

**ARTICLE XLVII. RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT DISTRICT**  
**(RONKONKOMA HUB TOD DISTRICT)**

**§85- \_\_\_. Overview and Historical Background.**

The Ronkonkoma Hub Transit-Oriented Development (TOD) area consists of approximately 53.73 acres in the hamlet of Ronkonkoma, and is generally bounded by Union Avenue on the north, Village Plaza Drive on the east, the Long Island Rail Road (LIRR) tracks (Ronkonkoma Branch) on the south, and Garrity Avenue, Hawkins Avenue, and Ronkonkoma Avenue on the west.

In 2007, the Town embarked upon a multi-phased planning study, known as the “Ronkonkoma Hub Transit-Oriented Planning Study” (hereinafter the “Ronkonkoma Hub Planning Study”), aimed at revitalizing a multi-block area around the “Ronkonkoma Hub,” which is one of the busiest stations in the LIRR system. The area immediately surrounding the train station consists of numerous vacant/unoccupied parcels and/or structures that have a deteriorated or run-down appearance, local businesses, and large surface parking lots, some of which are located along Railroad Avenue, east and west of the existing train station.

The goal of the Ronkonkoma Hub Planning Study was to develop a vision for compact, mixed-use redevelopment of underutilized land that supports and expands on the high passenger volume in, and recent improvements made to, the Ronkonkoma train station. The desired outcome of the planning study was a long-term development strategy that established clear and predictable guidance for the revitalization of the blighted, vacant, and/or underutilized parcels in the Ronkonkoma Hub.

Key goals of the Ronkonkoma Hub Planning Study included:

- Promoting quality and healthy communities;
- Redirecting growth to areas already served by existing infrastructure;
- Expanding transportation choices to enhance environmental quality;
- Reducing vehicle trips around the train station;
- Supporting compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment;
- Creating a “sense of place”;
- Supporting local businesses;
- Creating housing choices;
- Exploring reverse-commute opportunities; and
- Enhancing the tax base for the Town and the region to support the variety of taxing districts.

Phase 1 of the Ronkonkoma Hub Planning Study, completed in April 2008, focused on documenting the existing conditions of an approximately 181±-acre study area, including analysis of existing zoning, multi-family housing demand, parking, building space, and transportation infrastructure, as well as the creation of goals and objectives and preliminary analysis of the development potential for priority development sites. The study area was generally bounded by the LIRR train line on the south, Expressway Drive on the north, Bay Avenue on the west, and Babcock Avenue on the east.

Phase 2 of the Ronkonkoma Hub Planning Study, completed in March 2009, built upon the work completed in Phase 1 and generated a long-term vision and implementation strategy aimed at providing guidance for potential future development around the LIRR Ronkonkoma station.

The implementation phase, or Phase 3, of the Ronkonkoma Hub Planning Study incorporated the principles of the aforesaid planning process, but eliminated the single-family residential areas from the study area, and thus, from any proposed zoning changes or development modifications. As part of the implementation strategy, a proposed Land Use and Implementation Plan was prepared.

Based upon the results of Phases 1 and 2 of the visioning and planning process conducted from 2007 to 2009, as described above, a 53.73±-acre area (which did not include the existing single-family residential communities in the aforesaid study area) was selected to be considered for rezoning and redevelopment, as identified in the proposed Land Use and Implementation Plan. This 53.73±-acre area was identified for potential rezoning and redevelopment mostly because it includes parcels located on key “gateway” roadways serving the train station (Railroad Avenue, Hawkins Avenue, and Mill Road), where higher-density, mixed-use development would be most appropriate.

On \_\_\_\_\_, 2013, the Town Board adopted an “Urban Renewal Plan for the Ronkonkoma Hub,” as well as a comprehensive plan entitled the “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan,” for the aforesaid 53.73±-acre area. This Ronkonkoma Hub Transit-Oriented Development (TOD) District is adopted pursuant to, and in accordance with, the said urban renewal and comprehensive plans.

**§85- \_\_. Legislative Intent.**

A. The Town Board’s intent, in adopting this Article and the Ronkonkoma Hub TOD District, is to allow for comprehensive, transit-oriented, and economically-viable revitalization of the area including and proximate to the LIRR Ronkonkoma train station by:

- (1) promoting economic development opportunities;
- (2) encouraging the efficient use of land;
- (3) encouraging land uses that complement existing surrounding uses and better utilize existing public transit infrastructure at the train station;
- (4) encouraging building reuse and “infill” to create higher densities;
- (5) encouraging a pedestrian-friendly environment, as well as pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to attract consumers;
- (6) encouraging flexibility and consistent high quality in site and architectural design;
- (7) facilitating new development, as well as redevelopment of existing vacant/unoccupied parcels, that increase the area’s marketability and enhances the tax base; and

- (8) facilitating development of a compact, mixed-use, self-sufficient community that fosters a “sense of place” and serves the diverse needs of workers, visitors, and residents.

**§85-\_\_\_. Authority and Supersession of Town Law.**

A. This Article is enacted pursuant to Statute of Local Governments §10(6) and Municipal Home Rule Law §§10(1)(ii)(a)(14),10(1)(ii)(d)(3), and 10(2), and is intended to and shall supersede:

- (1) the entirety of Town Law §261-b (relating to incentive zoning);
- (2) Town Law §261-c (relating to planned unit development zoning districts) to the extent that such section requires that certain land uses be provided for through “planned unit development district regulations;”
- (3) Town Law §262 (relating to zoning districts) to the extent that such section requires that regulations within a zoning district be uniform for each class or kind of buildings throughout such district;
- (4) Town Law §263 (relating to comprehensive plans and zoning purposes) to the extent that the zoning purposes therein are inconsistent with the planning goals and principles underlying the aforesaid “Urban Renewal Plan for the Ronkonkoma Hub,” the aforesaid “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan,” and/or this Article;
- (5) Town Law §269 (relating to zoning law conflicts) to the extent that such section provides that regulations made under authority of Article 16 of the Town Law, which impose greater or higher dimensional requirements, shall govern over standards required in any other statute or local law, ordinance or regulation;
- (6) Town Law §270 (relating to an official town map) to the extent that such section provides that such map shall be final and conclusive with respect to the location and width of streets and highways, drainage systems, and the location of parks shown thereon;
- (7) the entirety of Town Law §272-a (relating to town comprehensive plans);
- (8) Town Law §273 (relating to official maps and changes thereto) to the extent that such section requires change or addition to the Town’s official map so as to lay out new streets, highways, drainage systems, or parks, or to widen or close existing streets, highways, drainage systems, or parks, provides that changes or additions to the Town’s official map shall be deemed to be final and conclusive with respect to the location of streets, highways, drainage systems, and parks shown thereon, and provides that the layout, widening or closing, or approval of the layout, widening, or closing, of streets, highways, drainage systems, or parks by the Town Board or the Town Superintendent of Highways shall be deemed to be an addition or change of the Town’s official map and subject to the provisions of Article 16 of the Town Law with regard to such additions or changes;

- (9) Subsections 2(a) and 6 of Town Law §274-a (relating to site plan review and approval) to the extent that such subsections limit required site plan elements to those included in a zoning ordinance or local law authorizing the review, approval, or disapproval of site plans, authorize the board reviewing site plans to require a park or parks suitably located for playground or other purposes before approving a site plan containing residential units, and authorize the board reviewing site plans to require a sum of money in lieu of such park or parks; and
- (10) the entirety of Subdivision 1 of Town Law §280-a (relating to permits for buildings not on improved mapped streets).

**§85-\_\_\_\_. Terms and Provisions of This Article Control.**

The provisions of this Article shall supplant, supersede, and prevail over any other Chapters, Articles, and provisions of the Code of the Town of Brookhaven (hereinafter the “Town Code”). Except as otherwise provided in this Article, any other Chapters, Articles, or provisions of the Town Code that are inconsistent with, in conflict with, or in addition to the aforesaid “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan” (as it may have been amended), the aforesaid Regulating Plan, this Article, and/or the standards and procedures set forth herein (including, but not limited to, the land development standards of Section 85-50 of this Chapter and the building, outdoor play area, and off-street parking setbacks in Section 85-396(B)(6) of this Chapter) shall have no application, force, or effect within the Ronkonkoma Hub TOD District.

**§85-\_\_\_\_. The Regulating Plan.**

The Regulating Plan incorporated in this Article designates the subdistricts comprising the Ronkonkoma Hub TOD District and the various roadways within and adjacent to those subdistricts. In reviewing proposed development in the Ronkonkoma Hub TOD District, the Planning Board shall determine that such proposed development complies with the Regulating Plan and with the descriptions, building forms, and development parameters applicable to each of the subdistricts, as depicted on the Regulating Plan and set forth in subsequent sections of this Article.

