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In Association With:
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and
Sustainable Long Island
and
Vision Long Island

HUNTINGTON STATION

TRANSPORTATION HUB NOMINATION STUDY

JULY 2014

Gannett Fleming

GF Project No.
51060

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Executive Summary

The Huntington Station Transportation HUB Brownfield Opportunity Area (BOA) Project is focused on an approximately 640 acre area located around the Town of Huntington's Long Island Railroad (LIRR) train station. This project's primary focus is to identify opportunities for redevelopment for Huntington Station. This effort will build upon other recent projects for the area specifically designed to promote revitalization and restore a place that was impacted by past transportation and land use planning decisions by creating a cohesive and inviting place enlivened by new neighborhoods and business activity. The 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 garage and surface parking facilities that underutilize the parcels in closest proximity to the station.

This study has been completed in two Phases, a Phase One Pre-Nomination Study that used environmental, land use, market, and community input to identify four sub-areas for more detailed analysis. Phase Two Nomination Study identified a priority redevelopment area along with priority actions for spurring redevelopment.

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 sustainable 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, in keeping with historical neighborhood precedence.

- Walkability

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. This vision will ensure the long term viability of the Town and its neighborhoods.

Brownfield Opportunity Area Boundary Description and Justification

The Huntington Station Transportation HUB BOA 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).

As a result of the area's historical ties to passenger and freight rail, 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 identified 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. 4th 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. In many respects, it is believed that the potential exists to revitalize the area with new mixed-use development that is commercially viable, 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.

Community Participation

The community input and education for Phase 1 of the BOA Nomination Study was conducted primarily through steering committee meetings, two public meetings and a community newsletter, while Phase 2 included an additional public meeting and small group meetings with various community groups for more detailed, in-depth input.

Major themes evolved throughout the course of the public meetings and small group meetings, and were routinely mentioned by stakeholders. They include the following:

Phase 2 Update

Meeting notes from Phase 2 Public Involvement included in Appendices F and G

- Strengthen sense of community
- Collaborate with school districts
- Engage youth in process
- Brownfields & strategic sites as catalysts for community revitalization
- Address existing housing
- More open space
- Inclusive process
- Build & enhance partnerships
- Improve infrastructure
- Increased public participation
- Keep investment within community
- Programmed public spaces (especially for youth)
- Create destinations along New York Avenue
- Increase access to open space parks sports fields
- Maintain existing zoning
- Improve public safety
- More small businesses
- Enhance parking options
- More local jobs
- Attract new restaurants
- Walkable vibrant downtown
- Use LIRR station as an anchor within community
- No “shoebox” or flat architecture on new developments

Market Analysis

Phase 1 of the BOA Nomination study analyzed demographic trends and residential and retail development opportunities and outlined potential retail and residential development programs for the BOA study area. This analysis was current as of 2009 and is included as an appendix to this report. No update of this research effort has been undertaken since such date.

As described below, in Phase 2 of the BOA Nomination study, the Town, Consultant and local developer Renaissance Downtowns jointly developed a potential program for reuse of the Parking Lot site.

Analysis of the Proposed BOA

The BOA study area is almost entirely built out. The 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. While there is a diverse mix of land uses present, the expansive amount of surface parking along New York Avenue creates the feeling of abundant vacant land.

Existing zoning largely reflects the existing pattern of residential, commercial, office, and industrial uses. The only exception is the provision of the C6 Huntington Station Overlay District along New York Avenue and Depot Road, which supports the desire to see more mixed-use commercial redevelopment.

The Town of Huntington, Huntington Station and the BOA study area all have an extensive transportation system that supports multiple modes of travel. However, bicycle and pedestrian infrastructure is inconsistent and underused.

While there is public transportation in the study area including the LIRR running west into NYC and limited local bus service, the entire station area, including structures, services, multi-modal connections, and vehicular and pedestrian circulation is not very cohesive. The result is a mix of facilities that do not relate well to each other 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.

BOA Wide Recommendation:

- Undertake a Draft Generic Environmental Impact Statement (DGEIS)
- Establish a Redevelopment Activities Prioritization Process

- Perform a Comprehensive Multi-Modal Transportation and Land Use Corridor Study of the Entire New York Avenue/NYS 110 Corridor
- Adopt a Goal to Establish Huntington Station as a Fully Bicycle and Pedestrian Supportive Community
- Adopt Complete Street Guidelines for the Entire BOA Study Area
- Develop a Ten-Year Capital Improvement Program Specifically Focused on Multi-Source Funding Streams for the Public Improvements
- Establish a Sustainability and Green Building Goal for All Redevelopment Projects Including the Retrofit of Existing Structures (Primarily Parking Garages)
- Consider Developing Area-wide Green Infrastructure Projects such as Innovative Passive Stormwater Treatment Projects
- Explore the Establishment of a Location Efficient Mortgage (LEM) Program to Support Residential Homeownership for Existing and Future Station Area Residential Units
- Support Cohesive Rezoning with an Emphasis on Mixed-Use and Establish an Urban Design Guidelines for New Development Including a Pattern Book
- Perform a Detailed Parking Study and Develop a Parking Management Plan for the entire BOA Study Area
- Consider Re-Branding the Station Area through a Renaming Campaign, Potentially Tied to the Business Improvement District
- Introduce New Retail Uses
- Introduce New Residential Uses

Phase 1 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.

BOA Sub Area 1 Recommendations**:**

- Perform Detailed Market and Financial Analyses for a First Phase Development Within the Sub Area
- Perform a Physical Site Build-Out Analysis for the Entire Sub Area
- Undertake Physical Design Analysis and Site Master Plan
- 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

- Perform Targeted Phase I and Phase II Environmental Site Assessments

BOA Sub Area 2 Recommendations**:**

- Determine the Need for Multi-Modal Improvements
- Perform a Physical Site Build-Out Analysis
- Perform Detailed Market and Financial Analyses
- Targeted Phase I and Phase II Environmental Site Assessments

BOA Sub Area 3 Recommendations**:**

- Perform Detailed Market and Financial Analyses for the North New York Avenue Mixed-Use Project
- Perform Detailed Site Planning and Architectural Design Activities for the North New York Avenue Mixed Use Project
- Perform Targeted Phase I and Phase II Environmental Site Assessments
- Continue Negotiations with New York State to Transfer Ownership of the New York Avenue Parking Lot to the Town of Huntington

BOA Sub Area 4 Recommendations**:**

- Determine the Current Site Utilization and Ownership Status of the Small Parcels
- Approach Existing Industrial Uses Within the Cluster to Determine Intent
- Perform a Roadway Improvement Engineering Study of the Broadway Corridor
- Perform Targeted Phase I and Phase II Environmental Site Assessments

Phase 2 Priority Actions

BOA Sub Areas 1 and 3, Rotundo and the Town parking lot site, were identified for priority actions, with the focus on the parking lot site. Following Phase I it was determined that the LIRR Station site, at the corner of New York Avenue and Railroad Avenue, was the most appropriate site on which to focus a first phase of redevelopment. There are three primary reasons for this decision:

- ***The site is in a prominent location***. It is immediately adjacent to the station, and acts as a gateway from Huntington Village to the north. The sites that comprise this sub area have excellent visibility, transportation access and roadway frontage. The high visibility and strategic location of the site increases redevelopment potential.
- ***The station site is publically owned***. The Town of Huntington owns much of it, and the remainder is right of way owned by the State of New York. Public ownership eliminates acquisition costs and ensures that the Town will be involved in negotiations with interested developers.

- ***The site is not currently used to its greatest potential***. Used as surface parking currently, the site provides no return for the Town. There appear to be opportunities to relocate that parking to other parcels, allowing for site redevelopment without displacing any beneficial or irreplaceable uses.

Collaboration with Renaissance Downtowns

It was originally envisioned that this BOA project would create a 'master plan' for the Parking Lot Site that the Town could utilize in attracting a developer, either through a Request for Proposals or other process. Following commencement of this work, the Town engaged Renaissance Downtowns as the developer for the entire BOA area. With a developer on board the scope of work changed to be a collaborative effort between the Town, Renaissance and the Consultant to jointly develop a program and plan for reuse of the site. Rather than creating a master plan that may or may not have conformed with the developers own concepts, this project has created a development program for the site which is both market feasible, acceptable to the public, and in accordance with Renaissance's expectations regarding what they perceive to be market-feasible.

Development Program

In conjunction with the Town and Renaissance Downtowns a recommended development program for the site was developed. The program was based on the original market analysis developed during Phase 1 and from additional information developed over the course of Phase 2.

The program consists of a mix of uses that will benefit from the close proximity to a LIRR Station. In general the program includes:

- a small hotel with meeting and banquet facilities
- a restaurant and coffee shop
- office space
- convenience retail to serve commuters and the local community
- parking to support the development.

Two alternative development concepts have been formulated for the site, each of which includes a similar development program with the same mix of uses, but at somewhat different densities.

Alternative A:

- 165 room hotel
- 9,700 sf banquet/meeting facility
- 4,200 sf restaurant
- 89,600 sf offices
- 13,000 sf convenience retail
- 217 garage parking spaces
- 30 on-street parking spaces

Alternative B:

- 135 room hotel
- 7,200 sf banquet/meeting facility
- 4,200 sf restaurant
- 74,000 sf offices
- 11,000 sf convenience retail
- 200 structured parking spaces
- 20 on-street parking spaces

Note that these are not fixed development programs, but are initial concept alternatives that were developed at the time of the analysis to help guide future development.

Financial Model and Gap Analysis

A market analysis for this program in Phase 2 of the BOA study was conducted by HR&A Advisors in 2013. This included a hotel market scan and development feasibility assessment of the two alternatives. Key findings include:

- *Both Scenarios are financially feasible: Alternative B achieves higher total net project value—total market value less development costs—as the high costs of underground parking in Alternative A bring down project value significantly.* Increased revenues from 20% more built square footage do not offset the substantial increased cost of underground parking in Alternative A. The net project value of Alternative A is projected to be $4.2M, while the net project value of Alternative B is projected to be $4.7M.*hotel generates significantly more value on a per square foot basis compared to the other proposed uses.* Hotel market analysis assumes potential RevPAR of $105, which, together with additional revenues from a banquet facility and restaurant, translates into a net development value of $96 per square foot for both scenarios.
- *The hotel generates significantly more value on a per square foot basis compared to the other proposed uses.* Hotel market analysis assumes potential RevPAR of $106, which, together with additional revenues from a banquet facility and restaurant, translates into a net development value of $91 per square foot for both scenarios.
- *Convenience retail and office uses are expected to generate lower revenues for the project, but still support development costs to provide a net positive value.* Retail is expected to generate a net value of $28 per square foot for both scenarios. Office is expected to generate a net value of $11 per square foot.
- *Parking will be built as an accessory to the project, and is not expected to generate revenues.*
- *From a financial perspective, Alternative B is more advantageous. However, the hotel in Alternative A being somewhat larger generates more value per square foot.*

Potential Phasing

With either of the development scenarios it is likely that the developer may want to phase the project rather than construct the entire program at once. There are multiple options for phasing scenarios. but, there are several concerns associated with only improving a portion of the site initially. If the hotel were to be developed first, since it is located close to the corner of New York Avenue and Railroad Street it, along with the gateway feature would signal a new life for Huntington Station but in all likelihood the rest of the site would remain as surface parking. In this case the pedestrian access to the station should be constructed as part of this first phase and the surface parking shielded from sight as indicated in the Development Guidelines above.

If the office building were to be constructed first this scenario presents additional challenges since the corner of New York Avenue and Railroad Street, which is the most visible part of the site, would remain undeveloped. In this case perhaps the gateway feature on that prominent corner should be included in the early phase. In this case too, the plaza accessing the station should be developed as port of the initial phase with screening or temporary landscaping on the remainder of the site.

Brownfield Environmental Survey

An environmental site assessment of the site was conducted, which identified a range of former uses on and around the sub-areas. Based on the information resources reviewed for this assessment, no significant environmental issues of concern were noted. However, it is possible that the former site activities have impacted the site; for example, there may remain on the site coal remnants from the coal handling operations or materials associated with automobile servicing from the car dealership and service station. In addition, it is not known how on-site underground storage tanks were closed; how debris from the demolition of former on-site structures was managed and if any of those materials may have been used to fill basements and other low spots on the site; whether stormwater and groundwater containing contaminated residuals from the adjacent properties could have flowed onto and beneath the site; and whether soil vapor could have been affected at the site from any of these issues. Further, the site is currently a parking lot which appears from visual observations to contain stormwater drains discharging to on-site drywells. Offsite storm drainage may also be able to flow onto other onsite areas. Although no petroleum releases have been reported to the NYSDEC, there is the potential that the site stormwater discharge areas may contain petroleum and other fluid residuals possibly leaking from automobiles parked in the lot.

A Phase II Environmental Site Assessment, which involves soil, groundwater and soil vapor sampling and subsurface assessment to define potential buried materials, would be required to determine if any of these issues are of concern and if any remediation is required to be incorporated into redevelopment plans for the site.

Green Infrastructure - Stormwater Management

Portions of the Town of Huntington are part of the Long Island Comprehensive Special Groundwater Protection Area Plan which focused on protection of groundwater for Long Island's drinking water supply. Based on the concept of creating a village-like setting for Huntington Station, the proposed redevelopment's stormwater management strategy will likely need to consist of a palette of hybrid management techniques. A few of the potential stormwater management techniques include:

- Suspended Paving Crate Stacking System
- Modular Flow-Through Filtration Planters Permeable paving
- Tree Canopy
- Green Roof Applications

Conclusions

In conclusion the TOH parking Lot site seems eminently suited to being the first phase of economic development for the Huntington BOA area:

- The site appears to be physically suited to redevelopment for a higher and better use
- Market analysis indicates there is a market for the proposed uses for the site
- Financial analysis indicates that the projects under either alternative are financially feasible
- There are no known environmental concerns that would preclude development
- The proposed uses are consistent with community feedback.

Each of the two alternatives that have been developed would create a new image for Huntington Station and would act as a gateway for the entire Huntington BOA area. Each alternative has advantages and disadvantages over the other:

This assessment indicates that while both Scenarios are financially feasible, Alternative B achieves higher total net project value, as well as value per built square foot and per acre. Moreover, the hotel use generates the most value on a per square foot basis, while retail and office uses generate less revenue and therefore less value, although they are still each feasible on a stand-alone basis.

While Alternative A has more, and more varied open space for use by the general public and the occupants of the development on the site, the below grade parking is a significant cost which is not compensated for by a 20% larger hotel on the parcel, bringing down project value. Alternative B on the other hand generates a higher net project value due to the lower cost of structured parking, but this is at the expense of some of the public space because under this alternative some of the site is used for a parking structure.

Bearing these conclusions in mind, as the project moves forward into design, it may be possible to combine some of the best features of each alternative into the proposed project.

Phase 1 BOA Pre-Nomination Study

Section 1: Project Overview and Description

The Huntington Station Transportation HUB Brownfield Opportunity Area (BOA) 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 formed 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. 2nd 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 mixed use development 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.

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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. 5th Street, west on E. 5th 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 identified within the overall BOA study area. These four areas are:

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Figure I.1 Community Context

Figure I.2 Study Area Context

Figure I.3 Study Area Map

Section 2: Community Participation

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 Huntington Station community members dedicated to implementing community improvements. 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 Phase 1 of the BOA Nomination Study was conducted primarily through steering committee meetings, two public meetings and a community newsletter, while Phase 2 included an additional public meeting and six small group meetings with various community groups.

Phase 1 Community Participation

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 both 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 17th, 2009 Meeting

The first BOA project public meeting was held on June 17th, 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 four 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) provide an 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 e-mail 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 17th 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 development) that were discussed in the meeting and identified by the community as topics they would like to learn more about.

October 15th, 2009 Meeting

The second BOA project public meeting was held on October 15th, 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 development pattern before urban renewal included not only single-family residences, but a mixed use downtown. 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 identified by the five great things about Huntington Station.

Phase 2 Community Participation

A new steering committee was assembled for Phase 2, along with one public meeting and six small group meetings.

Steering Committee

The steering committee includes the following individuals and their affiliations:

Jennifer Hebert, Huntington School Board, Huntington Union Free School District
Steven Spucces, Greater Huntington Civic Association

Reverend Dr. Luonne Abram Rouse, Huntington Chapter NAACP
Willie Perez, Porter-Trejo Action Network Iglesia Luz de Salvacion
Dolores Thompson, Huntington Station Action NOW Board Member, Executive Director of the Huntington Station Enrichment Center
Ed Perez, Friends of Huntington Station Latin Quarter
Matt Harris, Huntington Station resident
Toby Goldberg, Huntington Station resident
Ken Christensen, Huntington Station Business Improvement
James Oszlak, Huntington Station resident
Joan Cergol – Director, Community Development Agency
Anthony Aloisio – Town of Huntington Director of Planning
Bruce Grant – (Ex-Officio) Deputy Director, Community Development
Dean Leonardi – Civil Engineer
Rob Ripp-Chairman Huntington Economic Development Corporation
Margaret Pezzino, Assistant Town Attorney

March 27th, 2012 Public Meeting

The one Phase 2 public meeting was held on March 27th, 2012, at the Big H Community Center. Outreach for the meeting 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 the BOA study process, 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 140 community stakeholders attended the meeting.

Doug Aloise began with welcome remarks. Rob Ripp reviewed milestones achieved in Huntington Station. He began by speaking about the BOA process – now in phase two, the current phase will take a look at specific properties to determine potential redevelopment strategies. He talked about Enrichment Center, streetscaping (included plaza at Olive Street), and the community garden. Community wanted activity-based uses in Huntington Station, and to create a sense of community. Redeveloped Jiffy Lube into 7-11; local businesses are responding to revitalization, investing in Huntington. He then introduced Don Monti, of Renaissance Downtowns (RD).

Don Monti spoke about RD and described the transparent “process before plan” process they use that includes listening to the community in order to identify potential projects. Asked for one

thing – the opportunity to demonstrate a process RD thinks will work here. Said there will be bumps but we'll work through them.

The community expressed interest and concern over the number of housing units mentioned in the report, as well as school impacts, impacts to existing housing stock, and existing crime issues. The need for youth activities was also expressed by multiple attendees.

Small Group Meetings

Eight additional small group meetings were held during the spring through fall of 2012. The dates and invited groups are listed below.

Date	Invited Groups
5/14/12	Huntington Station BID NAACP SCPD Second Precinct Chamber of Commerce
6/7/12	Greater Huntington Civic Group
6/21/12	NAACP – Huntington Chapter Huntington Community Development Agency Renaissance Downtowns
7/19/12	Huntington Chamber of Commerce
7/24/12	Huntington Township Housing Coalition
8/8/12	Tri Community Youth Agency
10/17/12	Huntington Station BID
10/22/12	Huntington School Board

The format for each meeting included introductory remarks by project staff, highlighting the NYS BOA planning program, the community engagement process, and the ongoing Phase 2 work. Comments were collected and addressed at each meeting, but major themes evolved throughout the course of these meetings, and were routinely mentioned by stakeholders. They include the following:

- Strengthen sense of community
- Collaborate with school districts
- Engage youth in process
- Brownfields & strategic sites as catalysts for community revitalization
- Address existing housing
- More open space

- Inclusive process
- Build & enhance partnerships
- Improve infrastructure
- Increased public participation
- Keep investment within community
- Programmed public spaces (especially for youth)
- Create destinations along New York Avenue
- Increase access to open space parks sports fields
- Maintain existing zoning
- Improve public safety
- More small businesses
- Enhance parking options
- More local jobs
- Attract new restaurants
- Walkable vibrant downtown
- Use LIRR station as an anchor within community
- No "shoebox" or flat architecture on new developments

Meeting summaries are included in Appendix G.

In 2013 Vision Long Island held an additional series of meetings with some of the same groups and with additional groups who had not been previously contacted. The dates and invited groups are listed below.

Date	Groups/ Individuals Invited
3/12/13	TRI-CYA, Debbie Rimler
3/13/13	The Fallen of LI (drug awareness and education organization)
3/13/13	Fran Leek, St. Hughes R.C. Outreach
3/19/13	BOA Steering Committee Update
3/19/13	Huntington Station Enrichment Center, Dolores Thompson
3/21/13	TRI-CYA, Crystal White
3/23/13	Renaissance Huntington Station Community Festival (various groups)
4/4/13	Greater Huntington Civic Association
4/15/13	Town of Huntington Economic Development Corporation
4/24/13	TRI-CYA with community policing listening session and County Executive Steve Bellone

4/29/13	Source the Station Meet Up – various groups
7/8/13	Huntington Head start
7/8/13	Long Island Community Agricultural Network
7/13/13	Huntington Station Street Fare – various groups
7/13/13	Vito Scaturro – Huntington Chamber
7/13/13	Ginette Rows – Haitian Community Representative
7/15/13	Peggy Boyd – Family service League
7/17/13	Cynthia Shor & Dr. William Walters – Walt Whitman Birthplace
7/24/13	Andrea Bonilla – Source the Station
7/24/13	Susan Lagville – Housing Help
7/29/13	Terri Smith – Dolan Family Health Center
8/5/13	Ira Tane – Benchmark Builders and Temple Beth El

A detailed summary of the Vision Long Island outreach is included in Appendix H.

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 BOA. 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 targeted brownfield parcel or adjacent brownfield impacted parcels recommendations as specific as possible.

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

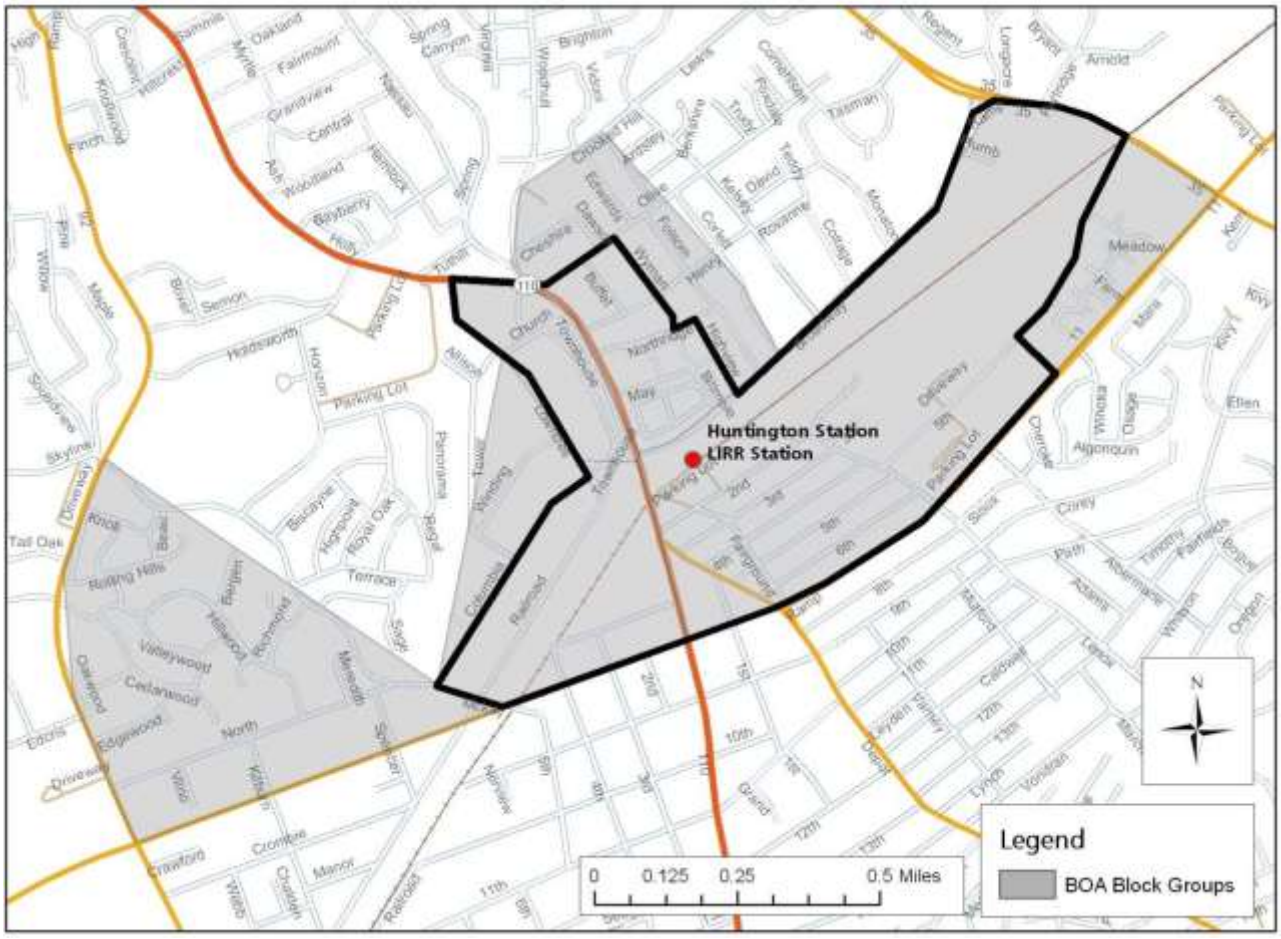
This report is based on information that was current as of June 2009 and Economics Research Associates has not undertaken any update of its research effort since such date. Because future events and circumstances may affect the estimates contained therein, no warranty or representation is made by Economics 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 station area redevelopment. 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.



Source: Town of Huntington; ERA|AECOM

Figure III.1: Huntington Station Transportation Hub BOA Boundary Map and Census Block Groups

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 mix of uses clustered around the LIRR station.

Station Area Redevelopment

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". It was later cleared on a broad scale in order to provide parking for railroad commuters that would primarily drive to the station.

In general, this type of development economically benefits host communities by supporting a developed center and promoting a pedestrian-oriented community. Specific benefits 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

Station area 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 retail development, careful attention must be paid to store format and marketing.

Residential Opportunities

Station area 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 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
- Moreexpensive mid-rise buildings, 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.[1]

Table III.1: Demographic Overview

				Annualized Growth	
	1990	2000	2008	1990-2000	2000-
Huntington BOA					
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	$44,154	$62,128	$80,384	3.5%	3.3%
Huntington					
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	$75,047	$107,070	$144,39	3.6%	3.8%
Suffolk County					
Population	1,321,768	1,419,369	1,498,41	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	$56,987	$79,409	$106,50	3.4%	3.7%
Nassau County					

[1] Demographic information for the BOA reflects block groups 361031109.022, 361031109.023, 361031110.023, and 361031110.024

Population	1,287,444	1,334,544	1,334,45	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

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. The 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 proximate to the Huntington Station LIRR stop.

Summary of Retail Opportunities

The analysis indicates that there is currently unmet demand for retail uses at Huntington Station of nearly 90,000 square feet. Based on current resident and commuter demand, however, it is recommended that the Town pursue a phase-one convenience retail development program of approximately 60,000 square feet. 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

It is recommended 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. In the future, with the development of new residential units within the BOA, additional retail development may be feasible. Similar to the

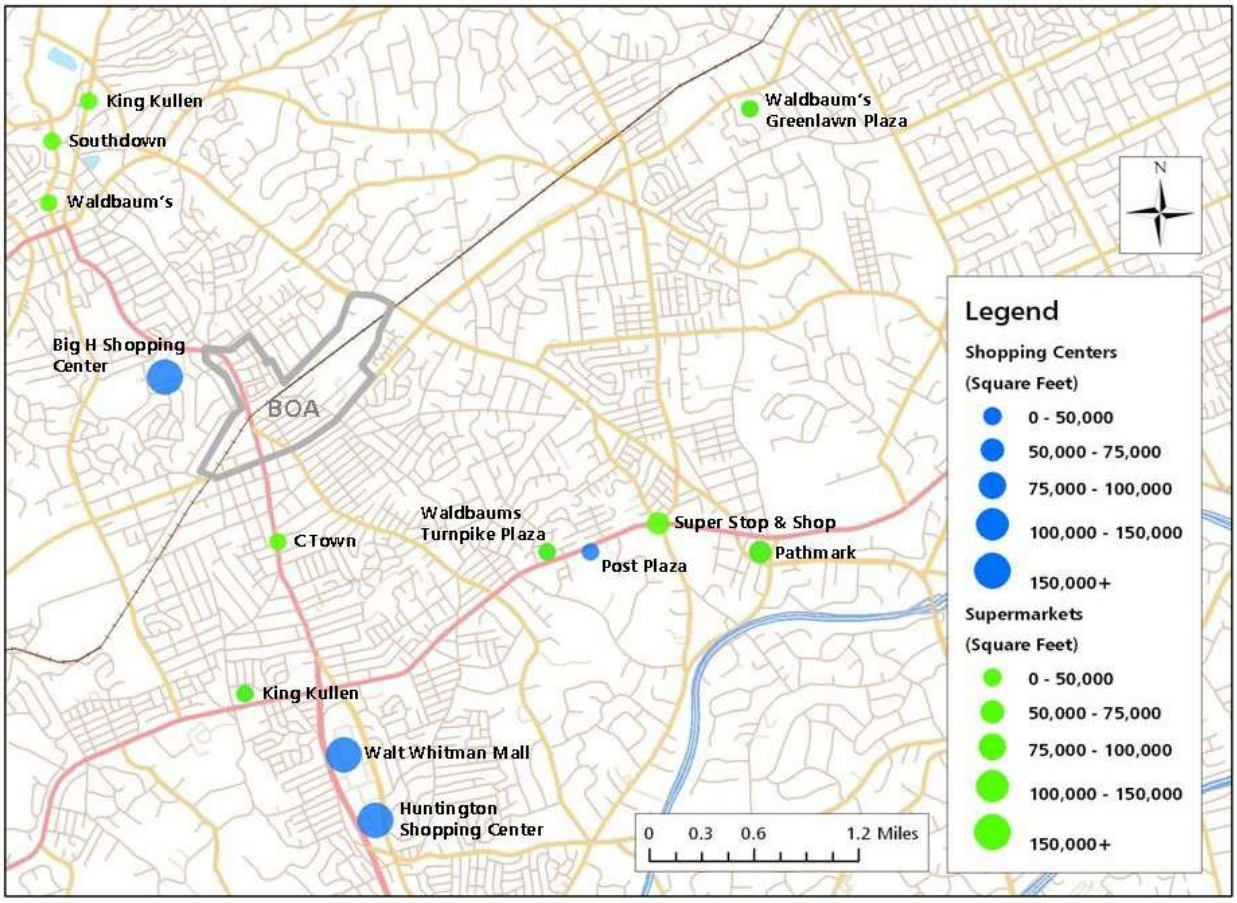
proposed phase-one retail program, the additional retail offerings would likely be convenience oriented. A future retail program might include an expanded food store and additional dining, drinking, and specialty convenience offerings that serve local residents and contribute to the area's character and sense of place.

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.



Source: CoStar Group; ERA|AECOM

Figure III.2: Major Shopping Centers and Supermarkets

Shopping Centers

Walt Whitman Mall

Located 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.

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 13th 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 was built on a site next to the Huntington Station library on Huntington Avenue following this initial retail analysis however, that store has subsequently closed. The store will offer a deli, produce, meats, and dairy products. A Bravo Market has opened in the nearby area.

Retail Demand Analysis

The 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.

It is anticipated 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)

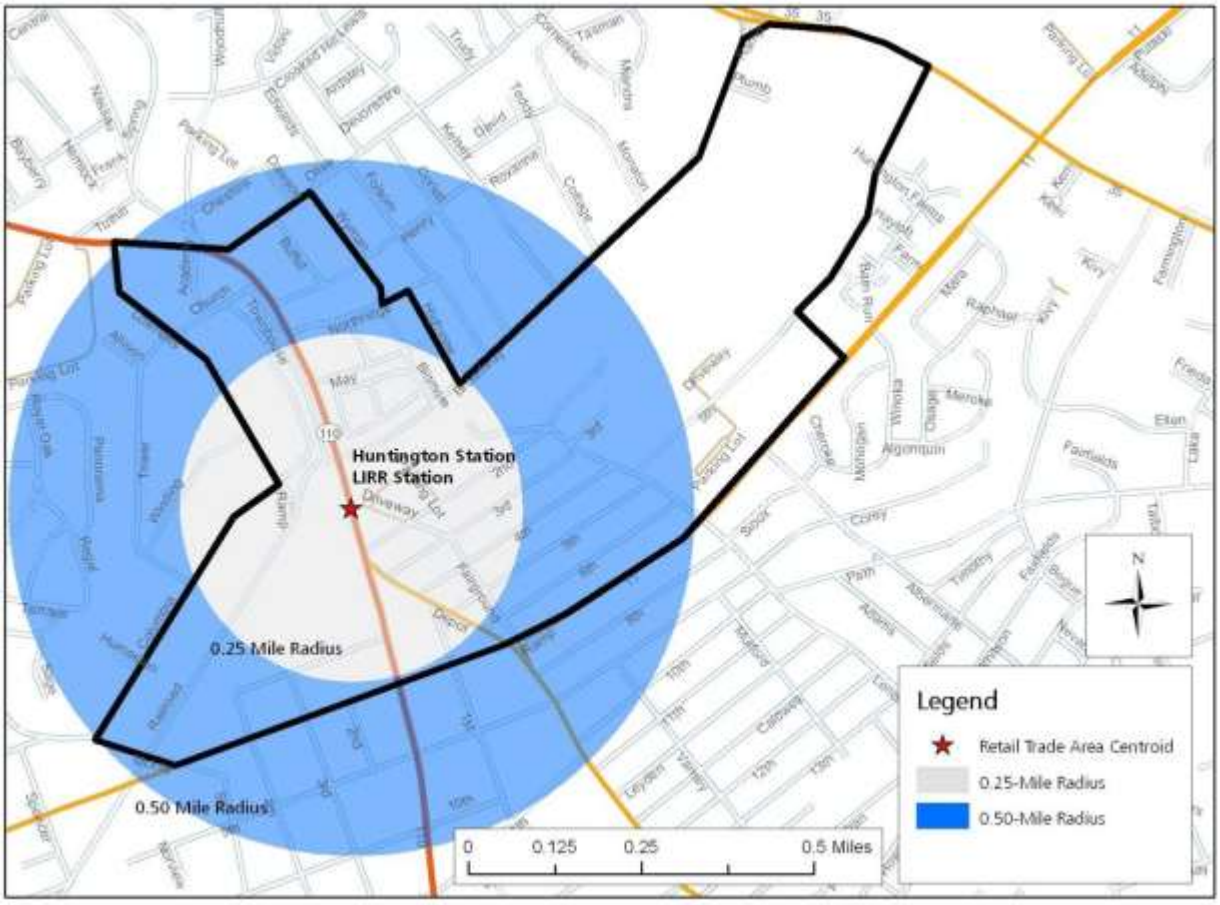
Resident Retail Spending Potential

For the purposes of this analysis, a walk-able retail trade area is defined to consist 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)

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

Source: ESRI; ERA| AECOM



Source: ESRI; ERA|AECOM

Figure III.3: Resident Trade Area Geographic Definition

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 station area, 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$)

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		
Limited-Service Eating Places	$914,546	$3,269,903
Drinking Places	$101,309	$371,968
Total	$13,494,995	$50,108,481

Source: Claritas; FRA | 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[2]. These commuters are a "captive audience" for convenience retail at the station.

In order to quantify the spending potential of commuters, this analysis 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

[2] This analysis considers the primary commuter market to be traditional daytime workers commuting westbound toward NYC.

commuters have an average annual expenditure potential of about $5,300. As shown in Table III.4, it is estimated that the current commuter market generates annual retail spending potential of $23.8 million.

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

Retail Category	Average Expenditure Potential	Aggregate Expenditure Potential
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
Total	$5,265	$23,794,700

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$)

Retail Category	1/2-Mile Resident Market	Commuter Market	Total Market
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	$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
Total	$50,108,481	$23,794,700	$73,903,181

Source: ICSC; ERA | AECOM

Retail Sales

To determine unmet retail demand, the 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$)

	Existing Sales
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	
Limited-Service Eating Places	$1,465,743
Drinking Places	$15,271
Total	$124,037,645

Source: Claritas; FRA | AFCOM

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," subtract 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$)

Retail Category	Expenditure Potential (a)	Existing Sales (b)	Unmet Demand (c)= (a)-(b) [1]
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

[1] When sales exceed expenditure potential, unmet demand is presented as zero (rat her than negative).

Unmet spending potential is translated 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

Retail Category	Unmet Expenditure Potential	Retail Productivity[1]	Unmet Retail Demand
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

Total	$21,769,137	89,061

Source: ULI; ERA | AECOM

[1] Retail productivity reflects anticipated sales per square foot. Estimates derived from ULI Dollars and Cents 2006.

It is estimated that there is potential support for up to 89,000 square feet of unmet retail development potential 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

Retail Category	Unmet Retail Demand	Distribution
		15%
Food and Beverage Stores	9,000	

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%
Total	61,000	100%

Source: ULI, ERA/AECOM

[1] 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 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, stationery/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 (stationery, 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, the Town is recommended to pursue 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.

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

It is important to note that the retail analysis reflects current unmet demand, based on existing residents and commuters. With the development of new residential units within the BOA, additional retail development may be supported by trade area densification and increased spending potential. As infill housing development occurs around Huntington Station, added retail uses might include an expanded food store and additional dining, drinking, and specialty convenience offerings that serve local residents and contribute to the area's character and sense of place.

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, housing near transit allows economic development without the quality of life issues associated with traditional suburban growth (e.g., road congestion and loss of open space). Furthermore, it 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 residential development.

A number of built and proposed station-area residential projects on Long Island were examined. 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, it is recommended that the residential component consist of multifamily housing for mixed-income households. Housing formats might include garden-style apartments, flats, and townhomes, consisting predominantly of studio, 1-bedroom, and 2-bedroom units. 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. Because these units will be attractive to singles, couples, and older households who are planning to downsize, they will likely not generate significant school children, and will, therefore, be tax positive to the school district and Town of Huntington. We recommend that the Town undertake a detailed analysis of the fiscal impacts of alternative redevelopment programs.

