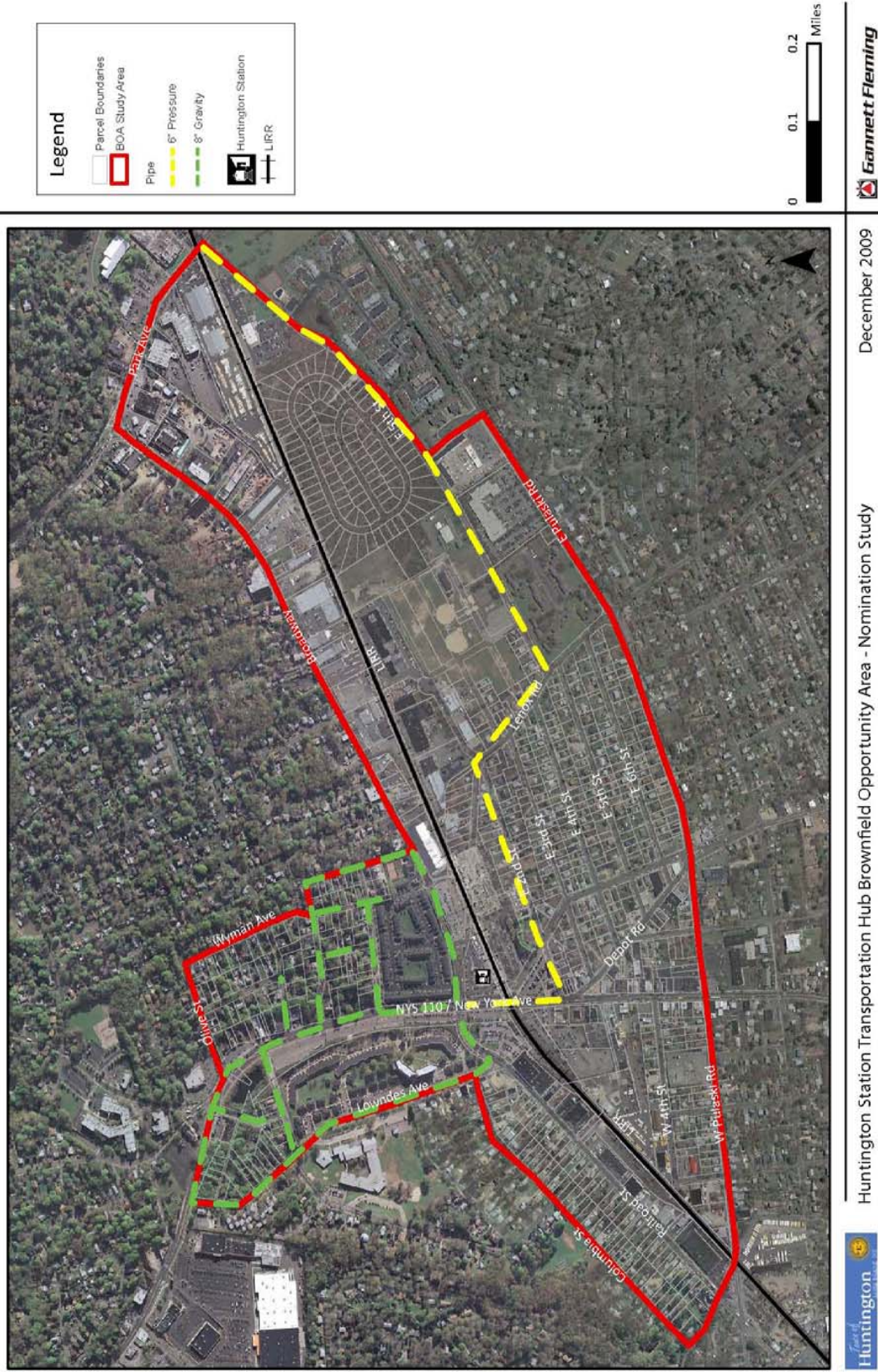
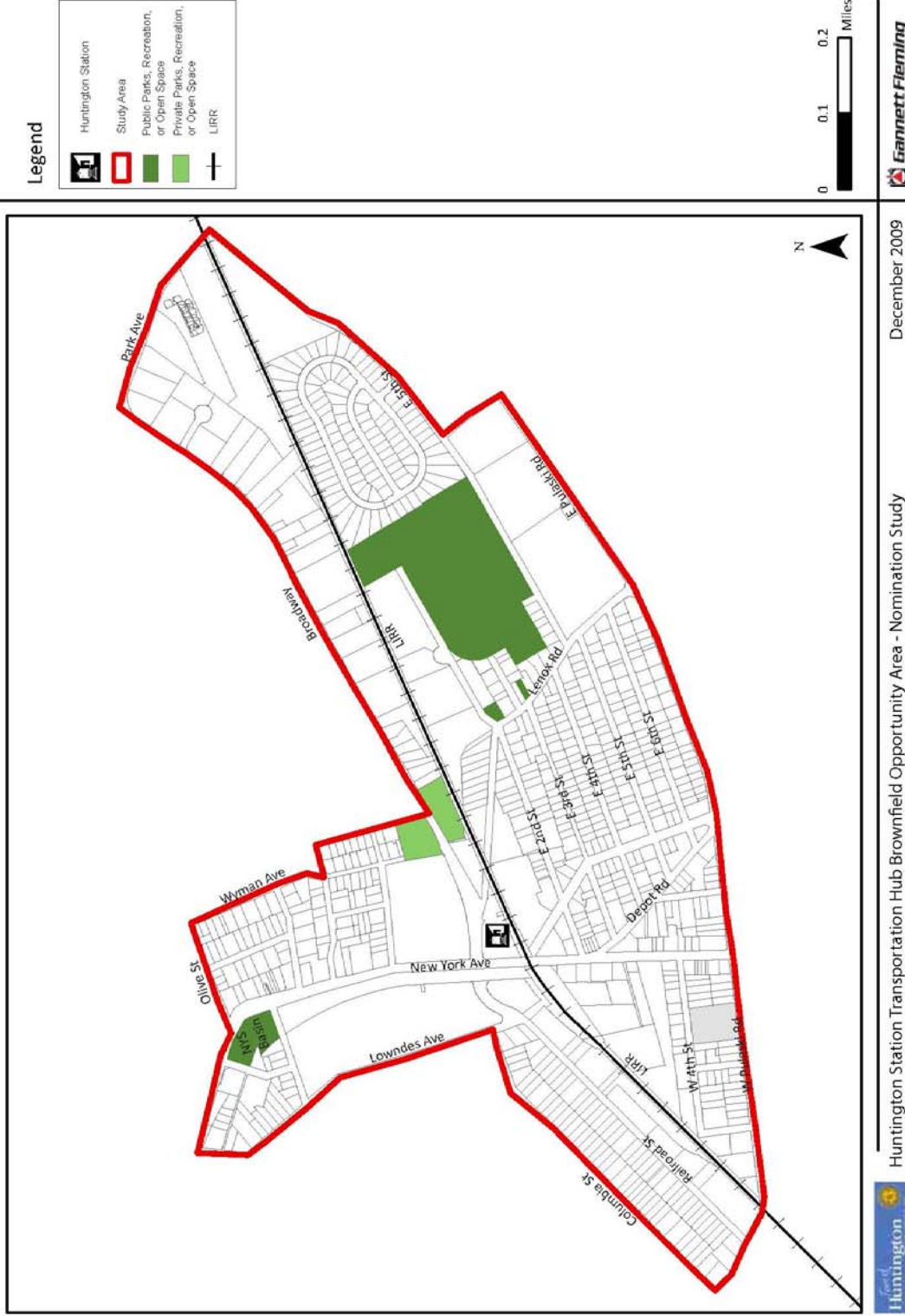


Figure III.12

Parks and Open Space



### C. BOA Sub Areas for Targeted Redevelopment

Through the combination of the market, general and detailed planning analyzes efforts and the public involvement process four BOA sub areas have been identified for targeted redevelopment. These sub areas were evaluated in greater detail, in some cases at the parcel specific level, as way to provide more specific redevelopment recommendations.

As shown on Figure III.13, the four proposed BOA sub areas are:

**BOA Sub Area #1 Rotundo** – This sub area has 35 parcels totaling approximately 15.2 acres and is triangular shaped and is bordered to the east by the properties along the east side of New York Avenue, the south by W. 4<sup>th</sup> Street and Depot Road, and the Long Island Railroad to the north and west.

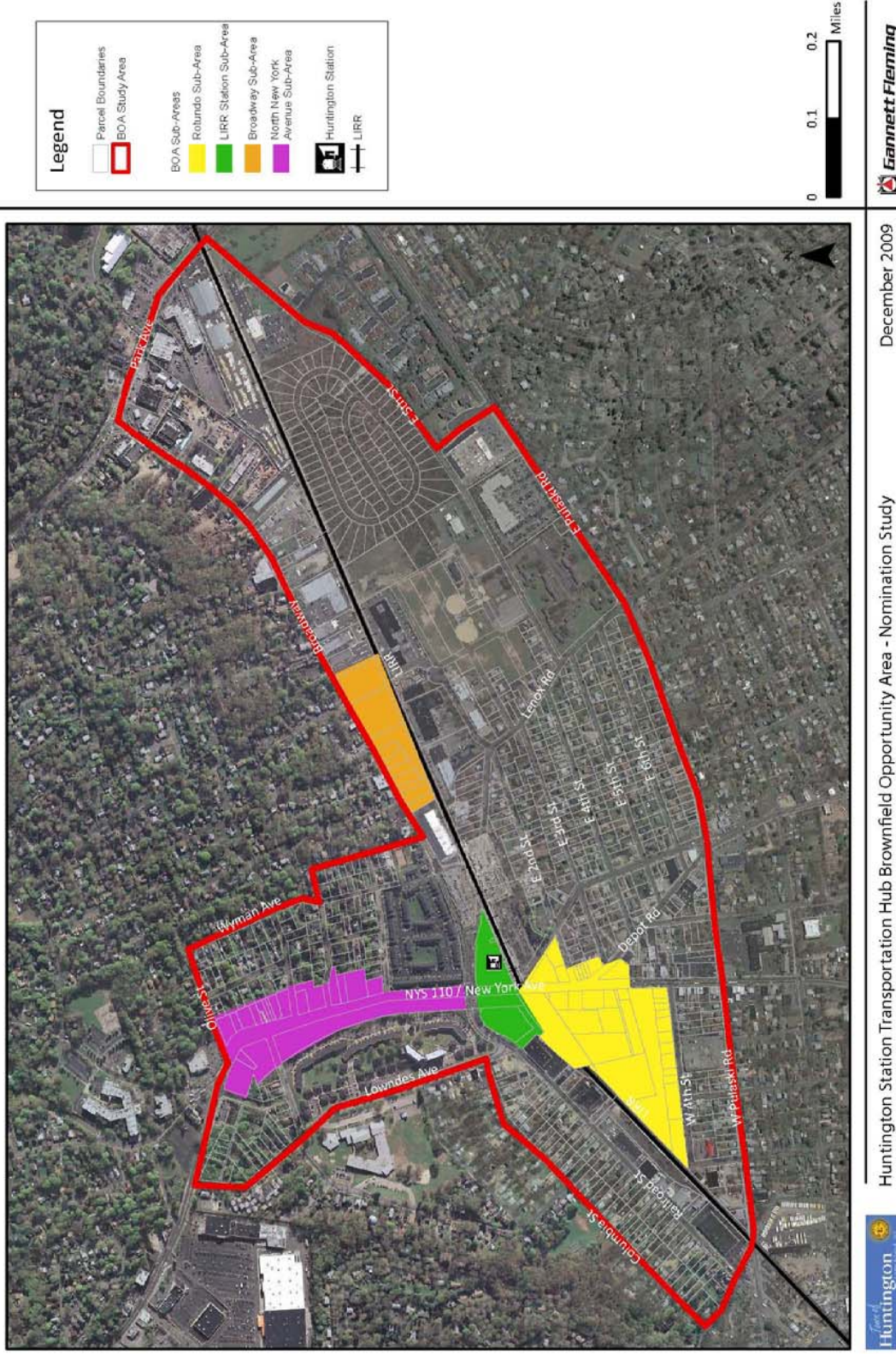
**BOA Sub Area #2 Long Island Railroad Station** - This sub area consists of four parcels totaling approximately 5.9 acres located immediately north of the Long Island Railroad tracks and south of Railroad Avenue and Broadway.

**BOA Sub Area #3 North New York Avenue** - This sub area consists of 19 parcels totaling approximately 9.5 acres located along both sides New York Avenue from the intersection of Railroad Avenue and Broadway north to Academy Place.

**BOA Sub Area #4 Broadway** - This sub area consists of a linear swath of 10 parcels totaling approximately 5.9 acres located adjacent to the Long Island Railroad tracks on the south side of Broadway, approximately between Folsom and Kelsey Avenues.

These BOA sub areas represent the targeted locations that have the greatest potential for both brownfields related redevelopment and the highest potential for new economic investment within the BOA study area and Huntington Station as a whole. The overarching concept for their redevelopment is the potential to take advantage of the proximity of these four sub areas to the LIRR station, and specifically, the potential for TOD redevelopment activities created by the economic impact of existing and potential transit users. In many respects, it is believed that the potential exists to revitalize the area with new mixed-use development that is viable in terms of scale and density and has the richness of the original development pattern that existed in the area prior to the urban renewal clearing, and meets the goals of the existing community.

Figure III.13 BOA Sub-Areas



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**BOA Sub Area 1: Rotundo**

**Description:** This sub area is triangular shaped and is bordered to the east by the properties along the east side of New York Avenue, the south by W. 4<sup>th</sup> Street and Depot Road, and the Long Island Railroad to the north and west.