**§85-\_\_\_\_. Designation of Ronkonkoma Hub TOD District.**

The Ronkonkoma Hub TOD District shall encompass the following parcels on the Suffolk County Tax Map, as well as all roadways, shown on the Regulating Plan, that lie between or adjacent to such parcels:

- 0200-799.00-03.00-032.000
- 0200-799.00-03.00-033.001
- 0200-799.00-03.00-033.002
- 0200-799.00-03.00-034.000
- 0200-799.00-03.00-035.000
- 0200-799.00-03.00-036.000

0200-799.00-03.00-037.000  
0200-799.00-03.00-038.000  
0200-799.00-03.00-039.000  
0200-799.00-03.00-040.001  
0200-799.00-03.00-040.002  
0200-799.00-03.00-041.000  
0200-799.00-03.00-042.000  
0200-799.00-03.00-043.000  
0200-799.00-03.00-044.000  
0200-799.00-03.00-045.001  
0200-799.00-03.00-049.000  
0200-799.00-03.00-050.000

0200-799.00-04.00-044.000  
0200-799.00-04.00-047.001  
0200-799.00-04.00-048.000  
0200-799.00-04.00-049.000  
0200-799.00-04.00-051.001  
0200-799.00-04.00-052.000  
0200-799.00-04.00-053.000  
0200-799.00-04.00-054.000

0200-800.00-01.00-027.001  
0200-800.00-01.00-028.000  
0200-800.00-01.00-031.001  
0200-800.00-01.00-033.001  
0200-800.00-01.00-034.000  
0200-800.00-01.00-035.007  
0200-800.00-01.00-035.008  
0200-800.00-01.00-035.009  
0200-800.00-01.00-036.000  
0200-800.00-01.00-038.000

0200-800.00-02.00-009.000  
0200-800.00-02.00-010.000  
0200-800.00-02.00-011.000  
0200-800.00-02.00-012.000  
0200-800.00-02.00-013.000  
0200-800.00-02.00-014.000  
0200-800.00-02.00-015.000  
0200-800.00-02.00-016.000  
0200-800.00-02.00-017.000  
0200-800.00-02.00-018.000  
0200-800.00-02.00-019.000  
0200-800.00-02.00-020.000  
0200-800.00-02.00-021.000

0200-800.00-02.00-022.000  
0200-800.00-02.00-023.000  
0200-800.00-02.00-028.001  
0200-800.00-02.00-028.003  
0200-800.00-02.00-028.004

**§85-\_\_\_. Definitions.**

The following terms, as used in this Article, shall be defined as follows:

**BLOCK**

An area bounded by the nearest of (1) a lot line along a public or private street and/or (2) a public pedestrian passageway, and/or (3) as restricted by existing local conditions. A block shall have a perimeter dimension not less than 1,300 linear feet and not greater than 1,600 linear feet. Exception: Where a block spans two subdistricts, each subdistrict within the block shall be considered a separate block for the purpose of calculating permitted land use percentages.

**BUILDABLE LOT AREA**

The total area of a lot available for construction of building(s) and structures(s), as defined by (1) the boundary of the build-to zone that is closest to the lot line along a street, (2) the lot line along the street where there is no build-to zone, and (3) all required building setback lines.

**BUILDABLE SQUARE FOOTAGE**

The total building floor area permitted in a block. It is calculated by multiplying the total of the Buildable Lot Areas for all lots in the block by the maximum number of stories permitted in the block.

**BUILD-TO ZONE**

The range of distances, as measured from the street lot line, within which the ground floor façades of principal buildings must be located along primary and secondary frontages. Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone shall be measured from the inner line -- i.e., the line opposite and farthest from the lot line -- of such designated outdoor space

**CONVENTION CENTER**

A building or group of buildings designed for single and/or multi day events, industrial/trade shows, and the like, having exhibit areas, conference rooms, hotel accommodations, restaurants, and other related facilities.

## DESIGNATED OUTDOOR SPACE

An area or horizontal space, including, but not limited to, a park, green, node, pedestrian median, square, plaza, courtyard, or outdoor eating or drinking area, that is open to and unobstructed from the sky, except for canopies or other structures providing protection or shelter from sun or weather.

## LINEAR PRINCIPAL FRONTAGE

The total length, measured parallel to the lot line along a principal frontage, of the façades of all buildings in a block.

## LIVE/WORK UNIT

A single unit consisting of both residential and non-residential space.

## PARKING GARAGE

A building or structure, or a part of a building or structure, used for the bulk parking of vehicles, with no facilities for motor vehicle repair or service.

## PAVILION

A covered open-air structure, typically used for shelter, concerts, exhibits, or temporary retail sales. A pavilion shall not be required to comply with minimum height limits.

## PRINCIPAL FRONTAGE

The side of a block that is of greatest length, abuts a public street, and contains one or more main building entrances, or that is otherwise designated by the Planning Board at site plan approval. There shall be one principal frontage per block.

## SECONDARY FRONTAGE

Any side of a block that abuts a public street but is not a principal frontage or that is otherwise designated by the Planning Board at site plan approval.

## STORY

That portion of a building or structure included between the surface of any floor that is at or above the average grade and the surface of the floor (not including any mezzanine) next above it or, if there is no floor above it, then the space between such floor and the ceiling next above it. A basement not greater than 6' in height above the average grade, any other structure that is not greater than 6' in height above the average grade plane, and attics which do not include any habitable space shall not be considered a story.

## TOWER

A vertical architectural element of limited length and width that does not include any habitable space, which is permitted to exceed the maximum height of the subdistrict to the extent permitted by the New York State Building Code.

### **§85-\_\_\_. Development Standards and Requirements.**

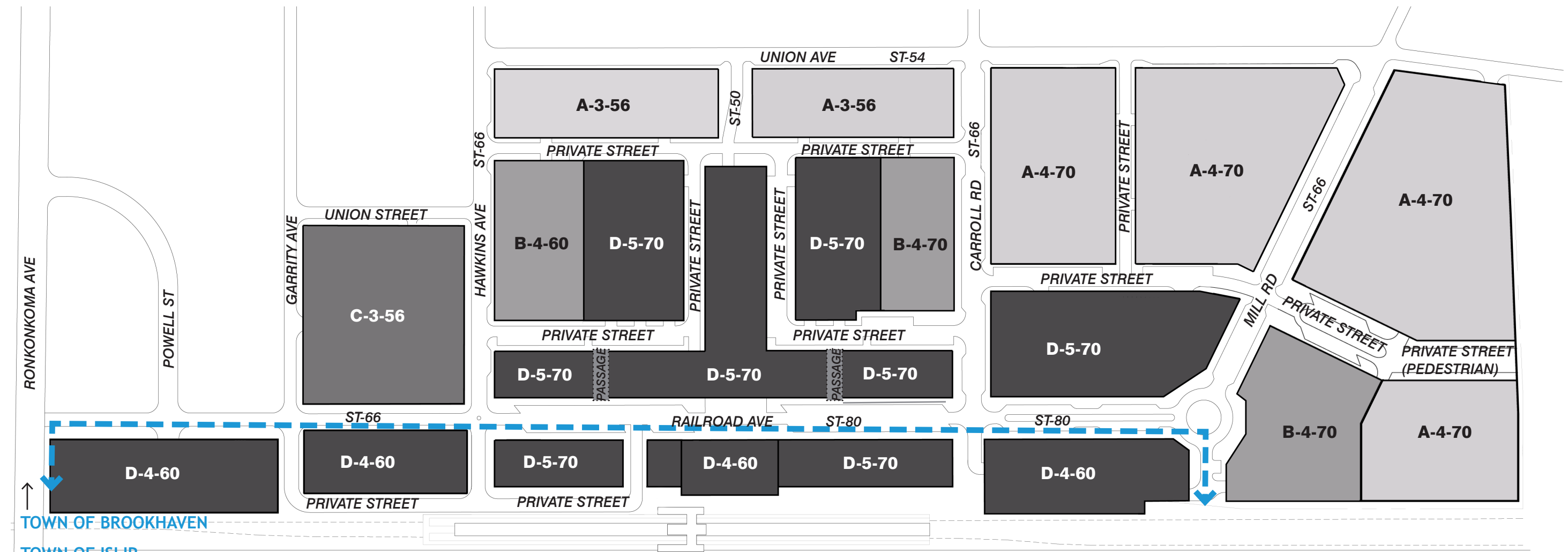
A. Recognizing the importance of comprehensive redevelopment of the lands in the Ronkonkoma Hub TOD District in accordance with the aforesaid “Urban Renewal Plan for the Ronkonkoma Hub,” the aforesaid “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan” (as it may have been amended), and the provisions of this Article:

- (1) The development of any lands within the Ronkonkoma Hub TOD District shall require the submission of a site plan application that conforms to the requirements of the Regulating Plan and is subject to Planning Board site plan approval.
- (2) The minimum lot area requirement for any such site plan application shall be 10 acres, except that such minimum lot area requirement shall not apply to a site plan application that (a) seeks to amend a site plan previously approved pursuant to this Article, or (b) is made by an applicant that has previously received site plan approval pursuant to this Article and covers either a minimum of two (2) acres or lands contiguous to (i.e., directly adjoining or located directly across a street or pedestrian passageway from) a site plan previously approved pursuant to this Article.
- (3) Any resolution of approval or conditional approval issued by the Planning Board shall be subject to the applicant obtaining all approvals, licenses and/or permits required from other governmental agencies having jurisdiction of the proposed development. As a condition of approval, the applicant may be required to file appropriate legal documentation as the Planning Board determines necessary to provide for and ensure the continued proper future maintenance, use and ownership responsibility for civic spaces, facilities, utilities and services both in connection with site plan approval and in relation to the planned development of the area as a whole. Such documentation shall be acceptable to the Town Attorney in form and substance.

