

**Final Environmental Impact Statement**  
**HK Ventures, LLC – Proposed Industrial Park**  
**4285 Middle Country Road, Calverton, Town of Riverhead, NY**  
**May 2022**

**Area Variance Consistency Analysis**

The proposed site plan has been slightly modified to improve on-site circulation and the proposed building heights have been increased to achieve a 30-foot interior ceiling height. As a result of the proposed site design changes, pervious pavers have been incorporated into the area between the loading docks on the east side of the proposed development which has resulted in a decrease of the total proposed impervious surface coverage from 71.07 percent of the site to 65.51 percent of the site. Accordingly, the proposed relief from the zoning regulation for maximum impervious surface coverage in the Ind C zoning district (60 percent) has been reduced from 11.07 percent to 5.51 percent.

The proposed building height has been increased from 29 feet to 34 feet at the eave to accommodate a 30-foot ceiling height to increase warehouse efficiency and to accommodate standard modern inventory shelving systems. The proposed buildings would have sloped roofs for an overall building height of 38 feet to the top elevation to allow for prefabricated steel supports. Accordingly, an area variance for maximum building height would be required from the Board of Zoning Appeals as 30 feet is maximum building height permitted in the Ind C zoning district.

Section 3.1.2 of the Draft Environmental Impact Statement (DEIS) evaluated the area variance criteria set forth in New York State Town Law Article 16, Section 267-B for exceedance of the maximum impervious surface area and found that the granting of the requested variance would not be a detriment to the health, safety and welfare of the community. The purpose of this analysis is to evaluate the same criteria as it relates to the proposed relief from the maximum permitted building height of 30 feet and the cumulative impacts of the granting of the two area variances.

As set forth in Section 267-B, the review and decision on an area variance application is required to undertake a balancing evaluation, which takes into *“consideration of the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety, and welfare of the neighborhood or community by such grant.”* Each of the five criteria and an analysis of the proposed action’s consistency therewith, is presented below:

***1. Whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance.***

The proposed building height of 34 feet to the eave and 38 feet to the top elevation allows for an interior ceiling height of 30 feet to be provided, which is desired to provide for warehouse efficiency sought by tenants and to accommodate standard modern inventory shelving systems that require such height clearance.

As illustrated on the renderings (see Appendix C of this FEIS) and the proposed site plan (see Appendix B of this FEIS), the proposed buildings would be set back a distance of 124.7 feet from Middle Country Road, 195.2 feet from the rear property line, and 121 feet and 100 feet from the eastern and western property lines, respectively. All of the setbacks exceed the minimum requirement for the Ind C zoning district (i.e., Required Front, Rear, and Side Yards: 30 Feet, 50 Feet, and 30 Ft/60 Feet Combined

respectively). The use of generous landscaped buffers and open space is intended to preserve the rural appearance and minimize views into the property from Middle Country Road and adjacent parcels. The size of the property at 1,317,884 SF, which is far greater than the minimum lot area of 80,000 SF, allows for the proposed development to be designed with greater setbacks in order to maintain views and not adversely impact surrounding properties.

The proposed site plan has been modified to reduce the maximum permitted impervious coverage from 11.07 percent to 5.51 percent. As indicated in Section 3.1.2 of the DEIS, the overall plan is below the maximum building coverage (Permitted: 40%; Proposed: 31.31%), exceeds the minimum landscape requirement (Required: 20% contiguous in front yard; Proposed: 23.15%), and, as noted above, provides for greater front, side and rear yard setbacks than what is required. As such, while impervious coverage is exceeded by less than six percent, the reduced building coverage and significant landscape with sufficient setbacks to the property lines minimize the visual impact of additional pavement.

The requested relief of 5.51 percent is to accommodate the perimeter driveways and loading areas for safe truck movements and activity. As noted in Section 3.2.1 of the DEIS, the proposed design seeks to separate passenger vehicles from truck activity with vehicular parking on both sides of the center drive aisle, and truck loading, unloading and access on the east and west sides of the buildings. The proposed plan achieves this design intent while also exceeding all required setbacks such that views of the subject property upon implementation of the proposed development would not be adversely impacted from the surrounding parcels or the Middle Country Road corridor. Finally, all stormwater generation from a nine-inch rain event would be contained and recharged on-site through a system of drainage infrastructure, inclusive of a recharge basin in the rear of the property.

Overall, based on the above, the proposed development would not result in an undesirable change to the character of the neighborhood, nor would there be any detriment to nearby properties with the granting of the requested variances.

***2. Whether the benefit sought by the applicant can be achieved by some method, feasible for the applicant to pursue, other than an area variance.***

The proposed building height has been increased from 29 feet to 34 feet at the eave and 38 feet at top elevation to increase warehouse efficiency and to accommodate standard modern inventory shelving systems that require an interior ceiling height of 30 feet. While the variance could be avoided with a decrease in building height, the proposed buildings would not be able to meet the existing demand for industrial warehouses with greater ceiling heights. The Fundamental Market Study included as Appendix D to the DEIS notes that ceilings of 30 feet are needed to support this demand and is the minimum ceiling height for modern warehousing (page 63). The proposed building height of 38 feet is needed for clear space, efficiency measures and structural building measures. As such, the lowest building height that can accommodate the proposed development with 30-foot clearance is 38 feet.