**Number of Parcels:** 35

**Total Acreage:** ±15.2 acres

**Key Parcels:** Town of Huntington (Rotundo, parking lots) Huntington Coach Corporation, World Auto, Produce Market (proposed)/Sailmakers (see Figures III.14 and III.15).

**Historical Context:** This sub area is often referred to as the “south side” due to its location south of the LIRR tracks. The parcels that are now owned by the Town of Huntington, including the parcels utilized for station parking and at least a portion of the Rotundo parcel were once the Recht & Rosenbaum Pickle & Kraut Factory. South of this establishment was the Wilton Wood Lumber Co. which included the Huntington Coach Corporation parcel and possibly several other parcels to the south along New York Avenue. The site immediately south of the current library, was once a business called Kenyon’s which manufactured instruments and valves for the Grumman Corporation during World War II. On the east side of New York Avenue, immediately south of the tracks was a large Victorian building that was rooming house and eating establishment known as Gerlich’s and later the Colonial House and Tavern. The area where the Huntington Enrichment Center is currently located was once the location of the Huntington Lumber and Coal Company. When the LIRR extended into the Huntington area, it became an attractive location for the establishment of lumber and coal yards serving the growing population of the town, spurred-on by the growth of the railroad.

**Potential Environmental Constraints:** Potentially environmentally constrained parcels have been classified depending on if the determination was made based on available documentation or based on known current or historical use, as shown on Figure III.16. The following sites listed below have been identified as having potential environmental concerns, based on information obtained from combined environmental database searches, interviews, and site reconnaissance. The environmental review is organized based on available information database information and/or know current or historical uses. These sites are considered Brownfield sites based on the presence of these potential environmental concerns.

The following sites have been identified as having environmental concerns due to a combination of zoning, site characterization, historic spills, environmental permits and historic/current uses as part of the auto repair/service industry:

- 1291 New York Ave – World Auto Repair Shop, Petroleum Bulk Storage (PBS) permit
- 1297 New York Avenue – Jiffy Lube (7-Eleven), Closed Spill, PBS permit, Inactive RCRA Large Quantity Generator(LQG), Closed Tank Test Failure
- 1290 New York Avenue – Maximum Gas (USA gas station), Closed Spill, Closed Tank Test Failure

The following sites have been identified as having potential environmental concerns due to a combination of zoning, site characterization, environmental permits and historic/current uses as part of the auto repair/service industry:

- 8 Depot Road – Carmel Collision, Inactive RCRA Small Quantity Generator (SQG)
- 10 Depot Road – Triple G Service, PBS permit.

The following sites have been identified as having environmental concerns due to a combination of zoning, site characterization, historic spills, environmental permits and historic/current uses as part of the manufacturing industry:

- 1345G New York Avenue – Statewide Recycling (Rotundo)- NYSDEC Brownfields program

The following sites have been identified as having the potential for environmental concerns based on historic/current uses:

- Town of Huntington Parking Lots – Former Recht & Rosenbaum Pickle & Kraut Factory
- Huntington Coach Corporation - Former Wilton Wood Lumber Yard and Supply

**Existing Land Use:** The sub area is presently occupied by parking lots for the Long Island Rail Road (LIRR) Huntington Station, the Metropolitan Transportation Authority (MTA), a former waste transfer station (Rotundo), auto body repair shops, service stations, restaurants, public library, residential homes, and other small retail businesses.

List of Current Active Sites/Business/Uses (listed approximately by land area from largest to smallest)

LIRR parking lot (Town of Huntington)

Rotundo (Town of Huntington)

Huntington Coach Corporation

Huntington Branch Public Library

Produce Market Site (proposed)/ Sailmakers

USA Gas Station

7-Eleven

Huntington Station Enrichment Center (Town of Huntington)

World Auto

Deli

Vacant Collision Center

Bancomericio/David Sperling Law Offices

Montage Beauty Supply

Residential Dwelling (9)

**Zoning:** The parcels fronting on New York Avenue are currently zoned as C6 - Overlay District TOD). This zoning designation allows for mixed-use with ground floor retail and residential above, however, in its current state it also allows for development patterns that are suburban in nature and not necessarily mixed use or consistent with TOD planning principals. The Town of Huntington’s recently adopted Comprehensive Plan Update makes several significant zoning related recommendations for Huntington Station, all of which are consistent with the findings of this study and described below. The Town is currently initiating a process to evaluate and revise the current zoning, including the C6 - Overlay District with the intention of addressing all of the issues and concerns raised in the Comprehensive Plan Update.

The parcels at the core of this sub area, including the Rotundo parcel, the Town of Huntington parking lots, Huntington Coach Corporation parcels and the current residential parcels along W. 4<sup>th</sup> Street are all zoned I5 – General Industrial. Should the overall sub area be redeveloped as a comprehensive mixed-use TOD project, this zoning classification would need to be changed, ideally to match the zoning designation for the properties fronting on New York Avenue. This change should be considered as part of the Town’s current review of the current zoning.



In terms of the Rotundo sub area, any modifications to the current zoning should require that mixed-use be achievable in all development projects within the core TOD zone of ¼ mile from the LIRR station and parking facilities be designed in a manner that they do not functionally or visually have a negative impact to the overall character of the development. This will be especially relevant in this area due to the proximity of the development to the LIRR station and the likely need to integrate some commuter parking into the overall development. This means that new parking structures should have ground floor retail included in them whenever possible.

The Rotundo sub area also potentially represents the largest single opportunity for a contiguous redevelopment project within the entire BOA study area. As such, it has the potential to support the greatest number of new residential dwelling units. Any changes to zoning will need to address the sensitive balance between the market need to have higher residential density needed to financially justify a high-quality end product versus the community's concern that too many will be concentrated in one location. Stricter urban design, building massing and architectural design vocabulary guidelines or requirements can also provide a means to ensure that higher density developments are built in a manner that is consistent with overall character vision of the community. For example, the current building height limit of 45' should probably be maintained as well to ensure that new developments do not overshadow the broader community context.

In the public meetings, the community expressed its desire to essentially “recreate” what was removed forty years ago in the name of urban renewal. What can be gleaned from this is the desire to create a town-like setting. Economically, the density of the new development will likely need to be greater than the earlier development. The style and pattern of the earlier development can, however, be used as a model. Architectural design guidelines can be put in place to ensure that when complete; the overall development feels like it is part of the fabric of the community and not a “complex.”

#### **Transportation and Access:**

As summary of the transportation considerations are shown on Figure III.17.

**Vehicular:** New York Avenue/NYS 110 has a functional classification of Principal Arterial through the BOA area, including the Rotundo sub area. The AADT of NYS 110 is 18,476 based on NYSDOT traffic counts taken in May of 2007. These traffic volumes are substantial along the New York Avenue corridor and are supportive of retail establishments' traffic requirements.

The LIRR railroad grade separation which created the New York Avenue underpass was constructed in approximately 1910-1911. Although the grade separation greatly improved safety issues by eliminating railroad, vehicular and pedestrian conflicts, it also increased barrier effects from the railroad by dividing the station area and the community in two parts, the north and the south. The ability to move through the underpass, or over it in the case of the LIRR station platform access points, is critical to its redevelopment potential of the Rotundo sub area. The underpass can be thought of as the eye of a needle, through which much of the economic potential for the entire BOA study area must pass. It is also a major identity element for the community, in many ways it marks the arrival point to Huntington north and south sides of the community.

Considering traffic circulation and flow, impediments to the overall traffic flow along this portion of the New York Avenue corridor appear to be partly a function of signal coordination and turning movement conflicts. These issues can partly be addressed through signal coordination upgrades along the entire corridor, allowing for waves (or platoons) of vehicles to move through the corridor more easily at controlled speeds. Enhanced signal timing and signal actuation can also improve the overall capacity of the corridor. Any signal improvements should also include improved pedestrian signaling to facilitate greater ease and safety for pedestrians crossing New York Avenue, especially at the Depot Road intersection in this sub area.

The awkward “fork” intersection of New York Avenue and Depot Road is problematic for north bound Depot Road vehicles turning left onto southbound New York Avenue. Although there is no available turning movement counts for this intersection, it is likely that the number of vehicles making this turning movement is minimal since most vehicles travelling northbound on Depot Road would likely take Pulaski Road to reach segments of New York Avenue south of the Pulaski Road intersection. The larger issue is the alignment of perpendicular intersection roadways and parking lot access driveways to New York Avenue in the vicinity of the Depot Road intersection, especially the private driveway south of the library and the access driveway to the new 7-Eleven. Both of these cases have an off-set alignment with Depot Road which creates potential turning movement conflicts which also impact the timing and phasing of the signal. This issue is especially relevant when considering the future need for a primary accessway into the core of the Rotundo sub area. Based on the gridded street pattern of the larger area, it appears that there was an intention to extend E. 3<sup>rd</sup> Street across New York Avenue into this core area, on the current alignment of the private driveway south of the library. This extension never occurred, mostly likely due to former large lumber mill operation that existed at this location when the street system was formally expanded.

Acknowledging the goal of improving roadway access and parcel frontage for the land-locked portions of the Rotundo sub area, several access points will likely be needed, in the form of primary and secondary accessways. One possible primary access point is the current parking lot curb cut located immediately north of the World Auto site. A secondary location along New York Avenue could be created in several locations. The most logical would be the private driveway south of the library. A possible configuration could consist of re-aligning the intersection of Depot Road and New York Avenue south of its existing location; bending Depot Road so it aligns with the current location of E. 3<sup>rd</sup> Street and the private driveway south of the library. This would allow for the creation of a “T” intersection at New York Avenue and establish a new prominent intersection for a major roadway into the Rotundo sub-area. This would also allow for the creation of new public land on the north side of the new intersection that could be location of a south gateway plaza/public space. This proposed realignment would impact that current USA gas station located on the southeast side of the current intersection (the inside of the “fork”) and would likely require the acquisition of this entire property.

An alternative accessway into the Rotundo sub area could be achieved by redesigning the circulation through the 7-Eleven parking lot to create a public street. This accessway currently continues through the retail parking area into the station parking lot to the west of the 7-Eleven. The redesign of this area could allow for the existing pull-in parking and provide a more consistent streetscape feeling through the extension of curb lines, sidewalks and streetscaping.

On the south side of the Rotundo sub area, an accessway could extend 3<sup>rd</sup> Avenue north of W. 4<sup>th</sup> Street into the site. The three access roadways could possible converge at a roundabout or other civic space to create a new physical center at the core of the Rotundo sub area, thereby addressing issues of the land-locked nature of the area.

Any new roadways considered for this area should be designed as “complete streets” with the inclusion of on-street parking, bike lanes, generous sidewalks, architectural lighting, street trees, special paving, innovative stormwater management techniques and traffic calming devices in order to create an attractive and desirable place for people. This is especially important when considering the need to directly connect new development with pedestrian activity created by LIRR station ridership traffic.

**Bicycle/Pedestrian:** The Town’s Comprehensive Plan Update designated New York Avenue for a proposed on-road bike route. There are no off-road bike routes existing or proposed within this sub area. Bicycling should be considered as a viable form of transportation, especially in this area where car ownership per household is lower than regional trends and bicycles serve as an important modal link between the surrounding neighborhoods and the LIRR station.

When the grade separation of New York Avenue and the LIRR was completed, a direct and unimpeded pedestrian connection was created between the LIRR platforms and the Rotundo sub area. The existing parking lots on the northern portion of the sub area are directly served by a pedestrian bridge over New York Avenue. New York Avenue itself has sidewalks running along both sides, south of the railroad underpass. Pedestrian and bicyclist desiring to travel along New York Avenue from one side of the tracks to the other via the underpass are provided with limited facilities. The current sidewalk on the west side of New York Avenue is in degraded condition and is 4 feet wide, or less, in some locations. Further compounding the situation is a rusty chain link fence that is located at the curblineline of the roadway. This fence is in poor repair and is leaning, rusty and bent in many locations, all providing for a very undesirable pedestrian experience, especially underneath the railroad bridge portion of the underpass.

Bicyclists in this location are legally required to travel in the roadway with motor vehicles or walk their bikes on the sidewalk. There is a small shoulder on each side of the roadway, however, it does not appear to be wide enough to accommodate a bike lane and with the extensive traffic volumes, the roadway depression and the confined nature of the area due to the chain link fence, bicyclists appear to be fearful of riding on the roadway in this area. On numerous occasions bicyclists were observed riding on the sidewalk on both sides of the road, in direct conflict with pedestrians. The design of this underpass should be studied for ways to make it more pedestrian and bicycle friendly, including providing new and adequate width sidewalks, the possibility of creating a wider multi-use path on one side, the introduction of striped bike lanes (possibly with barriers between the bike lanes and the travel lanes in the depressed portion of the roadway) and other streetscape enhancements such as paving, architectural lighting, and landscape and art installations underneath, around and on the overpass to create both a pleasant walking experience and a gateway identity for the entire station area. The existing pedestrian bridges that span New York Avenue on both sides of the LIRR span that supports the railroad tracks, have their bridge abutments located farther back from the edge of the roadway than the railroad bridge, mostly likely to accommodate the future replacement of the railroad span and the potential to widen the roadway itself. Any widening of the roadway should be performed primarily to accommodate pedestrian and bicycle facilities and not only to accommodate additional traffic lanes. The Town of Huntington should be directly involved in the design and engineering of such span with the LIRR to ensure proper facilities are included to ensure multi-modal circulation needed to support redevelopment.

