



TOWN OF RIVERHEAD RAILROAD STREET TOD REDEVELOPMENT

Request for Qualifications for a Master Developer

Town of Riverhead, Suffolk County, New York

March 25, 2021



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Dated: MARCH 25, 2021
RETURNABLE ON: MAY 14, 2021 NO LATER THAN 2 PM

All proposals to be submitted electronically to: thomas@townofriverheadny.gov

INTRODUCTION



INTRODUCTION

The Town of Riverhead wishes to solicit qualifications for the purpose of selecting a developer or development team (“Master Developer”) to design and implement a major mixed-use redevelopment of the Town owned parking lot located adjacent to the Long Island Rail Road (LIRR) station bordered by Osborne Avenue, Railroad Street, Cedar Avenue and Court Street in Riverhead into an attractive, transit-oriented, pedestrian-friendly, and environmentally sustainable point of interest with a mix of uses complementary to the downtown and including public parking. It is the intent of the Town of Riverhead to select the Master Developer through the process outlined in this RFQ.

Downtown Riverhead has seen new vibrancy in recent years with the revitalization of the riverfront park, the reopening of the Suffolk Theater, a focus on the arts (including the East End Arts and Humanities Council Inc., which is a Council designated by NYS), a world class aquarium and Hyatt Conference Center and Hotel, a new exclusive boutique hotel, public art, several new apartment and mixed-use buildings, numerous popular restaurants and businesses and is in the beginning phase of creating a Town Square on the Peconic River which will link the main street to the waterfront. The area surrounding the LIRR Station is one of the remaining areas of the downtown with unrealized potential and thus presents an enormous opportunity for revitalization – building upon the success in the nearby center of town and ever-increasing community assets. The Town anticipates that this project will build upon the recent successes in redevelopment that have occurred in the downtown through community development, economic investment and through the recommendations and actions of the Town Board through rezoning initiatives.

Many planning efforts have identified this area as important and ripe for redevelopment and if done correctly is anticipated to act as a catalyst for additional investment in the surrounding area. The recommendations of these planning efforts have been publicly vetted and openly discussed with stakeholders and there is widespread support for redevelopment of this area. The planning efforts and outreach conducted thus far, as well as recent zoning amendments allowing transit-oriented development, have aimed to create a welcoming and prepared environment for redevelopment. The municipally owned parking lot represents an opportunity for the Town to partner with a Master Developer in redevelopment of the property – and ideally nearby properties as well as a means of reinventing this area of Downtown Riverhead. The Town hopes to select a Master Developer as a partner to create a sustainable legacy project and create a unique redevelopment which brings new energy to this area of the downtown.

The Town of Riverhead is a rural municipality situated along the northeasterly end of Long Island in Suffolk County, New York with a population of approximately 34,000 (**Figure 1**). Located approximately 70 miles from New York City, the 201.3 square mile Town extends from the middle of Long Island Sound to the north, to the Peconic River and Flanders Bay to the south. Riverhead adjoins: Town of Brookhaven to the west, Town of Southampton to the south, and Town of Southold to the east. Downtown Riverhead (**Figure 2**) is within commuting distance of all job centers within Suffolk and Nassau County and has been revitalized in recent years as a vibrant historic waterfront downtown with walkable neighborhoods connected to the Peconic River. Downtown Riverhead is located within a 10-minute drive by car from Calverton Enterprise Industrial Park. The project area is within an Urban Renewal Area, a New York State Designated Brownfield Opportunity Area, and a Federal Opportunity Zone.

More extensive and detailed information on the demographics, economics, infrastructure, and zoning of Historic Downtown Riverhead is available online in the Riverhead BOA Study Step II Nomination Study and accompanying Parking and Traffic Studies located at: <http://www.townofriverheadny.gov/pView.aspx?id=38896&catid=118>.

The site is a blank slate and an opportunity for reinvention of an important area in Downtown Riverhead located near the courts which represent the county seat of Suffolk County. The site currently provides parking for the Supreme Court and thus, an important requirement of any redevelopment project is that it replace the same number of parking spaces that exist and have been committed to serve the Suffolk County Courts without fee or charge to the public, **as well as** provide sufficient parking for the development and ideally a surplus to meet area demand. In order to meet the requirements for maintaining the existing parking for the Court and the development and ideally additional stalls, options to provide this parking elsewhere in the vicinity with creative modes of transportation may be an option.



There is potential for this site to hold a greater proportion of the parking to replace any spots lost to redevelopment and provide for maximum productive use of the lots, structured parking including the potential for underground parking, will be a critical component of any redevelopment plan. In order to maximize future economic opportunities, walkability and safety in the downtown, there is an opportunity to develop vehicular and pedestrian connections and to the street network east and west of the site. These could include a pedestrian connection from the site to the train platform, a vehicular/pedestrian connection from the site to nearby attractions such as the future Town Square or to the Tanger outlets. These connections have the important potential to alleviate traffic congestion in the downtown as well as improve pedestrian access and safety.

Prospective respondents are invited to submit statements in response to this Request for Qualifications (RFQ). The Town is inviting responses from Master Developers with creative development concepts that will meet the goals for revitalization with a balanced holistic approach to sustainability. This is a rare opportunity for redevelopment to create a sustainable TOD and build upon the success stories which have been occurring in downtown Riverhead. Zoning is in place to support TOD development and the Master Developer will benefit from the economic benefits stemming from a partnership with the Town for use of the public property and the designation within a Federal Opportunity Zone.

TIMELINE

Action item	Date
RFQ Released	March 25, 2021
Pre-Submission Virtual Conference	April 9, 2021
Deadline to Submit Questions	April 13, 2021
Question Responses Posted	April 16, 2021
Responses Due	May 14, 2021, 2 PM
Selection of Finalists	Mid-June 2021
Finalists' Presentations to Community Groups and Public	Mid-July 2021

1.0: PROJECT CONTEXT



1.0 PROJECT CONTEXT

The Town is seeking a motivated master developer who can bring to life the Town's visions and goals for this area of Downtown Riverhead, and who will work collaboratively to achieve the goal of implementing a project that reinvents this underutilized area of the Town.

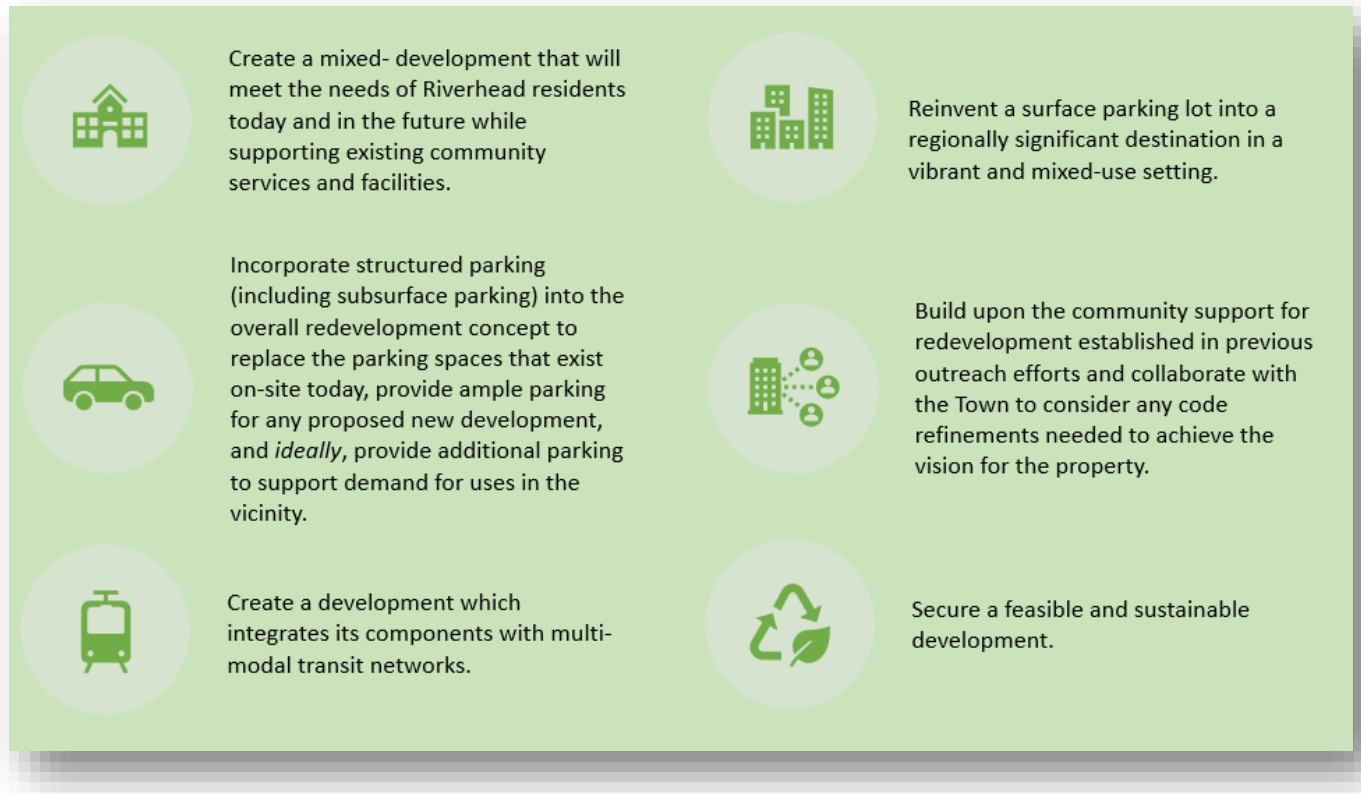
1.1 Goals for Redevelopment

The Town is seeking to enter into a partnership with a business organization or a team of organizations as a "Master Developer" to redevelop the ±2-acre Town owned parking lot within the context of the planning framework of adopted Town planning documents and visioning efforts paving the way for integration and a sense of balance within the natural, cultural, business and social environments that makes up this community's identity.

The project should result in an attractive, transit-oriented, pedestrian-friendly, and environmentally sustainable point of interest with a mix of uses and structured parking, that is developed as a well-managed and constructed development providing much needed and highly anticipated amenities to the community. Ideally the project would incorporate surrounding properties. The goal is for this project to act as a catalyst for revitalization of this portion of downtown Riverhead and to be a major component in **reinventing** an area of the town that has generally been a legal hub, and to date, generally been underutilized other than as for parking for the courthouse and train station. This area has been recognized as an area with enormous potential to be reinvented in harmony with, and building upon, the many key assets that surround it including the public library, Suffolk County Court house, SC Historical Museum, Northwell Health and all attractions in the nearby Riverhead downtown center, historic Polish Town and the vistas of the Peconic River.

By improving the Railroad Avenue/Court Street Corridor and allowing for continued growth of Historic Downtown Riverhead as a regional economic engine, this project will expand mobility and opportunities for the thousands of residents living in and near the Town of Riverhead, and the hundreds of thousands of visitors that travel to the area. This project will connect and empower citizens of the region with access to opportunities, economically and socially. Furthermore, the project will enhance the attractiveness of the corridor to potential employers and investors at Calverton Enterprise Park, another regionally significant economic development project, which is planned to be redeveloped as a high-tech, industrial park.