Additionally, the increased ceiling height has become industry standard for industrial development across the country as well as Long Island. As provided in Attachment 1 of this Area Variance Analysis, the issue of ceiling height and the gradual increase in heights seen in industrial development is well covered. As excerpted in an article entitled "*Increased demand for efficiency drives tenants to buildings with more clear height*" published at [www.Rooflifters.com](http://www.Rooflifters.com): "Over the last 30 years, the industrial real estate market has seen buildings grow taller to help high-volume tenants in their quest for increased warehouse efficiency. During the 1970s, most buildings were built with clear heights below 20 feet. As

modern warehousing practices spread throughout the country, many tenants demanded more and more “cubic” space in their facilities – and buildings grew to 24-, 28- and 32-foot clear. A building’s clear height is defined as the usable height to which a tenant can store its product on racking. This figure is measured below any obstructions such as joists, lights or sprinklers. The latest evolution is a move “upward” to 36-foot clear buildings.” (see Attachment 1). Across Long Island (see Attachment 2), sample real estate listings for industrial development in Suffolk County include clear heights of 25-to-30 feet in Southampton, NY, 38-feet in Bay Shore, NY, 40-feet in Melville, NY, and 36-feet in Medford, NY. Avoiding the variance by decreasing the building height would not be a feasible option for the Applicant because of the industry need for higher clearance.

Due to the type of development and the truck activity that is projected to occur on-site, the separation of truck activity and driveways from the passenger vehicles is preferred for safety purposes. The site geometry requires a rather linear and symmetrical development plan that impacts the flexibility of design options for an intended light industrial park. While the variance could be avoided with the elimination of buildings, the overall investment cost does not make this a feasible option for the Applicant.

***3. Whether the requested area variance is substantial.***

The subject property is situated within the Ind C zoning district and, as indicated in the DEIS, the intent of the project is to “meet the demands of smaller users (i.e., those seeking spaces approximately 5,000 SF-to-50,000 SF in area) with adequate loading space and docks, high ceilings (for warehousing and distribution), and larger drive-in doors” (page 11). The proposed 30-foot ceiling height and top elevation of 38 feet constitutes a 26.6 percent relief, but the additional height is to meet an industry expectation for industrial development. As a standard industry design trend for modern warehousing, the greater building heights are being developed elsewhere across Long Island (see Attachment 2) and the clearance height is becoming an industry expectation for industrial warehouse efficiency as well as to accommodate modern shelving systems (see Attachment 1). As such, the requested 38-foot building height to achieve the 30-foot interior clear height will result in a development that directly responds to the industry demand.

The proposed design exceeds the maximum permitted impervious coverage by 5.51 percent, but the property size is over 16 times greater than the minimum permitted (i.e., the subject property is 1,317,884 SF and the minimum lot area permitted is 80,000 SF). A variance of 5.51 percent on an 80,000 SF parcel would be considered substantial and likely prove difficult to meet all required setbacks and contiguous landscape. However, with a site area at over 1.3 million square feet, the requested variance is being sought but the proposed design exceeds all of the minimum setback and landscape requirements and complies with all of the supplementary design standards and guidelines for the Ind C development. As such, the requested variance related to impervious surface is not considered substantial.

***4. Whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district.***

The proposed building height has been increased from 29 feet to 34 feet at the eave and 38 feet at top elevation to increase warehouse efficiency and to accommodate standard modern inventory shelving systems that require an interior ceiling height of 30 feet. The increase in building height is to achieve more cubic volume for storage and would not intensify the land use such that there would be no change in the projected volume of water usage, sanitary discharge, or traffic generation that was evaluated in

the DEIS and FEIS. Regarding visual impacts, the increased setbacks in the front, side and rear yards combined with the reduced building coverage from that permitted, would reduce the massing and associated impact to the surrounding properties.

As noted above, the proposed design exceeds the maximum permitted impervious coverage by 5.51 percent in order to accommodate the perimeter driveways and loading areas for safe truck movements and activity. However, the proposed plan is below the maximum building coverage (Permitted: 40%; Proposed: 31.31%), exceeds the minimum landscape requirement (Required: 20% contiguous in front yard; Proposed: 23.15%), and provides for greater front, side and rear yard setbacks than what is required (Required Front, Side, and Rear Yards: 30 Feet, 60 Feet Combined, and 50 Feet, respectively; Proposed: 124.7 Feet, 221 Feet, and 195.2 Feet). The proposed buildings would be set back from the roadway and the use of generous landscaped buffers and open space is intended to preserve the rural appearance and minimize views into the property from Middle Country Road and adjacent parcels. All stormwater generation from a nine-inch rain event would be contained and recharged on-site through a system of drainage infrastructure, inclusive of a recharge basin in the rear of the property. Finally, the proposed development includes rooftop solar sized for a 3.245 MW solar array with an output of 2.4 MW to the community solar program.

Accordingly, the proposed variance would have no adverse impact on the physical or environmental conditions in this neighborhood or Ind C district.

***5. Whether the alleged difficulty was self-created; which consideration shall be relevant to the decision of the board of appeals, but shall not necessarily preclude the granting of the area variance.***

As indicated in the DEIS, the Applicant's intent is an industrial warehouse development that responds to the industry demand for smaller and flexible spaces, loading space and docks, high ceilings, and larger drive-in doors. The proposed 30-foot ceiling height and top elevation of 38 feet constitutes a 26.6 percent relief, but the additional height is to meet an industry expectation for industrial development. The industry demand for greater interior clearance for warehouse storage and efficiency is well documented (see Attachment 1) and does not represent a building height that is not currently being developed across Long Island (see Attachment 2).