### **85-\_\_\_. Severability.**

A. If any clause, sentence, paragraph, section or item of this Article shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

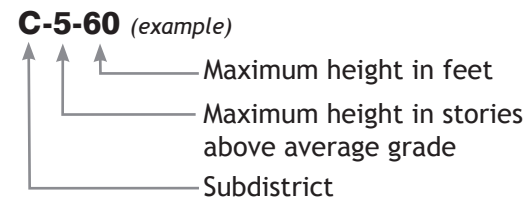




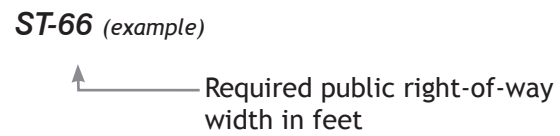
LEGEND

	Subdistrict A Neighborhood
	Subdistrict B Downtown living
	Subdistrict C Marketplace
	Subdistrict D Main Street

Form & use



Street types



Notes:

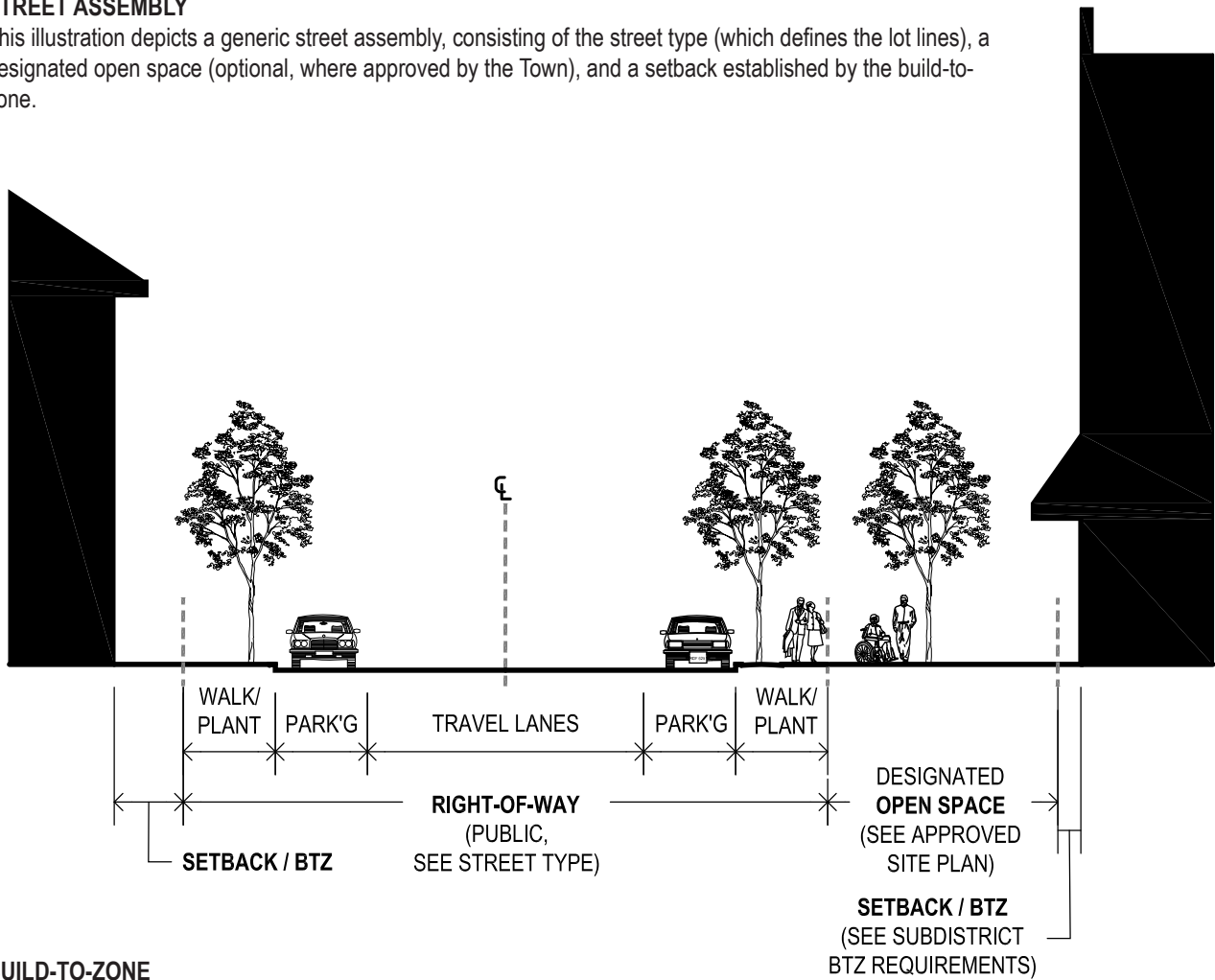
1. The principal frontage shall be the side of the block that is of greatest length, abuts a public street, or that is otherwise approved by the Planning Board at site plan approval. There shall be one principal frontage per block. *Exception: in Subdistrict C, Hawkins Avenue shall be the principal frontage.*
2. The secondary frontage shall be any side of a block that abuts a public street but is not a principal frontage. *Exception: in Subdistrict C, Railroad Avenue shall be the only secondary frontage.*
3. Private street locations illustrated here may be adjusted, so long as the requirements of note 5 below are met.
4. Subdistricts shall be construed to extend to the centerlines of adjoining streets.
5. Within the subdistricts, blocks shall be subdivided with public or private streets such that the total perimeter of the block is not less than 1300 linear feet, and does not exceed 1600 linear feet. A clearly defined public pedestrian pathway connecting two different streets shall be construed as subdividing the block.

- Residential uses prohibited within the dashed boundary. See Subdistrict D requirements.
-

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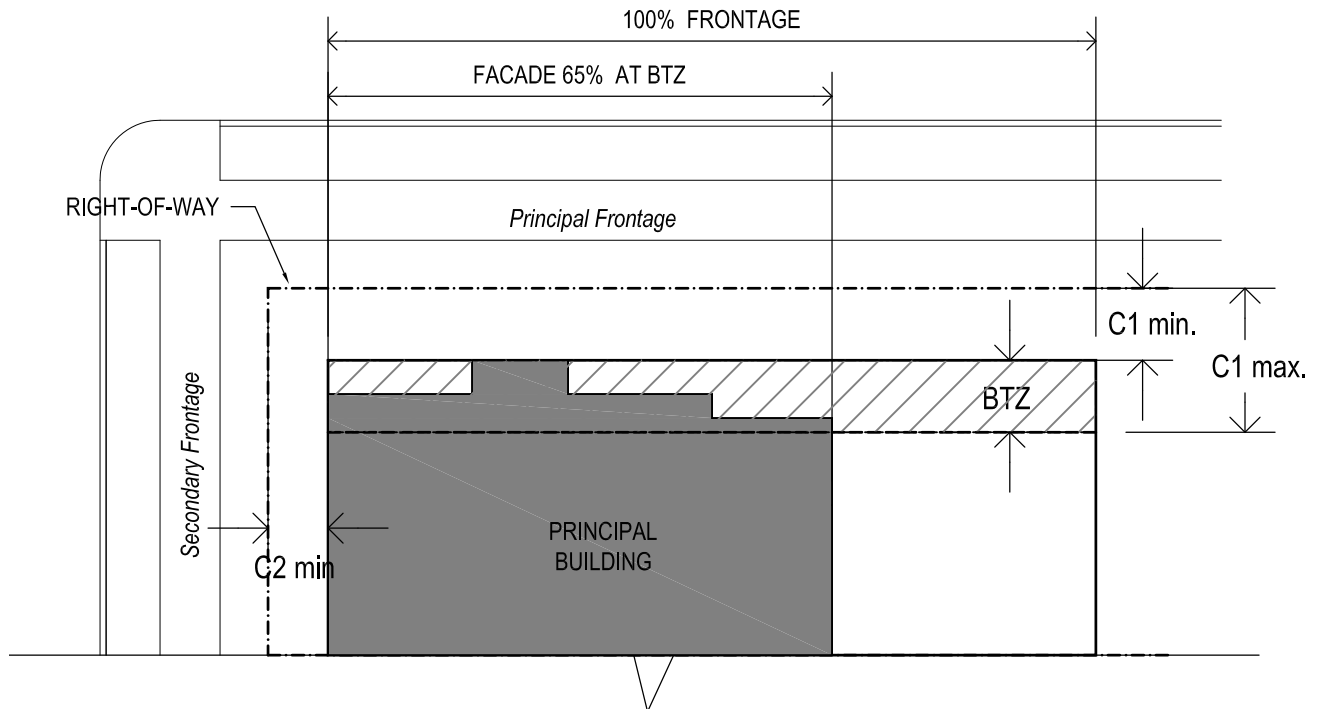
**STREET ASSEMBLY**

This illustration depicts a generic street assembly, consisting of the street type (which defines the lot lines), a designated open space (optional, where approved by the Town), and a setback established by the build-to-zone.



**BUILD-TO-ZONE**

This illustration depicts a principal building which meets a 65% build-to requirement. In this illustration, the BTZ is variable between a maximum and minimum requirement, as is common in this Code.



**A NEIGHBORHOOD SUBDISTRICT**



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The Neighborhood subdistrict is a predominantly residential area with medium to high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single family homes and more compact mixed use areas.

**A. USE (see also Table 1)**

Residential	Permitted at all levels.
Commercial	Permitted at first floor.  Limited to a maximum of 15% of linear principal frontage per block.

