Part 1 – Environmental Assessment Form; SEQRA Coordination Letters; Positive Declaration; Positive Declaration Resolution; Correspondence from Suffolk County Legislature William J. Lindsay, Presiding Officer, Long Island Rail Road Helena E. Williams, President, Suffolk County Department of Planning Andrew P. Freleng, Chief Planner, Suffolk County Department of Public Works William Hillman, P.E., Director of Traffic Engineering

TOWN OF
Brookhaven
LONG ISLAND, NEW YORK
Division of Environmental Protection
One Independence Hill, Farmingville, NY 11738
(631) 451-6455 Fax:(631) 451-6459

State Environmental Quaility Review Act
Full Environmental Assessment Form

EP-06 rev. 4/04

PLEASE TYPE OR PRINT CLEARLY

The Full Environmental Assessment Form (EAF) is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

Part I: Provides objective data and information about a given project and its site. By identifying basic data, it assists a reviewer in the analysis that takes place in Parts II and III.

Part II: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially large impact. The form also identifies whether an impact can be mitigated or reduced.

Part III: If any impact in Part II is identified as potentially large, then Part III is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE – Type I and Unlisted Actions

1. Identify portions of EAF completed for project: ☐ Part I ☐ Part II ☐ Part III

2. Upon review of the information recorded on this EAF (Parts I, II and III if appropriate) and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

☐ A. The project will not result in any large and important impact (s) and, therefore, is one that will not have a significant impact on the environment; therefore, a **NEGATIVE DECLARATION** will be prepared.

☐ B. Although the project could have a significant effect on the environment, there **will not** be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required; therefore, a **CONDITIONED NEGATIVE DECLARATION*** will be prepared.

☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment; therefore, a **POSITIVE DECLARATION** will be prepared.

*A conditioned Negative Declaration is only valid for Unlisted Actions.

3. NAME OF ACTION: Land Use and Implementation Initiative for the Ronkonkoma Hub Transit-Oriented Development	
4. NAME OF LEAD AGENCY: Town of Brookhaven Town Board	
5. NAME OF OFFICE IN LEAD AGENCY: Mark Lesko, Supervisor	
6. SIGNATURE OF RESPONSIBLE OFFICER IN LEAD AGENCY:	7. SIGNATURE OF PREPARER:
8. DATE:	

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Part I – PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form Part A through O. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts II and III.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

1. NAME OF PROJECT: Proposed Adoption of Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development ("TOD"), TOD Code, and Associated Property Rezonings to the TOD.	
2. PROJECT LOCATION: See Attachment	
3. NAME AND ADDRESS OF APPLICANT/SPONSOR: Town of Brookhaven Town Board, 1 Independence Hill, Farmingville, New York 11738	4. BUSINESS PHONE: (631) 451-6455 Attention: Paul G. Rogalle, AICP, PTP Director, Division of Planning
5. NAME AND ADDRESS OF OWNER, IF DIFFERENT: See Attachment	
6. S.C. TAX PARCEL NUMBER.: See Attachment	7. PRESENT ZONING: See Attachment
8. DESCRIPTION OF ACTION: (PLEASE BE SPECIFIC; ATTACH ADDITIONAL SHEET IF NECESSARY) See Attachment	

PLEASE COMPLETE EACH QUESTION – INDICATE "N/A" IF NOT APPLICABLE:

A. **LAND USE:** (If not applicable, check here and go to Section B) ☐ N/A
Physical setting of overall project, both developed and undeveloped areas.

1. Present land use: ☐ Urban ☒ Industrial ☒ Commercial
☒ Residential Suburban ☐ Rural (non-farm) ☐ Forest
☐ Agriculture ☒ Other (Specify) Ronkonkoma Train Station and Associated Parking

B. **CRITICAL ENVIRONMENTAL AREA:**

1. Is the site located in or substantially contiguous to a Critical Environment Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617?
☐ YES ☒ NO ☐ N/A

C. **ZONING AND PLANNING INFORMATION:**

1. Does proposed action involve a planning or zoning decision?
☒ YES ☐ NO

If yes, complete 1-13 below; if no, go to section D:
☒ Zoning Amendment ☐ Zoning Variance ☐ Special Use Permit
☐ Subdivision ☐ Site Plan ☒ New (Revision) of Land Use Plan
☐ Resource Management Plan ☒ Other Adoption of TOD

2. What is the zoning classification(s) of the site? C Residence, L Industrial 1, J Business 2, J Business 4, and J Business 6

3. What is the maximum potential development of the site if developed as permitted by the present zoning?
An analysis will be performed and presented in the Generic Environmental Impact Statement ("GEIS") that will be prepared.

4. What is the PROPOSED zoning of the site? TOD

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?
An analysis will be performed and presented in the GEIS that will be prepared.

6. Is the proposed action consistent with the recommended used adopted or recommended in local land use plans?
☒ YES ☐ NO The proposed action represents Phase III (i.e., implementation) of the Ronkonkoma Hub Planning Studies initiated in 2007.

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?
See Attachment

8. Is the proposed action compatible with adjoining/surrounding land used within a ¼ mile?
☒ YES ☐ NO

9. If the proposed action is a subdivision of land, what is the number of lots proposed? N/A
   a. What is the minimum sized lot proposed? _____

10. Will proposed action require any authorization(s) for the formation of sewer or water districts?
☐ YES ☒ NO (Sewage disposal will be analyzed in the GEIS).

11. Is the project site presently used by the community or neighborhood as an open space or recreation area?
☐ YES ☒ NO

12. Will the proposed action create a significant demand for any community provided services (recreation, education, police, fire protection)? ☒ YES ☐ NO
   a. If YES, is existing capacity sufficient to handle projected demand? ☒* YES ☐ NO
   *Consultations will be undertaken with local community service providers.

13. Will the proposed action result in the generation of traffic significantly above present levels? ☒ YES ☐ NO
   a. If YES, are existing roads adequate to handle the additional traffic? ☐ YES ☒ NO
   (Traffic Study is being prepared to identify mitigation, as needed)

D. SITE DESCRIPTION: (If not applicable, check here & go to Section E) ☐ N/A

Total Lot Area: 53.73± ☐ square feet ☒ acres

	PRESENTLY	AFTER COMPLETION**
Meadow or Old Field (non-agriculture)	0	0
Forested	4.30±	1.08±
Agricultural (include orchards, pasture etc.)	0	0
Unvegetated (rock, earth or fill)	16.12±	3.22±
Roads, buildings and other paved surfaces	26.33±	35.46±
Beach, Dune or Bluff	0	0
Surface Water	0	0
Tidal Wetlands (as per Chapter 81 and Art. 25	0	0
Freshwater Wetlands or 24 of the ECL)	0	0
Landscaped	6.98±	13.97±
Other (indicate type)	0	0

**Based upon the Draft Land Use Implementation Plan.

E. **PROJECT DESCRIPTION:** (If not applicable, check here and go to Section F) ☐ N/A

1. Physical dimensions and scale of project (fill in dimensions as appropriate):
   a. Total contiguous acreage owned or controlled by project sponsor: 53.73± acres
   b. Project area to be developed: TBD initially; 53.73± ultimately ☐ square feet ☒ acres
   c. Project area to remain undeveloped 0 ☐ square feet ☒ acres
   d. Length of project, in feet and/or miles, if appropriate: N/A ☐ feet ☐ miles
   e. If the project is an expansion, indicate percent of expansion N/A %
   f. Number of off-street parking spaces existing 2,571±, proposed 4,482±.
   g. Maximum vehicular trips generated upon completion of the project? TBD hourly (To be analyzed in GEIS)
   h. Frontage along a public thoroughfare 7,591± linear feet *
   i. If residential: Number and type of housing units:

	ONE FAMILY	TWO FAMILY	MULTI-FAMILY	CONDOMINIUM
Initially:				
Ultimately:			615±	

   j. Dimensions of largest proposed structure. (Based upon the Draft Land Use Implementation Plan)
   50± Height 200± Width 500± Length

2. Will blasting occur during construction? ☐ YES ☒ NO

3. Will project require relocation of any facilities? ☒ YES ☐ NO
   If YES, explain Proposed action may result in the relocation of surface parking into a parking structure.

F. **LAND RESOURCES:** (If not applicable, check here and go to Section G) ☐ N/A

1. What is/are the predominant soil type(s) on project site? (Please consult Suffolk County Soil Survey and Soil Conservation Service – Phone: 727-2315)
   List types: See Attachment

2. Is project or any portion of project located in a 100-year flood plain?
   ☐ YES ☒ NO ☐ N/A

3. Soil drainage:
   Well-drained 100 % of site
   Moderately well drained of site ____ % of site
   Poorly drained ____ % of site

4. If any agricultural land is involved, how many acres of soil are classified within soil groups 1 through 4 of the NYS Land Classification System? (See 1 NYCRR 370 (1).) N/A acres ☐ N/A

5. Are there any dunes, bluffs, swales, kettleholes, strands or other geological formations on the project site?
   ☐ YES ☒ NO If YES, Describe: ____

6. Are there bedrock outcroppings on project site? ☐ YES ☒ NO
   a. What is depth to bedrock? 1,550± (in feet) ☐ N/A (below grade surface)

7. Approximate percentage of the project site with slopes (0-100%):
   0-10% 100% 10-15% ____ 15% or greater ____

8. How much natural material (i.e. rock, earth, etc.) will be removed from the site? TBD cubic yards

9. Will the disturbed areas be reclaimed? ☐ YES ☐ NO ☒ N/A
   a. If YES, for what intended purpose is the site being reclaimed? ____
   b. Will topsoil be stockpiled for reclamation? ☐ YES ☐ NO
   c. Will upper subsoil be stockpiled for reclamation? ☐ YES ☐ NO

10. Grading: ☐ YES ☐ NO ☒ N/A If yes, complete a. through i.
   a. Total area to be regraded: ____ ☐ square feet ☐ acres
   b. Total cubic yards of cut: ____ cubic yards
   c. Total cubic yards of fill: ____ cubic yards
   d. Greatest depth of excavation or cut: ____ feet (excluding recharge basin)
   e. Greatest depth of any recharge basin: ____ feet
   f. Greatest depth of fill: ____ feet
   g. Greatest depth of excavation or cut: ____ feet (excluding recharge basins)
   h. Maximum artificial slopes after construction (check one)
   ☐ 2:1 or greater ☐ 3:1 ☐ 5:1 ☐ 10:1 or less
   i. Will the project require the use of retaining walls? ☐ YES ☐ NO
   j. Briefly describe method(s) to reduce erosion/runoff during and after construction: ____

*Includes frontage along Railroad Avenue, Mill Road, Union Avenue, Carroll Avenue, Hawkins Avenue, Union Street, and Garrity Street.

G. **VISUAL-CULTURAL RESOURCES:** (If not applicable, check here and go to Section H) ☐ N/A

1. **Visual:**
   a. Will the project be noticeably visible from surrounding areas after its completion?
   ☒ YES ☐ NO ☐ N/A
   b. Will the project remove vegetation that currently screens the project site from surrounding areas?
   ☐ YES ☒ NO ☐ N/A
   c. Will the project partially or completely block, or contrast with, scenic views from surrounding areas or from the site?
   ☐ YES ☒ NO ☐ N/A
   d. Does the present site include scenic views known to be important to the community?
   ☐ YES ☒ NO If yes, please explain: _____

2. **Cultural:**
   a. Does the project site contain a building or site, and/or is it located within or substantially contiguous to a building, site or district listed on the State or the National Registers of Historic Places or Register of National Landmarks?
   ☐ YES ☒ NO ☐ N/A
   b. Does the project site contain a building or site, which is substantially contiguous to or within a Town Historic District or Town Historic District Transition Zone?
   ☐ YES ☒ NO ☐ N/A
   c. Is the project site contiguous to or does it contain a site or building which is designated a Town Landmark?
   ☐ YES ☒ NO ☐ N/A
   d. Will the project be noticeably visible from, be adjacent to, or result in the partial or complete demolition of any structures listed on the State or National Registers of Historic Places, or a Town Historic Landmark?
   ☐ YES ☒ NO ☐ N/A
   e. Will the project result in the partial or complete demolition or relocation of any structures greater than 50 years old?
   ☒ YES ☐ NO ☐ N/A
   f. Will the project result in the partial or complete removal of any documented or known Native American site?
   ☐ YES ☒ NO ☐ N/A
   g. Does the project site contain or is it located adjacent to a cemetery or gravesite?
   ☐ YES ☒ NO ☐ N/A

H. **WATER RESOURCES:** (If not applicable, check here and go to Section I) ☐ N/A

1. Will there be a potential discharge as a result of an approval of this application into a body of water either on or off-site?
   ☐ YES ☒ NO ☐ N/A
   If Yes, please explain: _____
2. Method of handling runoff (check all that apply): (Based upon the Draft Land Use Implementation Plan)
   ☒ Leaching Pools ☒ Dry Wells ☐ Recharge Basin (off-site)
   ☐ Recharge Basin (on-site) ☐ Other (describe): _____
3. What is the minimum depth to the water table on site? 44± feet below grade surface
   (Please cite date and source of information) USGS Topographic Map, Patchogue Quadrangle, and USGS Water Table of the Upper Glacial Aquifer on Eastern Long Island New York in March-April 2000.
   a. Seasonal variation 2± feet
4. Are there any lakes, ponds, swamps, bogs, marshes, or freshwater wetlands within or contiguous to project area?
   ☐ YES ☒ NO ☐ N/A
   a. Name of lake/pond or wetland: _____
5. Are there any streams within or contiguous to the project site?
   ☐ YES ☒ NO ☐ N/A Name: _____
   a. Name of body of water to which it is tributary: _____
6. Are there any Creeks, Embayments, Harbors or tidal wetland areas within or contiguous to the project area?
   ☐ YES ☒ NO ☐ N/A Name(s) _____
   a. Name of body of water to which it is tributary: _____

7. Is the site located over a primary, principal or sole source aquifer?
☒ YES ☐ NO ☐ N/A

8. Will surface area of an existing water body increase or decrease by proposal?
☐ YES ☒ NO Please explain: _____

I. **FLORA-FAUNA-AQUATICS:** (If not applicable, check here and go to Section J) ☐ N/A

1. Do hunting, fishing or shellfishing opportunities presently exist in the project area?
☐ YES ☒ NO ☐ N/A

2. Is the project site utilized by, or contain any species of plant or animal life that is identified as rare, threatened, endangered, protected or identified as a specied of special concern?
☐ YES ☒ NO ☐ UNKNOWN If yes, identify each species: _____

3. What wildlife species have been confirmed or would be expected to occur on site? Typical suburban species (i.e., squirrels, song birds, rabbits, etc.)

4. What vegetation species have been confirmed or would be expected to occur on site? White oak, red oak, pitch pine, and beech trees.