Regarding the impervious surface coverage, as noted in the DEIS, the site geometry requires a rather linear and symmetrical development plan that impacts the flexibility of design options for an intended light industrial park. Due to the type of development and the truck activity that would occur on-site, the separation of truck activity and driveways from the passenger vehicles is preferred for safety purposes. It is also noted that the Applicant has reduced the relief required from 11.07 percent to 5.51 percent.

While the variances are self-created, the resultant impacts are beneficial for attracting tenants for a viable development and on-site provides for safe movements through separation of trucks and vehicular traffic.

Overall, based on the above, the granting of the requested area variances would not be a detriment to the health, safety and welfare of the community.

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**Area Variance Consistency Analysis**

**ATTACHMENT 1**



## As e-commerce grows, so does the height of warehouses, says CBRE

In a client research brief, entitled: "Measuring Up: Why Cubic Feet Matter," CBRE explained that large occupiers are more efficiently using warehouse and cubic space, which is resulting in increased building clearance heights, and has in turn, made measurement of cubic feet, or the "third dimension," that much more important.

By Jeff Berman, Group News Editor · March 28, 2017

The phrase "things are looking up" may be an appropriate way to describe an ongoing shift towards the height and volume of warehouses and distribution centers, according to research released by commercial real estate firm CBRE.

In a client research brief, entitled: "Measuring Up: Why Cubic Feet Matter," CBRE explained that large occupiers are more efficiently using warehouse and cubic space, which is resulting in increased building clearance heights, and has in turn, made measurement of cubic feet, or the "third dimension," that much more important.

CBRE explained in the brief that taller warehouses exponentially increase the total volume of inventory available to occupiers, citing how:

since 2010, more than 8.8 billion cubic feet was added to the warehouse inventory of the top 10 markets; the average height of warehouses built in the U.S. has gone up from around 24 feet in the 1960s to 32.4 feet this decade (33 feet in 2016); and

13.7 billion cubic square feet of warehouse space was built in the U.S. from 2010-2016, with 65 percent of that total coming in the ten largest markets, paced by the Inland Empire in California, Dallas/Fort Worth, and Chicago, whereas newly-built warehouses by ground-level floor area yields 422.5 million square feet

A major benefit of additional vertical warehouse space, according to CBRE, is that e-commerce providers have leveraged that space by installing mezzanine levels that allow these companies to bring on additional human inventory pickers in each location.

But it added that comes with the caveat that these mezzanine levels are not usually included in the measurements of a property's or market's industrial square footage, making measuring cubic feet likely the more efficient way of gauging the full extent of warehouse and DC space.

Blaine Kelley, Senior Vice President of Industrial & Logistics for CBRE, explained that the move towards taller warehouses and DCs has really accelerated since 2010, when the industry really began to show signs of recovery.

"Another aspect is that on a 'big picture' level we have been supply constrained since 2010, as essentially speculative warehouse construction came to a dead stop in 2007," he said. "Since the recovery, we have had anywhere from a 1.5-to-2 times the amount of demand to supply."

CBRE research showed that the average clearance for all warehouse properties CBRE has built has seen steady gains, rising from 30.19 feet in 2010 to 32.95 feet in 2016.

When asked about the increase the installation of mezzanine levels by e-commerce companies that enabled them to add more pickers, Kelley said that the point of demarcation for that goes back to around 2010.

"It really directly parallels the proliferation of e-commerce warehouses being constructed around the country," he said.

As for the future, in terms of potential continued growth of warehouses and DCs, Kelley estimated that the "magic number" for height would be 40 feet for clearance height. Anything above that number, though, he said, can lead to possible architectural or structural issues, coupled with fire protection issues as well.

"Anything above that (40-foot) number is a totally different category, which is probably cost-prohibitive today with the average warehouse operator," he said. "And the equipment used in these facilities like lift trucks and other materials handling equipment is very expensive and can be cost-prohibitive in a larger facility."

On an industry level, Kelley said that one complaint he often hears is that the market is very supply-constrained, along with difficulties finding sites to densely populated areas, which is leading to buildings getting bigger and taller.

"This is to meet the needs of same-day and next-day online orders," he said. "You need to have a much deeper warehouse inventory to meet that demand."

CBRE Director of Research and Analysis Colin Yasukochi said the industry is now also seeing the beginning of multi-story warehouse development, which he said is very common in Asia, but not as much in the U.S., although they are starting to crop up in more dense and urban areas.

Kelley said that there are currently some urban redevelopment projects along those lines taking place in Seattle and parts of New Jersey, which are constrained space-wise but are very populated areas.

## About the Author



Jeff Berman, Group News Editor

Jeff Berman is Group News Editor for *Logistics Management*, *Modern Materials Handling*, and *Supply Chain Management Review*. Jeff works and lives in Cape Elizabeth, Maine, where he covers all aspects of the supply chain, logistics, freight transportation, and materials handling sectors on a daily basis. Contact Jeff Berman (<mailto:jberman@peerlessmedia.com>)

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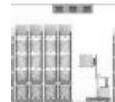
## Moving to new heights?