Objectives of the redevelopment of this area should achieve the following:



1.2 Site Location and Setting

The proposed redevelopment site is the ±2-acre Town owned parking lot is bordered by Osborne Avenue, Railroad Street, Cedar Avenue and Court Street in Riverhead. Respondents that propose incorporating underutilized and/or blighted properties within the adjacent blocks will receive additional consideration as redevelopment of adjacent blocks has long been a component of the envisioned revitalization of the area.

The parking lot is conveniently located within walkable distance to the Town of Riverhead’s downtown and the future Town Square (see **Attachment A Figures: Figure 1** - Regional Location Map, **Figure 2** – Location Map and **Figure 3** – Aerial Photograph). Riverhead’s downtown is a lively hub with an enticing business environment, numerous attractions, and a beautiful setting on the Peconic River.

The Town owned parking lot consists of ± 237 spaces that are committed to serve the Suffolk County Court Complex in Riverhead without fee or charge. Because of this prior commitment, any redevelopment project must continue to serve the public with a matching number of spaces without fee or charge as well as any increase needed to serve the proposed new development consistent with the Riverhead Strategic Parking Plan, and ideally provide a surplus of parking stalls to meet area demand. We envision the project serving the community as a transportation hub for the downtown with public parking, a park and ride area, pedestrian and bicycle amenities, with the potential for a bike-share or scooter share program, and a possible future shuttle loop to nearby attractions and the downtown. a

→ Infrastructure

The site is served by the Riverhead Water District and Riverhead Sewer District and there is capacity to serve the redevelopment of the parking lot site and neighboring blocks. Natural gas is available in the street.

→ Federal Opportunity Zone

The parking lot is within a Census Tract that has been designated as a **Federal Opportunity Zone** and is one of only ten such areas in Suffolk and Nassau counties. A Federal Opportunity Zone is a designation provided to a community that is ripe for new investment and offers potential eligibility for preferential tax treatment. The program was established to spur investment, allowing the deferment of capital gains tax when used for improvements and redevelopment. Investors who use capital gains to invest in an opportunity zone avoid paying taxes on those gains for up to ten years, as well as any capital gain realized on the sale of the Opportunity Zone project.

→ Business Improvement District

The site is within the Riverhead **Business Improvement District (BID)** – **Figure 4**, a special taxing district which was established in 1991 by the Town of Riverhead pursuant to state law in order to foster downtown revitalization and economic development and is governed by the Town Board of the Town of Riverhead. A special assessment is levied on properties within the BID and the Town Board sets an annual budget for the BID Management Association, a non-profit corporation whose members consist of all property owners and tenants of the parcels within the district. A board of directors elected by the membership oversees the affairs of the BID Management Association. A Business Improvement District (BID) is a specific geographic area, established under the guidelines of New York State law, which enables local property owners and businesses within the area to finance supplemental services and programs beyond those the local government provides. The BID maintains a member directory and offers assistance to small businesses as an acting liaison between them and the Town of Riverhead. For additional information regarding the BID, please visit: <https://www.townofriverheadny.gov/pview.aspx?id=3864&catID=120>.

→ MTA/LIRR/Suffolk County Bus/Transit Programs

A key goal of the redevelopment of the property and surrounding blocks is to increase activity and promote TOD development increase demand and encourage the MTA/LIRR to enhance service and connectivity of this development node to other nodes throughout Long Island, including the Ronkonkoma Hub, New York City, development to the west and tourism bases to the east and New York City. The importance of the Riverhead Train Station cannot be underestimated. The market for visitors is tremendous. With the recent expansion of remote working opportunities, it is expected that the “work from home model” will expand the appeal of Downtown Riverhead for those working remotely for those who wish to live in a vibrant downtown setting.

In addition to redevelopment of the site, an active marketing approach to and by the LIRR is critical to achieve recognition of this facility and its potential. Rail transit is a potentially viable, but seriously underutilized option for relieving traffic congestion. Furthermore, improved Suffolk County bus service will also relieve congestion. As a result, the improved site is expected to become more tourist oriented, with corresponding changes in the traffic flow patterns, increased parking capacity and food/retail services. Therefore, unique supportive modes of transportation explored in the context of the redevelopment would be encouraged.

Riverhead is a key component of the Connect Long Island Plan¹, a regional transportation and development plan calling for the development of mixed-use hubs around existing transit stations, supportive infrastructure investment to the Island's existing transit network, and the implementation of north-south rapid transit to connect these mixed-use centers. The project should support the regional goals and concepts outlined in the Connect Long Island Plan. Redevelopment of the project site will strengthen the proposal to improve LIRR service from Riverhead by providing an additional destination attraction and an increase in ridership to and from this location.

1.3 Surrounding Area and Regional Setting

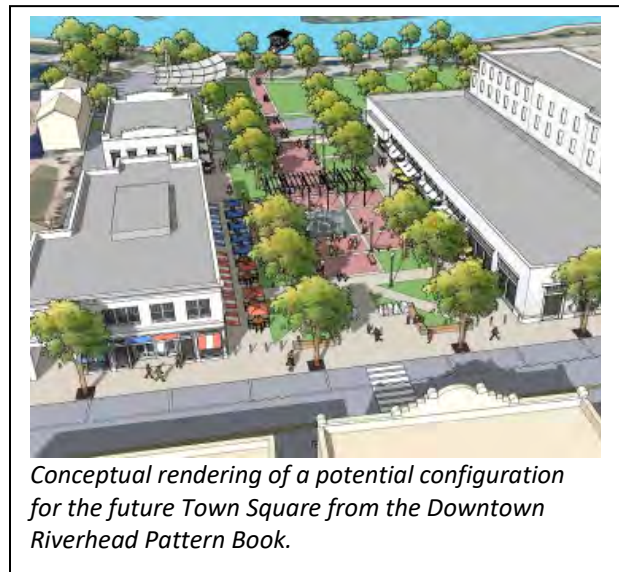
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→ Surrounding Institutions and Resources

The site is surrounded by the Riverhead Free Library, the Suffolk County Historical Society, the Long Island Rail Road Museum, Cornell Cooperative Extension, the Suffolk County Supreme Court Complex, Northwell Health, and many professional offices. The site is also within a ten-minute walk of the Peconic River, the Long Island Aquarium/Hyatt Place complex (generates countless visitors to downtown), East End Arts (regional arts cultural center) and the Suffolk County Center. The Town is also investing in the creation of a Town Center adjacent to the East End Arts center which will create new public plaza and active uses adjacent to the Peconic River and open up Main Street to the riverfront.

The site is within a few minutes' drive of Tanger Outlets and the Route 58 Commercial Corridor (which generates millions of destination shoppers each year and top-ranking retail flagships for Northeast Area). Additionally, Splish Splash Water Park and the soon to be opened Island Water Park are regional recreational attractions located within a 10-minute drive from the site. Atlantic Ocean beaches, Long Island Sound Beaches, Peconic Bay Beaches and the agritourism attractions of local wineries and farms are easily accessible by car.



Conceptual rendering of a potential configuration for the future Town Square from the Downtown Riverhead Pattern Book.

¹ <https://www.connectli.org>

→ Gateway to the Central Business District

The emergence of a vital financial/business district for eastern Long Island requires improved peripheral properties and will serve as a catalyst for new service businesses and investment in the area. Court Street is a collector roadway intersecting NYS Route 25, which serves as the main thoroughfare for the Riverhead Business District. Court Street has been identified as a town roadway in order to divert visitor traffic from Main Street to underutilized parking facilities of the Riverhead Parking District. Route 25 is immediately accessible to County Routes 24 and 51, high speed arterial highways, the Long Island Expressway and to County Roads leading east to the Hamptons. The Town's vision includes improvements to enhance the area with an interesting and inviting entryway plaza or landscaped parking/commercial/residential complex as a gateway for the Riverhead Central Business District/County Court Complex.

→ Calverton Enterprise Industrial Park

Calverton Enterprise Industrial Park is a planned redevelopment of the former 2,900-acre Naval Weapons Industrial Reserve Plant. The site is proposed to be transformed by Calverton Aviation and Technology (CAT, LLC) a subsidiary of 555 Corporation, into a high-tech, industrial park comprised of approximately 10M sf over a period of 10 years. Calverton Enterprise Industrial Park provides a shovel ready site with 90-day permit approval pursuant to newly created NYS legislation that incentivizes private investment into an Urban Renewal Area and Federal Opportunity Zone by streamlining the approval process and in turn, lowering the cost of doing business. Clearly, the planned build out of Calverton Enterprise Industrial Park will be a regionally significant economic driver for Long Island's economy. More specific information on the redevelopment of Calverton Enterprise Industrial Park is located online at: <http://www.townofriverheadny.gov/pview.aspx?id=32339>.

2.0: ZONING AND DEVELOPMENT CONSIDERATIONS



2.0 ZONING AND DEVELOPMENT CONSIDERATIONS

2.1 Zoning

The ±2-acre parking lot site is within the Downtown Center 3: Office (DC-3) Zoning Use District and the Railroad Avenue Urban Renewal Area Overlay District (“RRA-OD”) (**Figure 5**) which allows greater height and additional density than permitted within the underlying zoning for larger properties and additional permitted uses with the greatest density achievable through provision of community benefits. The text of both zoning sections is included in **Attachment 4**.

The Town is willing to work with the selected developer to implement additional refinements to the Overlay District code language if necessary and consistent with the Comprehensive Plan, Railroad Avenue Urban Renewal Plan, and TOD Study to achieve the redevelopment goals for the community.

Under the provisions of the Railroad Avenue Urban Renewal Area Overlay District (“RRA-OD”), sites over 60,000 square feet in size (for the subject site qualifies), buildings may be up to 60’ in height and have a GFA of 2.0 with the potential for increased floor area of up to 3.0 with provision of community benefits. There is the potential for additional height with incorporation of a museum or performing arts use. This level of development for the area including the parking lot and block to the east was first introduced and evaluated as a strategic redevelopment concept in the Town of Riverhead Peconic River/NYS Route 25 Corridor – BOA Step II Nomination prepared by Nelson, Pope & Voorhis, though further consideration to wide corridors and a connected active pedestrian environment is desired. The concept provided the basis for the RRA-OD which was evaluated in the TOD Study, and baseline density development for the property was evaluated under the State Environmental Quality Review Act in association with the adoption of the RRA-OD most notably related to traffic impacts. It is noted that additional traffic impact analysis may be required for redevelopment options that exceed the based density evaluated by the Nelson + Pope on behalf of the Town. Respondents should consider unique opportunities that may present themselves for this site due to its proximity to an LIRR station and active Suffolk County public bus line and consider these in developing their responses.