5. Are there any rare or protected plants or unique plant communities present on site?
☐ YES ☒ NO If yes, identify each species: _____

6. How many acres/sq. ft. of vegetation (trees, shrubs, ground covers) would be removed from site?
_____ ☐ acres ☐ square feet ☒ N/A*

7. Will any mature forest (over 100 years old) or any other locally important vegetation be removed by this project?
☐ YES ☒ NO ☐ N/A

J. **UTILITIES:** (If not applicable, check here and go to Section K) ☐ N/A

1. Is the site served by existing public utilities? ☒ YES ☐ NO
   a. If yes, does sufficient capacity exist to allow connection? ☒ YES ☐ NO
   b. If yes, will improvements be necessary to alllow connection? ☒ YES ☐ NO

2. Will project result in an increase in energy use? ☒ YES ☐ NO
If yes, indicate types: Electric, Natural Gas, Fuel Oil

3. What type water supply is from wells, indicate pumping capacity: N/A gallons/minute.

4. Total anticipated water usage per day: 275,000± gallons/day. (Based upon the Draft Land Use Implementation Plan)

K. **WASTE DISPOSAL:** (If not applicable, check here and go to Section L) ☐ N/A

1. Will a Safe Pollutant Discharge Elimination System (SPDES) permit be required? ☒ YES ☐ NO
If yes, for what type of material?

2. Is surface liquid waste disposal or storage involved? ☐ YES ☒ NO
   a. If yes, indicate type of waste (sewage, industrial, etc.) amount and method of disposal _____

3. Is subsurface liquid waste disposal involved (including sanitary)? ☒ YES ☐ NO
If yes, please indicate:
   a. Type of waste: Sewage
   b. Volume of waste: 275,000 gallons per day (Based upon the Draft Land Use Implementation Plan)
   c. Sanitary waste treatment
      ☐ on-site septic-system
      ☒ municipal treatment plant (or private)
      ☐ modified subsurface sewage disposal system
      ☐ community sewage disposal system
      ☐ other _____

*Upon completion of the proposed action, the project area would be expected to experience a net increase of 3.77± acres of vegetation, based upon the Draft Land Use Implementation Plan.

4. Are there any point source discharges not previously described associated with this project?
☐ YES ☒ NO ☐ N/A If yes, explain: _____

5. Will the project generate solid waste? ☒ YES ☐ NO ☐ N/A
   a. If yes, what is the amount per month? 80.38± tons (Based upon the Draft Land Use Implementation Plan)
   b. If yes, will an existing solid waste facility be used? ☒ YES ☐ NO
   c. If yes, give name: *_____ location: Brookhaven landfill (or other licensed facility)
   d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?
   ☒ YES ☐ NO If yes, explain: Recyclables would be handled in accordance with local policy
   *Private and municipal carters

6. Will the project involve the storage or disposal of solid waste? ☐ YES ☒ NO
   (If yes, please attach a list itemizing same)
   a. If yes, what is the anticipated rate of disposal? _____ tons/month.
   b. If yes, what is the anticipated site life? _____ years.

7. As part of the construction or use of the site will the project routinely use herbicides or pesticides?
   ☐ YES ☒ NO (Except for routine landscape maintenance)
   If yes, describe the type, amount and method of application: _____

8. Has the site ever been used for the disposal of solid or hazardous wastes?
   ☐ YES ☒ NO** ☐ UNKNOWN If yes, explain fully on a separate sheet.

9. If an industrial use is proposed for the site, describe the product and the manufacturing process involved:
   N/A

10. Will any hazardous or toxic substances or waste be stored or generated on site?
    ☐ YES ☒ NO ☐ N/A
    a. If yes, identify the substance, amount and method of storage or disposal. _____.

11. Will project routinely project odors more than 1 hour/day? ☐ YES ☒ NO

12. Will project produce operating noise exceeding the local ambient noise levels? ☐ YES ☒ NO
    If yes, source of noise: _____

L. **ECONOMICAL IMPACTS:** Completed for all commercial/industrial projects and residential projects greater than 10 units. (If not applicable, check here and go to Section M) ☐ N/A

1. Does project involved Local, State or Federal funding? ☒ YES ☐ NO (Town initiative)

2. If single phase project:
   anticipated period of construction N/A months, (including demolition)

3. If multi-phased: TBD
   a. Total number of phases anticipated: _____
   b. Expected date of commencement phase 1 (including demolition): _____
   c. Approximate completion date of final phase: _____ month _____ year.
   d. Is phase 1 functionally dependent on subsequent phases? ☐ YES ☐ NO

4. Number of jobs generated during construction TBD. After project is complete TBD.

5. Number of jobs eliminated by this project: 0

6. What are the current tax revenues generated by the project site? TBD dollars

7. What tax revenues will project generate after completion? TBD dollars

8. What is the estimated cost of construction? N/A dollars

9. How many schoolchildren is the project expected to generate? TBD ☐ N/A

10. What is the estimated cost of educating the school-age children generated by the completion of this project? TBD ☐ N/A

*New York State Department of Environmental Conservation ("NYSDEC") online Environmental Remediation Database. Accessed May 11, 2010.

M. **APPROVALS REQUIRED:**

		TYPE	SUBMITTAL DATE
Town Board	☒YES ☐NO	See Attachment	
Town Planning Board	☒YES ☐NO	See Attachment	
Town Zoning Board	☐YES ☒NO		
Town; Environmental Protection	☐YES ☒NO		
Town; Building Department	☐YES ☒NO		
Country Health Department	☒YES ☐NO	See Attachment	
Local Agencies	☒YES ☐NO	See Attachment	
State Agencies	☒YES ☐NO	See Attachment	
Federal Agencies	☐YES ☒NO		
Other Agencies	☒YES ☐NO	See Attachment	

N. **ADDITIONAL INFORMATION:**

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

O. **VERIFICATION:**

I certify that the information provided above is true to the best of my knowledge.

1. NAME OF APPLICANT/SPONSOR: Town of Brookhaven Town Board	2. SIGNATURE: Paul G. Rogalle
3. TITLE: by: Paul G. Rogalle, AICP, PTP Director, Division of Planning	4. DATE: May 12, 2010
5. NAME OF OWNER:	6. SIGNATURE:
7. TITLE:	8. DATE:

Note: *If the action is in the Coastal Area and you are a state agency, complete the Coastal Assessment Form before proceeding with the assessment.*

Part 1 – Environmental Assessment Form
Attachment

Proposed Adoption of the Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented-Development ("TOD"), TOD Code, and Associated Property Rezonings to the TOD South Side of Union Avenue, North of the Long Island Railroad ("LIRR") Tracks (Ronkonkoma Branch) Hamlet of Ronkonkoma, Town of Brookhaven Suffolk County, New York

Page 2, Item 2: Project Location:

The project area is bounded by Union Avenue to the north; Village Plaza Drive to the east; the Long Island Railroad ("LIRR") tracks (Ronkonkoma Branch) to the south; and County Road 29 (Ronkonkoma Avenue), Garrity Avenue, and Hawkins Avenue to the west; in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York (see attached Site Location Map).

Page 2, Item 5: Name and Address of Owner and Item 6: Suffolk County Tax Parcel Numbers:*

Suffolk County Tax Map Number	Name of Owner	Address of Owner
0200 – 799.00 – 03.00 – 032.000	14 Hawkins Avenue, LLC	Union Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 033.001	14 Hawkins Avenue, LLC	24 Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 033.002	55 Property Corp.	Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 035.000	Band Construction, Inc.	71 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 036.000	Antonio Melo	69 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 037.000	Micah Disipio	Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 038.000	65 Railroad Avenue, LLC	65 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 039.000	63 Railroad Avenue, LLC	63 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 040.001	61 Property Corp.	Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 040.002	61 Properties Corp.	61 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 041.000	John & Lily Bedell	59 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 042.000	55 Property Corp.	55 Railroad Avenue Ronkonkoma, New York 11779

Suffolk County Tax Map Number	Name of Owner	Address of Owner
0200 – 799.00 – 03.00 – 043.000	51 Property Corp.	Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 044.000	Bernett & Gordon Realty Co.	43 Railroad Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 03.00 – 045.001	No Owner on Record	No Owner on Record
0200 – 799.00 – 04.00 – 047.001	On-Track Realty, LLC	15 Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 04.00 – 048.000	Margaret Higgins & Jerome Gaynor	Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 04.00 – 049.000	Community Housing Innovations, Inc.	29 Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 04.00 – 051.001	Marco Giangrasso	49 Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 04.00 – 052.000	Hawkins & Union Avenue Realty, LLC	47 Hawkins Avenue Ronkonkoma, New York 11779
0200 – 799.00 – 04.00 – 054.000	Anthony & Blase Davi	6 Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 027.001	Anthony & Blase Davi	Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 028.000	Metropolitan Transportation Authority & R. Bergen David S. Symons	Union Avenue Holtsville, New York 11742
0200 – 800.00 – 01.00 – 031.001	Island Wide, LLC	Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 033.001	Carroll Properties, Inc.	234 Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 034.000	Nelson Fernandes & Magalhaes Americo	Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 035.007	Tudor Station Plaza, LLC c/o Island Estates	246 Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 035.008	Ronkonkoma Railroad Properties, LLC	No Owner on Record
0200 – 800.00 – 01.00 – 035.009	Tudor Station Plaza, LLC	Railroad Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 01.00 – 036.000	No Owner on Record	No Owner on Record
0200 – 800.00 – 01.00 – 038.000	No Owner on Record	No Owner on Record
0200 – 800.00 – 02.00 – 009.000	Holbrook Truck & Equipment Leasing, Inc.	42 Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 010.000	William & Mildred Mallins	Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 011.000	William & Mildred Mallins	Union Avenue Ronkonkoma, New York 11779

Suffolk County Tax Map Number	Name of Owner	Address of Owner
0200 – 800.00 – 02.00 – 012.000	William & Mildred Mallins	62 Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 013.000	Subsurface Maintenance Corp.	229 Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 014.000	Subsurface Maintenance Corp.	Elm Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 015.000	James Zambik	82 Elm Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 016.000	Wiencyzyslaw & Gabriela Odynocki	80 Elm Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 017.000	Joseph Urban	237 Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 018.000	Calvin C. Lorenz	75 Maple Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 019.000	William A. Mallins	Maple Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 020.000	Yashvinder & Jaspir Mahajan	243 Maple Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 021.000	Anthony Mingoia	245 Carroll Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 022.000	William A. Mallins	Maple Street Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 023.000	John Lock & George McDowell	Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 028.001	Lock & McDowell, Inc.	76 Union Avenue Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 028.003	Unified Credit Trust & G&D Oakland & C. Hill Trustee	25 Mill Road Ronkonkoma, New York 11779
0200 – 800.00 – 02.00 – 028.004	Unified Credit Trust & G&D Oakland & C. Hill Trustee	Mill Road Ronkonkoma, New York 11779

*Source: Town of Brookhaven Tax Bills Database. Accessed April 29, 2010.

Page 2, Item 7: Present Zoning:

The overall project area is situated within the following zoning districts: C Residence; L Industrial 1 ("L-1"); J Business 2 ("J-2"); J Business 4 ("J-4"); and J Business 6 ("J-6").

Page 2, Item 8: Description of Action:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of

the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD.

The creation of the Ronkonkoma Hub TOD has been the subject of past studies, commenced in 2007. A conceptual development plan (i.e., the Draft Land Use Implementation Plan) has been prepared based on these studies, and includes the following:

- 615 Residential Units (1,000 square feet in size; 50% rental and 50% ownership);
- 60,875 square feet – Retail
- 49,375 square feet – Office
- 30,000 square feet – Health Club
- 200 seats – Restaurant Use (Total)

The Draft Land Use Implementation Plan attached hereto includes a preliminary layout of the program mix and also defines development opportunity sites. The Draft Land Use Implementation Plan also includes a "farmers market" to the immediate west of the LIRR – Station buildings. To accommodate sanitary disposal, the proposed TOD contemplates the construction of a sewage treatment plant, which has been preliminarily cited at the southeastern portion of the TOD.

Page 3, Item C.7: What are the predominant land use(s) and zoning classifications within a ¼ mile radius of the proposed action?

North: Areas north of the subject property are developed primarily with single-family residences within the C Residence zoning district. Undeveloped parcels and the Courtyard Long Island MacArthur Airport Hotel exist within the J Business 8 zoning district, and some commercial and industrial uses exist along the Long Island Expressway South Service Road, within the J Business 2, J Business 4 and L Industrial 1 zoning districts.

East: Single-family residences and multi-family condominiums exist to the east of the subject property and are situated within the C Residence and Multi-Family Residence ("MF") zoning districts, respectively.

South: To the south of the project area are the LIRR tracks, which is the dividing line between the Towns of Brookhaven and Islip. South of the LIRR tracks are parking areas associated with the LIRR Ronkonkoma Train Station, followed by the Town of Islip compost facility and the Long Island MacArthur Airport, all of which are situated within the Industrial 1 District, as designated by the Town of Islip.

West: Areas west of the subject property are developed primarily with single-family residences within the C Residence zoning district. County Road 29 (west of the subject property) is flanked with commercial development within the J Business 2, J Business 4, J Business 5, and J Business 6 zoning districts.

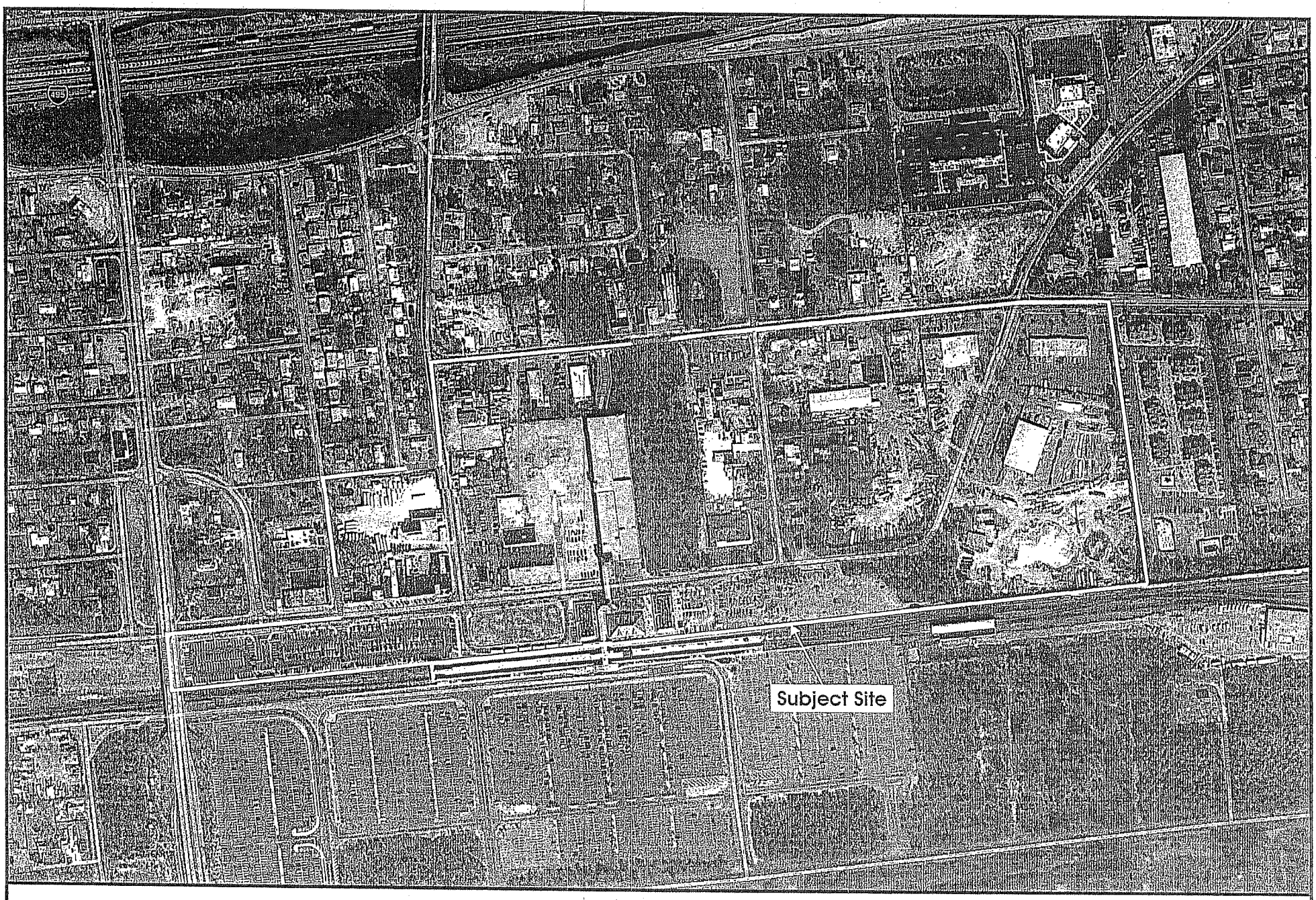
Page 4, Item F.1: What is/are the predominant soil type(s) on project site?