# Understanding 36- foot clear height

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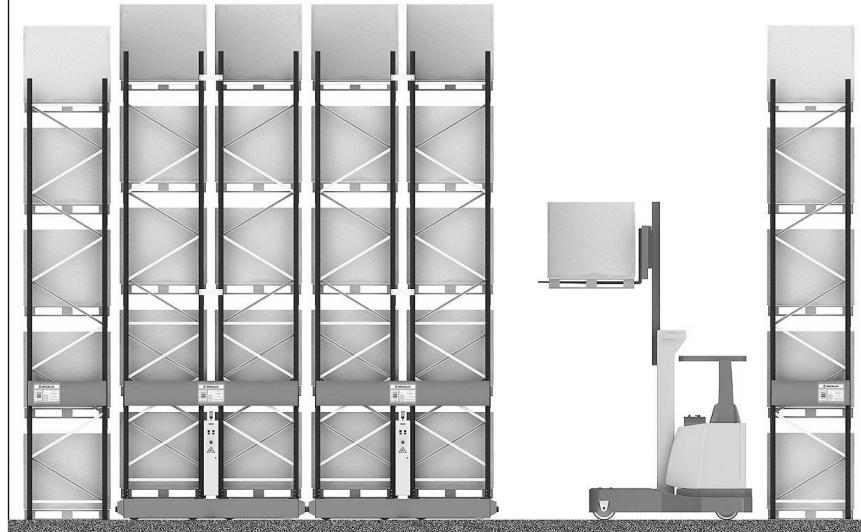
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# Increased demand for efficiency drives tenants to buildings with more clear height.

Source: Midwest Real Estate News, by Richard Prokup, Sr. VP, First Industrial Realty Trust

Over the last 30 years, the industrial real estate market has seen buildings grow taller to help high-volume tenants in their quest for increased warehouse efficiency. During the 1970s, most buildings were built with clear heights below 20 feet. As modern warehousing practices spread throughout the country, many tenants demanded more and more "cubic" space in their facilities – and buildings grew to 24-, 28- and 32-foot clear.

## Categories

› Buildings

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A building's clear height is defined as the usable height to which a tenant can store its product on racking. This figure is measured below any obstructions such as joists, lights or sprinklers. The latest evolution is a move "upward" to 36-foot clear buildings, particularly in high throughput distribution markets such as Southern California and Indianapolis.

Here we'll explore the efficiencies of a higher clear height, the costs and the potential tenant demand. The push to higher clear heights is based on the efficiencies of utilizing more cubic space.

While the height of a pallet of goods varies, most logistics operators plan for pallet heights of 56, 64 or 72 inches. Since some airspace is required between the product and the next rack, this results in spacing between the racks of 64, 72 and 80 inches, respectively. By far, the most common pallet size is 64 inches, estimated to be used approximately 50 percent of the time. That means 32-foot clear facilities can rack between four and six pallets. In a building with 36-foot clear, a user will usually be able to rack one pallet position higher. Fifty-six inch pallets require 37 feet clear before they can gain another pallet position, but since industrial buildings are built with a sloping roof, even they will get an extra position under the portion of the roof that is elevated to allow for drainage.

Overall, users can increase capacity by 10 to 25 percent by going to 36-foot clear over the same footprint – resulting in a smaller floor area and lower overall rent. The cost of developing a building to the 36-foot height is more than just the cost of additional steel and higher tilt-up panels. A developer must upgrade the sprinkler

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system and floor thickness. Typically, in a 28- to 32-foot clear building, a developer would use a six-inch floor slab. To accommodate the additional weight of the racking and product associated with the extra clear height, eight inches of slab is recommended for 36 clear or above. A standard ESFR sprinkler system is sufficient for most products in the taller buildings, but the sprinkler heads must be upgraded to allow more water flow.

In addition, the column spacing must be increased in order to accommodate the slightly larger forklift trucks that are required to reach the higher pallet positions. Column spacing of 56 x 50 feet is typical for 36-foot clear. The increase in construction costs for 36-foot clear varies from market to market and building to building, but in rough terms, for a building 300,000 square feet and larger, the higher end of the range is approximately \$1.25 per square foot. That breaks out as about 35 cents for structural, 45 cents for the slab and 45 cents for moving to a higher flow ESFR sprinkler head.

The more challenging question to answer is whether demand exists that justifies the additional costs associated with the higher clear, as the vast majority of industrial users do not require it. The answer at this point appears to be market-dependent. In Indianapolis, for example, several institutional investors have been using 36 feet as their standard. More than a dozen such buildings currently exist. The Indianapolis market has seen these assets get absorbed faster and at rents at the higher end of the market, compensating the developers for the additional investment.

In Los Angeles, a number of build-to-suit developments have been completed incorporating 36-foot clear and speculative

development has just begun. First industrial recently broke ground on the 555,670 square-foot First 36 Logistics Center @ Moreno Valley in Southern California's Inland Empire. First Industrial's decision to use the higher clear was based on demand in the market from prospective tenants specifically looking for that feature. Atlanta and Baltimore have seen a few speculative buildings at 36 clear, with mixed results on leasing success thus far. Demand for higher clear heights comes primarily from consumer products, retail users and especially e-commerce tenants. These types of users carefully research efficiencies in logistics and have grown to appreciate the savings associated with the additional cubic space. This is especially true of areas such as the Inland Empire in California, where average net rents trend well above national averages. Regardless, delivering an acceptable return to a developer on the additional \$1.25 per square foot investment is certainly more cost effective to the tenant than increasing the size of its space by 10 to 25 percent.