**Utility Infrastructure:** The entire Rotundo sub area lies outside of the Town of Huntington Sewer District. The Sewer District extends as a 6" pressure sewer line, through the sub area, south along New York Avenue from the north side of the railroad to E. 2<sup>nd</sup> Street. At this point it

continues east along E. 2<sup>nd</sup> Street, Lenox Road, E. 5<sup>th</sup> Street to the Huntington Farm development located on E. 5<sup>th</sup> Street, near Park Avenue. This pressure line flows north, via New York Avenue to the Huntington Wastewater Treatment Facility. Development projects located within the sub area can apply to join the Sewer District by a formal application. The impact fees for a contracted connection located outside the Sewer District is a one-time fee of \$30 per gallon. Although the overall capacity of the Huntington Sewer District's Treatment Facility is limited, the Town of Huntington Department of Environmental Waste Management has determined that ample capacity exists to provide for redevelopment activities within the Rotundo sub area, even though it is located outside the formal Sewer District.

**Site(s) Configuration/Barriers to Redevelopment:** The configuration and location of the individual parcels, and the shape of the overall area, have inherent qualities which directly impact the redevelopment potential of the area. Triangular and awkward shaped parcels make locating rectilinear buildings and support facilities such as parking more difficult. This is compounded by the fact that several of the parcels are land-locked, especially the Rotundo site itself, limiting access and visual exposure that is often vital to the success of retail/commercial businesses. The bulk of the vacant land deemed most important for redevelopment is in fact hidden and hard to access; it lies in a "no-man's land" which lacks visibility and identity. In order for a redevelopment scheme to be viable, these hurdles will need to be overcome through creative planning and urban design techniques that visually open the area up to the larger Huntington Station area. This could be achieved through the careful extension of the vehicular and pedestrian and bicycle circulation into the core of the sub area from several points. Ideally, this would link the circulation to the broader transportation network and provide a new front door to the current land locked parcels.

**Redevelopment Potential:** Based on market analysis and an understanding of the broader planning context, it appears that there is the potential to create a new mixed-use development in the Rotundo sub area. The redevelopment effort could include a series of new buildings with ground floor retail/commercial uses, primarily focused on convenience retail and services supported by the commuter traffic generated by the LIRR station as well as new and surrounding residential. The possibility exists to provide new retail space extending into the site from the current parking lot adjacent to New York Avenue and the LIRR pedestrian bridge.

There is an expressed community desire to locate a small grocery store, in the community. The most likely location for this use would be at the corner of a new public street created near the current parking lot access from New York Avenue into the new development. This would serve as the primary retail anchor and benefit from the visual proximity of both New York Avenue and the LIRR station. Upper floors of new structures could consist of a mix of structured parking to

service both the increase demand for parking from within the new development as well as supplement parking for the LIRR station. A key to the success will be the ability to tap the convenience of the retail as part of the overall circulation pattern of commuter traffic to and from the LIRR station.

The design of the new development should not “turn its back” to the surrounding neighborhood. All elements, from the location and design of streets to the orientation of buildings should mesh with the community context creating a cohesive neighborhood.

### **BOA Sub Area 1 Recommendations:**

Perform Detailed Market and Financial Analyses for a First Phase Development Within the Sub Area: In order to advance the redevelopment of the Rotundo sub area, a more detailed use program which builds upon the data collected to date should be established. This program should be based on both a viable first phase scenario from a realistic developer expectation and how this first phase would fit into a longer term build-out scenario. The pre-development analysis should be based on current market trends and conditions and focus on an appropriate tenant mix, construction scheduling, and integration of the design with the community, as well as financial returns to both the public sector and the developer.

Financial analysis should be used to consider various development alternatives, based on two or more land assemblage scenarios. The analysis would consider phasing scenarios that take advantage of land that is currently owned by the Town of Huntington, specifically the parking lots and the Rotundo site itself.

Perform a Physical Site Build-Out Analysis for the Entire Sub Area: Based on the outcome of the current market analysis data, it is clear that the most viable redevelopment potential for this area is the creation of a mixed-use development focused on transit-oriented retail/commercial development anchored by residential development. Although an initial absorption rate for both retail and residential development has been identified for the entire BOA study area, a separate analysis should be performed to determine this sub area’s full build-out potential, independent of the market analysis. The goal of this element of the study is to consider the ability to achieve an overall redevelopment scenario, considering a much longer redevelopment timeline than just the first phase. This would consider the long term potential, further out in time than market analysis can predict today. A key element of the build-out analysis is the consideration of various parcel assemblage scenarios. Ultimately, the findings of the build-out and market analyses must be combined to determine the most viable first phase development project which balances immediate economic trends and fits into a larger perspective for how the entire sub area can be redeveloped over time.

Undertake Physical Design Analysis and Site Master Plan: The configuration and location of the individual parcels and the shape of the overall sub area have inherent qualities which directly impact its redevelopment potential. In the case of the Rotundo sub area, the perception is that the core of the sub area is located in an out-of-the way place, is difficult to access and therefore is not particularly viable for redevelopment. The physical design and layout of the overall project should consider the inclusion of high quality urban designed public spaces, such as a central square, public courtyards and generous streetscapes with landscaping and public amenities as a way to form a strong identity and overall development framework for the sub area. This is especially important since the overall project will likely be developed in multiple phases. This initial investment in public infrastructure will also aid in overcoming the current stigma of the area and establish a current framework for future development phases.

Establish Road Access Requirements for this Segment of New York Avenue: Perform a Comprehensive Multi-Modal Transportation and Land Use Corridor Study of the Entire New York Avenue Corridor: As described in more detailed in the BOA wide recommendations, the entire New York Avenue transportation corridor should be studied to determine the appropriate match of multi-modal transportation facilities with long-term land use plans. As part of this effort, the outcome of the Physical Design Analysis for the sub area should establish transportation and land use parameters to be included in the overall corridor study, including potential future sub area traffic generation, based on development phasing, critical multi-modal connections and urban design and streetscape design standards. In the case of this sub area, a major factor will be the way to establish a viable accessway into the site from New York Avenue.

Perform Targeted Phase I and Phase II Environmental Site Assessments: Based on the prioritization of parcels to support short and long term redevelopment goals for the sub area, Phase I ESAs should be performed to determine potential environmental limitations for redevelopment and parameters for site design, such as the ability to use engineering controls such as capping areas with paving for parking, etc. as well as determine the need for Phase II ESA activities. The Phase II ESA should be performed as needed to better define the environmental issues of concern.



FIGURE III-14 BOA SUB AREA #1 - ROTUNDO

Current Uses/Activities





FIGURE III.15 BOA SUB AREA #1 - ROTUNDO

Land Ownership

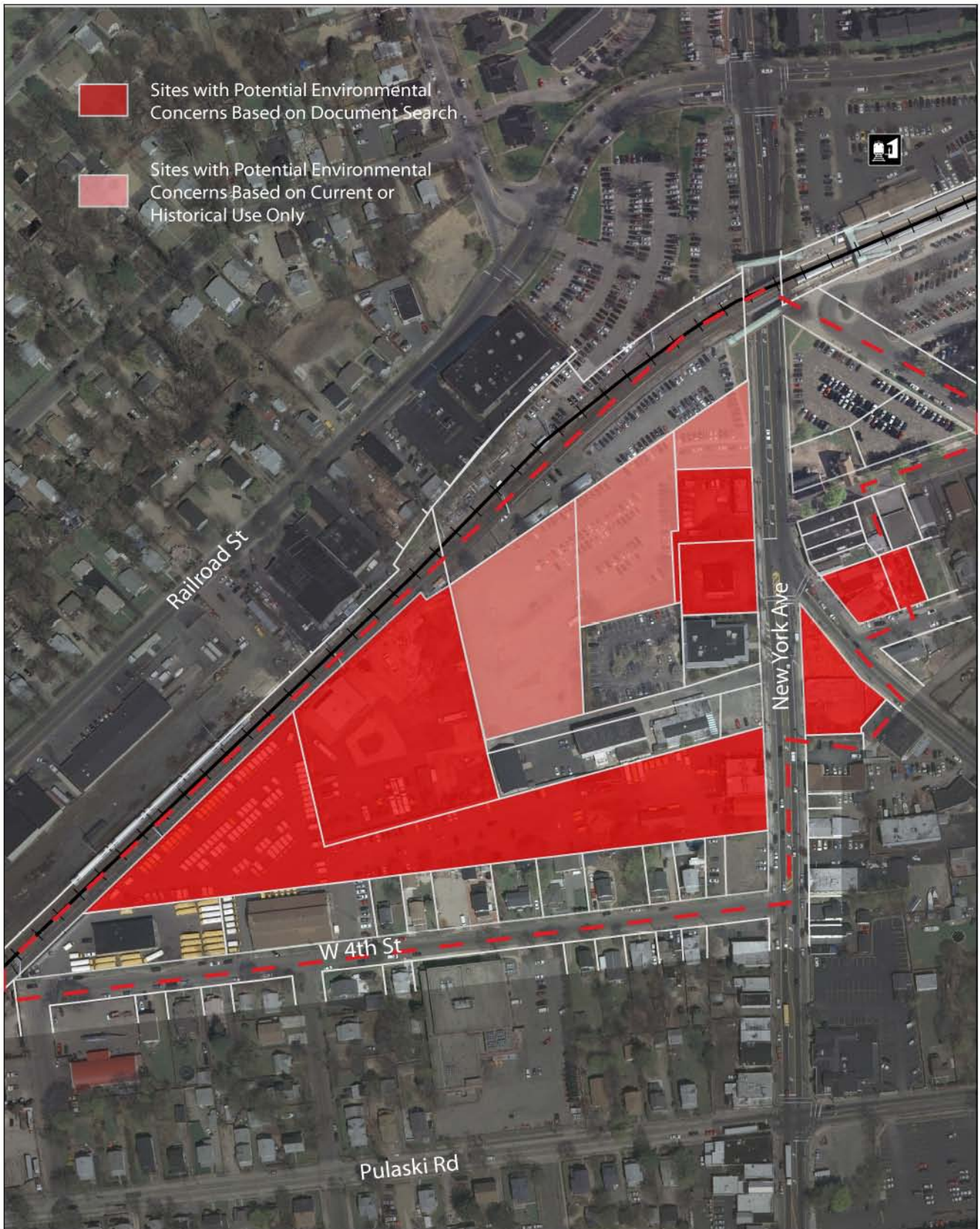


FIGURE III.16 BOA SUB AREA #1 - ROTUNDO  
Parcels with Potential Environmental Concerns



FIGURE III.17 BOA SUB AREA #1 - ROTUNDO  
Transportation Considerations

**BOA Sub Area 2: Long Island Railroad Station**

**Description:** This sub area consists of the parcels immediately north of the Long Island Railroad track and south of the Railroad Avenue and Broadway.

**Number of Parcels:** 4

**Total Acreage:** ±5.9 acres

**Key Parcels:** LIRR station parking lot, Town of Huntington parking lots (see Figure III.18).

**Historical Context:** As the name implies, this area's history is closely aligned with the LIRR station. The area on the east side of New York Avenue has not changed significantly in last century. It can be argued that the station and the area in front of the structure itself is the last major remaining vestige of Huntington Station's distant past. Prior to the 1960's urban renewal campaign, the station approach consisted of an entry court with a landscaped circle that formed part of the central business hub of the area. This area was formed by the diagonal intersections of Lincoln Avenue (now Broadway) Lenox Road and New York Avenue. After the urban renewal, not only were all of the commercial building razed, the roadways were realigned. Lenox Road on the north side of the tracks was completely removed and Lincoln Avenue was extended in a straight line, cutting off a major portion of the LIRR station's approach area, to create a new perpendicular intersection with New York Avenue.

The history of the parcels on the west side of New York Avenue is considerably more complicated. Early maps show Lowndes Avenue extended south to the railroad tracks and then turning towards New York Avenue. The area that is currently parking lots and the eastern terminus of Railroad Avenue today was the North Side Hotel. This was a large Queen Anne style rooming house that primarily served the LIRR riders. This structure was demolished in the 1930's and several commercial businesses were located in this general vicinity including the Lockhart Lincoln Mercury car dealership, a Gulf service station and the Trolley Car Diner (later Boyles' Diner). After urban renewal, all of these structures were cleared and a parking lot was constructed. Lowndes Avenue was terminated at Railroad Avenue, which was extended to meet the realigned Broadway at New York Avenue, creating a typical four-leg intersection. The 1967 General Neighborhood Renewal Plan (GNRP) proposed that this area be cleared to accommodate the increasing need for commuter parking. The 1989 Huntington Station Revitalization Plan (HSRP) identifies this area for a new two-deck parking facility.

Although not part of the designated sub area itself, the history of the current Highview at Huntington Station is important when considering the overall evolution of the area. In all of the previous land use plans for the Huntington Station area, this block was generally considered to

be the most critical, due primarily to its prominent location directly north of the LIRR station. The 1967 GNRP targeted this area for a new suburban styled two-story office building to be located on the northeast corner of New York Avenue and the newly relocated Broadway. This commercial development would be supplemented by 56 units of clustered housing focused on interior pedestrian courts, in an idealized wooded landscape. In 1975, a new plan, The Moore Plan, was prepared for this area. This plan took a much more urban approach, albeit 1970's style to the site. It proposed a mixed retail center along New York Avenue with a large office building in the center and a "J-shaped" mid-rise residential building in the rear, to the east. The project proposed a significantly higher residential density than the GNRP, with 397 residential units and upwards of 100,000 sq. ft. commercial retail and office space. This project was designed around the needs of the automobile but did propose major urban-style public spaces, focused mostly in a core plaza. In 1989 another study of the area was performed, the HSRP. This plan proposed that the site be targeted solely for new affordable residential development. This plan ultimately led to the current Highview at Huntington Project, which was developed as a public-private partnership between the Town of Huntington and a private developer. The Town of Huntington acquired the site after it was taken by the County from another private developer for back taxes. As realized, Highview at Huntington consists of 26 two-bedroom single story units and 64 three-bedroom units, of which 49 of the units were sold at market rate and the remainder were sold as affordable units with the support of affordable housing grants to eligible purchasers.