**B. BUILDING CONFIGURATION**

B1. Maximum height, feet	Varies. See regulating plan.
B2. Max. height, stories	Varies. See regulating plan.
B3. Minimum height, stories	2 stories

**C. ALIGNMENT- PRINCIPAL BUILDINGS**

C1. Principal Frontage BTZ	2 ft. min. 12 ft. max.
C2. Secondary Frontage BTZ	2 ft. min. 12 ft. max.
C3. Setback from TOD District boundary	25 ft. min.
C4. Build-to frontage	65% min. at build-to-zone.

**D. ACCESSORY BUILDINGS**

Accessory buildings shall be set back from the lot line as specified herein.

D1. Principal Frontage	25 ft. min.
D2. Secondary Frontage	10 ft. min.
D3. Rear lot line setback from TOD District	25 ft. min.

**E. PARKING REQUIREMENTS**

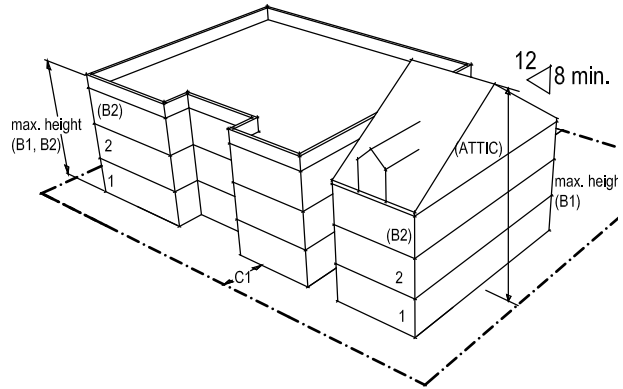
See Table 5

**F. STREETScape**

Street trees	30' o.c. average
Furnishings	100' o.c. average

**BUILDING CONFIGURATION**

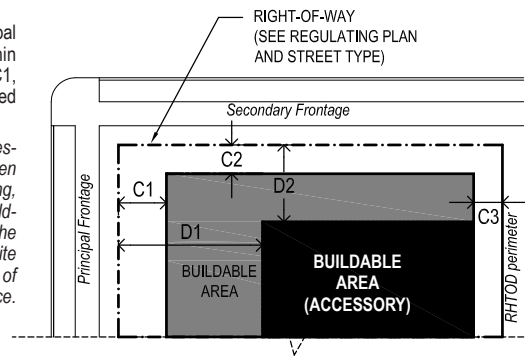
1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.



**ALIGNMENT**

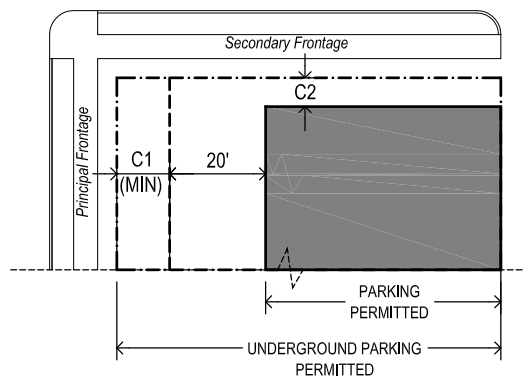
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

*Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.*



**PARKING PLACEMENT**

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one and two car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.





The Downtown Living subdistrict is predominantly a mixed-use residential area with medium to high density building types. It allows for up to 50% commercial use.

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**B DOWNTOWN LIVING SUBDISTRICT**

**A. USE (see also Table 1)**

Residential	Permitted at all levels.
Commercial	Permitted at all levels  First floor area for commercial uses in each block is limited to 50% of the linear principal frontage for the block; total area for commercial uses on all floors in a block is limited to 50% of the buildable square footage for the block.

**B. BUILDING CONFIGURATION**

B1. Maximum height, feet	Varies. See regulating plan
B2. Max. height, stories	Varies. See regulating plan
B3. Minimum height, stories	2 stories

**C. ALIGNMENT - PRINCIPAL BUILDINGS**

C1. Principal Frontage BTZ	2 ft. min. 6 ft. max.
C2. Secondary Frontage BTZ	2 ft. min. 6 ft. max.
C3. Setback from TOD District boundary	25 ft. min.
C4. Build-to frontage	80% min. at built-to-zone.

**D. ACCESSORY BUILDINGS**

(NOT USED)

**E. PARKING REQUIREMENTS**

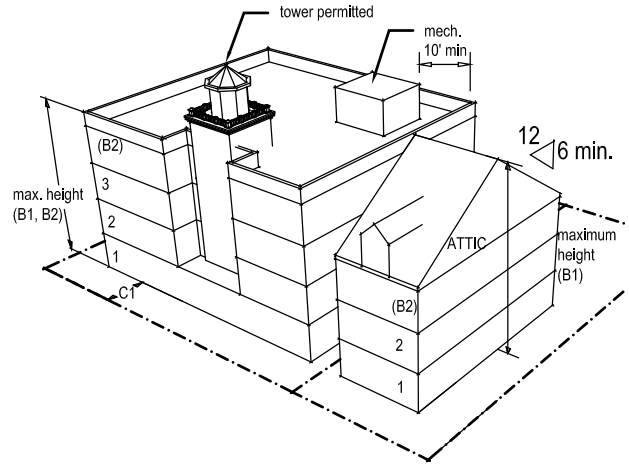
See Table 5

**F. STREETScape**

Street trees	30' o.c. average
Furnishings	100' o.c. average

**BUILDING CONFIGURATION**

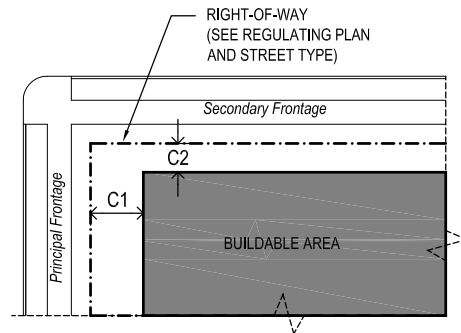
1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.
3. A tower, cupola, or other vertical element shall be permitted above the allowed maximum height, but shall not exceed 20% of the first floor area in size, or 20% of the first floor frontage in length.
4. Mechanical / utility structures and enclosures are permitted above the allowed height, but must be set back at least 10' from the roof perimeter.
5. Except at porches and canopies, or where concealed by a parapet, pitched (shingle) roofs must have an 6:12 or greater slope.
6. For buildings taller than three stories, the building design shall have a distinct two- or three-part vertical composition.



**ALIGNMENT**

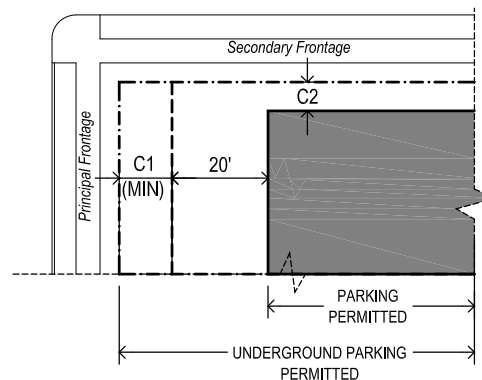
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

*Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.*



**PARKING PLACEMENT**

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one- and two-car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.

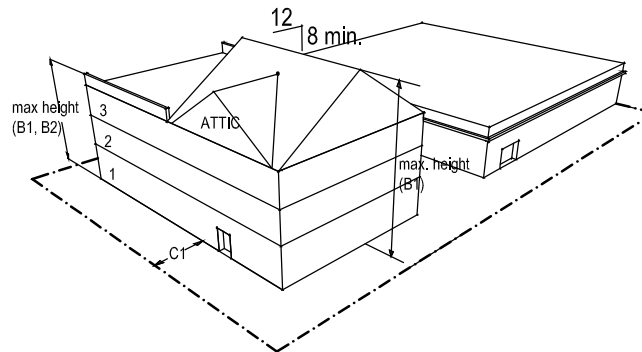




The Marketplace subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.

**BUILDING CONFIGURATION**

1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.



**A. USE (see also Table 1)**

Residential	Permitted. The area for residential uses in each block is limited to 50% of the buildable square footage for the block.
Commercial	Permitted.

**B. BUILDING CONFIGURATION**

B1. Maximum height, feet	56
B2. Max. height, stories	3
B3. Minimum height, feet	24

**C. ALIGNMENT - PRINCIPAL BUILDINGS**

C1. Principal Frontage BTZ	2 ft. min. 6 ft. max.
C2. Secondary Frontage BTZ	2 ft. min, no maximum.
C3. Setback from TOD District boundary	Not Applicable.
C4. Build-to frontage	65% min. at build-to-zone.

**D. ACCESSORY BUILDINGS**

(NOT USED)

**E. PARKING REQUIREMENTS**

See Table 5

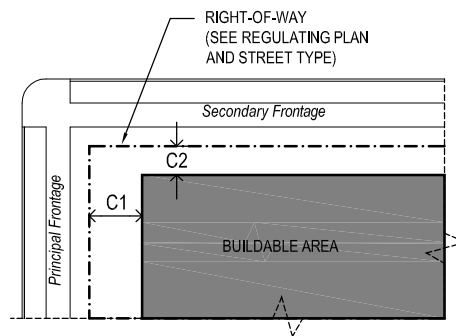
**F. STREETScape**

Street trees	50 ft o.c. average
Furnishings	50 ft o.c. average

**ALIGNMENT**

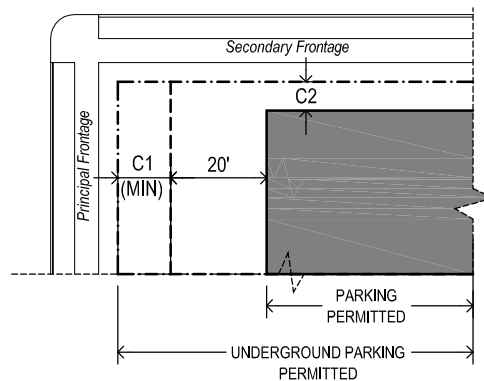
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

*Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.*



**PARKING PLACEMENT**

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one- and two-car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.





