



Downtown Revitalization Initiative

APPLICATION

Applications for the Downtown Revitalization Initiative will be received by the Regional Councils. Applicant responses for each section should be as complete and succinct as possible. Applications should be submitted as Word documents and must be received by the appropriate Regional Council by 4:00 PM on June 1, 2018 at the email address provided at the end of this application. Application guidance is provided in the *Downtown Revitalization Initiative Guidebook* found on the DRI website at www.ny.gov/dri.

BASIC INFORMATION

Regional Economic Development Council (REDC) Region: Long Island

Municipality Name: Town of Huntington

Downtown Name: Huntington Station

County Name: Suffolk

Vision for Downtown. Provide a brief statement of the municipality's vision for downtown revitalization.

Together with broad support from the Town of Huntington (Town), the local Huntington community and NYS Downtown Revitalization Initiative (DRI) funding, Downtown Huntington Station - one of the earliest population and commercial centers on Long Island - would return to a vibrant, walkable area with a strong sense of place. The vision of the Downtown Huntington Station DRI is to leverage the incredible potential to "Bring Back" this unique, attractive and historic downtown.

Building off of rigorous community and Town-based efforts in recent years, the Huntington Station Hamlet area has already begun the process of revitalization, as demonstrated by planned and newly-constructed housing and commercial spaces just north of the Huntington LIRR station, small public gathering spaces and recent pedestrian-friendly improvements. The area south of the LIRR tracks is perfectly poised to benefit directly from increased investment that would continue the revitalization of Downtown Huntington Station.

Presently, multiple vacant or underutilized properties, a lack of public gathering space and unwelcoming properties along the main thoroughfares south of the LIRR tracks all combine to discourage the walkable environment and sense of place that once existed. The Town envisions colorful pedestrian-friendly cross walks, bike safety improvements, new street trees, sidewalks along Depot Road, an integrated security program and improving the appearance and accessibility of existing parking areas and buildings. Developing vacant properties into larger public gathering space would create space for the community to interact on a daily basis. A sizeable public plaza as well as attractive "parklets" throughout the area would create opportunities for people to get out of their cars, enjoy the outdoors and socialize. In addition, public art, such as murals and artwork throughout public spaces would celebrate the rich and diverse history of Downtown Huntington Station. With a zoning code in place that already allows mixed-use development and has an affordable housing requirement, DRI funding

would allow Downtown Huntington Station to jump-start the process of revitalization and would encourage development to both increase the commercial tax base and bring “missing middle” housing to the downtown.

JUSTIFICATION

Provide an overview of the downtown area nominated for the DRI program, highlighting the area’s defining characteristics and the reasons for its selection. Explain why the downtown is ready for Downtown Revitalization Initiative (DRI) investment, and how that investment would serve as a catalyst to bring about revitalization.

Huntington Station’s emergence as a successful downtown began 150 years ago and can be directly attributed to the expansion of the Long Island Rail Road (LIRR), which established a depot in 1867 on the site of the present station. The railroad attracted commerce and people to the hamlet, where three hotels, a bank, a post office, a racetrack, and two to three-story buildings on both sides of New York Avenue were built to cater to both the needs of travelers and the eastern migrating population. These buildings provided space for offices, apartments, convenience retail and service establishments. Goods and services offered included coal, lumber and feed merchants, a bicycle shop, a barber, a shoe repair store, meat and poultry purveyors, a drug store, a general and sundry store, a bakery, a grocery store, an auto repair garage, and a clothing store. Huntington Station had become an important commercial center of western Suffolk County.

By the end of 1960, Huntington Station’s economic growth had placed it at the top of the ten Suffolk County communities having the greatest number of manufacturers, wholesalers and retailers. In 1961, Huntington Station, with over 6.6 percent of Suffolk County’s 8,100 businesses, maintained that top ten ranking.

All of that growth came to a halt during the 1960s. Under urban renewal, the 86 businesses surrounding the railroad station that comprised the economic center and vital core of Huntington Station were demolished. Conceptually, the displaced and relocated businesses were to be replaced by a modern shopping center with adequate off-street parking. Additional office space was to be provided, while industrial uses were eliminated. Housing was also impacted, with the urban renewal plan calling for the displacement of over 100 households. Sadly, the development envisioned did not occur. The urban renewal plan altogether eliminated the economic, social and cultural center of Huntington Station.

In recent decades the Town of Huntington has enacted policy, adopted plans, invested in the area’s infrastructure and worked with the community at large to overcome over fifty years of disinvestment and blight. The existence of brownfield sites in Huntington Station led to the 2016 formal designation as a New York State Brownfield Opportunity Area to address these contaminated sites and work with the public towards cleanup and redevelopment. In 2012, the Town partnered with developer Renaissance Downtowns on multiple municipally-owned properties around the LIRR tracks. Public outreach has included innovative crowdsourcing techniques with “Source the Station” (www.sourcethestation.com), created in partnership with the Town and Renaissance Downtowns, and has garnered strong community support to help guide current and future development. The Huntington Station Business Improvement District (BID) has also helped spur creative and business-friendly initiatives in the downtown. All of these vested groups and partners would continue to work towards the common goals and strategies outlined in this DRI application. The award of New York State’s DRI grant would become the tipping point to position Huntington Station on a fast track to coincide with all of these moving parts: planned LIRR improvements, the current development happening north of the tracks and the overall move towards walkability and transit-oriented development.