Soils on the overall subject property include Cut and fill land, gently sloping ("CuB"); Plymouth loamy sand, 0 to 3 percent slopes ("PlA"); Riverhead sandy loam, 0 to 3 percent slopes ("RdA"); and Riverhead and Haven soils, graded, 0 to 8 percent slopes ("RhB").

Page 8. Item M Approvals Required

Approvals Required	Type
Town Board	Adoption of Land Use Plan, TOD Code and associated changes of zone.
Town Planning Board*	Site Plans and Potential subdivision
County Health Department*	Water Connection and Sanitary Disposal
Local Agencies*	Town of Brookhaven Highway SCDPW – STP and Highway Work Permit
State Agencies*	NYSDOT – Highway Work Permit NYSDEC – SPDES
Other Agencies*	Metropolitan Transportation Authority

*For actual development that would occur in accordance with TOD zone changes. These approvals are not needed for adoption of Land Use Plan, TOD Code or associated changes of zone, which are all Town Board actions. The Town of Islip could also be involved in ultimate redevelopment, as LIRR parking also exists in the Town of Islip.

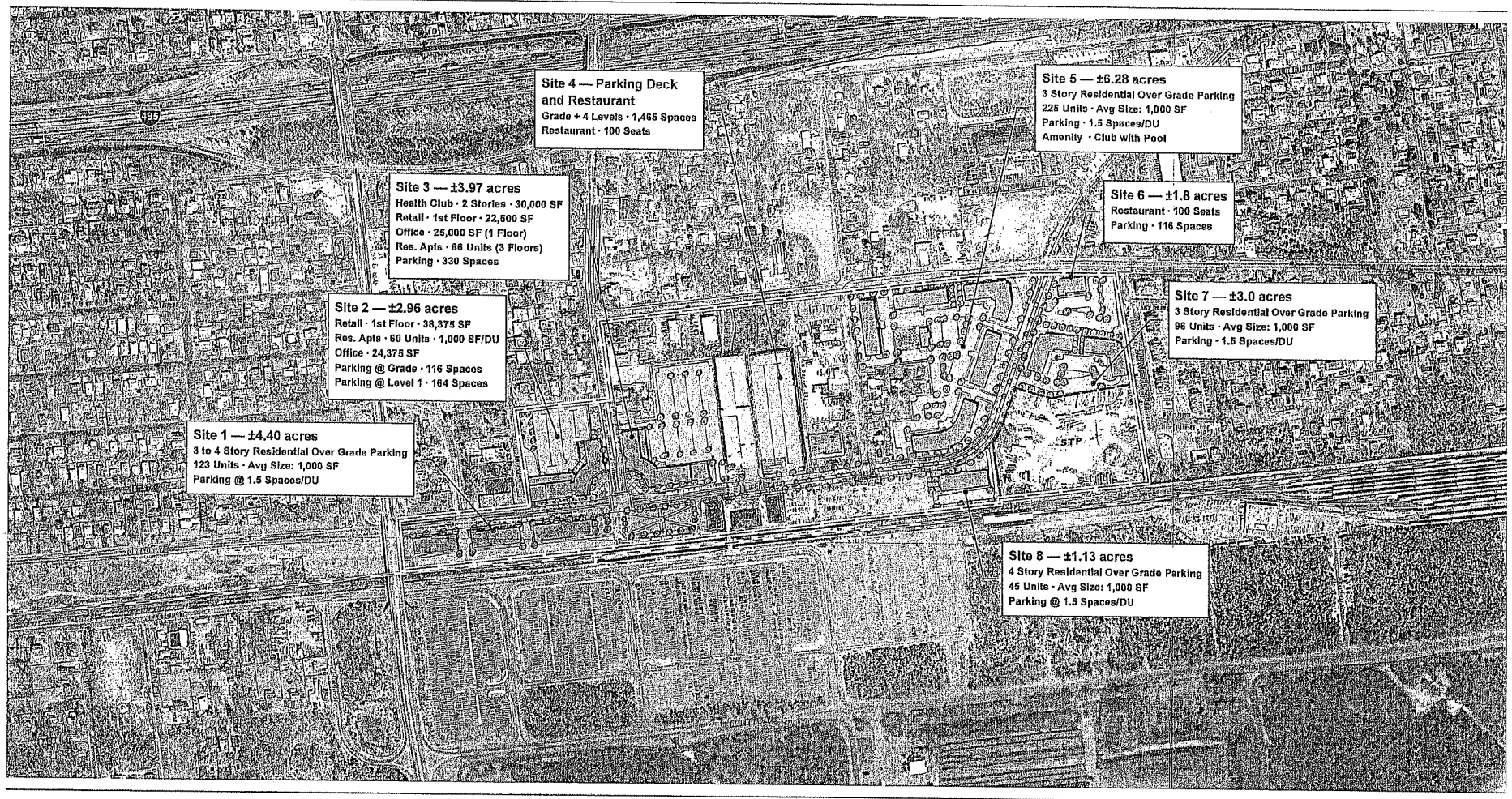


Site Location Map
Ronkonkoma Hub Transit-Oriented Development
Hamlet of Ronkonkoma, Town of Brookhaven
Suffolk County, New York

N

Google Earth © 2010

\\nyi\PROJECTS\27408.02 RONKONKOMA PHASE 3\GIS\project\concept 05-03-2010.mxd



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Draft Land Use Implementation Plan

DRAFT

Prepared for the Town of Brookhaven on May 3, 2010

Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

James L. Tomarken, MD,
MSW, MPH, MBA, FRCPC, FACP
Commissioner
Suffolk County Department of Health Services
225 East Rabro Drive
Hauppauge, New York 11788

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Commissioner Tomarken:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

In accordance with 6 NYCRR §617.4, the Town Board of the Town of Brookhaven has reviewed this proposed action and has preliminarily determined that same is a Type I Action.

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
Paul G. Rogalle, AICP, PTP, TOPS, TSOS, Director
One Independence Hill • Farmingville • NY 11738
Phone (631) 451-6400 • Fax (631) 451-6419 • NY 11738 • www.brookhaven.org

While technically the proposed action (i.e., the adoption of the aforesaid Land Use Plan, TOD District and associated zoning changes) only requires approval from the Town Board of the Town of Brookhaven, development that would take place in accordance with the TOD District (if ultimately adopted) would require other agency approvals (e.g., Suffolk County Department of Health Services, Suffolk County Department of Public Works, Town of Brookhaven Planning Board). In addition, there is the potential that property within the Town of Islip, which adjoins the LIRR – Ronkonkoma Train Station to the south, could also be involved, and the Town Board of the Town of Brookhaven has no jurisdiction over such property. Thus, to ensure comprehensive environmental review and to facilitate proper administration of the State Environmental Quality Review Act process, the Town Board of the Town of Brookhaven is undertaking a coordinated review with all agencies with discretional approval and/or funding authority for development in accordance with the proposed TOD District.

It is the intention of the Town Board of the Town of Brookhaven to declare lead agency status on or about June 15, 2010. Therefore, please review the enclosed materials and advise, in writing, if you have any objection to the Town Board of the Town of Brookhaven serving as lead agency in this matter, no later than 5:00 p.m. on June 14, 2010. If no written objections are received, the Town Board will assume that you have no objections to it serving as lead agency. All communications relating to this matter should be addressed to Paul G. Rogalle, AICP, PTP, Director, Division of Planning, Town of Brookhaven, One Independence Hill, Farmingville, New York 11738, (631) 451-6400.

Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

Mr. Peter A. Scully, Regional Director
New York State Department of Environmental Conservation
SUNY @ Stony Brook
50 Circle Road
Stony Brook, New York 11790-3409

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Mr. Scully:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

The Honorable Phil Nolan, Supervisor
Town of Islip
655 Main Street
Islip, New York 11751

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Supervisor Nolan:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

In accordance with 6 NYCRR §617.4, the Town Board of the Town of Brookhaven has reviewed this proposed action and has preliminarily determined that same is a Type I Action.

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
Paul G. Rogalle, AICP, PTP, TOPS, TSOS, Director
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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

The Honorable Steve Levy, County Executive
Suffolk County
H. Lee Dennison Building
100 Veterans Memorial Highway
Hauppauge, New York 11788-0099

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Honorable County Executive Levy:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

In accordance with 6 NYCRR §617.4, the Town Board of the Town of Brookhaven has reviewed this proposed action and has preliminarily determined that same is a Type I Action.

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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

Honorable William J. Lindsay, Presiding Officer
Suffolk County Legislature
William Rogers Legislature Building
725 Veterans Memorial Highway
Smithtown, New York 11787

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Honorable Legislator Lindsay:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73 ± acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

In accordance with 6 NYCRR §617.4, the Town Board of the Town of Brookhaven has reviewed this proposed action and has preliminarily determined that same is a Type I Action.

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Tullio Bertoli, Commissioner
Division of Planning
Paul G. Rogalle, AICP, PTP, TOPS, TSOS, Director
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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

The Honorable Vincent E. Pascale, Chairperson
Town of Brookhaven Planning Board
One Independence Hill
Farmingville, New York 11738

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Chairperson Pascale:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73 ± acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

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Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

Ms. Helena Williams, President
c/o Elisa Picca, Chief Planning Officer
Metropolitan Transportation Authority – Long Island Railroad
Jamaica Station
Sutphin Boulevard and Archer Avenue
Jamaica, New York 11435

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Ms. Williams:

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While technically the proposed action (i.e., the adoption of the aforesaid Land Use Plan, TOD District and associated zoning changes) only requires approval from the Town Board of the Town of Brookhaven, development that would take place in accordance with the TOD District (if ultimately adopted) would require other agency approvals (e.g., Suffolk County Department of Health Services, Suffolk County Department of Public Works, Town of Brookhaven Planning Board). In addition, there is the potential that property within the Town of Islip, which adjoins the LIRR – Ronkonkoma Train Station to the south, could also be involved, and the Town Board of the Town of Brookhaven has no jurisdiction over such property. Thus, to ensure comprehensive environmental review and to facilitate proper administration of the State Environmental Quality Review Act process, the Town Board of the Town of Brookhaven is undertaking a coordinated review with all agencies with discretional approval and/or funding authority for development in accordance with the proposed TOD District.

It is the intention of the Town Board of the Town of Brookhaven to declare lead agency status on or about June 15, 2010. Therefore, please review the enclosed materials and advise, in writing, if you have any objection to the Town Board of the Town of Brookhaven serving as lead agency in this matter, no later than 5:00 p.m. on June 14, 2010. If no written objections are received, the Town Board will assume that you have no objections to it serving as lead agency. All communications relating to this matter should be addressed to Paul G. Rogalle, AICP, PTP, Director, Division of Planning, Town of Brookhaven, One Independence Hill, Farmingville, New York 11738, (631) 451-6400.

Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
Paul G. Rogalle, AICP, PTP, TOPS, TSOS, Director
One Independence Hill • Farmingville • NY 11738
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

Gilbert Anderson, P.E., Commissioner
Suffolk County Department of Public Works
335 Yaphank Avenue
Yaphank, New York 11980

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Commissioner Anderson:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

In accordance with 6 NYCRR §617.4, the Town Board of the Town of Brookhaven has reviewed this proposed action and has preliminarily determined that same is a Type I Action.

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
Paul G. Rogalle, AICP, PTP, TOPS, TSOS, Director
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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

Ms. Teresa A. Rizzuto, Commissioner of Aviation
Long Island MacArthur Airport
100 Arrival Avenue, Suite 100
Ronkonkoma, New York 11779

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Commissioner Rizzuto:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

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Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
Division of Planning
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

David L. Calone, Chairman
Suffolk County Planning Commission
H. Lee Dennison Building
100 Veterans Memorial Highway
Hauppauge, New York 11788

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Chairman Calone:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

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Tullio Bertoli, Commissioner
Division of Planning
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Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
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Town of Brookhaven
Long Island

Mark Lesko, Supervisor

May 12, 2010

VIA OVERNIGHT CARRIER

Mr. Wayne R. Ugolik, Planning & Program Manager
Region 10, New York State Department of Transportation
State Office Building
250 Veterans Memorial Highway
Hauppauge, New York 11788

Re: Proposed Ronkonkoma Hub Transit-Oriented Development
State Environmental Quality Review Act – Lead Agency Coordination

Dear Mr. Ugolik:

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") for an approximately 53.73 ± acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The northern extent of the proposed TOD is Union Avenue, Village Plaza Drive to the east, County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west, and the railroad tracks of the Long Island Railroad to the south. The proposed action also includes the adoption of the TOD zoning district and the rezoning of the project area to the TOD. Copies of the Part 1 – Environmental Assessment Form, site location map and Draft Land Use Implementation Plan are enclosed.

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Thank you for your cooperation.

Sincerely,

Paul G. Rogalle

Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven

Department of Planning, Environment & Land Management
Tullio Bertoli, Commissioner
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Paul G. Rogalle, AICP, PTP, TOPS, TSOS, Director
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STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)
DETERMINATION OF SIGNIFICANCE

POSITIVE DECLARATION

Notice of Intent to Prepare a Draft Generic Environmental Impact Statement (DGEIS)

This Notice is issued pursuant to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act) and the implementing regulations set forth in 6 NYCRR Part 617.