The demand analysis indicates strong potential for new residential development around Huntington Station. Specifically, analysis indicates that an appropriate early residential program could include about 120 units, including approximately 36 units of affordable/workforce housing (30 percent). The residential analysis confirms that there is near-term demand for housing proximate to the LIRR

Phase 2 Update

Subsequent to the original market analysis, 379 housing units have been built in Avalon Bay. Of those, 43 are affordable rentals, and another 11 are for-sale affordable units.

station. The analysis anticipates that residential absorption rates will increase after this program is built and occupied. Over time, as a more vibrant community takes shape around the LIRR station, demand for housing there will grow, thereby increasing the momentum of residential sales. The total potential for residential development within the BOA will ultimately depend on the availability of land, set-asides for open space, additional uses programmed for the area, and other planning factors.

The early 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, annual demand in the entire Town of Huntington is estimated at about 1,600 mixed-use transactions, including:

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

Assuming appropriate capture rates, gross initial residential demand in the BOA area is estimated to be approximately 120 units, with 80 market rate units and 36 affordable/workforce units.

This analysis recommends that the residential component of the BOA program consist of multifamily housing for mixed-income households. Housing formats might include garden-style apartments, flats, and townhomes, consisting predominantly of studio, 1-bedroom, and 2-bedroom units. 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. Because these units will be attractive to singles, couples, and older households who are planning to downsize, they will likely not generate significant school children, and will, therefore, be tax positive to the school district and Town of Huntington. We recommend that the Town undertake a detailed analysis of the fiscal impacts of alternative redevelopment programs.

This analysis is based on 2008 data, and does not take into account the economic downturn since. 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. For a smaller site, the team might recommend far fewer residential units at an appropriate scale for the site.

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.

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)

Location	Housing Units	Owner-Occupied Units	Rental Units	Vacant Units[1]
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

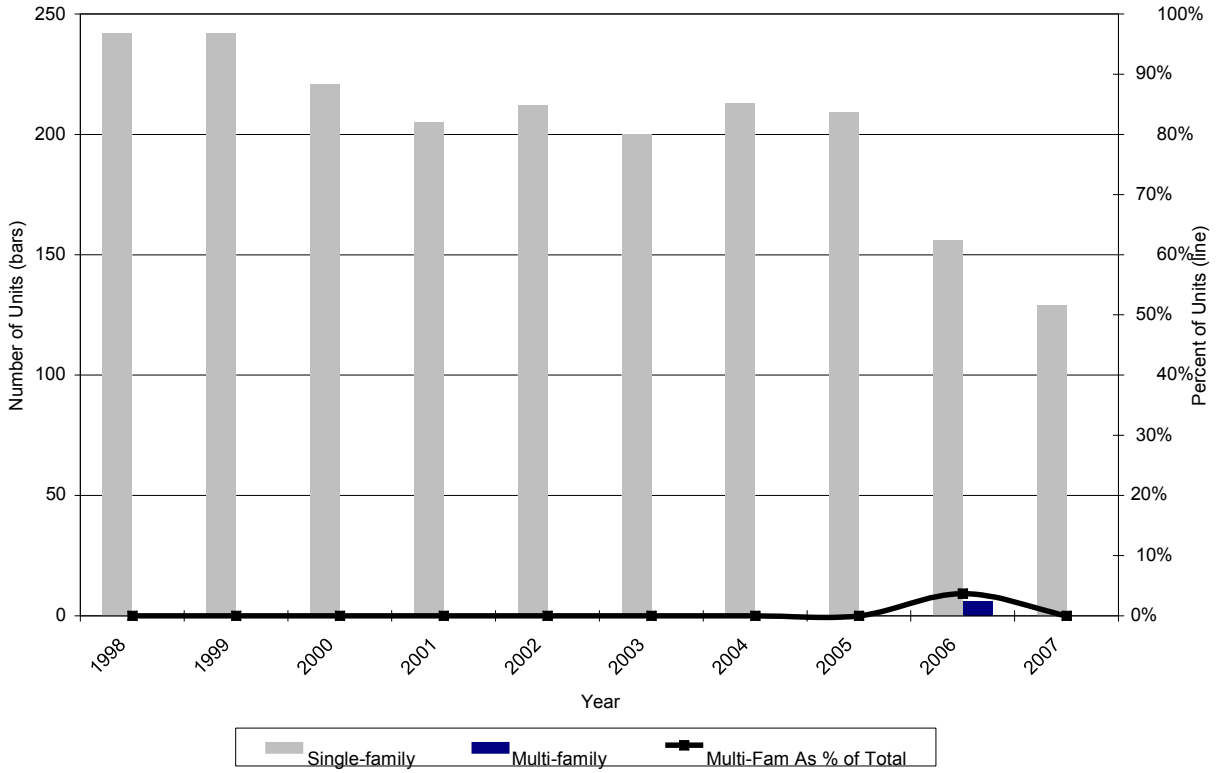
[1] Vacant units include second homes.

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.

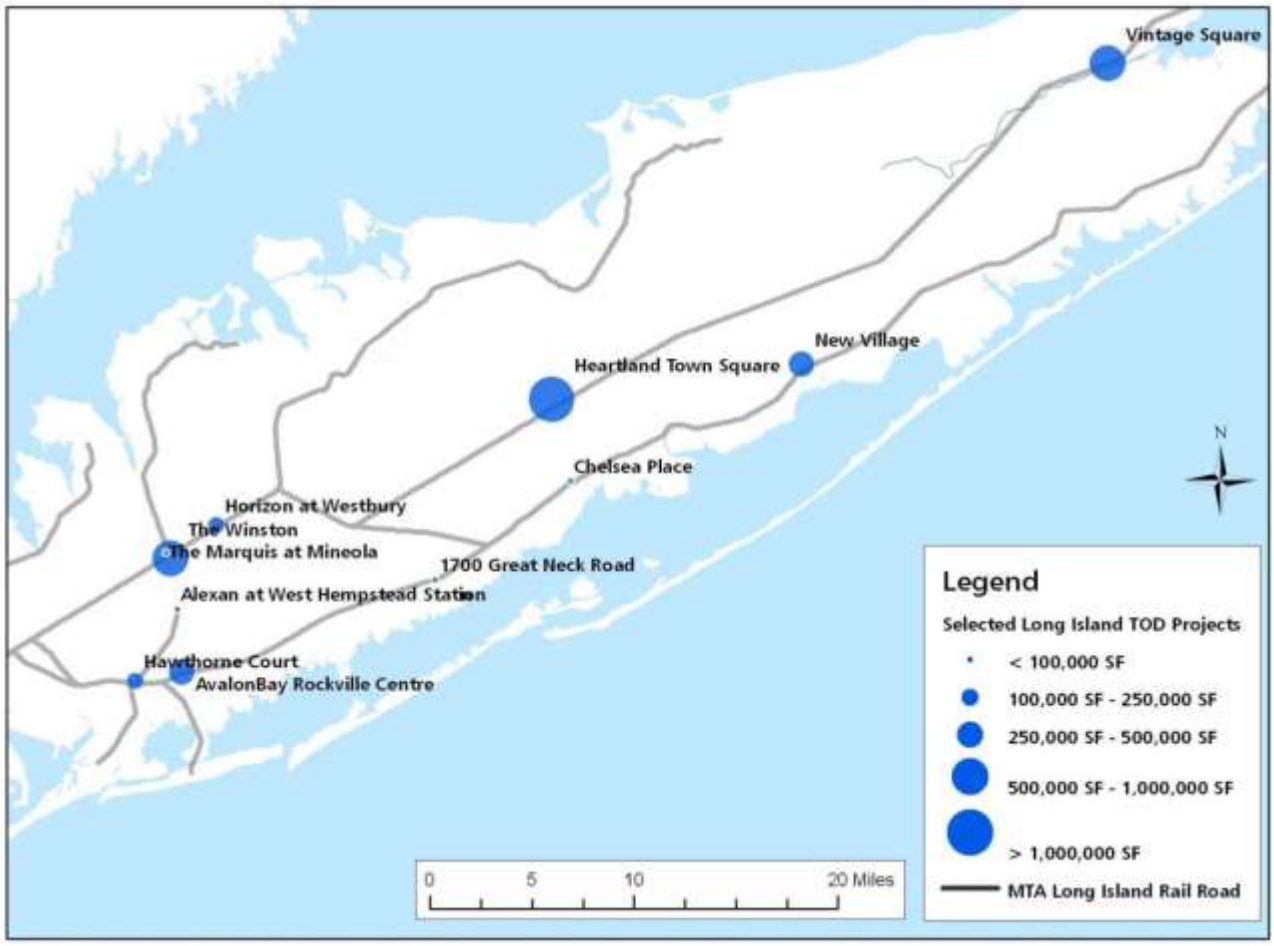
Table III.11: Huntington Building Permit Trends (1998-2007)



Source: HUD; ERA|AECOM

Station Area Mixed Use Redevelopment Projects on Long Island

To better understand the potential for residential development, as well as the competitive landscape for station area r e development, several existing and proposed projects near LIRR stations on Long Island were reviewed, as shown on Figure III.4.



Source: ERA|AECOM

Figure III.4: Selected Long Island Station Area Redevelopment Project Map

Marquis at Mineola; Mineola

The Marquis at Mineola, completed in 2010, 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.

West 130 (formerly Alexan @ West Hempstead); West Hempstead

West 130 is located adjacent to the West Hempstead LIRR station. The project, developed by Trammell Crow Residential, offers 150 rental units in one-, two- and three-bedroom formats. The project includes fitness center, catering kitchen, clubhouse lounge, pool, and garage parking. The Town of Hempstead instituted a new overlay zoning code to allow for this type of development.

The Alexan @ West Hempstead

Source: Trammell Crow Residential

Hawthorne Court; Valley Stream

Hawthorne Court 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 offers 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

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 rate.

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 currently under construction 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 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 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.

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

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.12 presents the age-income segments for Huntington, based on these definitions.

Table III.12: Annual Demand for Station Area Housing Units in Huntington

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

Source: ESRI ERA | AECOM

To estimate the number of households that will be "in the market" for new housing each year, household migration data provided by the US Census Bureau's American Community Survey is used. These data report the "turnover rate," or the number of households relocating within or to the Town of 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, a three-year average turnover rate is applied. Turnover rates applied in the demand analysis are as follows:

- Householder ages15 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.13 presents the annual number of households estimated to be "in the market" for housing, by age-income segment.

Table III.13: Huntington Households by Age and Income

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

Source: ESRI; ERA| AECOM

These 3,725 households reflect the number of households that are looking for a new home to buy or rent in the entire Town of Huntington, which is significantly larger than the Huntington Station BOA.

To further refine the demand analysis, this analysis 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?*

The analysis relies on the findings from the survey to identify preferences for station area development, by age group. These survey data are applied to the total residential demand to

determine the annual level of demand for housing in a station area 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.14 presents the annual number of households estimated to be "in the market" for mixed-use housing in Huntington, by age-income segment.

Table III.14: Town of Huntington 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%***
Total	**542**	**194**	**836**	**1,572**	***100%***
Distribution	***34%***	***12%***	***53%***	***100%***	

Source: ESRI; ERA | AECOM

Reflecting current preferences for mixed-use development within a walkable community, estimated annual demand in the entire Town of Huntington is for about 1,600 mixed-use, multifamily units in a walkable downtown setting.

Residential Development Recommendations

This analysis recommends that the residential component of the BOA program consist of multifamily housing for mixed-income households. Housing formats might include garden-style apartments, flats, and townhomes, consisting predominantly of studio, 1-bedroom and 2-bedroom units. 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. Because these units will be attractive to singles, couples, and older households who are planning to downsize, they will likely not generate significant school children, and will, therefore, be tax positive to the school district and Town of Huntington. We recommend that the Town undertake a detailed analysis of the fiscal impacts of alternative redevelopment programs.

Assuming appropriate capture rates, gross Phase One residential demand in the BOA area estimates approximately 80 market rate units. In addition, it is recommended that a Phase One program is created in which one-third of the units are designated as affordable/workforce housing, similar to comparable mixed-income housing developments. In total, this Phase-One residential program would include approximately 120 units, with 80 market rate units and 40 affordable/workforce units.

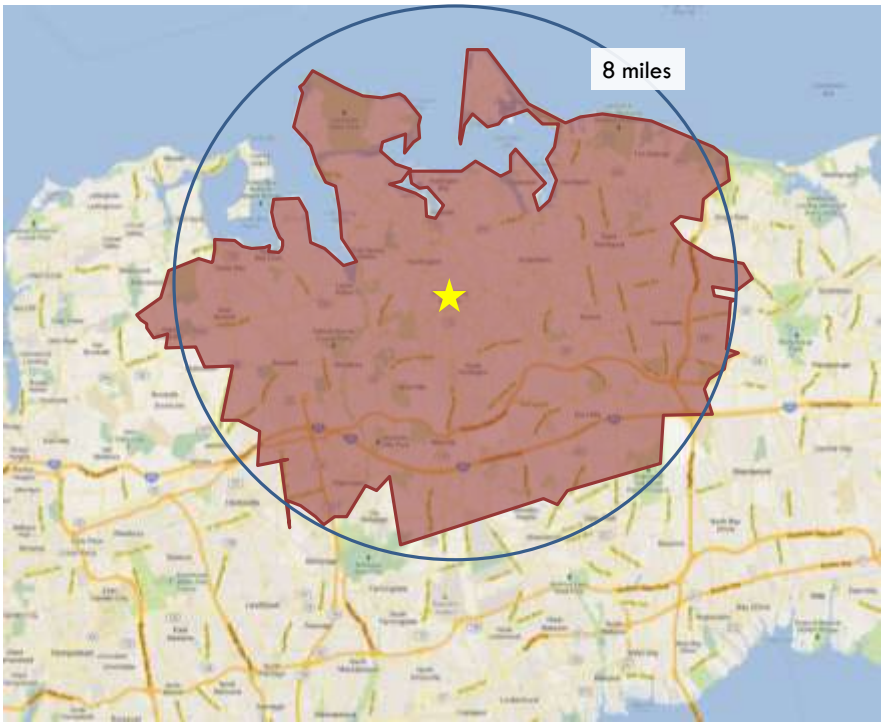
This analysis is based on 2008 data, and does not take into account the economic downturn since. The full build out of a residential program within the BOA will depend on the availability of land, set-asides for open space, additional uses programmed for the area, and other planning factors. For a smaller site, the team might recommend far fewer residential units at an appropriate scale for the site.

Hotel Market Analysis Study Area – Phase 2 Update

A hotel market study was conducted in connection with the development scenarios proposed for the Parking Lot Site. The hotel market study area (Figure III.5) was defined based on the zip codes that fall with an 8-mile radius around the Huntington Station Site, capturing parts of eastern Nassau and western Suffolk Counties. The study area was defined to capture hotels likely to attract a similar group of business and leisure visitors as a proposed hotel at Huntington Station. Hotel market data was obtained for the study area from Smith Travel Research (STR), which receives regular room rate and occupancy updates from hotels nationwide. The analysis focused on the hotels within the "midscale" to "upper upscale" price ranges, excluding the economy and luxury class of hotels.

Phase 2 Update

Subsequent to the original market analysis conducted in Phase 1 it was determined that a hotel could be a viable and desirable use for the TOH Parking Lot site adjacent to the station. Therefore the following Hotel Market Analysis was carried out to supplement the Phase 1 market information.



Source: Google, HR&A

Figure III.5 Hotel Market Study Area

Comparable Hotels

Research into existing hotels reveals the lack of new comparable developments in the study area. Since 2005, of the 25 hotels in the study area tracked by STR, only one new hotel has been built and only two hotels have been renovated. All three of these hotels fall under the "midscale" to the "upper upscale" hotel classes. The 13 qualified hotels in the study area that fell within these classes are listed below.

Table III.16: Midscale to Upper Upscale Hotels in the Study Area, organized by ADR

Hotel	City	Rooms	ADR	Class	Year Opened/ Renovated (R)
Marriott Melville	Melville	369	$260	Upper Upscale	1994
Residence Inn Plainview	Plainview	170	$240	Upper Upscale	1989
Hilton Long Island Huntington	Melville	305	$220	Upper Upscale	R: 2012
Homewood Suites Melville	Plainview	147	$195	Upscale	2004
Four Points Plainview	Plainview	103	$190	Upscale	R: 2005
Hilton Garden Inn Melville	Plainview	178	$180	Upscale	2008
Hampton Inn Long Island Commack	Commack	143	$170	Upper Midscale	1988
Fairfield Inn Syosset	Syosset	82	$160	Upper Midscale	1994
Holiday Inn Plainview	Plainview	125	$160	Upper Midscale	1963
Executive Inn	Woodbury	108	$140	Upper Midscale	2000
Best Western Woodbury Inn	Woodbury	98	$130	Midscale	1997
East Norwich Inn	East Norwich	72	$120	Midscale	1974
Huntington Country Inn	Huntington Station	63	$120	Midscale	1997
Total Rooms		1,963			

Source: Smith Travel Research, HR&A

As shown in Table III-16, there is a lack of recent developments within the midscale to upper upscale range. New and renovated hotels include the Hilton Garden Inn Melville, built in 2008; the Four Points by Sheraton Plainview, renovated in 2005; and the Hilton Long Island in Huntington, renovated in 2012. Details on these hotels are listed below:

- **Four Points by Sheraton Plainview:** The Four Points by Sheraton Plainview was fully renovated and opened in 2005, offering 102 rooms at approximately $180 per night. Prior to being a Four Points, the site was occupied by a series of motels: Comfort Inn (through

1992), Roadway Inn (through 1998), and Independent Inn (through 2003). The Four Points added one room in 2012, to reach its current room count of 103, and continues to undergo minor renovations, such as replacing furniture and guest room interiors. The hotel targets leisure guests visiting Old Bethpage, Bethpage State Park, and nearby golf courses, as well as business travelers. The hotel includes four meeting rooms with flexible space of 685 SF, 820SF, 1,064 SF, and 1,640 SF. There is also a café that serves breakfast and dinner, a business center, fitness facility, and outdoor pool.

- **Hilton Garden Inn Melville:** Hilton Garden Inn Melville is a three-star hotel built in 2008, offering 178 rooms at approximately $180 per night. The hotel offers a range of amenities and services that target both business and leisure travelers, including an indoor pool, fitness facility, 24-hour business center, small meeting rooms, a full-service restaurant and a coffee shop/café. The hotel also offers event catering and audiovisual equipment.

- **Hilton Long Island Huntington:** The Hilton Long Island Huntington is located in Melville, and offers 305 rooms at approximately $220 per night. The hotel was renovated in 2012, and demands a premium over the standard rates in the area. It offers a large array of amenities, including tennis courts, an indoor and outdoor pool, fitness facility, restaurant, lounge, and café. The conference rooms range from 468 SF to 10,087 SF, with a capacity of up to 1,800 people. Business services include catering and video conferencing.

Overall, hotels in the study area that target a mix of business-friendly and leisure guests offer certain standard amenities, including a 24-hour business center, small meeting and conference rooms, and a restaurant, café and/or lounge. Many also offer a fitness center. Some older hotel products, such as the Marriott Melville and Residence Inn Plainview are priced above $200 per night, despite their age due to their location within the affluent communities of Plainview and Melville, and amenities, such as an indoor swimming pool, over 10,000 SF of meeting space, and two full service restaurants. Business travelers who have meetings along the Melville corridor are some of the hotels' target customers.

Looking at hotels within walking distance of a LIRR station, and found a wide range of characteristics and price points, from motels and inns priced below $100 per night, to boutique hotels in the Hamptons priced above $500 per night, but few directly comparable developments. Those priced in the mid-$100s were concentrated in the Garden City and Rockville Centre areas. In general, there were not any hotels in towns near Huntington that were in walking distance from a Long Island Rail Road station. Many of these hotels were concentrated on the south shore or far east of Long Island, making them less comparable in terms of target traveler segments.

Hotel developments in the Long Island pipeline were also investigated. Of the 16 developments currently in the development pipeline on Long Island, only one is located within the study area, The Huntington Hotel. The Town of Huntington has approved the conversion of the former

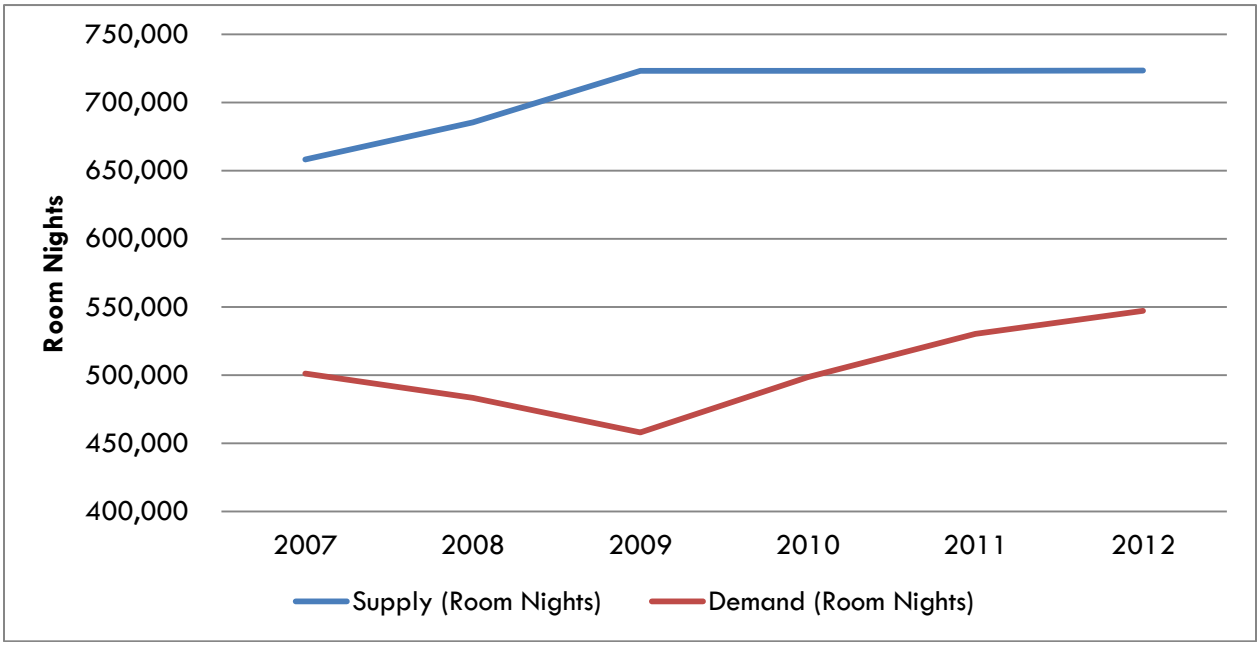
Huntington Town Hall building into this 55 room boutique hotel. The hotel will include three stories, with a breakfast room/lounge and underground parking. The hotel will have fewer business amenities than other hotels in the area, limiting its appeal to business travelers. Given its historic location, it will most likely be priced on the luxury end of the market and be targeted to leisure travelers.

Hotel Market Historic Trends

The hotel market demand analysis begins with an overview of historical supply and demand trends within the study area. Supply is the number of room nights available in the market (rooms multiplied by 365), while demand is the number of room nights booked. Changes in supply and demand from 2007 to 2012 were then examined, as reflected by changes in inventory, occupancy, ADR and RevPar. These trends provided the basis for projections of demand and required supply through 2017.

Overview

Figure III-6 shows the supply of room nights and the demand in the study area from 2007 to 2012. From 2009 to 2012, the years since the recession, it was found that there has been a minimal increase in hotel rooms within the study area, while demand has increased at approximately 3% per year.



Source: Smith Travel Research, HR&A

Figure III-6: Historical Supply and Demand, 2007-2012

Supply

Hotel supply in the study area increased by approximately 10% from 2007 to 2012, as shown in Table III-17. The addition of 178 rooms in 2008 and 2009 reflect the construction of the Hilton

Garden Inn Melville. Since these developments, the supply of rooms in the study area has not changed, with the exception of one room added to the Four Points by Sheraton Plainview in 2012.

Table III.17: Room Inventory in the Study Area

Year	Supply (Room Nights)	Supply (Rooms)	Change in Supply (Rooms)
2007	658,095	1,803	-
2008	685,329	1,878	75
2009	723,065	1,981	103
2010	723,065	1,981	0
2011	723,065	1,981	0
2012	723,310	1,982	1
Change (2007-2012)	65,215	179	179

Source: Smith Travel Research, HR&A

Demand

Demand in the study area increased by approximately 9% from 2007 to 2012. Table III-18 presents the changes in occupancy, ADR and RevPar in both nominal and real dollars. The compound annual growth rate for the five-year period was examined in comparison to the three-year period from 2009 to 2012, which represents the post-recession recovery.

Table III.18: Hotel Market Trends in the Study Area

Year	Demand	Occupancy (%)	ADR ($)	Real ADR (2013$)
2007	501,143	76%	$149	$166
2008	483,300	71%	$152	$162
2009	457,932	63%	$140	$150
2010	498,733	69%	$132	$139
2011	530,383	73%	$133	$136
2012	547,264	76%	$141	$142
Average (2007-2012)	503,126	71%	$141	$149
CAGR (2007-2012)	1.8%	(0.1%)	(1.1%)	(3.1%)

CAGR (2009-2012)	3.0%	6.1%	0.4%	(1.8%)

Source: Smith Travel Research, HR&A

Occupancy rates have grown by 19% (from 64% to 76%) from 2009 to 2012, reaching the pre-recession 2007 rate. The 2012 occupancy rate of 76% indicates that demand is approaching supply, and is a strong indicator of the need for a new hotel. (A 77% occupancy rate is the industry standard which triggers new hotel development.)

Average daily room (ADR) rate is a nominal measure of hotel revenue generation capacity and reflects total room revenue divided by rooms sold. Real ADR converts ADR values over time to current (2013) dollar values. From 2009 to 2012, ADR increased by 1% in nominal terms (to $141) but decreased by 5% in real dollars. ADR is likely being weighed down by the older properties in the area.

Another measure of hotel productivity is revenue per available room (RevPAR), which is calculated by dividing room revenue by rooms available and reflects the combined effects of occupancy and ADR. As with occupancy rates and ADR, real RevPar was also heavily impacted by the recession, dropping from a peak of $126 in 2007 to $95 in 2009. Since 2009, real RevPar has begun to recover, growing by a rate of 13% from 2009 to 2012.

Hotel Demand Projection

Based on hotel demand trends discussed above, an analysis was conducted to project future demand for hotel rooms in the study area based on historic data on demand and supply from 2007 to 2012. Projections were based on the following assumptions:

- Demand will grow at an annual rate of 1.8%, which is the compounded annual growth rate from 2007 to 2012. This rate is a conservative estimate, since it accounts for the period of recession in which demand contracted. Additional demand of 50,366 room nights between 2012 and 2017 is projected.
- Supply is the inventory of room nights in the market as of 2012, plus any additional development. According to STR and this research, the development pipeline only includes one hotel in the study area, The Huntington Hotel, which will include 55 rooms. These 55 rooms translate to 20,075 room nights.
- Required supply represents the supply required in the market to meet future demand and maintain an occupancy rate of 70%, which was the average occupancy rate from 2007 to 2012. Required supply is derived from dividing the demand from 2013 to 2017 by an occupancy rate of 70%.
- The difference between required supply in 2017 and existing supply in 2012 is 130,447 room nights, which translates into a supply gap of 302 rooms. This takes into account the development of the Huntington Hotel.

Table III.19: Demand Analysis

Year	Demand (Room Nights)	Supply (Room Nights)	Required Supply (Room Nights)
2007	501,143	658,095	-
2008	483,300	685,329	-
2009	457,932	723,065	-
2010	498,733	723,065	-
2011	530,383	723,065	-
2012	547,264	723,310	-
*2013**	*556,986*	*743,385*	*795,694*
*2014**	*566,880*	*743,385*	*809,828*
*2015**	*576,950*	*743,385*	*824,214*
*2016**	*587,199*	*743,385*	*838,855*
*2017**	*597,630*	*743,385*	*853,757*
Demand for New Room Nights (2012-2017)	**50,366**		**130,447**
Demand for New Rooms (2012-2017)	**138**		**302**

*Projected based on assumption of 1.8% annual hotel demand growth and average annual 70% occupancy rate when supply meets demand.

Source: Smith Travel Research, HR&A

Recommendations

The analysis shows that the proposed full service 135 to 165 room hotel can be absorbed. Comparable developments suggest that the rooms should be priced in the mid-$100s, and the development should include a conference room space and a food and beverage option. The ADR of properties built after 2005 is approximately $200. The ADR for the other properties in the area, which are approaching 10 years old, is $170, but they include hotels located in the more affluent communities of Plainville and Melville, and offer a range of amenities. Given the challenges of the Huntington Station Site, a new hotel may achieve roughly the same rates as the

upper midscale hotel products, at approximately $150 to $160 per night. Based on historic market trends, a 70% average occupancy rate is a reasonable expectation.

Summary

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, this study evaluates the market potential for station area development opportunities within the BOA. Such development 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.

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 residential analysis confirms that there is near-term demand for housing proximate to the LIRR station. After the phase-one program has been absorbed, it is anticipated that demand for housing within the BOA will grow, thereby increasing the momentum of residential sales.

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. 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. The combination of resident and commuter markets is sufficient to support retail businesses that provide for the day-to-day needs of consumers. 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, stationery/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

It is recommended 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 Huntington Station.

Residential Uses

This analysis recommends that the residential component of the BOA program consist of multifamily housing for mixed-income households. Housing formats might include garden-style apartments, flats, and townhomes, consisting predominantly of studio, 1-bedroom and 2-

bedroom units. 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. Because these units will be attractive to singles, couples, and older households who are planning to downsize, they will likely not generate significant school children, and will, therefore, be tax positive to the school district and Town of Huntington.

Assuming appropriate capture rates, gross Phase One residential demand in the BOA area estimates approximately 80 market rate units. In addition, it is recommended that a Phase One program is created in which one-third of the units are designated as affordable/workforce housing, similar to comparable mixed-income housing developments. In total, this Phase-One residential program would include approximately 120 units, with 80 market rate units and 40 affordable/workforce units.

This analysis is based on 2008 data, and does not take into account the economic downturn since. 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. For a smaller site, the team might recommend far fewer residential units at an appropriate scale for the site.

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 largely built out, though there are still opportunities for downtown redevelopment in the BOA. 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 located within the BOA study area. Although no longer especially dependent upon rail service, they are a 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 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. 2nd Street and north of Highview Street.

There are also several clusters of multi-family residential complexes. These areas include 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. 5th Street, and the Town of Huntington owned Rotundo parcel, located in a land-locked area west of New York Avenue and north of W. 4th 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 suggest 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, as redevelopment takes place, parking capacity in the Huntington Station area needs to be maintained during and after construction. A copy of the current BOA Parking Survey conducted for the Huntington Economic Development Agency is included in an Appendix to this report.

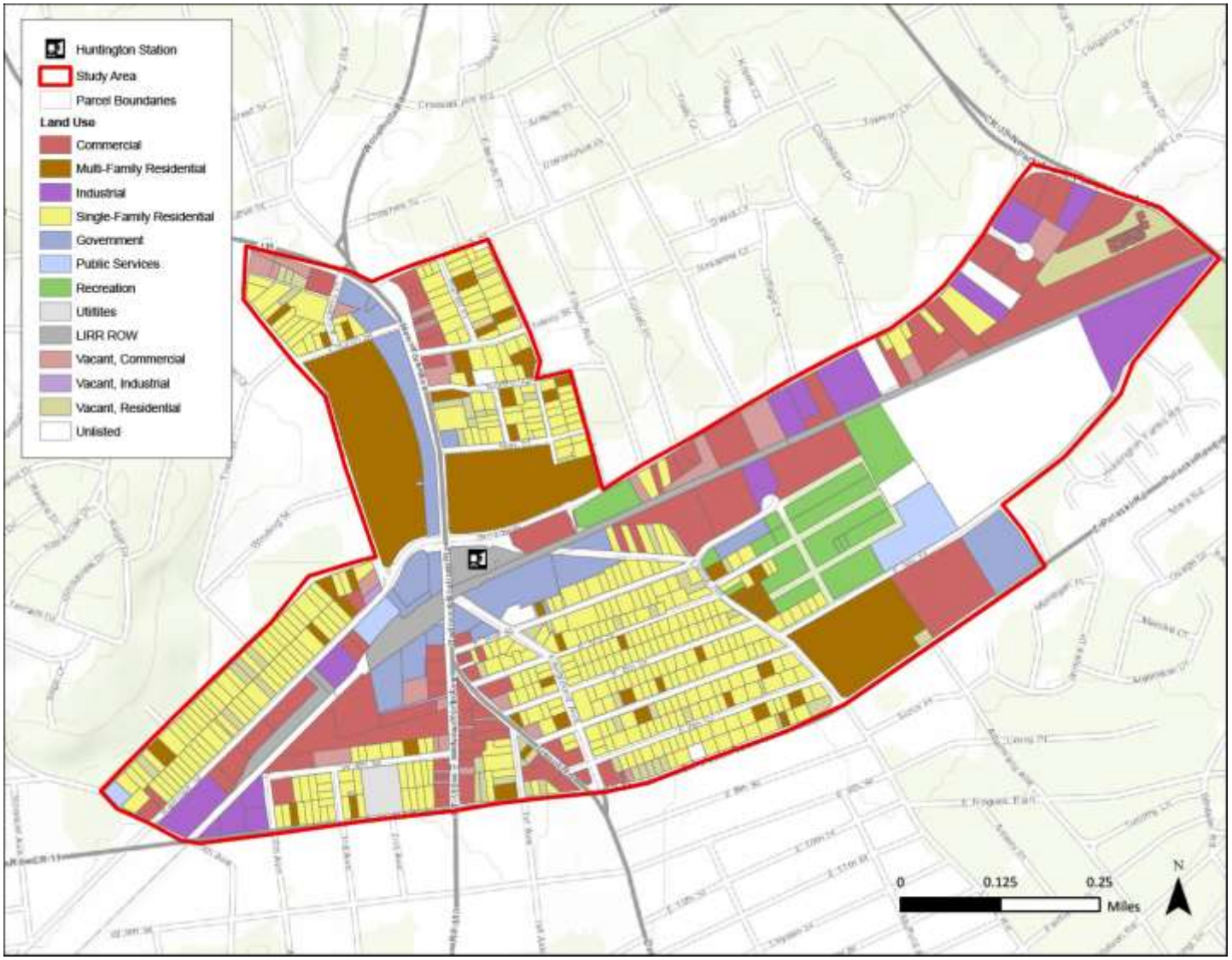


Figure III.7 Study Area Land Use

Zoning

Generalized existing zoning designations within the BOA study area are shown on Figure III.8.

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 Huntington Station Overlay District along New York Avenue and Depot Road, which supports the 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 project 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)

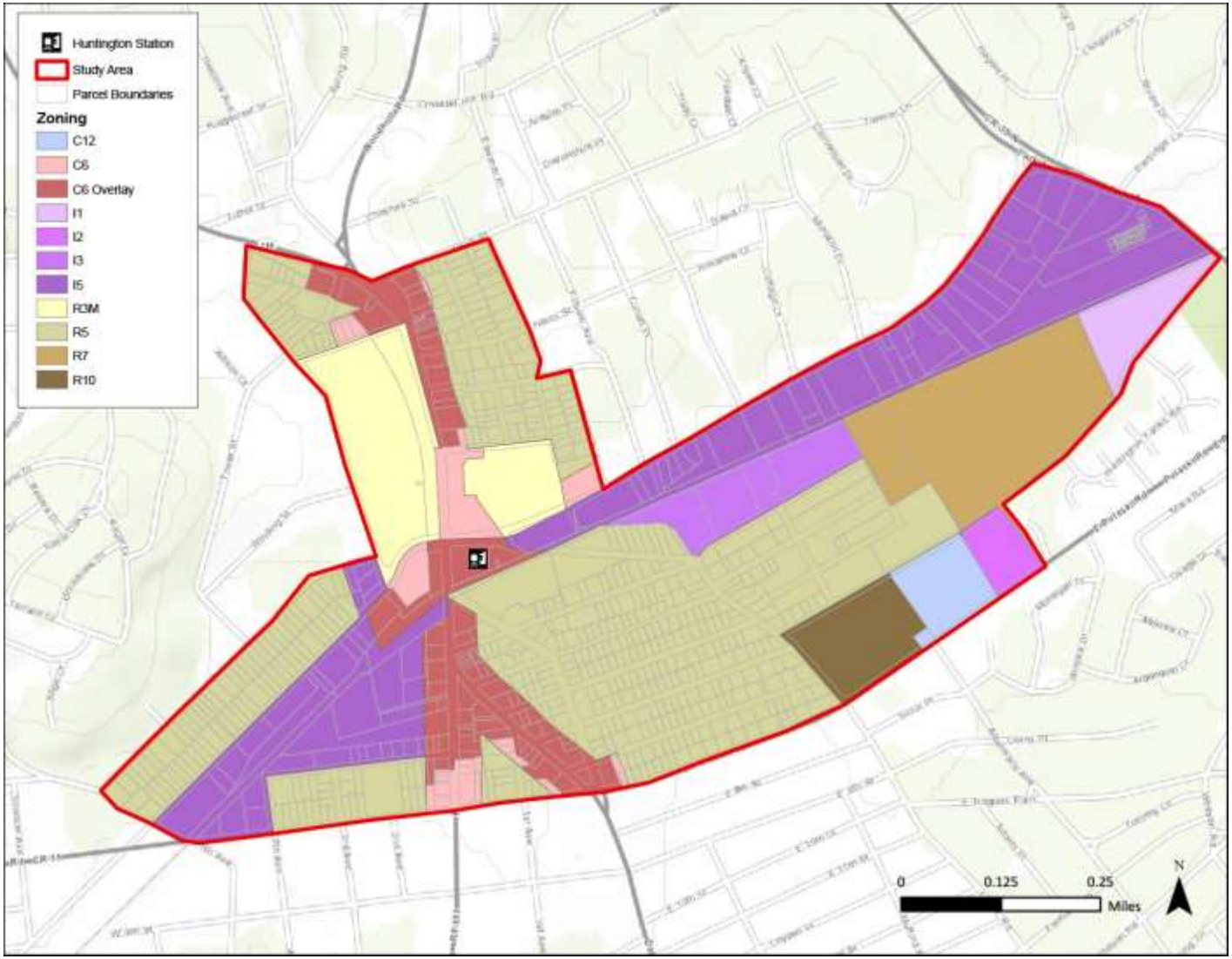


Figure III.8 Study Area Zoning

Land Ownership

Figure III.9 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 publicly 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 publicly 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.

It is important to note that the roadway network was altered 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.