As an added incentive for the developer, the types of tenants attracted to these buildings tend to be larger, more sophisticated tenants that can offer better financial strength and increased certainty of performance during the lease. Looking ahead, higher clear buildings may make sense in markets where users distribute over a larger geographic area, but, again, most industrial requirements don't call for the expanded height.

In Houston, where First Industrial is planning to break ground on a speculative development next year, the company is planning a 32-

foot clear building since growth in demand is being driven by smaller tenants serving that market.

In Chicago, many tenants are delivering their product nationally or throughout the Midwest and buildings larger than 300,000 square feet are typical in many of the submarkets.

Therefore, given the efficiencies provided by 36-foot clear for a relatively small increase in construction costs, prudent developers will consider the alternative. As the Chicago market continues to tighten and speculative development becomes more prevalent, we will likely see the development of higher clear buildings that will keep the city on the cutting edge of warehousing and logistics.

*Richard Prokup is Senior Vice President of Operations for First Industrial Realty Trust's Central Region, where he oversees asset management and operations for a 35 million-square-foot portfolio. Prokup has more than 25 years of commercial real estate experience.*

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September 17th, 2018 | Buildings, Construction, News, Real Estate, Roof Lifting

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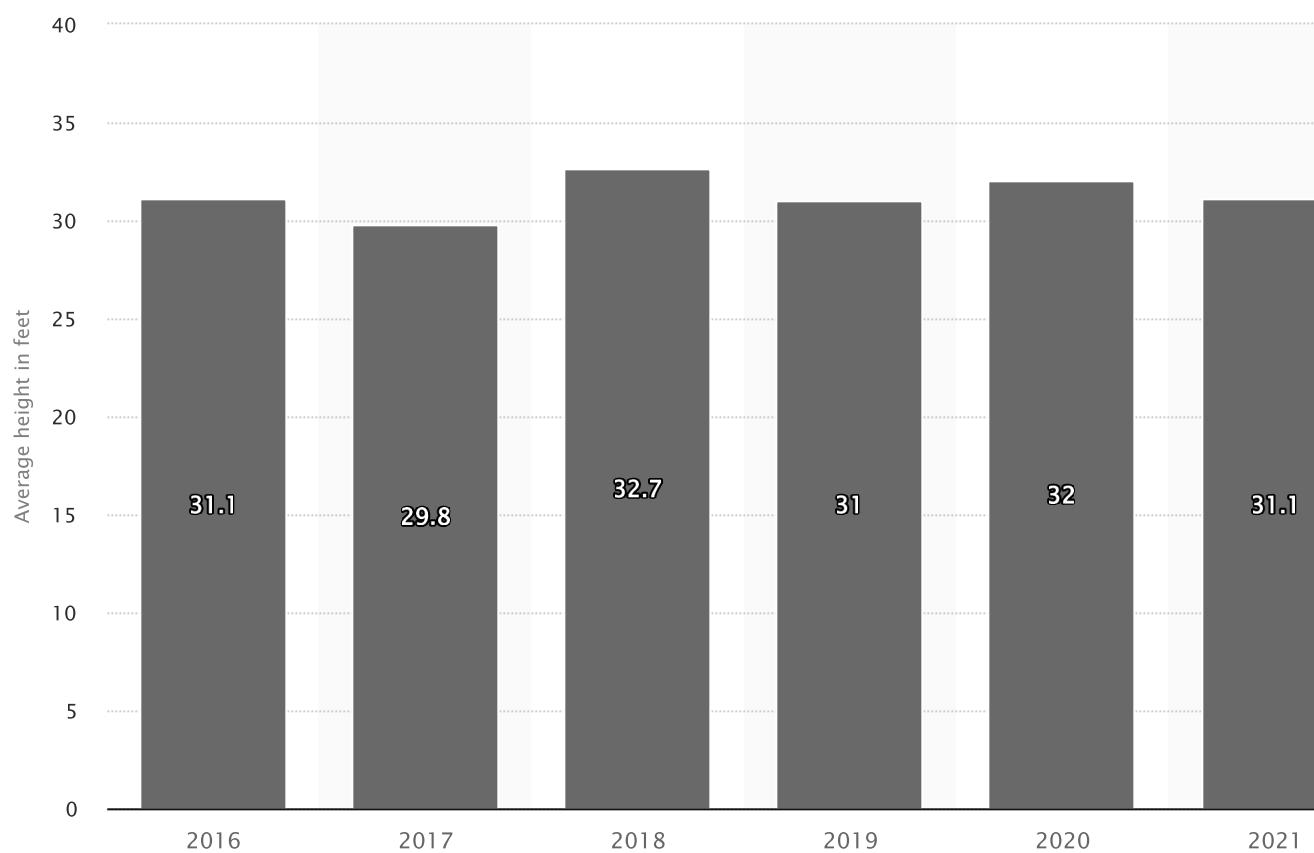
## Average building height of distribution center networks in the U.S. 2016-2021

Published by E. Mazareanu , Nov 3, 2021

This statistic depicts the average clear height of buildings in distribution center networks of warehousing and logistics providers in the United States between 2016 and 2021. During the 2021 survey, the average building height was 31.1 feet.