Respondents are urged to consider the area as a “blank slate” and not be limited to the constraints of the existing right of ways/streets. Particularly for submissions which propose the inclusion of adjacent blocks, there is the potential to relocate roadways, and to incorporate pedestrian plazas and alleyways to maximize view corridors, pedestrian walkability and create a strong sense of place.

The Town of Riverhead Town Board has the authority to implement policy options developed through zoning amendments, policy revisions and similar tools available to a municipality in New York State.

It is important to note that further modifications to existing zoning criteria may be required to address the current development constraints. The Town is willing to work with the selected master developer to make the aspirations for the parking lot become reality, including refinements to the recently adopted RRA-OD code language as appropriate.

2.2 Planning Background

Any proposed development should be consistent with the adopted plans. The Town has completed several planning initiatives in the past 30 years, including the BOA Step II Nomination Study, 2003 Comprehensive Plan, 2020 Strategic Parking Plan, 2020 Pattern Book for Downtown Riverhead and the 2020 TOD Study. Each of these

plans recognize the opportunity that the Study Area has for revitalization, in consideration that the properties in the area are generally underutilized, and that the area surrounding the train is a suitable location for transit-oriented development.

The Town is currently working on an update to the 2003 Comprehensive Plan, however, as it relates to the redevelopment of the subject property and area, the updated Plan will incorporate the recommendations of the BOA Nomination and the TOD Study summarized below. The following sub-sections provide a summary of the relevant recommendations from prior planning initiatives.

→ **Urban Renewal Plan for the Railroad Street Corridor**

The Town of Riverhead Urban Renewal Plan for the Railroad Street Corridor was adopted on April 1, 1997. The urban renewal area included Railroad Street (aka Railroad Avenue), Cedar Street, and Court Street, as well as segments of Osborn Avenue and Griffing Avenue. The Railroad Street Urban Renewal Area included approximately 31.6 acres (41 parcels) and was characterized by predominantly commercial uses, with some examples of vacant, institutional, and residential properties. The primary goals of the Plan were to reduce blight and stimulate economic development by utilizing the techniques of acquisition, demolition, redevelopment, rehabilitation, code enforcement, and public improvements. The Railroad Street Urban Renewal Plan made recommendations including filling existing vacancies, expanding institutional uses, improving and expanding parking areas, encouraging commercial uses, redevelopment or reuse of buildings with historic or cultural significance, reconfiguration of certain parcels, developing public facilities, and developing a transportation hub at the railroad station.



The Plan recognizes the area as an optimal location for mixed use including multifamily particularly in light of its proximity to transit, and walkability to the center of downtown and employment centers (the Courts, commercial uses, and nearby office uses).

The adoption of the Plan provided the basis for Town acquisition of the properties that are the subject of this RFQ and for creation of the Town owned Railroad Avenue parking lot.

→ **Town of Riverhead Brownfield Opportunity Area (BOA) Step II Nomination Study**

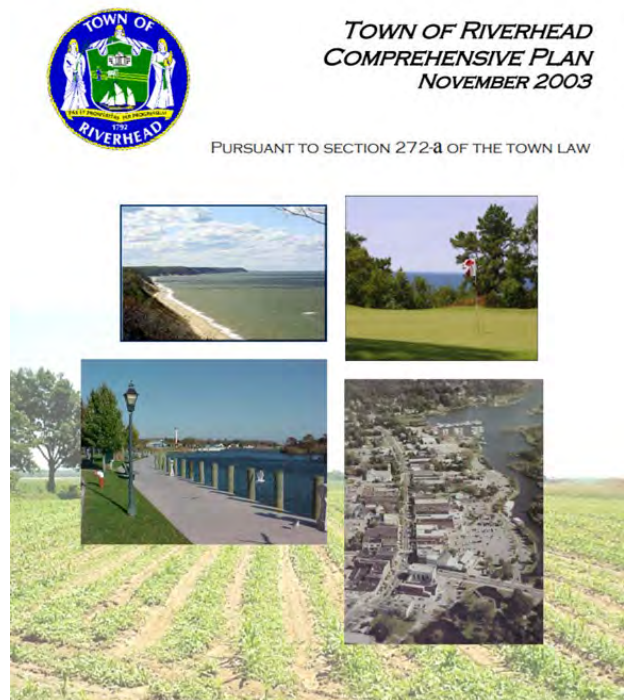
The Town of Riverhead Brownfield Opportunity Area Step II Nomination Study provides a roadmap for strategic sites and areas along the Peconic River from the Long Island Expressway to the downtown and a transitional area to the east. The project was completed in the spring of 2016 and provided the basis for the State of New York to designate the corridor as a Brownfield Opportunity Area in July of 2016. The BOA Step II Nomination Study identified the train station area as a “strategic site” where redevelopment opportunities exist and provided the basis for the preparation of the 2020 TOD Study and subsequent adoption of the RRA-OD Overlay District zoning.



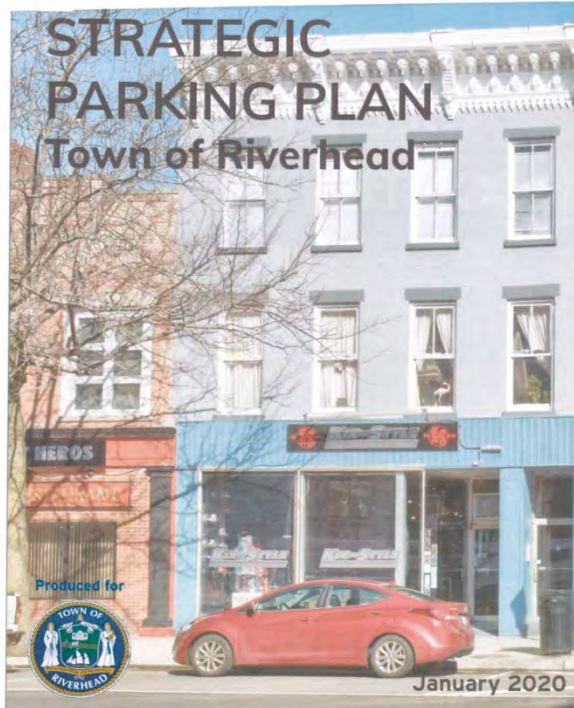
The BOA Step II Study identified the parking lot and block to the east as Strategic Site #5 which consists of twenty-one (21) tax parcels, ten of which are privately owned, and the remainder comprise the Town-owned parking lot that is the subject of this RFQ. The BOA Step II Study noted the tremendous opportunity this strategic area has due to its proximity to the train station and the lack of investment. The BOA Step II Study included a conceptual redevelopment plan which envisioned a coordinated redevelopment of the properties to include a parking structure and mixed-use building containing retail/restaurants on the ground level and three levels of apartments on the upper floors.

→ 2003 Comprehensive Plan

The Town of Riverhead Comprehensive Plan Update was adopted in November 2003. As a result of the adoption of the Comprehensive Plan, the Town rezoned the downtown areas into five distinct categories (DC-1 through DC-5) which are *"each tailored to a distinct part of the downtown area, intended to carefully balance downtown land uses and development patterns in a manner that fits into the historic and natural context of the area."* The adoption of the DC-3 (Office) district (which is the zoning district of the Town-owned parking lot) has not resulted in significant investment outside of the core of the downtown. Differences between the recommendations of the Comprehensive Plan and the adopted DC-3 district provided support for adoption of the RRA-OD Overlay District for the TOD area.



→ Strategic Parking Plan



The Strategic Parking Plan for the Town of Riverhead was adopted in January 2020 and focused on parking utilization in downtown Riverhead. The Plan contains recommendations related to management of available parking, expansion of the Parking District, and reduction in required off street parking requirements for multifamily residential uses.

The Plan also recognizes the suitability for a transit-oriented development (TOD) near the Riverhead Railroad Station.

→ Town of Riverhead Downtown Riverhead Pattern Book

The Downtown Riverhead Pattern Book was adopted in September 2020. The intent of the Pattern Book is to preserve the unique character of downtown Riverhead by providing direction for policies and projects proposed within the Main Street (DC-1) Zoning Use District. Specifically, the Pattern Book focuses on the proper siting and massing of buildings, the enhancement of the public realm, and the issues of resiliency and adaptability in terms of public policy. Standards for private development were included to capture the essential qualities and key patterns of Downtown Riverhead and translate them into a series of quantifiable guidance for the built environment of the downtown. Standards for storefront glazing including large windows, awnings, and signage help to bring together the private and public realms.

Public areas that are designed with the pedestrian in mind and that encourage retail patronage and safe gathering are consistent with the goals for the redevelopment of the train station parking lot and neighboring blocks.

The Pattern Book provides high-quality graphic representations of recommendations for improvements related to the street environment, pedestrian amenities, and building siting and massing that should be applied during the redevelopment of the TOD area to achieve a cohesive design for both areas of Downtown Riverhead.

→ TOD Study

The TOD Study was prepared in 2020 by Nelson, Pope & Voorhis, LLC on behalf of the Town of Riverhead to identify strategies to achieve economic investment within the Railroad Street Urban Renewal Area. The Study identified the zoning for the area as a limiting factor for promoting redevelopment and which was inconsistent with the recommendations of the Comprehensive Plan and thus recommended adoption of an Overlay District to promote redevelopment at a scale appropriate for transit-oriented development and consistent with the recommendations of the Comprehensive Plan, Urban Renewal Plan and Brownfield Opportunity Area Nomination Study. Following adoption of the TOD Study, the Town Board adopted the RRA-OD Zoning District for the Urban Renewal Area which includes the Town-owned parking lot and nearby properties.



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3.0 THE PROJECT



3.0 THE PROJECT

3.1 Town and Master Developer Roles

→ Town Roles

Property Ownership

The Town of Riverhead owns the subject property and the surrounding roads. The Town is open to consideration of a long-term lease or sale of the municipally owned property. Respondents should provide a benefit analysis for the desired option for consideration in the review process.

Planning Assistance/Advocacy

The Town enjoys a strong relationship with community residents, stakeholders organizations and the strong support of local, state and federal elected officials and authorities which are important to the participation process. The Town of Riverhead Town Board will partner with the selected Master Developer in defining and implementing the development plan and as necessary, will authorize zoning amendments, policy revisions and use other tools available to implement the project. It is important to engage the Town's many area groups, non-profits, and other governmental and non-governmental entities.

IDA Benefits

The Town of Riverhead Industrial Development Agency works in tandem as part of the Town's Economic and Community Development Team to spark economic development that will expand the future tax base, prevent unemployment and prevent economic deterioration, create jobs, improve the health and the economic welfare of the people of the Town of Riverhead and improve their recreation opportunities, prosperity and standard of living.

To carry out its purpose, the Riverhead Industrial Development Agency (IDA) has been given the ability to promote, develop, encourage and assist in the acquiring, constructing, reconstructing, improving, maintaining, equipping and furnishing of facilities, such as: industrial, manufacturing, warehousing, commercial, educational or cultural, research and recreational facilities, railroad and horseracing. It has the authority to issue tax exempt or taxable Industrial Development Bonds, offer real property tax abatements, sales and compensating use tax exemptions, and mortgage recording tax exemptions to make a project economically viable and sustainable. In addition, it assists business owners and developers in locating suitable sites for development. The Agency serves businesses by providing financial assistance and incentives encouraging greater tenant attraction. It acts as the conduit through which transactions take place and as an aggressive pathfinder through the government/financial maze.