The Town Board of the Town of Brookhaven ("Town Board"), as lead agency, has determined that the proposed action described below may have a significant effect on the environment and that a Draft Generic Environmental Impact Statement will be prepared.

TITLE OF ACTION: Adoption and implementation of the *Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development.*

SEQR STATUS: Type I

DESCRIPTION OF ACTION: The Ronkonkoma Hub Transit-Oriented Development (TOD) encompasses an approximately 53.73± acre area that includes that portion of the Long Island Railroad's Ronkonkoma Train Station located within the Town of Brookhaven. In order to guide the redevelopment of this area to achieve a number of planning goals, the Town of Brookhaven is preparing a comprehensive land use plan, L*and Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development* (the "*Plan*"), for the TOD which will include a preliminary development layout and land use mix and also identify development opportunity sites. The *Plan* will also include a proposed new zoning district to be added to the Brookhaven Town Code and suggest a number of re-zonings to implement the *Plan.*

PROJECT LOCATION: The project area includes multiple tax map parcels and is bounded by Union Avenue to the north; Village Plaza Drive to the east; the Long Island Railroad ("LIRR") tracks (Ronkonkoma Branch) to the south; and County Road 29 (Ronkonkoma Avenue), Garrity Avenue, and Hawkins Avenue to the west; in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York.

REASONS SUPPORTING THIS DETERMINATION:

The Town Board, in reviewing the scope of the proposed action in accordance with SEQR Parts 617.3 and 617.6, using the available information and comparing it with the thresholds set forth in Part 617.4, has determined that the proposed action is a Type I action. A coordinated review for a Type I action involving more than one agency was completed on June 15, 2010, as set forth in SEQR Part 617.6 (b), in order to inform and allow other regulatory agencies to participate in the decision making process. The Town Board, as Lead Agency and after review and analysis of this project's scope, the issues and areas of environmental concern identified and as enumerated

below, the criteria contained in Part 617.7 and other supporting information finds that the proposed action may have a significant effect upon the environment and that a Draft Generic Environmental Impact Statement (DGEIS) should be prepared.

SCOPING: Formal public scoping will not be conducted.

Significant impacts to the environment are anticipated, including:

1. The proposed re-zonings would allow for redevelopment of the area with mixed uses and would result in multi-phased developments over a long duration which could cause potential adverse impacts during construction.

2. The redevelopment of the area would require the construction of a sewage treatment plant and the possible creation of a sewer district which could potentially adversely impact groundwater quality. Analysis of the required capacity, the proposed siting location, and consistency with current studies, including the Suffolk County Sewer District Capacity Study, Capital Project No. 8185, must be performed to ensure protection of groundwater resources.

3. Redevelopment may increase the extent of impervious surfaces (e.g., buildings, parking areas and driveways) and alter the existing drainage pattern within the TOD area which could potentially cause adverse impacts relating to stormwater runoff and drainage.

4. The proposed re-zonings and redevelopment of the area could result in increased water usage and thus cause potential adverse impacts related to water supply.

5. Implementation of the *Plan* would increase the number of visitors to the TOD area which would result in an increase number of vehicles traveling to the site; this could potentially adversely impact both transportation and air quality.

6. Because the TOD area includes the LIRR tracks, there is a potential for adverse noise impacts.

7. The implementation of the *Plan* will cause a change in the types and intensity of land uses which could potential adversely impact community character and transportation.

8. Changes in the visual character of the area resulting from the proposed rezoning

and the redevelopment of the area in accordance with the proposed TOD Code could cause potentially adverse visual impact.

9. The implementation of the *Plan* could have adverse economic impacts, adversely impact emergency service providers, including fire, ambulance, and police services by increasing the demand for these services, and adversely impact the school district.

10. The redevelopment of the area by increasing the demands on utility providers, including the Long Island Power Authority and National Grid could adversely impact the availability of these services.

REVIEW AGENCY: **The Town Board of the Town of Brookhaven**

CONTACT PERSON: Paul G. Rogalle, AICP, PTP
Director, Division of Planning

ADDRESS: Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

TELEPHONE NO.: (631) 451-6400
EMAIL: progalle@brookhaven.org

A COPY OF THIS NOTICE HAS BEEN SENT TO:

Mr. Peter A. Scully, Regional Director
New York State Department of Environmental Conservation
SUNY @ Stony Brook
50 Circle Road
Stony Brook, New York 11790-3409

Honorable William J. Lindsay, Presiding Officer
Suffolk County Legislature
William Rogers Legislature Building
725 Veterans Memorial Highway
Smithtown, New York 11787

The Honorable Steve Levy, County Executive
Suffolk County
H. Lee Dennison Building
100 Veterans Memorial Highway
Hauppauge, New York 11788-0099

The Honorable Vincent E. Pascale, Chairperson
Town of Brookhaven Planning Board
One Independence Hill
Farmingville, New York 11738

The Honorable Phil Nolan, Supervisor
Town of Islip
655 Main Street
Islip, New York 11751

Ms. Helena Williams, President
c/o Elisa Picca, Chief Planning Officer
Metropolitan Transportation Authority – Long Island Railroad
Jamaica Station
Sutphin Boulevard and Archer Avenue
Jamaica, New York 11435

James L. Tomarken, MD,
MSW, MPH, MBA, FRCPC, FACP
Commissioner
Suffolk County Department of Health Services
225 East Rabro Drive
Hauppauge, New York 11788

Gilbert Anderson, P.E., Commissioner
Suffolk County Department of Public Works
335 Yaphank Avenue
Yaphank, New York 11980

David L. Calone, Chairman
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Ronkonkoma, New York 11779

Mr. Wayne R. Ugolik, Planning & Program Manager
Region 10, New York State Department of Transportation
State Office Building
250 Veterans Memorial Highway
Hauppauge, New York 11788

Town of Brookhaven:
Timothy P. Mazzei, Councilman, District 5
Tullio Bertoli, Commissioner, PELM
Brenda Prusinowski, AICP, Dep. Commissioner, PELM
John Turner, Director, Division of Environmental Protection
Jeffrey Kassner, Asst. Director, Division of Environmental Protection

This Notice has also been forwarded for publication in the Environmental Notice Bulletin

ADOPTED

BY THE BROOKHAVEN TOWN BOARD

RESOLUTION NO. 2010-860
MEETING: AUGUST 17, 2010

ADOPTION OF SEQRA POSITIVE DECLARATION IN CONNECTION WITH THE LAND USE AND IMPLEMENTATION PLAN FOR THE RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT PROJECT

WHEREAS, the Town Board is presently considering implementing Transit Oriented Development (TOD) at the Ronkonkoma Hub which encompasses an approximate 53.73± acre Study Area, including a portion of the Long Island Railroad's Ronkonkoma Train Station which lies within the Town of Brookhaven; and

WHEREAS, the Town of Brookhaven is preparing a "Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development" (the "Plan") in order to guide redevelopment and implementation of a TOD in the Study Area; and

WHEREAS, this Plan also incorporates implementation strategies which may include local laws or ordinances establishing new zoning districts and recommended changes of zones to existing parcels; and

WHEREAS, the Town Board as the SEQRA lead agency has determined that the adoption of the proposed Plan and its implementation may have a significant impact on the environment and that a Generic Environmental Impact Statement (GEIS) should be prepared;

NOW THEREFORE BE IT RESOLVED, that the Town Board of the Town of Brookhaven as Lead Agency hereby adopts the Positive Declaration, attached

hereto, for the "Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development" requiring the preparation of a Generic Environmental Impact Statement (GEIS) to address all relevant environmental issues.

SUFFOLK COUNTY LEGISLATURE

RECEIVED

PLANNING DIVISION

WILLIAM J. LINDSAY, PRESIDING OFFICER

May 26, 2010

Mr. Paul G. Rogalle, Director
Town of Brookhaven
Division of Planning
One Independence Hill
Farmingville, New York, 11738

Dear Mr. Rogalle:

I am in receipt of your letter dated May 12, 2010 concerning the proposed Ronkonkoma Hub Transit Oriented Development (TOD) which is to be situated within my legislative district. I greatly appreciate the opportunity to review this undertaking which is bound to have a significant effect on a large number of my constituents.

I applaud the concept of transit oriented development and greatly admire the breadth and scope of this particular application of TOD which is seen by many to be a new way forward for Long Island.

As part of my attempt to better understand the complexity of this project, which I understand will cover some 54 acres and may involve the Metropolitan Transportation Authorty as well as the Town of Islip, I would like to ask if you would be so kind as to provide sufficient time to brief myself and members of my staff.

Insofar as your wish to have Brookhaven declared lead agency in this matter: I have no objection to that. I look forward to meeting with you at your earliest convenience.

Very truly yours,

William J. Lindsay

William J. Lindsay, Presiding Officer
SUFFOLK COUNTY LEGISLATURE

WJL:ma

WILLIAM H. ROGERS LEGISLATURE BUILDING ■ P.O. BOX 6100 ■ HAUPPAUGE, NEW YORK 11788 ■ 631-853-4088 FAX 631-853-4071

Jamaica Station
Jamaica, NY 11435-4380
718 558-8252 Tel
718 657-9047 Fax

Helena E. Williams
President

Long Island Rail Road

June 14, 2010

VIA FACSIMILE AND REGULAR MAIL
Mr. Paul Rogalle
Director, Division of Planning
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Re: Ronkonkoma Hub Transit-Oriented Development (TOD) Study
State Environmental Quality Review Act - Lead Agency Coordination

Dear Mr. Rogalle:

I am writing in response to your letter regarding the Town's intention to become lead agency, under SEQRA, for the proposed action that includes adoption of a Land Use Plan and a TOD District (with associated zoning changes) within the area that includes Long Island Rail Road's (LIRR) Ronkonkoma Station. As an active stakeholder in this process, the LIRR appreciates the Town's proactive approach in coordinating this action to ensure the broadest input into the process. In this regard, the LIRR has no objections to the Town declaring itself as lead agency for this action.

In addition, I would like to thank you and Tullio Bertoli, Planning Commissioner, for your recent (April 6) briefing of LIRR and MTA staff on the Town's conceptual plans for the Ronkonkoma Station TOD District. My staff has informed me that the plans for the Station area have many compelling features including the creation of a pedestrian-oriented environment that would provide a high level of amenity for local residents and LIRR customers. We feel that this plan could ultimately complement the investment made in the 1990's that created the new Ronkonkoma Station, public plaza and retail uses.

Going forward, the LIRR understands that there will be additional opportunities to comment on the proposed TOD District (i.e., through the Town's generic Environmental Impact Statement process). In the meantime, I would like to share the following thoughts regarding the Draft Land Use and Implementation Plan included in your letter:

- As you know, the LIRR is planning for future expansion to Grand Central Terminal (GCT) in 2016 and, as a result, anticipates increased levels of both electric and diesel train service and greater customer demand at the Ronkonkoma Station. Given these expected increases in service and

customer demand, the LIRR is currently evaluating potential fleet and infrastructure alternatives to meet this demand, including more robust connecting services for diesel customers at Ronkonkoma Station. As a result, residential development immediately adjacent to the LIRR tracks may not be practical. In addition, the draft Ronkonkoma Hub Transit Oriented Development Study dated September 2008 noted that the MTA parcels have limited depth, which constrains the location of buildings, their setbacks and the location of parking. Future infrastructure investments may further limit some of this space.

- Development on existing surface lots will necessitate the provision of replacement parking.
- Any property owned by the MTA LIRR is subject to disposition according to Public Authorities Law, Section 2897.

Once again, the LIRR appreciates the opportunity to be part of this process and looks forward to working with the Town on the next phase of this exciting initiative.

Sincerely,

Helena E. Williams
President

cc: Tullio Bertoli
Elisa Picca
Robert Paley

COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PLANNING

THOMAS A. ISLES, A.I.C.P.
DIRECTOR OF PLANNING

July 27, 2009

Paul Rogalle, AICP, Director of Planning
Town of Brookhaven
1 Independence Hill
Farmingville, NY 11738

Dear Mr. Rogalle:

Thank you for the referral of the Ronkonkoma Hub Transit-Oriented Planning Study dated March 2009. We appreciate the opportunity to continue to participate in this regionally significant planning study.

We note at the outset that Appendix A includes a copy of our previous comment letter dated November 13, 2008 which was prepared in response to Phase II of the study. However, it does not appear that any of the comments included within our previous correspondence have been addressed within the study. Previously, we recommended that the Town consider amending the study boundary to include relevant portions of the Town of Islip, particularly the railroad parking areas that are critical to adequately analyzing land use issues within the Hub. Of course this should be done with the support of the Town of Islip.

In addition, we recommended that the study include data to support the underlying assumption that increased densities within the Hub would reduce dependence on driving and improve environmental quality. We also mentioned that it was unclear how the stated goal of "redirecting" growth from outside the region to the Hub would be accomplished absent a Transfer of Development Rights (TDR) program or some other density shifting tool. We respectfully refer you to our previous correspondence for a complete review of our previous comments.

It is also important to note that the adoption of a land use plan such as the Ronkonkoma Hub Transit-Oriented Planning Study is subject to referral to the Suffolk County Planning Commission pursuant to GML 239 prior to adoption.

LOCATION
H. LEE DENNISON BLDG. - 4TH FLOOR
100 VETERANS MEMORIAL HIGHWAY

MAILING ADDRESS
P. O. BOX 6100
HAUPPAUGE, NY 11788-0099

(631) 853-5191
TELECOPIER (631) 853-4044

We once again thank you for the opportunity to comment on the Town's Planning efforts within the Ronkonkoma Hub and look forward to continued cooperation with the Town as you move forward.

Sincerely,

Thomas A. Isles, Director
Department of Planning

TAI:ce

cc: Dan Gulizio, Deputy Director
Andy Freleng, Chief Planner

LOCATION
H. LEE DENNISON BLDG. - 4TH FLOOR
100 VETERANS MEMORIAL HIGHWAY

MAILING ADDRESS
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COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PLANNING

THOMAS A. ISLES, A.I.C.P
DIRECTOR OF PLANNING

RECEIVED
JUN 08 2010
PLANNING DIVISION

June 4, 2010

Town of Brookhaven
1 Independence Hill
Farmingville, New York 11738
Att: Mr. Paul G. Rogalle, AICP, PTP
Director, Division of Planning

Re: Ronkonkoma Hub
S.C.P.C. No.: LS-G-2171

Dear Mr. Rogalle:

Your notification for SEQRA Coordination was received by our agency on May 21, 2010.

Please be advised that our agency, the Suffolk County Planning Commission, has no objection to the Town of Brookhaven assuming Lead Agency status for the above referenced.

The Suffolk County Planning Commission reserves the right to comment on this proposed action in the future and wants to be kept informed of all actions taken pursuant to SEQRA and to be provided with copies of all EAF's, DEIS's and FEIS's, etc. Please note that prior to final approval, any action relative to the plan should be referred to the Suffolk County Planning Commission for review.

Enclosed for your review are prior comment letters from this department relative to the Ronkonkoma Hub.