The Main Street subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

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**A. USE (see also Table 1)**

Residential	Residential units are permitted above first floor. Residential common areas are permitted at first floor. <i>Exception: Residential uses are not permitted on parcels located south of Railroad Avenue and west of the intersection of Railroad Avenue and Mill Road.</i>
Commercial	Permitted.

**B. BUILDING CONFIGURATION**

B1. Maximum height, feet	Varies. See regulating plan.
B2. Max. height, stories	Varies. See regulating plan.
B3. Minimum height, stories	3

**C. ALIGNMENT - PRINCIPAL BUILDINGS**

C1. Principal Frontage BTZ	2 ft. min. 4 ft. max.
C2. Secondary Frontage BTZ	2 ft. min. 4 ft. max.
C3. Setback from TOD District boundary	Not Applicable
C4. Build-to frontage	80% min. at built-to zone

**D. ACCESSORY BUILDINGS**

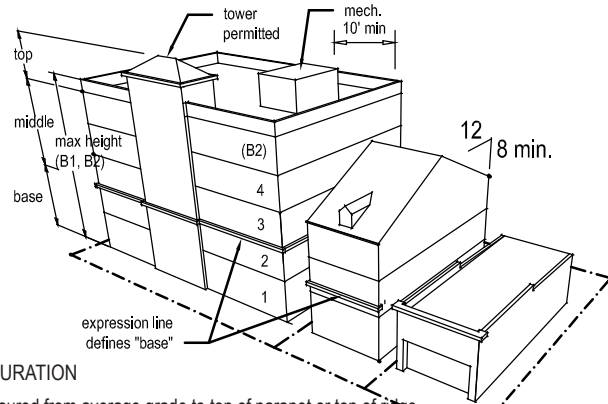
(NOT USED)

**E. PARKING REQUIREMENTS**

See Table 5

**F. STREETScape**

Street trees	50 ft o.c., average
Furnishings	50 ft o.c., average



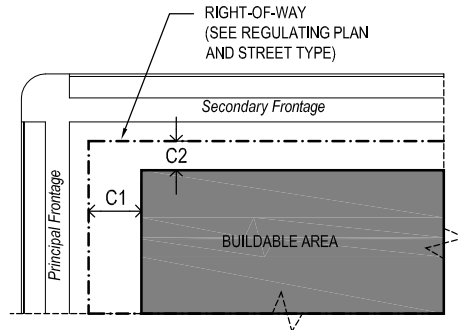
**BUILDING CONFIGURATION**

1. Height (B1) is measured from average grade to top of parapet or top of ridge.
2. The number of stories (B2) shall be measured from the average grade and shall exclude attics, basements, and other areas below the average grade.
3. Mechanical / utility structures and enclosures are permitted above the allowed height, but must be set back at least 10' from the roof perimeter.
4. A tower, cupola, or other vertical element shall be permitted above the allowed maximum height, but shall not exceed 20% of the first floor area in size, or 20% of the first floor frontage in length.
5. Pitched (shingle) roofs, where not concealed by a parapet, must have an 8:12 or greater slope.
6. For buildings taller than one story, a horizontal expression line is required at the second or third floor line, or between the second and third floor lines.
7. For buildings taller than three stories, the building design shall have a distinct three-part vertical composition consisting of a base, middle, and top.

**ALIGNMENT**

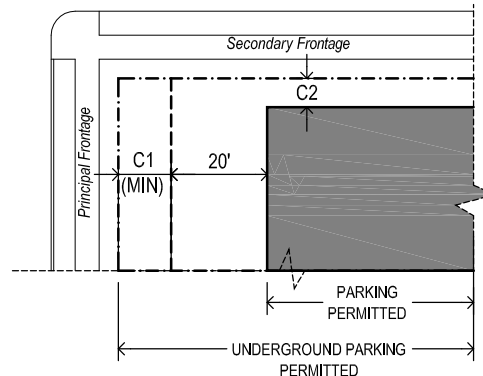
1. Ground floor façades of principal buildings shall be built within the frontage build-to zones (C1, C2) to the minimum specified width (C4).

*Exception: Where there is a designated outdoor space between the street lot line and a building, the build-to zone for such building shall be measured from the inner line (i.e. the line opposite and farthest from the lot line) of such designated outdoor space.*



**PARKING PLACEMENT**

1. Covered and/or surface parking spaces may only be provided where shown in the diagram at right.
2. Underground parking is permitted anywhere within the buildable lot area.
3. Garage entries from the Principal Frontage must serve a minimum of 8 parking spaces. Entrances to individual one- and two-car garages are not permitted on the Principal Frontage.
4. Surface parking shall be screened from view along secondary frontages.



**TABLE 2: Permitted uses.** Any building or land in the Ronkonkoma Hub TOD District may include a combination of the uses permitted below.

**A. Permitted uses**

- 1) Farmers' Market

---

- 2) Live/Work Units

---

- 3) Parking Garages

---

- 4) All residential and commercial uses, accessory uses and special permit uses authorized in Chapter 85 shall be permitted except as listed in Table 2, Section B.

**B. Prohibited uses**

- 1) All uses exclusively permitted and/or exclusively special permitted in L-Industrial-1 and L-Industrial-2, L-Industrial-4, K Business, MHC-Mobile Home Community, HF-Horse Farm and PC- Pet Cemetery districts shall be prohibited.

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- 2) Outdoor storage, boat storage, motor vehicle repair, heavy construction vehicle dealerships, kennels, lumberyards and/or trucking terminals shall be prohibited.



**TABLE 3: Public street type designs.** These street types may be used for public or private rights-of-way as approved during the detailed site plan process. Streets shall generally be design for 30 miles per hour vehicular traffic. Specific street and roadway designs may vary from the following standard forms to accommodate required traffic mitigation measures (e.g., additional turning lanes). \*Final lane widths as determined by the Planning Board.