Permitting

The Town and its Economic Development Team will provide assistance to the selected Master Developer in required applications for Site Plan Approval, Sewer, Water and Building Permit and will expedite review and inspections as development proceeds. Additional suggestions from Respondents on how the Town may assist in facilitating permit process is encouraged.

→ Master Developer Roles

Environmental Conditions

The Town has no knowledge of the presence of environmental constraints of the subject property. Following the adoption of the Urban Renewal Plan, the Town of Riverhead purchased the subject properties which were generally improved with single family homes. Prior to closing on the properties, the Town conducted due diligence to evaluate potential for contamination associated with past land uses. The improvements were subsequently demolished, and construction of the parking lot occurred – much as it exists today.

Following selection of a Master Developer, it will be the responsibility of the Master Developer to conduct their own due diligence investigation to evaluate the potential for contamination; the Town cannot assume liability for any environmental contamination on the property. The Master Developer will be responsible for conducting a Phase I Environmental Site Assessment, Phase II Testing and any cleanup required for any additional properties to be incorporated into the redevelopment plan. It is noted that any remediation required may be eligible for additional tax benefits due to the site's location with the BOA designation.

SEQR

The development of the project site will require Site Plan review and evaluation of the potential for environmental impact under the State Environmental Quality Review Act. It is noted that related to adoption of the RRA-OD Zoning, the Town of Riverhead prepared a baseline build out under the base dimensional regulations of the RRA-OD which assumed the construction of a 200 unit development with 4,800 sf or restaurant, 4,800 sf of office space, and 14,400 sf of retail at the subject site. The Master Developer will be required to comply with SEQR to identify potential impacts to various resource areas – including traffic. Additional units/density over the assumed development



for the subject property assumptions will need to be evaluated in an update to the traffic impact analysis. The Master Developer may elect to provide a fee to the Town to have the traffic impact analysis performed by referral to N+P Engineers which will build upon the TIS prepared for the RRA-OD as an addendum and which would identify the need for any mitigation requirements for the specific development.

Utilities

The Master Developer would be responsible for implementation of all infrastructure improvements for all utilities including but not limited to electricity, gas, sewer connection and public water. All redevelopments need to comply with the Town and New York State requirements for stormwater management.

4.0: SUBMISSION REQUIREMENTS



4.0 SUBMISSION REQUIREMENTS

4.1 General Intent for Review of Submissions

The intent of the submission is for the Town to assess attributes of respondent's qualifications, development vision and demonstrated experience and success with similar projects. The following should be demonstrated in responses:

1. experience in high quality development projects which are economically sustainable, successfully reinvent a place; are built appropriate in scale and style in context with the surrounding area and have demonstrated economic benefits.
2. experience as a Master Developer and ability to overcome project challenges.
3. collaborative team experience.
4. Team capacity to finance and/or structure finance.
5. Positive references from reputable contacts involved in related projects.

Following the close of the submission period, all responses will be reviewed by the Town Board and the Economic Development Team (Review Team). The Review Team will select approximately three finalists. Components of the overall vision for redevelopment from the finalists' proposals will be circulated to involved community groups for review and comment. Concurrently, the finalists will be provided an opportunity to present their redevelopment concepts to the Town Board and may be required to make a public presentation at a Town Board Work Session. Following a public comment period, the Town Board intends to select a Master Developer.

4.2 Format and Content of Responses

All responses must be submitted in accordance with the format presented below. Each expression of interest should provide the following information in the order presented:

1. Redevelopment Concept
 - a. Provide a narrative of the conceptual vision for redevelopment of the site and if applicable, additional properties in the vicinity to illustrate commitment to the project and vision that is consistent with the Town's goals.
 - b. It is requested that respondents share their initial vision for redevelopment as a conceptual plan, including visuals to demonstrate the development concept to community groups and the public, and propose an implementation strategy including mix of uses, incorporation of public space, pedestrian access, parking for the courts and new development.
 - c. Estimate the anticipated economic impact of the conceptual development, including an analysis of job creation, tax revenue, and secondary economic impacts.
2. Team Members and Experience
 - a. Experience as a Master Developer working with a municipality

- b. Current financial capacity and structuring complex developments over the long term. Finalists will be expected to submit a more specific detailed approach to financing and corporate audited financial statements (or tax returns) for the previous 3 years, and Tax ID number.
 - c. Capacity to take on a project of this scale. *Note that short listed teams will be required to provide detail regarding the legal structure of the partnership at a later date (i.e., special purpose company, consortium, joint venture)*
 - d. Experience and role of team members, and,
 - e. Successful collaboration between team members
3. Project Experience Information (at least 3 similar completed projects) including:
 - a. Project description highlighting the following:
 - Infrastructure needs and specific challenges/solutions
 - Scale, number of units, mix of units
 - Public benefits
 - Financing Structure
 - Construction period
 - Date occupied and/or current vacancy rate
 - Total cost
 - b. Master Developer/Municipality Role
 - c. Photos
 - d. Location map
 - e. Contacts/references
4. Forms (**Attachment 2**) - Completed Information Questionnaire, signed and notarized. Corporate name, members of partnership or principal(s), disclosure affidavit

4.3 RFQ Schedule

→ Pre-Submission Conference

A nonmandatory pre-submission conference will be held via Zoom on April 9, 2021.

→ Questions

Please address any questions about the RFQ before 4 pm on April 13, 2021 via email to:

Dawn Thomas, Director
Town of Riverhead Community Development Agency
200 Howell Avenue
Riverhead, New York 11901
Tel (631)727-3200 x287
thomas@townofriverheadny.gov

Response and Clarification by Town will be circulated on April 16, 2021. To receive updates regarding this RFQ, please email thomas@townofriverheadny.gov with “TOD Master Developer” in the Subject Line.

→ Responses Due

All responses are due by 2:00 PM on Friday, May 14, 2021.

One electronic copy is required to be submitted to: thomas@townofriverheadny.gov

The Town may request paper copies at a later date.

4.4 Proposal Response Criteria

The selection of qualified development teams will be based on the evaluation of the proposed redevelopment concept, relevant experience, financial capacity, and strength of references of each response.

The Town of Riverhead reserves the right to; modify the RFQ schedule at any time, reject any and all responses to this RFQ, seek new proposals, modify the development opportunity including development area, and promote and encourage development of other projects that may compete with this proposed project.

Each developer and its participating development team members agree to hold harmless the Town of Riverhead, its employees and consultants from any and all claims, liabilities and costs related to all aspects of the selection process.

All expenses related to developers’ responses to this RFQ, or expenses incurred during the selection process, shall be the sole obligation and responsibility of each development team member. The Town of Riverhead will not reimburse or assume responsibility for any such costs. The Town of Riverhead, its employees or consultants make no representations about the conditions of the Town owned or controlled properties or the privately owned properties within the suggested development area, including buildings, utilities, soil conditions, subsurface conditions, or land use entitlements. Each developer shall make its own conclusions concerning such conditions based on its own investigations and expertise. The information, including maps and diagrams, contained in this RFQ or otherwise made available by Town staff or consultants, is provided for the convenience of the responders only. The Town, its staff or its consultants do not warrant the accuracy or completeness of any of the information.