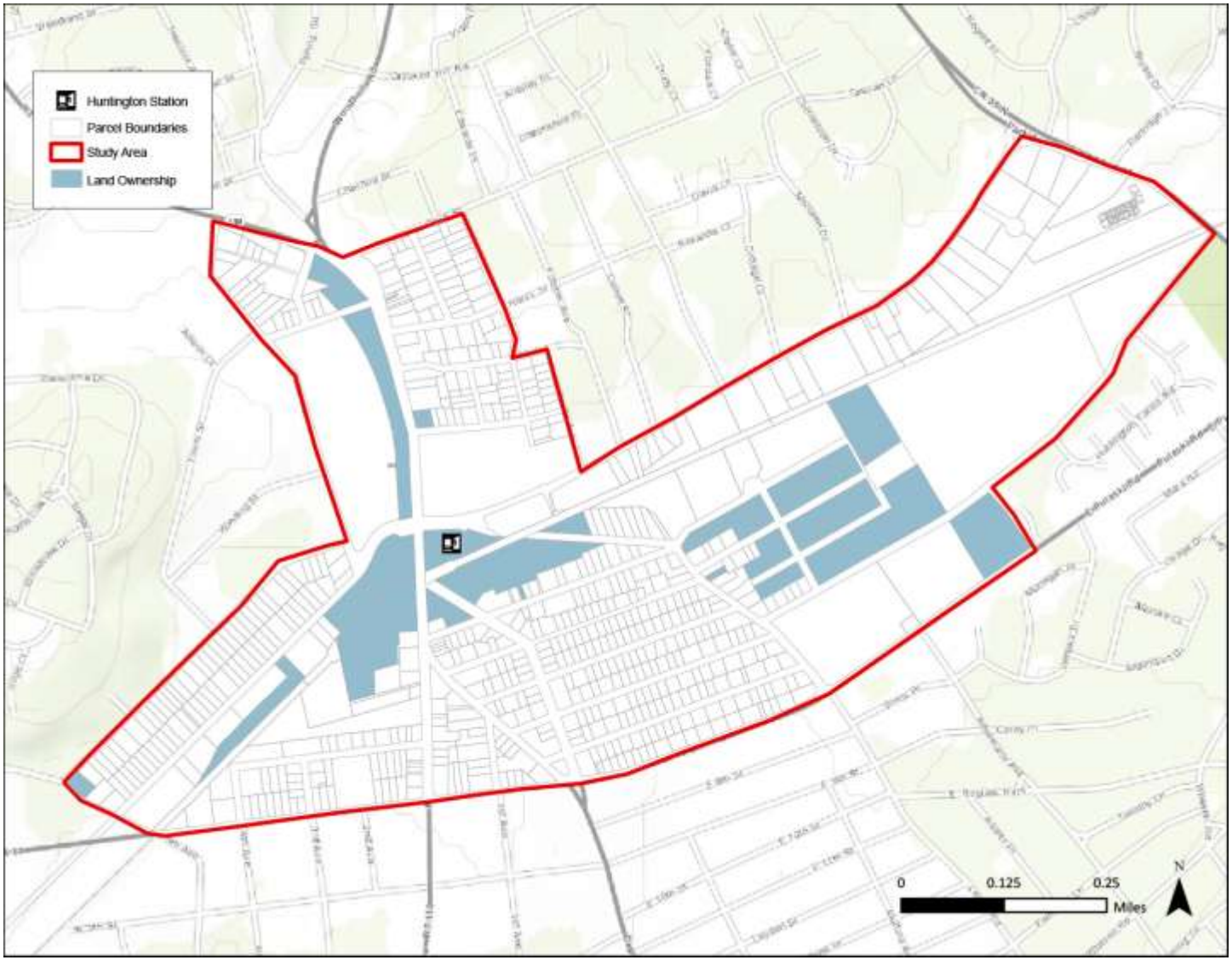


Figure III.9 – Land Ownership

Traffic congestion is a major issue and concern was voiced by the citizens throughout 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 multimodal transportation 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 access in and out of the development.

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.10. 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, thereby supporting the broader redevelopment concept for the BOA study area.

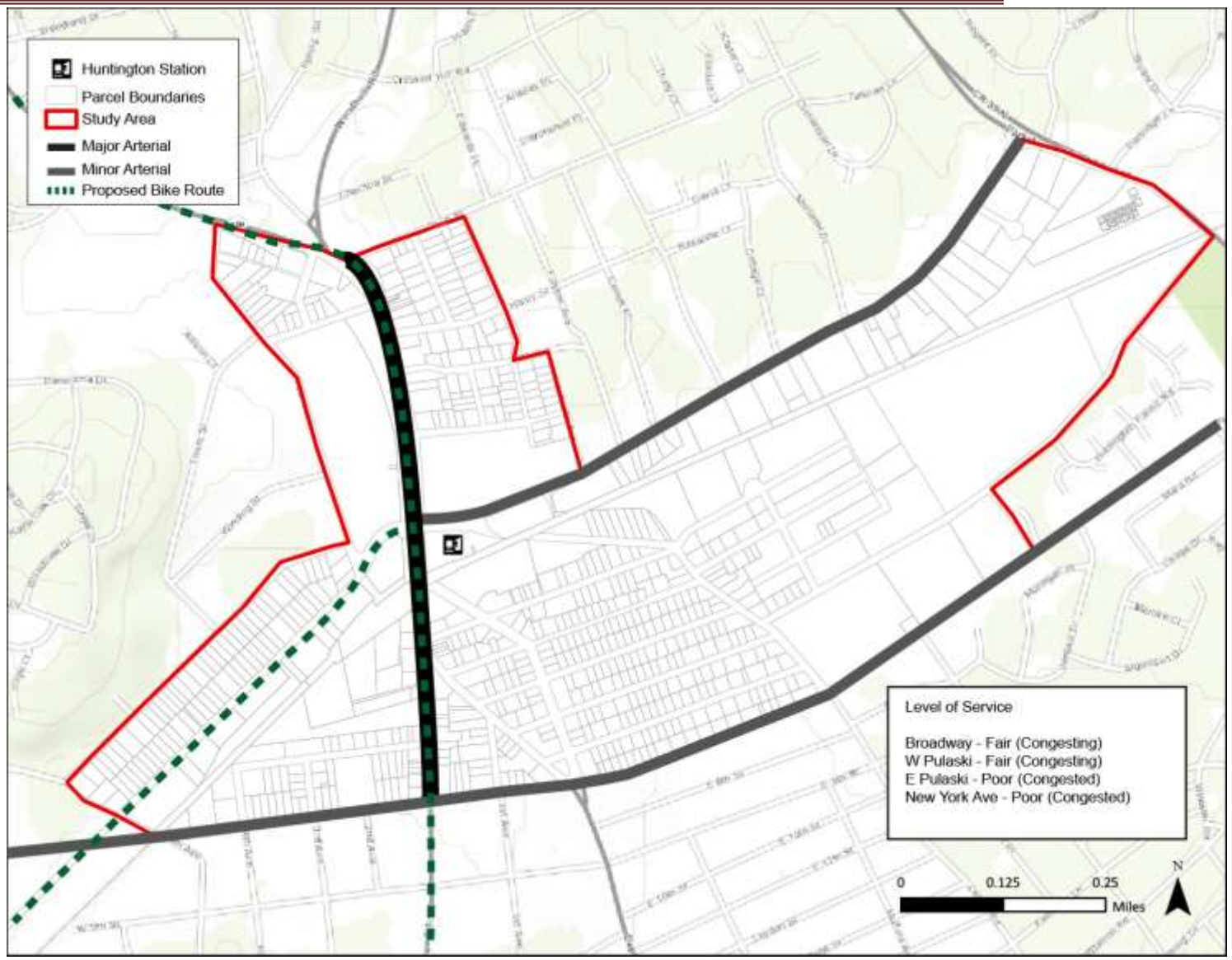


Figure III.10 – Bicycle and Pedestrian Facilities

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.11.

Commuter Rail: The Long Island Railroad 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.

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 has clearly been given the highest priority in the design and layout of this area as it exists today. In addition, 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 station-area 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 lacks 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. 2nd 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 by 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 mix of facilities that do not relate well to each other 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.

Current Station Area Redevelopment Capture Area

Figure III.12 shows the areas located within the ranges of the ¼ mile and ½ mile radii of the LIRR station. The concept of station area 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 station area development is two-fold: utilize transit services to capture redevelopment potential; and 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).

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 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 ensure a level of constant activity within the station area. This will bring vitality and a sense of personal safety to the area and help support local retail establishments.

Figure III.12 – Public Transportation

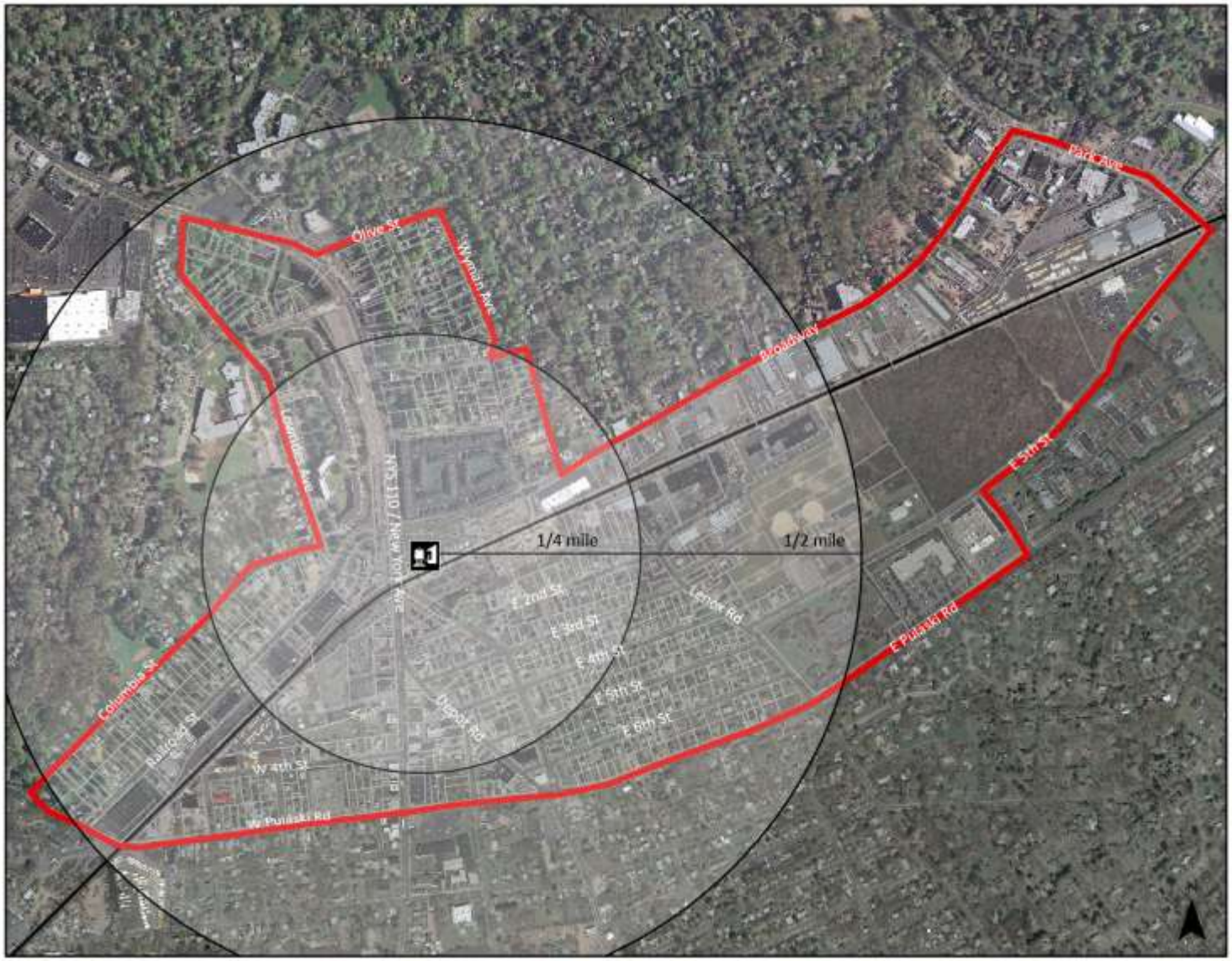


Figure III.12 – Station Area Redevelopment Capture Area

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.13 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 an 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. 2nd Street and serves the Huntington Farm development located between E. 5th 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 north of the railroad tracks within the BOA study area.

Parks, Recreation and Open Space

The BOA study area has a limited amount of park and recreation facilities as shown on Figure III.14. One significant public park and recreation facility, Manor Field Park, is located north of E. 5th 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.

Phase 2 Update

Built since Phase 1 is the *Station Sports Family Fun Center* just south of the station on Depot Road. This facility includes a number of family-oriented activities including miniature golf, batting cages, wiffle ball, an indoor video game center and snack bar.

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 developing public park called Gateway 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 Section C below.

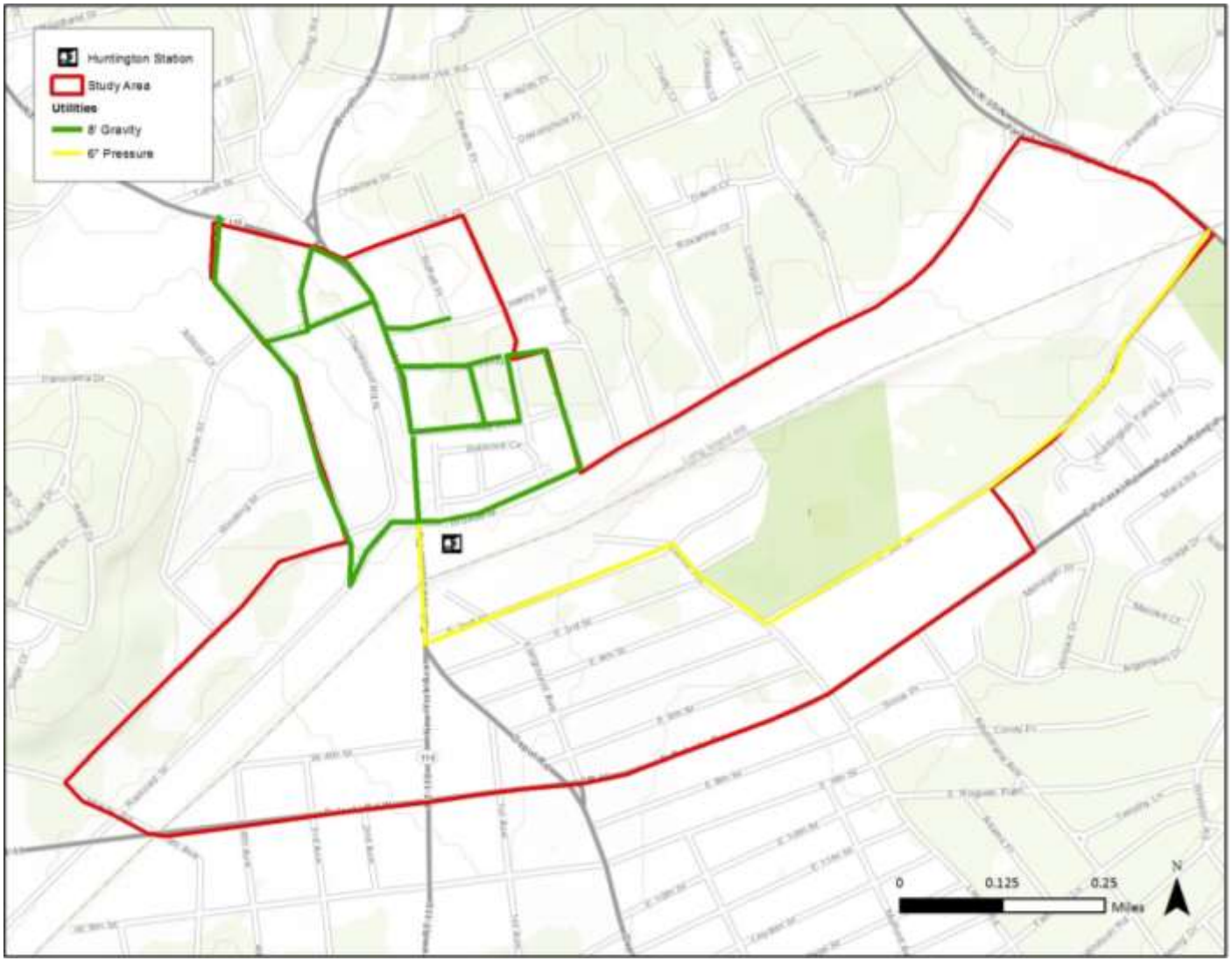


Figure III.13 - Utilities

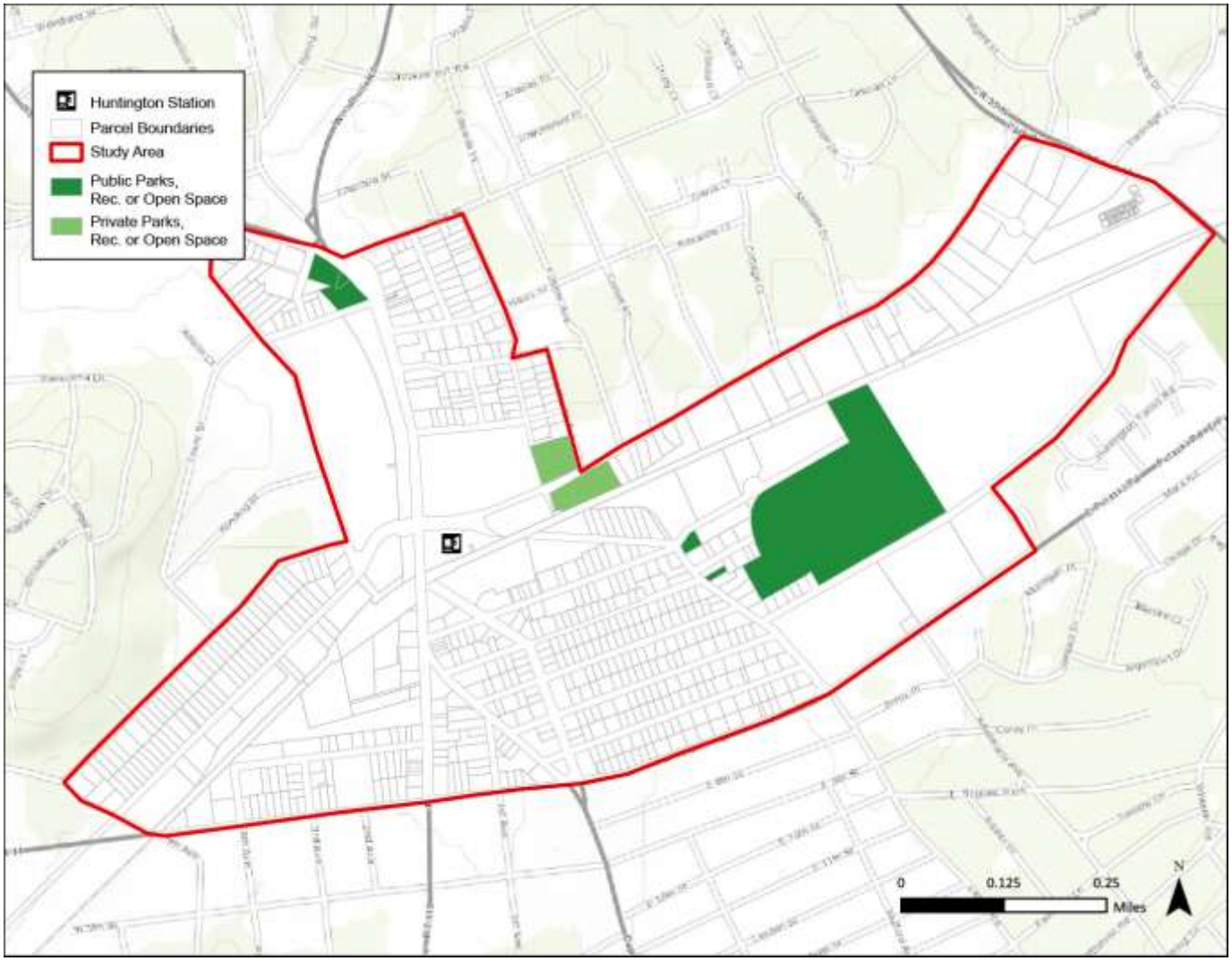


Figure III.14 – Parks, Recreation, and Open Space Facilities

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 were identified in Phase 1 of the BOA Nomination Study 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.15, 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. 4th 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 redevelopment activities created by the economic impact of existing and potential users. In many respects, it is believed that the potential exists to revitalize the area with new mixed-use development that 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.

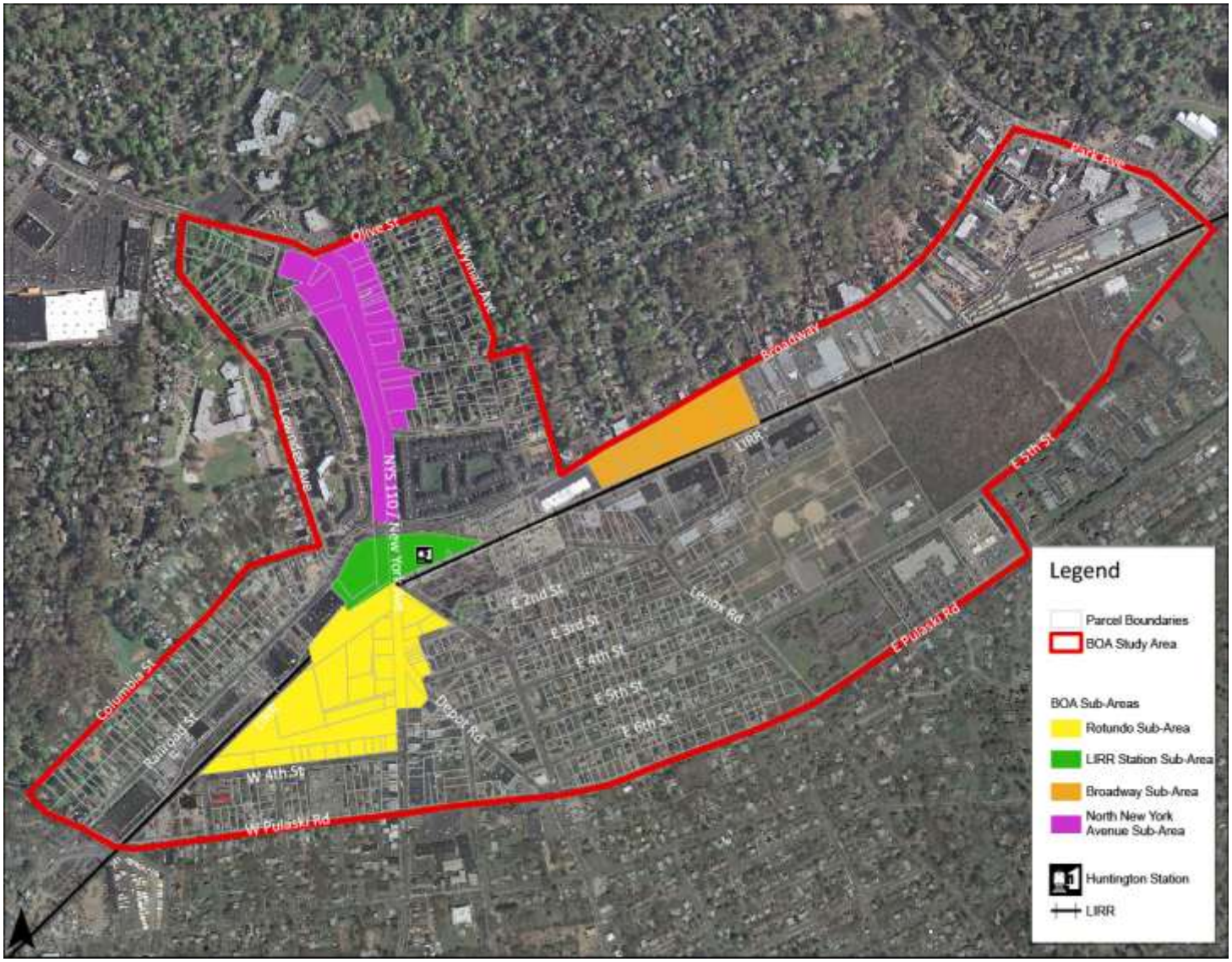


Figure III-15 BOA Sub-Area Map

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. 4th 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.16 and III.17).

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.18. 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 C6Huntington Station Overlay District. 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 appropriate planning principals. The Town of Huntington's recently adopted Comprehensive Plan Update makes several significant zoning 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. 4th Street are all zoned I5 – General Industrial. Should the overall sub area be redeveloped as a comprehensive mixed-use 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.

Any modifications to the current zoning in the Rotundo sub area should require that mixed-use be achievable in all development projects within the core zone of ¼ mile from the LIRR station. Additionally, parking facilities should 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 for higher residential density to financially justify a high-quality end product versus the community's concern that too many units will be concentrated in one location. Stricter urban design, building massing and architectural design vocabulary guidelines or requirements can provide a means to ensure that higher density developments are built in a manner that is consistent with the overall character vision of the community.

In the public meetings, the community expressed its desire to essentially "re-create" 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, but the style and pattern of the earlier development can still 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.

Transportation and Access: As summary of the transportation considerations are shown on Figure III.19.

Vehicular: New York Avenue/NYS 110 has a functional classification of Principal Arterial through the BOA area, including the Rotundo sub area. The average annual daily traffic (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.

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 northbound Depot Road vehicles turning left onto southbound New York Avenue. Although there is no available turning movement count for this intersection, it is likely that the number of vehicles making this 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 and also impacts 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. 3rd 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. 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, including 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. 3rd 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.

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 3rd Avenue north of W. 4th 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. Pedestrians and bicyclists 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 curbline of the roadway. This fence is in poor repair and is leaning, rusty and bent in many location, 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, bicyclist 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 merely 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. 2nd Street. At this point it continues east along E. 2nd Street, Lenox Road, E. 5th Street to the Huntington Farm development located on E. 5th 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. There is a one-time $30 per gallon impact fee for a contracted connection located outside the 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 awkwardly 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 hidden and hard to access; it lies in a "no-man's land" which lacks visibility and identity. In order for redevelopment 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: The following includes conclusions from the market analysis conducted in Phase 1 in 2009. 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 units. 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 serve new development and supplemental parking needs 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 orient towards 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 should be established that builds upon the data collected to date. 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 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 the 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. The perception of the Rotundo sub area is that its core is located in an out-of-the way place and is difficult to access, therefore limiting its redevelopment viability. 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 detail 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-16 BOA SUB AREA #1- ROTUNDO Current Uses/Activities

Figure III.17 BOA SUB AREA #1- ROTUNDO Land Ownership

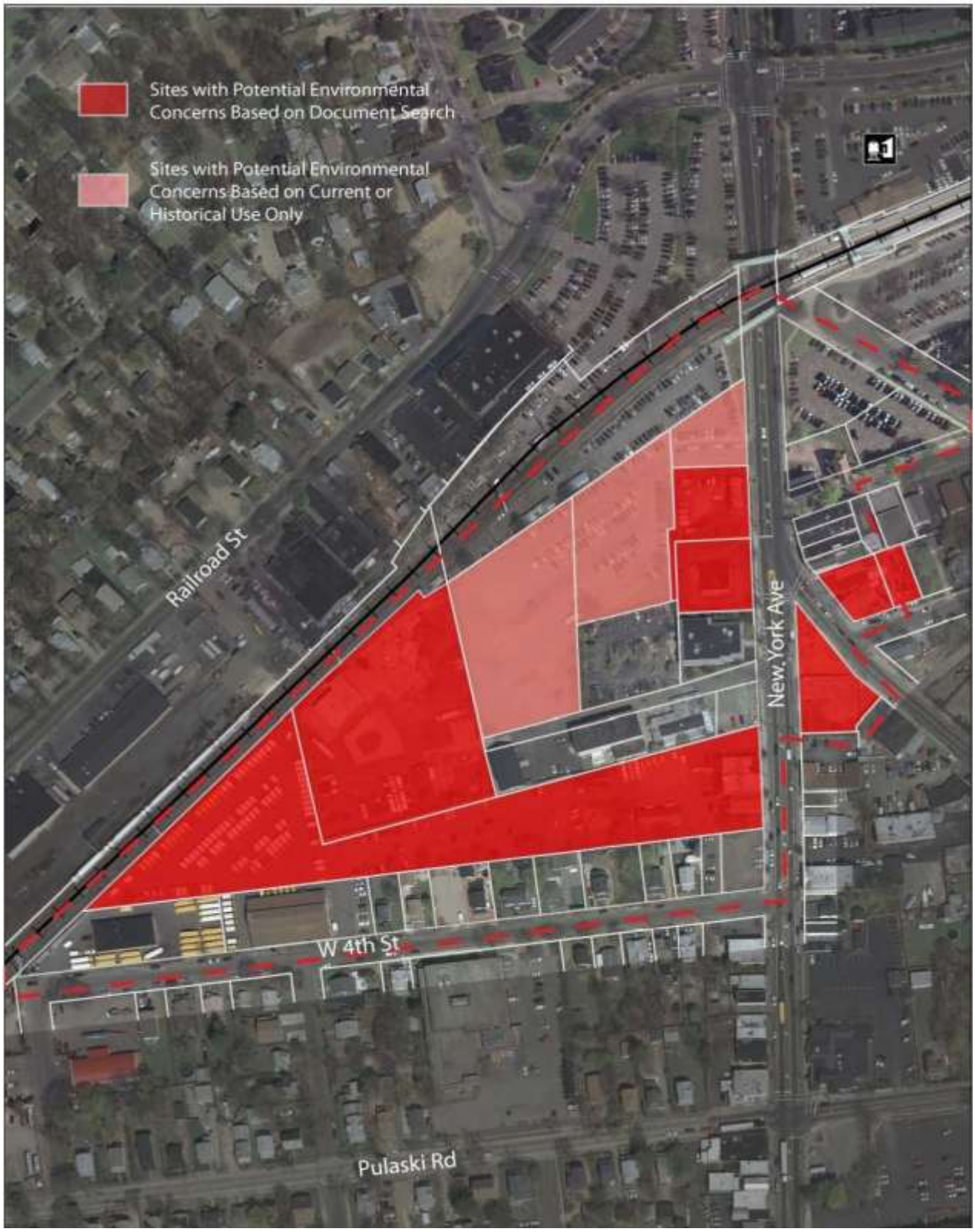


Figure III-18 BOA SUB AREA #1- ROTUNDO Parcels with Potential Environmental Concerns

Figure III.19 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.20).

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 the last century. It can be argued that the station and the area in front of the structure itself is the last major 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 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.21. 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 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.22.

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 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.

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, however, 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. 2nd 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 crosswalk 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 a ¼-mile 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, 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, ensuring site control will not be a major hurdle to redevelopment.

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 activity at the true center of Huntington Station and also take advantage of abundant parking provided in several existing parking garages. New 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 new project, reducing the convenience and attractive aspect of the redevelopment overall.

BOA Sub Area 2 Recommendations

Determine the Need for Multi-Modal Improvements: The area should have better multi-modal facilities given the station area's important role as an interchange point between transportation modes. The movement 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. 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 of the area should be a showcase of the community, not the utilitarian experience it is today.

Perform a Physical Site Build-Out Analysis: The quantity of 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 should be development connectivity rather than development density. 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 new development uses as well as the needs of the LIRR commuters.

A major focus of this effort should also be the consideration 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.

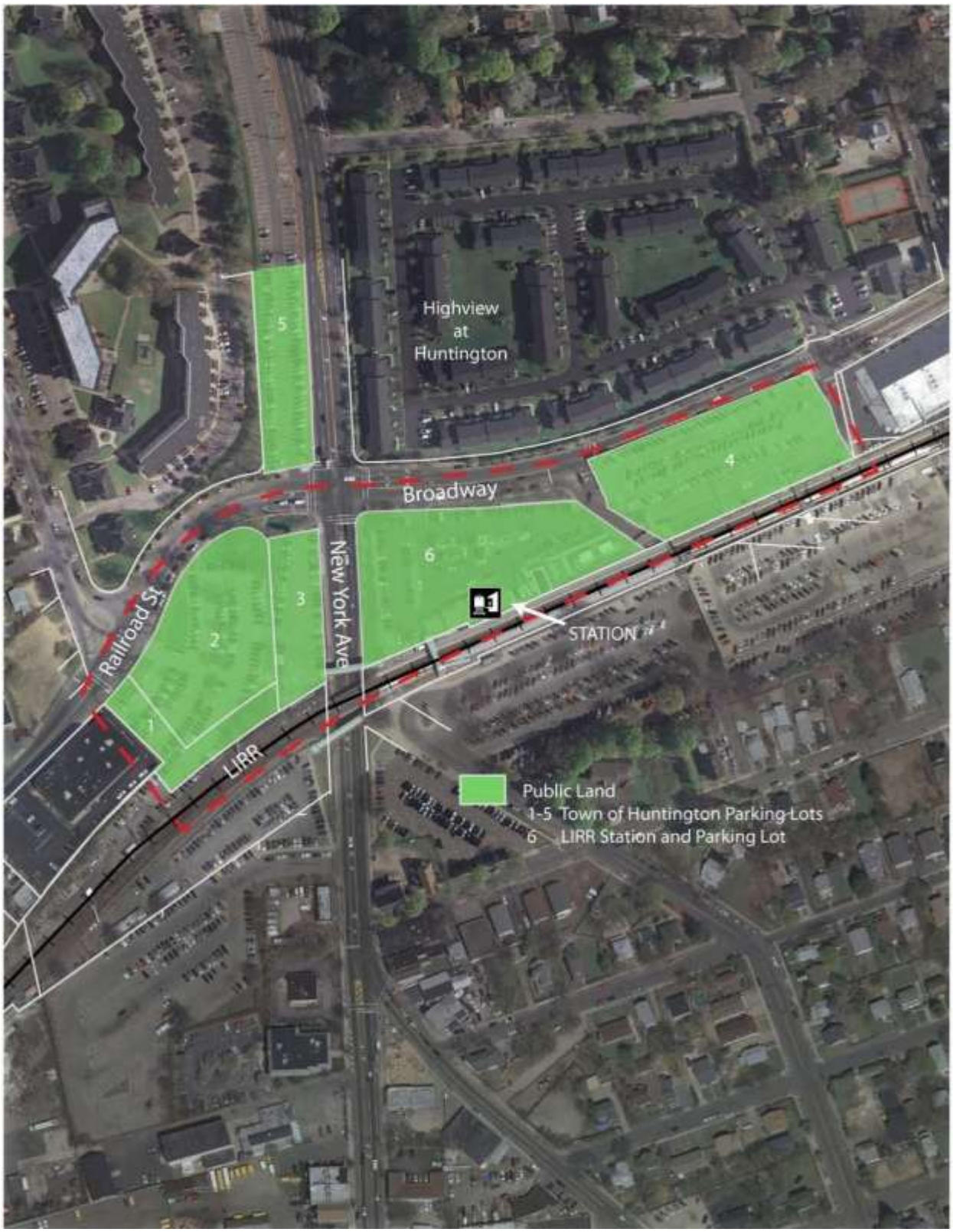


Figure **111.20 BOA SUB AREA #2- LONG ISLAND RAILROAD STATION Land Ownership**

Figure III.21 BOA SUB AREA #2- LONG ISLAND RAILROAD STATION Parcels with Environmental Concerns

Figure III.22 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 of 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.23 and III.24).

Historical Context: This sub area has a long, 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 midway 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 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.25. 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 consists of a mix of small scaled retail businesses, a small retail strip center, a few residential dwellings (one of which that has been converted to 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 Shopping 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 Apartments. This zoning district also includes the large adjacent parcel to the west, along Lowndes Avenue that included Whitman 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.26.

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 four lanes wide for only a brief distance from the New York Avenue LIRR underpass to Academy Place. To properly marry the roadway with the intended future land use pattern, a corridor traffic study should be undertaken for 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 motorist 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 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 sidewalk located along the west side of New York Avenue. The cross section of the cartway 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 can be challenging. Currently there is little reason to cross the roadway Broadway and Church Street accept 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,

Phase 2 Update

Gateway Plaza was completed in May 2013

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: At the time of Phase 1, there were 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 is on hold due to the current economic climate. 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 Gateway 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.

Huntington Station Plaza (Gateway 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 where 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.

Phase 2 Update

Gateway Plaza was completed in May 2013

1000 New York Avenue and Northridge Properties are now under study for re-development by Renaissance Downtowns

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 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 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. 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 in 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.

Phase 2 Update

Subsequent to Phase 1 the first phase of the Gateway Park project has been successfully completed. The community garden plots, in raised beds, have proved to be very popular and the Town is in the process of acquiring additional land so additional plots can be created.

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 Gateway 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.

Huntington Train Station Beautification Improvements

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.