DOWNTOWN IDENTIFICATION

This section should be filled out with reference to the list of desired attributes for participation in the DRI as set forth in the *Downtown Revitalization Initiative Guidebook*.

- 1) Boundaries of the proposed DRI area.** Detail the boundaries of the targeted neighborhood, keeping in mind that there is no minimum or maximum size, but that the neighborhood should be concentrated and well-defined. Neighborhoods beyond a traditional downtown or central business district are eligible, if they can meet other criteria making them ripe for investment. Attach a map that clearly delineates the area to be included in the downtown revitalization area.

The Downtown Huntington Station area (see Figure 1) encompasses an area of 193 acres and is centrally located within the 3,305.7 acre Huntington Station 2010 Census Designated Place (CDP). The target neighborhood includes the Huntington Station Hamlet Center and the blocks immediately north and south that fall roughly within a half-mile radius of the LIRR station. Its northern border is the corner of New York Avenue and Lowndes Avenue, with Lowndes Avenue and 3rd Avenue to the west, the Huntington Manor Fire Department to the south, extending east along East 12th Street to Depot Road and Fairground Avenue then back up New York Avenue, which forms the easterly edge of the Downtown Revitalization Initiative (DRI) area. The DRI boundary area map (Figure 1) and DRI assets and opportunities map (Figure 2) are included below and the boundary map is submitted as a separate attachment with the formal DRI application.



Figure 2 DRI Assets and Opportunities Map

2) Description of catchment area. Outline why the proposed DRI area, or its catchment area, is of a size sufficient to support a vibrant, year-round downtown, with consideration of whether there is a sizeable existing or increasing population within easy reach for whom this would be the primary downtown destination.

Downtown Huntington Station is the primary downtown inside the larger Census Designated Place of the same name. The CDP, as a whole, contains approximately 33,029 residents according to the 2010 US Census. The Huntington LIRR train station lies near the center of the proposed DRI area. This station is the second busiest train station on the Port Jefferson rail line with 3,802 daily commuters, along with 4,602 parking stalls (Source: NY Times). This gives Huntington Station a competitive advantage with respect to Transit Oriented Development feasibility and marketability.

Although the Town has delineated a traditional downtown hamlet center line, the boundaries of the proposed DRI have been expanded in order to maximize the potential synergies of several key parcels including the Gateway Plaza, the Gateway Community Garden site, and a proposed hotel at the northwest corner of Route 110 and the Long Island Railroad. In addition, a few vacant parcels along East 11th Street and a new retail center at the northeast corner of Route 110 and East 12th Street could positively contribute to the DRI area as well. This expansion is further justified by the fact that the overall extent of the proposed DRI area is within a 10-15 minute walk to the LIRR Station.

The DRI area is less than a mile from five (5) major roadways (Route 110/New York Avenue, Pulaski Road, Oakwood Rd, Park Avenue, and Jericho Turnpike) and includes a commercial corridor that extends along NYS Route 110. The proposed DRI area is strategically located directly between two major regional shopping and population centers including the Walt Whitman Mall to the south and downtown Huntington Village to the north (Figure 3). This beneficial location can position the DRI area directly in the path of regional traffic which would in turn receive an inflow of capital from a larger market area.

Huntington Station is also well connected to the surrounding residential neighborhoods in terms of both vehicular and pedestrian traffic. Of the total of 5,169 properties within ½ mile of the proposed DRI area, 4,283 contain single family dwellings. In addition, 15 apartment buildings lie within the area, making pedestrian access convenient (Source: TOH GIS).

Therefore, although the existing commercial tenancy favors neighborhood support services, the DRI's strategic location, coupled with robust transit service, would be a key attractor in incentivizing economic development and placemaking.