ATTACHMENTS



ATTACHMENT 1: FIGURES



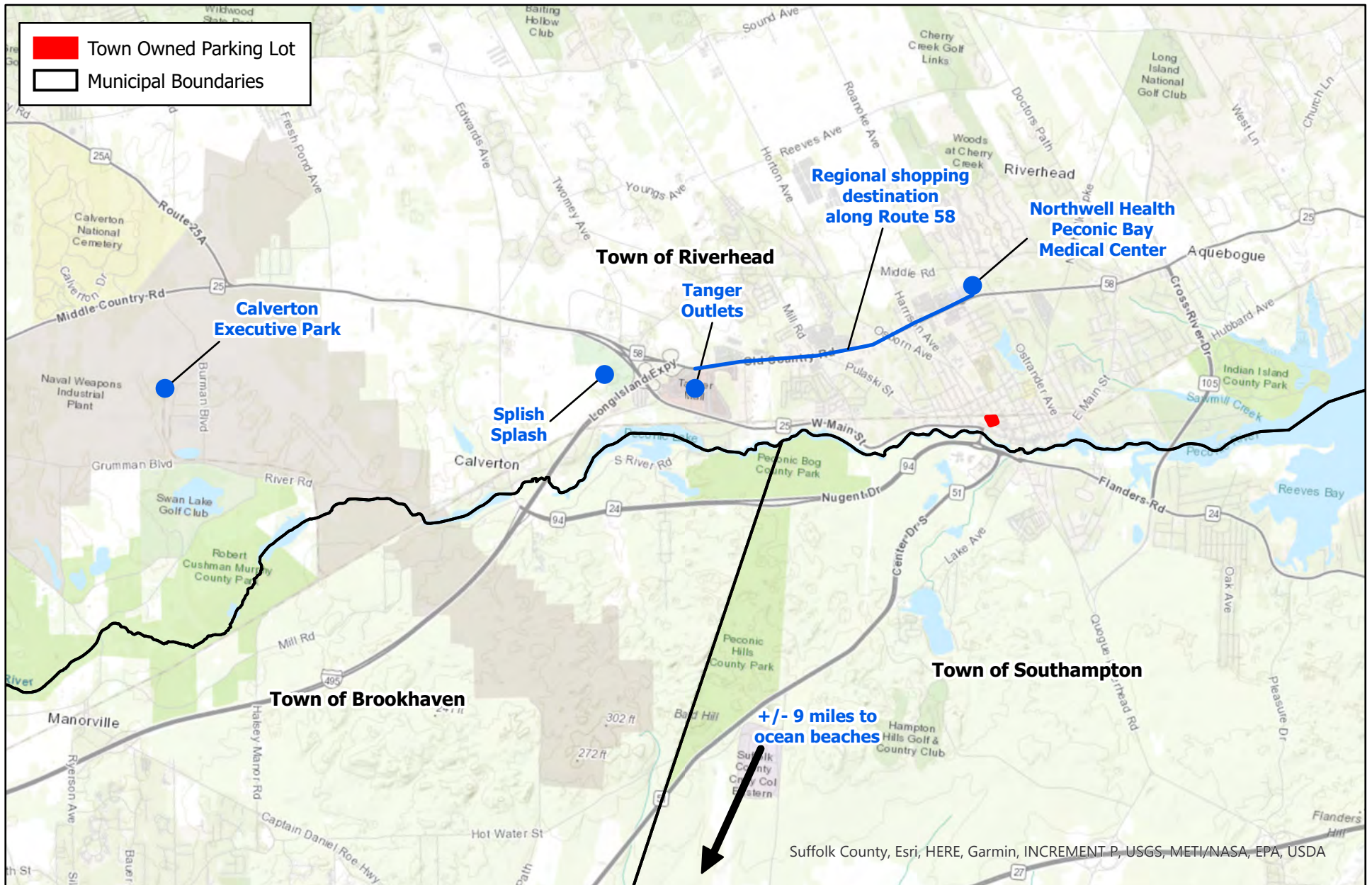


FIGURE 1

REGIONAL LOCATION MAP & REGIONAL ATTRACTIONS

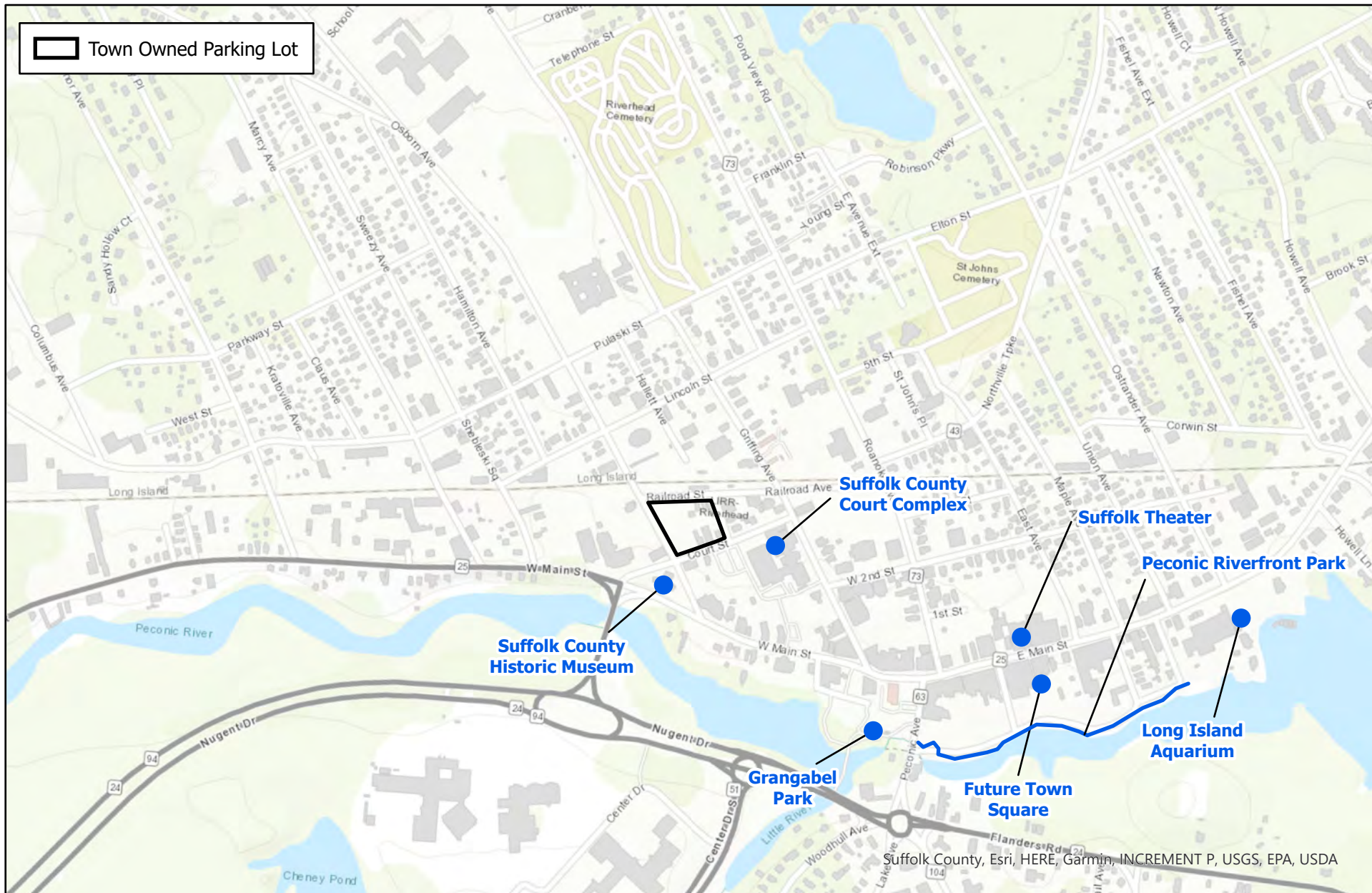
Source: NYSGIS Orthoimagery Program, 2020; ESRI World Transportation Layer; Suffolk County GIS; Riverhead GIS
Scale: 1 inch equals 6,000 feet



**Railroad Street TOD
Redevelopment**

**Request for Qualifications
for a Master Developer**





Suffolk County, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

FIGURE 2

DOWNTOWN RIVERHEAD LOCATION MAP

Source: NYSGIS Orthoimagery Program, 2020; ESRI World Transportation Layer; Suffolk County GIS; Riverhead GIS
 Scale: 1 inch equals 800 feet



**Railroad Street TOD
 Redevelopment**

**Request for Qualifications
 for a Master Developer**



FIGURE 3
AERIAL PHOTOGRAPH

Source: NYSGIS Orthoimagery Program, 2020; ESRI World Transportation Layer; Suffolk County GIS;
Riverhead GIS
Scale: 1 inch equals 130 feet



**Railroad Street TOD
Redevelopment**

**Request for Qualifications
for a Master Developer**



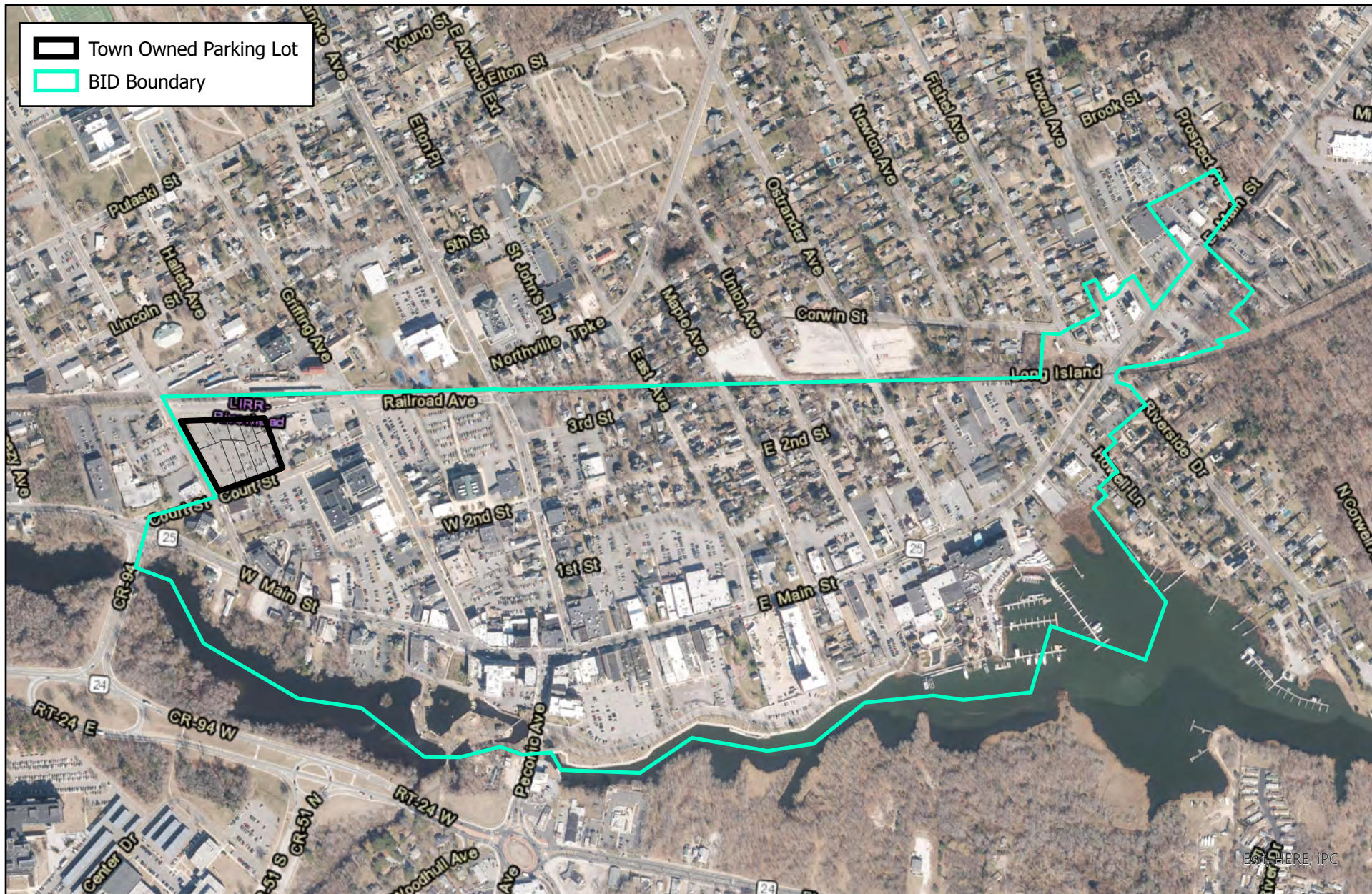


FIGURE 4

BUSINESS IMPROVEMENT DISTRICT

Source: NYSGIS Orthoimagery Program, 2020; ESRI World Transportation Layer; Suffolk County GIS; Riverhead GIS
Scale: 1 inch equals 600 feet