Sincerely,

Andrew P. Freleng
Chief Planner

APF:ds

Enc.

LOCATION
H. LEE DENNISON BLDG. - 4TH FLOOR
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STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PLANNING

THOMAS A. ISLES, A.I.C.P.
DIRECTOR OF PLANNING

November 13, 2008

Paul Rogalle, AICP, Director of Planning
Town of Brookhaven
1 Independence Hill
Farmingville, NY 11738

RE: Ronkonkoma Hub Transit-Oriented Planning Study – Phase II

Dear Mr. Rogalle:

Thank you for the opportunity to comment on the Town's Ronkonkoma Hub Transit-Oriented Planning Study. The analysis of land use and transportation issues associated with the area surrounding the Ronkonkoma train station is an important effort. The Town should be applauded for its efforts to address this regional resource and to include a broad array of stakeholders through its open and inclusive process.

As a follow-up to previous Municipal Stakeholder's meetings, and in response to the Draft Phase II Plan, please find below comments prepared by the Suffolk County Department of Planning associated with the Phase II portion of the study.

Study Boundary:
Although the study process is well underway, we encourage the town to seek a similar planning effort on the Islip portion of the Hub Development Zone. We would be pleased to assist in coordinating such an effort.

Overview:
A fundamental assumption underlying the study is that the development of high density mixed-use transit-oriented developments will decrease dependence on driving, reduce trip generation, promote a more efficient use of land and therefore enhance environmental quality. The study should include objective analysis from similarly sized transit-oriented developments which demonstrate this principle. Evidence should be presented which also demonstrates that the increases in development density will be offset by decreases in traffic and trip generation. Merely asserting that a percentage of residents will avail themselves of public transportation is not sufficient to support the conclusions that traffic within the Hub will decrease and environmental quality will be enhanced.

The study makes little or no mention of sewers and assumes that sewers will not be an impediment to growth. This assumption should be clarified.

Study Goals:
The goals of the study include redirecting growth to areas already served by infrastructure, expanding

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transportation choices to enhance environmental quality, reducing vehicle trips around the station, supporting local businesses and enhancing the tax base for the Town and the region to support the variety of taxing districts.

It is unclear how these goals will be accomplished.

- The study proposes to "increase" development within the Hub but it does not "redirect" growth from outside the region. Inclusion of a transfer of development rights (TDR) program which would "redirect" growth from outside the Hub to within the Hub makes sense but there is no recommendation for a TDR program within the study.

- It is unclear how increasing development within the study area increases transportation choices or enhances environmental quality. Increased densities of development may simply result in an increase in trip generation within the study area. The study should provide documentation to support these assertions in light of the stated goal of reducing vehicle trips around the station.

- According to the Phase I Report, overall vacancy rates within the study are low. However, vacancy rates in close proximity to the train station are significant. Recommendations within the study include an expansion of this commercial base by up to 68,000 square feet. Potential impacts to existing vacancy rates resulting from proposed increases in the amount of commercial development should be addressed in light of the stated goal of supporting local businesses.

- The study recommends the rezoning of existing industrial properties in favor of high density residential development while at the same time seeking to 'enhance the tax base." The Town of Brookhaven has little of its current land use zoned or used for industrial development due to a pattern of rezoning to both residential and retail uses over the years. The elimination of additional industrial tax base should be carefully considered in light of the stated goal of enhancing the tax base.

Residential Development:
The study estimates that there will be an increase of approximately 8,795 new households within Suffolk County by 2017 based upon projections from ESRI Business Information Solutions. It further projects that five percent (5%) of this growth will be captured within the Hub and ten percent (10%) of this growth will be captured within the Towns of Brookhaven and Islip.

These projections should be evaluated and the assumption that five percent (5%) of the growth will be captured within the Hub should be documented.

- The study "assumes" that the "majority of demand for new housing will emerge from residents of local jurisdictions." The study quotes the Urban Land Institute (ULI) that "as a rule of thumb, between 50 to 75 percent of the buyers or renters in a new development come from the local community." This information should be better documented and supported.

- The study indicates that the Hub can accommodate approximately 688 additional housing units provided an average density of 17 units per acre is considered. This information should be carefully considered with respect to potential impacts to existing infrastructure including roads and sewers. It is noted that the study also identifies Level of Service (LOS) concerns along existing roadways within the study area under current conditions.

- Additional housing development within the Hub should also be considered in context with the town's overall housing policies and trends within both the Town and region.

Opportunity Sites:
The study identifies approximately 40 acres of property that could be redeveloped as "opportunity sites." However, the accompanying map includes approximately 68 acres of property within the Hub considered as appropriate for redevelopment. This inconsistency should be addressed.

Concept Plans:
The concept plans contained within the study include 31-74 additional housing units along with 43,000-68,000 square feet of additional commercial space.

It is unclear how the goal of an additional 688 housing units would be met. In addition, in light of existing vacancy rates within the vicinity of the train station, potential impacts to existing vacancy rates should be carefully considered prior to the development of additional commercial space.

The concept plans call for 4-5 level parking structures along with significant increases in density. The capacity of existing infrastructure to accommodate the proposed increased densities along with its compatibility with existing development patterns should be carefully considered.

Conclusion:
When used properly, Transit-Oriented Developments (TODs) are a valuable tool in curbing suburban sprawl and its associated impacts. However, to be effective, TODs must incorporate a Transfer of Development Rights (TDR) program in order to properly "redirect" growth from outlying regions to transit hubs. The failure to include a TDR component risks the creation of high density developments, along with their associated impacts, without the intended benefits of open space preservation, traffic reduction and the containment of suburban sprawl.

In general, clearer documentation is needed in order to support the study's underlying assumption that high-density transit-oriented, mixed-use developments will reduce traffic within the Hub and achieve the other above referenced goals of the study.

Thank you once again for the opportunity to comment on Phase II of the Ronkonkoma Hub Transit-Oriented Planning Study. The Town should be commended for its efforts to address this valuable regional resource as well as for its open and inclusive study process. We welcome the opportunity to continue to work with the Town as it moves forward with its efforts.

Sincerely,

Thomas A. Isles, Director
Department of Planning

TAI:ce

cc: Gene Murphy, Commissioner, Town of Islip, Dept of Planning
Dan Gulizio, Deputy Director, SC Planning Dept
Andy Freleng, Chief Planner

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COUNTY OF SUFFOLK

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AUG 02 2010
PLANNING DIVISION

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

THOMAS LAGUARDIA, P.E.
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

LOUIS CALDERONE
DEPUTY COMMISSIONER

July 29, 2010

Mr. Paul G. Rogalle, AICP, PTP
Director, Division of Planning
Town of Brookhaven
Department of Planning, Environment
& Land Management
One Independence Hill
Farmingville, NY 11738

Re: **Proposed Ronkonkoma Hub Transit-Oriented Development**
State Environmental Quality Review Act –
Lead Agency Coordination

Dear Mr. Rogalle:

Please refer to your May 12, 2010 letter regarding Lead Agency Status for the proposed Ronkonkoma Hub Transit – Oriented Development in Ronkonkoma.

This Department has no objection to the Town assuming lead agency status for this project.

This Department's acceptance of the Town as lead agency , pursuant to Part 617, Article 8 (SEQRA), in no way waives the County's right pursuant to 239f of the General Municipal Law and Section 136 of the Highway Law.

Please forward us copies of any future site plans, Environmental Impact Statements or Traffic Impact Studies for this development for our review.

If you have any questions kindly contact this office at 852-4100.

Very truly yours,

William Hillman, P.E.
Chief Engineer

By: _____
Daniel Dresch
Director of Traffic Engineering

DD:RR:ln

Land Use and Implementation Plan

Appendix B

August 2010

Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan

Town of Brookhaven

prepared for

Town of Brookhaven
Town Board
Farmingville, NY

prepared by

VHB *Engineering, Surveying and Landscape Architecture, P.C.*
Hauppauge, NY

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A. Market Analysis

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Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan

Introduction

The following presents the Draft Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development ("TOD") project. The Town of Brookhaven (the "Town") has conducted a planning study to evaluate the redevelopment and revitalization of the 53.73±-acre area surrounding Ronkonkoma Station on the Long Island Railroad ("LIRR") Ronkonkoma Branch (the "TOD District area"). Through the use of implementation tools such as rezoning and economic incentives (e.g., special districts, expedited permit approval), the Town's vision is to encourage pedestrian-friendly, transit-oriented development with higher densities and a mix of uses, including new housing opportunities, and retail and office uses that support and make efficient use of the existing transportation infrastructure in the area, specifically the LIRR train station.

The following Plan provides an overview of the Ronkonkoma Station, the background and history of the planning process the Town previously embarked on and includes an overview of the recommended TOD as a planning tool. The Plan also describes the proposed TOD District and form-based code ("FBC") zoning as an instrument to realizing the community vision. Also discussed is the development of the Theoretical Full Build Plan—a potential redevelopment option that illustrates the overall type and level of development that could take place with the application of the proposed rezoning and to evaluate potential environmental impacts in accordance with the State Environmental Review Quality Act ("SEQRA").

Lastly, as part of the implementation strategy, the Plan presents the Town process for implementing new land use legislation designed to result in the revitalization of the area surrounding the Ronkonkoma train station through TOD as well as various economic development programs. The Plan relies on data, assumptions and conceptual plans developed in Phase 2 of the Ronkonkoma Hub Transit-Oriented

Planning Study, dated March 2009,[1] (hereinafter referred to as the "Ronkonkoma Hub Planning Study") as well as a revised, more detailed market analysis conducted in August 2010.[2]

Background and History

This section provides an overview of Ronkonkoma Station, an overview of transit-oriented development as a revitalization tool, and an overview of FBC zoning as an implementation tool. This section also summarizes the Ronkonkoma Hub Planning Study (Phases 1 and 2). Phase 1 of this study, which documented existing conditions and identified potential opportunity sites for transit-oriented development, was completed in April 2008. Phase 2 was completed in March 2009 and generated a long-term vision and implementation strategy for the revitalization of the study area.

Overview of Ronkonkoma Station

Ronkonkoma Station is located approximately 50 miles east of Penn Station in Manhattan on the Ronkonkoma Branch of the LIRR, which begins at Hicksville and runs east to Greenport. Refer to Figure 1 for a map of the LIRR system. Ronkonkoma Station is one of the busiest suburban stations in the entire LIRR system serving approximately 14 million riders annually second to Babylon.[3] Since 1987, it has served as the eastern terminus of the electrification of the Main Line. A weekly schedule includes 30 westbound trains and 33 weekday eastbound trains with a 66- to 85-minute ride to Penn Station.[4] The Station also functions as a major multi-model transportation hub which serves Suffolk County Transit bus routes S57, S59, 6A, 7A. There are shuttle bus connections to/from MacArthur Airport and local taxi service provided at the Station as well.

Ronkonkoma Station originally opened in 1883 as the Lakeland Depot. It underwent major renovation/expansion in 1997, including a new station house, clock tower, plaza, pedestrian bridge, and parking garage. In 2010, surface parking improvements were implemented on the east side of the Station.

1 *Ronkonkoma Hub Transit-Oriented Development Planning Study*, prepared for the Town of Brookhaven, prepared by VHB, Inc., March 2009.

2 *Market Analysis: Ronkonkoma Hub Transit-Oriented Land Use & Implementation Plan and GEIS*, prepared for the Town of Brookhaven, prepared by BBP & Associates, LLC, August 2010.

3 Metropolitan Transit Authority, *MTA Financial Plan and Proposed LIRR Reduction Reductions Supplemental Information*, 2010. (website: http://www.mta.info/news/pdf/LIRR_Supplemental_Info.pdf)

4 According to the MTA schedule as of August 2009. (website: http://mta.info/lirr/html/ttn/ronkonko.htm)

Figure 1
Locational Map of Ronkonkoma Station

■

Ronkonkoma Hub Transit-Oriented Planning Study

In 2007, the Town of Brookhaven embarked upon a two-phased planning study aimed at revitalizing a multi-block area around the Ronkonkoma Hub. The goal was to develop a vision that supports compact, mixed use, transit-oriented redevelopment (described further below). The outcome of the planning study, known as the Ronkonkoma Hub Planning Study, was a long-term development strategy that established clear and predictable guidance for the revitalization of the area.

Phase 1, completed in April 2008, focused on documenting existing conditions and identifying potential opportunity sites for transit-oriented development. Subsequently, Phase 2 of the study, which was completed in March 2009, built upon the work completed in Phase 1 to generate a long-term vision and implementation strategy aimed at providing guidance to all interested parties on potential future development around the Station. The outcome of the Ronkonkoma Hub Planning Study is a long-term development strategy that establishes clear and predictable guidance for the revitalization of the area.

Key goals of the Ronkonkoma Hub Planning Study included:

- Promote quality and healthy communities;
- Redirect growth to areas already served by existing infrastructure;
- Expand transportation choices to enhance environmental quality;

- Reduce vehicle trips around the station;
- Support compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment;
- Create a sense of place;
- Support local businesses;
- Create housing choices;
- Explore reverse commute opportunities; and
- Enhance the tax base for the Town and the region to support the variety of taxing districts.

Public meetings were held to gather input from local government, residents, businesses and other stakeholders throughout the planning study, including the development of a vision for the Ronkonkoma Station. Table 1 lists the multiple public meetings held throughout the development of the Ronkonkoma Hub Planning Study under both Phases 1 and 2 (described further below).

Table 1
Public Meetings

Meeting	Date
Stakeholder Meeting	October 18, 2007
Local Stakeholders and Civic League	November 7, 2007
Public Information Meeting	January 17, 2008
Stakeholder Meeting	June 16, 2008
Public Information Meeting	September 18, 2008

Overview of Transit-Oriented Development

Transit-Oriented Developments, or TODs, are mixed-use, higher density communities that encourage people to live, work and shop near transit services, and decrease their dependence on driving. They promote the creation or enhancement of walkable communities centered around high-quality public transportation systems. Components of transit-oriented design include: walkability; having a train station as a prominent feature within the community; being a regional node containing a mix of uses including residential, office, retail and civic uses; and high-density, high-quality development within a 10-to-15-minute walk surrounding the train station. (Refer to Figure 4 for images of examples of successful TOD projects comparable to the Ronkonkoma Hub).

Since World War II, Long Island has experienced significant sprawl-like development where most residents drive to work, shop, and recreation resulting in traffic congestion and poor air quality. Long Island is currently designated by the U.S. Environmental Protection Agency as a “non-attainment” area for ozone, a primary component of smog. With its extensive service throughout Long Island and high ridership, the LIRR creates multiple opportunities to apply TOD principles, thus reducing traffic congestion and air pollution.