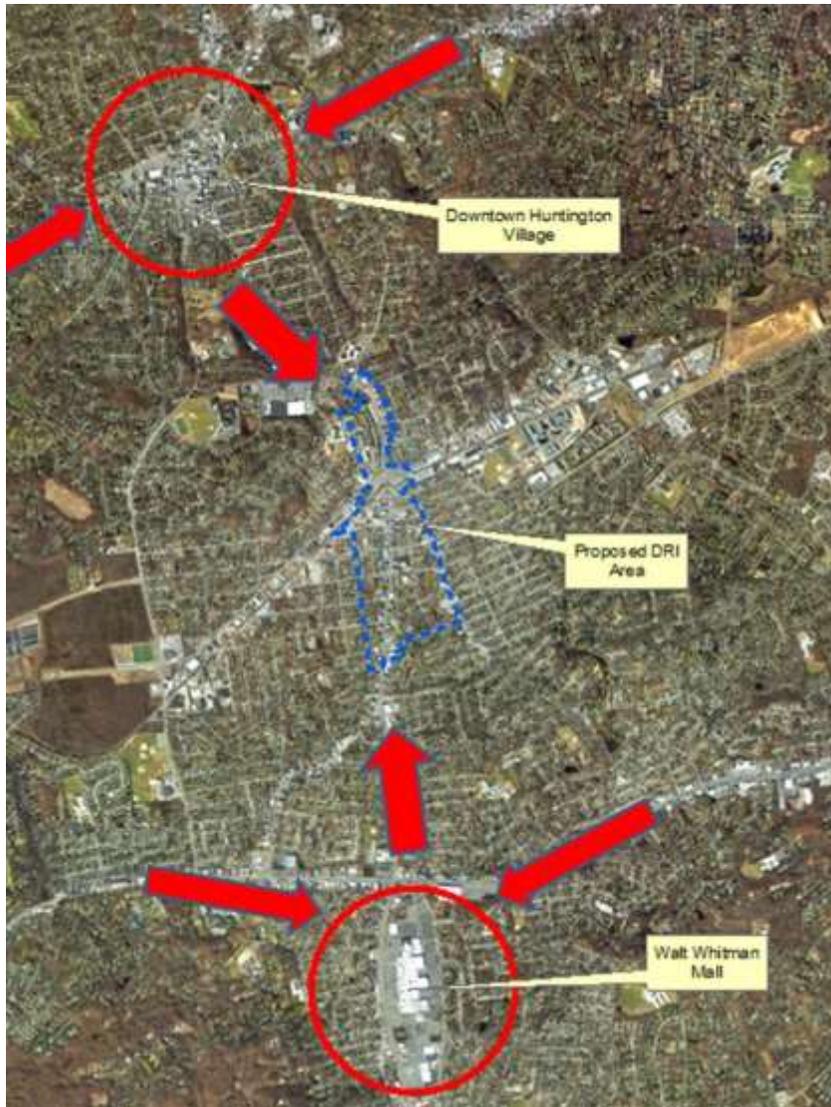


Figure 3 DRI Regional Map

3) Past Investment, future investment potential. Describe how this DRI area will be able to capitalize on prior private and public investment, or catalyze future investments in the neighborhood and its surrounding areas.

Since 2004, downtown Huntington Station projects have received approximately \$23 million in public investment from both Town funds (approximately \$15 million) and various grants received from all levels of government, including Restore NY grants from Empire State Development and Suffolk County Downtown Revitalization Grants. These funds have been used in both planning efforts and direct actions such as land purchases to accomplish revitalization goals. The recent and future actions to make improvements in Huntington Station include the following:

Public Agency Support:

Town of Huntington Economic Development Corporation (EDC) – The Town created an EDC in 2003 to help guide revitalization efforts in downtown Huntington Station. The EDC provides professional/technical support, grant writing and advisory services for the Town of Huntington from its high-level professionals on the Board of Directors.

New York State Brownfield Opportunity Area (BOA) – The Town received a \$340,000 grant for planning and community outreach concerning brownfield sites in the area as part of the application process for the BOA program. A portion of Huntington Station around the LIRR station was formally recognized as a BOA by the NYS Department of State in August 2016.

Long Island Regional Economic Development Council (LIREDC) – In its strategic plan, the LIREDC added Huntington Station to its Opportunity Agenda based on its needs and the economic potential yet to be tapped within the hamlet. Investments made by the Council to date include a \$1.5 million Empire State Development grant for the redevelopment of the nearby James D. Conte Community Center (a former NYS Armory), \$370,000 through the CFA for restoration of an historic farmhouse known as the “Teich House” (listed below), and two Restore NY grants (\$1.560 million for the Columbia Terrace Affordable Housing Condominiums and \$1.170 million for the Gateway Plaza mixed-use development – both described below).

Public / Private Partnerships:

Huntington Station Business Improvement District – In 2003 the Town of Huntington facilitated the formation of a Huntington Station Business Improvement District (BID) that generates approximately \$100,000 annually from property tax collection for improvements and promotion of the downtown business district. Town staff attends BID meetings and provide assistance with BID projects.

Huntington Opportunity Resource Center (HORC) – The Huntington Opportunity Resource Center operates from a mixed-use building located one block south of the train station on a property recently acquired by the Town. It has twice been the recipient of a total of \$300,000 in New York Main Street grant funds, and was also the 2015 beneficiary of CFA funding under the NY Unemployed Worker Training Program, with St. Joseph’s College as the applicant and job training provider for the Center. The Center assists local residents with employment searches, job training, and small business counseling. They have teamed up with the United Way to teach construction skills to veterans.

Renaissance Downtowns – In 2012 Renaissance Downtowns was selected via an RFP process to partner with the Town to for the development of specific Town-owned parcels around the Huntington Train Station. Renaissance has invested \$4+ million dollars toward extensive community outreach and planning of development of projects north of the Long Island Railroad (LIRR) tracks along New York Avenue (Figure 4) where sewer infrastructure is presently available. The Northridge mixed-use building is presently nearing completion by Blue & Gold Homes (3-story building, 6,500 sq. ft. of retail and 16 one-bedroom apartments) and the Gateway Retail Plaza is to follow by G2D Development (3-story building, 15,000 sq. ft. of commercial space, 66 studio and one-bedroom apartments). The hotel/office and artist residence projects are in advanced stages of planning. Bills have been offered in the State legislature to authorize the transfer of state-owned land (New York State Department of Transportation) used for commuter railroad parking to the

Town to make way for the development of the hotel/office and artist residences/workspace. All commuter parking lost to development will be replaced.