### Average height of buildings in distribution center networks of logistics and warehouse providers in the United States from 2016 to 2021

(in feet)



ⓘ Additional Information

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## Sources

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## Release date

November 2021

## Region

United States

## Survey time period

2016 to 2021

## Number of respondents

144 respondents

## Special properties

professionals in logistics and warehouse operations management across multiple industries.

## Supplementary notes

Method of survey not stated by the source.

Values prior to 2019 were taken from previous editions.

2016 baseline not provided by the source.

2017 baseline: 300

2018 baseline: 138

2019 baseline: 146

2020 baseline: 122

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**Area Variance Consistency Analysis**

**ATTACHMENT 2**



Hal Zwick  
(631) 678-2460



Lee Minetree  
(516) 729-7963

COMPASS

## Building 1 | 1 Leecon Ct

2,500 SF of Industrial Space Available in Southampton, NY



### FEATURES

Clear Height

25' - 30'

Standard Parking Spaces 24

Drive-In Bays

12

## ALL AVAILABLE SPACE(1)

SPACE	SIZE	TERM	RATE	SPACE USE	CONDITION	AVAILABLE
1st Floor	2,500 SF	Negotiable	\$30.00 /SF/YR	Industrial	-	Now

## PROPERTY OVERVIEW

2500 square foot C/I units for lease. 30' ceilings, garage door & regular entrances. Perfect condition. Great for contractors, storage, office,

etc.

Convenient Southampton location - 1/3 mile off of County Road 39 / Route 27.

## WAREHOUSE FACILITY FACTS

Building Size	15,000 SF	Year Built	2009
Lot Size	2.80 AC	Construction	Metal
Power Supply	Amps: 200 Phase: 3		
Zoning	Light Industrial		

## TRANSPORTATION

### COMMUTER RAIL

Southampton Station Commuter Rail (Montauk Branch) 	5 min drive	2.4 mi
Hampton Bays Station Commuter Rail (Montauk Branch) 	11 min drive	6.7 mi

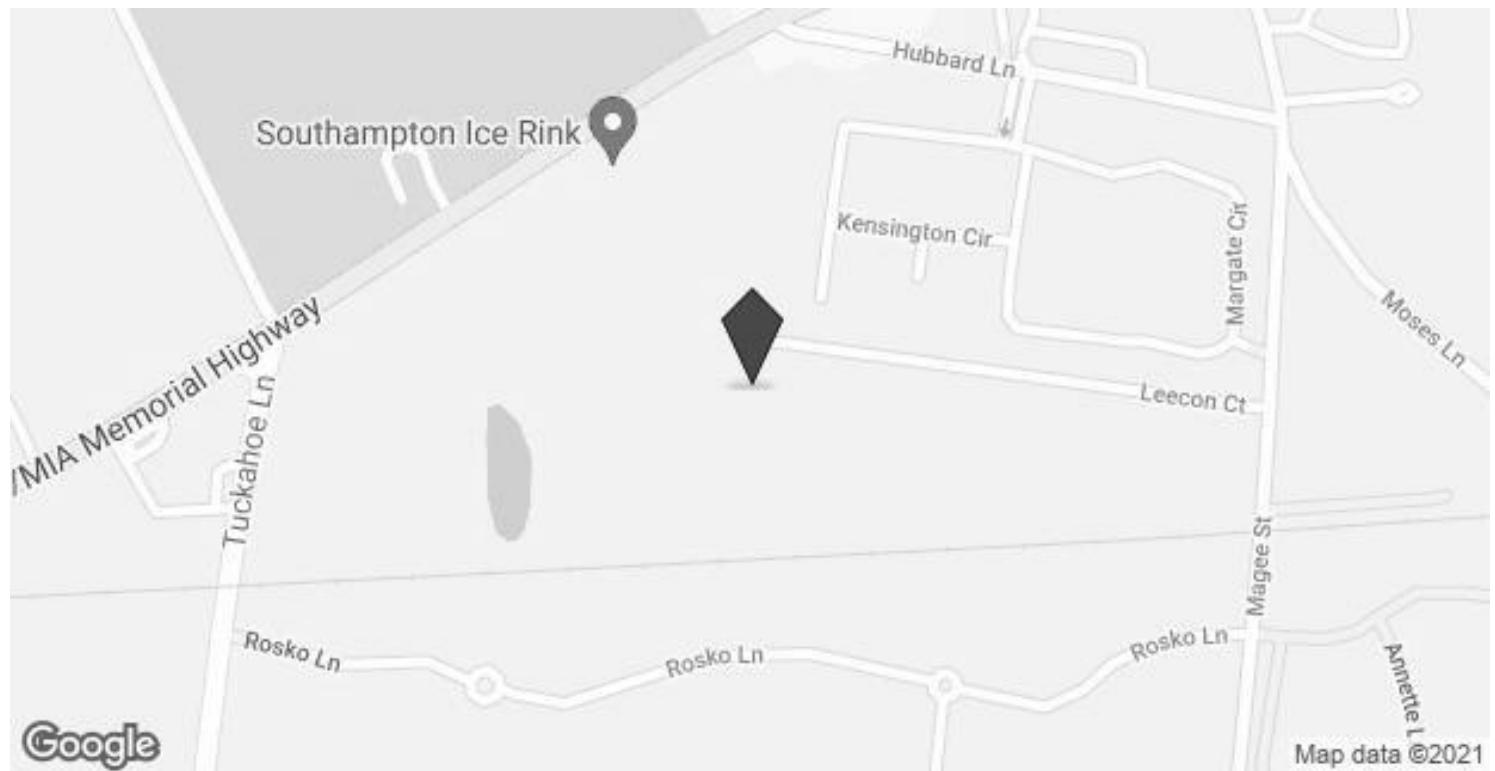
### FREIGHT PORT

Port of Davisville, RI	222 min drive	112.3 mi
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### RAILROAD