**Potential Environmental Constraints:** Potentially environmentally constrained parcels have been classified depending on if the determination was made based on available documentation or based on known current or historical use, as shown on Figure III.19. Based on a document search, none of the properties listed in this sub area appeared as sites of potential concern. A portion of the Town of Huntington parking lot on the west side of New York Avenue was formerly the Lockhart Lincoln Mercury car dealership. It appears that the dealership also had a Gulf service station as part of its facilities. It is difficult at this point of study to determine exactly where these facilities were located in relation to what exists today, since the roadways, parcels and site configuration were all changed radically as part of the 1960's urban renewal project. It was common during this period to clear sites to the ground, leave the underground storage tanks and pave over the site. Only through a more detailed Phase 1 Environmental Site Assessment process can a determination be made as to the potential for environmental issues on this site.

**Existing Land Use:** With the exception of the historic LIRR station building, this entire sub area consists of surface parking lots.

**Zoning:** The LIRR station parcel on the east side of New York Avenue is zoned C6 – Overlay. On the west side of New York Avenue, the linear parcel that fronts on New York Avenue and the “L” shaped parcel that fronts the LIRR tracks and the adjacent Huntington First Aid Squad are also zoned C6 – Overlay. The square parcel located between this two parcels with frontage along Railroad Avenue is zoned C6 – General Business.

With the goal of the creation of mixed-use transit oriented development as close to the LIRR station as possible, all of these parcels should be zoned C6 – Overlay and be considered as part of the Town’s current zoning review efforts. The parcels located on the west side of New York Avenue could not likely be redeveloped without including the largest parcel, the square parcel along Railroad Avenue, so it is logical to have all three parcels designated under the same zoning classification.

**Transportation and Access:**

As summary of the transportation considerations are shown on Figure III.20.

**Vehicular:** New York Avenue/ NYS 110 has a functional classification of Principal Arterial through the sub area. Broadway and Railroad Avenue are both classified as collector roadways. The AADT of NYS 110 is 18,476 based NYSDOT traffic counts taken in May of 2007. Traffic volumes are substantial along the entire New York Avenue corridor and are certainly supportive of retail establishments.

As described in the transportation description for the Rotundo sub area, the LIRR railroad grade separation, which created the New York Avenue underpass, was constructed in 1910-1911. Although the grade separation greatly improved safety issues by eliminating railroad and vehicular and pedestrian conflicts, it also increased the barrier effects of the railroad in dividing the station area and the community into two parts, the north and the south.

A more detailed description of the transportation conditions and recommendations for the underpass portion of the New York Avenue is provided in the transportation section of the Rotundo sub area. It is important to reinforce here, that this underpass serves as the primary pedestrian and bicycle connection between the northern and southern portions of the BOA study area and the entire Huntington Station community. It lacks adequate pedestrian and bicycle facilities and is an uninviting place to travel. Any improvements to the pedestrian and bicycle portion of the underpass will require a study of the entire capacity of the underpass, including the provision of vehicular facilities, adjusting the width of travel lanes and the justification for the need and length of the north bound turning lane.

No traffic turning movement data was available for the intersection of New York Avenue, Railroad Street and Broadway so a level of service determination cannot be made. This intersection has been widened significantly and dedicated left and right turning lanes exist for all approaches. Based on field observations the intersection appears to provide the necessary capacity, even during peak times. Based on field observation during PM peak periods, significant queuing was witnessed at the northbound approach, extending south to a point near E. 2<sup>nd</sup> Street. The lack of curb cuts along the north and southbound approaches along New York Avenue eliminates turning movement conflicts, aiding in traffic flow. Signal coordination upgrades along the entire corridor would allow for waves of vehicles to move more freely through the corridor, albeit at a controlled speed. Enhanced timing and signal actuation can also improve the overall capacity of the corridor.

On-street parking exists along Railroad Street and Broadway and should remain as part of any upgrades or streetscape enhancements. All roadways in the area should be designed as “complete streets” with the inclusion of on-street parking, bike lanes, generous sidewalks, architectural lighting, street trees, special paving and traffic calming devices in order to create an attractive and desirable place for people. This is especially important when considering the need to tie any new development with pedestrian activity created by LIRR station ridership traffic.

**Bicycle/Pedestrian:** A detailed description of the bicycle and pedestrian issues associated with the New York Avenue underpass of the LIRR is provided in the Rotundo sub area section of this report. The Town’s Comprehensive Plan Update designated New York Avenue for a proposed on-road bike route through this sub area. There are no designated off-road bike routes existing or proposed within this sub area. Bicycling should be considered as a viable form of transportation, especially in this sub area which included the LIRR station. Perpendicular streets to New York Avenue should be viewed as bicycle feeder streets and Railroad Street and Broadway also designated as proposed on-road bike routes in the Town’s Comprehensive Plan Update. In this case it is especially important to include bicycle lanes or “share-road” designations. New federal standards have been established for the design of local roadways to better accommodate the mixing of bicycle and motor vehicles and these standards should be considered in the design of the all of the roads within this sub area especially, since they serve as a vital link to the LIRR station.

Pedestrians in this area face safety challenges, especially at the intersection of New York Avenue, Railroad Street and Broadway. Due to the significant width of the cartway (the width of the roadway from curb face to curb face) a pedestrian has a daunting number of travel lanes to cross in all directions at this intersection. Ladder style crosswalks are provided across Railroad

Street and Broadway, which are the preferred type for safety reasons. Standard bar-type crosswalks are provided across New York Avenue, however, where it is arguably a more challenging roadway to cross for pedestrians. Pedestrian crosswalk signals are provided in all directions which aids in pedestrian safety. Although pedestrian bridges exist which connect the LIRR station to the west side of New York Avenue, it is critically important that all roadways also provide a high level of pedestrian and bicycle accommodations, especially within the 1.4 mile TOD radius of the station. This intersection should be studied for methods to enhance pedestrian and bicycle safety, including the potential of reducing travel lanes to minimum width standards, providing intersection bump-outs, textured crosswalks, pedestrian refuges, traffic calming devices at and/or in advance of the intersection and increased safety elements such as improved lighting, striping and signage.

**Utility Infrastructure:** This sub area is located within the Huntington Sewer District. There are 8” gravity sewer lines located along Broadway and Railroad Avenue. They feed into an 8” gravity line which travels north along New York Avenue to Spring Road. At this point it connects to a larger inceptor which travels north along the entire length of Spring Road to the Huntington Sewer District Treatment Facility. The existing sewer system should pose no limitations on redevelopment within this sub area.

**Site(s) Configuration/Barriers to Redevelopment:** The sites that comprise this sub area have excellent visibility, transportation access and roadway frontage. In terms of traffic activity, the intersection of New York Avenue, Railroad Street and Broadway could be considered the intersection of “Main Street and Main Street.” The key exception to this statement is there is no mixed-use development located there to take advantage of this opportunity. Due to the elevation change along New York Avenue to accommodate the underpass, the sites are best oriented towards the corners of the intersection and along Railroad Street and Broadway. Due to the lower traffic volumes and control (not NYSDOT) they will also be much easier to reconfigure as traditional and complete “main streets.”

All of the land within this sub area is publicly owned, either by the LIRR or the Town of Huntington, therefore a major hurdle to redevelopment, site control, is already overcome.

**Redevelopment Potential:** The LIRR station site on the east side of New York Avenue has the potential to be redeveloped with new mixed-use retail (most likely retail with possibly limited office above) focused around a central plaza. The station plaza could be designed with the historic train station building as the focal point, creating a grand entrance to the station area. Development of this nature would allow for greatly increased TOD activity at the true center of Huntington Station and also take advantage of abundant parking provided in several existing parking garages. TOD development should start with the station at its core. Without



redevelopment in immediate proximity to the station, LIRR riders will need to navigate an open area of parking lots and vehicular circulation in order to reach the TOD project, reducing the convenience and attractive aspect of the redevelopment overall.

### **BOA Sub Area 2 Recommendations:**

Determine the Need for Multi-Modal Improvements: Based on the importance the station area serves as an interchange point between transportation modes, the area should have better multi-modal facilities. The entire flow of buses and taxis within the area should be studied to determine the most efficient circulation for vehicles as well as to support the convenient transfer of riders between modes. TOD is all about convenience and quality of experience. Although the overall level of transit service provided to the station is very good, the ease and quality of the user experience is lacking. In addition, support facilities such as bus shelters (both on-site and along the surrounding roadways) should be analyzed. The provision of high-quality bicycle storage facilities at the station for short term convenience use and for day-long commuters (such as leasable bicycle corrals or lockers) should be considered. The overall treatment over the area should be the showcase of the community, not a utilitarian experience as it is today.

Perform a Physical Site Build-Out Analysis: The quantity of actual developable land in this sub area is limited; therefore, the most practical approach is to determine the amount of maximum build-out that the two sites (east and west sides of New York Avenue) can realistically support. The primary focus here is not necessarily density, which technically should be greatest at the core of the TOD, but instead development connectivity. The development in this sub area should reinforce Huntington Station's core as an actual destination since today it is mostly limited to the station building, parking lots, parking garages and a fenced-off residential development. More than likely the development will be focused on a modest level of convenience retail designed in a manner to make it seem more monumental to maximize its visual impact on the place. The analysis would also include the appropriate amount of new parking to be provided within the development projects to accommodate the loss of existing surface parking as well as the need to provide parking to support the new development uses as well as the needs of the LIRR commuters.

A major focus of this effort should also consider the construction of a new and greatly expanded train station structure, possibly directly integrated into a mixed use complex, to better serve the existing and future demands of transit riders. There is strong community attachment to the existing station structure, especially since it is one of the few surviving structures that pre-date the 1960s urban renewal. The relocation and preservation of the

original building fabric of this structure should be considered as part of the overall redevelopment effort of this sub area.

Perform Detailed Market and Financial Analyses: A market study should be conducted to identify the viability of specific developable projects at the site. This analysis should determine building formats, unit types, phasing, etc. This analysis would likely consist of two phases for each side of New York Avenue. Financial analysis could also be used to consider and refine various development alternatives.

Targeted Phase I and Phase II Environmental Site Assessments: Based on the available historic information this would be focused on the three parking lot parcels owned by the Town of Huntington on the west side of New York Avenue.

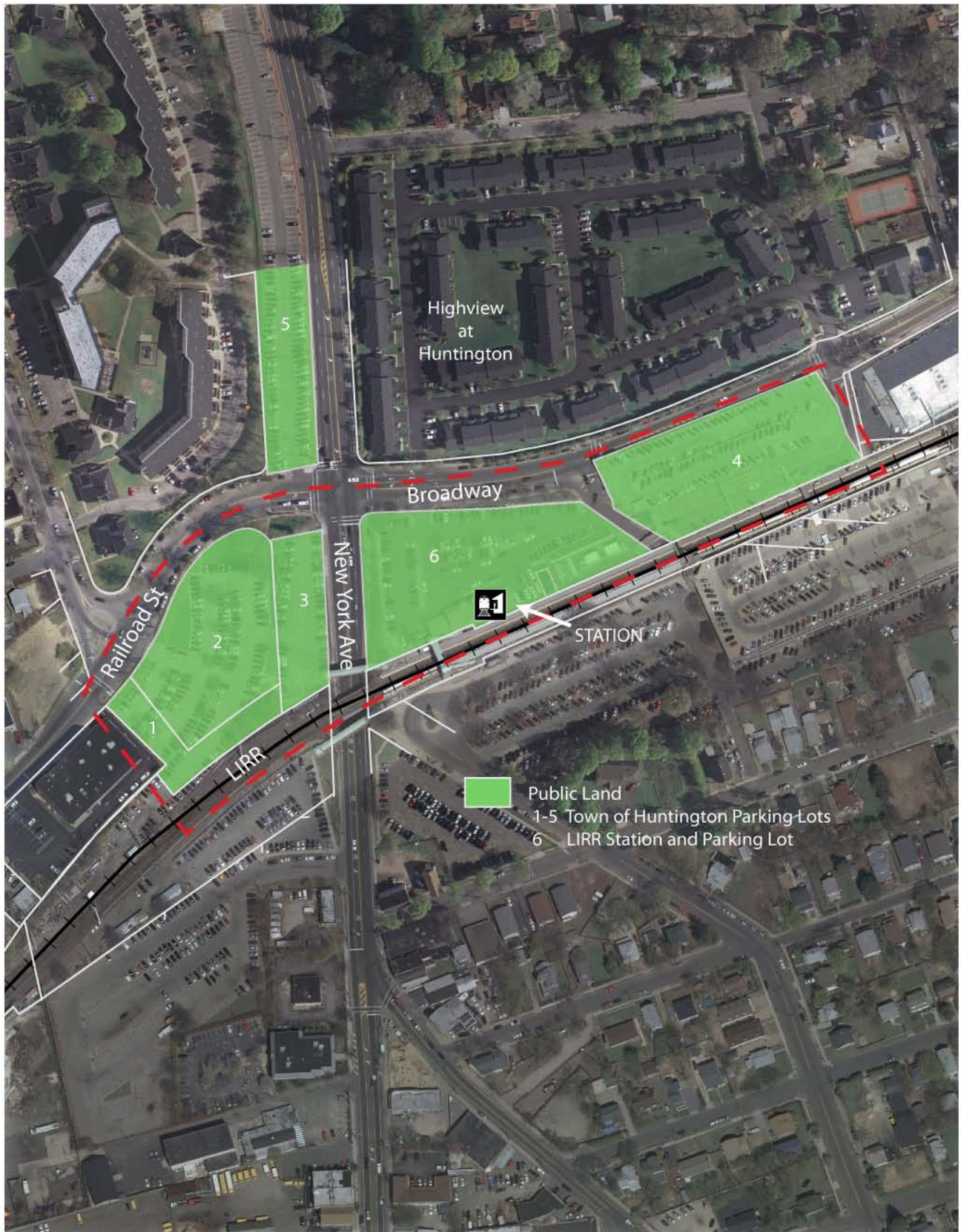


FIGURE III.18 BOA SUB AREA #2 - LONG ISLAND RAILROAD STATION  
Land Ownership



FIGURE III.19 BOA SUB AREA #2 - LONG ISLAND RAILROAD STATION  
Parcels with Potential Environmental Concerns



- 1) New York Ave Corridor - Traffic Study  
Traffic Calming, Signal Coordination; Bicycle and  
Ped Improvements, Streetscape Enhancements
- 2) New York Ave / Railroad St / Broadway  
intersection lacks adequate bicycle and  
pedestrian amenities
- 3) LIRR/New York Ave Underpass  
Underpass is not bicycle or pedestrian-friendly
- 4) Vehicular and pedestrian connection blocked
- 5) Railroad St / Lowndes Ave intersection lacks  
crosswalks

FIGURE III.20 BOA SUB AREA #2 - LONG ISLAND RAILROAD STATION  
Transportation Considerations

**BOA Sub Area 3: North New York Avenue**

**Description:** This sub area consists of the parcels located along both sides New York Avenue from the intersection of Railroad Avenue and Broadway to Academy Place.