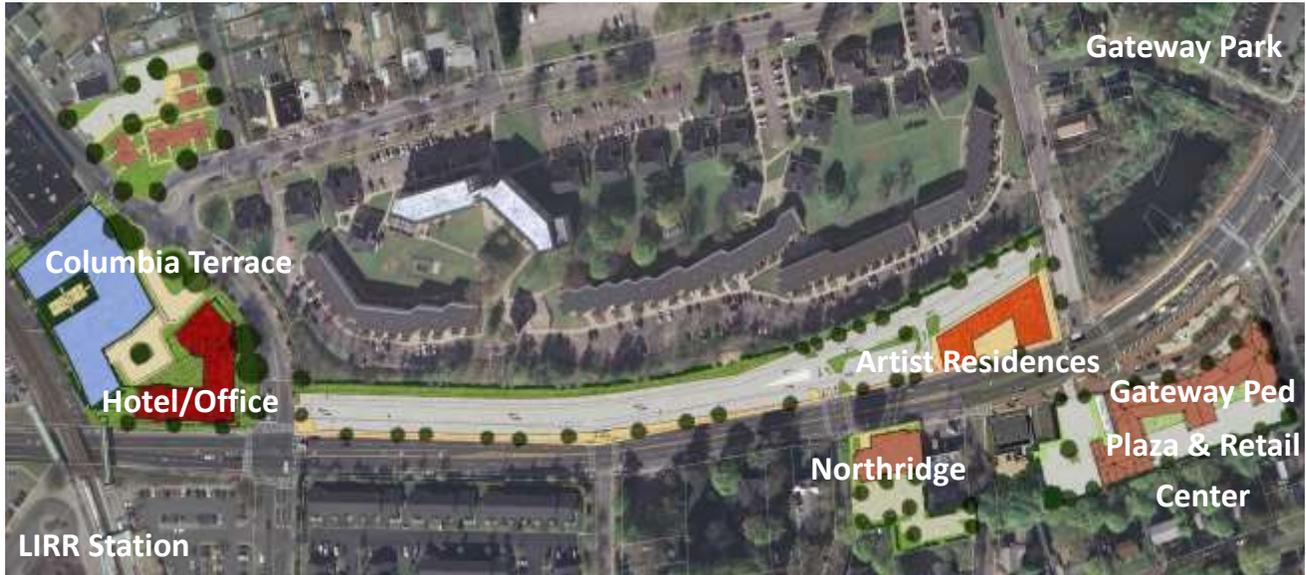


Figure 4 North LIRR Renaissance Rendering

Completed Public Projects:

Gateway Plaza – The Town acquisition of surplus land from the NYS Dept. of Transportation (NYSDOT) created from a road realignment fifty years ago at the intersection of New York Avenue (NYS 110) and Olive Street was used to convert a barely used parking area into a small pedestrian plaza with landscaping, new sidewalks, parallel parking spaces, public art and a new bus stop shelter.

Gateway Park / Community Gardens – The Town acquisition of several vacant lots along New York Avenue (NYS 110), east of Lowndes Avenue, allowed the construction of a community garden where local residents can learn gardening skills and grow vegetables and flowers.

Teich House – This house and property were acquired by the Town as an addition to Gateway Park. In addition to providing an indoor space for educational programming in connection with the adjacent community gardens, the historic building also displays the original equipment used by Dr. Teich in his longstanding medical practice.

Huntington Train Station – Landscaping and sidewalk improvements were made around the train station to improve its appearance. A volunteer beautification committee meets on an ongoing basis to help maintain the landscaping.

New York Avenue Streetscape Improvements - In limited areas, old concrete sidewalks were replaced with red brick pavers, and decorative sidewalk lamps were added to improve the appearance and safety of the pedestrian environment. This project also added sidewalk ramps at various intersections with detectable warning surfaces for handicapped accessibility and safety, as well as crosswalks and pedestrian crossing signals.

Completed Private Projects:

Community Market – This market expanded into a 9,825 sq. ft. small supermarket with the acquisition of adjacent properties that provided space for the building and parking lot expansions. It is located on the southeast corner of Pulaski and Depot Roads, inside the hamlet center.

Avalon at Huntington Station – In 2013, the \$120 million Avalon Bay at Huntington Station complex was completed with 303 rental units (44 of which are affordable). Beechwood Homes recently completed its \$38 million construction project of 76 equity townhomes next door to Avalon known as Country Pointe at Huntington Station (11 of which are affordable). A pedestrian path to the train station was completed for these projects.

United Veterans Beacon House – A vacant parcel on Depot Road that had been taken by Suffolk County for failure to pay property taxes was acquired by United Veterans Beacon House, a charitable organization. In early 2018 they completed the construction of a building that will house 4 veterans.

Active / Planned Public Projects:

Columbia Terrace - The Town of Huntington and the Huntington Community Development Agency have combined their efforts, with the help of state and county grants, to develop a 14-unit affordable housing condominium project for military veterans. The project entailed the acquisition and merger of several parcels, some of which contained buildings in disrepair, and the realignment of the intersection of Railroad and Lowndes Avenues to improve traffic and pedestrian safety. The project is presently out to bid for construction.

Huntington Station Branch Library Expansion – The Huntington Library District has rented the first floor of the building at 1335 New York Avenue since 2002, where it provides a small secondary branch of their library system. In April 2018 they announced that they had reached an agreement with the landlord to also rent the second floor of the building, allowing them to double the size of the library branch.

South Hamlet Center Sewers – The Huntington Sewer District covers the northern portion of the Huntington Station Hamlet Center north of the LIRR tracks. Capacity limitations and topography inhibit a southwards expansion of the District. In early 2017 Suffolk County officials announced that \$1.25 million had been approved to complete a comprehensive design and engineering plan for sewers south of Huntington Train Station. The study will examine connecting this area to the Southwest Sewer District. Additional funding will be needed to complete the construction.