TRANSFLO-NORTH HAVEN-CT	203 min drive	154.7 mi
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## MAP OF 1 LEECON CT SOUTHAMPTON, NY 11968



## ADDITIONAL PHOTOS



Building Photo



Building Photo



Building Photo



Building Photo



Building Photo



Building Photo

**Listing ID:** 9356823

**Date Created:** 9/28/2017

**Last Updated:** 12/6/2021

**Address:** 1 Leecon Ct, Southampton, NY

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## 158 CANDLEWOOD RD - INDUSTRIAL FOR RENT

Bay Shore, NY 11706 - [North Bay Shore](#) | 247,473 SF 631-962-2899[REQUEST INFO](#)

1/2

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🕒 Jan '22

### RENTAL DETAILS

SPACE AVAILABLE	247,473 SF	LEASE TYPE	Negotiable
# OF SPACES	1	LEASE LENGTH	Negotiable
RENT RATE (MO)	<a href="#">Request Info</a> for Rent	AVAILABLE	Jan 01, 2022
RENT RATE (YR)	<a href="#">Request Info</a> for Rent		

### BUILDING DETAILS

PROPERTY TYPE	Industrial	CLEAR CEILING HT	38 Ft
PROPERTY SUBTYPE	Warehouse	DOCKS	30
TOTAL BUILDING SIZE	247,473 SF	DRIVE INS	3
YEAR BUILT	2013	PARKING SPACES	96
UTILITIES	-		

### LAND DETAILS

LAND ACRES	13.15 AC	ZONING	I-1
LAND SF	572,814 SF		

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## 195 SPAGNOLI RD - INDUSTRIAL FOR RENT

Melville, NY 11747 | 399,696 SF

844-364-4962

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Oct '22

### HIGHLIGHTS

- Find two points of two-way ingress/egress, direct access to Route 110, and reach I-495 connectivity within a five-minute drive from the property.
- Property features include 66-loading docks with a unique cross-dock layout, 699 surface-level parking spaces, and nearly 14,000-SF of office space.

[VIEW MORE](#)

### RENTAL DETAILS

SPACE AVAILABLE	399,696 SF	LEASE TYPE	Negotiable
# OF SPACES	1	LEASE LENGTH	Negotiable
RENT RATE (MO)	<a href="#">Request Info</a> for Rent	AVAILABLE	Oct 01, 2022
RENT RATE (YR)	<a href="#">Request Info</a> for Rent		

### BUILDING DETAILS

STATUS	Under Construction	CLEAR CEILING HT	40 Ft
PROPERTY TYPE	Industrial	DOCKS	66
TOTAL BUILDING SIZE	399,696 SF	DRIVE INS	2
YEAR BUILT	2022	PARKING SPACES	741
UTILITIES	Sewer		

### LAND DETAILS

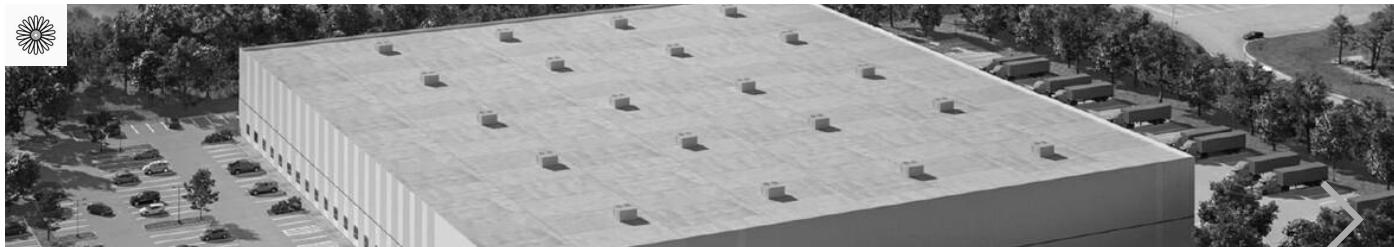
LAND ACRES	31.68 AC	LAND SF	1,379,981 SF
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[Results](#)[Warehouses](#) / [New York](#) / [Suffolk County](#) / [Medford](#) / 645 National Blvd

## 645 NATIONAL BLVD - INDUSTRIAL FOR RENT

Medford, NY 11763 | 65,000-129,242 SF

 844-568-0446[REQUEST INFO](#)

1/1

[VIEW MAP](#)[GET DIRECTIONS](#) Jan '23

### HIGHLIGHTS

- This proposed single-story warehouse building sits off a signalized intersection and features a logistics-oriented layout on a 10-acre site.
- Medford Logistics Center will offer Electric Vehicle Charging stations, provisions for future solar arrays, and high-efficiency MEP designs.
- Features will include 36' clear heights, 800 PSF floor loads, ESFR Sprinkler System, multiple drive-in bays, and a logistics-oriented site plan.
- In addition to the amenity-rich proposed facility, businesses may qualify for anticipated tax benefits from the Town of Brookhaven IDA.