**Number of Parcels:** 19

**Total Acreage:** ±9.5 acres

**Key Parcels:** North New York Avenue parking lot, Northridge Cultural Center parcel, 1000 Block of New York Avenue from Henry Street to Olive Street (multiple small parcels located along the east side) (see Figures III.21 and III.22).

**Historical Context:** This sub area has a long and linear shape that was once part of a major commercial cluster within the overall Huntington Station community. The east side of New York Avenue today consists of some structures which pre-date the 1960's urban renewal. Most notable is the current Yankee Peddler Antique building. This structure is one of the oldest remaining commercial structures in Huntington Station. It was originally constructed as the Venice Hotel, and, like the former Colonial Hotel and North Side Hotels, served the LIRR station passengers. It was easily reached by trolley as well, which ran directly in front of the establishment. The current Parts Plus building, located directly north of the Yankee Peddler, appears to be the former Hunt and Mooney's auto body shop, which is believed to date to the 1920s.

The west side of New York Avenue, from Railroad Avenue to Church Street was once a linear commercial corridor consisting of a diverse mix of retail that included nearly every traditional use one would find in a typical small downtown, ranging from large furniture stores and a movie theater to small barber shops. In addition, there was a street called School Street, located approximately mid way between Railroad Avenue and Church Street. As the name implied, there was an elementary school along this street, approximately mid-block between New York Avenue and Lowndes Avenue. Both the school and the street, along with all of the structures along the west side of New York Avenue were completely removed by the 1960's urban renewal.

In some respects, the long-term ramifications of the urban renewal are greatest in this area. Not only was the amount of property clearing dramatic in scale, so were the results of what was implemented from the 1967 GNRP. The greatest single gesture from the GNRP was the complete re-parcelization of this entire area, extending all the way to Lowndes Avenue, with the intent of creating several "super blocks" to support large scale single-use land use plans. The initial GNRP proposed that the southern portion of this area be redeveloped as a

“neighborhood commercial site,” essentially in the form of 1960’s area strip retail center focused almost entirely on the automobile. The northern two-thirds of the area were slated to be redeveloped as a “cluster-type” moderate income housing complex. As originally envisioned, this complex would be nestled in a landscaped woodland setting, with little or no visual prominence from any street. What was actually constructed was series of housing projects, including Gateway Gardens, with 40 one-story units and Whitman Village, a mix of 88 units in a five-story mid-rise building and 174 units located in two-story units clustered around the site.. Finally, the last major element of the redevelopment scheme was the complete re-parcelization of the area to accommodate the new “modern” development patterns. The result of this action was the creation of a single, long, linear parcel paralleling New York Avenue from Railroad Avenue to Church Street. The depth of this parcel in many locations is very shallow. This parcel was derived from the idea that New York Avenue would be widened in this area to accommodate future traffic attracted to the corridor. The concept was that roadway infrastructure improvements were needed to serve the increased automobile dependent suburban-styled land use patterns, as well as the increase in commuter traffic to the LIRR station. The concept was to create a boulevard-type roadway with a large landscaped median as a way to provide additional travel lanes and minimize the visual impact created by the insertion of a “highway” in the middle of the new “planned” community. The legacy of this action is a parcel that is has very limited redevelopment potential due to its shallow depth, especially on its southern end, closest to the LIRR station.

**Potential Environmental Constraints:** Potentially environmentally constrained parcels have been classified depending on if the determination was made based on available documentation or based on known current or historical use, as shown on Figure III.23. The area is presently occupied by auto body repair shops, former service stations, restaurants, residential homes, and other commercial shopping facilities. The sites identified below with environmental concerns are based on information obtained from combined environmental database searches, interviews, and a site reconnaissance.

The following sites have been identified as having environmental concerns due to a combination of zoning, site characterization, historic spills, environmental permits and historic/current uses:

- 1024 New York Avenue – Road Side Auto Parts, Closed Spill.
- 953 New York Avenue – Whitman Square Cleaners, Air Discharges, Closed Spill, PBS permit.

The following sites have been identified as having potential environmental concerns due to a combination of zoning, site characterization, environmental permits and historic/current uses:

- 1000 New York Avenue – Tilden Brakes, Inactive RCRA Conditionally Exempt Small Quantity Generator (CESQG), PBS permit.
- 1006 New York Avenue – The Little Old Sign Shop, PBS permit.
- 1014 New York Avenue – Castle Auto Parts Store, PBS permit.
- 1044 New York Avenue – Station Cleaners, PBS permit.

**Existing Land Use:** The area is presently occupied by a mix of small scaled retail businesses, a small retail strip center, a few residential dwellings (one of which that has been converted to medical offices) and a large parking lot.

List of Current Active Business/Uses (listed approximately by land area from largest to smallest)

NY State – Basin site

Town of Huntington – West side parking lot, Former Tilden brake site, Northridge Cultural Center site, parking lot at northeast corner of New York Avenue and May Street

Swift Auto Parts

Residential

Yankee Peddler Antique Shop

Parts Plus

Strip Center

State Cleaners

Deli

Maria’s Famous Chicken

Laundromat

Medical offices

Barber Shop



El Picacho Grill

D’Jans Meats

**Zoning:** The North New York Avenue sub area contains several zoning classifications. The parcels on the eastern side of New York Avenue, extending from May Street north to Olive Street, are zoned C6 – Overlay. The portion of Highview at Huntington with frontage along New York Avenue is zoned C6 – General Business District. On the western side of New York Avenue, the long, linear parcel that is currently a parking lot is zoned R3M – Garden Apartment Special District. This zoning district also includes the large adjacent parcel to the west, along Lowndes Avenue that included Whitmore Village. The parcel north of the Church Street that consists of a stormwater management basin is zoned as C6 – Overlay.

Based on recently considered redevelopment projects for the northern portion of the parking lot parcel on the west side of New York Avenue, this entire parcels should be considered for rezoning as C6 – Overlay as part of the Town’s current rezoning evaluation.

**Transportation and Access:**

As summary of the transportation considerations are shown on Figure III.24.

**Vehicular:** New York Avenue serves as the long, linear spine of this sub area, hence the name. As described in the historical background, the transportation character of this sub area is very much a function of decisions made by the 1960’s GNRP. Although the plan to create a wide boulevard with a median were never realized, the vehicular function of the roadway has benefitted from the lack of curb cuts and access points on the west side of the roadway, reducing the potential for turning movement conflicts. The downside of this condition is the creation of an unimpeded setting for traffic flow which promotes vehicular speeding and a portion of New York Avenue that is 4-lanes wide for only a brief distance from the New York Avenue LIRR underpass to Academy Place. If the goal is to create a real “place” at Huntington Station what value does it provide to promote automobiles to travel faster through its core and at what cost? The only way to properly marry the roadway with the intended future land use pattern is to perform a corridor traffic study for the entire length of New York Avenue/NYS 110 for a distance that is at least as long as the north to south distance of the entire BOA study area. Such a study should look at the viability of removing at least one through-travel lane in order to properly accommodate bicycle and pedestrian facilities to create a balanced transportation facility, properly serving all modes of travel and local and regional interests.

Traffic conditions at the intersection of New York Avenue and Railroad Street and Broadway are described in detail in the LIRR Station sub area section. This intersection is very important to the transportation functionality of the North New York Avenue sub area since it serves as the key connection between the long corridor that is the sub area and the LIRR station.

New York Avenue has benefitted from streetscape improvements along the west side of New York Avenue, including paving, architectural lighting, street trees, benches and landscaping. These improvements aid in providing some traffic calming by establishing a pedestrian-oriented setting which has the impact of making motorists more wary of speeding, in anticipation that pedestrians are present; it begins to reduce the highway-like impacts of the wide roadway width.

**Bicycle/Pedestrian:** The bicycling and pedestrian environment within this sub area is very much tied to the vehicular conditions described above. In this regard there are two components, travelling along the corridor and the ability to safely cross.

There are no specific bicycle accommodations along this portion of New York Avenue. On numerous occasions, bicyclists were observed traveling on the side walk located along the west side of New York Avenue. The cross section of the cartway (the area within the roadway from curb face to curb face) consists of several different variations along corridor. At the southern end of the corridor, where turning lanes are provided for the intersection of the Railroad Street and Broadway, the cartway cross section consists entirely of travel lanes with no shoulders or parking lanes. At May Street, the cartway cross section widens with a parking lane on the east side of New York Avenue and a narrow shoulder on the west side. As mentioned above, a corridor-wide traffic study should be performed to justify the need for four through-travel lanes, as well as the potential to redistribute or adjust the existing travel and parking lanes in order to provide on-road bike lanes.

Crossing New York Avenue as a pedestrian within the sub area can be challenging. Currently there is little reason to cross the roadway Broadway and Church Street except to access the parking lots. It is nearly impossible to penetrate the parking lots into the residential neighborhoods located behind. As redevelopment occurs, even if mostly on the east side of New York Avenue, the parking on the west side could be used to support the new development, therefore safe crosswalk locations will become more important. Currently no crosswalk striping exists (across New York Avenue or across the cross streets themselves) at the intersections of May, Northridge, Hay and Church Streets. Ladder type crosswalks exist across Olive Street and across the north side of its intersection with New York Avenue. Standard bar-type crosswalks exist across New York Avenue at Academy Place, but there are no crosswalks across Academy

Place. Consistent standards should be developed for the application of crosswalk treatments along the entire New York Avenue corridor.

Intersection bump-outs should be provided at the cross streets on the east side of New York Avenue as a way to reduce the crosswalk distance. The ability to install center island pedestrian refuges should also be studied. Ideally, if at least one lane of the cartway cross section could be removed, a continuous median could be added along the entire length of the corridor to provide additional an opportunity for pedestrian refuge and aesthetic improvement.

The Town of Huntington has been undertaking a project to create a new plaza area at the intersection of New York Avenue and Olive Street. This project will improve traffic circulation and greatly enhance the pedestrian environment. Due to the “wye” configuration of the intersection, the redesign of the roadway allows for significant pedestrian sidewalks, landscaped areas, architectural lighting and street trees. In addition, traffic calming elements are included in the design of the roadway as well as prominent crosswalks with textured paving and striping.

**Utility Infrastructure:** This sub area is located within the Huntington Sewer District. An 8” gravity sewer lines travels north along New York Avenue to Spring Road. At this point it connects to a larger inceptor which travels north along the entire length of Spring Road to the Huntington Sewer District Treatment Facility. The existing sewer system should pose no limitations on redevelopment within this sub area.

**Site(s) Configuration/Barriers to Redevelopment:** The properties within this sub area all have excellent road frontage and site visibility. The site configurations on the east side of New York Avenue are varied. The block between Henry Street and Olive Street consists of ten separate small parcels. Many of these parcels are very narrow and deep. This block is a remaining vestige of the land use pattern that existed along the entire New York Avenue corridor, north of the LIRR railroad. Several of these parcels are vacant and most consist of underutilized parcels. The Yankee Peddler Antique building is one of the oldest extant buildings in the BOA study area. It appears to be well maintained and should be preserved if at all possible and could become an anchor building for this block’s redevelopment. Parcels in this block will likely need to be assembled in order to become viable for redevelopment.

The parcels between May and Henry Streets are slightly larger and have larger frontages along New York Avenue than the parcels north of Henry Street, and therefore, are more viable than those to the north, for redevelopment.

On the west side of New York Avenue, there is one large parcel which extends from Railroad Street to the Church Street. As mentioned in the history section of this sub area description, this parcel was created in its current configuration during the 1960's urban renewal effort. It was sized to accommodate the widening of New York Avenue. As a result, a major portion of the site is very shallow, especially south of the Northridge Street, which will limit its ability to support new development.

**Redevelopment Potential:** There are several ongoing redevelopment projects at various stage of implementation within this sub area. The Northridge Cultural Center project is located at the northeast corner of New York Avenue and Northridge Street. This project has been developed through full architectural design, yet due to the current economic climate, is on hold. This project, either in its current configuration, or in a revised format should be advanced as a top priority for the sub area, especially since there are several viable tenants committed to the project.