LIRR East Side Access – The LIRR East Side Access project is anticipated to greatly benefit Huntington Station as its train station is currently the end of electrification on the Port Jefferson LIRR branch thus making it a high-volume transfer point. Just as it had 150 years ago, Huntington Train Station will once again become a catalyst for economic growth and improvements in and around the catchment area.

The Town of Huntington, together with community residents, intergovernmental partners, the development community, and other stakeholders, including civic, business, cultural, human service/not-for-profit and faith-based communities, has a unique opportunity to align and leverage the cumulative impact of the past and future investments. These valuable collaborations, along with the forthcoming East Side Access project,

the Town and Renaissance Downtowns partnership, and sewer study investments, will catalyze private investment south of the train station on both private properties and public property. While the majority of improvements to date have been north of the LIRR tracks, owners of land and buildings to the south of the station have been watching and waiting for Huntington Station's revitalization to extend south, and bring with it the infrastructure and synergistic energies needed to realize the highest and best uses of their properties to lift up the entire area.

- 4) Recent or impending job growth.** Describe how recent or impending job growth within or near the DRI area will attract professionals to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.

Development on the north side of Huntington Train Station has already begun to promote job growth within the downtown that will attract more commuters, residents and visitors. The Town is desirous of bringing this same growth and vibrancy to the community on the south side of the train station.

The Town of Huntington and Renaissance Downtowns have entered into a Community Benefits Agreement (CBA) that provides opportunities for construction jobs, contracting opportunities and permanent jobs, such as retail and hospitality, for all projects undertaken through the partnership.

The recent job growth at the Northridge development included approximately 22 full time construction jobs, 13 indirect full time jobs, and 14 induced full time jobs. The Northridge development long term job growth projects \$2 million annually back into the community by 2020, with approximately 20 full time permanent jobs by 2020.

The Gateway Plaza development anticipates 52 full time construction jobs, approximately 28 indirect full time jobs and 32 induced full time jobs. Its long-term job growth projects \$6.5 million annually back into the community by 2020, with 43 full time permanent jobs by 2020 producing \$1.3 million in income.

The two developments above alone will create 82 new units that will be within walking distance of the Huntington Train Station. With the Northridge project already leasing up prior to completion, and the Gateway Plaza development anticipated to break ground before the summer ends, there will be a market - driven need for restaurants, grocery shops and convenience retail within the transit redevelopment area.

Employment centers in close proximity to the target development area are numerous with several of particular mention. The Melville corridor, which employs 42,710 of the Town's 114,915 workers, is home to Canon USA, Henry Schein, and many other large corporations and banking firms. The Melville Marriott is Long Island's second largest hotel. Long Island's two largest accounting firms are located in Melville: Marcum, the largest with 200 LI employees, and KPMG the second largest with 148. Just south of the catchment area is The Shops at Walt Whitman, a regional shopping mall with 88 stores, and two miles north, downtown Huntington Village with a vibrant restaurant and retail community. Nearby Huntington Hospital employs nearly 2,200. The thousands of working individuals within any of these proximate employment centers, among others throughout the Town, will welcome brand new, affordable and market rate rental housing, retail, cultural, hospitality and entertainment opportunities in the target development area. Businesses, employees, and residents alike have long expressed the need for one-bedroom units for young people working in the area, or commuting by rail to the city, and the aforementioned projects will meet that need, and bring reinvestment into the Downtown.

Unemployment among the residents of Huntington Station has dropped over the past few years due to increased opportunities locally, as well as access to career opportunities in Manhattan via mass transit. According to the US Census Bureau, while the population has modestly increased between 2013-2016, both the percentage of families living below the poverty level and the unemployment rate have steadily decreased.* If this positive trend continues, Downtown Huntington Station will be in the best position to become the cultural and economic hub it was envisioned to be, and as development continues with the anticipated hotel, office space, and additional retail and rental housing, further job growth and opportunities within the catchment area will be sustainable in the long term.

*https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_S2301&prodType=table

5) Attractiveness of physical environment. Identify the properties or characteristics that the DRI area possesses that contribute, or could contribute if enhanced, to the attractiveness and livability of the downtown for a diverse population of varying ages, income, gender identity, ability, mobility, and cultural background. Consider, for example, the presence of developable mixed-use spaces, varied housing types at different levels of affordability, walkability and bikeability, healthy and affordable food markets, and public parks and gathering spaces.

Since 2004, the Town and other levels of government have invested approximately \$23 million in Huntington Station's infrastructure to attract private investment, beautify and make the area pedestrian friendly. Examples largely to the north of the LIRR tracks include streetscaping, brick sidewalks, new curbs, decorative streetlights, murals, a pedestrian plaza with a public art installation and seating areas, Gateway Park & Community Garden, The Teich House (historic farmhouse restoration within Gateway Park), rainwater harvesting garden, hanging flower baskets and holiday decorations.

One of the most attractive attributes of Downtown Huntington Station is the cultural diversity that is on display, with several ethnic restaurants, specialty food markets and religious institutions, all within close proximity to a major rail station. While the community may be known for its Hispanic/Latin population, there is a plethora of ethnic dining establishments within and bordering the Downtown area including Pakistani, Middle Eastern, Indian, Italian, Greek, Chinese, Ecuadorean, Mexican and Japanese. The annual Unity Day Parade celebrates this cultural and ethnic diversity.