According to the Urban Land Institute,[5] the following ten key principles help ensure the development of successful livable pedestrian-scale communities that promote increased transit ridership and dependency on single-occupancy vehicles, thereby, reducing traffic congestion:

1. Make it Better with a Vision
2. Apply the Power of Partnerships
3. Think Development When Thinking About Transit
4. Get the Parking Right
5. Build a Place, Not a Project
6. Make Retail Development Market Driven, Not Transit Driven
7. Mix Uses, but Not Necessarily in the Same Place
8. Make Buses a Great Idea
9. Encourage Every Price Point to Live around Transit
10. Engage Corporate Attention

In addition to having a transit system (either planned or existing) supported by a growing ridership and/or adequate funding, a fundamental element to the success of TOD is a variety of housing types for a mix of income levels. Because people of all income levels use public transit, the most successful TOD projects provide diversity in housing options.

Phase 1 of the Ronkonkoma Hub Planning Study

The study area for the Ronkonkoma Hub Planning Study, as identified in Phase 1, encompassed 181± acres of land and was generally defined by the LIRR rail line to the south, Express Drive South (LIE South Service Road) to the north, Bay Avenue to the west and Babcock Avenue to the east. Refer to Figure 2 for the study area boundaries and existing land uses, as identified by Phase 1 of the planning study.

This initial phase of work included: a site tour, data assembly and review; meetings; creation of goals and objectives; analysis of existing zoning, multi-family housing demand, parking, building space, and transportation infrastructure; and preliminary analysis of the development potential for priority development sites. A questionnaire was distributed during Phase 1 that sought opinions from both the residents and riders of the LIRR.

[5] R. Dunphy, D. Myerson, M. Pawlukiewicz, *Ten Principles for Successful Development Around Transit*, Urban Land Institute, 2003.

Figure 2
Ronkonkoma Hub Planning Study: Study Area and Existing Land Uses

Phase 2 of the Ronkonkoma Hub Planning Study

With input from local government, residents, businesses and other stakeholders, Phase 2 of the Ronkonkoma Hub Planning Study conducted case studies of existing successful TOD projects, identified TOD opportunity sites and included zoning recommendations, identification of transportation improvements, financial implications, and concept plans. Figure 3 shows the TOD opportunity sites that were identified during the planning process.

Figure 3
Ronkonkoma Hub Planning Study: TOD Opportunity Sites

Also as part of Phase 2, a Vision Plan was developed that called for the transformation of Railroad Avenue into a community "Main Street" with mixed-use buildings that define the street edge. In addition, the Vision Plan included pedestrian amenities such as small plazas at key intersections and streetscape improvements along both sides of Railroad Avenue. Parking was placed at the rear of or internal to these sites to enable new development to front the street. Finally, the Vision Plan called for a mix of housing, retail, recreation and office space.

The highlights of that Vision Plan included:

- Public plazas at key intersections to provide public spaces for pedestrians and help activate the street;
- Streetscape enhancements including sidewalks, signage, lighting and landscaping along Railroad Avenue, Mill Road and Hawkins Avenue;
- Orient buildings towards the street edge along Railroad Avenue and Hawkins to help define the "Main Street" character;
- Parking at the rear or interior of lots and seek opportunities for shared parking;
- Active pedestrian-oriented uses on the ground floor, particularly along Railroad Avenue between Garrity Avenue and the Station;
- New development on the MTA "bus loop" site;
- Buildings up to 5 stories on Railroad Avenue, up to 4 stories on Mill Road and up to 2.5 stories on Union Avenue;
- Streetscape enhancements to the Station plaza;
- Mix of uses on upper floors;
- Buildings oriented toward the street edge along Mill Road;
- Multi-family buildings oriented toward amenities such as parks or plazas;
- Residential unit types mixed within development sites; and
- Pedestrian connections to Fairfield residential apartments.

The Vision Plan accommodated approximately 430 residential units and approximately 132,000 square feet of office and retail space.

In addition to the land use goals, the Ronkonkoma Hub Planning Study identified numerous opportunities to enhance the streetscape and roadways to improve the public realm and plan for the anticipated growth in development within the study area. Roadway and other streetscape goals included the following:

- Potential new intersection treatment at Railroad and Hawkins Avenues;
- Potential roadway and streetscape improvements to Railroad Avenue, Mill Road, Union Street, and Hawkins Avenue;
- Streetscape amenities along Railroad Avenue including sidewalks, street trees, lighting, plazas, and landscape improvements at key intersections;
- Implement bike route connections along Railroad Avenue and Mill Road and Union Avenue; and
- Bike storage at the Train Station.

Phase 2: TOD Zoning Recommendations

Based on TOD case studies evaluated as part of Phase 2, as shown in Figure 4, a typical TOD concept includes a ten-minute walk radius. At the time of preparation of Phase 2 of the Ronkonkoma Hub Planning Study, such a radius was drawn around the Ronkonkoma Hub as a framework for a potential TOD zoning district, which captured sections of established residential neighborhoods. The intent was that this preliminary district would include the principles of TOD and encompass the land use and urban design features associated with TOD such as, the allowance of higher density housing and taller building heights, including a mix of uses.

Subsequent to the Ronkonkoma Hub Planning Study, the TOD district was refined further (reduced from 181± acres to 53.73± acres) to exclude the areas of well-established single-family residential uses and include the core TOD area consisting of the most severely underutilized and underdeveloped parcels with existing compatible land uses (i.e., commercial) as the intent of the action is not to redevelop thriving residential communities. Additionally, the refined 53.73±-acre TOD District area is based on an updated market study that determined what could ultimately be supported in the area.

Figure 4
Ronkonkoma Hub Planning Study: TOD Case Studies

Phase 2: Transportation-Related Infrastructure

The Ronkonkoma Hub Planning Study identified the need for transportation-related infrastructure improvements, including capacity enhancements at intersections and

the installation/upgrade of traffic signals or construction of roundabouts, and/or other traffic controls, as deemed appropriate. Traffic calming elements, sidewalks and other pedestrian-friendly features, were recommended to create a walkable community and reduce automobile trips. The following is a list of issues and potential improvements that were identified as having an effect on the extent of transportation-related infrastructure improvements:

- A direct link from the Ronkonkoma Station to MacArthur Airport through the airside of the Airport, by either bus rapid transit or light rail, while beneficial, was deemed unlikely due to construction costs, security concerns and FAA safety issues.
- An enhanced shuttle service should have attractive, user-friendly, clean fuel vehicles with frequent service and extended hours in order to attract ridership.
- An enhanced shuttle service could be expanded to also connect to other nearby destinations to further promote ridership.
- Multi-level parking decks should be considered as a way to improve efficiency and overall security
- Paid parking should be considered as a way to increase ride sharing and reduce the use of Single Occupancy Vehicles
- Opportunities within the Town of Islip for newly-constructed shared parking should be explored if appropriate agreements can be implemented with Suffolk County and the MTA.

Proposed TOD District

The proposed TOD District as a FBC zoning code is a tool the Town is developing to implement the Vision detailed in the Ronkonkoma Hub Planning Study.

The TOD District area being considered for rezoning encompasses a 53.73±-acre area, which is comprised of 54 individual parcels within the Town of Brookhaven. The boundaries of the TOD District area is established by the Brookhaven, NY Building Zone Map, as or hereafter amended. The proposed TOD District zoning code is a hybrid among FBC, design guidelines and zoning ordinance. The TOD District zoning establishes objectives, policies, and standards to promote orderly development and redevelopment within the Ronkonkoma TOD District for purposes of encouraging high density mixed-use development, housing, retail, and office uses.

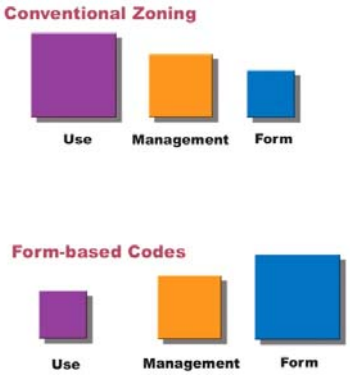
The following section provides an overview of FBC zoning, a description of the elements of the proposed TOD District, including the regulating plan and other plans that support the code.

■

Form-Based Code Zoning

The key goal of FBC zoning is to meet community visions not achievable through existing or conventional zoning. Form-based code zoning is different from conventional zoning in that it emphasizes building form and appearance rather than specifying and distinguishing uses or establishing set back, building height, or lot coverage restrictions. Figure 5 illustrates this difference.

Figure 5



Form-based code zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. Form-based code zoning also includes an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or site.

Elements of Form-Based Code Zoning

The key components of FBC zoning include:

- Regulating Plan;
- Building Form Standards;
- Public Space/Street Standards;
- Administration; and
- Definitions.[6]

Benefits of Form-Based Code Zoning

The key benefits of FBC zoning include:

- More predictable physical result.
- Achieves vision established in planning process.
- Supports smart growth principles, including:
  - Transit-oriented development;
  - Place making;
  - Compact/mixed use development; and
  - Increased density.
- Flexibility in accordance with regulating plan.

▼

[6] *Form-Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers,* Daniel Parolek, AIA, Karen Parolek, and Paul Crawford, FAICP, 2008.

■

Proposed TOD District

The overall purpose of the proposed rezoning, or the TOD District, is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community. Also, the proposed TOD District aims to encourage development that would enhance the tax base and compliment the surrounding communities and uses as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership. More specifically, the purpose and intent of the TOD District zoning is to:

1. Promote compact, mixed-use development in proximity to the commuter rail station
2. Encourage development that supports transit
3. Encourage a diverse mix of business, commercial, office, residential, institutional, and entertainment uses for workers, visitors, and residents
4. Encourage pedestrian-friendly environment and pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to bring consumers into the area
5. Encourage flexibility in site and architectural design
6. Maintain a consistently high level of design quality
7. Encourage building reuse and infill to create higher densities
8. Promote economic development opportunities

The Regulating Plan, described below, shall govern land development activities within the TOD District. The intent of the TOD District is to promote the development of the TOD District area in accordance with the Regulating Plan.

Regulating Plan

A regulating plan is a plan that governs land development activities within the zoning district by establishing objectives, policies, and standards to promote orderly development and redevelopment within the TOD District area for the purposes of encouraging high-density, mixed-use development, housing, retail, and office uses. The TOD District Regulating Plan, presented herein as Figure 6, is based upon the following principles to guide the development of the TOD District, as defined by the Ronkonkoma Hub Planning Study:

1. Create a place rather than a series of unconnected projects.
2. TOD is created by market-driven factors rather than by the mere presence of a transit station. Retail development requires a good location, market, and design. Access to transit can strengthen the retail market.
3. There must be a mix of uses that includes retail, office, and housing, generally at a higher density. The land uses should be arranged to

concentrate activity in proximity to the transit station. The land use mix falls into two categories—housing and employment uses generate transit ridership, and convenience retail and service uses support the riders and area residents.

4. Design guidelines, pedestrian amenities, and streetscape improvements are important considerations.
5. Parking standards must be carefully considered to include structured parking, common parking areas, and/or shared parking.
6. A mix of housing types and price levels is important.
7. Public-private partnerships can enhance TOD efforts.

The Regulating Plan, presented in Figure 6, and the Ronkonkoma Hub Planning Study, when read in concert with the TOD District zoning code, establish a comprehensive land use plan for development or redevelopment within the TOD District area. In the review of all new development subject to these provisions, the Planning Board shall rely on the guidelines and objectives expressed in the Regulating Plan for the administration and enforcement of the TOD District.

As shown in the Regulating Plan (Figure 6), the proposed sewage treatment plant falls within the Neighborhood Zone. If the site is not used for the sewage treatment plant, any proposed development of that site shall be completed in conformance with the building form standards for the Neighborhood Zone.

Permitted Uses

Permitted uses of the proposed TOD District include:

1. Townhouses
2. Duplexes
3. Multi-family housing
4. Live/work dwelling units
5. Mixed use developments
6. Professional offices such as those of doctors, lawyers, architects and engineers
7. Retail businesses such as, but not limited to grocery, drug, apparel, variety, furniture, or sporting goods store
8. Restaurants and eating and drinking establishments where most food and drink is intended to be consumed on the premises at tables, counters, or bars
9. Personal services such as barber shops, beauty salons, laundry and dry cleaning establishments
10. Health club
11. Business services such as banks and other financial institutions, real estate and insurance offices
12. Accessory buildings and uses
13. Child care facilities

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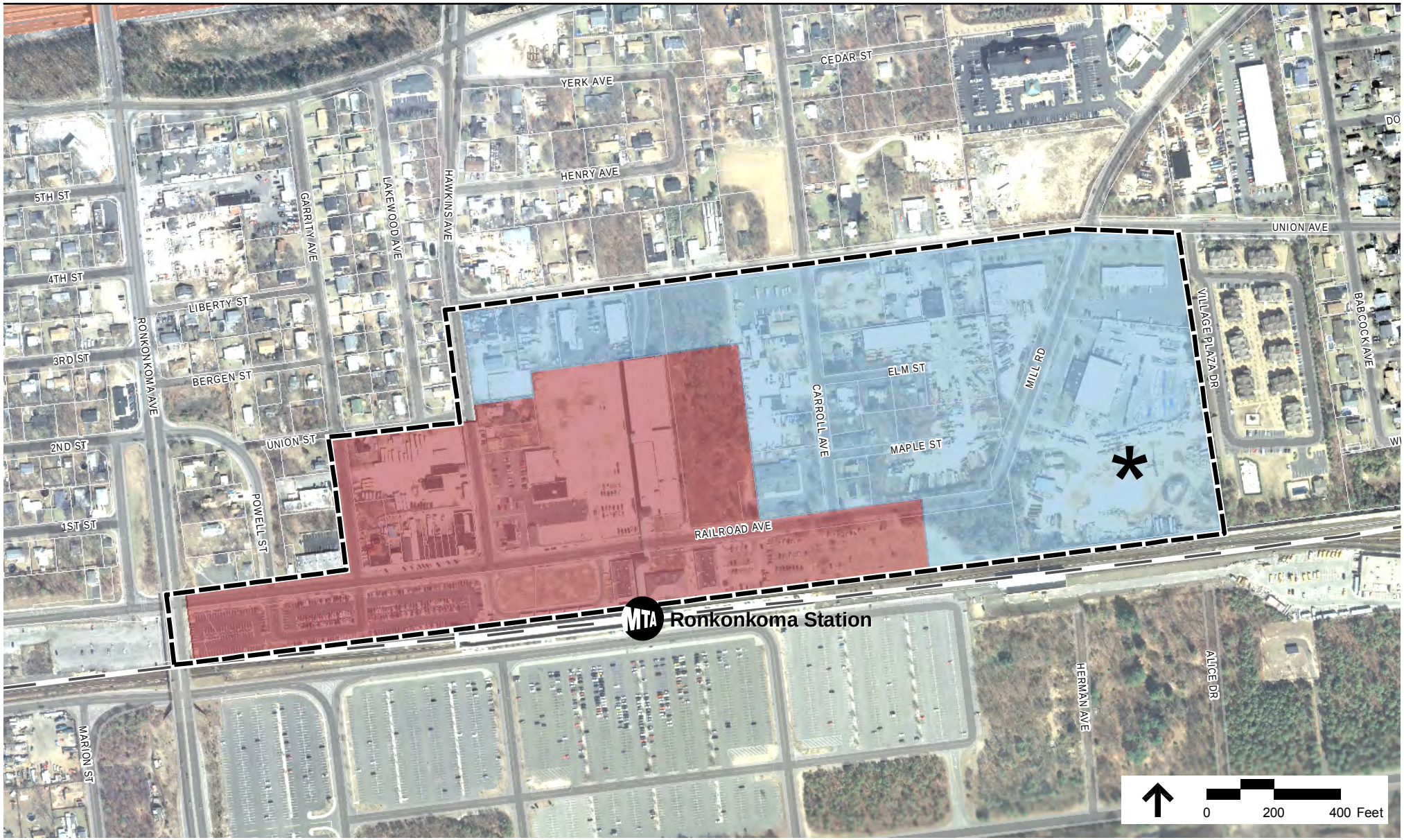


Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

Main Street Zone

Neighborhood Zone

* Note that if this site is not used for the Sewage Treatment Plant (STP), it will be developed in conformance with the Neighborhood Zone.