Conceptual design studies have been developed for a new mixed-use retail and residential development at the southwest corner of New York Avenue and Church Street, called the North New York Avenue Mixed-Use Project. This project would take advantage of the most developable portion of the long parking lot parcel on the west side of the New York Avenue. It would also build on the Town of Huntington's ongoing efforts to implement transportation and streetscape improvements along this portion of New York Avenue as part of the Huntington Station Plaza project. In addition, redevelopment in this area would also tie together nicely with the Huntington Station Park to be located on the New York State-owned land located on the northwest corner of New York Avenue and Church Street.

The ability to redevelop the southern-most tip of the parking lot on the west side of New York Avenue should be explored. Despite the shallow depth of this parcel, development could be oriented towards Railroad Street. A modest structure could be developed using the length of the site to overcome the depth constraint. In order to re-establish the sense of place for Huntington Station, there should be a goal of reinforcing this intersection with buildings on all four corners.

### **BOA Sub Area 3 Recommendations:**

#### **Huntington Station Plaza**

This project involves the transformation of a 17,000 sq. ft. New York State right-of-way area at the intersection of New York Avenue and Olive Street into a pedestrian friendly, aesthetically pleasing pedestrian plaza. The Town will accomplish this by way of an occupancy permit from the New York State Department of Transportation. The design of the plaza was inspired by

community-led design workshops whereby residents, especially those who live in close proximity to the project area, were invited to assist in the development of design elements to be incorporated into the plaza's final design by the Town of Huntington Economic Development Corporation's architect.

### **1000 New York Avenue Redevelopment**

This is privately-owned commercial property for which the Town secured a grant from New York State in the amount of \$1,170,000 to demolish a blighted building that has sat at this location for a decade, and reconstruct in its place a 10,800 sq. ft. mixed use building. The successful and timely redevelopment of 1000 New York Avenue is integral to the Town's revitalization efforts, as it directly anchors the Huntington Station Plaza pedestrian plaza project.. Therefore, in the case of this redevelopment project, the Town has cultivated a public-private partnership.

### **Northridge Property Redevelopment**

This project involves the Town's redevelopment of a long vacant Town-owned parcel in the center of what was once vibrant downtown Huntington Station. All pre-development work, including engineering, site plan development, zoning board and planning approvals are in place, together with the issuance of a building permit to make this a true shovel-ready construction project. The Town is presently investigating alternative public funding and/or bonding to finance this 15,000 sq. ft. mixed use project. With input from the community, it was designed by the Town of Huntington EDC's architect in the image of the old Huntington Station firehouse, a celebrated structure in downtown Huntington Station that was razed as a result of the Urban Renewal efforts of the 1960's. The recent downturn in the economy and real estate market have presented some challenges to this project but the Town and its Economic Development Corporation are nonetheless actively discussing creative approaches to bring it to fruition.

### **Gateway Park**

This project involves approximately 1.3 acres of land (comprised of seven separate parcels) at the corner of New York Avenue and Lowndes Avenue, identified by the Town for purchase and redevelopment into a new Huntington Station Park. Over the last several years the majority of parcels have been purchased by the Town under its Open Space program. Two vacant parcels are presently under condemnation by the Town to complete the assemblage. A state-owned parcel in the assemblage would be transferred to the Town upon acquisition of the last two adjacent private parcels. At present, the Town has entered into a license agreement with Long Island Community Agriculture Network (LI-CAN), to create an organic community garden project at the site to teach and inspire both youth and adults to grow vegetables.

### **Huntington Train Station Beautification Improvements**

As the major transportation hub of the Town attracting over 11,000 resident commuters daily, Huntington Train Station has become an important focal point of the Town's ongoing community revitalization efforts in Huntington Station. As such, the Town and Huntington Station Business Improvement District (BID) are undertaking the replacement of an existing

retaining wall at the corner of New York Avenue and Broadway at the train station that is in severe disrepair. This project is being funded by a grant from the BID and Suffolk County. The retaining wall replacement is Phase I of a multiphase improvement project for this corner. Phase II, planned by the BID, will encompass new landscaping and an irrigation system just above the new retaining wall. These improvements will markedly improve the aesthetics of the Huntington Station downtown corridor and its adjoining transportation hub area. Additionally, the Town has helped cultivate a new citizens group known as "Friends of Huntington Train Station" that has undertaken and proposed other beautification projects at the train station property, including a rainwater harvesting project that will capture rainwater, filter and store it, and re-use it for landscape irrigation in conjunction with a small waterfall.

Perform Detailed Market and Financial Analyses for the North New York Avenue Mixed-Use Project: Initial building concepts have been developed for this site. Using that work as a starting point, more detailed market and financial analyses should be performed to determine if a viable project can be developed on this site and how it could leverage programmed improvements for the new Huntington Station Plaza. The analysis might consider whether it makes sense to combine this project with the Northridge Cultural Center project to make one viable project.

Perform Detailed Site Planning and Architectural Design Activities for the North New York Avenue Mixed Use Project: Building on the work that has been performed to date, combined with the project specific market data, site layouts and architectural schemes should be developed. A major component of this project is the establishment of community acceptable density guidelines. In the past, idealized renderings were produced for essentially generic projects that could possibly occur within the BOA study area. Based on community feedback from these earlier efforts, combined with comments received during the public meeting process for this BOA Nomination Study, the scale and design of any proposed project must be carefully considered in conjunction with the level of new residential density. The two issues cannot be separated, especially in public discussions.

Perform Targeted Phase I and Phase II Environmental Site Assessments: Based on the available historic information, this effort could be focused on the sites located along the eastern side of New York Avenue, north of Henry Street.

Continue Negotiations with New York State to Transfer Ownership of the New York Avenue Parking Lot to the Town of Huntington: This BOA Nomination Plan should be used to support the justification that a land transfer should occur to support the Town's ongoing effort to undertake redevelopment with the BOA study area and Huntington Station.



FIGURE III.21 BOA SUB AREA #3 - NORTH NEW YORK AVNEUE

Current Uses/Activities

Town of Huntington – Huntington Station Transportation HUB  
BOA Nomination Study

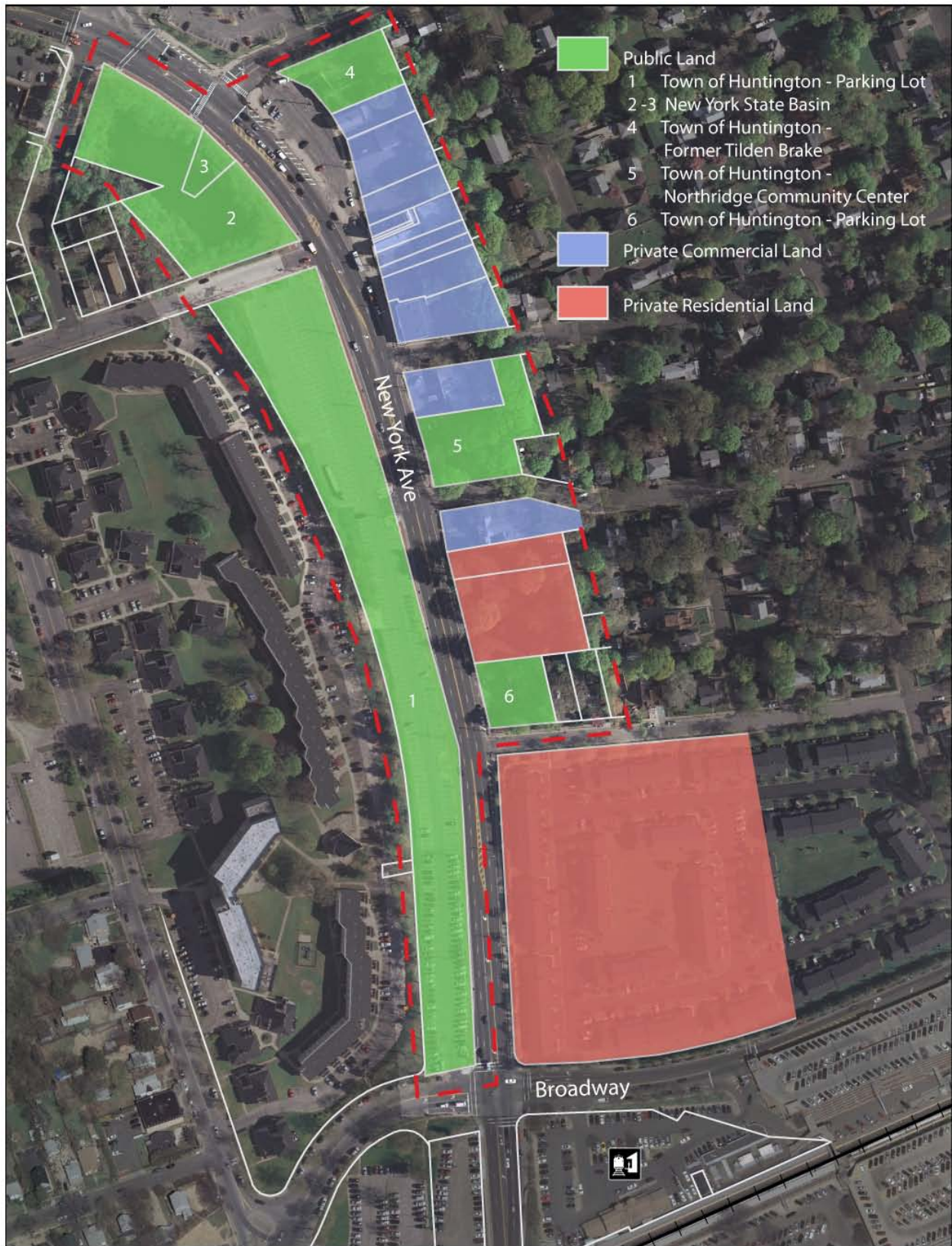


FIGURE III.22 BOA SUB AREA #3 - NORTH NEW YORK AVNEUE  
Land Ownership





FIGURE III.23 BOA SUB AREA #3 - NORTH NEW YORK AVNEUE  
Parcels with Potential Environmental Concerns

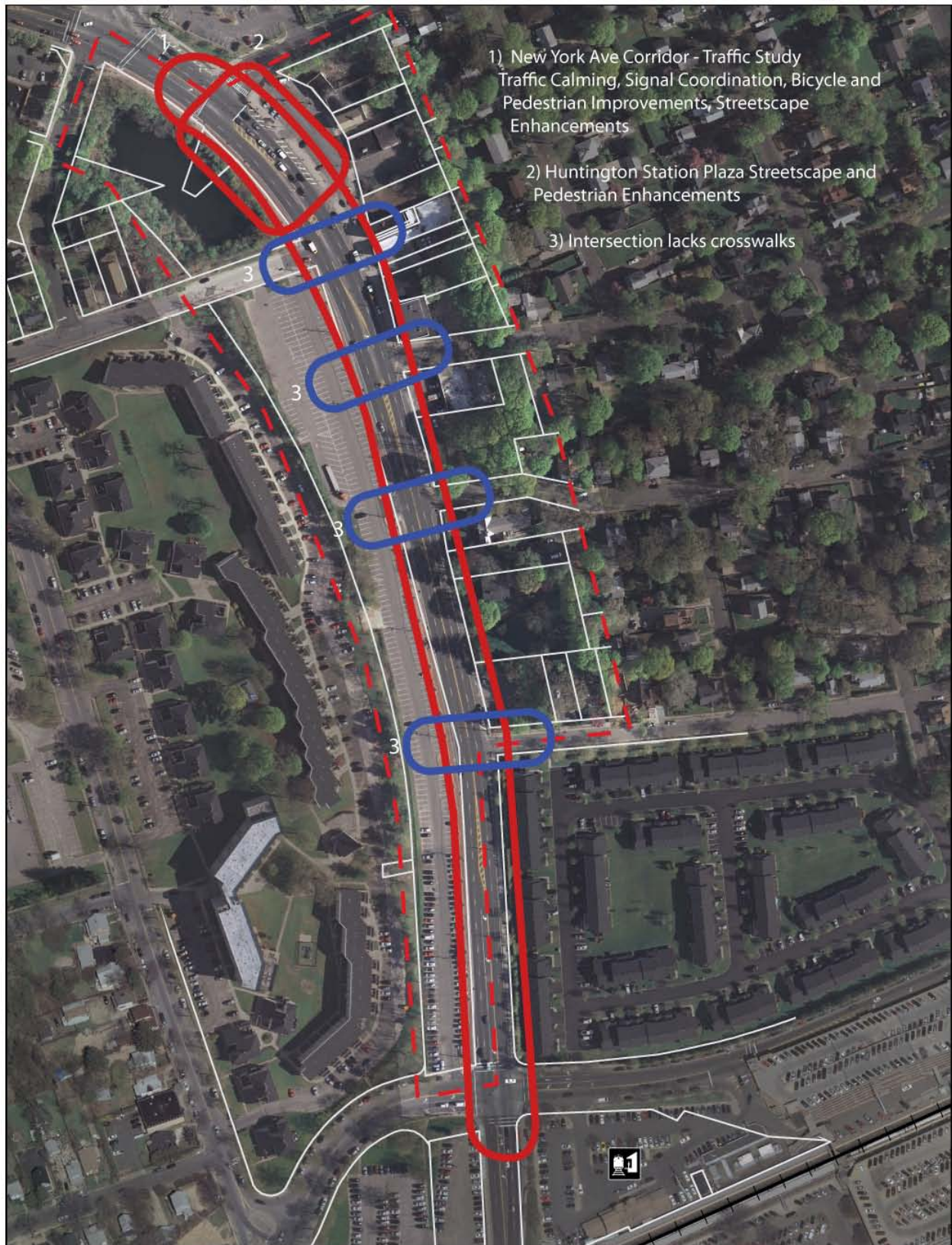


FIGURE III.24 BOA SUB AREA #3 - NORTH NEW YORK AVNEUE  
Transportation Considerations

**BOA Sub Area 4: Broadway Area**

**Description:** This sub area consists of a linear swath of parcels located adjacent to the Long Island Railroad tracks on the south side of Broadway, approximately between Folsom and Kelsey Avenues.