**Railroad Street TOD
Redevelopment**

**Request for Qualifications
for a Master Developer**

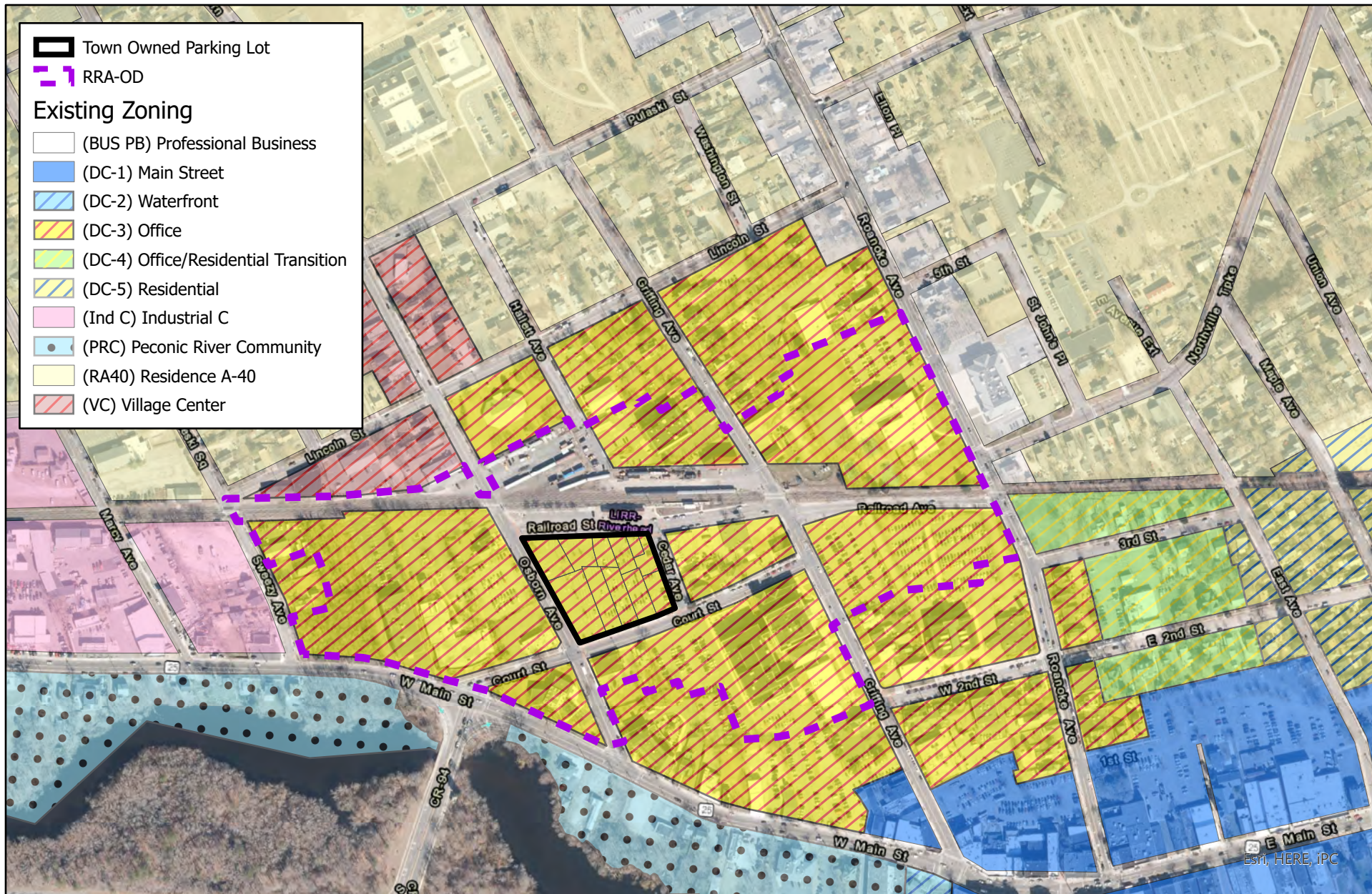


FIGURE 5
ZONING DISTRICTS

Source: NYSGIS Orthoimagery Program, 2020; ESRI World Transportation Layer; Suffolk County GIS; Riverhead GIS
Scale: 1 inch equals 400 feet



Railroad Street TOD
Redevelopment

Request for Qualifications
for a Master Developer



ATTACHMENT 2: REQUIRED FORMS



REQUEST FOR INFORMATION

QUESTIONNAIRE

Please answer all questions. For any question left not answered, please note the exclusion with an N/A or an explanation. In the event, additional pages are needed add as an addendum.

1) Legal Name: _____

2) Address of Place of Business: _____

3) Mailing Address (if different): _____

Federal I.D. No. or Social Security No.: _____

Phone: _____

Fax: _____ Email address: _____

4) The bidder is a (check one): ___ Sole Proprietorship; ___ Partnership; ___ Corporation

Other (*please describe*): _____

5) If the Contractor is a Joint Venture, or Partnership, please list all partner firms and/or parties to the Joint Venture below. All partners and/or parties listed are also required to individually complete a separate Contractor Responsibility Form.

(i) Partner/Party name: _____

TIN, EIN, or SSN: _____

Percentage of Ownership: _____

(ii) Partner/Party Name: _____

TIN, EIN, or SSN: _____

Percentage of Ownership: _____

6) State or country under whose laws Contractor is organized and year organized:

7) Does the Contractor now use or, in the past ten (10) years has it used, TIN, EIN, doing business as or "DBA", name, trade name or abbreviation other than the Contractor's name or TIN, or EIN number listed in Part I.B. above? ____ Yes ____ No

Please provide details: _____

8) Describe the Firm's ownership structure. Please explain any recent (within the last five years) or pending changes in the ownership structure. Please provide a schedule detailing the amount of firm ownership held by employees and/or outside parties. *(Provide on a separate sheet)*

9) Provide a list of the senior members of the Firm's management team and the structure of their employment contracts with the Firm. Please include professional biographies for the management team and all other Private Equity investment professionals in the Biography Appendix.

10) Name, title, address of person to have overall responsibility for this project.

11) List all subcontractors and consultants and provide their qualifications and expected area of jurisdiction within this project.

The following questions apply to any bid, proposal, or contract between Contractor and the Town of Riverhead, any other state, any public authority or other public entity, the United States government, and subsidiaries.

(If the answer to any question is "YES," Contractor must provide all relevant information on a separate sheet annexed hereto). Please check this box if a separate sheet is attached ☐

The following questions apply to: i) Contractor, Contractor's parent, subsidiaries and affiliates of Contractor (if any); ii) any joint venture (including its individual members) and any other form of partnership (including its individual members) which includes Contractor or Contractor's parent, subsidiaries, or affiliates of Contractor, iii) Contractor's directors, officers, principals, managerial employees, and any person or entity with a 10% or more interest in Contractor; iv) any legal entity controlled, or 10% or more of which is owned, by Contractor, or by any director, officer, principal, managerial employee of Contractor, or by any person or entity with a 10% or more interest in Contractor.

12) Within the past ten (10) years, has Contractor been declared not responsible?

_____ Yes _____ No If YES, please provide details:

13) Has Contractor been debarred, suspended, or otherwise disqualified from bidding, proposing, or contracting?

_____ Yes _____ No If YES, please provide details:

14) Is there a proceeding pending relating to Contractor's responsibility, debarment, suspension, or qualification to receive a public contract?

_____ Yes _____ No If YES, please provide details:

15) Within the past ten (10) years, has Contractor defaulted on a contract or been terminated for cause?

_____ Yes _____ No If YES, please provide details:

16) Has a government agency or other public entity requested or required enforcement of any of its rights under a bond or surety agreement on the basis of the Contractor's default or in lieu of declaring Contractor in default?

_____ Yes _____ No If YES, please provide details:

17) Has your firm defaulted or been terminated on, or had its surety called upon to complete any contract awarded within the past ten years?

_____ Yes _____ No If YES, please provide details:

18) Name the surety company to whom you intend to apply for a performance bond and license fee bond.

19) Details regarding any pending lawsuits, any previous contracts for which the firm or individual has been found to be in default, any indictments, judgments, defaults, convictions, or any principals or employees both present and past debarment from federal contracts.

20) Within the past ten years has your firm, any affiliate, any predecessor company or entity, owner of a 5% or more of the firm's shares, director, officer, partner or proprietor been the subject of:

A. a judgment of conviction or pleaded nolo contendere to (1) any felony or (2) a misdemeanor related to truthfulness in connection with business conduct under state or federal law?

_____ Yes _____ No If YES, please provide details:

B. an indictment or has pending before any state or federal grand jury or court an indictment or information of the commission of a crime which has not been favorably terminated.

_____ Yes _____ No If YES, please provide details:

C. a pending investigation by any grand jury, commission, committee or other entity or agency or authority of any local, state, or the federal government in connection with the commission or alleged commission of a crime.

_____ Yes _____ No If YES, please provide details:

D. any public violations determination of a violation of any labor law or regulation? OSHA serious violation?

_____ Yes _____ No If YES, please provide details:

E. a revocation of DBE, MBE, or WBE certification?

_____ Yes _____ No If YES, please provide details:

F. any pending litigation against your firm?

_____ Yes _____ No If YES, please provide details:

21) Within the past ten (10) years, has the contractor refused to testify or to answer any question concerning a bid or contract with any federal, state, or local government agency, any public authority or any other public entity when called before a grand jury or other committee, agency or forum which is empowered to compel the attendance of witnesses and examine them under oath, upon being advised that neither the person's statement nor any information or evidence derived from such statement will be used against that person in any subsequent criminal proceeding.

_____ Yes _____ No If YES, please provide details:

22) In the past ten (10) years, has your firm been a subcontractor on any contract with the Town of Town of Riverhead ? _____ Yes _____ No

23) In the past ten (10) years, have there been any judgments, injunctions, or liens of \$100,000 or more, including but not limited to, judgments based on taxes owed, fines and penalties assessed by a government agency against your firm at any time?

_____ Yes _____ No If YES, please provide details:

24) Are there any judgments, injunctions, or liens for \$100,000 or more each against Contractor that remain open, unsatisfied or in effect today?

_____ Yes _____ No If YES, please provide details:

25) During the past ten (10) years, has the Contractor failed to file any applicable federal, state or local tax return?

_____ Yes _____ No If YES, please provide details:

26) Does the Contractor own or rent office space? Please provide details.

_____ Yes _____ No If YES, please provide details:

27) List all contracts completed during the last three (3) years. If more than three (3) contracts have been completed in the past three (3) years, list the last three (3) contracts completed.

a. Brief description of work performed: _____

Contract number: _____

Dollar amount of award: _____

Date completed: _____

Name/Telephone number of company and owner's representative: _____

Dollar amount at completion: _____

b. Brief description of work performed: _____

Contract number: _____

Dollar amount of award: _____

Date completed: _____

Name/Telephone number of company and owner's representative: _____

Dollar amount at completion: _____

c. Brief description of work performed: _____

Contract number: _____

Dollar amount of award: _____

Date completed: _____

Name/Telephone number of company and owner's representative: _____

Dollar amount at completion _____

The undersigned hereby certifies and affirms that the foregoing statements and all information provided herein are true and accurate.

DATE _____

Signature

Name (Print or Type)

Title

State of New York)

) ss:

County of Suffolk)

_____being duly sworn, says; I am the person described in and who executed the foregoing proposal and the several matters therein stated are in all respects true.

Subscribed and sworn to, before me, this _____ day of _____, 20____

ATTACHMENT 3: ZONING



TOWN OF RIVERHEAD

NOTICE OF ADOPTION

PLEASE TAKE NOTICE, that the Town Board of the Town of Riverhead adopted a local law to amend Chapter 301 entitled "Zoning and Development" (Article XXXI-A Railroad Avenue Urban Renewal Area Overlay District) to the Riverhead Town Code at its regular meeting held on January 6, 2021

Be it enacted by the Town Board of the Town of Riverhead as follows:

Chapter 301

Article XXXI-A

Railroad Avenue Urban Renewal Area Overlay District

§ 301-151-A-1 Purpose and intent.

The intent of the Railroad Avenue Urban Renewal Area Overlay District ("RRA-OD") is to allow, maintain, and foster a traditional downtown character to complement the character of Main Street, with transit oriented development, a pedestrian-friendly streetscape, active ground-floor uses, meaningful public spaces and uses, a twenty-four-hour presence from upper-story residential at an intensity similar to that of the DC-1 Main Street District where feasible and at a scale that is suitable for the property size.