BOA Sub Area 3 Recommendations

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 possible 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 study 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.23 BOA SUB AREA#3- NORTH NEW YORK AVENUE Current Uses / Activities

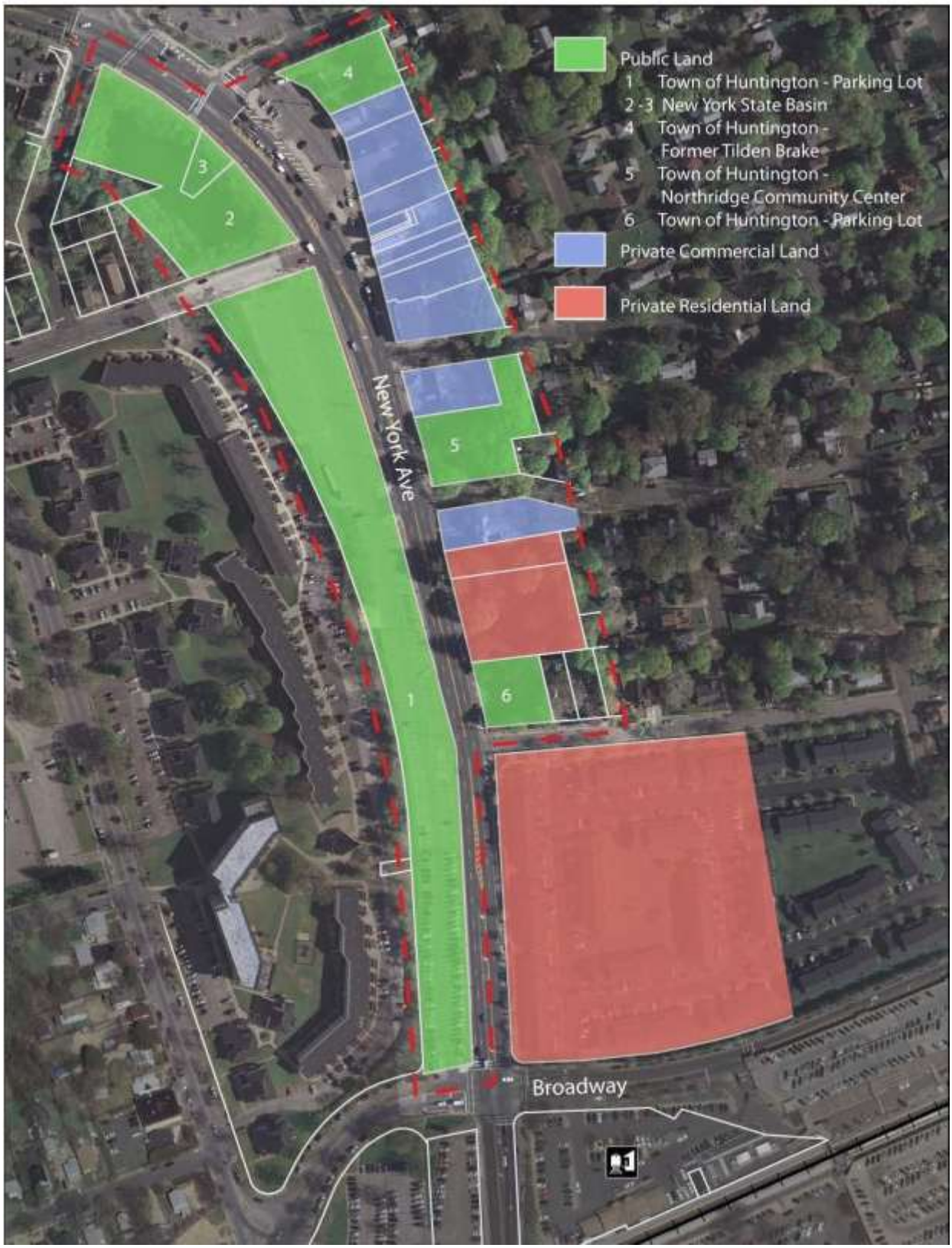


Figure **III.24 BOA SUB AREA #3- NORTH NEW YORK AVENUE Land Ownership**

Figure III.25 BOA SUB AREA #3- NORTH NEW YORK AVENUE Parcels with Potential Environmental Concerns

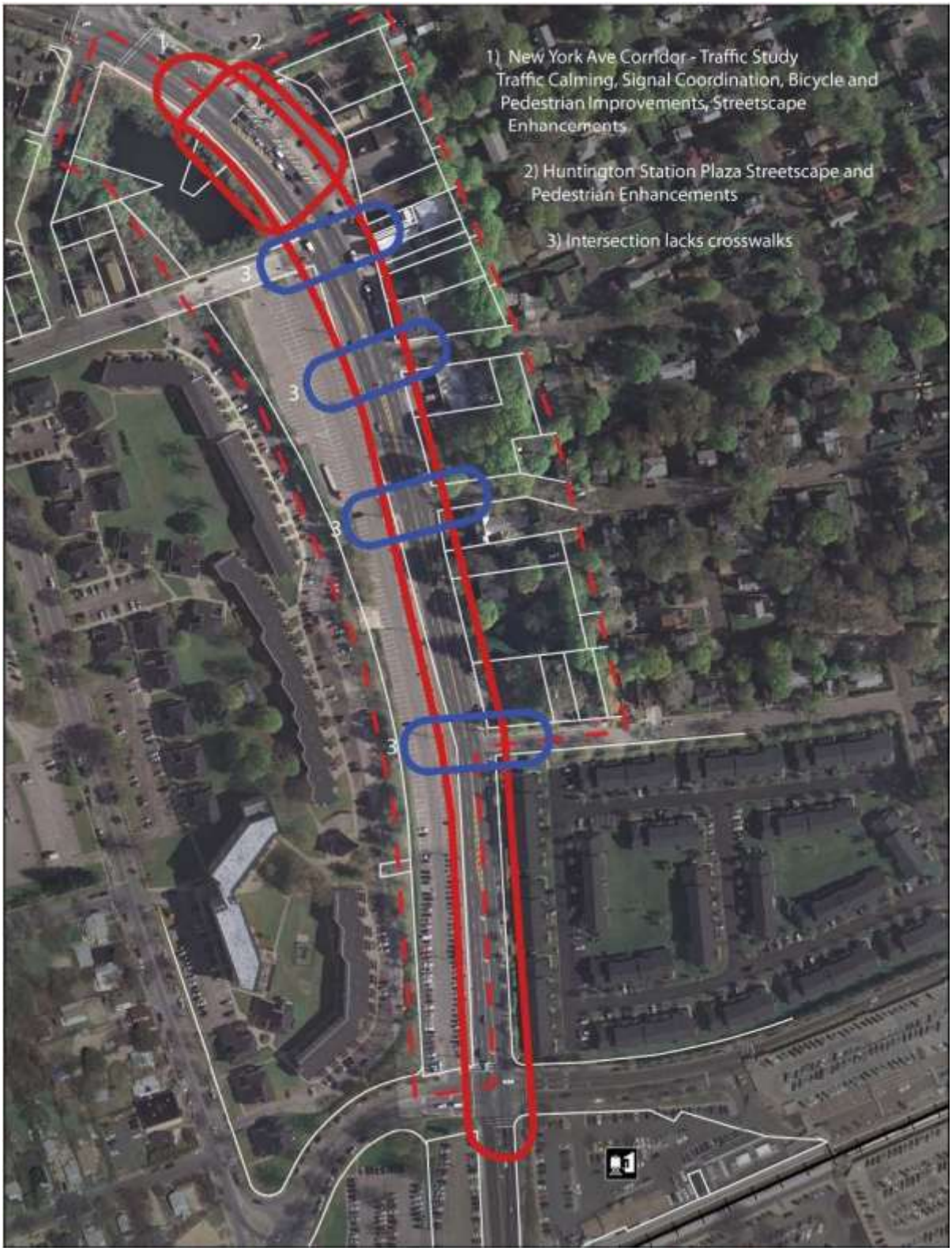


Figure III.26 BOA SUB AREA #3- NORTH NEW YORK AVENUE Transportation Considerations

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 an Kelsey Avenues.

Number of Parcels: 10

Total Acreage: ±5.9 acres

Key Parcels: Small parcels from 114 through 118 Broadway (see Figures III.27 and III.28).

Historical Context:

This sub area was historically a mix of residential properties and commercial and industrial uses. 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.29. 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 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.30.

Vehicular: Broadway is classified as collector roadway past this sub area and has no major vehicular traffic issues. Due to 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 proper definition of roadway access points. The north side of Broadway is a mix of residential and small-scaled commercial uses, so the design of new access points should consider their alignment respective to 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 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, at 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.

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. 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. There is a one-time impact fee of $30 per gallon for a contracted connections located outside the 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 believed 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.

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.27 BOA SUB AREA #4- BROADWAY Current Uses/Activities

Figure III.28 BOA SUB AREA #4- BROADWAY Land Ownership

Figure III.29 BOA SUB AREA #4– BROADWAY Parcels with Potential Environmental Concerns

Figure III.30 BOA SUB AREA #4- BROADWAY Transportation Considerations

D. Summary of Recommendations

BOA Wide Recommendations

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 study document) and reviewed by the Town of Huntington. As noted the BOA Nomination study provides a framework for use by the Town with the input of citizens in making decisions 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

Perform a Comprehensive Multi-Modal Transportation and Land Use Corridor Study of the Entire New York Avenue/NYS 110 Corridor. In this particular segment of New York Avenue the ROW is much wider than it is either to the south or north of this point. The additional ROW was acquired during the urban renewal era when there were grand plans to create a boulevard leading to the station. Today there is no opportunity to extend the wider ROW either north or south. The purpose of this study would be to recommend a consistent ROW width for the entire corridor which would be scaled appropriately to fit in with the adjacent development recommendations while accommodating the necessary traffic .

4. Adopt a Goal to Establish Huntington Station as a Fully Bicycle and Pedestrian-Supportive Community. Bicycles are increasingly seen as an environmentally friendly alternative to driving for trips that are too long for walking but short enough to accomplish by this mode. To take advantage of this trend Huntington needs a bicycle policy and plan, for which this would be the first step.

5. Adopt Complete Street Guidelines for the Entire BOA Study Area This recommendation goes along with Recommendations 3 and 4. The entire street network, within the walking radius of the station should be viewed comprehensively and standards developed to balance the needs of pedestrians, bicyclists and all vehicular modes, including transit vehicles.

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.

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 Station Area 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 mixed-use 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 build out for the area. This study should establish a goal to eliminate all large surface parking lots within the BOA area and also quantify projected need for parking supplies. 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 BOA area, replacement parking infrastructure should be installed, sufficient to meet demand in the Huntington Station area.

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), or similar.

General Real Estate Redevelopment Recommendations

The following includes conclusions from the 2009 market analysis conducted in Phase 1.

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. The combination of resident and commuter markets is sufficient to support retail businesses that provide for the day-to-day needs of consumers. the 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

It is recommended 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, it is recommended that the residential component consist of compact, multifamily or attached housing for mixed-income households.

Residential demand analysis indicates strong potential for new residential development around Huntington Station. Specifically, analysis indicates that an appropriate phase-one residential 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,

Phase 2 Update

Subsequent to the original market analysis, 379 housing units have been built in Avalon Bay. Of those, 43 are affordable rentals, and another 11 are for-sale affordable units.

and other planning factors.

Assuming appropriate capture rates, gross Phase One residential demand in the BOA area estimates approximately 80 market rate units. In addition, it is recommended that a Phase One program is created in which one-third of the units are designated as affordable/workforce housing, similar to comparable mixed-income housing developments. In total, this Phase-One residential program would include approximately 120 units, with 80 market rate units and 40 affordable/workforce units.

BOA Sub Area 1: Rotundo 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 should be established that builds upon the data collected to date. 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 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 the 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. The perception of the Rotundo sub area is that its core is located in an out-of-the way place and is difficult to access, therefore limiting its redevelopment viability. 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 detail 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.

BOA Sub Area 2: Long Island Railroad Station Recommendations

1. Determine the Need for Multi-Modal Improvements: The area should have better multi-modal facilities given the station area's important role as an interchange point between transportation modes. The movement 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. 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 of the area should be a showcase of the community, not the utilitarian experience it is today.

2. Perform a Physical Site Build-Out Analysis: The quantity of 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 should be development connectivity rather than development density. 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 new development uses as well as the needs of the LIRR commuters.

A major focus of this effort should also be the consideration 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. 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.

2. 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 possible 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.

3. 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.

4. Continue Negotiations with New York State to Transfer Ownership of the New York Avenue Parking Lot to the Town of Huntington: This BOA Nomination study 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 were 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.

Phase 2 BOA Nomination Study

This section discusses the work performed in the Phase 2 BOA Nomination Study, which builds on the findings of the Phase 1 Pre-Nomination Study, covered in the previous section of this report. Based on the inventory performed in Phase 1, 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 identified 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. 4th 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 identified in Phase 1 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. Phase 2 of this project builds on these findings.

Section 4: Priority Actions

In Phase 2 of the BOA Nomination Study more detailed analysis and recommendations were made for certain parcels within two of the four BOA sub areas based on the priorities established in Phase 1. These two sub areas were Sub Area 1 – Rotundo and Sub Area 2 – LIRR Station.

Sub Area 1 - Rotundo

Site Analysis Update

Little has changed since Phase 1 on BOA Sub Area 1 known as Rotundo (the Rotundo site is only one parcel within the entire Sub Area of that name). The one change that has taken place is that a site designated as parcels 9 and 10 in Figure III.16 which was at the time of the original site analysis described as the site for a proposed produce market was subsequently developed as such. However, in the interim that market has gone out of business and is now vacant. Other than that there have been no changes within the area.

Figure III-31 ROTUNDO Site Update

It was originally considered in the Phase 1 analysis that a Community Center may be developed on a portion of the Rotundo Sub Area. Subsequent to Phase 1 another opportunity arose and the community center is now been considered for the Armory Site, making that use no longer feasible at the Rotundo site. The site of the former armory on 5th Street also has the potential to be a brownfields site and is within the overall BOA area. However, consideration of the community center on the Rotundo site was eliminated from consideration for the Phase 2 BOA work.

The Huntington Station Armory is in the process of being obtained by the Town of Huntington. Environmental due diligence should be performed prior to purchase and reuse to determine if environmental issues of concern exist on the property associated with its prior use as an armory or other use which predates the construction of the armory in the late 1950's. For example, this could include lead residuals from a firing range, chemicals associated with the storage of munitions and maintenance and cleaning of equipment, underground storage tanks, asbestos containing materials, lead based paint etc.

Phase 2 Update

The Town of Huntington has acquired the Huntington Station Armory, to be renamed the James D. Conte Center

Future BOA grant funding may be applied for to conduct Phase I and II Environmental Site Assessments of the Armory site to determine if environmental issues of concern exist at the site and the nature and extent of these concerns if identified as well as costs to remedy any environmental issues identified.

Temporary Additional Commuter Parking

The commuter parking currently located on the TOH parking lot site could be temporarily relocated to the Rotundo site freeing the TOH site for development. Currently there are approximately 200 parking spaces which will need to be relocated or absorbed into available space in other area parking lots. All the spaces on the TOH site are fully utilized on a daily basis by commuters as they are some of the closest spaces to the station and therefore the most convenient.

The Rotundo Sub Area has three parcels under Town of Huntington ownership that are laid out as parking for commuters. These three sites have approximately 306 parking spaces of which on any given day only about 60% are occupied. There are two means of access to this parking lot. The main entrance is from New York Avenue approximately 250 feet from the LIRR underpass. A second entrance, also from New York Avenue passes through the parking utilized by 7-Eleven restaurant. This access does not appear to be on public property.

The unoccupied spaces are the furthest ones from the station platforms, but even the farthest space is only about 1,000 feet from the station which is within what is generally considered to be a reasonable walking distance to a station. However, there are not enough vacant spaces to totally replace the 230 spaces on the TOH parking Lot site. There would still need to be an additional approximately 100 spaces provided somewhere else.

Figure III-32 ROTUNDO Parking and Access

There appear to be two options to provide the additional 100 commuter spaces. One would be to pave a portion of the Rotundo site itself including installing lighting and security improvements. The cost and feasibility of creating a parking lot on the Rotundo site would have to take into consideration the conditions present on this Brownfield site as described below.

The alternative is to assume the remaining commuters would use some of the spaces north of the station along New York Avenue, within BOA Sub Area 3. This long thin lot is also underutilized with over 150 free spaces. These spaces are also the farthest ones from the station and would require an additional walk to the station of as much as 400 feet – still, however, generally within

an acceptable ¼ mile radius of the station. This would appear to be a better option than creating additional parking on the Rotundo site at this time.

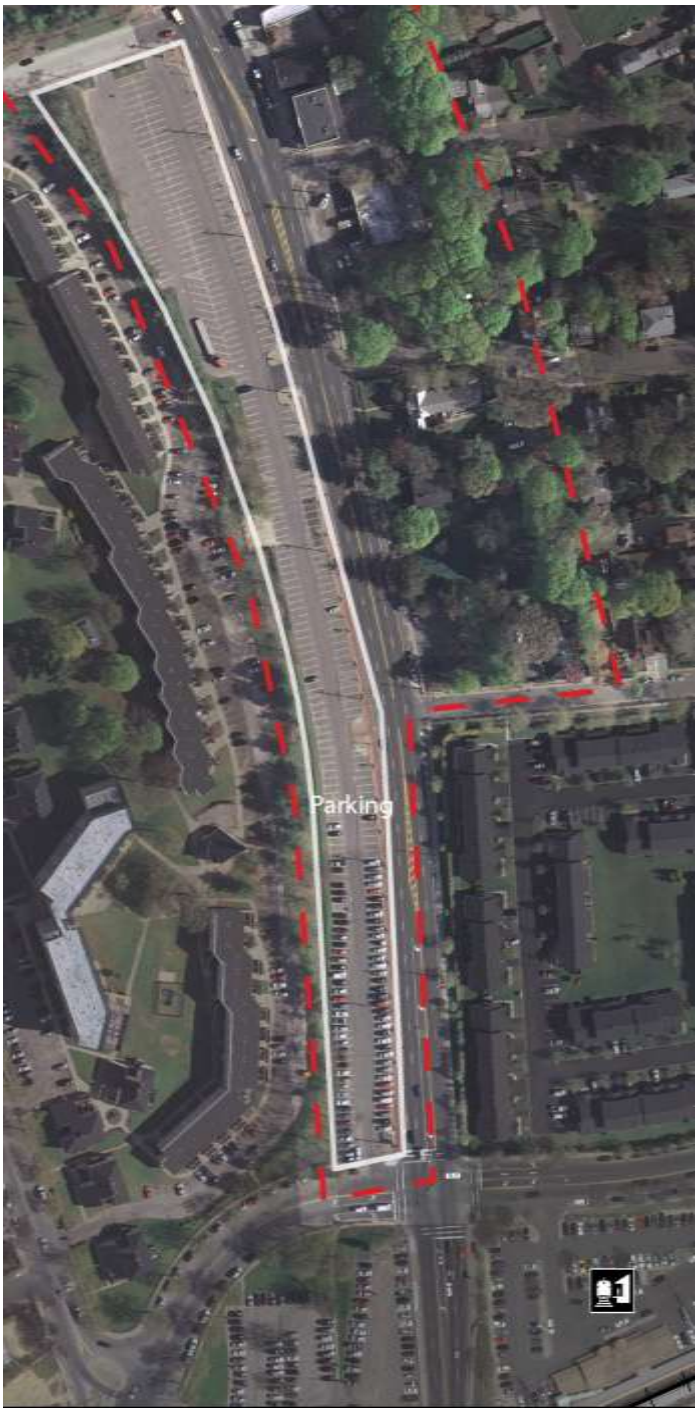


Figure III-33 Parking on North New York Avenue

Depending on the projected timeframe for redevelopment of the entire Rotundo Sub Area, improvements could be considered for the existing parking lot to make it a more attractive option to commuters. However, whether this makes sense depends upon how long this site will remain

as surface parking and how quickly additional development could take place after the development on the TOH Parking Lot site is operational. Such improvements could include:

- New paving and striping
- Better delineation of pedestrian walkways to the station
- Better Access
- Landscaping
- Lighting

The only opportunity to improve access without taking a building appears to be to create an access through the library parking lot so that traffic can enter where traffic to the library enters south of the library building. This would avoid having an access through the 7-Eleven parking lot. This recommendation would reduce the number of spaces on the library lot. However, displaced parkers from the library lot could be accommodated within the commuter parking lot.

Rotundo Site Environmental Assessment

The Rotundo site itself is a 2 acre parcel located at 1345 New York Avenue surrounded by commuter parking for the Huntington Station on the east, Coach Bus parking on the west and south and the LIRR tracks to the north . From approximately 1988 to 1998 the property operated as a Construction and Demolition (C&D) recycling and transfer station. From 1998 to 2001, the property was used for short term storage of C&D material as well as a transfer station. Before current ownership of the site by the Town, the site was also used for truck storage and as a maintenance shop.

The New York State Department of Environmental Conservation (DEC) conducted an environmental investigation of the Rotundo site to assess environmental impacts associated with use of the site as a C&D recycling and transfer facility. DEC issued a Site Investigation Report prepared by HRP Associates, Inc. on September 30, 2009, and a copy of this report is attached as an Appendix to this report. This report contains site maps showing the condition of the site at the time of the investigation. The DEC report indicates that the site is partially paved with concrete and asphalt and contains a vacant building, debris and tire piles, scrap metal and surface drainage structures and the site is enclosed by a concrete retaining wall lined with concrete blocks.

The DEC report identified six environmental Areas of Concern (AOCs) at the site. The DEC has indicated that the site does not pose a significant threat to human health and the environment and that no further investigation is warranted at the time the report was prepared. The DEC further indicated that the AOCs must be addressed and remediated as needed in order to address DECs concerns about the site and to allow it to be redeveloped for a future use. The site is currently owned by the Town, which took title of the property for failure of the previous owner to remediate the property.

In accordance with the Town's BOA Work Plan, an engineering assessment was conducted to evaluate the nature and extent of the work required to satisfy DEC concerns about the site. This assessment considered the site development and environmental remediation actions that may be

required to allow the site to be redeveloped for a variety of future uses. Redevelopment of environmentally affected sites is often affected by the uncertainty of potential costs that might be required to address environmental concerns at a site. This assessment is intended to provide information which can be used to define these potential costs and the constraints the environmental concerns may pose during site redevelopment and future use.

The NYS Brownfield Cleanup Program objectives, guidance and requirements served as the basis for this evaluation. This assessment was presented in the report titled "Cost Estimate Rotundo Site Huntington New York" issued by Gannett Fleming in July, 2011 and in a further evaluation of remedial costs prepared by Gannett Fleming which considered alternative cleanup scenarios for the site. The alternative cleanup scenarios included Soil Removal and Soil Capping. Copies of the July 2011 report and further evaluation of remedial costs (Rotundo Site Soil Removal and Soil Capping Scenarios and Explanation Notes) are attached as Appendices to this report.

Sub Area 2 – LIRR Station

Long Island Railroad Station TOH Parking Lot Site

Following Phase I it was determined that the LIRR Station site, at the corner of New York Avenue and Railroad Avenue, was the most appropriate site on which to focus a first phase of redevelopment.

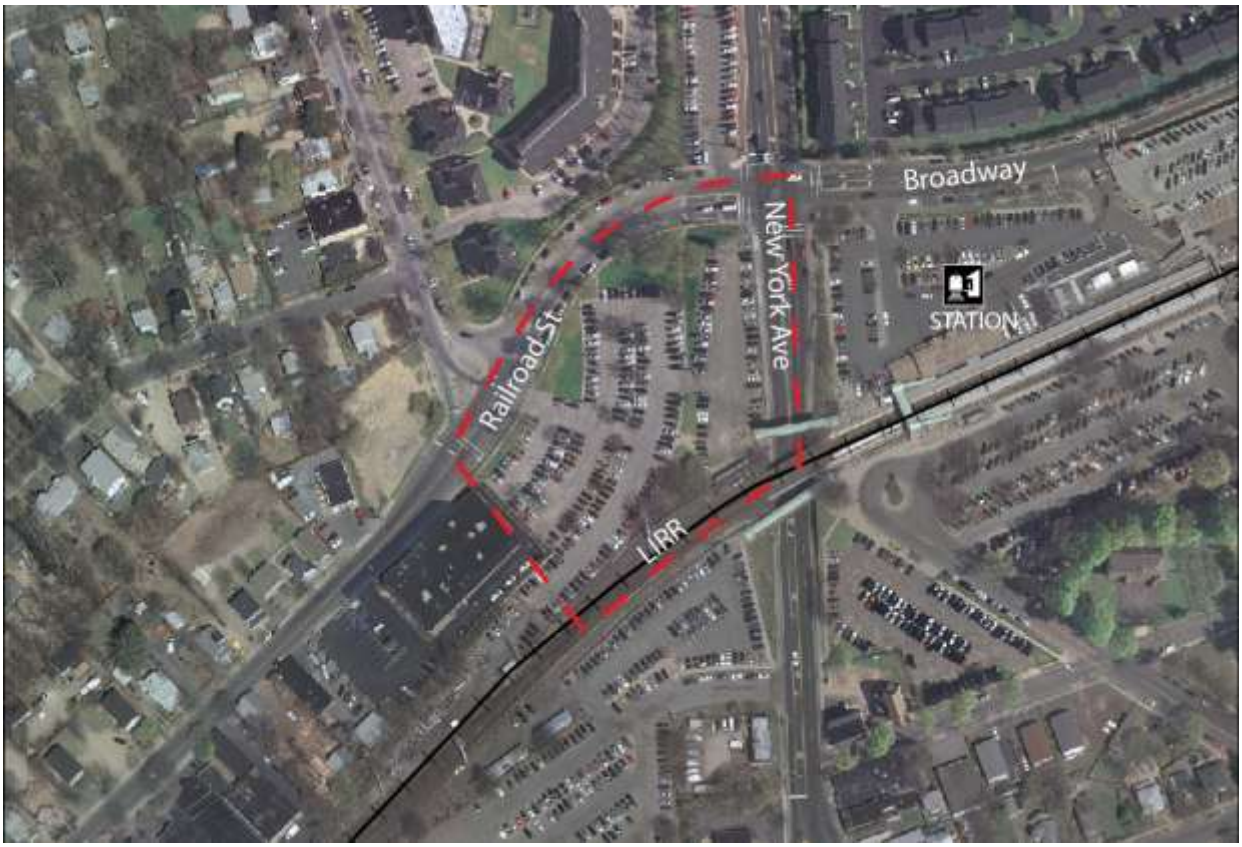


Figure III-34 LIRR Parking Lot

There are three primary reasons for this decision:

- ***The site is in a prominent location***. It is immediately adjacent to the station, and acts as a gateway from Huntington Village to the north. The sites that comprise this sub area have excellent visibility, transportation access and roadway frontage. The high visibility and strategic location of the site increases redevelopment potential.

- ***The station site is publically owned***. The Town of Huntington owns much of it, and the remainder is right of way owned by the State of New York. Public ownership eliminates acquisition costs and ensures that the Town will be involved in negotiations with interested developers.

- ***The site is not currently used to its greatest potential***. Used as surface parking currently, the site provides no direct return on investment for the Town. There appear to be opportunities to relocate that parking to other parcels, allowing for site redevelopment without displacing any beneficial or irreplaceable uses.

Figure III-35 Parking Near LIRR Station Site

Site Description

The site is approximately 2.39 acres, mostly paved, with approximately 200 parking spaces for LIRR commuters. Access to the parking lot is provided from Railroad Avenue. The parking lot connects to the station via a pedestrian bridge in the southwest corner of the site or across New York Avenue at Railroad Street. A significant diagonal grade change of about 20 feet across the site from the northwest to southeast corners (see Figure III-36) requires pedestrians to climb a steep flight of steps to access the bridge. There is no ADA accessible route to platforms from the northwest quadrant of the station area. Pedestrians in this area face additional safety challenges, especially at the intersection of New York Avenue, Railroad Street and Broadway. 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. Due to the significant width of these roadways' respective cartways (the width of the roadway from curb face to curb face) and the volume of traffic through the intersection, a pedestrian has a daunting task to cross in all directions at this intersection. Recently the Town has improved the pedestrian environment by carrying out a streetscape project on New York Avenue which extends across the frontage of the site. The improvements include brick pavers on the sidewalk and decorative, pedestrian-scaled lighting. (See Figure III-37)

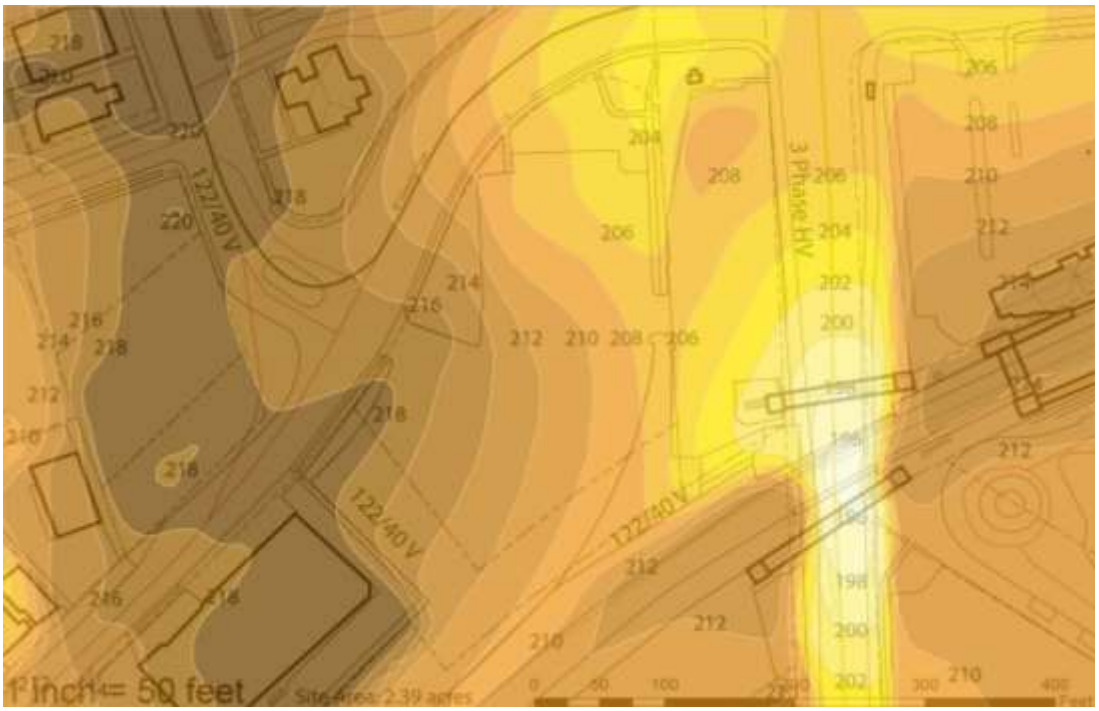


Figure III-36 LIRR Station Site Elevation

Figure III-37 View of Pedestrian Improvements on New York Avenue

The site offers the opportunity to create a much more pedestrian-friendly and attractive entry into the station from the northwest than exists today. Whether originating from the existing community or generated by the redevelopment on the site pedestrians should be able to walk through the site and access the existing pedestrian bridge from a public plaza-like space rather than up a stair leading from the corner of the parking lot.

Collaboration with Renaissance Downtowns

It was originally envisioned that Phase 2 of the BOA Nomination Study would create a 'master plan' for the Parking Lot Site that the Town could utilize in attracting a developer, either through a Request for Proposals or other process. Following commencement of this BOA work, the Town engaged Renaissance Downtowns as the developer for the Huntington Station area including the entire BOA area. With a developer on board the BOA scope of work was adapted to maintain it as an independent study being prepared for the Town and at the same time be a collaborative effort between the Town, Renaissance and the Consultant to jointly develop a program and plan for reuse of the site. Rather than creating a master plan that may or may not have conformed with the developers own concepts, this project has created a development program for the site which is both market feasible, acceptable to the public, and consistent, if possible, with Renaissance's expectations regarding what they perceive to be market-feasible. The BOA development program was also modified to include a set of Development Guidelines which can be used by the Town to ensure future development of the site meets their needs and expectations.

Development Program

In conjunction with the Town and Renaissance Downtowns a recommended development program for the site was developed. The program was based on the original market analysis developed during the BOA Phase 1 work and from additional information developed over the course of the Phase 2 BOA work.

The program consists of a mix of uses that will benefit from the close proximity to a LIRR Station. In general the program includes:

- a small hotel with meeting and banquet facilities
- a restaurant and coffee shop
- office space
- convenience retail to serve commuters and the local community
- parking.

Two alternative development concepts have been formulated for the site, each of which includes a similar development program with the same mix of uses, but at somewhat different densities. The fundamental difference between the two concepts is that in one concept the parking is placed below grade while in the other parking is accommodated in a multi-level parking structure. Both concepts include a public space which leads to the pedestrian overpass accessing the station, and both are planned to attract the community into and through the development providing active uses, such as the restaurant and coffee shop to create a destination for Huntington residents. Both alternatives include a gateway feature, yet to be designed at the corner of Railroad Street and New York Avenue which should be designed to announce the 'new' Huntington Station. This could be an architectural feature such as a tower with a sign or clock, or it could be a free-standing piece of art or sculpture. The office, retail and hotel functions will all create jobs at Huntington Station – a key goal confirmed during the public outreach process.

Alternative A

In this alternative development is organized around a new local cul-de-sac street which is an extension of Lowndes Avenue into the site. This street would provide some short-term on street parking for the retail and drop off/pick up for the hotel. The street would terminate at a pedestrian plaza giving access to the pedestrian bridge across New York Avenue. The hotel, restaurant and additional retail would front on this new street on the north side with an office building and additional ground floor retail on the south side. An additional, more intimate plaza, overlooked by the hotel and banquet facilities, could provide some green space and the opportunity for outdoor dining. The majority of the parking would be in a single level below the development. This parking would be accessed via a ramp from Railroad Street adjacent to the EMS building and could have a secondary (right in, right out only) access point off railroad street closer to the intersection of New York Avenue. Because of the grade change across the site this parking could be ventilated on the southeast side adjacent to the railroad tracks, along the access ramp and under a portion of the hotel facing New York Avenue. Buildings are planned to be of a height not exceeding the height of the existing parking garages at the station.

Figure III-38 Alternative A Site Plan

Figure III-39 Alternative A Underground Parking

The development program for this alternative includes, approximately:

- 165 room hotel
- 9,700 sf banquet/meeting facility
- 4,200 sf restaurant
- 89,600 sf offices
- 13,000 sf convenience retail
- 217 garage parking spaces
- 30 on-street parking spaces

Alternative B

In this alternative there is no vehicular access into and through the site. However, a vehicle drop off area is created on the south side of Railroad Street for hotel drop off and pick up. Lowndes Avenue is terminated in a roundabout to facilitate traffic eastbound on Railroad Street entering the drop off pick up area. A single pedestrian plaza leads through the site to the pedestrian bridge accessing the station. The plaza is wide enough to accommodate landscaping, outdoor dining and seating and other pedestrian activities along with its access function. The hotel is located on the northwest side of the plaza with retail and offices on the southeast side. The office building, retail and the banquet facilities wrap the parking structure behind. The parking is accessed from Railroad Street via a driveway alongside the medical building.

Figure III-40 Alternative B Site Plan

The development program for this alternative includes approximately:

- 135 room hotel
- 7,200 sf banquet/meeting facility
- 4,200 sf restaurant
- 74,000 sf offices
- 11,000 sf convenience retail
- 200 structured parking spaces
- 20 on-street parking spaces

Development Guidelines

In an effort to assist the Town and potential developers in creating new development that is consistent with the recommendations found in this study, a development guidelines document was created. The guidelines focus on photographic and illustrative examples of a range of important elements, including:

- Land Use
- Site Configuration
- Building Height
- Gateway Feature
- Vehicular Circulation
- Pedestrian Access to Station
- Station Entry Plaza
- Parking

- Number of Parking Spaces
- "Eyes on the Street"
- Stormwater Management
- Phasing

The Development Guidelines can be considered a stand-alone document and are included in Appendix D

Financial Analysis of Redevelopment Scenarios

An analysis of market conditions and construction costs was conducted to evaluate the development feasibility for hotel, office, and retail uses on the Site individually as well as for the integrated Alternatives. Alternative A includes 217 below-grade parking spaces and 195,800 square feet of hotel, office, and convenience retail uses. Alternative B includes a 200-space above-grade garage and 161,200 square feet of these uses. A market scan and development feasibility assessment of these two alternatives was conducted. For all uses, real estate market trends using data from third-party providers, local market reports, comparable developments, and conversations with real estate professionals were used. For the hotel, a more in-depth hotel market analysis was conducted, which is described in detail in Section 3 Part A Market Analysis of this report. Findings were used to build a stabilized pro forma to evaluate the near-term development viability of each Alternative.

Key findings include:

- *Both Scenarios are financially feasible: Alternative B achieves higher total net project value—total market value less development costs—as the high cost of underground parking in Alternative A brings down project value significantly.* Increased revenue from 20% more built square footage does not offset the substantial increased cost of underground parking in Alternative A. The net project value of Alternative A is projected to be $4.2M, while the net project value of Alternative B is projected to be $4.7M.

- *The hotel generates significantly more value on a per square foot basis compared to the other proposed uses.* Hotel market analysis assumes potential RevPAR of $105, which, together with additional revenue from a banquet facility and restaurant, translates into a net development value of $96 per square foot for both scenarios.

- *Convenience retail and office uses are expected to generate lower revenues for the project, but still support development costs to provide a net positive value.* Retail is expected to generate a net value of $28 per square foot for both scenarios. Office is expected to generate a net value of $11 per square foot.

- *Parking will be built as an accessory to the project, and is not expected to generate revenues.*

- *From a financial perspective, Alternative B is more advantageous. However, the hotel in Alternative A being somewhat larger generates more value per square foot.*

Methodology

For each proposed use, real estate data from third-party data providers, such as CoStar and CBRE were collected, local and regional market reports such as NAI Long Island were reviewed, and area real estate professionals were consulted to inform the feasibility assessment of each program use. For each use, this research helped to establish revenues, construction costs, vacancy rates, cap rates. These were used as inputs into a stabilized year pro forma to evaluate the net project value for each program component of each alternative. Financial feasibility and net project value of each alternative as a whole were then assessed.

Estimated market values for each development program were based on existing rents, operating expenses, vacancy rates, and capitalization rates according to market reports, comparable developments, and industry standards. Development costs were based on RS Means estimates. The following three-step process provides an overview of data sources and financial analysis, described in greater detail in the Huntington Station BOA Parking Lot Redevelopment Analysis Technical Memorandum:

1) *Market Value*: rents and vacancies published in local market reports were reviewed. For office and retail, this included average rent in 2012 in Eastern Nassau and Western Suffolk Counties, as well as rents for individual comparable properties obtained through CoStar. Retail and office rent assumptions were confirmed through conversations with local commercial real estate brokers. For hotel Average Daily Rates (ADR), STR market data for the area was utilized, combined with an analysis of individual comparable properties. Net operating income was calculated for each use using industry standards for operating expenses, and used CBRE market reports on regional capitalization rates by program type to estimate market value.
2) *Development Cost:* construction costs were developed using RS Means to estimate vertical hard costs and industry standards to develop soft costs, as a percentage of hard costs, for new construction. It was assumed that vertical hard costs would be similar for each different program type, assuming stick built construction. These estimates *do not* include cost of remediation and environmental improvements, which would increase total development cost. A fixed furniture, fixture, and equipment (FF&E) cost per room was added for the hotel use. Above-grade and below-grade parking construction costs were industry averages adjusted for Long Island.
3) *Feasibility Summary*: The net project value is assessed by subtracting the total development cost from the market value for each program type. This illustrates the estimated project value that may be achieved by each Scenario relative to rents and construction method. A positive net project value indicates project feasibility.