[VIEW MORE](#) 

### RENTAL DETAILS

SPACE AVAILABLE	65,000-129,242 SF	RENT RATE (YR)	\$20.00/SF/yr
# OF SPACES	1	LEASE TYPE	Triple Net
RENT/MONTH	\$108,334+/mo	LEASE LENGTH	10 Years
RENT RATE (MO)	\$1.67/SF/mo	AVAILABLE	Jan 01, 2023

### BUILDING DETAILS

STATUS	Proposed	UTILITIES	-
PROPERTY TYPE	Industrial	CLEAR CEILING HT	36 Ft
PROPERTY SUBTYPE	Distribution	DOCKS	24
TOTAL BUILDING SIZE	129,242 SF	DRIVE INS	4
YEAR BUILT	2023	PARKING SPACES	222

### LAND DETAILS

LAND ACRES	10 AC	LAND SF	435,600 SF
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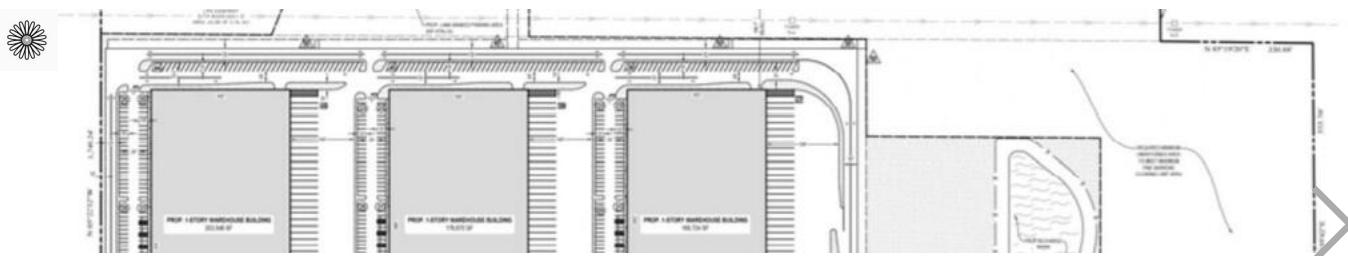
[Results](#)[Warehouses](#) / [New York](#) / [Suffolk County](#) / [Medford](#) / Long Island Expy @ Sills Rd

844-566-2483

REQUEST INFO

## LONG ISLAND EXPY @ SILLS RD - INDUSTRIAL FOR RENT

Medford, NY 11763 | 75,000-555,000 SF



1/3

[VIEW MAP](#)[GET DIRECTIONS](#)

Jan '23

### HIGHLIGHTS

- Multiple configurations are possible based on business needs, ranging from a single 550k-square-foot building to multiple smaller warehouses.
- The center will include Electric Vehicle Charging stations, provisions for future solar arrays, and high-efficiency MEP designs.
- This proposed state-of-the-art development will feature 36' clear heights, 800 PSF floor loads, ESFR sprinklers, and multiple drive-in bays.

[VIEW MORE](#)

### RENTAL DETAILS

SPACE AVAILABLE	75,000-555,000 SF	RENT RATE (YR)	\$20.00/SF/yr
# OF SPACES	1	LEASE TYPE	Triple Net
RENT/MONTH	\$125,000+/mo	LEASE LENGTH	10 Years
RENT RATE (MO)	\$1.67/SF/mo	AVAILABLE	Jan 01, 2023

### BUILDING DETAILS

STATUS	Proposed	UTILITIES	-
PROPERTY TYPE	Industrial	CLEAR CEILING HT	36 Ft
PROPERTY SUBTYPE	Distribution	DOCKS	104
TOTAL BUILDING SIZE	555,000 SF	DRIVE INS	-
YEAR BUILT	2024	PARKING SPACES	1375

### LAND DETAILS

LAND ACRES	71.41001 AC	LAND SF	3,110,620 SF
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[Results](#)[Warehouses](#) / [New York](#) / [Suffolk County](#) / [Medford](#) / N Service Rd

## N SERVICE RD - INDUSTRIAL FOR RENT

Medford, NY 11763 | 98,000-195,000 SF

 631-962-2899[REQUEST INFO](#)

1/2

[VIEW MAP](#)[GET DIRECTIONS](#)

### RENTAL DETAILS

SPACE AVAILABLE	98,000-195,000 SF	LEASE TYPE	Negotiable
# OF SPACES	1	LEASE LENGTH	Negotiable
RENT RATE (MO)	<a href="#">Request Info</a> for Rent	AVAILABLE	-
RENT RATE (YR)	<a href="#">Request Info</a> for Rent		

### BUILDING DETAILS

STATUS	Proposed	UTILITIES	-
PROPERTY TYPE	Industrial	CLEAR CEILING HT	36 Ft
PROPERTY SUBTYPE	Manufacturing	DOCKS	30
TOTAL BUILDING SIZE	195,000 SF	DRIVE INS	2
YEAR BUILT	2023	PARKING SPACES	-

### LAND DETAILS

LAND ACRES	15.68999 AC	ZONING	-
LAND SF	683,456 SF		