The community is also home to several religious institutions. These include The Universal Church, St. Hugh's of Lincoln, Mt. Calvary Church of Huntington, Light of the Salvation Church, Iglesia Pentecostes De Fe Restaurando Almas Para Cristo, and the Seventh-day Adventist Church. These institutions not only provide religious guidance, but are the cornerstone of the community, providing food, counseling and emotional support.

There are medical and dental facilities within the catchment area, which provide immediate access to healthcare. Additionally, Huntington Hospital, the highest ranked community hospital in New York State, is less than two (2) miles away.

The Downtown is home to Station Sports, which offers recreational activities such as miniature golf, target paintball, a batting cage and whiffle ball for the youth in the community. Families can also enjoy the

amenities of Manor Park, including tennis, basketball and handball courts, a synthetic turf field, softball fields, and a playground. Nearby Heckscher Park is an 18 acre oasis offering tennis courts, gardens a pond, and jogging trail. The Huntington Public Library, Station Branch, has plans to expand in its current location to better provide services and programs to the community.

Huntington Station’s Gateway Pedestrian Plaza was constructed in 2013 at the intersection of New York Avenue & Olive Street to replace and beautify a blighted NYS right-of-way property. The plaza features a public art installation of limestone sculptural benches and other seating areas.

Gateway Plaza (Figure 5) will be constructed later this year just behind the small pedestrian plaza. This development will provide the north side downtown area with new retail space, structured/elevated parking and 66 studio and one-bedroom rental units within walking/biking distance from the train station. The Northridge Development (Figure 6) recently hosted a ribbon cutting, with several of the one bedroom apartments already leased, as well as the lower-level retail space. These projects have raised the bar for architectural design to follow in the downtown.



Figure 5 Gateway Plaza



Figure 6 Northridge Development

In 2010, the Town, after a series of acquisitions, created Huntington Station’s Gateway Park (Figure 7). In doing so, it reclaimed approximately two-acres of derelict vacant land that had become a troublesome spot for the surrounding community. Under an agreement with the Town, and also with financial support for construction materials from the Town, Gateway Community Garden Inc. was formed shortly thereafter to help the Town transform the land into an oasis of 87 raised beds; 24 for children and 6 for adults with disabilities.

A program of garden education combined with cooking demonstrations helps the gardeners become more skillful and adept at using their vegetables for healthy meals.

An arts grant enlisted 60 local adults and children in painting colorful and educational murals (Figure 8) to decorate the extra-tall raised beds for the disabled. The free standing mural panels show a planting calendar on the side facing the garden, while on the other side, which faces the street, the panels display a gorgeous array of flowers and vegetables that will beautify the space year-round.

Plans call for construction of more garden beds to accommodate a long waiting list of gardeners. A social gathering area and children’s natural play area will also be added. In 2018, an additional parcel of property was transferred to the Town from the State, enabling more gardeners to participate in this community unification project.

Gateway Garden has drawn enthusiastic praise from residents and officials, and has given the gardeners a place to meet their neighbors, grow delicious organic vegetables, and enjoy nature and the outdoors—all in a walkable suburban neighborhood in Huntington Station.



Figure 7 Gateway Garden



Figure 8 Gateway Garden Mural

The Teich farmhouse located at 12 Academy Place (Figure 9) was once part of a thriving Huntington Station dairy enterprise known as Hillside Dairy. As part the development of Gateway Park, the Town restored the farmhouse with a combination of local, federal and NYS CFA grant funds. In doing so, it has facilitated an adaptive-reuse of the structure to house public amenities and interpretive programming relevant to the early agricultural use and general history of Huntington Station. In early 2018, the Town granted the home historic status, and it will provide exhibit and meeting space, as well as a handicapped-accessible restroom for Gateway gardeners and other park-goers. Its newly-renovated kitchen will become a stage for food preparation demonstrations using freshly-harvested produce from the garden to promote healthy eating and recipe ideas.



Figure 9 Teich Farmhouse – Before and After

- 6) **Quality of Life policies.** Articulate the policies in place that increase the livability and quality of life of the downtown. Examples include the use of local land banks, modern zoning codes, comprehensive plans, complete streets plan, transit-oriented development, non-discrimination laws, age-friendly policies, and a downtown management structure. If policies achieving this goal are not currently in place, describe the ability of the municipality to create and implement such policies.

The Town's Horizons 2020 Master Plan encourages a mix of national, regional and local tenants as well as cultural and entertainment uses, specialty shopping, artists' lofts, other live-work spaces, and mixed-use buildings that act as anchors in downtown hamlet centers, especially older hamlets such as Huntington Station. In 2004, the Town Board enacted the Huntington Station Business Overlay District to promote such uses for its downtown redevelopment. The overlay district has helped spur many of these uses, even in the face of the economic downturn post 2007. It has also served to discourage incompatible uses in the downtown. Transit-oriented and Huntington Station revitalization projects are also highly encouraged and are fast-tracked through Community Development. In 2017, the Huntington Town Board approved a measure to require that twenty (20) percent of apartments constructed in mixed-use buildings be affordable. This initiative aims to address concerns that apartments constructed over retail in Huntington Village are renting at rates beyond what young people entering the workforce can afford, and will also increase housing options for seniors looking to downsize.

- 7) **Public Support.** Describe the public participation and engagement process conducted to develop the DRI application, and the support of local leaders and stakeholders for pursuing a vision of downtown revitalization. Describe the commitment among local leaders and stakeholders to preparing and implementing a strategic investment plan. Identify an initial local lead for the program that will work with outside experts to convene a DRI Local Planning Committee to oversee the plan.