Development Feasibility

Table III.20 below summarizes the *market value* associated with each program use, as determined by market rents, vacancy rates, operating expenses and capitalization rates, and *development cost* associated with new construction. The *net project value* serves as a proxy for development feasibility, and negative value would indicate limited/no near-term feasibility. Net project value indicates the relative value of each of the two Alternatives.

Table III.20: Financial Analysis Summary

Scenario	Alternative A	Alternative B
Retail		
Market Value	$2,683,784	$2,270,894
Total Development Costs	($2,316,600)	($1,960,200)
Retail Value	$367,184	$310,694
Value per Retail SF	*$28*	*$28*
Hotel		
Market Value	$27,171,956	$22,231,600
Total Development Costs	($18,258,240)	($14,928,840)
Hotel Value	$8,913,716	$7,302,760
Value per Hotel SF	*$96*	*$96*
Office		
Market Value	$16,969,006	$14,014,580
Total Development Costs	($15,966,720)	($13,186,800)
Office Value	$1,002,286	$827,780
Value per Office SF	*$11*	*$11*
Parking		
Total Development Costs	($6,042,500)	($3,750,000)
Total		
Market Value	$46,824,746	$38,517,075
Total Development Costs	($42,584,060)	($33,825,840)
Net Project Value	***$4,240,686***	***$4,691,235***
Net Project Value per Built SF	***$21.66***	***$29.10***
Net Project Value per Acre	***$1,766,952***	***$1,954,681***

This assessment indicates that while both Alternatives are financially feasible, Alternative B achieves higher total net project value, as well as value per built square foot and per acre. The high costs of underground parking in Alternative A bring down project value significantly. Moreover, the hotel use generates the most value on a per square foot basis, while retail and office uses generate less revenue and therefore less value, although they are still each feasible on a stand-alone basis. Further detail on development feasibility, including assumptions underlying this assessment, are provided in Appendix E.

Potential Phasing

With either of the development scenarios it is likely that the developer may want to phase the project rather than construct the entire program at once. There is no way to know that today or if so which part of the development might be constructed first. However, there are several concerns associated with only improving a portion of the site initially. If the hotel were to be developed first, since it is located close to the corner of New York Avenue and Railroad Street it, along with the gateway feature would signal a new life for Huntington Station but in all likelihood the rest of the site would remain as surface parking. In this case the pedestrian access to the station should be constructed as part of this first phase and the surface parking shielded from sight as indicated in the Development Guidelines above.

If the office building were to be constructed first, this scenario presents additional challenges since the corner of New York Avenue and Railroad Street, which is the most visible part of the site, would remain undeveloped. In this case perhaps the gateway feature on that prominent corner should be included in the early phase. In this case too, the plaza accessing the station should be developed as port of the initial phase with screening or temporary landscaping on the remainder of the site.

Environmental Site Profiles

An environmental site assessment of the site was conducted, which consisted of a review of historical land uses described on Sanborn® Fire Insurance Maps, aerial photographs and maps and other information reviewed from Town historical documents, information provided by the Town, a Phase I Environmental Database Report produced by Toxics Targeting (copy of parts 1 and 2 attached), 2009, Suffolk County Land Information iMap site information, visual site inspections and the New York State Department of Environmental Conservations Database of Environmental Remediation Sites and Spill Incidents.

Prior to the 1960's urban renewal campaign, the Long Island Railroad 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 buildings 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.

On the west side of New York Avenue, early maps show Lowndes Avenue extending south to the railroad tracks and then turning towards New York Avenue. The area that is currently the Parking Lot site and the eastern terminus of Railroad Avenue was the site of the North Side Hotel, and the A.S. Pettit and Son's Lumber Coal and Feed Co. The hotel was a large Queen Anne style rooming house that primarily served the LIRR riders. This structure was demolished in the 1930's. The A.S. Pettit and Son's Co. was a building materials storage and transfer facility which handled such

materials as lumber, metal sheeting, masonry products as well as coal. A coal pile was located on the site and coal was apparently transferred from the pile to equipment and transport vehicles for offsite delivery. There were several other commercial businesses located directly west of the existing parking lot site including Standard Oil Co., The Texas Co. and a junk yard, Additional businesses located on the parking lot site included the Lockhart Lincoln Mercury car dealership, a Gulf service station and the Trolley Car Diner (later Boyles' Diner). After urban renewal, sometime between the 1967 General Neighborhood Renewal Plan and the 1989 Huntington Station Revitalization Plan, 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.

Potential Environmental Issues of Concern: Based on the information resources reviewed for this assessment, no significant environmental issues of concern were noted. However, it is possible that the former site activities have impacted the site; for example, there may remain on the site coal remnants from the coal handling operations or materials associated with automobile servicing from the car dealership and service station. In addition, it is not known how on-site underground storage tanks were closed; how debris from the demolition of former on-site structures was managed and if any of those materials may have been used to fill basements and other low spots on the site; whether stormwater and groundwater containing contaminated residuals from the adjacent properties could have flowed onto and beneath the site; and whether soil vapor could have been affected at the site from any of these issues. Further, the site is currently a parking lot which appears from visual observations to contain stormwater drains discharging to on-site drywells. Offsite storm drainage may also be able to flow onto other onsite areas. Although no petroleum releases have been reported to the NYSDEC, there is the potential that the site stormwater discharge areas may contain petroleum and other fluid residuals possibly leaking from automobiles parked in the lot.

A Phase II Environmental Site Assessment, which involves soil, groundwater and soil vapor sampling and subsurface assessment to define potential buried materials, would be required to determine if any of these issues are of concern and if any remediation is required to be incorporated into redevelopment plans for the site. This work could possibly be conducted under a Step 3 BOA grant.

Green Infrastructure - Stormwater Management

Portions of the Town of Huntington are part of the Long Island Comprehensive Special Groundwater Protection Area Plan which focused on protection of groundwater for Long Island's drinking water supply. Suffolk County has also prepared a Comprehensive Water Management Plan to guide the protection of water supplies within the County. These programs identify the potential threat from point and non-point sources of pollution including that due to contamination from brownfield sites along with the increasing level of nitrates in groundwater as potential threats to groundwater quality. The Huntington Station area's stormwater runoff discharges to groundwater in close proximity to the Long Island Sound. Area stormwater could

eventually discharge to the Sound with the overall effect falling under the auspices of the Sound Coastal Zone Management Program which established policies designed to protect the water and habitat resources of the Sounds. All of the factors support the need for a comprehensive green infrastructure approach to redevelopment which meets minimum performance standards as well as provide for an "added-value" basis to the development through the promotion of green aspects of design and place-making.

Based on the concept of creating a village-like setting for Huntington Station, the proposed redevelopment's stormwater management strategy will likely need to consist of a palette of hybrid management techniques. Per section A.2.3 of the Town's Comprehensive Plan Update, stormwater management should focus on retention/detention during peak storm events to encourage groundwater recharge and the filtering of runoff to remove contaminants. Since the site is a potential brownfield, retention and recharge may not be desirable on portions of, or the entire site; therefore, strategies which focus on pre-treatment and detention are more likely to be applicable to the site. The landscape and stormwater approach could consist of directing the majority of the stormwater runoff through a series of linked stormwater management techniques and facilities creating a "treatment-train" of management components which employ a mix of Best Management Practices (BMPs). The overall concept is a system that handles stormwater at the surface through a closed per-treatment extended filtration strategy, with built-in temporary water storage capacity, prior to runoff entering a typical underground stormwater convenience system. Such a system becomes inherently tied to the street trees and landscape plantings along the project area where the stormwater provides irrigation for these landscaped areas within the public space of the proposed development and adjacent streetscape. The landscape thus becomes a utility by promoting water up take and pre-treatment and therefore stormwater capturing is an asset that irrigates the plantings within and adjacent to the development.

The additional benefits of utilizing landscape as a stormwater utility allows for the creation of a thriving civic landscape that promotes a pedestrian-friendly environment through traffic calming, heat island reduction, reduced building energy costs, stormwater interception, increased property values, the and reduction in nutrients and pollutants loads. As a result of these benefits the Town can illustrate leadership through a Green Corridor project as a pilot effort to institute a new community wide standard. The proposed strategy promotes smart growth strategies, walkability, water and energy conservation, and transportation infrastructure for the 21st century; and serves as a national model for sustainable infrastructure.

As a general rule, requirements for development projects should establish that the post-development peak discharge rate shall not exceed the pre-development peak rate for the 2-year and 10-year storm events. Stormwater quantity control shall be provided that reduces the post-development runoff rate from the project area such that it does not exceed the pre-development runoff discharge.

When possible, all stormwater should be discharged from the site to a facility able to accommodate a peak storm event which exceeds what the on-site system is designed to accommodate. The downstream drainage system should be analyzed to demonstrate the adequacy of the system for conveyance of concentrated flows or it should be shown that there is no adverse impact to the downstream system and properties which would be evaluated and approved through the SEQR review process. An off-site stormwater facility may be used instead of an on-site facility provided that the development can demonstrate that an adequate facility exists.

A few of the potential stormwater management techniques include:

- Suspended Paving Crate Stacking System
- Modular Flow-Through Filtration Planters
- Permeable paving
- Tree Canopy
- Green Roof Applications

Detailed descriptions of these techniques and how they are best utilized in Huntington is provided in Appendix F.

Conclusions

In conclusion, the TOH parking Lot site seems eminently suited to be the first phase of economic development for the Huntington BOA area:

- The site appears to be physically suited to redevelopment for a higher and better use
- Market analysis indicates there is a market for the proposed uses for the site
- Financial analysis indicates that the projects under either alternative are financially feasible
- There are no known environmental concerns that would preclude development
- The proposed uses are consistent with community feedback.

Each of the two alternatives that have been developed would create a new image for Huntington Station and would act as a gateway for the entire Huntington BOA area. Each alternative has advantages and disadvantages over the other:

While Alternative A has a greater area of open space, and more varied open space for use by the general public and the occupants of the development on the site, the below grade parking is a significant cost which is not compensated for by the increased development accommodated on the parcel. However, the hotel under this scenario is over 20% larger than in Alternative B, which is an advantage since the hotel generates a better return than the other uses. Alternative B on the other hand generates a higher value due to the lower cost of structured parking, but this is at the expense of some of the public space since under this alternative some of the site is used for a parking structure.

Bearing these conclusions in mind, as the project moves forward into design, it may be possible to combine some of the best features of each alternative into the proposed project.

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

New York State Office of Parks,
Recreation and Historic Preservation

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March 03, 2010

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

Dear Mr. Rozmus:

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

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 small16 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				
	Vacancy Percentage		Available Spaces	
Time	Low	High	Low	High
Weekdays				
9:00 AM - 3:00 PM	42%	48%	148	168
6:00PM	45%	65%	158	229
Weekends				
9:00 AM - 3:00 PM	95%	99%	331	346
6:00PM	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 that 9% of the available spaces are utilized.

TOH EDC PARKING SURVEY

MARCH 14, 2004

1" = 200 FT.

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

	Spaces	Vacant	Mon 3/15				Tues 3/16				Wed 3/17				Thurs 3/18				Fri 3/19				Sat 3/20				Sun 3/21			
Quadrant	Available	Spaces	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM
A	81		n/s	n/s	n/s	n/s	81	74	80	77	74	81	79	81	76	77	78	81	81	74	74	81	81	81	81	81	80	80	79	81
B	41		n/s	n/s	n/s	n/s	41	41	40	34	36	39	37	39	38	39	39	41	41	40	40	41	41	41	41	41	41	41	41	40
C	44		n/s	n/s	n/s	n/s	43	33	39	35	39	35	35	41	36	36	32	30	42	42	42	42	43	43	44	44	41	41	41	42
D	42		n/s	n/s	n/s	n/s	0	0	0	2	0	0	0	16	0	0	0	42	0	0	0	12	42	42	42	42	42	42	42	42
E	42		n/s	n/s	n/s	n/s	0	0	0	2	0	0	0	5	0	0	0	9	0	0	0	5	42	41	42	42	42	42	42	42
F	42		n/s	n/s	n/s	n/s	0	0	0	2	0	0	0	12	0	0	0	4	0	0	0	4	42	42	42	42	42	42	42	41
G	42		n/s	n/s	n/s	n/s	0	0	0	3	0	0	0	8	0	0	0	13	0	0	0	5	40	34	34	32	41	40	40	42
Lot H	16		n/s	n/s	n/s	n/s	3	3	3	3	6	5	5	5	4	4	4	9	0	0	5	9	16	16	16	16	16	16	16	16
Total	350	Total Vac.	n/s	n/s	n/s	n/s	168	151	162	158	155	160	156	207	154	156	153	229	164	156	161	199	347	340	342	340	345	344	343	346
		% Vacant					48%	43%	46%	45%	44%	46%	45%	59%	44%	45%	44%	65%	47%	45%	46%	57%	99%	97%	98%	97%	99%	98%	98%	99%

Week 2

	Spaces	Vacant	Mon 3/22				Tues 3/23				Wed 3/24				Thurs 3/25				Fri 3/26				Sat 3/27				Sun 3/28			
Quadrant	Available	Spaces	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM	9AM	Noon	3PM	6PM
A	81		78	74	79	79	80	74	74	81	78	78	81	79	79	75	75	79	79	78	78	81	81	81	81	81	80	80	81	81
B	41		38	38	38	41	38	36	37	40	40	41	41	41	38	38	37	41	35	35	35	41	41	40	41	41	38	38	41	40
C	44		40	40	39	44	40	40	40	37	36	37	39	40	36	36	35	41	35	35	35	43	44	44	44	43	44	43	44	42
D	42		0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	11	0	0	0	7	42	42	40	39	40	40	42	42
E	42		0	0	0	0	0	0	0	11	0	0	0	9	0	0	0	6	0	0	0	4	36	36	36	41	41	42	42	39
F	42		0	0	0	0	0	0	0	9	0	0	0	6	0	0	0	10	0	0	0	3	40	39	41	42	41	41	41	41
G	42		0	0	0	0	0	0	0	13	0	0	0	15	0	0	0	5	0	0	0	3	38	37	33	33	42	42	42	39
Lot H	16		4	2	2	8	5	2	2	8	1	1	1	7	1	1	1	5	6	6	6	9	16	16	16	16	13	13	13	15
Total	350	Total Vac.	160	154	158	172	163	152	153	214	155	157	162	197	154	150	148	198	155	154	154	191	339	335	331	336	339	339	346	339
		% Vacant	46%	44%	45%	49%	47%	43%	44%	61%	44%	45%	46%	56%	44%	43%	42%	57%	44%	44%	44%	55%	97%	96%	95%	96%	97%	97%	99%	97%

Appendix C
Rotundo Site Soil Removal and
Soil Capping Scenarios and Explanation Notes

Appendix C
Rotundo Site Soil Removal and
Soil Capping Scenarios and Explanation Notes

Town of Huntington - Rotundo Cost Estimate
Soil Removal Scenario Table
Gannett Fleming Engineers, P.C.

		ESTIMATED QTY.	UNIT MEASUREMENT	UNIT COST	TOTAL
	SITE REDEVELOPMENT				
1	Mobilization	1	Lump Sum	$295,000	$ 295,000
2	Project Management	1	Lump Sum	$282,153	$ 282,153
3	Silt Fence, Erosion & Sediment Control/Maintenance	1	Lump Sum	$50,000	$ 50,000
4	Remove, Transport and Dispose Recycling Building	1	Lump Sum	$68,850	$ 68,850
5	Remove, Transport and Dispose Scrap Metal	5	Tons	$300	$ 1,500
6	Remove, Transport and Dispose Surface Cover Concrete Paving	1	Lump Sum	$190,708	$ 190,708
7	Remove, Transport and Dispose Surface Cover Asphalt Paving	1	Lump Sum	$39,350	$ 39,350
8	Remove, Transport and Dispose Truck Scale Structure	1	Lump Sum	$130,635	$ 130,635
9	Transport and Dispose Debris Pile	1,568	Cubic Yards	$154	$ 241,472
10	Transport and Dispose Tires	100	Each	$25	$ 2,500
11	Remove, Transport and Dispose Retaining Wall	1	Lump Sum	$375,075	$ 375,075
12	Replace Retaining Wall	12,125	Square Feet	$40	$ 485,000
13	Transport, and Dispose Concrete Blocks	1	Lump Sum	$18,375	$ 18,375
14	Backfill and Compaction	25,012	Cubic Yards	$25.50	$ 637,806
15	New Stormwater Catchment System	1	Lump Sum	$232,100	$ 232,100
16	Backfill and Compaction of old Stormwater Catchment System	908	Cubic Yards	$25.50	$ 23,154
17	Final Site Closure Report	1	Lump Sum	$30,000	$ 30,000
	SUBTOTAL				**$ 3,103,678**
18	Contingency Allowance for Unforseen Work	1	Lump Sum	$775,920	$ 775,920
	TOTAL THIS SECTION				**$ 3,879,598**
	REMEDIATION				
2	Project Management	1	Lump Sum	$394,325	$ 394,325
19	Surveying, Staking, and Layout	1	Lump Sum	$15,000	$ 15,000
20	Waste Characterization Sampling	1	Lump Sum	$62,550	$ 62,550
21	Remove, Transport and Dispose Soil Above Industrial SCOs	25,012	Cubic Yards	$154	$ 3,851,848
22	Remove, Transport and Dispose Sanitation System	1	Lump Sum	$795	$ 795
23	Remove, Transport and Dispose Stormwater Catchment System	1	Lump Sum	$10,549	$ 10,549
24	Groundwater Monitoring Well Abandonment	1	Lump Sum	$2,500	$ 2,500
	SUBTOTAL				**$ 4,337,567**
18	Contingency Allowance for Unforseen Work	1	Lump Sum	$1,084,392	$ 1,084,392
	TOTAL THIS SECTION				**$ 5,421,959**
	TOTAL THIS TABLE				**$ 9,301,557**

Town of Huntington - Rotundo Cost Estimate
Soil Capping Scenario Table
Gannett Fleming Engineers, P.C.

	BREAKOUT ITEM	ESTIMATED QTY.	UNIT MEASUREMENT	UNIT COST	TOTAL
	SITE REDEVELOPMENT				
1	Mobilization	1	Lump Sum	$295,000	$ 295,000
2	Project Management	1	Lump Sum	$233,497	$ 233,497
3	Silt Fence, Erosion & Sediment Control/Maintenance	1	Lump Sum	$50,000	$ 50,000
4	Remove, Transport and Dispose Recycling Building	1	Lump Sum	$68,850	$ 68,850
5	Remove, Transport and Dispose Scrap Metal	5	Tons	$300	$ 1,500
6	Remove, Transport and Dispose Surface Cover Concrete Paving	1	Lump Sum	$190,708	$ 190,708
7	Remove, Transport and Dispose Surface Cover Asphalt Paving	1	Lump Sum	$39,350	$ 39,350
8	Remove, Transport and Dispose Truck Scale Structure	1	Lump Sum	$130,635	$ 130,635
9	Remove, Transport and Dispose Debris Pile	1,568	Cubic Yards	$154	$ 241,472
10	Transport and Dispose Tires	100	Each	$25	$ 2,500
13	Transport, and Dispose Concrete Blocks	1	Lump Sum	$18,375	$ 18,375
25	Structural Evaluation	1	Lump Sum	$10,000	$ 10,000
26	Remove, Transport and Dispose Retaining Wall Section	1	Lump Sum	$111,350	$ 111,350
27	Remove, Transport and Dispose Soil Surrounding Retaining Wall	800	Cubic Yards	$154	$ 123,200
28	Replace Retaining Wall Section	1	Lump Sum	$144,000	$ 144,000
29	Backfill and Compaction of Soil Surrounding Retaining Wall	800	Cubic Yards	$25.50	$ 20,400
15	New Stormwater Catchment System	1	Lump Sum	$232,120	$ 232,120
16	Backfill and Compaction of Old Stormwater Catchment System	2,650	Cubic Yards	$25.50	$ 67,575
30	Geotechnical Evaluation	1	Lump Sum	$30,000	$ 30,000
31	Geotechnical Modifications - Remove, Transport and Dispose Soil	550	Cubic Yards	$154	$ 84,700
32	Geotechnical Modifications - Backfill and Compaction	550	Cubic Yards	$25.50	$ 14,025
25	Soil Vapor Extraction System	45,000	Square Feet	$6	$ 270,000
34	Capping of Site	42,120	Square Feet	$3.78	$ 159,214
17	Final Site Closure Report	1	Lump Sum	$30,000	$ 30,000
	SUBTOTAL				**$ 2,568,471**
18	Contingency Allowance for Unforseen Work	1	Lump Sum	$642,118	$ 642,118
	TOTAL THIS SECTION				**$ 3,210,589**
	REMEDIATION				
2	Project Management	1	Lump Sum	$6,767	$ 6,767
19	Surveying, Staking, and Layout	1	Lump Sum	$15,000	$ 15,000
20	Waste Characterization Sampling	1	Lump Sum	$22,552	$ 22,552
21	Remove, Transport and Dispose Soil Above Industrial SCOs	88	Cubic Yards	$154	$ 13,552
22	Remove, Transport and Dispose Sanitation System	1	Lump Sum	$795	$ 795
23	Remove, Transport and Dispose Stormwater Catchment System	1	Lump Sum	$5,775	$ 5,775
24	Groundwater Monitoring Well Abandonment	4	Each	$2,500	$ 10,000
	SUBTOTAL				**$ 74,441**
18	Contingency Allowance for Unforseen Work	1	Lump Sum	$18,610	$ 18,610
	TOTAL THIS SECTION				**$ 93,051**
	TOTAL THIS TABLE				**$ 3,303,640**

Rotundo Cost Estimate Explanation Notes

1. Mobilization
    - Price Quote from GF Brooklyn project = $295,000 Lump Sum
2. Project Management = 10 % of SUBTOTAL for each section of the tables
    - Soil Removal Table – Redevelopment = $2,821,525 x 10% = $282,153
    - Soil Removal Table – Remediation = $3,943,242 x 10% = $394,325
    - Soil Capping Table – Redevelopment = $2,334,974 x 10% = $233,497
    - Soil Capping Table – Remediation = $67,674 x 10% = $6,767
3. Silt Fence & Erosion & Sediment Control Maintenance
    - Price Quote from GF Brooklyn project as well as GF experience = $50,000 Lump Sum
4. Remove, Transport, and Dispose Recycling Building
    - Building dimensions 70 x 50 x 30
    - Average of steel and concrete was used because building is half of each: $0.31 + $0.42/ 2 = $0.37
    - $0.37 x CF when CF = vol. of building standing ($0.37 x 105,000 = $38,850)
    - Transport and Disposal: (31.5 - 27.5/1'/LF = $30/SF = $30,000)
    - Total = $68,850 Lump Sum
5. Remove, Transport, and Dispose Scrap Metal
    - Removal: Approx. 5 tons (Assumption, did not weigh material) @$300/ton = $1,500 (price from Bronx Metal Recycling)
6. Remove Surface Cover – Concrete Paving
    - L x W x H = Cubic Feet, then convert to Cubic Yards. All areas of cover are approximations based on aerial photography of the site; thickness is standard at 0.75 ft.
        - 75 x 87 x 0.75 = 4,893.75 CF = 182 CY
        - 94 x 220 x 0.75 = 15,510 CF = 574 CY
        - 70 x 60 x 0.75 = 3,150 CF = 116 CY
        - 86 x 42 x 0.75 = 2,709 = 101 CY
        - Total CY = 973
        - RS Means: "Slab on-grade removal, rod reinforced" = $171/CY
        - 973 x $171 = $166,383

    Dispose Surface Cover – Concrete Paving
    - Price Quote from Bronx City Recycling: $25/CY
        - 973 CY x $25 = $24,325

    Total for Removal, Transportation, and Disposal = $166,383 + $24,325 = $190,708

7. Remove Surface Cover – Asphalt Paving
    - L x W = Square Feet, then convert to Square Yards. All areas of cover are approximations based on aerial photography of the site; thickness is standard at 6”
    - Removal: RS Means price for SY removal of 6” asphalt = $8.85
        - 65 x 140 = 9,100 SF
        - 97 x 92 = 8,924 SF
        - 47 x 81 = 3,807 SF
        - 45 x 55 = 2,475 SF
        - Total = 24,306 SF = 3,034 SY

      Total for removal of asphalt = 3,034 x $8.85 = $26,850.90 = $26,850 (rounded)
    - Dispose Surface Cover – Asphalt Paving
        - Price Quote from Bronx City Recycling: $30/CY
        - 450 CY x $30 = $13,500

   Total for Removal, Transportation, and Disposal = $25,850 + $13,500 = $39,350

8. Remove, Transport, and Dispose Truck Scale
    - Price Quote from GF Brooklyn Project $130,635 Lump Sum, assumption is that disposal is built into the cost
9. Remove, Transport, and Dispose Debris Pile
    - Price Quote from GF Brooklyn Project
    - $154/CY x 1,568 CY (assumption based on HRP report) = $241,472
10. Remove, Transport, and Dispose Tires
    - Price Quote from Bronx City Recycling: $25/tire
        - 100 tires x $25 = $2,500

   Total for Removal, Transportation, and Disposal = $2,500
11. Remove, Transport, and Dispose Retaining Wall
    - Demolition Price: RS Means - $30/SF
        - South: 3,000 SF x 1’ = 3,000 CF = 111 CY
        - East: 1,875 SF x 1’ = 1,875 CF = 70 CY
        - North: 4,550 SF x 1’ = 4,550 CF = 169 CY
        - West: 2,780 SF x 1’ = 2,780 CF = 103 CY

      Total SF = 12,125 x $30/SF = $363,750
    - Disposal Price: Quote from Bronx City Recycling $25/CY
        - 453 CY x $25 = $11,325

   Total for Removal, Transportation, and Disposal = $363,750 + $11,325 = $375,075

12. Retaining Wall Construction – Soil Removal Scenario
    - 12,125 SF x $40/SF (Quote based on GF experience) = $485,000

13. Transport, and Dispose Concrete Blocks
    - Price Quote from Bronx City Recycling: Disposal = $25/CY
        - 735 CY x $25 = $18,375

    Total for Removal, Transportation, and Disposal = $18,375

14. Backfill and Compaction of Clean fill from Contaminated Soil Removal
    - Price Quote from GF Brooklyn project
        - $25.50/CY x 25,012 CY = $637,806
15. Stormwater Catchment System
    - Volume of Stormwater for a 3" Rain Event
        - V = 0.25' X 87,120 SF = 21,780 CF
    - Volume of 8' Diameter Leaching Pit 8' deep
        - V = 3.14 X (4^2) X 8 = 402 CF
    - Required Amount of Leaching Pits
        - 21,780/ 402 = 55 Leaching Pits
    - Cost of Leaching Pits
        - RS Means : $3,650/ Leaching Pit X 55 Leaching Pits = $200,750
    - Pits will be stacked 3 high: 55/3 = 19 Leaching Pits
    - Cost of Manhole Covers
        - Interpolated from RS Means: 19 Covers X $1,650/ Manhole Cover = $31,350

    Total Cost for Stormwater Catchment System= $232,100 (lump sum)

16. Backfill and Compaction of Stormwater Catchment System
    - Under the Soil Removal Scenario, backfill of stormwater catchment system in "clean" area is the only necessary backfilling operation, since the rest of the site will be backfilled after the soil is removed. Assumption: 3' around a 10' diameter + 1' beneath drywell will be excavated:
        - Drywell 1: 3.14 (64) (43) = 8641.28
        - Drywell 2: 3.14 (64) (43) = 8641.28
        - Drywell 3: 3.14 (64) (16) = 3215.36
        - Drywell 4: 3.14 (64) (20) = 4019.20
        - Total: 24517.12 CF = 908 CY to be backfilled
    - Price Quote from GF Brooklyn project
        - $25.50/CY X 908 CY = $23,154
    - Under the Soil Capping Scenario, backfill of stormwater catchment system throughout the entire site is necessary. Assumption: 3' around a 10' diameter + 1' beneath drywell will be excavated:
        - Drywell 1: 3.14 (64) (43) = 8641.28

- Drywell 2: 3.14 (64) (43) = 8641.28
- Drywell 3: 3.14 (64) (16) = 3215.36
- Drywell 4: 3.14 (64) (20) = 4019.20
- Drywell 5: 3.14 (64) (26) = 5224.96
- Drywell 6: 3.14 (64) (26) = 5224.96
- Drywell 7: 3.14 (64) (26) = 5224.96
- Drywell 8: 3.14 (64) (26) = 5224.96
- Drywell 9: 3.14 (64) (46) = 9244.16
- Drywell 10: 3.14 (64) (23) = 4622.08
- Drywell 11: 3.14 (64) (3) = 602.88
- Drywell 12: 3.14 (64) (13) = 2612.48
- Drywell 13: 3.14 (64) (45) = 9043.20
- Total: 71,541.70 CF = 2,650 CY

- Price Quote from GF Brooklyn project
  - $25.50/CY X 2,650 CY = $67,575

17. Final Closure Report
    - GF experience = $30,000 Lump Sum
18. Contingency = 25% of SUBTOTAL After Adding in Project Management for each section of the tables
    - Soil Removal Table – Redevelopment = $3,103,678 x 25% = $775,920
    - Soil Removal Table – Remediation = $4337,567 x 25% = $1,084,392
    - Soil Capping Table – Redevelopment = $2,568,471 x 25% = $642,118
    - Soil Capping Table – Remediation = $74,441 x 25% = $18,610
19. Surveying, Staking, and Layout
    - Price Quote from GF Brooklyn project = $15,000 Lump Sum
20. Waste Characterization Sampling – Broken out depending on scenarios
    - GF experience
    - Soil Removal Scenario: $1,000/sample, 1 sample/500 tons of material (Gravel/dirt = 1.25 tons/CY)
      - 25,012 CY x 1.25 = 31,265 tons
      - 31,265 tons @ 500 tons/sample = 62.53 samples
      - 62.53 samples @ $1,000/sample = $62,530 → $62,550 rounded
    - Soil Capping Scenario: $1,000/sample, 1 sample/500 tons of material (Gravel/dirt = 1.25 tons/CY)
      - Disposal of soil surrounding drywells, assuming all soils are above Industrial SCOs
        - Volume = $\pi r^2(h)$
        - 3.14 x $(1.5)^2$ (42) = 296.73
        - 3.14 x $(1.5)^2$ (42) = 296.73

- 3.14 x $(1.5)^2$ (15) = 105.98
- 3.14 x $(1.5)^2$ (19) = 134.24
- 3.14 x $(1.5)^2$ (25) = 176.63
- 3.14 x $(1.5)^2$ (25) = 176.63
- 3.14 x $(1.5)^2$ (25) = 176.63
- 3.14 x $(1.5)^2$ (25) = 176.63
- 3.14 x $(1.5)^2$ (45) = 317.93
- 3.14 x $(1.5)^2$ (22) = 155.43
- 3.14 x $(1.5)^2$ (2) = 14.13
- 3.14 x $(1.5)^2$ (12) = 84.78
- 3.14 x $(1.5)^2$ (44) = 310.86
- Total = 2,423.33 CF = 88 CY
- $154 per CY of material above Industrial SCOs
- 88 CY of material x $154 = $13,552

▪ 800 CY soil surrounding retaining wall x 1.25 = 4,313 tons

- 4,313 tons @500 tons/sample = 8.63 samples
- 9 samples @ $1,000/sample = $9,000

- Total for Waste Characterization sampling = $13,552 + $9,000 = $22,552

21. Remove, Transport, and Dispose Contaminated Soil
    - Price Quote from GF Brooklyn project
    - Soil Removal Scenario:
        - $154 per CY of material above Industrial SCOs
        - 25,012 CY of material x $154 = $3,851,848
    - Soil Capping Scenario:
        - $154 per CY of material above Industrial SCOs
        - 88 CY (soil surrounding retaining wall and drywells) x $154 = $13,552
22. Remove, Transport, and Dispose Sanitary System
    - Removal – RS Means = $345 each system
    - Disposal – 18 CY x $25 = $450

    Total for Removal, Transportation, and Disposal of Sanitary System = $345 + $450 = $795

23. Remove, Transport, and Dispose Stormwater Catchment System
    - Demolition of 13 drywells – RS Means: $200/each – 13 x $200 = $2,600
    - Concrete – drywells
        - Volume = $\pi r^2(h)$
        - 10’ x 1’ x 25’ = 250 (x4 = 1000)
        - 10’ x 1’ x 45’ = 450

- 10’ x 1’ x 22’ = 220
- 10’ x 1’ x 2’ = 20
- 10’ x 1’ x 19’ = 190
- 10’ x 1’ x 15’ = 150
- 10’ x 1’ x 42’ = 420
- 10’ x 1’ x 42’ = 420
- 10’ x 1’ x 44’ = 440
- 10’ x 1’ x 12’ = 120
- Total = 3430 CF = 127 CY

- Disposal of stormwater catchment system
  - 127 CY concrete x $25/CY = $3,175
- For Soil Removal Scenario, only the soil surrounding the 4 wells outside the contaminated area will be removed
  - 3.14 x $(1.5)^2$ (42) = 296.73
  - 3.14 x $(1.5)^2$ (42) = 296.73
  - 3.14 x $(1.5)^2$ (15) = 105.98
  - 3.14 x $(1.5)^2$ (19) = 134.24
  - Total = 833.68 CF = 31 CY
  - $154 per CY of material above Industrial SCOs
  - 31 CY of material x $154 = $4,774
- Total for Removal, Transportation, and Disposal of Stormwater Catchment System under Soil Removal Scenario = $2,600 + $3,175 + 4,774 = $10,549
- Total for Removal, Transportation, and Disposal of Stormwater Catchment System under Soil Capping Scenario = $2,600 + $3,175 = $5,775

24. Groundwater Well Abandonment
    - GF experience = $2,500
      - 1 well = $2,500
      - 4 wells @ $2,500 = $10,000
25. Soil Vapor Extraction System
    - Building Size (Assumption) = 45,000 SF
    - CETCO Price Quote = $6/SF x 45,000 SF = $270,000 (includes both Liquid Boot and SSDS materials, unit price $6/ SF)
26. Remove, Transport, and Dispose Retaining Wall Section
    - Demolition Price: RS Means - $30/SF
      - 3,600 SF x 1’ = 3,600 CF = 134 CY
      - $30/SF = $108,000
    - Disposal Price: Quote from Bronx City Recycling = $25/CY
      - 134 CY x $25 = $3,350

Total for Removal, Transportation, and Disposal of Retaining Wall Section = $108,000 + $3,350 = $111,350

27. Retaining Wall Section Replacement
    - 3,600 SF X $40/ SF (GF experience and RS Means information) =$144,000
28. Remove, Transport and Disposal of Soil Surrounding Retaining Wall
    - Price Quote from GF Brooklyn project
        - 800 CY X $154/ CY = $123,200
29. Backfill and Compaction of Soil Surrounding Retaining Wall
    - Price Quote from GF Brooklyn project
        - $25.50/ CY X 800 CY = $20,400
30. Geotechnical Modifications – Removal, Transport and Disposal of Soil
    - Price Quote from GF Brooklyn project
        - 550 CY X $154/ CY = $84,700
31. Geotechnical Modifications – Backfill and Compaction
    - Price Quote from GF Brooklyn project
        - 550 CY X $25.50/ CY = $14,025
32. Geotechnical Evaluation
    - $30,000 (GF experience)
33. Structural Evaluation
    - $10,000 (GF experience)

34. Capping of Site – RS Means Price
    - Asphaltic Concrete Paving, 3” binder course, 3” topping = $3.78/SF
    - Area outside building footprint = 42,120 SF x $3.78= $159,214

Appendix D
Design Guidelines

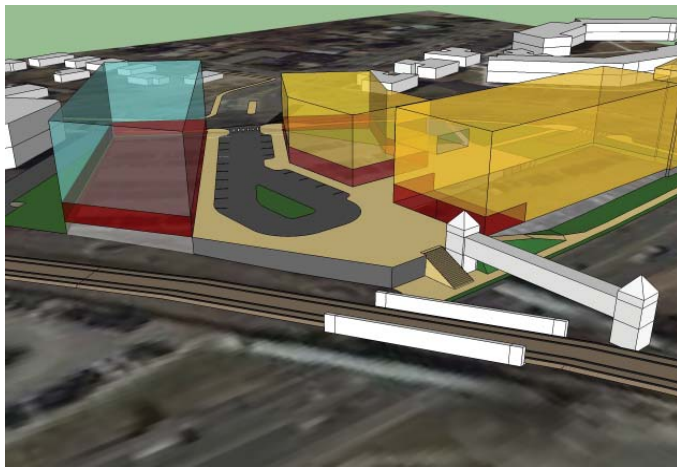
HUNTINGTON BOA

NEW YORK AVENUE/RAILROAD AVENUE DEVELOPMENT GUIDELINES (DRAFT)

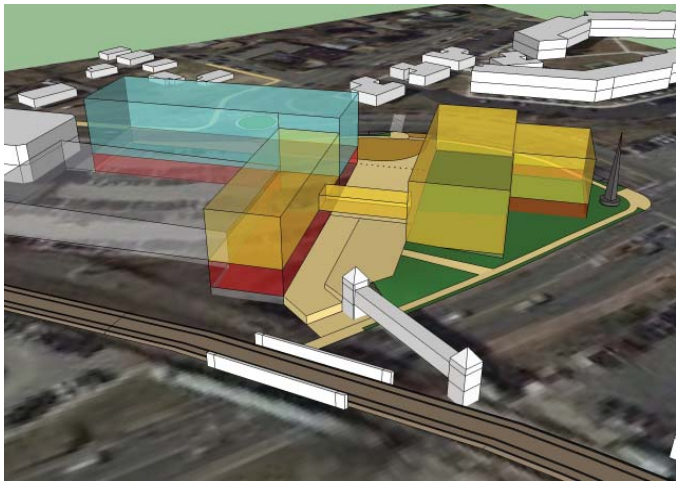
LAND USE

The site should be developed with a mix of commercial uses that includes hospitality, office and retail. These uses should include a restaurant, coffee shop or other use that will provide a convenience and amenity to Huntington residents and commuters placed at the ground floor fronting on a public pedestrian space.