The Town Board recognizes that although the adoption of the DC-1 District code provisions has resulted in investment in the downtown area, there has not been a comparable investment within the DC-3 District and even with the designation of an Opportunity Zone which defers and reduces taxes on capital gains in exchange for capital investment, redevelopment has not occurred. This overlay district is formed in recognition of the blighted conditions that exist in this area of the downtown and the unique obstacles which face the area and which have deterred redevelopment as documented in the 1990 Urban Renewal Plan, the 2003 Comprehensive Plan, and the 2015 Brownfield Opportunity Area Step II Nomination Study.

The Town Board sees this as a unique opportunity for revitalization to build upon the success of the downtown and which will create important synergies with key resources including the Suffolk County Supreme Court Complex, LIRR Station, Riverhead Public Library, Railroad Museum and Riverhead Historic Society Museum. By permitting a higher-intensity mix of uses, with ground-floor offices and retail and residential on upper floors for larger sites within the area, the Town seeks to activate this area of the downtown that has not experienced significant investment since the implementation of zoning district recommended by the 2003 Comprehensive Plan .

§ 301-151-A-2 Applicability.

This article shall be applicable to properties at least 20,000 square feet in size within the Railroad Avenue Urban Renewal Area. Utilization of the RRA-OD provisions is voluntary for applicants meeting the lot area threshold.

The provisions of the Overlay District provide an alternative option for landowners in development of

properties of at least 20,000 SF and provides means to achieve additional density through the provision of community benefits for properties over one acre.

Developments within the RRA-OD may incorporate one or more adjoining properties outside of the overlay district boundary to provide related site amenities and limited building encroachments as long as the total area of such parcels do not increase the property by more than 50%.

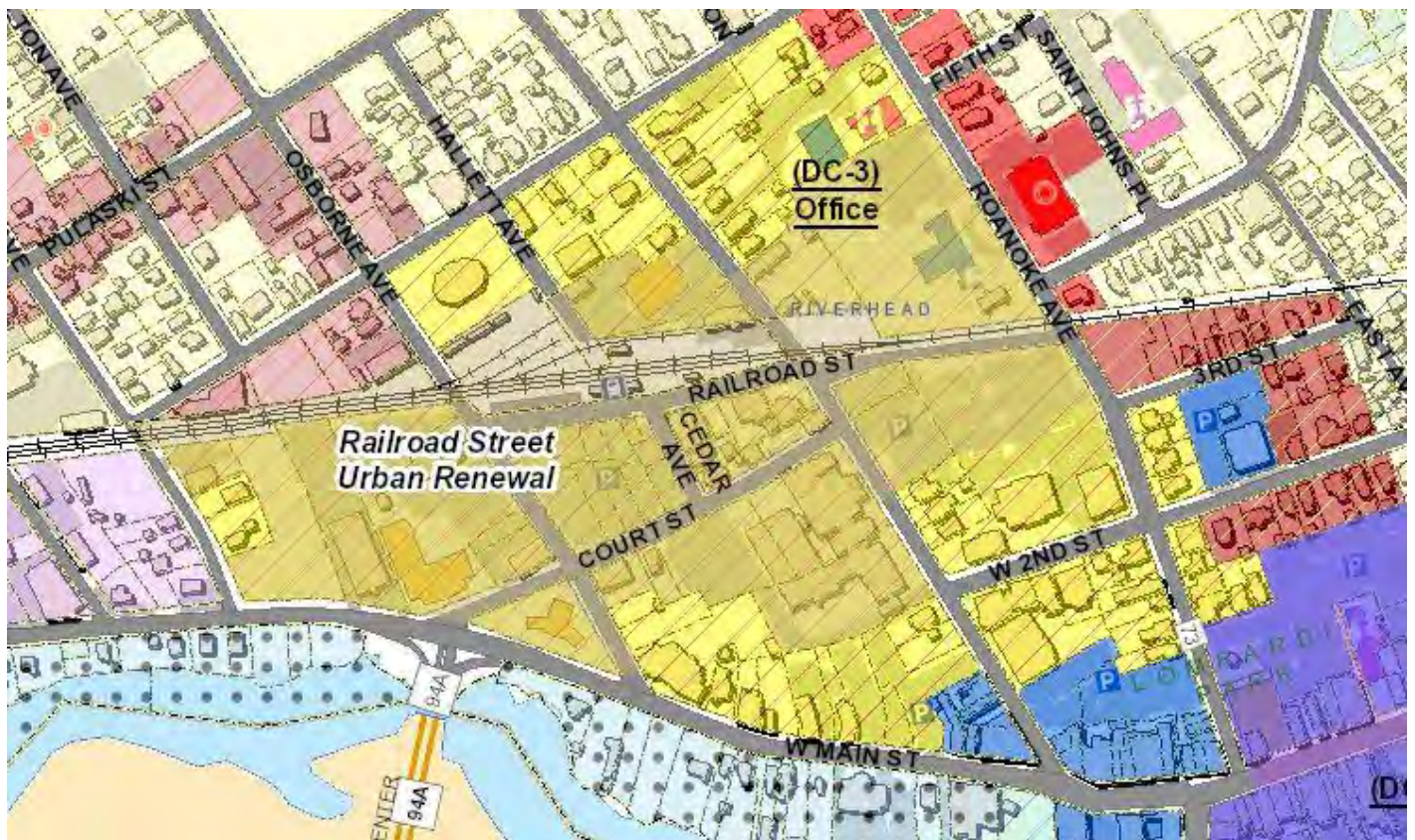
§ 301-151-A-3 Definitions

As used in this article, the following terms shall have the meanings indicated:

Food Hall: An establishment which contains three or more individual businesses in an area where food can be served and diners can enjoy flexible seating, entertainment, with up to 20% of the businesses dedicated to retail. A food hall includes shared entry ways and common flexible space to provide area for dining or entertainment (indoor and/or outdoor), shared restrooms, dumpsters, and facilities such as HVAC, storage areas, and loading dock; and may include shared food prep facilities

Grass-Pavers: A product used to create a stabilized but pervious area for parking using a plastic grid system(or similar product) when installed according to manufacturer's instructions with stabilized base, allows grass to grow, protects roots and allows stormwater to recharge.

§ 301-151-A-4 Railroad Avenue Urban Renewal Area Overlay District Map



§ 301-151-A-5 Uses

In the Railroad Avenue Urban Renewal Area Overlay District, no building, structure, or premises shall be used or arranged or designed to be used, and no building or structure shall be hereafter erected, reconstructed, or altered, unless otherwise provided in this chapter, except for the following specially permitted uses and their customary accessory uses:

A. Permitted uses through Town Board approval

- (1) Retail store.
- (2) Banks.
- (3) Personal services businesses, such as a beauty parlor, barber shop, health and fitness center, tailor, shoe repair, custom cleaning services.
- (4) Indoor recreation up to 1,500 sf.
- (5) Art galleries and studios.
- (6) Restaurants, cafes, bakeries with retail sales on premises, banquet facilities, ice cream parlors.
- (7) Marketplace including farmers market or food hall.
- (8) Taverns.
- (9) Offices and professional offices (excluding medical offices).
- (10) Governmental offices or other public offices.
- (11) Museums, libraries and other cultural attractions.
- (12) Schools (including business and secretarial).
- (13) Movie theater and multiplex cinema.
- (14) Mixed use buildings (ground floor permitted uses with apartments on upper floors).
- (15) Live-work space.
- (16) Brew pubs and microbreweries.
- (17) Hotels, for properties at least 40,000 SF in size.
- (18) Mixed use incorporating community use on the ground floor and mixed use on upper floors.

B. Accessory uses

Accessory uses shall include those uses customarily incidental to any of the above specially permitted uses when located on the same lot. Specifically permitted is the following accessory use:

- (1) Parking facilities.

C. Prohibited uses

- (1) Gas stations, car washes, and other automobile-oriented uses.
- (2) Drive-through windows for restaurants and banks less than 2,000 SF in size.
- (3) Adult uses as defined § 301-3(4).
- (4) Flea markets, with the exception of farmers markets.

§ 301-151-A-6 Lot, Yard, Bulk and Height Requirements

- A. New buildings shall comply with the lot, yard, bulk, and height requirements of the Railroad Avenue Urban Renewal Area Schedule of Dimensional Regulations.
- B. The maximum height for building elements facing West Main Street, Court Street, Griffing Avenue, height shall not exceed 60’ measured horizontally from the property line.
- C. New development should be consistent with the recommendations of the Objective Design Standards for Private Development contained in the Downtown Riverhead Pattern Book, with the exception of maximum height which shall be dictated by Section 301 Attachment XX RRA-OD Schedule of Dimensional Regulations.
- D. Exemptions.
 - (1) Bay windows, awnings, unenclosed porches, and other front and side projections shall be exempt from the calculation of building area, so as to encourage a variety in façade design. However, such projections shall be required to meet the setback requirements of the Railroad Avenue Urban Renewal Area Schedule of Dimensional Regulations.

ZONING AND LAND DEVELOPMENT
301 Attachment XX
Town of Riverhead
Railroad Avenue Urban Renewal Area Overlay District Schedule of Dimensional Regulations
[Added XXXX by L.L. No. XX-2020]

Zoning Use District	Minimum Lot Area (square feet)	Minimum Lot Width at Front Street (feet)	Maximum Building Coverage	Maximum Height of Buildings (feet)	Floor Area Ratio (FAR)		Minimum Front Yard Depth (feet)	Side Yards, Interior Lots		Side Yards, Corner Lots		Minimum Rear Yard Depth (feet)
					Maximum FAR without Community Benefits	Maximum FAR with Provision of Community Benefits		Minimum Depth for Each (feet)	Minimum Combined Depth for 2 Sides (feet)	Minimum Depth Facing Side Street (feet)	Minimum Combined Depth for 2 Sides (feet)	
Railroad Avenue Urban Renewal Area Overlay	20,000 – 60,000	100'	60%	50	2.0	3.0	5	10	20	10	20	10
	Greater than 60,000	100'	80%	60 ⁽¹⁾	2.0	3.0 ⁽¹⁾	5	10	20	10	20	20

NOTES:
¹ The Town Board has discretion to permit increased height for a mixed use that includes an arts use (museum or performing arts or similar) on the ground floor, as long as the height is less than considered a high rise per NYS Building Code.

§ 301-151-A-7 Community Benefits

- A. The Town Board has identified appropriate community benefits by which the applicants that opt into the RRA-OD may increase density on site through parking reductions, additional gross floor area and/or increased height/number of stories as described in Table XX. The maximum FAR with the provision of community benefits is 3.0.