**Number of Parcels:** 10

**Total Acreage:** ±5.9 acres

**Key Parcels:** Small parcels from 114 through 118 Broadway (see Figures III.25 and III.26).

**Historical Context:**

This sub area was historically a mix of residential properties and commercial and industrial uses that took advantage of the railroad proximity the distribution of supplies and materials, such as lumber yards. A few of the original residential structures remain as part of commercial businesses.

**Potential Environmental Constraints:** Potentially environmentally constrained parcels have been classified depending on if the determination was made based on available documentation or based on known current or historical use, as shown on Figure III.27. Based on a document search, none of the properties listed in this sub area appeared as sites of potential concern, however, based on the historical and current industrial uses all of the parcels all of the sites within the BOA sub area have potential to have environmental constraints.

**Existing Land Use:** The sub area is presently occupied by small industrial uses ranging from lumber mills and construction supply yards to smaller uses with converted residential dwellings. In many cases the properties appear to be vacant or have very minimal business activity.

List of Current Active Sites/Business/Uses (listed approximately by land area from largest to smallest)

Huntington Materials, Nassau Suffolk Lumber and Supply Corp.

Coastal Assistance and Towing

**Zoning:** This entire sub area is zoned I5 – General Industrial. This is consistent with many of the current land uses, the larger land use context and the sub areas configuration and proximity to the railroad. At this point the redevelopment potential of this area is not clear, therefore, I5 – General Industrial may be a consistent zoning classification especially if the planning goal is to address the smaller, vacant or underutilized parcels for newer industrial uses.

**Transportation and Access:**

As summary of the transportation considerations are shown on Figure III.28.

**Vehicular:** Broadway is classified as collector roadway past this sub area and has no major vehicular traffic issues. Due the history of the several small residential parcels that have been converted to commercial uses, there are numerous and wide curb cuts, as well as awkward driveway alignments along a small portion of the south side of Broadway. Any new development should focus on the consolidation of curb cuts and properly defining roadway access points. The north side of Broadway is a mixed of residential and small-scaled commercial uses, so the design of new access point should consider their alignment with cross streets and driveways located on the north side of the street.

**Bicycle/Pedestrian:** There are no bicycle facilities located along this portion of Broadway, despite its close proximity to the LIRR station and its potential to link an established residential neighborhood with the station. The cartway cross section (the area within the roadway from curb face to curb face) consists of two travel lanes (one in each direction) and a shoulder on each side. The shoulder appears to be wide enough to accommodate designated on-road bike lanes but a detailed engineering study should be performed.

Sidewalks extend from the LIRR station to the eastern edge of the tennis center, which is the western edge of the sub area. Sidewalks should be extended along the entire length of Broadway from the tennis center to the intersection of Park Avenue. Sidewalks exist intermittently along this segment of roadway, however, in many locations where they do not exist; a worn path exists attesting to the level of current pedestrian activity, mostly likely created by workers utilizing the LIRR to commute to the numerous locations for employment along this important industrial cluster.

Ladder type crosswalks should be provided at major intersections along the corridor, especially within a ¼ mile radius of the LIRR station.

**Utility Infrastructure:** The Broadway sub area is located just outside of the Huntington Sewer District which extends east from New York Avenue, along Broadway to a point just east of Highview Avenue. There is an 8" gravity line located along Broadway which flows towards New York Avenue. Development projects located within this sub area could apply to join the Sewer District by formal application. The impact fees for a contracted connections located outside the Sewer District is a one-time fee of \$30 per gallon. Although the overall capacity of the Huntington Sewer Districts Treatment Facility is limited, the Town of Huntington Department of Environmental Waste Management has determined that ample capacity exists to provide for

redevelopment activities within the sub area, even though it is located outside the formal Sewer District.

**Site(s) Configuration/Barriers to Redevelopment:** There are seven small parcels located on the western half of this sub area. These sites have good frontage along Broadway. These sites would likely need to be assembled into larger parcels to support new industrial uses.

**Redevelopment Potential:** The redevelopment potential of this sub area is not well defined at this point of study. It is believe that at the very least, the smaller, under- utilized parcels could be assembled to support new industrial redevelopment as way to attract additional jobs to the area, other transitional commercial or mixed-use uses between the TOD core and the residential development to the north and the large cluster of light industrial activities to the east.

#### **BOA Sub Area 4 Recommendations:**

Determine the Current Site Utilization and Ownership Status of the Small Parcels: Based on field observations, many of the small parcels appear to be vacant or barely utilized. Contact should be made with business and land owners to determine future intent.

Approach Existing Industrial Uses Within the Cluster to Determine Intent: If it is determined that the small sites can be assembled, they could be potentially marketed to an existing business within the industrial cluster that may intend to expand and would like to remain in the area.

Perform a Roadway Improvement Engineering Study of the Broadway Corridor: The corridor should be evaluated for the introduction of on-road bike lanes as well as the locations were missing sidewalks are needed to provide a continuous connection from the businesses to the LIRR station.

Perform Targeted Phase I and Phase II Environmental Site Assessments: Based on the available historic information, this effort could be focused on the small parcels located on the western half of the sub area.



FIGURE III.25 BOA SUB AREA #4 - BROADWAY  
Current Uses/Activities



FIGURE III.26 BOA SUB AREA #4 - BROADWAY  
Land Ownership



FIGURE III.27 BOA SUB AREA #4 - BROADWAY  
Parcels with Potential Environmental Concerns





FIGURE III.28 BOA SUB AREA #4 - BROADWAY  
Transportation Considerations

## D. Summary of Recommendations

### BOA Wide Recommendation:

1. Undertake a Draft Generic Environmental Impact Statement (DGEIS): This should be accomplished as part of the overall formal adoption process of the Huntington Station Transportation Hub Brownfield Opportunity Nomination Study. It should be noted that all applicable state and town legal requirements, such as the State Environmental Quality Review Act (SEQR) and public noticing and input requirements, will continue to apply to all capital investments, changes to zoning and developing regulations, private development applications, and other projects proposed (including all those proposed in the BOA Nomination Plan document) and reviewed by the Town of Huntington. As noted the BOA Nomination Plan provides a framework for use by the Town with the input of citizens in making decision on these projects.
2. Establish a Redevelopment Activities Prioritization Process: (To ensure that projects within the BOA study area are not competing with each other)
3. Perform a Comprehensive Multi-Modal Transportation and Land Use Corridor Study of the Entire New York Avenue/NYS 110 Corridor.
4. Adopt a Goal to Establish Huntington Station as a Fully Bicycle and Pedestrian Supportive Community.
5. Adopt Complete Street Guidelines for the Entire BOA Study Area
6. Develop a Ten-Year Capital Improvement Program Specifically Focused on Multi-Source Funding Streams for the Public Improvements: This effort should designated High Priority Redevelopment Projects in order to establish funding and financing priorities and the projects should be packaged to match available federal and state funding program requirements.
7. Establish a Sustainability and Green Building Goal for All Redevelopment Projects Including the Retrofit of Existing Structures (Primarily Parking Garages) This effort should include exploring the opportunity to have the BOA Study Area designated by the U.S. Green Building Council (USGBC) as a certified LEED - Neighborhood Development (LEED-ND). A key part of the first steps of this effort would be establishing the primary project boundaries, mostly likely targeted on the BOA Sub Area #1- Rotundo, but could include the

entire BOA Study Area as potential properties for a LEED-ND Smart Location and Linkage (SLL) submission. New project registration for LEED-ND certification is currently closed; however, the USGBC anticipates that registration will reopen sometime in 2010.

8. Consider Developing Area-wide Green Infrastructure Projects such as Innovative Passive Stormwater Treatment Projects: These projects could include green Streets, rain gardens, green roofs, regional geothermal HVAC systems, etc.
9. Explore the Establishment of a Location Efficient Mortgage (LEM) Program to Support Residential Homeownership for Existing and Future TOD Residential Units
10. Support Cohesive Rezoning with an Emphasis on Mixed-Use and Establish an Urban Design Guidelines for New Development Including a Pattern Book: The Town of Huntington is currently considering the adoption of a TOD ordinance, which should be supported as a critical component of the overall recommendations of the BOA Nomination Plan.
11. Perform a Detailed Parking Study and Develop a Parking Management Plan for the entire BOA Study Area: This study should determine a more exact parking supply need/demand to serve both transit and the projected TOD build out for the area. This study should establish a goal to eliminate all large surface parking lots within the TOD area and also to quantify projected need for parking supplies in order to fend of un-quantified concerns that there isn't ample parking within the BOA study area. Parking should be handled as support infrastructure that is carefully integrated into all new land development and not be considered an end land use unto itself. Prior to the elimination of any surface parking lots within the TOD area, replacement parking infrastructure sufficient to meet demand in the Huntington Station area including the LIRR commuters should be installed.
12. Consider Re-Branding the Station Area Through a Renaming Campaign, Potentially Tied to the Business Improvement District: i.e. Add a qualifier to Huntington Station such Center, Hamlet (as discussed in the Town's Comprehensive Plan Update)

## General Real Estate Redevelopment Recommendations

1. Introduce New Retail Uses: The station area at the heart of the BOA study area is well positioned for a convenience retail development of approximately 60,000 square feet or more if new retail establishments introduce original retail concepts that out-compete existing retailers in the area. The combination of resident and commuter markets is sufficient to support retail businesses that provide for the day-to-day needs of consumers. ERA retail market analysis indicates current un-met market potential for a convenience shopping center of the following composition:

- A 9,000-square-foot, small-format food market that would cater to local residents and commuters
- 5,000 square feet of boutique-type clothing and clothing accessories stores
- 14,000 square feet of newsstand, book, music, sports, and hobby retail
- 18,000 square feet of miscellaneous retail, including card shops, florists, stationary/office supply stores, and gift shops
  - 13,000 square feet of limited-service eating places
  - A 2,000 square foot drinking establishment (e.g., a wine bar or station lounge)
  - Personal-service uses such as ATMs, dry cleaners, and salons

ERA recommends that retail development be located at or near the LIRR station, with visibility from the SR 110 corridor. A location proximate to the LIRR station would provide a high level of convenience for commuters and is a central location for community residents. Visibility from SR 110 will improve the attractiveness of the development to retailers as vehicular thru-traffic will generate awareness, incidental visits, and consumer spending.

2. Introduce New Residential Uses: New residential development in the BOA study area could revitalize Huntington Station by providing housing, generating retail spending, and bringing new economic opportunities to the neighborhood. Based on market analysis, ERA recommends that the residential component consist of compact, multifamily or attached housing for mixed-income households. Consistent this recommendation, developer AvalonBay Communities has proposed a rental and for-sale multifamily housing development, including workforce units, for a site proximate to the Huntington Station LIRR station stop.

ERA residential demand analysis indicates strong potential for new residential development around Huntington Station. Specifically, ERA analysis indicates that an appropriate phase-one residential TOD program would include about 120 units, including approximately 36 units of affordable/workforce housing. In response to near-term market conditions, early program phases would likely be primarily rental housing, with more for-sale housing coming online in later years. The full build-out of a

residential program within the BOA study area will depend on the availability of land, set-asides for open space, additional uses programmed for the area, and other planning factors.

The ERA phase-one residential program is calculated based on gross demand for residential uses in Huntington. The analysis estimates gross demand for approximately 3,700 real estate transactions annually in the Town of Huntington, including rental leases and for-sale purchases. Reflecting current preferences for mixed-use development within a walk-able community, ERA estimates annual demand for about 1,600 mixed-use, transit-oriented transactions, including:

- 540 Low-Income Units
- 190 Workforce Units
- 840 Market Rate Units

### **BOA Sub Area 1: Rotundo Recommendations**

1. Perform Detailed Market and Financial Analyses for a First Phase Development Within the Sub Area: In order to advance the redevelopment of the Rotundo sub area, a more detailed use program which builds upon the data collected to date should be established. This program should be based on both a viable first phase scenario from a realistic developer expectation and how this first phase would fit into a longer-term build-out scenario. The pre-development analysis should be based on current market trends and conditions and focus on an appropriate tenant mix, construction scheduling, and integration of the design with the community, as well as financial returns to both the public sector and the developer.

Financial analysis should be used to consider various development alternatives, based on two or more land assemblage scenarios. The analysis would consider phasing scenarios that take advantage of land that is currently owned by the Town of Huntington, specifically the parking lots and the Rotundo site itself.

2. Perform a Physical Site Build-Out Analysis for the Entire Sub Area: Based on the outcome of the current market analysis data, it is clear that the most viable redevelopment potential for this area is the creation of a mixed-use development focused on transit-oriented retail/commercial development anchored by residential development. Although an initial absorption rate for both retail and residential development has been identified for the entire BOA study area, a separate analysis should be performed to determine this sub area's full build-out potential, independent of the market analysis. The goal of this element of the study is to consider the ability to

achieve an overall redevelopment scenario, considering a much longer redevelopment timeline than just the first phase. This would consider the long term potential, further out in time than market analysis can predict today. A key element of the build-out analysis is the consideration of various parcel assemblage scenarios. Ultimately, the findings of the build-out and market analyses must be combined to determine the most viable first phase development project which balances immediate economic trends and fits into a larger perspective for how the entire sub area can be redeveloped over time.