ILLUSTRATIVE SITE PLANS



Alternative A: Proposed land uses include a hotel with retail and coffee shop on the ground floor, a banquet facility with a restaurant on the ground floor, and a medical office building with retail on the ground floor.



Alternative B: Proposed land uses include a hotel with a restaurant on the ground floor, a banquet facility with retail on the ground floor, and a medical office building with retail on the ground floor.

REPRESENTATIVE EXAMPLES

Photo by Jason Tester (Gorilla Futures)

Mix of commercial uses including hospitality and retail.

Photo by La Citta Vita

Public pedestrian spaces should be surrounded by a mix of commercial uses.

SITE CONFIGURATION

The site and buildings should be designed to improve the safety, comfort and visual quality of the public pedestrian environment, and to allow and encourage pedestrian access onto and through the property. Buildings should be designed to frame public spaces with frontages that contain active uses and/or provide 'eyes on the street' for safety.

A gated, closed or otherwise inaccessible project which only provides private amenities is not desirable.

ILLUSTRATIVE SITE PLANS

Alternative A:
Walkways, stairs, and ramps connect the central plaza to sidewalks along New York Avenue and Railroad Avenue. The lack of gates allows anyone to access the site without impediment.

Alternative B:
A broad central forecourt provides the pedestrian connection between Railroad Avenue and the plaza. Ramps and stairs connect the plaza to New York Avenue. Bollards define pedestrian-only zones, but the lack of formal gates allows anyone to access the site without impediment.

REPRESENTATIVE EXAMPLES

Photo by Jef Nickerson

Design encourages safety, comfort, and visual quality of the pedestrian environment.

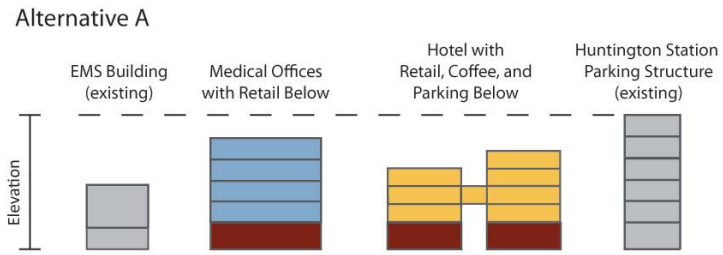
Buildings frame public spaces with active frontages on the ground floor.

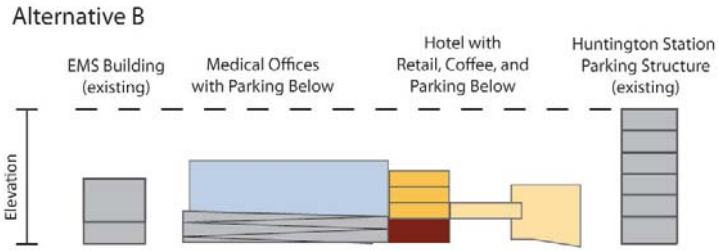
BUILDING HEIGHT

Building height should be consistent with that of the nearby station parking garages.

ILLUSTRATIVE SITE PLANS

REPRESENTATIVE EXAMPLES

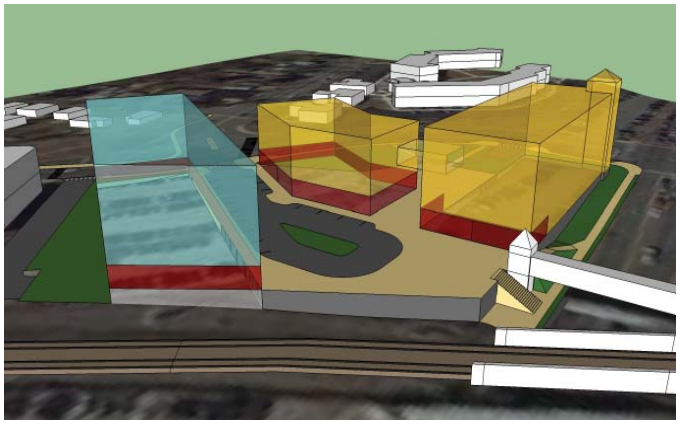




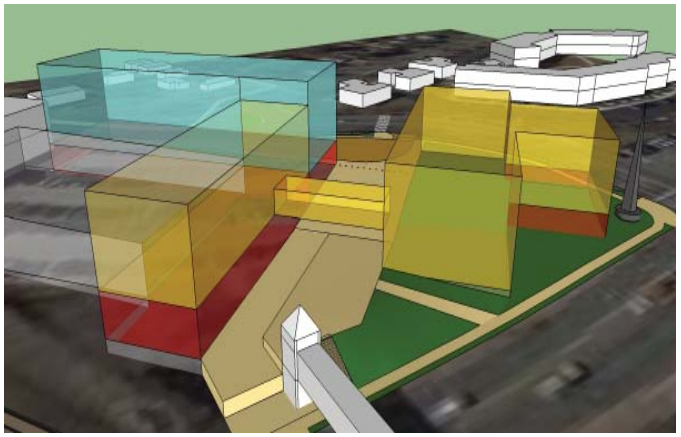
BUILDING MASSING AND CONFIGURATION

Building massing should be visually broken by expressing floors and different uses, and facades should be enhanced with features such as bay windows, balconies, etc. Architectural treatments such as pattern, texture and detailing should be utilized to provide scale and interest. Glazing should be utilized to provide views into and out of building interiors to provide interest and reinforce safety.

ILLUSTRATIVE SITE PLANS



Alternative A:
NEED TEXT



Alternative B:
NEED TEXT

REPRESENTATIVE EXAMPLES

Photo by Bratt VA

Massing should be visually broken by expressing floors and different uses.

Photo credit unknown

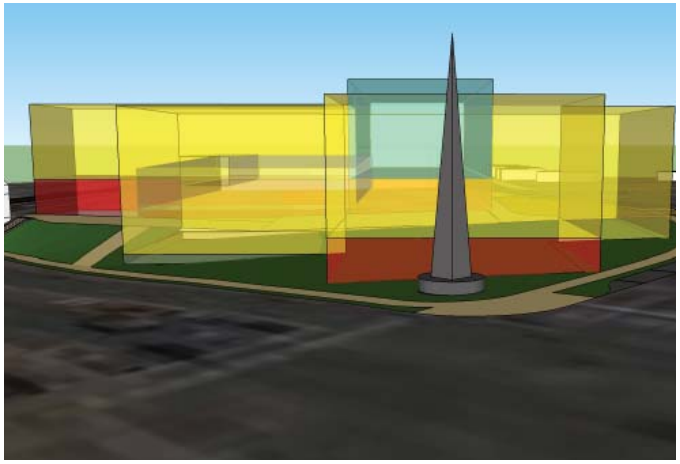
Architectural treatments such as pattern, texture and detailing should be utilized.

GATEWAY FEATURE

A gateway feature should be constructed at the corner of New York and Railroad Avenues to 'announce' the New Huntington Station. This feature could be a tower, a sign structure, a sculpture of other feature of a scale that will be a recognizable beacon to people travelling south on New York Avenue and would become a terminating feature of the vista in all approaches to that intersection.

ILLUSTRATIVE SITE PLANS

Alternative A:
A possible gateway feature , such as a raised tower, at the southwest corner of New York and Railroad Avenues.



Alternative B:
A possible gateway feature , such as an obelisk, at the southwest corner of New York and Railroad Avenues.

REPRESENTATIVE EXAMPLES

Photo credit unknown

This feature should be a recognizable beacon that 'announces' Huntington Station.

Photo by Michael Hicks

The gateway would become a terminating feature of the vista in all approaches to that intersection.

VEHICULAR CIRCULATION

All vehicular access to the site should be from Railroad Avenue with no vehicular access from New York Avenue.

ILLUSTRATIVE SITE PLANS

Alternative A: There are three vehicular entrances:two access the underground parking structure, and one accesses the central loop No vehicular access will be allowed onto the site from New York Avenue.

Alternative B: There are two vehicular entrances to the site: one entrance to the parking structure behind the banquet/ office building, and one entrance for the forecourt loop. No vehicular access will be allowed onto the site from New York Avenue.

REPRESENTATIVE EXAMPLES

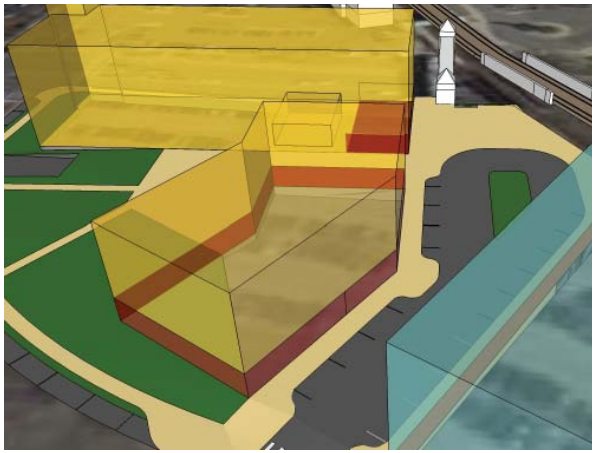
Photo credit unknown

Vehicular access is from a single road.

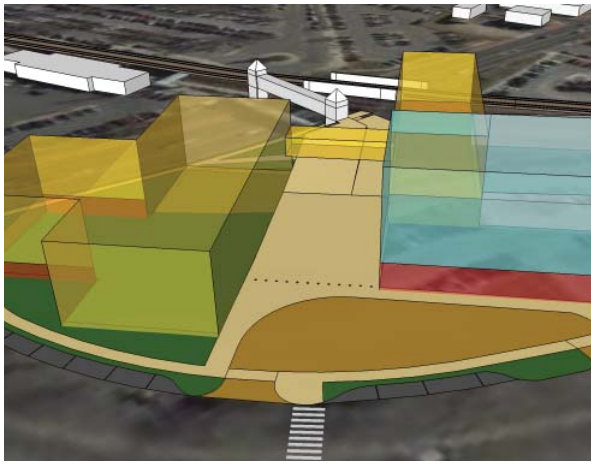
PEDESTRIAN ACCESS TO STATION

The quality of the pedestrian environment is very important for safety, comfort and connectivity. Accommodation should be made through the site for pedestrians to walk to the pedestrian bridge across New York Avenue. This access will be from the west side of New York Avenue as well as through the site from Lowndes Avenue and along continuous sidewalks along Railroad and New York Avenues.

ILLUSTRATIVE SITE PLANS



Alternative A:
Pedestrians can cross through the site via the central loop and plaza, which connects the pedestrian bridge to the sidewalk along Railroad Avenue. Ramps and stairs will bring pedestrians from the New York Avenue sidewalk to the pedestrian bridge. New crosswalks across Railroad Avenue will help pedestrians cross safely from the site to Lowndes Avenue.



Alternative B:
Pedestrians cross the site through the main plaza, which connects the forecourt to the pedestrian bridge via a gradual ramp. Ramps and stairs will also bring pedestrians from the New York Avenue sidewalk to the pedestrian bridge. A new crosswalk across Railroad Avenue will connect the forecourt to the far side of Railroad Avenue and Lowndes Avenue.

REPRESENTATIVE EXAMPLES

Photo credit unknown

Accommodation for pedestrians to walk across the pedestrian bridge.

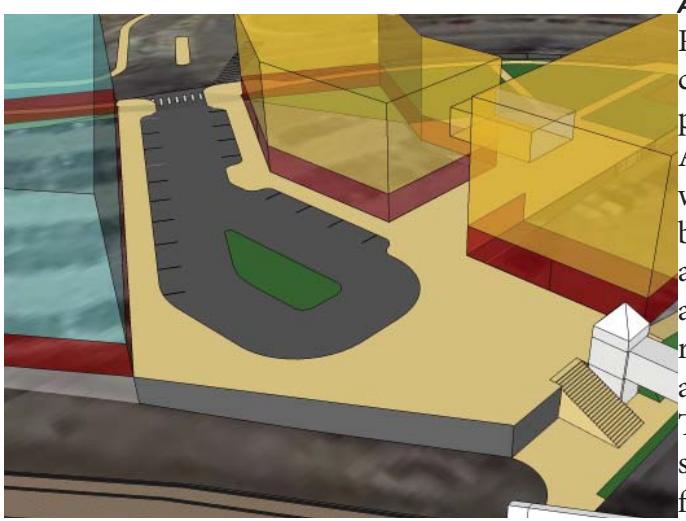
Photo by Montgomery County Planning Commission

Continuous access through the site and along adjacent roadways.

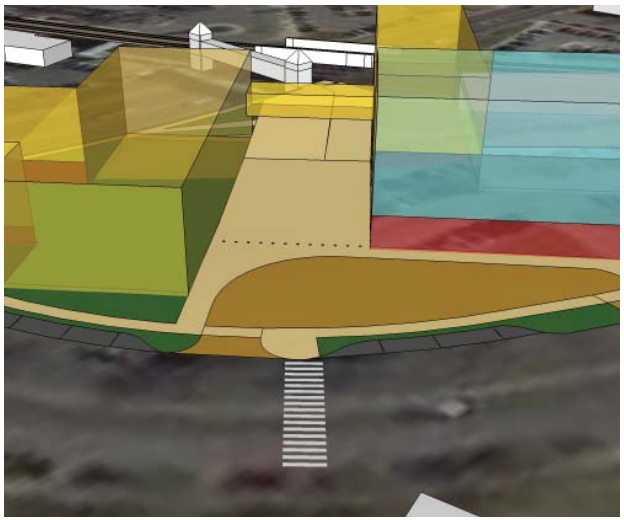
STATION ENTRY PLAZA

There is an opportunity to create an entry plaza at the entrance to the pedestrian bridge which allows pedestrians to walk comfortably from the site and the New York Avenue sidewalk across the bridge to the station. The entry plaza should be an inviting public space, activated by retail uses in the surrounding buildings, kiosks, retail carts or stalls, seating, artwork and/or other elements that create a 'sense of place'.

ILLUSTRATIVE SITE PLANS



Alternative A:
Ramps and stairs will connect the station plaza to New York Avenue. The plaza will also be anchored by on-street parking, a passenger drop-off area, ground level retail, a restaurant, and a coffee shop. The plaza can also support street furnishings, kiosks, and water features.



Alternative B:
The station plaza will be accessible via a gradual ramp from the pedestrian bridge. The plaza will abut the forecourt which will feature a passenger drop-off area. The plaza will also be anchored by ground level retail and the hotel. The plaza can also support street furnishings, kiosks, and water features.

REPRESENTATIVE EXAMPLES

Inviting public space activated by retail uses

Photo by Oran Viriyincy

Entry plaza which allows pedestrians to walk comfortably

PARKING

Long term parking for the development should be shielded from public view from Railroad Avenue, New York Avenue and from the pedestrian areas within the development. Wherever possible additional short-term on-street parking will be located along existing or new streets to separate pedestrians from moving vehicles.

ILLUSTRATIVE SITE PLANS

Alternative A:
Long term parking will be located underneath the station plaza. Vehicles can enter the parking garage via two different entryways from Railroad Avenue. Short term on-street parking will exist both along Railroad Avenue and along the new central loop that goes into the site.

Alternative B:
Long term parking will be located in a parking structure situated behind the banquet/ medical office building. Vehicles can enter the parking structure via an entryway from Railroad Avenue. Short term on-street parking will exist along Railroad Avenue.

REPRESENTATIVE EXAMPLES

Long term parking should be shielded from public view.

Additional short-term parking will be located to separate pedestrians from vehicles.

HUNTINGTON BOA

NUMBER OF PARKING SPACES

The number of parking spaces provided for the development should be the minimum required assuming shared use of spaces.

ILLUSTRATIVE SITE PLANS

Alternative A:
The underground parking lot will provide the necessary parking required for the hotel, medical office, restaurant, and banquet facility. On-street parking will provide the necessary parking required for retail. The underground lot may also be used for overflow parking for the rail station if necessary.

Alternative B:
The parking structure will provide the necessary parking required for the hotel, medical office, restaurant, and banquet facility. On-street parking will provide the necessary parking required for retail. The parking structure may also be used for overflow parking for the rail station if necessary.

REPRESENTATIVE EXAMPLES

Alternative A	Hotel	Restaurant	Medical Office	Retail	Total
Current Standards	206 spaces	229 spaces[1]	358 spaces	65 spaces	859 spaces
Smart Code Standards	165 spaces	N/A[2]	179 spaces	39 spaces	225 spaces

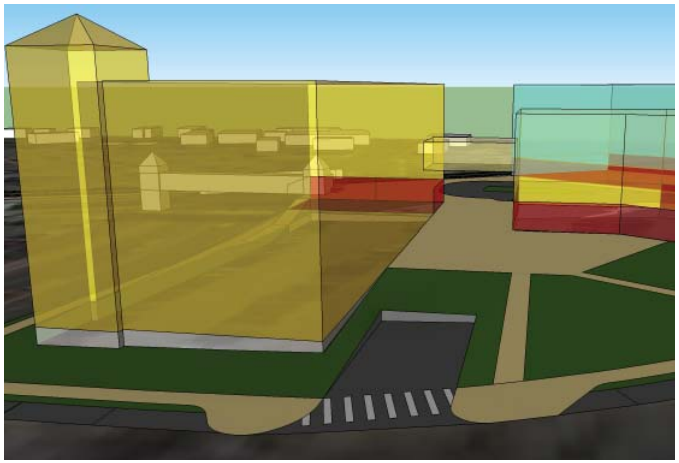
Alternative A	Hotel	Restaurant	Medical Office	Retail	Total[3]
Current Standards	169 spaces	152 spaces[1]	296 spaces	55 spaces	672 spaces
Smart Code Standards	135 spaces	N/A[2]	148 spaces	33 spaces	186 spaces

[1]Assumes as part of the model that the restaurant/banquet facility is considered part of the hotel's total GFA
[2]Assumes in the model that the restuarant/banquet parking would take over unused office/retail parking during peak usage on evenings and weekends.
[3]Total spaces for shared parking calculated by dividing the total required parking spaces by the corresponding shared parking multiplier (in this case, 1.7).

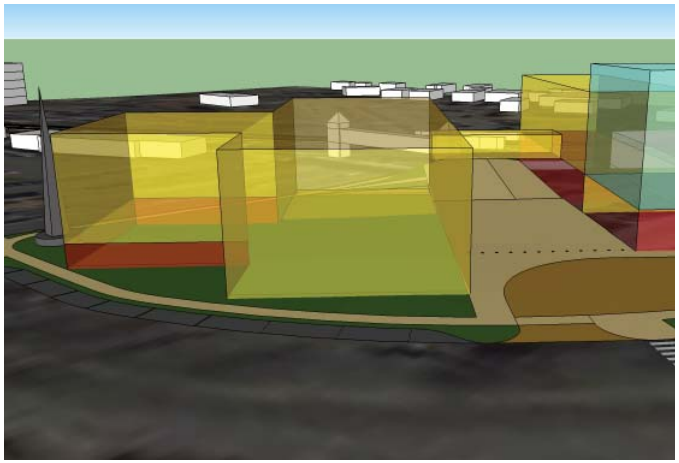
"EYES ON THE STREET"

Buildings facing public streets should have fenestration and/or balconies that allow and encourage building occupants to view the street. Whereever possible public access to buildings should be located along such streets to increase pedestrian activity. Storefront glazing at sidewalk level should be maximized.

ILLUSTRATIVE SITE PLANS



Alternative A:
The central plaza will be anchored by three buildings that face the plaza, creating opportunity for building treatments and interaction with the public space below. Facades on New York and Railroad Avenues will also have building treatments.



Alternative B:
The central plaza will be anchored by three buildings that face the plaza, creating opportunity for building treatments and interaction with the public space below. Facades on New York and Railroad Avenues will also have building treatments.

REPRESENTATIVE EXAMPLES

Fenestration and balconies allow and encourage building occupants to view the street.

Storefront glazing at sidewalk level should be maximized.

STORM WATER MANAGEMENT

Every effort should be made to contain storm water according to best management practices. Rain gardens, permeable pavement and green roofs should be incorporated into the development. Techniques for reducing heat island and increasing pedestrian comfort by considering shading, and wind protection should be considered.

Option 1:

Green spaces surround the main buildings on the site, and another green space exists in the central loop. Planting strips along New York and Railroad Avenues can retain stormwater and be created as swales. Moreover, all of the building roofs can easily be converted to green roofs.

Option 2:

Green spaces surround the main buildings on the site. Planting strips along New York and Railroad Avenues can retain stormwater and also be created as swales. The roofs of the medical office, hotel, and banquet facility can also be easil converted to green roofs.

PHASING

Phasing will be such that the major Station Entry Plaza and the pedestrian access should be built with the first phase of development. Any temporary at-grade parking should be screened from the plaza and surrounding public streets.

ILLUSTRATIVE SITE PLANS

Alternative A:
The plaza area will be constructed in the first phase, followed by the remainder of the site elements.

Alternative B:
The plaza area will be constructed in the first phase, followed by the remainder of the site elements.

REPRESENTATIVE EXAMPLES

Photo by visual2

Temporary at-grade parking should be screened

Photo by Oren Yiznitsky

Temporary at-grade parking should be screened

Appendix E
Development Feasibility Assessment

This section indicates the sources of the assumptions for each use—retail, office, and hotel—used as inputs into the stabilized year financial model for each **Alternative**. Assumptions are followed by the stabilized year financial model for each program.

Site wide Assumptions

Table A-1 shows the assumptions that HR&A used for the Site as a whole. Parking cost assumptions, adjusted specifically for Long Island, were provided by Gannett Fleming. Gannett Fleming also provided site acreage.

Vertical construction costs were obtained from RS Means estimates for stick built construction in Long Island. HR&A assumed vertical soft costs as 20% of vertical hard costs and vertical site costs as 10% of vertical hard costs, generally considered industry standards.

Table A-1

Sitewide Assumptions	
Site Assumptions	
Site size (acres)	2.4
Parking assumptions	
Above grade structured parking ($/space)	$18,500
Below grade parking ($/space)	$27,500
Surface parking ($/space)	$2,500
GSF Per Space	350
Development Cost and Debt Service Assumptions	
Vertical Hard Costs (PSF)	$135
Site Costs as % of Vertical Hard Costs	10%
Soft Costs as % of Hard Costs	20%

Retail

Because of the Parking Lot Site's proximity to the Huntington Station LIRR stop, it is most appropriate for convenience retail use that can serve commuters.

Table A-2 below includes the assumptions made for the retail use. This retail analysis does not include the 4,200 square foot restaurant included in both **Alternative**s. The restaurant is reflected in the operating budget of the hotel.

Table A-2

Retail Assumptions

Rent per Year psf (NNN)	$25
Loss Factor (gross to rentable square feet)	10%
Vacancy Rate	5%
Operating Expenses (% of Revenue)	3%
Capitalization Rate	7.25%
Sales Cost	4%
Tenant Improvement Cost (PSF)	$40
Average Tenant Lease Length (years)	7
Amortized TI (PSF)	$6

Retail rent was derived from individual comparable properties in the area obtained through CoStar and cross checked with NAI Long Island's Market report for retail rents in Eastern Nassau and Western Suffolk Counties in 2012. Rents were also corroborated with discussions with local commercial brokers about the likely rent for the Town Parking Lot Site. The retail capitalization rate was derived from CBRE's Cap Rate Survey from 2011. Amortized tenant improvement costs per square foot were calculated based on standard industry assumption of $40 total tenant improvement costs per tenant, and an average lease length of seven years.

All other assumptions (loss factor, vacancy rate, operating expenses as a percentage of revenue, and sales cost) are based on industry standards and HR&A assessment of what is appropriate to the local market and to convenience retail located on the Site.

Based on these assumptions, HR&A developed a stabilized-year retail income statement to derive a net project value for the retail use.

Table A-3

Stablized-Year Retail Income Statement

Scenario	**A**	**B**
	Below-grade parking	*Above-grade parking*
Gross Square Feet	13,000	11,000
Loss Factor	10%	10%
Rentable Building Area (90% of Gross)	11,700	9,900
Retail Lease Revenue		
Average Lease Rate (NNN PSF)	$25	$25
Potential Cash Flow	$292,500	$247,500
Less Vacancy Allowance (5% of Lease Revenue)	($14,625)	($12,375)
Less Annual Tenant Improvements ($6/SF)	($66,857)	($56,571)
Less Operating Costs (3% of Lease Revenue)	($8,336)	($7,054)
Net Cash Flow	**$202,682**	**$171,500**
Stabilized Year NOI	$202,682	$171,500
Capitalized Value at 7.25%	$2,795,608	$2,365,515
Less Sales Costs at 4.00%	($111,824)	($94,621)
Market Value	**$2,683,784**	**$2,270,894**
Vertical Hard Costs at $135/SF	$1,755,000	$1,485,000
Site Hard Costs (10% of Vertical Hard Costs)	$175,500	$148,500
Soft Costs (20% of Hard Costs)	$386,100	$326,700
Total Development Costs	**$2,316,600**	**$1,960,200**
Market Value	$2,683,784	$2,270,894
Less Total Development Costs	($2,316,600)	($1,960,200)
Net Project Value	**$367,184**	**$310,694**
Net Project Value per Built SF	**$28.24**	**$28.24**

Office

While the redevelopment **Alternative**s considered specify office uses specifically, HR&A assessed the market for standard Class B office space. This was driven by the assumption that office rents would likely be similar to office rents in the area as a whole.

Table A-4

Office Assumptions

Rent per Year psf (NNN)	$23
Loss Factor (gross to rentable square feet)	0%
Vacancy Rate	10%
Operating Expenses (% of Revenue)	3%
Capitalization Rate	9%
Sales Cost	4%
Tenant Improvement Cost (PSF)	$20
Average Tenant Lease Length (years)	7
Amortized TI (PSF)	$3

Office rent was derived from individual comparable properties in the area obtained through CoStar and cross checked with NAI Long Island's Market report for Class B office rents in Eastern Nassau and Western Suffolk Counties in 2012. Capitalization rate was derived from CBRE's Cap Rate Survey from

2011. Amortized tenant improvement costs per square foot were calculated based on an assumption of $20 total tenant improvement costs for each tenant, and an average lease length of seven years.

All other assumptions (loss factor, vacancy rate, operating expenses as a percentage of revenue, and sales cost) are based on industry standards and HR&A assessment of what is appropriate to the local market and to an office use located on this Site.

Based on these assumptions, HR&A developed a stabilized-year retail income statement to derive a net project value for the office use.

Table A-5

Stabilized-Year Office Income Statement

Scenario	**A**	**B**
	Below-grade parking	*Above-grade parking*
Gross Square Feet	89,600	74,000
Loss Factor	0%	0%
Rentable Building Area (100% of Gross)	89,510	73,926
Office Lease Revenue		
Rent Per Year PSF (NNN)	$23	$23
Potential Cash Flow	$2,013,984	$1,663,335
Less Vacancy Allowance (10% of Lease Revenue)	($201,398)	($166,334)
Less Annual Tenant Improvements ($3/SF)	($255,744)	($211,217)
Less Operating Costs (3% of Lease Revenue)	($54,378)	($44,910)
Net Cash Flow	**$1,502,464**	**$1,240,874**
Stabilized Year NOI	$1,502,464	$1,240,874
Capitalized Value at 8.50%	$17,676,047	$14,598,521
Less Sales Costs at 4.00%	($707,042)	($583,941)
Market Value	**$16,969,006**	**$14,014,580**
Vertical Hard Costs at $135/SF	$12,096,000	$9,990,000
Site Hard Costs (10% of Vertical Hard Costs)	$1,209,600	$999,000
Soft Costs (20% of Hard Costs)	$2,661,120	$2,197,800
Total Development Costs	**$15,966,720**	**$13,186,800**
Market Value	$16,969,006	$14,014,580
Less Total Development Costs	($15,966,720)	($13,186,800)
Net Project Value	**$1,002,286**	**$827,780**
Net Project Value per Built SF	**$11.19**	**$11.19**

Hotel

As described in more detail in the Hotel Market Overview memo, HR&A conducted a hotel market overview in order to test the preliminary development concept of a full-service boutique hotel with an adjacent banquet space, catering to both business and leisure travelers at mid-market pricing of approximately $140-160 per night.

HR&A analyzed existing trends within the hotel market and projected future trends to confirm supportable number of rooms at the Site. HR&A estimated that by 2017, there will be demand for approximately 300 new hotel rooms within a study area within 8 miles of the Site, suggesting that the

proposed 135-165 keys at the Site will likely be absorbed. This projection already takes into account the 55-room boutique hotel in Huntington Village in the pipeline.

HR&A also reviewed comparable hotels in the market to inform estimates of achievable average daily rates and occupancy rates. Based on these comparables, HR&A also recommends amenities including a business conference room space and restaurant. HR&A did not analyze the market for the restaurant or banquet space proposed to be part of the hotel separately, but incorporated them into the hotel's operating budget.

Table A-6

Hotel Assumptions	
Average Daily Room Rate	$150
GSF Per Room	480
FF&E Per Room	$10,000
Occupancy Rate	70%
Operating Expenses (% of Revenue)	65%
Capitalization Rate	8.0%
Sales Cost	4%

HR&A confirmed ADR by analyzing the existing hotel market for "midscale" to "upper upscale" hotels within an 8 mile radius of the Site. Among the 13 hotels studies by HR&A, from 2009 to 2012, ADR increased by 1% in nominal terms but decreased by 5% in real 2013 dollars (from $150 to $142). However, ADR is likely being weighed down by the older properties in the area. Among this set, only one hotel was built (Hilton Garden Inn Melville) and two were renovated (Four Points by Sheraton Plainview and Hilton Long Island Huntington) since 2005. The Hilton Long Island Huntington targets a more upscale segment than a hotel at the Site is likely to attract, bringing in rates of about $200/night. The other two achieve rates of $150-160/night and are likely more comparable to the proposed development in terms of amenities and class. HR&A assumed a conservative ADR of $150/night for a hotel on the Site.

HR&A also assumed that the occupancy rate would be 70%, which is equal to the average occupancy in the study area from 2007 to 2012. The capitalization rate was derived from a CBRE 2012 Cap Rate Survey.

Gross square feet per room, FF&E per room, and sales cost are based on industry standards and HR&A assessment of what is appropriate to the local market.

HR&A also developed a hotel operating budget based on national hotel operating data from STR's "Host 2012: U.S. Hotel Operating Statistics Study" for ratios of revenues and expenses to sales by category for the average full service hotel. To reflect the proposed restaurant and banquet hall program, HR&A adjusted total Food and Beverage revenues to be 26% of total hotel revenues. This reflects reasonable restaurant revenues per square foot and event rental rates given the location and context.

Based on these assumptions, HR&A developed a stabilized-year retail income statement to derive a net project value for the hotel use.

Stabilized-Year Hotel Income Statement

Scenario			**A**		**B**
			Below-grade parking		*Above-grade parking*
Gross Square Feet			93,200		76,200
Hotel Rooms (GSF)			79,200		64,800
Banquet (GSF)			9,800		7,200
Restaurant (GSF)			4,200		4,200
Hotel (Keys)			165		135
Stabilized Annual Occupancy Rate	70%				
Average Daily Room Rate	$150				
Revenue Per Available Room	$105				
Dept. Revenues (% of Total Rev)					
Rooms	67.0%	$	6,323,625	$	5,173,875
Food & Beverage (incl. Restaurant and Banquet Facility)*	26.0%	$	2,453,944	$	2,007,772
Telecommunications	0.5%	$	47,191	$	38,611
Other Operated Depts.	4.4%	$	415,283	$	339,777
Rentals & Other Income	1.9%	$	179,327	$	146,722
Cancellation Fee	0.2%	$	18,876	$	15,444
Total Operating Revenues	**100.0%**	**$**	**9,438,246**	**$**	**7,722,201**
Dept. Expenses (% of Respective Dept Rev)					
Rooms	27.5%	$	1,738,997	$	1,422,816
Food & Beverage (incl. Restaurant and Banquet Facility)	75.0%	$	1,840,458	$	1,505,829
Telecommunications	152.6%	$	72,014	$	58,920
Other Operated Dept.s & Rentals	3.4%	$	20,859	$	17,066
Total Operating Expenses	**43.6%**	**$**	**3,672,327**	**$**	**3,004,631**
Undistributed Oper. Exp. (% of Total Rev)					
Admin & General	8.8%	$	830,566	$	679,554
Marketing	7.1%	$	670,115	$	548,276
Utility Costs	4.2%	$	396,406	$	324,332
Property Operations & Maintenance	4.8%	$	453,036	$	370,666
Total Undistributed Expenses	**24.9%**	**$**	**2,350,123**	**$**	**1,922,828**
Gross Operating Profit		**$**	**3,415,796**	**$**	**2,794,742**

Other Fixed Expenses (% of Total Rev)			
Franchise Fees	1.0%	$ 94,382	$ 77,222
Management Fees	3.0%	$ 283,147	$ 231,666
Insurance	1.1%	$ 103,821	$ 84,944
Property Taxes	4.9%	$ 462,474	$ 378,388
Capital Replacement Reserve	2.2%	$ 207,641	$ 169,888
Total Other Fixed Expenses	**10.7%**	**$ 1,151,466**	**$ 942,109**
Stabilized Year NOI		**$ 2,264,330**	**$ 1,852,633**
Capitalized Value	8.0%	$ 28,304,121	$ 23,157,917
Less Sales Costs	4.0%	$ (1,132,165)	$ (926,317)
Market Value		**$ 27,171,956**	**$ 22,231,600**
Vertical Hard Costs at $135/SF		$ 12,582,000	$ 10,287,000
Site Hard Costs (10% of Vertical Hard Costs)		$ 1,258,200	$ 1,028,700
Soft Costs (20% of Hard Costs)		$ 2,768,040	$ 2,263,140
FF&E ($10,000/Key)		$ 1,650,000	$ 1,350,000
Total Development Costs		**$ 18,258,240**	**$ 14,928,840**
Market Value		$ 27,171,956	$ 22,231,600
Less Total Development Costs		$ (18,258,240)	$ (14,928,840)
Net Project Value		**$ 8,913,716**	**$ 7,302,760**
Net Project Value per Built SF		**$ 95.64**	**$ 95.84**

Source of operating revenues and expenses: STR, "Host 2012: U.S. Hotel Operating Statistics Study, Report for the Year 2011."

*Food & Beverage operating revenues adjusted from 29% national average to 26% to reach expected revenues for restaurant and banquet facility.

Appendix F
Green Infrastructure & Stormwater Management

Green Infrastructure - Stormwater Management

Portions of the Town of Huntington are part of the Long Island Comprehensive Special Groundwater Protection Area Plan which focused on protection of groundwater for Long Island's drinking water supply. Suffolk County has also prepared a Comprehensive Water Management Plan to guide the protection of water supplies within the County. These programs identify the potential threat from point and non-point sources of pollution include from brownfields along with the increasing level of nitrate in groundwater is potential threats to groundwater quality. The Huntington Station area's runoff is in close proximity to the Long Island Sound and the Sound Coastal Zone Management Program which established policies designed to protect the water and habitat resource of the Sounds. All of the factors support the need for a comprehensive green infrastructure approach to redevelopment which meets minimum performance standards as well as provide for an "added-value" basis to the development through the promotion of green aspects of design and place-making.

Based on the concept of creating a village-like setting for Huntington Station, the proposed redevelopment's stormwater management strategy will likely need to consist of a palette of hybrid management techniques. Per section A.2.3 of the Town's Comprehensive Plan Update, stormwater should focus on retention/detention during peak storm events to encourage groundwater recharge and the filter of runoff to remove contaminants. Since the site is a potential brownfield, retention and recharge may not be desirable on portions of, or the entire site; therefore, strategies which focus on pre-treatment and detention are more likely to be applicable to the site. The landscape and stormwater approach could consist of directing the majority of the stormwater runoff through a series of linked stormwater techniques and facilities creating a "treatment-train" of management components which employ a mix of Best Management Practices (BMPs). The overall concept is a system that handles stormwater at the surface through a closed per-treatment extended filtration strategy, with built-in temporary water storage capacity, prior to runoff entering a typical underground stormwater convenience system. Such a system becomes inherently tied to the street trees and landscape plantings along project area where the stormwater provides irrigation for these landscaped areas within the public space of the proposed development and adjacent streetscape. The landscape thus becomes a utility by promoting water up take and pre-treatment and therefore stormwater capturing is an asset that irrigates the plantings within and adjacent to the development.

The additional benefits of utilizing landscape as a stormwater utility allows for the creation of a thriving civic landscape that promotes a pedestrian-friendly environment through traffic calming, heat island reduction, reduced building energy costs, stormwater interception, increased property values, the and reduction in nutrients and pollutants loads. As a result of these benefits the Cities can illustrate leadership through the Green Corridor project as a pilot effort to institute a new community wide standard. The proposed strategy promotes smart growth strategies, walkability, water and energy conservation, and transportation infrastructure for the 21st century; and serves as a national model for sustainable infrastructure.

As a general rule, requirements for development projects should establish that the post-development peak discharge rate shall not exceed the pre-development peak rate for the 2-year and 10-year storm events. Stormwater quantity control shall be provided that reduces the post-development runoff rate from the project area such that it does not exceed the pre-development runoff discharge. Additionally, all stormwater should be discharged from the site to a facility able to accommodate a peak storm event to which exceeds what the on-site system is designed to accommodate. The downstream drainage system shall be analyzed to demonstrate that the adequacy of the system for conveyance of concentrated flows or it shall be shown that there is no adverse impact to the downstream system and

properties which would be evaluated and approved through the SEQR review process. An off-site stormwater facility may be used instead of an on-site facility provided that the development can demonstrate that an adequate facility exists.

A few of the potential stormwater management techniques include:

Suspended Paving Crate Stacking System

The Crate Staking System is a structural modular unit that suspends paving above the underlying soils and tree roots. One such proprietary system is designed by DeepRoot Green Infrastructure, LLC. This system is designed to support large tree growth while addressing on-site stormwater management. The system is comprised of units or “silva cells” each 48” long x 24” wide x 16” high. These units can be stacked vertically from one to three units in height and work best lined side by side with each other. When aligned as such, the roots of planted trees can grow between units unrestrictedly. Stormwater can also move freely between units while being absorbed by uncompacted soil and root systems. Multiple applications of this system with units not adjacent to one another can be linked via underground conveyance. Underground conveyance can also be used to move stormwater into the cells from alternate catchment systems such as typical bioswales, rain gardens, and storm drains. If brownfields conditions on the site do not support direction infiltration, the silva cell system can be retrofitted with a geomembrane liner to prevent infiltration beyond the silva cell system. This system could be utilized by incorporating it underneath the sidewalks along the streetscape of New York and Railroad Avenues as well as throughout the site.