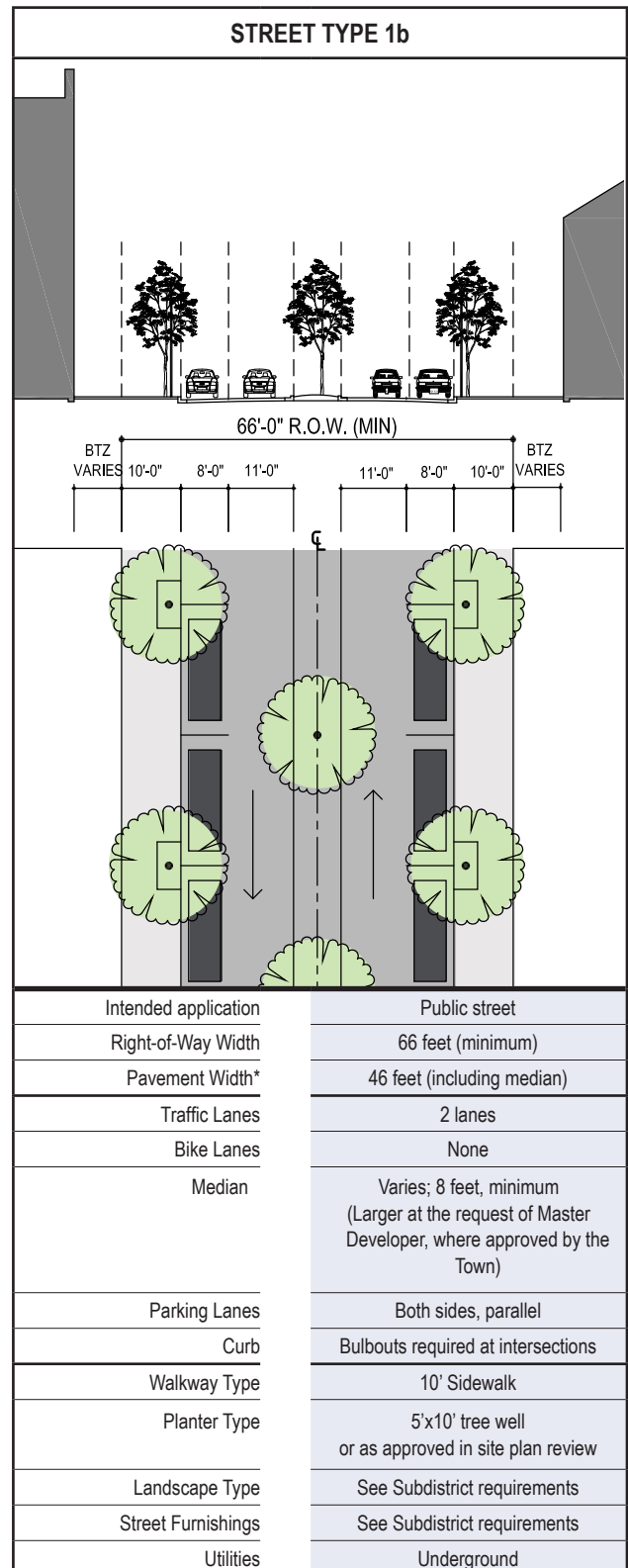
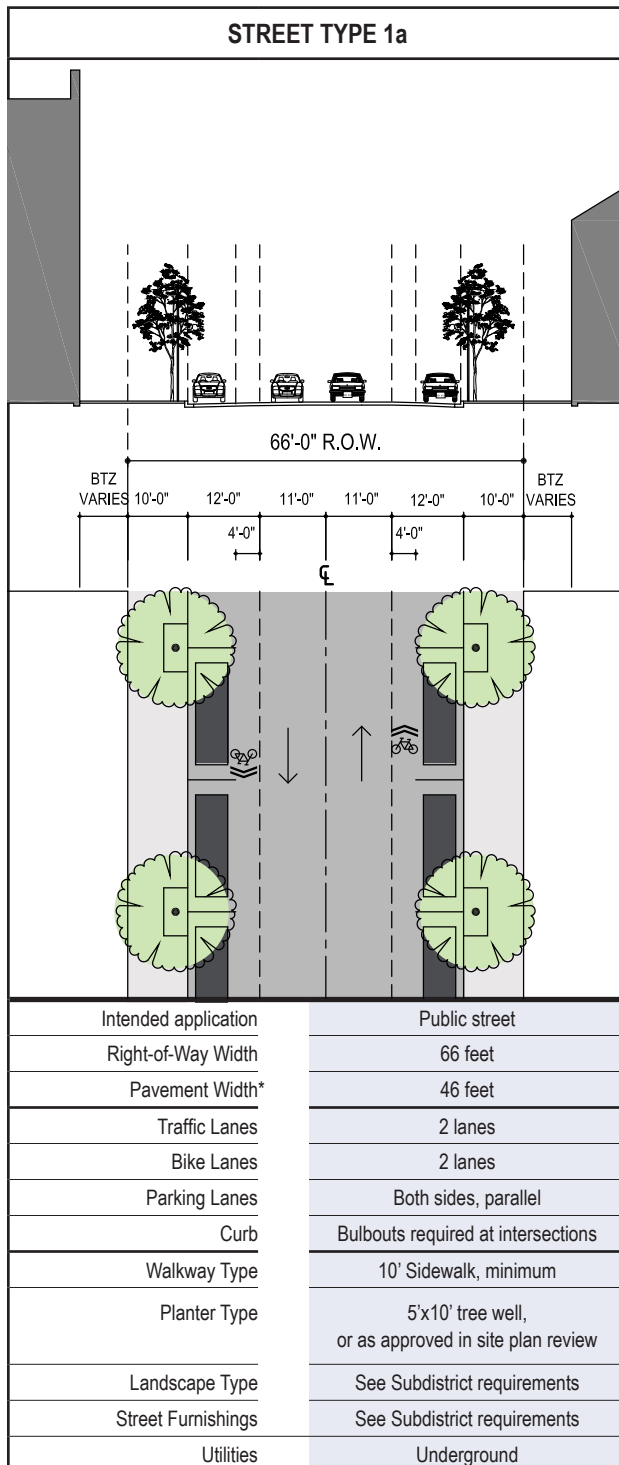


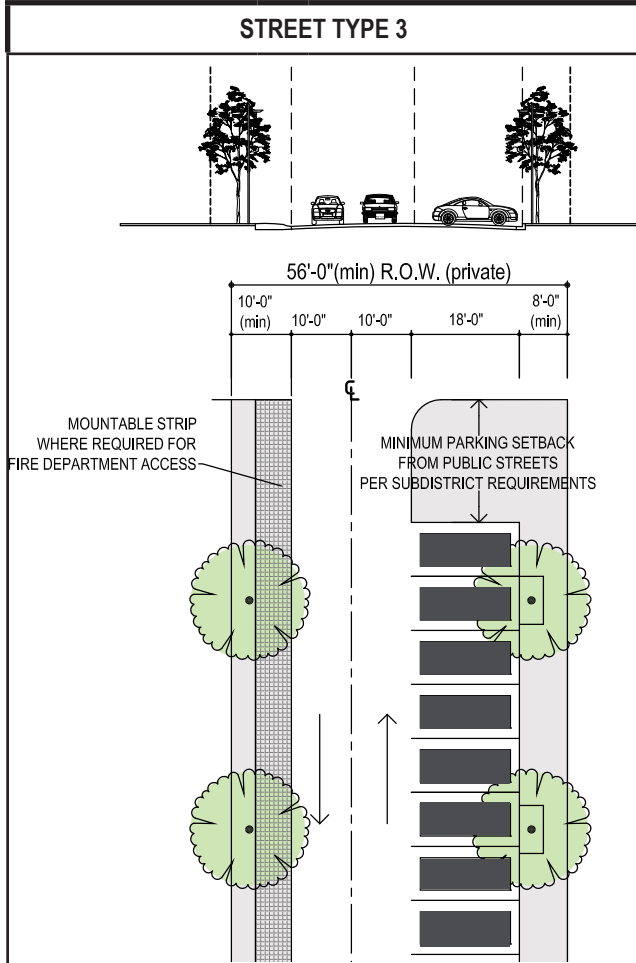
TABLE 3: Public street type designs. (Continued)

STREET TYPE 1c		STREET TYPE 2	
Intended application	Public street	Intended application	Public street
Right-of-Way Width	54 feet	Right-of-Way Width	80 feet
Pavement Width*	38 feet	Pavement Width*	60 feet
Traffic Lanes	2 lanes	Traffic Lanes	2 lanes
Bike Lanes	2 lanes	Bike Lanes	None
Parking Lanes	One side, parallel	Parking Lanes	Both sides, angled
Curb	Bulbouts required at intersections	Curb	Bulbouts required at intersections
Walkway Type	8' Sidewalk	Walkway Type	10' Sidewalk
Planter Type	4'x10' tree well	Planter Type	5'x10' tree well
Landscape Type	See Subdistrict requirements	Landscape Type	See Subdistrict requirements
Street Furnishings	See Subdistrict requirements	Street Furnishings	See Subdistrict requirements
Utilities	Underground	Utilities	Underground

TABLE 3: Public street Type designs. (Continued.)

STREET TYPE 4	
<p>The diagram illustrates the layout of Street Type 4. The top portion is a cross-section showing a 50-foot right-of-way (R.O.W.) with two 11-foot traffic lanes, two 14-foot sidewalks, and two 5-foot tree wells. A tree is shown in the left sidewalk, and a car and a bicycle are shown in the traffic lanes. The bottom portion is a plan view showing the same layout with trees in the tree wells. The dimensions are: BTZ VARIES, 14'-0" sidewalk, 11'-0" traffic lane, 11'-0" traffic lane, 14'-0" sidewalk, and BTZ VARIES. The total R.O.W. is 50'-0".</p>	
Intended application	Public street
Right-of-Way Width	50 feet
Pavement Width*	22 feet
Traffic Lanes	2 lanes
Bike Lanes	None
Parking Lanes	None
Curb Radius	(undefined)
Walkway Type	5' Sidewalk (minimum)
Planter Type	5' wide planting strip or 5'x10' tree well
Landscape Type	See subdistrict requirements; <i>Exception: at this Street Type, tree requirements must be met on only one side of street</i>
Street Furnishings	See Subdistrict requirements
Utilities	Underground

**TABLE 4: Private street type designs.** These street types, in addition to the Public Street Types in Table 3, are permitted by right as private street types within the Ronkonkoma Hub TOD District. Private street cartways and sidewalks shall be open to vehicular and pedestrian use by the general public. These shall not be interpreted to limit other configurations of streets, drives, and parking aisles, as approved in detailed site plan review. Specific street and roadway designs may vary from the following standard forms to accommodate required traffic mitigation measures (e.g. additional turning