Table XX
RRA-OD Community Benefits

Community Benefit Category	Type/Maximum Density Increase/Parking Reduction	Requirement
Parking	20% total reduction in required off street parking requirement	Shared parking for complementary uses. Requires design and implementation of cross access. Certification that the peak parking of two or more uses occurs at different times provided by a licensed traffic engineer. Does not apply to municipally owned sites.
Parking	No off-street parking required for nonresidential uses.	Properties which opt into the Parking District through petition to the Town Board, where public parking lots within the Parking District are located within ¼ mile of at least one of the main building entrances.
Parking	Parking reduction for the number of stalls “parked” off site.	Parking Management Strategy demonstrating how parking needs will be met off site.
Parking	Reduction of up to 3 parking stalls for area to be used for green infrastructure	Construction and maintenance of a rain garden or bioswale designed to collect rain water of 200 square feet per parking stall reduction.
Promoting Multi modal transportation	5% reduction in required off street parking requirement	Provision of interior bicycle storage lockers for ½ of proposed residential units.
Recreation	Increase in the allowable gross floor area equivalent to the area of the dedicated park area minus 10%	Purchase of offsite Peconic River riverfront land within ½ mile of the subject property provided that it meets the criteria below: (1) Such riverfront property is to be used in a passive manner whether dedicated to the Town, conservation group, or maintained privately. (2) The property must remain accessible to the public in a parklike setting for the community (which may include outdoor art installation). (3) No structures other than a structure that is accessory to the use of the park/garden/art installation which does not exceed 10% of the site area or 1,200 SF whichever is smaller. (4) Covenants and restrictions be required to ensure that the riverfront property is maintained as a publicly accessible passive use park or similar in perpetuity.
Open Space or Farmland	3,000 SF floor area per 1 TDR credit purchased	Purchase of up to 5 TDR credits (maximum of 5 credits per project)

Community Benefit Category	Type/Maximum Density Increase/Parking Reduction	Requirement
Preservation		
Sustainability Elements	Additional 200 SF GFA for each 100 SF improved.	Design and implementation of green infrastructure for drainage (rain gardens) on or off site.
Sustainability Elements	Additional 50 SF GFA for each 1000 SF of green roof area.	Green roof
Sustainability Elements	.25 increase in FAR for Gold or Platinum LEED certification	USGBC Certified LEED buildings
Recreation	Additional 10% GFA for each 200 linear feet of easement dedicated.	Provision of public easement along the Peconic River (either through purchase or agreement with property owner)
Recreation	Additional 5% GFA for each 200 linear foot of easement improved for public access.	Improvement of public easement for public access to the riverfront.
Recreation/visual resources	5% increase in GFA per 0.5-acre property improved.	Permitting and implementation of physical improvements of private or public riverfront property to enhance public views of the Peconic River, incorporate green infrastructure and accessible pedestrian improvements through implementation of a boardwalk or path.

- B. Additional Community Benefits Available for Properties Over 60,000 SF
Increased height and gross floor area may be provided with approval from the Town Board for development on properties over 60,000 SF in size with the provision of community benefits.

Properties over 60,000 SF in size may achieve parking reductions and increased density through community benefits outlined in the previous section and additional density increases as provided in **Table XX**. The maximum additional floor area achieved for properties over 60,000 SF through the application of community benefits is a Floor Area Ratio of 3.0.

Table XX
Additional Community Benefits Available for Properties Over 60,000 SF

Community Benefit Category	Type/Maximum Density Increase	Requirement
Museum, performing arts	Increase in maximum building height for mixed use building <i>at discretion of the Town Board</i> (at a height less than defined as a high rise building per NYS Building Code).	Commitment to maintenance of the museum or other arts attraction which is accessible to the public for a reasonable period, but not less than 20 years.
Open Space or Farmland	3,000 SF floor area per 1 TDR credit purchased	Purchase of up to 10 TDR credits (maximum of 10 credits per project)

Community Benefit Category	Type/Maximum Density Increase	Requirement
Preservation		

§ 301-151-A-8 Design Standards.

- (1) The principal building entrance and front shall face the primary street frontage and sidewalk. For corner lots, both facades shall be coordinated and if necessary, the principal building entrance shall be designated by the Planning Board.
- (2) Facades of commercial buildings that face sidewalks or pedestrian walkways shall be broken up into bays of no more than 30 feet in width, through use of variations in façade plane, piers, or other architectural features complementary to the building style.
- (3) Signage in the Railroad Avenue Urban Renewal Area Overlay District shall be provided in accordance with Article **XLVIII**, Signs. All signs permitted in the Downtown Center (DC-3) District are permitted as set forth in §301-254 I.
- (4) Buffering and transitions.
 - (a) Trash and/or dumpster areas shall be screened by wood fences, equivalent no maintenance fence materials that appear to be wood, landscaping, or a combination thereof, pursuant to **§ 245-8**.
 - (b) Buffer plantings or landscaping or opaque fences, preferably wood fences, shall be provided between commercial businesses and adjoining residential uses and maintained as a condition of approval.
- (5) Deliveries and loading activities shall, to the extent possible, be restricted to the hours between 8:00 a.m. and 5:00 p.m. on weekdays.

§ 301-151-A-9 Design Guidelines.

The design guidelines listed in the provisions below are intended as a guide for improvements on participating developments on parcels within this overlay district.

- (1) Where feasible, openings or gates shall be incorporated into fencing between private and public properties to encourage pedestrian activity.
- (2) The intent is to create buildings that are lasting and that each building adds to the revitalization of the Urban Renewal Area. Accordingly, high quality materials are required (e.g. brick, granite, or other masonry matter, including architectural block or architectural precast concrete). Painted or natural utility concrete panels or masonry units, if used at all, must be confined to rear elevations and in loading dock areas and not visible from the public right of way, or other public gathering spaces.

§ 301-151-A-10 Development Standards

The development standards contained herein are required for parcels being redeveloped in accordance with this article or relief from the Zoning Board of Appeals is required.

- A. Pedestrian environment.
 - (1) Sidewalks at least 6' in width shall be constructed to achieve a walkable environment.
 - (2) Walkway pavement shall be a minimum of six feet wide and include pedestrian scale lighting at a height of 12 feet or less, spaced no further apart than 50 feet on center.
- B. Public space.
 - (1) Public space including alleys between buildings and walkways between building entrances and adjacent public properties shall be consistent with the Objective Design Standards for Private Development contained in the Riverhead Downtown Pattern Book.
 - (2) All properties greater than 60,000 SF shall incorporate activated public areas on the ground level.
- C. Parking.
 - (1) The number of off-street parking spaces in the Railroad Avenue Urban Renewal Area Overlay District shall be provided in accordance with § **301-231**, with the exception that off street parking requirements for residential use shall be calculated in accordance with Table XX as recommended by the 2020 Riverhead Strategic Parking Plan and any Payment in Lieu of Parking requirement that may be adopted by the Town Board as also recommended by the 2020 Riverhead Strategic Parking Plan.

Table XX
RRA-OD Required Parking for Residential Development

Use	Minimum Parking Stalls Per Unit	Maximum Parking Stalls per unit
Studio/1 bedroom	0.50	1.00
2 bedroom	1.00	1.25

- (2) Off Street Parking Design
 - i. Off-street parking shall not be permitted in the front yard.
 - ii. Parking shall be sited to the rear of buildings, away from street frontages when possible, or to the side of buildings. In all cases, garages and parking areas shall be recessed at least five feet from the primary front facade plane of the main building, and at least 15 feet back from the front property line.
 - iii. Parking may also be located fully below buildings, partially below grade in a building, or at grade within a building, provided it is fully enclosed and no entry is provided facing a public street or front yard unless no other alternative exists. Structured parking that is partially below grade shall be screened from the street by steps, trellises, or screens. Where parking is provided on the ground floor, liner stores, which may consist of commercial uses or accessory uses/amenities to multifamily developments are required along the public streets. For block developments which front on more than 1 street, the requirement for liner stores shall apply along all but one of the streets. Access to parking for block developments shall be at the discretion of the approving agency.
 - iv. Curb cuts to parking lots shall be minimized by sharing driveways for access to adjacent parking lots.
 - v. In order to provide shade, parking lots with 21 or more spaces shall have "orchard" planting: one tree per 10 off-street spaces. Such trees shall be spread throughout the

parking lot and along the perimeter.

- vi. Where parking lots cannot be located entirely in a rear yard, a vegetated buffer of at least 5' in width shall be provided.
- vii. To soften the appearance of parking lots and reduce the heat island effect, 10% of parking lot area shall consist of landscaped islands.
- viii. In order to provide area for stormwater recharge, at least one of the following management techniques shall be used in parking lots where underlying soils support infiltration of precipitation to the groundwater:
 1. Where sanding and salting are not used in the winter, low-traffic or seasonal parking overflow areas of the parking lot shall be surfaced with porous pavement, grass pave, or gravel.
 2. Landscaped areas of parking lots shall be planted, situated and graded in a manner to provide infiltration and detention of runoff from paved areas.

§ 301-151-A-11 Compliance with the State Environmental Quality Review Act

The adoption of this Article was analyzed pursuant to the State Environmental Quality Review Act through the preparation of a Full Environmental Assessment Form and analysis of development under a theoretical build condition scenario for properties within the RRA-OD meeting the minimum area requirements and which were considered more likely candidates for redevelopment. A traffic impact analysis was conducted to supplement the analysis completed for the Brownfield Opportunity Area Step II Nominations Study in 2015 to assess the impact of redevelopment within the RRA-OD on the intersections where an impact was anticipated under the full build out identified by the BOA – specifically the intersections of Center Street/Court Street at West Main and at Roanoke and Peconic Avenues at Main Street.

The negative declaration adopted by the Town Board was supported by a SEQR analysis which evaluated redevelopment of the following parcels applying the base GFA permitted under the code without the application of community benefits to increase density.

- | | |
|-----------------------|-----------------------|
| - 0600128000200010000 | - 0600128000300009000 |
| - 0600128000200014001 | - 0600128000300010000 |
| - 0600128000200015000 | - 0600128000300011000 |
| - 0600128000200021001 | - 0600128000300012001 |
| - 0600128000200022000 | - 0600128000300012002 |
| - 0600128000300001000 | - 0600128000300012003 |
| - 0600128000300002000 | - 0600128000300013000 |
| - 0600128000300003000 | - 0600128000300014000 |
| - 0600128000300004000 | - 0600128000300015000 |
| - 0600128000300005000 | - 0600128000300017001 |
| - 0600128000300006000 | - 0600128000300018000 |
| - 0600128000300007000 | - 0600128000300019000 |
| - 0600128000300008000 | - 0600128000300020000 |

The SEQR documents are on file with the Town Building Department for reference. Any applications that are consistent with the thresholds utilized in evaluation of the adoption of the Overlay District shall benefit from the adopted Negative Declaration.

Projects which exceed the base thresholds for redevelopment within the RRA-OD and/or provide community

benefits to increase density will be required to prepare a Full Environmental Assessment Form and a SEQR review will be conducted by the Town. Dependent upon the increase in traffic volume in comparison to the volumes evaluated for adoption of this Article, a Traffic Impact Study may be required to evaluate the need for traffic mitigation (which may include installation of a traffic signal, modified traffic signal timing, or lane reconfigurations/restriping) if demonstrated to improve level of service at area intersections.