The benefits from implementing the Suspended Paving Crate Stacking System are substantial. Studies have found that trees surrounded by pavement in most urban downtown areas in North America only live an average of 13 years (Skiera and Moll, 1992). This is due scarce quantity of soils suitable for root growth in urban areas. This is also due to issues of over compaction and lack of aeration, adequate drainage, and soil fertility in areas completely covered with an impervious surface. Urban street trees planted with a Suspended Paving Crate Stacking System that have adequate uncompacted soil volume live an estimated life span of 50+ years. This is nearly four times the average lifespan of an urban street trees planted without the Suspended Paving Crate Stacking system. Urban street trees that live to be fully mature provide significant ecological and financial benefits. In the case of "Silva Cells" these benefits are compounded because this system doubles as a stormwater management technology. Approximately 20 percent of the total volume for each crate is dedicated to water volume retention capacity. During a 1" storm event one "Silva Cell" captures 24 square feet of stormwater runoff. This captured runoff is in turn used to irrigate the urban street trees. On average, the capital costs to plant a tree with a Suspended Paving Crate Stacking system are three times the amount it costs to plant the same tree without a Suspended Paving Crate Stacking system; however, based on a 50+ life span for replacing these same tree four times coupled with the reduction of traditional stormwater infrastructure and irrigation maintenance regimes, each tree planted with a Suspended Paving Crate Stacking system has an estimated savings of $28,500.00 per tree

Modular Flow-Through filtration Planters

Flow-Through Filtration Planters are bio-retention cells which function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. Flow-Through Filtration Planters also provided temporary storage of stormwater runoff volume which helps maintain the predevelopment peak discharge rate and timing. A percentage of water captured within these planters also provides irrigation for the vegetation in the planters which

further contributes to the overall reduction in volume of stormwater runoff. Plantings should consist of native plantings indicative of the local environment adapted to handle the higher stress conditions with the planters. Some ornamental plantings can be added to enhance the visual attractiveness of the facilities. In general, the planters can be made to be strong visual amenities with a development project or streetscape application. These planters; however can function without vegetation with rocks or other ornamental features but the pollutant removal and volume reduction achieve dramatically lower results. Due to the residual soil conditions the planters may need to be retrofitted with a geomembrane liner to prevent concentrated infiltration points in areas where the Flow-Through Filtration Planters are installed. To accommodate large stormwater events that would otherwise washout the planter, perforated under-drains and an overflow inlet can be installed. This overflow water can then be transported to a separate collection cistern, another planter or be connected directly into the Town's main stormwater system. Even if the overflow stormwater is directly connected to the Town's overflow stormwater system it is still slowed and treated by moving through the filtration planters as a first step. The Flow-Through Filtration Planters could be utilized along the streetscape of New York and Railroad Avenues as well as throughout the site.

The benefits from implementing the Modular Flow-Through filtration Planters are considerable. One such modular system is named "Freno" and is manufactured by Concrete Products Group, LLC. This product is an innovative segmental wall and curbing system designed to easily incorporate bio-retention cells into urban settings, helping to reduce run-off, improve water quality and enhance streetscapes. The modular aspect of the system allows for the filtration planters to expand and contract in size and shape based on block-by-block conditions and stormwater capture needs of the development project area and could become an established standard for the entire Huntington Station area. The capital cost to implement a modular system are the same as a custom designed poured-in-place concrete system; however the implementation advantages are simplified construction inspection requirements and a typical structure can be built in a single day of construction time, versus a week for a poured-in place concrete system. The estimated life cycle cost for the concrete modular units is 75 years. The additional life cycle benefits of the modular system allow the system to be removed and reused. If the development site is redesigned to support additional or adjacent redevelopment the units can be reconfigured to accommodate changes to the size and shape, based on localized needs. The modular system can further be repaired with replacement units if accidental damage occurs without replacing the entire planter.

The plantings and soils in the Flow-Through Planter Filtration system have similar installation costs and maintenance requirements as typical landscaped area. Costs beyond typical landscape management are found in the performance testing and life cycle of the engineered filtration soils and the labor cost to reinstall the planting material. The estimated life cycle of the engineered soils is 5 to 10 years. The estimated life cycle of the engineered soils is based on local sediment and pollutant load conditions which varies from site to site and could change over time. Based on soil performance testing results, there have been cases where only the first several inches of the engineered soils needed to be replaced within the 5 to 10 year period. The additional costs to the planting and soils is found in the periodic soil performance testing requirements and in the disposal and replacement of the engineered planter soil over a 5 to 10 year period. The additional maintenance requirements and costs are minor; however, in comparison to the added benefits. The planting, mulch, and engineered soils are the work horse of the Flow-Through Filtration Planter. Studies have shown that planting, mulch, and engineers soils within a 3 foot soil profile have an estimated removal of 90% of heavy metals, 80% of phosphorus, 60% of nitrogen, 70% to 80% of ammonia, and 98% total suspended solids oil and grease. In the case of project area this becomes an unquantifiable benefit due to the porosity of the soils which have the

potential to allow for surface runoff to quickly infiltrate and potentially contaminate the ground water which provides drinking water to the community through its public water system. The planting is further used as a utility through water and nutrient uptake, evapotranspiration, and runoff interception providing a percentage of overall reduction in stormwater runoff volume and velocity. The planting in turn creates a strong visual public amenity in urban environments and the nutrient rich stormwater entering the Flow-Through Filtration planter becomes irrigation mechanism for the planting.

Permeable Paving

Permeable paving allows for increased infiltration of stormwater runoff directly at the point of contact with the surface. Permeable paving requires a special structural base which provides adequate support of the paving surface as well as sufficient pore space to allow for stormwater infiltration and in most cases some aspect of retention. The overall level runoff coefficient is diminished as a result of pore space in the surface treatment which can be achieved through unit pavers or with pervious asphalt. In most cases pavers are more desirable since they provide increased aesthetic treatment and pervious paving is best suited for low-trafficked areas such as parking stalls or sidewalk and pedestrian areas.

Tree Canopy

Per A.4.3 of the Comprehensive Plan Update, the Town is striving for greater tree canopy. Tree canopy can play an important role in the interception of rainfall before it becomes run-off and serves as a vital placemaking device to create an attractive setting for commercial activity. A key aspect of providing for adequate tree spacing to allow of interconnected canopy is locating all utilities underground. Tree pits in streetscape areas should be sufficiently large and provided with ample drainage and aeration and ideally be interconnected to allow for well-established root systems.

Green Roof Applications

Per A.6.3 of the Comprehensive Plan Update, the Town promotes the use of green building technologies which provide positive environmental benefits. Although not a new idea, green roof technology has advance dramatically in recent years and has become widely adopted as a viable green strategy. Green roofs reduce both the heat island effect and stormwater runoff generated by building cover.

A study conducted by Columbia University and City University of New York of three test roofs built by Con Edison in Queens found that the green roof — an extensive roof, planted with sedum — cut the rate of heat gained through the roof in summer by 84 percent, and the rate of heat lost through the roof in winter by 34 percent. This technology would be most adaptable to the proposed redevelopment in Huntington Station. Another study (same researchers, same Con Ed test sites) found that green roofs are a very cost-effective way to reduce storm water runoff. If New York has one billion square feet of possibly greenable roof, planting it all could retain 10 to 15 billion gallons of annual rainfall — which would cut a substantial amount of combined sewage overflow. “If you add in all the other green infrastructure, such as street trees, permeable pavement and ground collection pits, it might be possible to eliminate the combined sewage overflow without building specialized water detention tanks, which are hugely expensive,” said Stuart Gaffin, a research scientist at Columbia’s Center for Climate Systems Research, who co-authored both studies with colleagues from City College.

Appendix F
Sustainable Long Island Meeting Notes

Notes from Huntington Station BOA Public Meeting
March 27, 2012

Presentation:

Meeting started about 7:10

Doug Aloise began with welcome remarks.

Rob Ripp reviewed milestones achieved in Huntington Station (HS). He said he was glad to see familiar faces in the audience, along with new ones. Began by speaking about the BOA process – now in phase two, the current phase will take a look at specific properties to determine potential redevelopment strategies. New York State (NYS) has uniform process, Huntington Station (HS) is following its mandate and acting in compliance. The grant received from NYS for phase 2 was for $240,000. The Town contracted Gannett Fleming to help with analysis. When reviewing milestones, we don't want to forget about progress that has been made, what it was like here five years ago. These projects will make the community more attractive to investment, help to leverage funding. Talked about Enrichment Center, streetscaping (included plaza at Olive Street), and the community garden. Community wanted activity-based uses in Huntington Station, and to create a sense of community. Redeveloped Jiffy Lube into 7-11. Sports Center (Brad Rosen). Local businesses are responding to revitalization, investing in HS. Introduced Don Monti, of Renaissance Downtowns (RD).

Don Monti spoke about RD and described the transparent "process before plan" process they use that includes listening to the community in order to identify potential projects. Asked for one thing – the opportunity to demonstrate a process RD thinks will work here. Said there will be bumps but we'll work through them.

R. Ripp introduced Gary Rozmus of Gannett-Fleming who introduced consultant team.

Joan Cergol presentation, Amy Engel presentation.

Public Comments/Questions:

Jim Polansky, Huntington High School Superintendent – On behalf of School District and Board of Education... The plan proposes 1600 unit residential complex. What is the impact this would have on surrounding school(s) been analyzed?

Joan Cergol – The draft report has caused confusion. It's not a plan, it's a market study. An opportunities review. There is no plan in place, and no impacts to study. Let's turn the page and move forward, we want to hear your thoughts.

Gary Rozmus – 1600 units [in the report] is an assessment of the area's potential for what can be held. It's a demand analysis, used to inform future decisions about redevelopment.

J. Polansky – I urge you to take into account the impact on the school district.

G. Rozmus – From the State's viewpoint, there is no plan without the community.

J. Polansky – In phase one, the Steering Committee excluded the School Board.

J. Cergol – That will be addressed.

Toni Tepe-Huntington Station (HS) has changed considerably, and needs to come back to life in a way that benefits the entire Town. Putting together this plan, but need a plan to reduce community gang presence. What can we do to help clean up this problem? Need plan to address crime and gangs before try to move on.

J. Cergol – Tonight's meeting is about economic development. HS Action Now Coalition convened 2 years ago, became inactive and now re-convened in January 2012. The Coalition's next meeting will be held on April 18, 2012 from 5:30-7:30PM in the Huntington Town Board room and will include updates from Coalition sub-chairs. Includes Coalition of Clergy, HS Latin Quarter, and youth.

Rev. Jerry Artis – Heartened by the turn out, good to see community coming together at meeting. This is the first I've heard about the project... concerned about the youth. Is there a youth component?

J. Cergol - Referenced Youth Committee of HS Action Now.

Richard Frauenglass – Stated he has been involved since 2002. Noted that community wants ownership housing. 2002 consultants neglected to consider impacts when outlining possibilities, stated consultants must hire someone who can make that assessment (social impact) because that is not ancillary/something to consider later. Need to consider housing density and where that is appropriate, can't be only in HS.

J. Cergol -Glad Mr. Frauenglass back. Noted that he'd been involved in the early years of HS.

Jennifer LaVertu – BOA Step 1 report was not explained in presentation. Spoke about brownfields, contamination, and recent news/article about Steve Bellone and land banks. Asked how private property would be affected – if designated a brownfield, will that mean the property will be taken for redevelopment?

G. Rozmus – No, the brownfields program is not about taking people's property. It uses an area-wide approach for redevelopment. Not every site within study area is a brownfield. From a brownfields perspective, looking at whether a property is hindering redevelopment. Through process, identify, clean up, redevelop and return to tax base. Strategic sites act as catalytic seeds for redevelopment.

J. LaVertu - Can't take my property to clean up.

G. Rozmus – Defined brownfields. [BOA Program] offers no funds for clean up. Emphasis on known or perceived contamination. Program aims to resolve conflict; eliminates uncertainties & spurs redevelopment. Sets clean up based upon use.

J. Cergol – There is no plan; this is the beginning of a process. Town understands community concerns; reassures that this is process first (before any plan).

Dennis Pape - Resident for 41 years, moved to live in a house with green space. Don't want Queens/high density housing, as proposed in Avalon Bay project. BOA Step 1 report includes more housing units...where? Where would the parking be? Talked about HS being a "beautiful bedroom community." Do not make more high density housing.

Elizabeth Black – Mentions Horizons 2020 in Sept 2006, includes in its community strategies to work with 8 school districts... no school district was represented in the Steering Committee.

J. Cergol– We are in the second phase of the grant, which is $240,000; asked Mr. Polansky to join Steering Committee.

E. Black – Zoning for 640 acres, how would this change with economic development planned in the future?

Sean Garrigan – With BOA program, work within existing zoning and make recommendations for changes, but cannot advocate for changing zoning. Plan can recommend zoning changes but not specific recommendations. No determination of what zoning should be... instead will see existing zoning and what community wants to see... Look at a wider area, larger context, and take into consideration multiple external factors.

E. Black – How was study area defined?

S. Garrigan - BOA area determined by Town based on NYS BOA program.

J. Cergol - Boundaries of study area mirror the 2002 Huntington Station revitalization catchment area... wanted money and revitalization resources to touch properties within the HS area.

Mr. Douglas – Self-described Town Curmudgeon. Seeing same 3 items... there aren't enough sewers, adequate roadways (additional traffic due to higher density, more cars)... where is the money to support people to come here, jobs? Greater attendance at private schools.

Robert Lifson – Problems have not changed in 20 years... Previously, Town acted in isolation from County... partnership/irrevocable agreement is needed at all levels of government; school, Town, County, State. Planning is forward looking, sometimes when start something circumstances change. Ten years ago housing market at peak, now declining. Increased housing density equals decreased property values...hopes committee will consider this as a top priority.

Emily Rogan , School Board - Money isn't for development, the money is to see what community wants?

J. Cergol –Yes.

E. Rogan – In 6 years on school board have heard that there are not enough resources for kids, and there isn't access to existing [community] resources. When kids don't have support, positive

environment, or resources, fall into negative... HS needs a Recreation Center, positive places for kids to go and a community invested in future.

Mauricio Ramirez – Welcomes opportunity of development plan, hopes to work with developer on behalf of Hispanic Soccer Association and wants to participate in process.

Kerry Neira – Lifelong HS resident-grew up in an apartment owned by an absentee landlord...can't trust any plan until Town takes responsibility for mess in HS...have to see progress on absentee landlords and crime before trust.

J. Cergol -Invites Ms. Neira to serve on Code Enforcement sub-committee.

K. Neira agrees to consider.

Elizabeth Koerner – Lifelong Town resident...was a safe, clean, middle class neighborhood... eminent domain wiped out stores, schools, family businesses. What makes a community? If you destroy communities, destroy families... referenced book by Al Sforza... Fish pond destroyed for parking lots. Everyone who wants to live on Long Island and in Town. What makes a community – being able to fulfill all needs right where you're living.

Ilene Fucci, Huntingtonian Editor – Received the report from Matt Harris. $150,000 report, kids' friends don't have money for lunch and we're spending money on reports...spent hours researching, no info on (BOA Step 1 report), 25 people on steering committee, start with trust...studied committees & see same names... hired Sustainable Long Island to get the word out... no one heard about it. If the money were spent on HS, we'd be Beverly Hills. Suggest committee based on demographics (including who rents/owns) for a real representation of the community to increase level of trust. Don't know Renaissance Downtowns, relatively new to game should give them a chance. Let us govern ourselves...not same cast, get new names and we'll move forward & get this done.

J. Cergol - Previously, only a few willing to participate...there was a lot of outreach...more people willing to participate...best thing to happen in a long time!

Jennifer Hebert – Meeting to find out what community wants. Hear a lot about what community wants through School Board, includes more commerce, more businesses and no more high density housing... putting us at a disadvantage..more students, no financial support...don't add students, add businesses to revive... students are the most important stakeholder.

Justin Thompson, Village Tattler Investigative Reporter – Two questions- was this competitively bid?

J. Cergol - Yes, Gannet Fleming won competitive bid.

J. Thompson - Materials refer to prior work in Freeport & Hempstead-what were the results/what happened to the property?

Amy Engel - after question clarified...

Janice Moynihan – in Freeport, Sustainable Long Island and Community Development Agency worked with steering committee, public meetings, and submitted Step 2 application to NYS.

A. Engel -Do you have a question on HS?

J. Thompson - Will follow up off line.

Victoria Plastino – If Town wants to do something not zoned for, Town can change code...how much of the (study area's) 640 acres undeveloped and would be destroyed?

S. Garrigan - Most of the underutilized acreage is asphalt, every area different-outcomes can be to create parks or stormwater management. Mostly an inventory process, to collect info to inform future decisions. The economic piece is due diligence like a developer would do, but with an open process.

V. Plastino- How much open area in study area? Don't want HS to look like Queens.

J. Cergol – It's up to the community to tell Town if community wants more open space/parkland.

V. Plastino - We're choking on housing.

Louie Mendez – General Advisor of the LI Hispanic Association, 26,000 members... Talks about business leaders, introduced several people-some of whom in HS for 37 years. Wants opposition to understand the diversity of the community, pledges to work with any group here on what Newsday portrayed as gang activity, wants to help translate flyers and provide bi-lingual services. Contact number 516-902-8733.

Nancy DiGiacomo – Resident. Two questions...over time, has an option ever not been chosen because it's unrealistic and/or hasn't met the needs/wants the community has described? Has the developer had to contribute money to community, for redevelopment or building facilities?

Don Monti – Great passion in the meeting! Community Benefit Agreements are about jobs, schools. This is not development for development's sake, it's a process...on April 15, RD will open a community information office on New York Ave. RD will work closely with Gannett-Fleming & SLI with transparency in process...so much has been said-impossible to answer all...this is the beginning of something new...cup is half full tonight...process will demonstrate good things to come...structure of process can't be chaotic... vet the idea to determine if its viable.

Tom DiGiacomo – Third generation resident...grandparents came from Italy...had to adjust...important for all to recognize...remembers when there were banks and shops in HS, that are now parking lots...don't need more housing...need a better community-one that people would walk/shop in, not a transportation spot into/out of NYC.

Lisa Rappa - terminology – how are we marketing for people to come to HS? Everyone needs a place to live, have clients living in cars and one-room with kids and no way to heat food...how can we add more when we can't support the people who live here?

J. Cergol – All want to see positive change. Good things are happening here, continue to spread the word... look to case studies, examples of revitalization. Town's excited about Renaissance Downtowns... Stay involved.

Kevin Thorbourne - Leaving concerned/confused...should have had right people here, with information and take advantage of the audience...reason we're here is the housing issue, no need for additional housing... cant' take care of houses we have now...need things for youth.

J. Cergol -Did you want the experts to speak more tonight?

K. Thorbourne - Have question about reports.

J. Cergol -Had a much more technical presentation that was scaled back because we wanted to hear from attendees...the report was $100,000 not $150,000.

K. Thorbourne -Bad planning-should have presented on plan. There are a lot of people here who are very concerned.

J. Cergol -Not a plan, a collection of data, not a waste of money, we know a lot about HS from data.

K. Thorbourne - Have to involve schools, here for one reason, gang violence, must get schools involved...kids involved...ask how can we help you...April 26 meeting Young Leaders, invite attendees to listen to kids.

J. Cergol -Young Adults Action Committee meeting tomorrow night.

J. Cergol

Where do we go from here? Community will be involved...EDC meets first Tuesday of the month (next meeting 4/3 at 7pm)...Doug Aloise presents BOA update at each EDC meeting.

There will be a second community meeting and smaller meetings.

Thanks all for attending.

Huntington Station BOA Step 2
Small Group Meeting

May 14, 2012 6:00PM
Huntington Station Enrichment Center, Huntington Station, NY

Groups Invited:

- Huntington Station BID
- NAACP
- SCPD Second Precinct
- Chamber of Commerce

Attendees:

- Dolores Thompson, *Huntington Station Action NOW*
- Keith Barrett, *Huntington Station BID*
- Lorenzo Knox, *CPD/NAACP*
- Jerome Edwards, *CPD/NAACP*
- Luonne Rouse, *NAACP &United Methodist Church*
- Ulysess H. Spicer, *NAACP.*
- JC Coyle, Sgt 819, *SCPD*
- Thomas Glascock, *Huntington Chamber*
- Roslyn Mohammed, *NAACP Huntington Branch, Youth Council, HSEC*
- Darryl Dodson, *NAACP*
- Doug Aloise, *Huntington CDA*
- Gary Rozmus, *Gannett Fleming*
- Amy Engel, *Sustainable Long Island*
- Janice Moynihan, *Sustainable Long Island*

Presentation & Discussion

Meeting started at approximately 6:10PM.

Introduction:

Amy Engel, Executive Director of Sustainable Long Island, welcomed community members and thanked them for their participation in the meeting; introduced members of the Huntington Station BOA project team who were at meeting, including Doug Aloise, Huntington Community Development Agency; Gary Rozmus, Gannet Fleming; and Janice Moynihan.

Presentation:

Amy Engel gave an overview of brownfields and the NYS BOA Program and reviewed the history and status of the Huntington Station BOA. Stated that this is the first of a series of small group meetings, can hold additional meetings at different times; asked participants to let Sustainable Long Island know of other interested stakeholder groups.

Community Discussion:
Group discussed role of BOA Steering Committee and conducting outreach to other members of the stakeholder groups they represented. Timeframe for the small group meetings was reviewed, along with next steps in the process. Also, reviewed how BOA and Renaissance Downtowns were working in coordination. While similar processes, small group meetings are focused on receiving input on BOA.

NAACP, Huntington Chamber, Huntington Station BID expressed interest in having Sustainable Long Island and Huntington Station BOA on agenda at upcoming meetings. BID meets June 20, 2012 at 8:30AM.

Interactive Visioning Exercise:

Following the presentation, Amy Engel facilitated an interactive visioning exercise to solicit input from the participants about what they would like to see in the BOA study area as a whole and for the identified sub-areas. The participants were asked to take into consideration what they know about their community, the information shared during the presentation, and how they want the area to look and feel in ten or twenty years and provide their top three priorities for the BOA study area and sub-areas. The comments were recorded on large notepads, and will help to inform the process.

Meeting ended at approximately 7:40PM.

Results from Interactive Visioning Exercise

* - indicates a topic that came up frequently

BOA Study Area

- Increased public participation
- Keep money within community
- Sustainable economic development
- Create a destination(s), reason to stop on New York Avenue **
- Ethno-cultural, reflective of the community's diversity
- Connectivity
- Access (physical & economic) to open space, parks, sports fields
- Transportation, walkable, bike-friendly
- Unique neighborhood restaurant
    - ex. Burger Haven – drew people into the community
    - Want more stores with character
- Affordable family activities
- ex. Sports Center
- Mini golf
- Participation; place for residents, youth in particular, to belong to
- Get people into community, streets
- Programmed public spaces
- Attract people; if you build it, they will come
- Continue recent public safety improvements, ex. lighting

#1 Choices

- Rotundo – parking garage; youth center**, swimming pool (if possible)
- LIRR – plaza
- Convenience retail**, for commuters, young professionals
- Housing - affordable, family
- Public safety, children

- Skating rink
- Bowling alley
- Manor Field, Armory connected, close together – Size
- YOUTH
- Restaurants
    - Healthy restaurant
    - Diner
    - Coffee place
    - Ice cream shop
- Performing arts space – dance, music, instruments
- Indoor sports complex, ex. North Sport

#2 Choices

- Dog park, fenced

Comments

- Coordination with Renaissance Downtowns
- Limited access to recreation, open space, ex. Breezy Park - organized recreation
    - Isolated, set apart
    - Public field, but not public
- Process will leverage investment, redevelopment projects
    - Additional grants, LIREDC
    - ex. Wyandanch & infrastructure

Greater Huntington Civic Group's Monthly Meeting June 7, 2012 Sustainable Long Island presentation on Huntington Station BOA

June 7, 2012 7:00PM
VFW Hall Post 1469, Huntington Station, NY

Attendees:

- Greater Huntington Civic Group
- Sustainable Long Island

Presentation & Discussion – Huntington Station BOA

Meeting started at approximately 7:20PM.

Introduction:

Steven Spucces, President of Greater Huntington Civic Group, introduced Amy Engel, Executive Director of Sustainable Long Island, who presented information about the Huntington Station BOA and facilitated a community input session.

Presentation:

- Amy Engel thanked Steven Spucces and the Greater Huntington Civic Group for the opportunity to present, and gave an overview of the NYS BOA Program and the Huntington Station BOA.
- Explained that as part of the NYS Department of State grant the Town of Huntington received there needs to be public participation. Gathering that input is the purpose of Sustainable Long Island's attendance at the Greater Huntington Civic Group's monthly meeting.
- Reviewed the five great things about Huntington Station as determined through the Phase 1 community participation process, which include: quaint community character, walkability, community potential, transportation choices, and diversity.
- Stated that Sustainable Long Island is collecting community input about revitalization priorities for the Huntington Station BOA Study Area, and that comments will be recorded and shared with the BOA Project Team which includes the Town of Huntington and its consultant Gannett Fleming.

Community Discussion:

Sustainable Long Island discussed how the BOA process built upon prior planning processes, and how the additional feedback received during the meeting would be shared with the project team and incorporated into Huntington Station BOA. NYS BOA process is iterative; each step builds on the previous one. Reviewed how the BOA Project Team is coordinating with Renaissance Downtowns to

avoid duplication of efforts. Participants expressed strong interest in having input recorded and heard by Town. Discussed Sustainable Long Island's role as a sub-consultant to Gannett Fleming to facilitate community engagement and gather input from vested stakeholders to provide to project team.

Interactive Visioning Exercise:

Following the presentation, Amy Engel facilitated an interactive visioning exercise to solicit input from the participants about their priorities for revitalization within the BOA Study Area. During this activity, participants provided comments on what they would and would not like to see, with frequently discussed items voted on to identify how many people supported the comment. The comments were recorded on large notepads, and will help to inform the Huntington Station BOA process.

Meeting ended at approximately 9:20PM.

Results from Interactive Visioning Exercise

Items that the Greater Huntington Civic Group **wants** to see in the BOA Study Area

Group voted unanimously for:

- Putting money toward reducing crime and gangs
- Vital downtown without more housing
- More small businesses
- Transparency on taxes
- NYS Department of Environmental Conservation involved earlier in environmental analysis to prevent unnecessary spending on private firms
- Maintain current zoning
- No additional housing
- Public safety

Other items recorded:

- Open Jack Abrams School
- Commercial uses near Long Island Railroad
- Include as part of Huntington as a whole
- Grant money without strings; referendum for no money with strings
- Fair distribution/allocation of tax subsidies for businesses
- Traffic and safety improvements
- Extremely rare/limited use of public private partnerships (50% of the group supported)
- Fair bids or RFPs for private partnerships (50% of the group supported)
- Park at Town Hall at night and use trolley
- Town should be accessible to [Greater] Huntington Civic Group
- Area for youth to be active, i.e. basketball, bowling
- Safe extra-curricular activities
- Any new infrastructure, including roads, schools, sewers, must be fully funded without floating bonds; should be voted on with resolution
- Collaboration, partnerships
- Single-family residences

Items that the Greater Huntington Civic Group **does not want** to see in the BOA Study Area

Group voted unanimously for:

- Parcels of land taken by eminent domain
- Transfer of Development Rights (TDRs), at all
- Overlay zoning
- High density apartments, at all

Other items recorded:

- Apartments above commercial/businesses
- Section 8 housing
- More businesses that aren't on the tax roll
- More density contributing to traffic
- Easements unless for public use, i.e. sidewalks

Huntington Station BOA Step 2
Small Group Meeting

June 21, 2012 7:00PM
South Huntington Public Library

Presentation took place during monthly meeting of NAACP-Huntington Chapter

Attendees:

- NAACP-Huntington Chapter
- Huntington Community Development Agency
- Renaissance Downtowns
- Sustainable Long Island

Presentation & Discussion

Meeting started at approximately 7:00PM.

Introduction:

Darryl Dodson, President of NAACP-Huntington Chapter, introduced Doug Aloise, Huntington Community Development Agency, Ryan Porter, Renaissance Downtowns, and Amy Engel, Sustainable Long Island.

Presentation:

- Doug Aloise gave a brief overview of the Huntington Station BOA
- Ryan Porter discussed how Renaissance Downtowns and Sustainable Long Island are coordinating efforts in conducting outreach and engaging the Huntington Station community.
- Amy Engel gave an overview of brownfields and the NYS BOA Program and reviewed the history and status of the Huntington Station BOA. She described that these meetings are part of the community engagement component of the BOA process.

Community Discussion:

The Chapter reviewed how detailed notes for small group meetings were being recorded and shared with the community. Ms. Engel explained that the BOA process is meant to be representative of the Huntington Station community; these meetings provide opportunity for public participation and to receive input from stakeholders. The Chapter discussed additional groups to outreach to and engage, including youth and South Huntington, particularly the school district.

Interactive Visioning Exercise:

Following the presentation, Amy Engel facilitated an interactive visioning exercise to solicit input from the participants about what they would like to see in the BOA study area. The participants were asked to provide their top three priorities for the BOA study area and sub-areas. The comments were recorded on large notepads, and will help to inform the Huntington Station BOA process.

Meeting ended at approximately 8:15PM.

Results from Interactive Visioning Exercise

* - indicates a topic that came up frequently

#1 Choices

- At LIRR Station: stationary store, Starbucks, dry cleaner, movie theater, bank; bring additional businesses to this area, and capture commuter business**
- Food businesses, including a restaurant, grocery store i.e. Trader Joe's, old-fashioned ice cream parlor, Popeye's, bakery, and deli; dining places that offer a variety of food
- Parking garage, near First Aid Squad
- Recreation center for youth with a swimming pool*; affordable for parents
- Well-staffed Police Station (Satellite office)
- Improve public safety, particularly near train station
- Connect Huntington residents with opportunities for locally-owned businesses
- South Huntington: improve education, increase representation of residents in BOA process
- Engage youth
- Provide assistance to school districts to mitigate impacts of potential redevelopment, especially for infrastructure
- Huntington Station as the gateway to Huntington
- Bring entertainment back to the community
- Hotel
- Catering/events space, ex. Huntington Townhouse
- Local jobs
- Local investment
- More mom & pop shops
- Affordable housing; multiple types of housing options, including rentals for young professionals

#2 Choices

- Revitalize Broadway with a more Main Street feel
- Take advantage of proximity to public transportation
- Upgrade existing library

Comments

- Increase involvement of South Huntington School District and residents
- Encourage unions to include more minorities
- Integrate job site w/ BOCES training/apprenticeships

Huntington Station BOA Step 2
Small Group Meeting

July 19, 2012 9:30am
Huntington Chamber of Commerce

Presentation took place following Huntington Chamber Board meeting

Attendees:

- Huntington Chamber
- Renaissance Downtowns
- Sustainable Long Island

Presentation & Discussion

Presentation started at approximately 9:30am.

Introduction:

Ellen O'Brien, Executive Director of Huntington Chamber, introduced Amy Engel, Executive Director of Sustainable Long Island.

Presentation:

Amy Engel gave a brief overview of brownfields and the NYS BOA Program and reviewed the history and status of the Huntington Station BOA. She described that these meetings are part of the community engagement component of the BOA process, and that SLI open to meeting with group again to conduct full community visioning and input gathering session.

Community Discussion:

The group discussed how brownfield sites are properties where even the perceived threat of contamination slows redevelopment and how the NYS BOA process helps to remove this uncertainty and identify options for clean up and revitalization. This study is focused on strategic brownfield sites within the BOA study area, while incorporating the surrounding neighborhood context to better understand how they might serve as catalysts for community and economic development. There was also discussion about how private property owners were being involved, and how their engagement was being coordinated with Renaissance Downtowns. The BOA project is looking at opportunities for revitalization at a broad scale.

Comment forms were distributed to participants to solicit input and feedback about revitalization priorities for the BOA study area and sub-areas.

Huntington Station BOA Step 2
Small Group Meeting

July 24, 2012 6:30pm
Dolan Family Health Center

Presentation took place during the Huntington Housing Coalition's regularly scheduled meeting.

Attendees:

- Huntington Township Housing Coalition
- Sustainable Long Island

Presentation & Discussion

Presentation started at approximately 7:00pm.

Introduction:

Dick Koubek introduced Janice Moynihan, Jr Community Planner/Programs Coordinator at Sustainable Long Island.

Presentation:

Janice Moynihan gave a brief overview of brownfields and the NYS BOA Program and reviewed the history and status of the Huntington Station BOA. She described the community engagement process, and how Sustainable Long Island is currently holding small group meetings with community stakeholder groups to gather input on revitalization priorities, which will be shared with the BOA Project Team.

Community Discussion:

Reviewed how the BOA Project Team is coordinating community outreach and engagement efforts with Renaissance Downtowns; while using similar processes, they are distinct projects. Discussed criteria for brownfields and iterative process of NYS BOA Program – each step builds on the previous, incorporating new data and input from the community. Reviewed the grant amounts received by the Town of Huntington for the BOA project: $100,000 for phase one and $240,000 for phase two. Question posed by participant about whether Avalon Bay was being taken into consideration in the studies. Discussed how all of the properties within the BOA study area and sub-areas are not suspected to be brownfields; the NYS BOA Program uses an area-wide approach, looking at clusters of brownfields and how they relate to the surrounding neighborhood context, which leads to the identification of strategic sites for community and economic revitalization.

Comment forms were distributed to participants to solicit input and feedback about revitalization priorities for the BOA study area and sub-areas.

Huntington Station BOA Step 2
Small Group Meeting

August 8, 2012 5:00PM
Tri Community Youth Agency

Presentation & Discussion

Meeting started at approximately 5:30PM.

Introduction:

Janice Moynihan, Jr Community Planner/Programs Coordinator, welcomed the sixth through twelfth grade students to the interactive visioning workshop and introduced Amy Engel, Sustainable Long Island's Executive Director, along with SLI's summer interns and High School Fellows. Ms. Moynihan reviewed the agenda for the evening, explaining that the interns would lead the presentation and the Fellows would help with the facilitation of interactive visioning activities.

Presentation:

- Gabrielle Anderson, SLI intern, gave an overview of SLI, brownfields, and their redevelopment.
- Anustha Shrestha, SLI intern, presented information about the New York State Brownfield Opportunity Area (BOA) Program and the Huntington Station BOA project.
- Haik Agdere, SLI intern, spoke about community planning and youth participation, and introduced the interactive visioning exercise.

Interactive Visioning Exercise:

The first interactive activity the students were invited to participate in was to describe their community in three words, writing one word on each of three post-it notes. These descriptions were collected, and categorized by theme.

During the second interactive activity, the focus shifted to the strengths and opportunities that exist within Huntington Station – the qualities that make the community unique. By identifying strengths, the students assessed what elements of the community work well and can be supported by additional revitalization. Some of the common ideas recorded were the library, school, Tri CYA, sports, fun places to go, arcade, mall and other retail stores.

These activities were followed by a drawing exercise that asked students to look at an aerial map of the area surrounding the Long Island Rail Road Station in Huntington and envision what they would like to see here in the future, drawing these features and amenities on trace paper overlayed on the maps. There were two groups of approximately six participants who discussed what elements they would like added to the community and where these new features and amenities may be located. These ideas were visually represented on the maps, and were recorded by the High School Fellows.

The results of the mapping activity were also recorded on large post-it notes at the front of the room. When all the ideas had been added to the list, the students were asked to vote for their top three choices by placing a green dot sticker next to each item. One dot represented one vote.

Amy Engel closed the meeting by summarizing the common themes that emerged during the interactive visioning exercise and explaining next steps in the Huntington Station BOA project. Ms. Engel encouraged the students to participate in the process by reaching out to their friends and family, as well as by using Renaissance Downtowns' Crowd-Sourced Placemaking website Source the Station (www.sourcethestation.com). Sean McLean, with Renaissance Downtowns, spoke about the role of Renaissance Downtowns as the Master Developer in Huntington Station.

Meeting ended at approximately 6:45PM.

Results from Interactive Mapping/Drawing Exercise

Water Park: 11 votes
Bowling Alley: 9 votes
Walmart (One that's closer): 5 votes
Amusement Park: 2 votes
Toys R Us: 2 votes
Carvel/Friendly's: 2 votes
Sidewalks: 1 vote
Bike lanes: 1 vote
Skating rink: 1 vote
Pool (with water slides)
Arcade
K-mart
Library
Park

Huntington Station BOA Step 2
Small Group Meeting

October 17, 2012 8:30AM
Huntington Public Library – Station Branch

Presentation took place during monthly meeting of Huntington Station Business Improvement District

Presentation & Discussion

Meeting started at approximately 8:30AM.

Introduction:

Keith Barrett, President of Huntington Station BID, welcomed Sustainable Long Island to the meeting. Participants, including Sustainable Long Island staff, introduced themselves and their affiliations.

Presentation:

Amy Engel gave an overview of brownfields and the NYS BOA Program and reviewed the history and status of the Huntington Station BOA. Ms. Engel described the community engagement process for the BOA project, and how through interactive discussions Sustainable Long Island was gathering community input on revitalization priorities. She also reviewed the coordination between the BOA project and Renaissance Downtowns' outreach efforts as Master Developer.

Community Discussion:

Discussed timeline for the Huntington Station BOA project, and how this NYS BOA grant will help to leverage additional projects and funding. Reviewed process for redeveloping sites after idea has been vetted for feasibility, including strategies for how to engage property owners and developers in process.

Interactive Visioning Exercise:

Following the presentation, Amy Engel facilitated an interactive visioning exercise to solicit input from participants about revitalization priorities within the BOA study area and sub areas. The group was asked to provide their top priorities and comments were recorded on large notepads. Feedback received during this meeting will inform the Huntington Station BOA process.

Meeting ended at approximately 9:50AM.