Huntington Station is well poised for a revitalization of its Downtown. The 2,000+ member stakeholder community, Source the Station, meets both online and in-person monthly to “crowdsource” development ideas. The community outreach initiative brought forward ideas that are contained in the Development

Strategy that was unanimously approved by the Huntington Town Board in June 2013. Throughout its outreach process, feasibility studies have been conducted for development ideas that gain traction.

The Town of Huntington Economic Development Corporation, as well as the Town's Local Development Corporation, also act as high level stakeholders and have been an integral part of development projects within the catchment area. Members of the Huntington Station Business Improvement District (BID) have a direct vested interest in seeing the community where they earn their livelihood flourish, and have long envisioned the revitalization of the downtown. Huntington Station is also fortunate to possess an active faith-based community of clergy leaders that interact with the Town as well as with not-for-profit leadership such as Family Service League, TRI-Community & Youth Agency, Harry Chapin Food Bank, "La Casita", Huntington Public Library, Station Branch and Huntington Opportunity Resource Center to ensure inclusiveness and cohesiveness of all stakeholders. All have expressed full support of the project outlined in this application.

Over the years, these stakeholders have successfully lobbied the Town for zoning changes, variances, approvals and many other actions that have been beneficial to the downtown. Their work assures socially, environmentally and economically responsible redevelopment ideas of the downtown. The Town of Huntington Economic Development Corporation and the Huntington Station BID would facilitate and participate in a local DRI Planning Committee. The committee would be overseen by Leah M. Jefferson, the Director of the Town of Huntington Community Development Agency, and Executive Director of the Economic Development Corporation. Working in tandem would be Anthony Aloisio, Director of Planning and Environment; David Genaway, GIS Manager; Craig Turner, Principal Planner; and Sasha Abraham, Planner; along with staff from the Department of Planning and Environment. The skills and knowledge brought by these individuals, coupled with strong community support will be instrumental to the redevelopment of Huntington Station.

- 8) Project List to Demonstrate Readiness:** Describe opportunities to build on the strengths described above by providing a list of transformative projects that will be ready for implementation with an infusion of DRI funds within the first one to two years (depending on the scope and complexity of the project) and which may leverage DRI funding with private investment or other funds. Such projects could address economic development, transportation, housing, and community development needs. While such projects should have demonstrated public support, it is recognized that projects will ultimately be vetted by the Local Planning Committee and the State. Explain how most projects proposed for DRI funding demonstrate their readiness for implementation.

To take advantage of the demographic strengths and recent economic investments associated with the revitalization of Downtown Huntington Station, it is necessary to address issues of public access, safety, appearance and constraints to development. As represented on Figure 2, the Town has conducted numerous field surveys which have identified opportunity areas where the proposed DRI strategies would be implemented. The following projects have been identified based upon both their broad community support and their potential to greatly contribute to the revitalization of the subject area. Significant progress would be achieved on many of these proposals within two (2) years through a cooperative effort involving the Town, community groups, property owners and the existing small business base.

PROMOTE PUBLIC ACTIVITIES AND PHYSICAL IMPROVEMENTS

Develop Public Plaza

Downtown Huntington Station lacks a public gathering space sufficient in size to provide for small concerts and art shows, night-time movies, and other public events that would foster community pride and attract local residents and customers to the Downtown. The Town has identified a number of properties that are ideally located south of the train station approximately 12,000 sq. ft. or more in the target area that could be acquired utilizing the Town's Open Space acquisition program (EOSPA). The DRI grant would be used to fund the necessary improvements in order for the plaza to serve as a social and cultural "village square" of Downtown Huntington Station.

The plaza would also complement the area and support downtown businesses during daytime hours by offering a location for customers to have lunch or an opportunity to engage with fellow residents in various social activities.

Business Façade Designs and Improvements

In an effort to help our small businesses (re)invest in their commercial space, the Town will establish in cooperation with the Huntington Economic Development Corporation (EDC) a Huntington Station Small Business Façade Improvement Program. The Town Board has adopted building design standards specifically for Huntington Station prepared by the Town Planning Department based on building scale, promoting "eyes on the street" through active and observant ground floors, historic compatibility, architectural composition and materials. The design guidelines will be applied to applicants seeking assistance for projects to revitalize façades in the DRI area.

The DRI funds will be utilized to provide grants or to establish a revolving loan fund to underwrite project costs for small businesses or property owners in the target area who want to renovate the exteriors of their commercial property in accordance with the adopted Huntington Station Design Guidelines.

Streetscape Improvements and Pocket Parks

A field review of the Huntington Station Commercial District has revealed a number of opportunities to located small public green spaces and augments existing streetscape improvements that would promote community pride and foster social interaction. A variety of amenities including but not limited to garden areas, benches, art work, sidewalk improvements, lighting and street trees would significantly improve the visual aesthetics of Downtown Huntington Station. The Town would partner with the Huntington Station Business Improvement District to earmark grant funds for the needed public improvements. Specifically, a focus on establishing public fund to sponsor art projects could greatly benefit the aesthetic and visually appeal along the main commercial corridors in the target area.