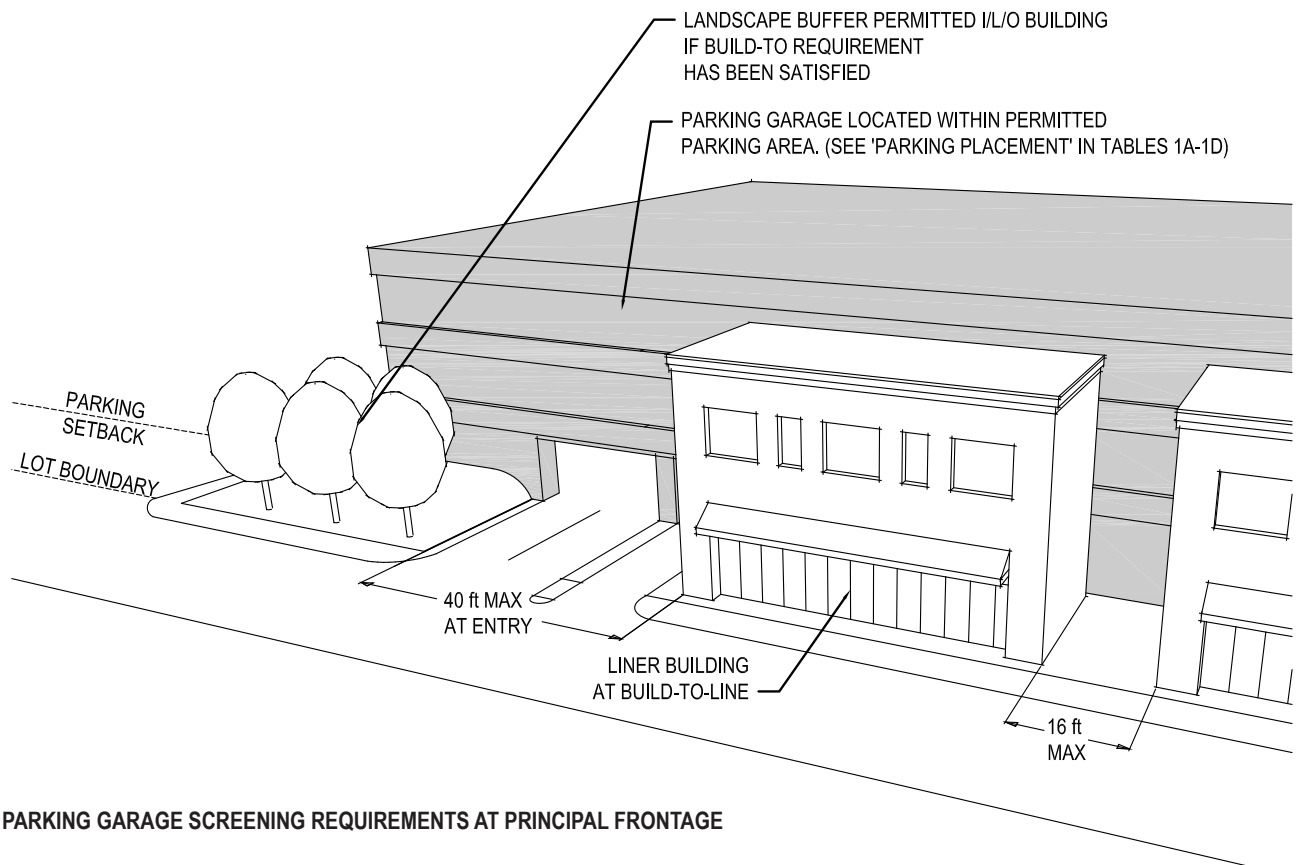


Intended application	Private street
Right-of-Way Width	56 feet (min)
Pavement Width	38 feet
Traffic Lanes	2 lanes
Bike Lanes	None
Parking Lanes	Perpendicular parking one side
Curb	Bulbouts at intersections
Walkway Type	5' Sidewalk (minimum), one or both sides
Planter Type	planting strip or tree well
Landscape Type	Trees at 50 feet o.c. Avg., one or both sides
Street Furnishings	none required
Utilities	Underground

**TABLE 5: Parking requirements.** Except as noted, the provisions in this table shall be the exclusive parking provisions for the Ronkonkoma Hub TOD District, and shall supersede and prevail over other parking provisions in the Town Code.

Land Use	Minimum parking spaces required
a. Residential	1.20 spaces per dwelling unit
b. Commercial	2.65 spaces per 1,000 square feet of building area
c. Restaurant	0.33 spaces per seat
d. Office	2.86 spaces per 1,000 square feet of building area

Parameter	Requirement
e. Size of parking space	Minimum 9 ft x 18 ft
f. Drive aisle width (double-loaded)	Minimum 24 ft
g. Drive aisle width (single-loaded)	Minimum 20 ft
h. Landscape screening	Required for surface parking abutting primary and secondary frontage
i. Unbuffered garage exposure at principal frontage	Maximum 16 ft interruption of frontage. <i>Exception: Maximum 40 ft. interruption of frontage at vehicular entrance. (see illustration below)</i>



**PARKING GARAGE SCREENING REQUIREMENTS AT PRINCIPAL FRONTAGE**

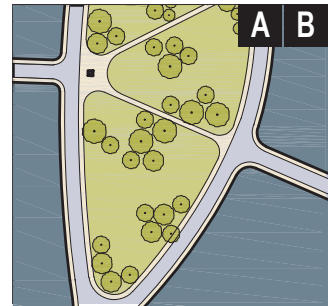
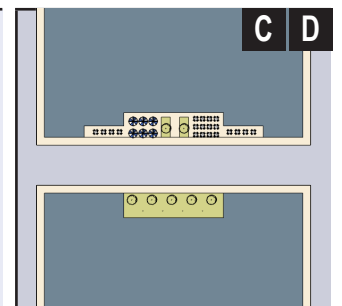
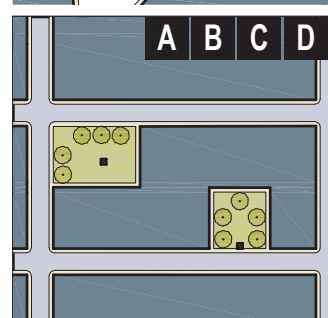
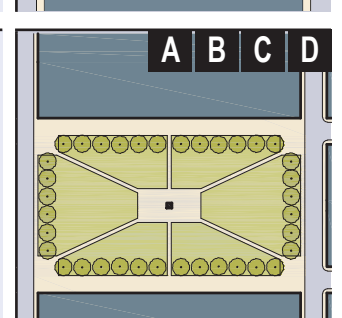

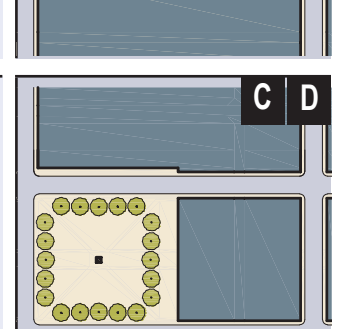
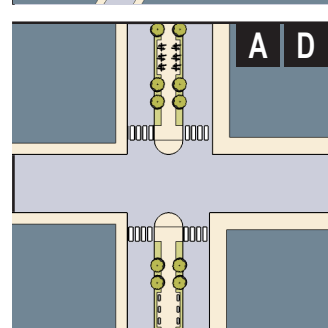
# TABLE 6. DESIGNATED OUTDOOR SPACE

# RONKONKOMA HUB TOD

**TABLE 6a: Designated Outdoor Space.** The provisions in this table shall be the exclusive provisions for open space in the Ronkonkoma Hub TOD District, and shall supersede and prevail over any other open space provisions in the Town Code. For each site plan application in the Ronkonkoma Hub TOD District, designated outdoor space shall be provided, as necessary, to ensure that such space, combined with the area of the existing train station plaza and the areas of designated outdoor space provided on all previously-approved site plans in the Ronkonkoma Hub TOD District, does not, at any time, constitute less than 5% of the total buildable lot area covered by the proposed site plan application and all previously-approved site plans in the Ronkonkoma Hub TOD District.

Shade structures, including but not limited to umbrellas, awnings, tensile fabric structures, and brise-soleil shall be permitted in any designated outdoor space.

**TABLE 6b: Designated Outdoor Space Types.** This table defines types of Designated Outdoor Space which meet the Designated Outdoor Space requirement and the subdistricts in which each Type is permitted

<p><b>a. Green:</b> An informal outdoor space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building facades. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/8 acre.</p>		<p><b>e. Outdoor Activity Zone:</b> An outdoor space available for civic or commercial use in which an enlarged sidewalk or landscape area is provided in excess of the minimum required by at least four feet in width. Outdoor dining areas, even where restricted to use by patrons of a specific establishment, qualify as an outdoor activity zone.</p>	
<p><b>b. Pocket Park:</b> A small outdoor space located within a block or interspersed among blocks. A pocket park may include a playground. Where bounded by landscape walls or formal hedges, a pocket park may be counted toward required buildout at frontage. The minimum size shall be 800 sf.</p>		<p><b>f. Square:</b> A formal outdoor space available for unstructured recreation and civic purposes. A square is spatially defined by building facades. Its landscape shall consist of paths, lawns and trees, formally disposed. The minimum size shall be 5000 sf. A square may be counted toward required buildout at frontage.</p>	
<p><b>c. Node:</b> A small formal outdoor space at or within prominent intersections. A node may include art installations, fountains, or structured planters.</p>		<p><b>g. Plaza:</b> A formal outdoor space available for civic purposes and commercial activities. A plaza shall be spatially defined by building facades. Its landscape shall consist primarily of pavement. Trees are optional. The minimum size shall be 5000 sf. A plaza may be bisected by a street if the pavement and curb profile distinguish the street as part of the plaza area. A plaza may be counted toward required buildout at frontage.</p>	
<p><b>d. Median:</b> A small outdoor space located within a street right-of-way, separating vehicular travel lanes with either landscape or hardscape. A median must be a minimum of ten feet in width, and include a usable amenity such as seating or bicycle parking to qualify as designated outdoor space.</p>			

**TABLE 7: Permitted signs.** In addition to all other signs permitted by the Town Code, the specific signage types identified herein are permitted in the indicated subdistricts of the Ronkonkoma Hub TOD District, provided they meet the specifications set forth herein. The signage specifications set forth herein prevail over and supersede any provisions of the Town Code that otherwise prohibit or restrict the signage types set forth herein.