3. Undertake Physical Design Analysis and Site Master Plan: The configuration and location of the individual parcels and the shape of the overall sub area have inherent qualities that directly impact its redevelopment potential. In the case of the Rotundo sub area, the perception is that the core of the sub area is located in an out-of-the way place, is difficult to access and therefore is not particularly viable for redevelopment. The physical design and layout of the overall project should consider the inclusion of high quality urban designed public spaces, such as a central square, public courtyards and generous streetscapes with landscaping and public amenities as a way to form a strong identity and overall development framework for the sub area. This is especially important since the overall project will likely be developed in multiple phases. This initial investment in public infrastructure will also aid in overcoming the current stigma of the area and establish a current framework for future development phases.
4. Establish Road Access Requirements for this Segment of New York Avenue: Perform a Comprehensive Multi-Modal Transportation and Land Use Corridor Study of the Entire New York Avenue Corridor: As described in more detailed in the BOA wide recommendations, the entire New York Avenue transportation corridor should be studied to determine the appropriate match of multi-modal transportation facilities with long-term land use plans. As part of this effort, the outcome of the Physical Design Analysis for the sub area should establish transportation and land use parameters to be included in the overall corridor study, including potential future sub area traffic generation, based on development phasing, critical multi-modal connections and urban design and streetscape design standards. In the case of this sub area, a major factor will be the way to establish a viable accessway into the site from New York Avenue.
5. Perform Targeted Phase I and Phase II Environmental Site Assessments: Based on the prioritization of parcels to support short and long term redevelopment goals for the sub area, Phase I ESAs should be performed to determine potential environmental limitations for redevelopment and parameters for site design, such as the ability to use

engineering controls such as capping areas with paving for parking, etc. as well as determine the need for Phase II ESA activities. The Phase II ESA should be performed as needed to better define the environmental issues of concern.

### **BOA Sub Area 2: Long Island Railroad Station Recommendations**

1. Determine the Need for Multi-Modal Improvements: Based on the importance the station area serves as an interchange point between transportation modes, the area should have better multi-modal facilities. The entire flow of buses and taxis within the area should be studied to determine the most efficient circulation for vehicles as well as to support the convenient transfer of riders between modes. TOD is all about convenience and quality of experience. Although the overall level of transit service provided to the station is very good, the ease and quality of the user experience is lacking. In addition, support facilities such as bus shelters (both on-site and along the surrounding roadways) should be analyzed. The provision of high-quality bicycle storage facilities at the station for short-term convenience use and for day-long commuters (such as leasable bicycle corrals or lockers) should be considered. The overall treatment over the area should be the showcase of the community, not a utilitarian experience as it is today.
2. Perform a Physical Site Build-Out Analysis: The quantity of actual developable land in this sub area is limited; therefore, the most practical approach is to determine the amount of maximum build-out that the two sites (east and west sides of New York Avenue) can realistically support. The primary focus here is not necessarily density, which technically should be greatest at the core of the TOD, but instead development connectivity. The development in this sub area should reinforce Huntington Station's core as an actual destination since today it is mostly limited to the station building, parking lots, parking garages and a fenced-off residential development. More than likely the development will be focused on a modest level of convenience retail designed in a manner to make it seem more monumental to maximize its visual impact on the place. The analysis would also include the appropriate amount of new parking to be provided within the development projects to accommodate the loss of existing surface parking as well as the need to provide parking to support the new development uses and the LIRR commuters.

A major focus of this effort should also consider the construction of a new and greatly expanded train station structure, possibly directly integrated into a mixed use complex, to better serve the existing and future demands of transit riders. There is strong

community attachment to the existing station structure, especially since it is one of the few surviving structures that pre-date the 1960s urban renewal. The relocation and preservation of the original building fabric of this structure should be considered as part of the overall redevelopment effort of this sub area.

3. Perform Detailed Market and Financial Analyses: A market study should be conducted to identify the viability of specific developable projects at the site. This analysis should determine building formats, unit types, phasing, etc. This analysis would likely consist of two phases for each side of New York Avenue. Financial analysis could also be used to consider and refine various development alternatives.
4. Targeted Phase I and Phase II Environmental Site Assessments: Based on the available historic information this would be focused on the three parking lot parcels owned by the Town of Huntington on the west side of New York Avenue.

### **BOA Sub Area 3: North New York Avenue Recommendations**

1. Completion of the Huntington Station Plaza and 1000 New York Avenue Redevelopment Projects.
2. Continue Ongoing Efforts to Finalize the Northridge Cultural Center Project.
3. Advance the Huntington Station Gateway Park Project and the Huntington Station Beautification Improvements.
4. Perform Detailed Market and Financial Analyses for the North New York Avenue Mixed-Use Project: Initial building concepts have been developed for this site. Using that work as a starting point, more detailed market and financial analyses should be performed to determine if a viable project can be developed on this site and how it could leverage programmed improvements for the new Huntington Station Plaza. The analysis might consider whether it makes sense to combine this project with the Northridge Cultural Center project to make one viable project.
5. Perform Detailed Site Planning and Architectural Design Activities for the North New York Avenue Mixed Use Project: Building on the work that has been performed to date, combined with the project specific market data, site layouts and architectural schemes should be developed. A major component of this project is the establishment of community acceptable density guidelines. In the past, idealized renderings were



produced for essentially generic projects that could possibly occur within the BOA study area. Based on community feedback from these earlier efforts, combined with comments received during the public meeting process for this BOA Nomination Study, the scale and design of any proposed project must be carefully considered in conjunction with the level of new residential density. The two issues cannot be separated, especially in public discussions.

6. Perform Targeted Phase I and Phase II Environmental Site Assessments: Based on the available historic information, this effort could be focused on the sites located along the eastern side of New York Avenue, north of Henry Street.
7. Continue Negotiations with New York State to Transfer Ownership of the New York Avenue Parking Lot to the Town of Huntington: This BOA Nomination Plan should be used to support the justification that a land transfer should occur to support the Town's ongoing effort to undertake redevelopment with the BOA study area and Huntington Station.

#### **BOA Sub Area 4: Broadway Area Recommendations**

1. Determine the Current Site Utilization and Ownership Status of the Small Parcels: Based on field observations, many of the small parcels appear to be vacant or barely utilized. Contact should be made with business and land owners to determine future intent.
2. Approach Existing Industrial Uses Within the Cluster to Determine Intent: If it is determined that the small sites can be assembled, they could be potentially marketed to an existing business within the industrial cluster that may intend to expand and would like to remain in the area.
3. Perform a Roadway Improvement Engineering Study of the Broadway Corridor: The corridor should be evaluated for the introduction of on-road bike lanes as well as the locations where missing sidewalks are needed to provide a continuous connection from the businesses to the LIRR station.
4. Perform Targeted Phase I and Phase II Environmental Site Assessments: Based on the available historic information, this effort could be focused on the small parcels located on the western half of the sub area.

**Appendix A**  
**New York State Office of Parks, Recreation and Historic Preservation**



**New York State Office of Parks,  
Recreation and Historic Preservation**

Historic Preservation Field Services Bureau • Peebles Island, PO Box 169, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com



David A. Paterson  
Governor

Carol Ash  
Commissioner

March 03, 2010

Gary Rozmus  
Gannett Fleming Engineers PC  
480 Forrest Ave  
Locust Valley, New York 11560

Re: SEQRA, DOS  
Huntington Brownfields Opportunity Area  
1000 thru 1300 New York Ave/HUNTINGTON,  
Suffolk County  
10PR01033

Dear Mr. Rozmus:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning your project's potential impact/effect upon historic and/or prehistoric cultural resources. Our staff has reviewed the documentation that you provided on your project. Preliminary comments and/or requests for additional information are noted on separate enclosures accompanying this letter. A determination of impact/effect will be provided only after ALL documentation requirements noted on any enclosures have been met. Any questions concerning our preliminary comments and/or requests for additional information should be directed to the appropriate staff person identified on each enclosure.

In cases where a state agency is involved in this undertaking, it is appropriate for that agency to determine whether consultation should take place with OPRHP under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law. In addition, if there is any federal agency involvement, Advisory Council on Historic Preservation's regulations, "Protection of Historic and Cultural Properties" 36 CFR 800 requires that agency to initiate Section 106 consultation with the State Historic Preservation Officer (SHPO).

When responding, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Ruth L. Pierpont  
Director

Enclosure

**Appendix B**  
**Parking Survey Conducted for the**  
**Huntington Economic Development Corp. 2004**

# Parking Survey Conducted for the Huntington Economic Development Corp. 2004

Two-week study conducted by Town of Huntington Department of Public Safety from 3/16-3/28  
 Commuter Parking along New York Avenue Northwest Parking Lot and Smaller Northeast Town Lot  
 Huntington Station, New York

Survey Conducted for 350 Existing Parking Spaces located in the 334 stall northwest state owned parking lot and the small 16 stall town operated commuter parking lot

Parking usage measured 4 times per day: 9am; 12 noon; 3 pm and 6 pm

Study revealed the Vacancy Factor ranges from 42% to 99% depending on time of day

At a minimum, there are at least 148 Vacant Stalls available for parking at any time of the day Monday to Friday

The northern most portion of the lot containing 166 stalls is never utilized by commuters and is vacant almost all the time

The entire 350 stall lots are nearly 100% vacant all of the time on weekends

Summary Results				
Time	Vacancy Percentage		Available Spaces	
	Low	High	Low	High
<b>Weekdays</b>				
9:00 AM - 3:00 PM	42%	48%	148	168
6:00 PM	45%	65%	158	229
<b>Weekends</b>				
9:00 AM - 3:00 PM	95%	99%	331	346
6:00 PM	96%	99%	336	346

## COMMUTER PARKING

During the time period 15 March through 28 March inclusive, the Town of Huntington undertook a survey regarding the utilization of the two commuter parking lots on New York Avenue north of the LIRR station. Specifically these two lots are designated Lot #22 and Lot H. The survey was conducted daily, excepting Monday 15 March, at the hours of 9 AM, Noon, 3 PM and 6PM.

Lot #22 was divided into seven (7) sections designated A-G, with the G section being nearest to the station. Each section was of approximately equal size, 42 spaces, while Section A, (furthest from the station), encompassed 81 spaces. Lot H contains 16 spaces and is located across New York Avenue from Lot #22. The aggregate number of spaces available is 350.

A summary of the composite results indicates that Sections D through G and Lot H are always occupied on weekdays at greater than 92% regardless of time of day. Sections C, B, and A remain almost unused during the time periods in question, with section C having at most 5 cars. At no time is the aggregate capacity occupied at greater than 57% of availability.

On weekends, no more than 9% of the available spaces are utilized.



G 42

F 42

E 42

LOT H 16 D 42

C 44

B 41

A 81

# TOH EDC Parking Survey

Commuter Parking Northwest/East Lots along New York Avenue  
 Two-week study conducted by Town of Huntington Department of Public Safety from 3/16-3/28  
 Huntington Station, New York

## Week 1

Quadrant	Mon 3/15		Tues 3/16			Wed 3/17			Thurs 3/18			Fri 3/19			Sat 3/20			Sun 3/21					
	9AM	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM
A	n/s	n/s	n/s	95%	91%	98%	100%	94%	95%	96%	100%	100%	91%	100%	100%	100%	100%	100%	100%	100%	99%	98%	100%
B	n/s	n/s	n/s	83%	88%	85%	95%	93%	95%	95%	100%	100%	98%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%
C	n/s	n/s	n/s	80%	89%	80%	80%	82%	82%	73%	68%	95%	95%	95%	95%	98%	98%	100%	100%	100%	93%	93%	95%
D	n/s	n/s	n/s	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	0%	0%	29%	100%	100%	100%	100%	100%	100%	100%
E	n/s	n/s	n/s	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	12%	100%	100%	100%	100%	100%	100%	100%
F	n/s	n/s	n/s	0%	0%	0%	0%	0%	0%	0%	29%	0%	0%	0%	0%	10%	100%	100%	100%	100%	100%	100%	100%
G	n/s	n/s	n/s	7%	0%	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	12%	95%	81%	81%	76%	98%	95%	100%
Lot H	n/s	n/s	n/s	19%	19%	31%	31%	25%	25%	25%	31%	56%	0%	0%	31%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Total</b>	n/s	n/s	n/s	46%	43%	46%	45%	44%	45%	44%	59%	47%	45%	46%	57%	99%	97%	98%	97%	99%	98%	98%	99%

## Week 2

Quadrant	Mon 3/22		Tues 3/23			Wed 3/24			Thurs 3/25			Fri 3/26			Sat 3/27			Sun 3/28					
	9AM	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM
A	96%	91%	98%	99%	91%	91%	100%	96%	93%	93%	98%	98%	96%	96%	100%	100%	100%	100%	100%	99%	99%	100%	100%
B	93%	93%	93%	93%	88%	90%	100%	98%	93%	90%	100%	100%	85%	85%	100%	100%	100%	100%	100%	93%	93%	100%	98%
C	91%	91%	89%	91%	91%	91%	84%	82%	82%	80%	93%	80%	80%	80%	100%	100%	100%	100%	100%	100%	100%	100%	100%
D	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	100%	100%	95%	95%	95%	100%	100%
E	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	21%	14%	0%	0%	0%	10%	86%	86%	86%	98%	100%	100%	93%
F	0%	0%	0%	0%	0%	0%	21%	0%	0%	0%	14%	0%	0%	0%	0%	7%	95%	93%	98%	98%	98%	98%	98%
G	0%	0%	0%	0%	0%	0%	31%	0%	0%	0%	36%	0%	0%	0%	0%	7%	90%	88%	79%	79%	100%	100%	93%
Lot H	25%	13%	13%	31%	13%	6%	50%	6%	6%	6%	44%	6%	38%	38%	56%	100%	100%	100%	100%	81%	81%	81%	94%
<b>Total</b>	46%	44%	45%	49%	43%	44%	61%	44%	43%	42%	56%	44%	44%	44%	55%	97%	96%	95%	96%	97%	97%	97%	97%