IMPROVE PUBLIC ACCESS AND SAFETY

Develop Integrated Security Program

The Town of Huntington is in the process of developing options for technology-based security models to maximize situational awareness for public safety throughout the Huntington Station Business District (HSBD). This is an ongoing effort with Huntington Station business consortiums and local community groups to spur business development and improve overall quality of life issues for local residents and merchants.

DRI funds will be utilized in the target area to expand existing video surveillance capabilities through increased overall coverage and improved software technology. This effort will integrate existing video and security technology feeds from partner agencies, merchant groups and individual businesses to improve overall coverage and crime prevention capabilities. Our security program would include technology kiosks as an economical and efficient way to serve the community in providing both services and information. The Town has deployed Q-Alert, a web-based complaint management system in order to execute immediate action and track the status of each case filed in the system. Kiosk platforms are well-suited to support this function as well as provide instructions on accessing Town services.

Off-street Municipal Parking Plan

Municipal parking is currently limited, visually obscured and not inviting from a safety perspective. The Town has already identified potential sites that could be designed with appropriate signage, lighting and physical improvements that would complement the existing businesses along New York Avenue and attract new business in vacant or underutilized sites. There are also opportunities to work with existing private parking locations that are currently underutilized and do not allow for general public access. Shared parking agreements could be structured for such properties to allow for public access in exchange for municipal support that would fund improvements necessary to attract the general public.

Transportation Infrastructure and Complete Streets

Currently, circulation through the New York Avenue corridor is congested and not conducive to pedestrians or bicycle mobility. A variety of actions are needed to encourage walkability and increase the safety and attractiveness of the downtown. With the New York Complete Streets Act as guidance, the Town will utilize the DRI grant to analyze signalization issues in cooperation with the New York State Department of Transportation. In addition the Town will develop plans to improve pedestrian crossings with brightly colored crosswalks and audible street signals, establish clear signage and wayfinding in the downtown, identify locations for bicycle lanes and racks, and improve and upgrade public parking along with ADA accessibility.

The complete streets plan recommendations ultimately will result in infrastructure costs related to signage, pavement markings, equipment installations or other capital projects. It is the intention to utilize the DRI grant to fund a share of the planned improvements in conjunction with other interested parties.

PROMOTE THE DEVELOPMENT OF INFILL HOUSING ALONG BUSINESS CORRIDOR

Sanitary Waste Program

The current C-6 Overlay Zone along the New York Avenue Corridor currently allows mixed use development with business use on the first floor and residential apartments on the second and third floors. As earlier noted the Town has recently been successful in generating mixed use projects north of the train station due

to the presence of sanitary sewers. The absence of sewers south of the train station has limited our efforts to revitalize the area with residential uses. It is the Town's expectation that through our cooperative effort with Suffolk County sewers will be available throughout the south end of NY Avenue within five (5) years.

However, it would benefit Downtown Huntington Station to institute programs in the short term that would allow mix-used developments to occur to spur revitalization. There are a number of commercial buildings in the downtown that have second floors that could be converted to apartments or that are currently used residentially but are in poor condition. In other cases, residential could be expanded above single-story business uses in accordance with existing zoning. Newer technologies for local sanitary removal in conjunction with the Town's TDFR program would be helpful to move such projects forward today. A grant program would be enacted utilizing DRI funds that would facilitate the utilization of newer sanitary waste removal technologies by property owners in the target area with the objective of developing affordable housing at key locations in the downtown.

- 9) Administrative Capacity.** Describe the extent of the existing local administrative capacity to manage this initiative, including potential oversight of concurrent contracts once projects are selected for award.

The administrative capacity to manage this initiative is extensive and includes officials in the Town Supervisor's Office, The Huntington Community Development Agency, Department of Planning & Environment, Town Attorney's Office, Department of Engineering, and the Town of Huntington Economic Development Corporation, which have been working collaboratively to administer and manage the ongoing redevelopment effort as defined in the Development Strategy adopted by the Town Board in June of 2013. Town representatives from each of the departments listed above comprise a working group that meets regularly with the development community to monitor and to allocate Town resources as needed to keep projects moving forward. Town staff also meets internally in between working group meetings to communicate, coordinate and collaborate on projects in need of action and management.

- 10) Other.** Provide any other information that informs the nomination of this downtown for a DRI award.

Downtown Huntington Station has a rich history as a vibrant, successful downtown and has made strides towards returning to its former place as an economic engine and heart of the community since the days of urban renewal. DRI assistance, coupled together with the coming LIRR investments, commercial and residential infill development, and placemaking and public improvement projects, would send a strong signal to the development community and serve as a catalyst to bring back Downtown Huntington Station as a prosperous, walkable, inviting community that would serve as a model Long Island downtown.

*Don't forget to attach a map that clearly delineates the proposed DRI Area. (See item 1.)

EMAIL SUBMISSION ADDRESSES

Please submit your application as a Word Document to the Regional Council for your region.

Capital Region	NYS-CapitalDist@esd.ny.gov
Central New York	NYS-CentralNY@esd.ny.gov
Finger Lakes	NYS-FingerLakes@esd.ny.gov
Long Island	LIREDC@esd.ny.gov
Mid-Hudson	NYS-MidHudson@esd.ny.gov
Mohawk Valley	NYS-MohawkVal@esd.ny.gov
New York City	NYC-DRI@esd.ny.gov
North Country	NYS-NorthCountry@esd.ny.gov
Southern Tier	NYS-SouthernTier@esd.ny.gov
Western New York	NYS-WNY-REDC@esd.ny.gov