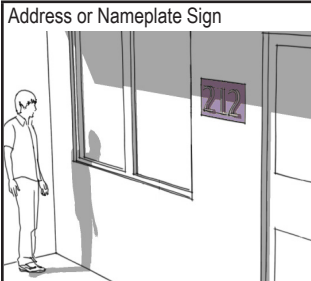



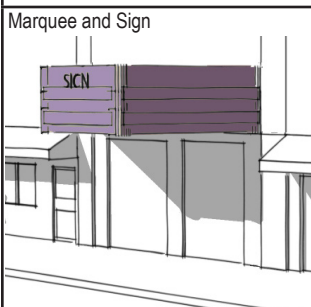
Subdistrict	A	B	C	D	SPECIFICATIONS
 <p>Address or Nameplate Sign</p>	■	■	■	■	Quantity (max) 1 per address Area max 2 sf Width max 24 in Height max 24 in Depth / Projection max 3 in Max.mounting height (top) 7 ft Letter Height max 6" Illumination max 185 lumens internal
 <p>Awning with Sign</p>	■	■	■	■	Quantity (max) 1 per window/door Area n/a Width max equals width of Facade Height n/a Depth / Projection min 3 ft, max 6 ft Clearance min 8 ft Max.mounting height (top) first floor only Letter Height min 5 in, max 10 in Logo one per business Valance Height max 12 in Distance from Curb min. 2 ft. Illumination External, building-mounted only. Permitted surface materials Fabric, metal roofing, glass. Encroachment into ROW 3 ft permitted
 <p>Band Sign</p>		■	■	■	Quantity (max) 1 per 24 ft of facade length Area (max) 2 sf per linear ft Facade Width max 90% width of Facade Height (Subdistrict B) max 18 in Height (Subdistrict C,D) max 3 ft Depth / Projection max 7 in Clearance min 7 ft Letter Height max 24 in Illumination External, building-mounted only.
 <p>Shingle Sign</p>	■	■	■	■	Quantity max 1 per business; max 1 per 24 lf of facade Area (Subdistrict A) max 6 sf Area (Subdistrict B,C,D) max 4 sf Width max 4 ft Height max 4 ft Depth / Projection max 4 ft Clearance min 8 ft Max.mounting height (top) n/a Letter Height max 8 in Encroachment into ROW 3 ft permitted
 <p>Marquee and Sign</p>			■	■	Quantity (max) 1 per block Area n/a Width (max) entrance plus 2' each side Height max 50% Story height Depth / Projection min 4 ft, max 10 ft Clearance min 10 ft Max.mounting height (top) n/a Letter Height n/a Distance from Curb min 3 ft.

TABLE 7: Permitted signs. (continued)

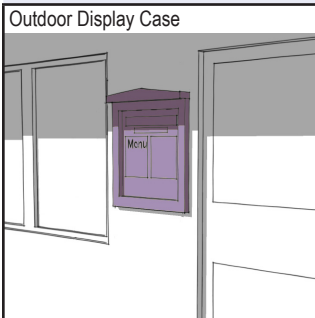


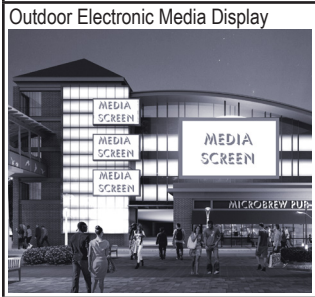


Subdistrict	A	B	C	D	Specifications
<p>Outdoor Display Case</p> 		■	■	■	<p>Quantity _____ 1 per entrance</p> <p>Area _____ max 6 sf</p> <p>Width _____ max 3.5 ft</p> <p>Height _____ max 3.5 ft</p> <p>Depth / Projection _____ max 5 in</p> <p>Clearance _____ min 4 ft</p> <p>Max.mounting height (top) _____ 8 ft</p> <p>Illumination _____ max 2000 lumens internal</p>
<p>Sidewalk Sign</p> 		■	■	■	<p>Quantity _____ 1 per retail or food service business</p> <p>Area _____ max 8 sf</p> <p>Width _____ max 26 in</p> <p>Height _____ max 42 in</p>
<p>Window Sign</p> 		■	■	■	<p>Quantity _____ 1 per window</p> <p>Area _____ max 25% of glass</p> <p>Clearance _____ 4 ft</p> <p>Letter Height _____ max 12 in</p>
<p>Outdoor Electronic Media Display</p> 				■	<p><b>LARGE</b></p> <p>Quantity _____ 1 maximum in TOD</p> <p>Area _____ max 920 sf</p> <p>Width _____ max 40 ft</p> <p>Height _____ max 23 ft</p> <p>Max.mounting height (top) _____ max 42 ft</p> <p><b>SMALL</b></p> <p>Quantity _____ 3 maximum in TOD</p> <p>Area _____ max 144 sf</p> <p>Width _____ max 16 ft</p> <p>Height _____ max 9 ft</p> <p>Max.mounting height (top) _____ max 42 ft</p>
<p>Neon</p> 				■	<p>Custom-made only</p> <p>Area _____ max 144 sf</p> <p>Max.mounting height (top) _____ max 42 ft</p>



TABLE 7: Permitted signs. (continued)

Subdistrict	A	B	C	D	Specifications																
<p>Blade Sign</p> 			■	■	<table border="1"> <tr> <td>Quantity</td> <td>1 per 40 ft of frontage</td> </tr> <tr> <td>Width</td> <td>max 30 in</td> </tr> <tr> <td>Vertical length</td> <td>max 50% of facade height</td> </tr> <tr> <td>Depth</td> <td>max 8 in</td> </tr> <tr> <td>Clearance</td> <td>min 8 ft</td> </tr> <tr> <td>Max.mounting height (top)</td> <td>35 ft</td> </tr> <tr> <td>Illumination</td> <td>unrestricted</td> </tr> <tr> <td>Encroachment into R.O.W.</td> <td>2' permitted</td> </tr> </table>	Quantity	1 per 40 ft of frontage	Width	max 30 in	Vertical length	max 50% of facade height	Depth	max 8 in	Clearance	min 8 ft	Max.mounting height (top)	35 ft	Illumination	unrestricted	Encroachment into R.O.W.	2' permitted
Quantity	1 per 40 ft of frontage																				
Width	max 30 in																				
Vertical length	max 50% of facade height																				
Depth	max 8 in																				
Clearance	min 8 ft																				
Max.mounting height (top)	35 ft																				
Illumination	unrestricted																				
Encroachment into R.O.W.	2' permitted																				

**TABLE 5: Supplementary Public Lighting.** The generic lighting types below shall be permitted in the subdistricts indicated. Except as noted, the provisions in this table shall be the exclusive lighting provisions for the TOD zoning district, and shall supersede and prevail over other lighting provisions in the Town Code. This table shall not prohibit any lighting otherwise permitted in the Town of Brookhaven. (The illustrations do not indicate a specific luminaire, only the general form, proportion, and light distribution)


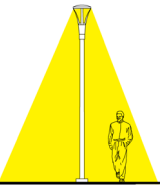
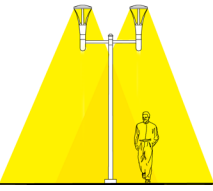
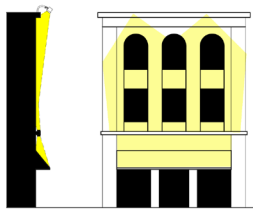
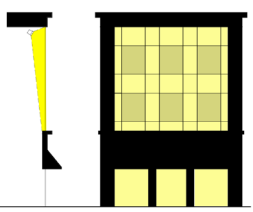
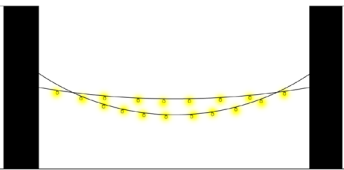
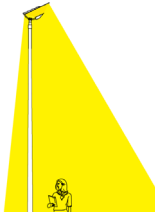
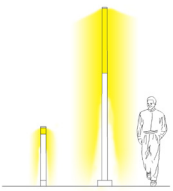

Subdistrict	A	B	C	D	Characteristics
<b>Post</b> 	■	■	■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft
<b>Column</b> 	■	■	■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft
<b>Double Column</b> 		■	■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft
<b>Facade Lighting</b> 			■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: partially shielded (fully shielded from public side) Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts.
<b>Backlit Facade or Video Panel</b> 				■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: (Not applicable) Spill onto adjacent properties: Permitted to spill within and among B, C & D subdistricts.
<b>Catenary or Street-spanning Arch</b> 				■	Permitted only where approved by the Town, and subject to establishment of a maintenance agreement between the Town and the Master Developer. Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Maximum lumens / bulb: 850 lm Color temperature: Unrestricted Cutoff: Non-cutoff Spill onto adjacent properties: Permitted to spill within and among B, C & D subdistricts.

TABLE 5: Supplementary Public Lighting (Continued).

Subdistrict	A	B	C	D	Characteristics
Reflected downlight 				■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: Indirect cutoff Spill onto adjacent properties: Permitted to spill within and among the C & D subdistricts. Maximum height: 20 ft
Light Column 			■	■	Light source: LED, ceramic metal halide, and others as permitted elsewhere in the Code. Color temperature: Unrestricted Cutoff: Fully shielded Spill onto adjacent properties: Permitted to spill within and among the C & D Subdistricts Maximum height: 12'
Neon 				■	Custom-made only (generic, mass-produced neon signs are prohibited) Light source: Neon Color temperature: Unrestricted Cutoff: Unrestricted Spill onto adjacent properties: Permitted to spill within and among the B, C, & D Subdistricts.