Results from Interactive Visioning Exercise

BOA Study Area

- Walkable, w/ feel of a downtown
- Create a destination
- Vibrant commercial downtown
- Adequate parking; surface parking has to go
- Sustainable downtown includes multi-story, mixed-use buildings – both residential and commercial; office space, accessible by train
- Market rate housing/apartments
- Use train station as anchor
- Traffic – improve safety, be aware of existing patterns

#1 Choices

- Water park
- Restaurants, including fast food restaurants that attract people (i.e. McDonald's or other major player), Starbucks
- Businesses that are open at night
- Jazz club
- Parking garage at Rotundo (safe)
- No big buildings; keep within two to three stories
- Commercial overlays
- Don't want community to look like Queens
    - No flat architecture or "shoebox" buildings
    - Balconies for residential
    - Uniformity in design
    - Tudor style, buildings with some unique character, a positive
- Increase safety for crossing New York Avenue with a median
- Nice rentals needed for younger people; market rate

Comments

- Pedestrian median at New York Avenue
- Smaller fast food restaurants are doing okay – so-so
- Starbucks deal fell through, company backed off

Huntington Station BOA Step 2
Small Group Meeting

October 22, 2012 7:30PM
Jack Abrams School

Presentation took place during regular meeting of Huntington School Board

Presentation & Discussion

Meeting started at approximately 7:30PM.

Introduction:

Mr. James Polansky, Superintendent of Huntington School District, introduced Sustainable Long Island and gave a brief update about the Huntington Station Brownfield Opportunity Area (BOA) project.

Presentation:

Amy Engel gave an overview of brownfields and the NYS BOA Program and reviewed the history and status of the Huntington Station BOA. Ms. Engel described the community engagement process for the BOA project, and how through interactive discussions Sustainable Long Island was gathering community input on revitalization priorities. She also reviewed the coordination between the BOA project and Renaissance Downtowns' outreach efforts as Master Developer. Ms. Engel reviewed next steps, including public participation, final report, and application for BOA Step 3: Implementation Strategy. This grant will help the Town to leverage projects and funding for revitalization.

Community Discussion:

J. Polansky – community is transitioning; no more high density housing

A. Engel – School District will be heard throughout process, conveying input to Town and project team; phase 1 resulted in a draft that will be refined during this current phase

School Board Input:
Route 110 businesses are vital in redevelopment
Mistrustful that community voice won't be heard; the more information the better
Support/involvement; interest in participation in development process
Perceived contamination is alarming to residents who live in the area

Meet with stakeholders, as many as possible; make sure community has voice
Renderings of redevelopment along NY Ave; something positive has to come of this
Evaluating economic viability of projects
Gentrification a concern
Existing businesses included in redevelopment
No more school children

Meeting ended at approximately 9:10PM.

COMBINED COMMUNITY INPUT
VIA SUSTAINABLE LI OUTREACH & VISIONING

May 14, 2012 6:00PM
Huntington Station Enrichment Center, Huntington Station, NY

Participants:

- Huntington Station BID
- NAACP
- SCPD Second Precinct
- Chamber of Commerce

Results from Interactive Visioning Exercise

* - indicates a topic that came up frequently

BOA Study Area

- Increased public participation
- Keep money within community
- Sustainable economic development
- Create a destination(s), reason to stop on New York Avenue **
- Ethno-cultural, reflective of the community's diversity
- Connectivity
- Access (physical & economic) to open space, parks, sports fields
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- Unique neighborhood restaurant
    - ex. Burger Haven – drew people into the community
    - Want more stores with character
- Affordable family activities
- ex. Sports Center
- Mini golf
- Participation; place for residents, youth in particular, to belong to
- Get people into community, streets
- Programmed public spaces
- Attract people; if you build it, they will come
- Continue recent public safety improvements, ex. lighting

#1 Choices

- Rotundo – parking garage; youth center**, swimming pool (if possible)
- LIRR – plaza
- Convenience retail**, for commuters, young professionals
- Housing - affordable, family
- Public safety, children
- Skating rink
- Bowling alley
- Manor Field, Armory connected, close together – Size
- YOUTH

- Restaurants
    - Healthy restaurant
    - Diner
    - Coffee place
    - Ice cream shop
- Performing arts space – dance, music, instruments
- Indoor sports complex, ex. North Sport

#2 Choices

- Dog park, fenced

Comments

- Coordination with Renaissance Downtowns
- Limited access to recreation, open space, ex. Breezy Park - organized recreation
    - Isolated, set apart
    - Public field, but not public
- Process will leverage investment, redevelopment projects
    - Additional grants, LIREDC
    - ex. Wyandanch & infrastructure

June 7, 2012 7:00PM
VFW Hall Post 1469, Huntington Station, NY

Attendees:

- Greater Huntington Civic Group

Results from Interactive Visioning Exercise

Items that the Greater Huntington Civic Group **wants** to see in the BOA Study Area

Group voted unanimously for:

- Putting money toward reducing crime and gangs
- Vital downtown without more housing
- More small businesses
- Transparency on taxes
- NYS Department of Environmental Conservation involved earlier in environmental analysis to prevent unnecessary spending on private firms
- Maintain current zoning
- No additional housing
- Public safety

Other items recorded:

- Open Jack Abrams School
- Commercial uses near Long Island Railroad
- Include as part of Huntington as a whole

- Grant money without strings; referendum for no money with strings
- Fair distribution/allocation of tax subsidies for businesses
- Traffic and safety improvements
- Extremely rare/limited use of public private partnerships (50% of the group supported)
- Fair bids or RFPs for private partnerships (50% of the group supported)
- Park at Town Hall at night and use trolley
- Town should be accessible to [Greater] Huntington Civic Group
- Area for youth to be active, i.e. basketball, bowling
- Safe extra-curricular activities
- Any new infrastructure, including roads, schools, sewers, must be fully funded without floating bonds; should be voted on with resolution
- Collaboration, partnerships
- Single-family residences

Items that the Greater Huntington Civic Group **does not want** to see in the BOA Study Area

Group voted unanimously for:

- Parcels of land taken by eminent domain
- Transfer of Development Rights (TDRs), at all
- Overlay zoning
- High density apartments, at all

Other items recorded:

- Apartments above commercial/businesses
- Section 8 housing
- More businesses that aren't on the tax roll
- More density contributing to traffic
- Easements unless for public use, i.e. sidewalks

June 21, 2012 7:00PM
South Huntington Public Library

Presentation took place during monthly meeting of NAACP-Huntington Chapter

Results from Interactive Visioning Exercise

* - indicates a topic that came up frequently

#1 Choices

- At LIRR Station: stationary store, Starbucks, dry cleaner, movie theater, bank; bring additional businesses to this area, and capture commuter business**
- Food businesses, including a restaurant, grocery store i.e. Trader Joe's, old-fashioned ice cream parlor, Popeye's, bakery, and deli; dining places that offer a variety of food
- Parking garage, near First Aid Squad
- Recreation center for youth with a swimming pool*; affordable for parents

- Well-staffed Police Station (Satellite office)
- Improve public safety, particularly near train station
- Connect Huntington residents with opportunities for locally-owned businesses
- South Huntington: improve education, increase representation of residents in BOA process
- Engage youth
- Provide assistance to school districts to mitigate impacts of potential redevelopment, especially for infrastructure
- Huntington Station as the gateway to Huntington
- Bring entertainment back to the community
- Hotel
- Catering/events space, ex. Huntington Townhouse
- Local jobs
- Local investment
- More mom & pop shops
- Affordable housing; multiple types of housing options, including rentals for young professionals

#2 Choices

- Revitalize Broadway with a more Main Street feel
- Take advantage of proximity to public transportation
- Upgrade existing library

Comments

- Increase involvement of South Huntington School District and residents
- Encourage unions to include more minorities
- Integrate job site w/ BOCES training/apprenticeships

August 8, 2012 5:00PM
Tri Community Youth Agency

<u>Results from Interactive Mapping/Drawing Exercise</u>

Water Park: 11 votes
Bowling Alley: 9 votes
Walmart (One that's closer): 5 votes
Amusement Park: 2 votes
Toys R Us: 2 votes
Carvel/Friendly's: 2 votes
Sidewalks: 1 vote
Bike lanes: 1 vote
Skating rink: 1 vote
Pool (with water slides)
Arcade
K-mart
Library
Park

Appendix G
Vision Long island Report

HUNTINGTON STATION

BOA Step 3

VISION LONG ISLAND
Outreach Report

Huntington Station Brownfield Opportunity Area Outreach

The Brownfield Opportunity Areas (BOA) Program is designed to aide municipalities and community organizations in developing and implementing revitalization strategies for their communities by providing grant monies and technical support.

As per NYS Department of State, Office of Communities and Waterfronts, there are four concrete outcomes from Step 3:

1. Communities, will have determined what their brownfield sites are ideally suited for and have established an effective strategy to leverage needed redevelopment and investigation for community revitalization.
2. Communities will have completed an Implementation Strategy to ensure desired uses materialize on brownfield sites and that their objectives for revitalization are achieved.
3. Will market strategic sites to developers consistent with the future vision for the site as expressed in their revitalization strategy.
4. Communities will have a marketing brochure and undertake other means to assist in building public and private support for the revitalization of their community. The brochure will summarize and describe priority projects, including public-sector and private-sector roles, responsibilities, and investments to achieve revitalization objectives.

In February 2013, Vision Long Island began meeting with various members of the community to gain input on the Brownfields Opportunity Area (BOA) phase 3 and the desires of the community for this area. Outreach has consisted of community events, attendance at community meetings, and individual one-on-one meetings.

Community Events:

Huntington Station Community Festival-
Saturday, March 23
Vision Long Island attended the Huntington Station Community Festival hosted by Renaissance Downtowns Source the Station. Throughout the day, Vision Long Island staff interacted with community organizations and residents explaining the BOA process, giving a general overview of the process and its status, collecting input, and exchanging information for future meetings. During the course of the day Vision Long Island was able to speak to over 50 community residents.

The general response was to ensure that the jobs created will go to Huntington Station residents, housing will be affordable, and youth services will be provided. Residents expressed the need for more jobs in the community. Some are traveling long distances for work and connecting through public transportation which is difficult with children. Crime was also a top concern for residents. Many wanted to know what measures would be taken to ensure that any new development will not be destroyed by gangs and crime.

Huntington Station Festival-
Saturday July 13
Vision Long Island attended the Huntington Station Street Fair which was sponsored by Renaissance Downtown's Source the Station. There were about 7,000 people in attendance including members of the

Huntington Station Brownfield Opportunity Area: Outreach Summary

Huntington Station community and the surrounding areas including Huntington Village, Greenlawn, and Centerport. Community organizations set up booths. During the festival Vision Long Island circled around to each booth and spoke with the members of the community to ask their opinion on the BOA process and the development project.

The majority of responses we heard from residents at the fair included a need for services for young members of the community, housing that is affordable and the assurance that there will be no displacement of families and businesses in any redevelopment effort. Economic development was also mentioned frequently as something that was necessary for Huntington Station. Everyone was very receptive to giving input on the project and is looking forward to seeing the improvements made.

Community Meetings:

The Fallen of Long Island-

March 13th

Vision Long Island attended the Fallen of Long Island monthly meeting where we presented a brief overview of the BOA process and our role. We took input from residents regarding their concerns and hope for new development in Huntington Station. While some members of the group reside outside of the BOA, they conveyed their interest as members of the group that work in the Huntington Station area.

The Fallen of Long Island is a group that focuses on drug awareness and education particularly for young people. They were concerned that new development may not prosper if action is not taken to combat the drugs and crime in the area. They voiced a serious concern for the nighttime activities that happen when residents are not out and about to deter as much illegal activity. While not completely opposed to a hotel, they were concerned that its patrons would add to the transient population instead of adding to the sense of community. However, agreed that it would be a benefit for economic development and job creation. The group wanted to see more information showing a hotel would be sustainable in that area. On the positive side they felt the conference and banquet spaces would allow for local organizations to host events within the community. Transportation was also mentioned as a concern as connectivity to other places outside of Huntington Station is a challenge. Lastly, they were further concerned with the economic stability of the area given so much competitive development to the north and south that will take away from Huntington Station. Congestion on the major roadways do not make it appealing for people to stop and shop in downtown Huntington Station.

The group however, was very excited at the possibility of additional youth services and/or consolidation of existing services. There is a great need for youth activities and development they feel would be an asset to the community. Members mentioned a need for an affordable place that is easily accessible where the kids can enjoy sports, food, and entertainment. Additionally, the groups suggest additional services to assist the non-English speaking population. They felt that this would provide opportunities for integration into the community while growing a sense of unity.

In conclusion, the group would like to see more public participation in the BOA process and some assurance that any growth would be tied to the community where existing residents would see the benefits from any development via reduced taxes or increased amenities and jobs.

BOA Steering Committee

March 19

Vision Long Island met with members of the BOA Steering Committee. We began gave a brief background of our organization and previous involvement in the BOA process. There were some general questions as to the switch in outreach and funding which was answered by the Town of Hempstead. We

explained it is not our goal to restart the outreach process but to instead reach out those previously contacted to touch base and gather any further input and to reach out to those that had not been contacted or previously involved that can be considered stakeholders in the area. We gave a brief overview of those we have already met with and those we plan to contact in the future. The group did provide some additional contacts. We also listened to presentation by the consultant Gannett Fleming, Renaissance Downtowns, and the economic development team.

Greater Huntington Station Civic Association-
April 4
After starting the meeting with an update on the Avalon Bay lawsuit from the civic president, Ryan Porter of RD began his presentation of the draft Development Strategy for Huntington Station. He explained the basic components including the history of the company, history of Huntington Station and many of the ideas suggested through the process. He presented some images of renderings of the station area. There was some skepticism from the crowd that this was just another plan by the town that doesn't lead anywhere, Ryan clarified that they weren't paid by the town and that if this project doesn't move forward he'll be out of a job.

Crime or at least the perception of crime was another issue raised. Someone suggested a greater police presence and Ryan explained that it isn't only the police's job to prevent crime, the community has to work with the police and create places where crime is less likely to occur. Active places with eyes on the street are less likely to see crime than those that are empty late at night. Also it was mentioned that without the crime issue, RD wouldn't even be needed. The perception of crime is what's keeping businesses and developers away. RD agreed and that unless the crime issue is dealt with they will just be throwing money down the drain.

There were concerns that the town board may approve the project even if the community doesn't support it. Sean said that they won't even propose it unless they feel that they have community support. They work in an inclusive bipartisan fashion and strive for a 5-0 vote.

There were also concerns that HS didn't need a boutique hotel. There were some questions as to the feasibility of a hotel but was addressed by the Renaissance Downtowns representative.

Also addressed by the Renaissance Downtowns representative was the concern for a community benefits package that can possibly be similar to that done in the Village of Hempstead. Some concerns mentioned by the group were regarding changes to zoning and how that would affect existing property owners and development rights. One participant suggested that they build one or more of the three "shovel ready" projects already approved by the town to build trust before proposing something big. RD explained that in their current state they aren't feasible, but they are looking at ways to make them feasible. There was also significant concern in the county dismantling the gang unit considering public safety and gang violence is such an issue.

After RD's presentation, Vision gave an update on the BOA process. The background and funding of the BOA process as well as Vision's role was explained but the presentation and cited examples of local hotels adjacent to train stations that have been approved and built. There was some skepticism about the BOA funding and how much is taxpayer money going into more planning.

Huntington Station EDC
April 15th
Vision Long Island met with the Huntington Station EDC. Vision Long Island gave a brief summary of the status of the BOA process.. We presented the group with some of the comments we have heard thus

far regarding the process of the BOA as well as the community and current improvements. There was a concern to convey to the community that some projects like the community garden are in process and that there is more to come. We assured the EDC that message had been conveyed. The EDC explained their role in the BOA process as well. There were questions and comments from the audience regarding past zoning may have been changed that makes it difficult for "mother/daughter" permits to possibly prevent abuse of accessory apartments but asked that the issue be revisited. This would allow for additional affordable housing without changing the character of the community or creating pockets of dense housing.

Tri-CYA with County Executive Bellone
April 24th
Vision Long Island attended the Community Policing Listening Session hosted by County Executive Bellone. The county executive spoke to their methods of addressing the public safety issue in Huntington Station and how the gang units would now be placed back into the precincts to better serve the community. Members of his panels talked of their individual initiatives through their departments on reducing recidivism. Ideas included reinvesting in youth programs and job training, reentry programs for ex-offenders, and smart targeting to go after the small percent of the community that is committing the majority of the crimes.

Before and after the meeting, Vision Long Island spoke with members of the community and discussed some of the things the community would like to see in the BOA. Many were hoping for some type of economic development and youth employment. While most were not resistant to the idea of a hotel, they hoped to see that these public safety initiatives would work so aide in making any economic development sustainable. They hoped for more community involvement in the process previously but at this point would just like to see some results that are beneficial to the community.

Source the Station Meet-up
April 29th
Vision LI attended this meeting to observe the presentation and record the issues and concerns that were voiced by the community. The room for the presentation sat between 40-45 people and there were numerous people standing in the hallway outside. After the welcome and introductions, the first speaker was Suffolk County Deputy Commissioner Risco Mention-Lewis and Inspector Brady. Deputy Commissioner Mention-Lewis spoke about the issues of perception of crime and actual crime, being safe and feeling safe. Based on statistics Huntington Station is safe, but people don't perceive it that way. Violent crime rates have dropped significantly in the past few years (25 shootings in 2009, 3 in 2012).

She discusses the program/method that she has been using since 1999 to reduce recidivism among criminals. She mentioned that 10% of the population is doing 85% of the crime indicating a large number of repeat offenders. The program she has initiated in several of the higher crime areas of LI including Wyandanch and Hempstead (Gordon Heights and Bellport) is called Community Based Intervention or CBI. It has four elements. The first is to identify the chosen, in this case the criminals who have essentially chosen themselves by committing crimes. The second is community mapping which is to identify what services are available within a community and determine if they are working together well and adequately serving the community's needs. The third is community building-reaching out to the community to understand their needs and making sure the community understands what is being done. The fourth is bringing in the chosen few-reaching out to those who are in most need of the program and getting them involved.

When they are involved with the program they are required to come up with a 45 day plan-setting goals and what is needed to achieve them. Once this is accomplished they work on a 1 year and 5 year plan. To support those in the program there is a group called the Council of Thought and Action or COTA that has regular meeting to help get past offenders back on track. It helps them create a new social network- not the people they were with when they chose to do crime- and change their way of thinking-developing higher ideals and redefining values (i.e. being a good father instead of having money). Among those who have gone through the program, the recidivism rate is down to 10%.

After the presentation it was opened to questions answered by both Deputy Commissioner Mention-Lewis and Inspector Brady. A question was asked about whether the SCPD has rejoined the gang task force and it was explained that the gang unit members are working back in the second precinct.

Another question asked about graffiti and how it can invite other crimes and who is responsible for cleaning it up. Inspector Brady explained that the tags are not necessarily gang signs, more likely just kids and the that Town requires the owner of the property to clean it up and in the case of the street signs, it should be the towns responsibility to clean it up.

Someone asked about the crime stats relative to perceived “safe” areas. Inspector Brady said that violent crimes were down 13% over this time last year (and down from the year before) and that the perception was worse than the reality, but didn’t have direct comparison to other hamlets. He did mention that there were 15 guns taken off the street last year in the entire town of Huntington and only one was from Huntington Station.

Someone asked them to “speak to perception” and how do we change it. Sean of RD and Mention-Lewis explained that this process was part of that perception change, the community gardens, other improvements show that things are changing. Another participant said that as long as Jack Abrams remains closed, the neighborhood will be perceived as unsafe. In the interest of coming up with a solution and an action to deal with each problem, people were asked to talk to their state legislators to encourage them to get the grant funding to reopen the school and to vote to reopen the school in STS. With enough votes they can do what they can to help get the school reopened.

Another perception issue that was mentioned is the police blotter in the Huntingtonian. In one particular issue 8 or 9 of the crimes listed were committed by the same person on the same day making it look like there were many more criminals than what there were in reality. Someone from the Huntingtonian responded that they are just reporting the facts as they get them from the police department and that they are trying to highlight the importance of the PD. It was suggested that the police department do a better job of letting people know that crime is down since most people don’t know. Changes in perception need to come from the bottom and the top.

Other comments included- not everyone is a fixated on or aware of the crime in HS as we are. We are having separate conversations (or driving different cars) and need to get together to communicate.

SC Legislator William Spencer attended the meeting and commented that we have to change the culture and clean up the community. He visits with his family and people think he is crazy, but he feels safe. We need to engage young people and get them on the right path.

After this discussion ended, almost half of the crowd left. The next item spoken about were some of the local food growing/selling/cooking ideas that have been suggested on the STS website. This discussion went until close to 9:00 when it was decided that they would scrap the Development Strategy update and the Breakout Groups that were next on the agenda due to the time.

Huntington Station Brownfield Opportunity Area: Outreach Summary

Additional Community Meetings Include:
Source the Station Meetings- February 28th, May 7th (Town hall meetings)
Porter Trejo- ongoing dialogue including May 15th meeting
Huntington Station Action Now
Greater Huntington Civic Association Meeting- May 2nd
Save Long Island – July 13th

One-on-One Meetings:
Debbie Rimler- *Tri-CYA*
March 12th
Vision Long Island met with Debbie Rimler. Debbie voiced her concern over some of the challenges of previous outreach. Debbie explained that she was familiar with the BOA process and had previously been involved. She noted that although she had attended several meetings in the past, she is still unsure of how the process works. We provided an update of the BOA process and our role in the current phase.

Debbie provided ideas which she believes would be instrumental in the success of any new development. One idea was to have a job fair. The job fair would not only be geared towards the type of employment that the development would generate but to also include the types of jobs that are coming to Long Island. Affordable housing for college graduates and those displaced by Sandy was also an idea. She also suggested transportation improvements and interconnectivity options to surrounding communities. Amenities to offset the cost of living and increased accesses to resources like food markets. Resources such as grocery stores currently only exist outside of the community. She would also like to see an investment in youth programs and night and weekend activities for all ages.

Debbie also provided a list of community leaders and business owners for possible outreach.

Dolores Thompson- *Youth Enrichment Center*
March 19th
Vision Long Island conducted a phone interview with Dee Thompson. She reviewed her concerns with the outreach and clarification to the community that we are not starting over but just continuing the outreach into the next phase. She provided us with a history of her involvement in the BOA project and suggested others we should speak with.

Fran Leek- *St. Hughes Rectory*
March 13th
Vision Long Island met with Fran Leek, a representative of St. Hughes. She was familiar with the history of the BOA process and Vision Long Island. Throughout our meeting, Fran shared that she like many others, had begun to give up on the possibility of redevelopment and has become disengaged with the process. She noted that it has been an ongoing challenge yielding little results so far for the community.

Fran also shared with us some the challenges she has seen in the community that she hopes the BOA will address. Affordable housing is a big challenge for people in the community. There is overcrowding in homes and illegal housing. She also suggested a revision to zoning requirements and permitting process regarding “mother/daughter “homes. She believes there would be less community resistance to affordable if there were more education of what affordable housing includes and how it can benefit the community. Along the same lines, there needs to more education to the facts of the community and not just the stigmas like that of the school district. She wants to see an investment of services that gets people beyond the point of a “band aid” where they are actually able to be self-sustaining. Specifically for the young people where they can play and learn where it is affordable if not free. There needs to be

more of in an investments in jobs and training programs. These programs should also follow what the kids are learning in school. Many of the returning college grads cannot afford to live in Huntington Station or are not able to find work. There also needs to be more of an investment in public safety. Fran would like to see more of a presence of the elected officials in the community. Fran said, "I don't think I could afford my own home if I purchased it today". She wanted to stress removing the stigma around Huntington Station saying, "[we] want people to come to build up their lives. This is a future for them and it's here in Huntington Station".

Fran also suggested others we should reach out to and invited us to meet with her parishioners of both the English and Spanish mass services at a later date.

Crystal White- *Tri-CYA*
March 21
Vision Long Island returned to Tri-CYA to meet with Crystal White who is a member of the community and has been involved in the BOA process particularly the meetings held at Tri-CYA. Crystal is familiar with Vision Long Island so we explained that we were here to complete the outreach for the last phase then moved to her comments and concerns.

Crystal expressed that the community has a lack of faith at this point in anything getting done. The process has been lengthy and those smaller projects that have been completed seemed to bring little benefit to the community as they were not done as anticipated. She provided some examples. One concern was the roundabout. Although it was meant for traffic calming, the appearance, safety, and landscaping do not make it an appealing area to pedestrians and it still poses the challenges of traffic and pedestrian safety. She understands the concept of walkability but does not believe it was done properly here. While some see it as a challenge, she does not believe parking is an issue that should hinder development as there is ample parking. She would like to see more incentives for landlords and store owners to make improvement to their properties because money like that from the Canon benefit has not reached down to the small store owners. Beautification can do a lot to change the stigma of the community simply by completing sidewalk repairs and better landscaping. Projects like Gateway Gardens are good in theory, but there needs to look more aesthetically pleasing and more needs to be done around it. Right now it seems out of place. The train station is a major hub that brings people to and from the community. The train station needs landscaping improvements and more of a focus to motivate people to use the unispan. The challenge with that is that most people don't feel safe. Therefore these efforts need to be done in collaboration with an increased police presence. Closing things down because of crime or violence is not the answer. An example is the Jack Abrams School. She believes the school needs to be reopened. To deter the young people from participating in negative activities, there should be a youth center similar to what was hooped for by Touro.

In regards to community participation, she would like to see some sort of stewardship program that helps to develop young leaders and is inviting to residents new to Huntington Station. There has been such a challenge in achieving goals set in the past that is cause some to be reluctant to any new goals. So there needs to be some collaboration of both and success on something being completed properly. She suggested reaching out to the parents at sporting events at the high school.

In regards to the actual BOA process, she wanted some clarity put out to the public regarding the difference between the BOA process and the Source the Station Project. There seems to be confusion within the general public on the difference of the 2 and how they can work together.

With regards to the plan itself, it is not completely dissimilar to those the community has seen before. She has no real issues with it. She feels the hotel may be a bit large but understands its purpose in

economic development. She would like to see the jobs ties to the community similar to what was done in Hempstead.

Dee Thompson- *NAACP and Huntington Station Enrichment Center*
July 3
Dee Thompson & a representative from the NAACP provided Vision with a list of necessities in Huntington Station. A bank is needed as there is only one bank in the core area of Huntington Station and it isn't very involved in the community. Something else that is desired are mom and pop shops near the train station that cater to commuters such as dry cleaners, delis, coffee shops, etc. Many people commute from the Huntington Train station, but most get straight into their car and leave without supporting any of the local businesses. They wanted to see more affordable housing, specifically apartments over stores and a small hotel (60-75 rooms) with a soul food restaurant. They wanted to see bike lanes and athletics for youth such as basketball or a park in the long parking lot across from the plaza and jobs! They suggested using some of the space in Jack Abrams such as the gym and grounds, that won't be used for the STEM program for community space. Finally they suggested that we speak to Rev. Washington and Rev. Jennings as well as the Dolan Family Health Center for additional input.

Additionally, the environmental center the women from the garden mentioned would be on the site adjacent to the garden that was recently purchased by the town, not at Jack Abrams itself, but perhaps could be used by Jack Abrams STEM students.

Huntington Headstart
July 8
During the original planning meetings people were very unhappy with the idea of apartments over store fronts because they feel the area is too crowded, but the two women we spoke to like the idea of nice apartments over store fronts. They felt that development similar to Patchogue would be good for the area which includes affordable housing over store fronts and a downtown village area. They both felt a hotel would be very useful for the area because it is very difficult to find jobs and that would provide some of the economic development that needs to occur in order for Huntington Station to begin attracting more people. They felt more people need to be brought to the area and youth services and more restaurants with outdoor seating would be helpful in accomplishing that. They want to move in this direction without having a dense city like feel. With regards to their day care center, it is currently located in an industrial area and the location is not an appropriate place for a day care center so a new safer location in a downtown commercial area would be a better place for children to be. They felt that more people in the area would make Huntington Station safer and could help to unify the area.

Huntington Station has a very diverse community and it will be important to build on the strengths that already exist including a diverse array of people and restaurants. They were very excited about the project and felt it was necessary to make Huntington Station a place that people want to live in.

-LICAN (Long Island Community Agriculture Network)
July 8
At the community garden the folks from LICAN knew about the work that was being done with Renaissance Downtowns and were involved with some of their meetings. Originally the community garden was a brownfield site so they are also familiar with the brownfield development process. They felt affordable housing was very important and it should be rental apartments above stores including 1, 2, and 3 bedroom apartments to attract a variety of people including families. They also want to see vacant lots and small plots of land converted into community garden space because currently they have a waiting list without doing any outreach so there is a clear need and desire for more area to plant in.

They also hoped that the gardens could stretch south of the station so that a more diverse group would be able to grow food. The idea for a hotel was very well received and they also included that they would like to see coffee shops, convenience stores, a diner, dry cleaners, bakeries and other stores for commuters to go to near the station. At the station there is too much ground level parking so they want that to be converted into public space for people to use. There has been talk of an indoor farmers market with a kitchen and roof top garden which has been very well received as well as a community center with youth programs and spaces. They felt it was important to capitalize on spaces to create farming opportunities to grow food. They also want Jack Abrams to be reopened and are excited about the idea of an environmental center possibly being put in.

Vita Scaturro- *Huntington Township Chamber of Commerce*
July 13
She felt that something for younger kids that are affordable or free and sponsored by the town would attract many children and families to the area. A sports center or water park that is in a central location similar to what Babylon has would be beneficial to Huntington Station.

Ginette Rows- *YAM (Haitian Community)*
July 13
She said the number one concern is job creation and any work that needs to be done should provide people with the opportunity to work. She wanted to see affordable homes and property value improvements and she did not want to see any of the communities displaced. The Haitian community wants to be involved and they want the development process to be transparent. They also want to see home security and see their property values affected in a positive way. Support for existing businesses is very important because they want to see businesses improved instead of pushed out. Job training entrepreneurship training, and managerial support would greatly benefit businesses already in existence as well as enable more people to get jobs.

Peggy Boyd- *Family Service League*
Phone call- July 15
She felt that affordable housing was very important especially 1 to 4 bedroom rental apartments over store fronts. She wanted more businesses and store fronts so that there would be economic development, but she also wanted to ensure that there would be more parking with the increase of retail spaces so that it didn't become crowded like Huntington Village. She also wanted to make sure there was continued access to the station as well as an increase in bus stops and more scheduled bus times. Most importantly she felt there should be more green spaces, spaces that are walkable, similar to the plaza built by Olive St. She thinks there needs to be a prettier more inviting atmosphere so people want to come to Huntington Station.

She told a story of 2 kids she asked to describe their home towns, one was from Huntington Bay and he described it as very pretty with lots of parks, beaches, and grass and the boy from Huntington Station described his home as having a lot of pavement and cars, and not being very pretty. As this story illustrates, improvements need to be made so there is a stronger sense of place and value for residents of the area. She felt that more street lights and parks for people to walk in and kids to play in will be important to make a prettier more welcoming area.

Cynthia Shor and Dr. William Walter- *Walt Whitman Birthplace Association*
July 17
Dr. Walter is on the Huntington Beautification Committee and he was aware of Source the Station and the work that Renaissance Downtown is doing. He was worried about the removal of the parking lot and

wanted to ensure the developer would be providing more parking because the development price is so expensive. Both said they wanted the Walt Whitman Birthplace to have more contact with Huntington Station so that people living north of Jericho will come visit the birthplace. They are hoping to open an entrance on Route 110. They also want to find a way to have youth come visit the site because buses only drop off at the mall which makes it difficult to walk to the birthplace. They want to connect with youth service groups and showcase their historic site in Huntington Station so people know that it exists. They are concerned about existing businesses losing customers and money if similar businesses open in the area. They are also in agreement that a hotel would be a good idea so that people who visit the Walt Whitman Birthplace will have a place to stay.

They think promenades, walking spots, and a gathering spot in addition to economic development would make the area more attractive. Youth services would be helpful for students doing alternate studies and the Walt Whitman Birthplace could be a part of supplemental youth programs that could open in Huntington Station. They do not want to see the revitalization process stop. We've come so far this time they do not want to see the project lose momentum. They would also like to see the area have its own character instead of just being one shop after the other. It should also be made pedestrian friendly to create foot and family traffic. Safety traffic lights and roads that are easier to cross should also be incorporated. Cynthia Shor mentioned the Highline in NYC and suggested that creating a nice extended walking path will make people more willing to walk farther to get to different areas of Huntington. She also suggested that in the train station there should be a wall of cultural places, parks, and historical locations in the area or an interactive kiosk with nearby attractions that people can go to.

Andrea- *Source the Station-Renaissance Downtowns*
July 24
Source the Station has also been doing monthly community meetings and each meeting has had about 50% people who are new and 50% people who have been involved in the process. The most popular ideas that have come from the community meetings are a plaza, restaurant row, attainably priced housing, an upgraded train station, a fresh fruit and veggie sand, a book shop, performing space, and café and a community center for youth groups and job training. A boutique hotel was also suggested by an outside source and Renaissance Downtowns developed a plan for it. People would also like to see the area more transit friendly and with co working space. There have also been requests for parks, nicer offices, artisan production space, and apprenticeship/job training space.

Susan and Mckinley -*Huntington Housing Help*
July 24
The number one priority was economic development and blue collar jobs for people that may not have a college education. They had a few worries that included displacement of residents of Huntington Station and business owners being pushed out by new businesses but the worries were alleviated when it was made clear that no one would be displaced and anything built would benefit the community. They also said the redevelopment of foreclosed homes was necessary because there are many foreclosed homes that need to be fixed so they can become rentals before absentee landlords stop maintaining the properties. Attainable and affordable housing is also necessary but people also need to have jobs that allow them to afford to pay the rent which makes economic development very important.

They felt a day care near the station could be very helpful as well as coffee shops and a deli. Some of the facades could be fixed up and a real grocery store has also been asked for. It was also suggested that a green grocer near the station to buy fresh produce would also be good for the community. They were concerned about the side streets and wanted to ensure that those would also be fixed up so that they improvements are fluid and the area is not just a main street but a destination. Since the roads are busy they also suggested traffic calming and timed or widened parking on the street or parking behind

the stores as well as making sure the lights are timed correctly and that businesses are placed so that double parking isn't necessary.

Their last suggestions were for services for people who need to learn English as a second language but also people who speak English and need to learn proper business etiquette such as how to speak and how to dress for job interviews or requesting housing. They also felt youth services for at risk youth in the summertime were necessary to help kids in the community.

Terry- *Dolan Family Health Center*
Phone- July 29
At Board meeting last Wednesday he asked members what he could tell Vision Long Island should be done in Huntington Station. He said that they wanted to see the stimulation of new economic growth in Huntington Station with new shops located, in particular, around the train station. He said the first time he came to Huntington Station was in the 40s and there was a downtown area with safe streets and sidewalks and shops to go to but then they turned it into parking lots, so he would like to see it how it used to be. He mentioned that it was unfortunate that they bulldozed the hotel that used to be there. Everyone on the board wants to the revitalization to occur soon so that people will want to live and visit Huntington Station again.

Ira Tane- *Benchmark Builders and Temple Beth-El in Huntington*
August 5
He was very much in favor of redeveloping Huntington Station and said growth was necessary to improve the neighborhood. Members of the Temple suggested a bikeshare system and that they would love to see the area fixed up. He mentioned an article that was written in Newsday about gang violence and how that created a stigma that is now attached to Huntington Station and the stigma needs to be broken so people understand the area is not as bad as its reputation. There needs to be less bad press and better marketing done for Huntington Station. People want to see a nice area to live with low priced housing. More suggestions included a food store that offered fresh produce and healthier food prices. He suggested Giunta as a grocery store that would find a good market in Huntington Station.

Night activities, most importantly restaurants are necessary. He also suggested enhancing the shuttle to Huntington Village by making it more regular and visible, possibly running on Friday and Saturday nights and having an increased number of smaller buses that run frequently. He also wants to make sure Station Sports stays in business because they are very important for the youth in the community and in a good location. The area was compared to Williamsburg Brooklyn and he feels it could become a successful area like Williamsburg has. A shoe maker, a dry cleaner, and small separate family businesses such as a produce store and a meat store were all also suggested. He felt that as long as the development is done fairly and appropriately it will be successful.

Huntington Station Brownfield Opportunity Area: Outreach Summary

Reults:
Below is a tally of suggestions we heard throughout the outreach process. A suggestion was counted once for every meeting in which it was suggested.

Suggestion	Number of Requests
Jobs/Economic Development (Percentage reserved for resident)	10
Youth Services/Childhood Development	10
Services/Amenities ie. Stores and Recreation	10
Transportation-Walkability, Traffic, and Transit	9
Hotel/Tourism	9
Beautification/Green Spaces	9
Affordable Housing	8
Public Safety/Crime Prevention	6
Public Participation in Processes	6
Property Rights/Eminent Domain	4
Services for Non-English Speaking Residents	2
Re-entry Programs for ex-offenders	2
Nightlife	1

Feedback: Additional requests collected not related to a specific project include:

1. More public participation and outreach
2. Clarification between BOA outreach and outreach conducted by Renaissance Downtown
3. Pleased about some projects but concerned about their long-term futures within the community ie. Station Sports and the community garden
4. That there be an end to planning studies until concrete improvements ensue.

Additional groups that were contacted:

Bethel AME Church
Huntington Assembly of God Church
West Hills Baptist Church
Faith Missionary Baptist Church
Joshua Baptist Church
Sovereign Grace Baptist Church
Our Lady of Grace Dix Hills
Saint Elizabeths Roman Catholic Church
St. Matthews Roman Catholic Church
St. Pius V the Society of Jesus
Long Island Alliance Church
Korean Methodist Church
Half Hollow Community Church
The Rock Community Church
St. Lawrence of Canterberry Episcopa
The Dix Hills Evangelical Free Church
Faith Evangelical Free Church
Bethel Lutheran Brethren Church
Gloria Dei Lutheran Church
Grace of God Evangelical Lutheran
St.Lukes Lutheran Church
St. Peter's Evangelical Lutheran Church
West Hills Methodist Church
House of Prayers
Mt Calvary Church
Upper Room Ministries
St. Andrew's Orthodox Christian Church
Mt Zion Pentecostal Church
Bethany Presbyterian Church
Emmanuel Seventh-Day Adventist
Sevent-Day Adventist Church
LI MADD
Porter-Trejo Action Network
Pederson Krag Center
Light Salvation
Mary Grath Insurance
Family Service League
Guiseppe Pizza
Mike Conell Funeral Home

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