Figure 6
TOD District Regulating Plan

Ronkonkoma Hub
Transit-Oriented Development

14. Museum and similar cultural facility of a non-commercial nature
15. Home occupations

Additionally, no new industrial uses shall be permitted in the TOD District; however, industrial uses existing in the TOD District at the time of adoption shall be allowed to continue to exist. Any pre-existing nonconforming uses or structures shall be governed by Section 85-372 of the Brookhaven Zoning Ordinance.

Building Form Standards

The goal of the Building Form Standards ("BFS") is the creation of a vital, and coherent public realm through the creation of good street-space. The intent of these form standards is to shape the specific physical and functional character of the TOD District. The form controls on building frontages work together to frame the street-space while allowing greater functional and operational freedom behind their facades. The building form standards aim for the minimum level of control necessary to meet this intent.

The BFS set the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as fenestration (windows and doors), stoops, balconies, front porches, and street walls. The BFS also establishes the rules for development and redevelopment on private lots. The Regulating Plan (Figure 6) identifies the building form standard for all private building sites within the TOD District.

Table 2 presents the building for parameters for each zone and Figure 7 shows the building form locations.

Table 2
Intent and Building Form Parameters of the TOD District Zones

	Main Street Zone	Neighborhood Zone
Purpose	To enhance the vibrant, pedestrian-oriented character of Railroad Ave. by creating a "main street" pedestrian friendly commercial area	To encourage a variety of housing types to enable a diversity of residents in a manner that yields medium to high densities that will help support the transit facilities and commercial uses in the surrounding zones
Use Mix	Vertical mixed use with retail on the ground floor and residential or commercial above	Primarily residential area that provides the core residences in medium to high density building types and allows for a limited amount of ground floor commercial use and live/work units
Heights	3 – 5 stories	2 – 4 stories
Parking	Building over grade level parking and/or parking lot	Building over grade level parking or parking lot
Location[1]	A, B, C	D, E, F, G, H

1 Refer to Figure 7.

General Provisions

The Ronkonkoma TOD District code includes two building form standards – Main Street and Neighborhood. The following standards apply to all building forms, unless expressly stated otherwise within an individual BFS.

Transitions

When the BFS designation shown on the Regulating Plan changes along a property's required building line ("RBL"), the property owner has the option—for that property's street frontage only—of applying either BFS for a maximum additional distance of fifty (50) feet in either direction along the RBL.

Building Height

The height of all buildings is measured in stories, with an ultimate limit in feet, measured from the mean ground level of the established grade at the base of the building to the mean roof level (see definition of building height). The maximum building height shall not exceed five (5) stories or sixty-five (65) feet for areas A, B, and C and four (4) stories or fifty (50) feet for areas D, E, F, G, and H (Figure 7). Chimneys, mechanical equipment, antennas, skylights, bulkheads, tanks, or solar panels shall not be considered part of the height of the building if they do not extend more than four (4) feet above the specific height limit, but shall be shielded from view from the street level. Where a site abuts an existing single family district, a landscaped berm, at least four (4) to six (6) feet in height, shall be constructed.

Siting of Buildings

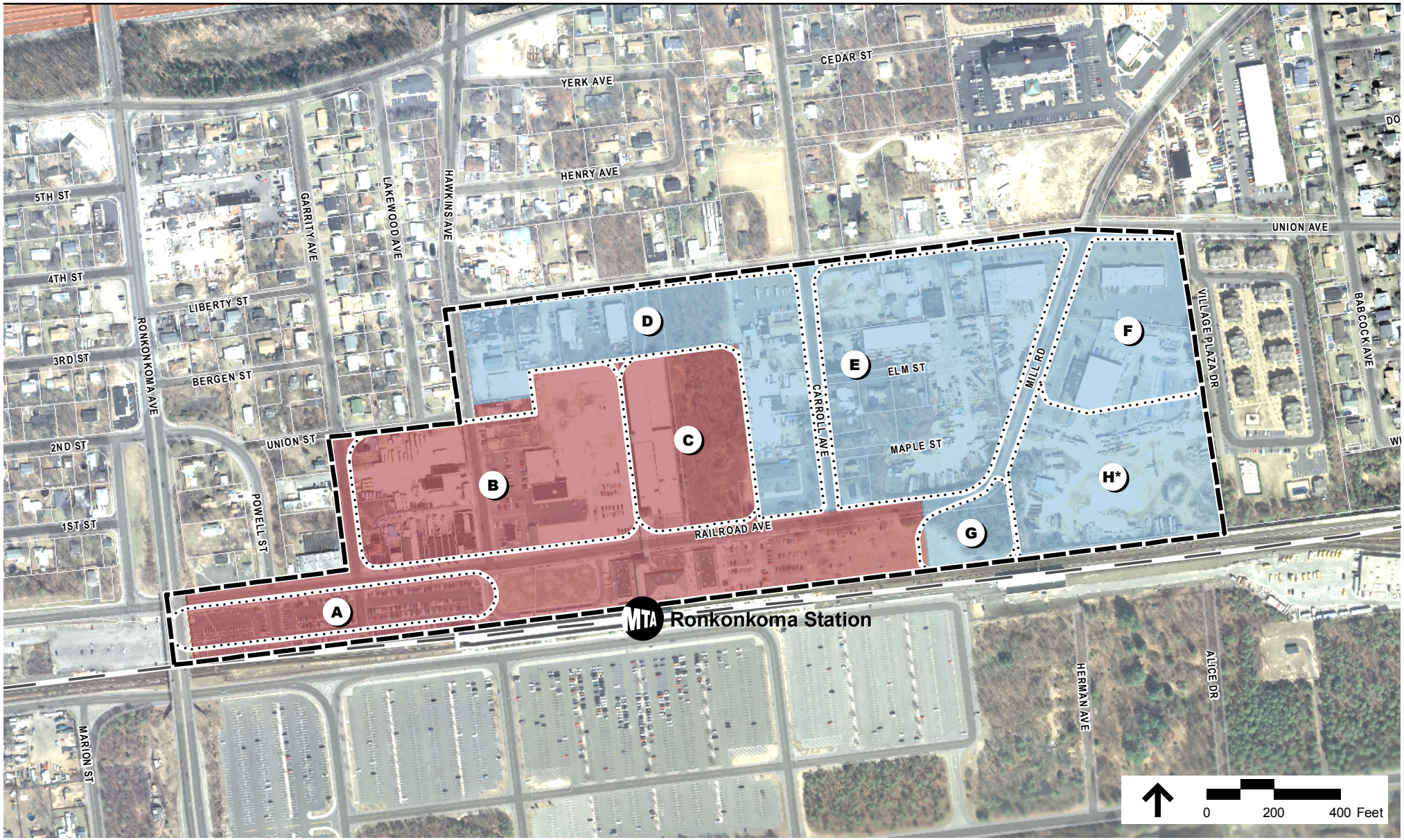
- Within thirty (30) feet of a block corner, the building facade shall be built to the RBL, unless otherwise specified in the BFS.
- A street wall shall be required along any RBL frontage that is not otherwise occupied by a building, unless otherwise designated in the BFS or Regulating Plan. A required street wall shall be located not more than eight (8) inches behind the RBL.
- The RBL, designated on regulating plan as an absolute line, incorporates an offset area (or depth) of twenty-four (24) inches into the buildable area allowing for jogs, facade articulation, etc.
- Unless otherwise designated herein, where the façade is placed within that twenty-four (24) inch depth, it shall be considered to be "built-to" the RBL.
- No part of any building may be located outside of the buildable area except overhanging eaves, awnings, stoops, bay windows, handicapped ramps, signage or balconies, or other architectural features as approved by the Planning Board.
- No part of any building may be located outside of any designated lot building limit.
- There are no side yard setbacks. No part of any building, including its architectural features, shall extend beyond the side or rear property lines.
- Curb cuts or driveways shall be located at least seventy-five (75) feet away from any block corner or alley access point on the same block face.

Public Space, Street and Streetscape Standards

Public space and street standards shape the relationship of the public realm to the buildings and include design guidelines related to thoroughfares and civic spaces, including street, sidewalk and/or bicycle lane widths, landscaping, signage, site furnishings, and lighting. Form-Based Codes consider roads to be the primary form of public space in a community and place a great deal of emphasis on their design in order to achieve a balance between the roadway function and the character intent for a specific area within the Regulating Plan. Because they emphasize design speed rather than traffic volume as a metric, typical FBC street standards provide for safe and convenient pedestrian access and walkability. Pedestrian access is incorporated into plans for new construction of buildings, parking areas and landscaping.

Street Type Specifications

The street type specifications provide typical configurations for street-spaces within the TOD District. The plans and sections presented below specify vehicular travel lane widths, sidewalks, tree planting areas, bicycle lanes, medians, and on-street parking configurations.



Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

- Main Street Zone
- Neighborhood Zone
- Building Form Location
- * If Sewage Treatment Plant (STP) is not built in this location.

Figure 7
TOD District Building Form Locations

Ronkonkoma Hub Transit-Oriented Development

Street Type Designations

Figure 8 shows the permitted street types and configurations permitted within the TOD District. The numbers refer to dimensions within the street-space. Figures 9 and 10 show typical of Street type 1 (applicable to Railroad, Garrity, and Hawkins Avenues) and Street type 2 (applicable to Union Avenue, Union Street, Mill Road, and Carroll Avenue), respectively.

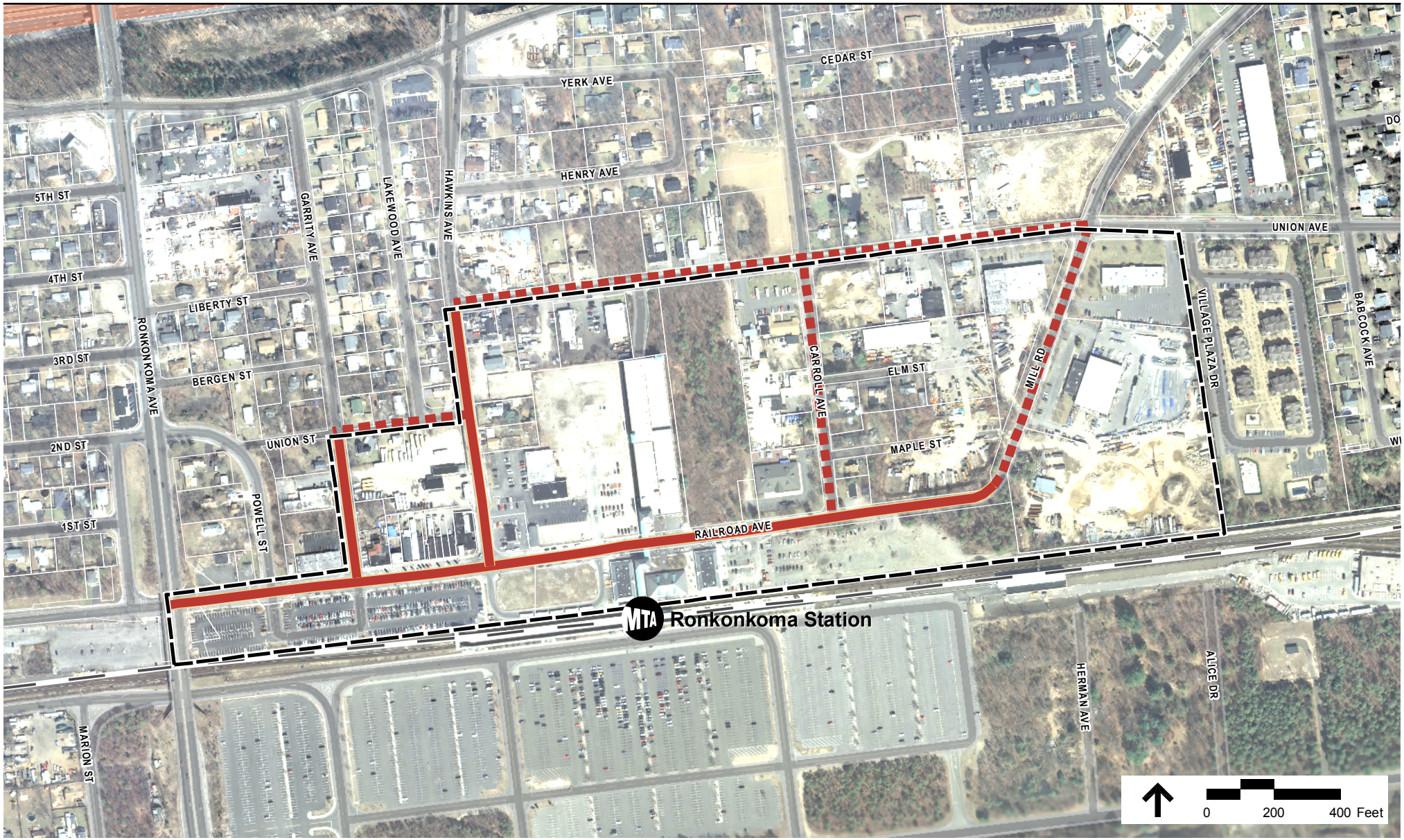
General Design Principles for Streets

1. Streets must balance the needs of all modes of transportation (auto, transit, bicycle and pedestrian) to maximize mobility, safety, and convenience for all residents and users. (Specific street elements such as road width, bicycle lanes, sidewalks, etc. can be found in Figures 9 and 10.)
2. Scale is a primary design consideration for street design elements (from signage to crossing distances).
3. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.
4. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any lot or parcel.
5. Overall function, comfort, safety, and aesthetics of a street are more important than efficiency alone.
6. In a pedestrian-oriented area, non-vehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.

Streetscape Standards

1. All plant material between the RBL and the back-of-curb shall be irrigated and maintained by the adjoining property owner.
2. All turf grass shall be sodded at installation. Vegetative groundcovers may be used in place of turf grass.
3. In addition to the lot, the owner must maintain the following areas:
    a. The portion of the street-space between their RBL and the back of the curb.
    b. The portion of the alley or common drive between the lot line and the edge of the alley pavement.

Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any street-space. Water pumps for public fountains or irrigation that are not visible are excluded from this prohibition.



Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

Street Type 1

Street Type 2

Figure 8
TOD District Street
Type Designations

Ronkonkoma Hub
Transit-Oriented Development

Street Trees

The following standards apply for the planting of street trees on Street Type 1. Street trees are not required for Street Type 2.

1. Each street must have street trees planted along the street tree alignment line (generally 3 to 3 ½ feet from the back of the curb) at an average spacing not greater than thirty (30) feet on center (calculated per block face). Where necessary, spacing allowances may be made to accommodate Americans with Disabilities Act (ADA) requirements, curb cuts, fire hydrants and other infrastructure elements. See Section 85-50.1 of the Brookhaven Zoning Ordinance for a list of approved street trees.
2. Required street tree planting minimum specifications are as follows:
    a. Planting area shall be at grade or not greater than six (6) inches in height above or below the sidewalk
    b. Any unpaved ground area shall be planted with groundcover or flowering vegetation not to exceed twelve (12) inches in height.
    c. Street trees at planting shall be at least three (3) inches in diameter (at DBH) and at least fifteen (15) feet in overall height.
    d. Must be "limbed up" as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet over the travel lanes of the street) and to maintain visibility.

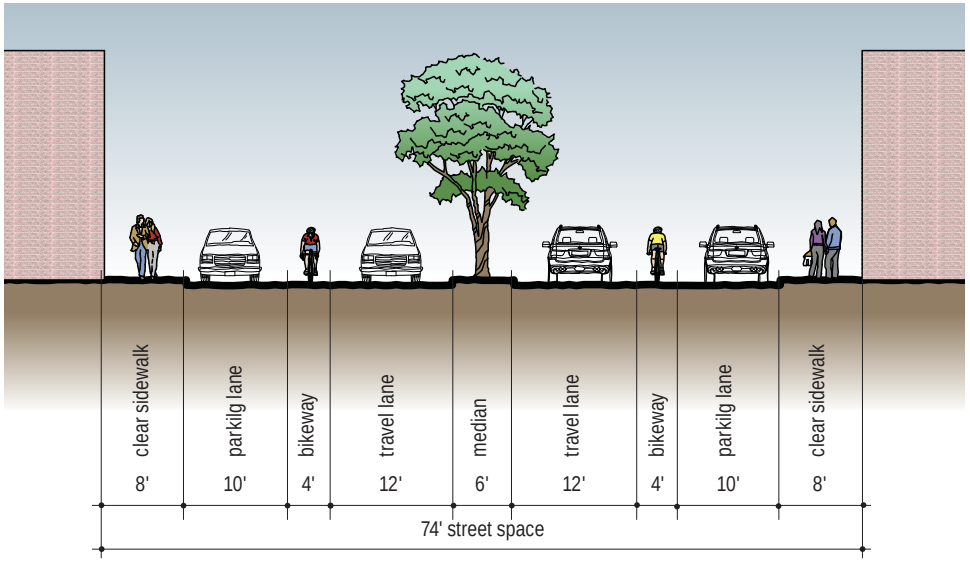
Other Streetscape Elements

1. Street lights shall be installed on both sides of streets, aligned with the street trees, at intervals of not more than eighty (80) feet, measured parallel to the street.
2. Street lights shall be between nine (9) and sixteen (16) feet above ground in height.
3. At the time of development, the developer is required to install street lights and sidewalks, as illustrated in Street Type Specifications, on the side of the street being developed.
4. Sidewalks shall be constructed to meet all Town (and ADA) specifications.
5. Street furniture shall be located along the street tree alignment line for Street Type 1, but in no case shall be allowed to obstruct the clear walkway.

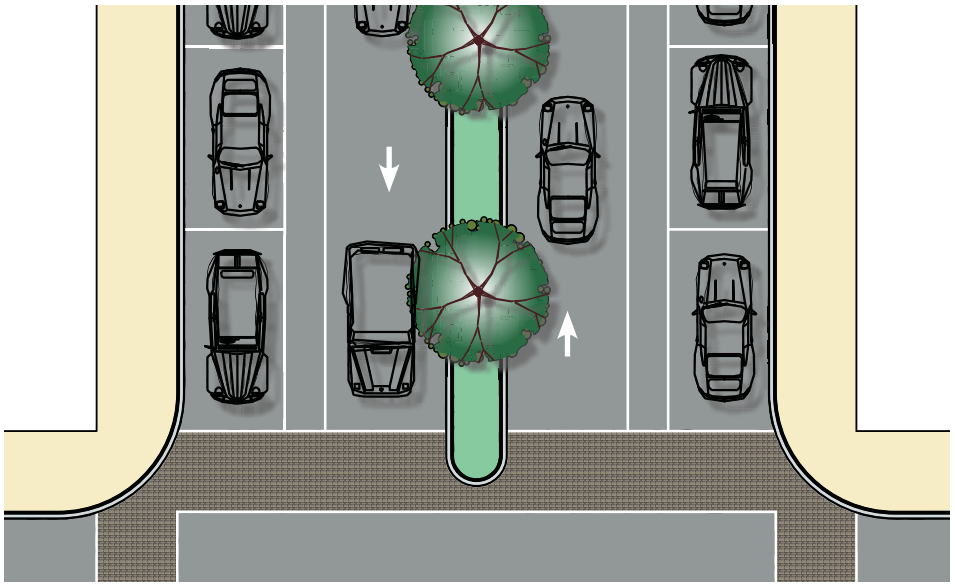
Public Space Standards

Form-Based Codes are designed to provide guidance as to the amount of open space, but also the type of space that is appropriate to the transect zone, the location, activity type and general character desired by the location. Public space standards

Section ►



Plan ►



Street Elements

GENERAL	
Right of Way	74'
Curb-to-Curb Width	58'
TRAVEL LANE	
Number of Lanes	2
Width	12'
BICYCLE LANES	
Number of Lanes	2
Width	4'
PARKING LANES	
Number of Lanes	2
Width	10'
MEDIAN	
(Y/N)	Y
Width	Variable – up to 6'
SIDEWALK	
Both Sides (Y/N)	Y
Width	8'

Figure 9
Street Design of Railroad, Garrity and Hawkins Ave (Street Type 1)

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

require outdoor seating areas, scaled to the size and demands of the proposed use, where feasible. For example, a large, multi-story project should provide a patio or small plaza area located near the front entry with multiple benches and landscaping.

The TOD District public space standards apply to new development as well as the reconstruction of existing streets and other public (and publicly accessible) spaces within the TOD District area. The urban space standards establish the rules and standards for the public realm (especially streets and sidewalks). This includes property frontages and building facades. They establish an environment that encourages and facilitates pedestrian activity—"walkable" streets that are comfortable, efficient, safe, and interesting. In order to accommodate the establishment of common space open to the public such as outdoor restaurant seating, and to meet ADA sidewalk requirements, a building may be set back up to fifteen (15) feet from the RBL so that the common space is placed behind the RBL thereby allowing the minimum sidewalk requirements for each Street Type to be met.

Squares, Civic Greens, Plazas and Pedestrian Pathways

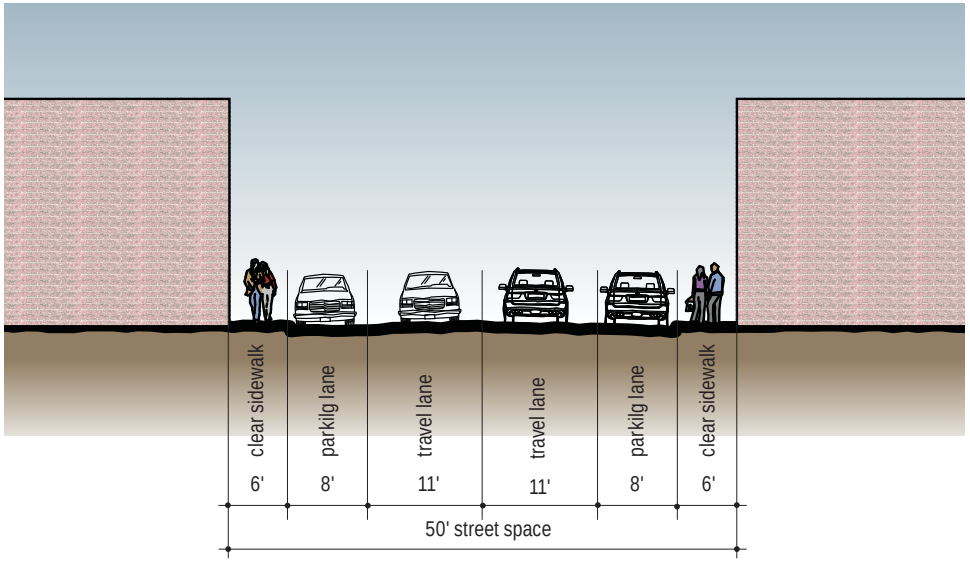
Squares, civic greens and plazas should be situated at prominent locations within each mixed-use center. The plants and trees of squares and civic greens provide a landscape and civic architecture that complement the surrounding private building architecture. Pervious paving materials (to allow oxygen for tree roots and absorb stormwater runoff) are encouraged in both squares and civic greens, and the percentage of impervious paving material is limited. Street trees should generally be of a different species than those on the connecting streets. At least 60 percent of the perimeter fronting rights-of-way shall be surrounded by street trees. Asphalt is prohibited within a square, civic green, or quadrangle.

The area within a pedestrian pathway shall be a public access easement or public right of way. The easement width for these pathways shall not be less than ten (10) feet with a paved walkway not less than six (6) feet wide and should provide an unobstructed view straight through its entire length.

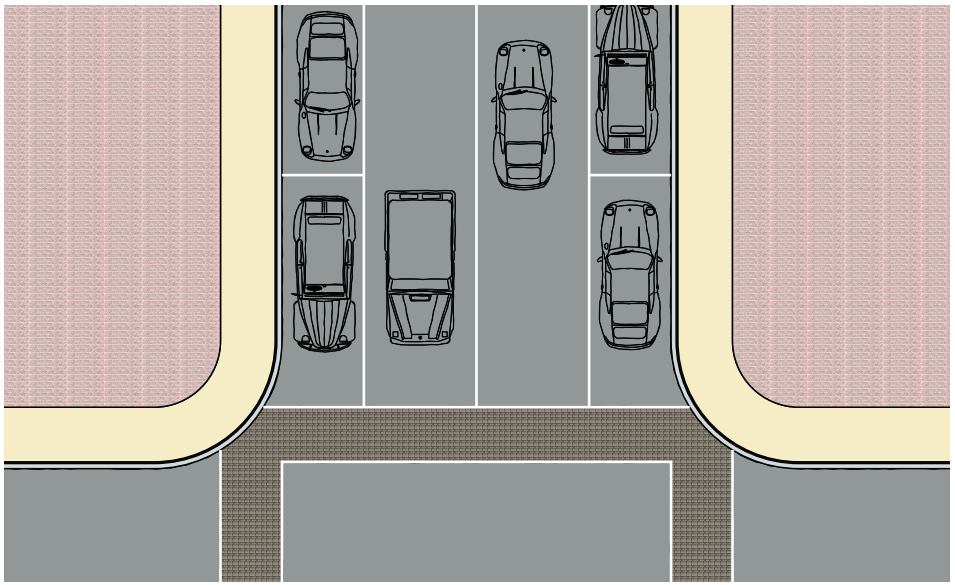
Parking Requirements

Table 3 presents the parking requirements of the proposed TOD District. On-street parking spaces shall count towards parking requirements.

Section ►



Plan ►



Street Elements

GENERAL	
Right of Way	50'
Curb-to-Curb Width	38'
TRAVEL LANE	
Number of Lanes	2
Width	11'
BICYCLE LANES	
Number of Lanes	0
Width	n/a
PARKING LANES	
Number of Lanes	2
Width	8'
MEDIAN	
(Y/N)	N
Width	n/a
SIDEWALK	
Both Sides (Y/N)	Y
Width	6'

Figure 10
Street Design of Mill Rd, Union Street, Union Ave and Carroll Ave (Street Type 2)

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

Table 3
TOD District Parking Requirements

Land Use	Minimum Spaces Required
Residential	1.20 spaces per dwelling unit
Restaurants	0.33 spaces per seat
Commercial	2.65 spaces per 1,000 sq. ft. of building area
Live/Work Space	1.0 spaces per 1,000 sq. ft. of building area
Office	2.86 spaces per 1,000 sq. ft. of floor area

The following guidelines are included to ensure that off-street parking areas are constructed in accordance with the district's desired design character and the provisions of Section 8.0 of the TOD District.

1. Parking lots for new construction shall be located to the side and rear of the lot. Parking is prohibited within the front yard. Parking lots that abut public rights of way or grade parking under the building shall be screened with one or a combination of the following:
    a. A low wall made of concrete, masonry or other suitable material not exceeding a height of three (3) feet.
    b. Raised planters planted with a minimum of 80 percent evergreen shrubs not to exceed a total height of five (5) feet (including planter).
    c. Landscaping consisting of a mix of trees and shrubs provided that 80 percent of the shrub plantings are evergreen.
2. All off-street parking shall be located behind buildings that face on a street or public open space, and be accessed by alley or short driveway between buildings.
3. Pedestrian access shall be provided between structured parking and the public street.
4. Walls, fencing and architectural details shall complement the materials of adjacent architectural styles and the character of the development as a whole.
5. Where walls are provided, planting areas shall be a minimum width of 4 feet and should be located adjacent to the public right of way.
6. Where possible, parking areas shall be interconnected in a manner that allows the unobstructed flow of pedestrians between uses and parking areas.
7. In large parking lots (seven or more spaces) provision for bicycle racks shall be provided in locations that are safely segregated from automobile traffic and parking.

Shared Parking

Shared parking is the approved use of the same off-street parking spaces for two or more uses where peak parking demand of the different uses occurs at different times of the day, or, where various uses are visited without moving the automobile; and,

where the division of parking spaces is a net decrease from the combined total of each use's individual off-street parking requirements, if required separately.

Shared parking arrangements are subject to review and approval by the Planning Board subject to the following requirements and criteria:

1. Submission of a reciprocal agreement executed by the owners and operators of the different sources or uses ensuring the long-term joint use of such shared parking, and defining the terms upon which the parking is shared;
2. Submission of the following information shall be submitted to the Planning Board:
    a. The hours of operation and parking demand for each use;
    b. The hours of peak demand for parking;
    c. A description of the character of the land use and the parking patterns of adjacent uses;
    d. An estimate of the anticipated turnover in parking space use over a 24 hour period of time;
    e. A site plan showing all proposed parking spaces, including the shared use spaces in the lot and the walking distance to the uses sharing the lot; and
    f. Any other information concerning parking deemed necessary by the Planning Board to render a decision.

A determination shall be made by the Planning Board that:

a. The shared parking is no more than 400 feet from each use sharing the parking facility;
b. The hours of operation and peak demand of the uses involved shall not conflict; and
c. The shared parking will provide an adequate number of spaces for the applicable uses.

In the event that the conditions for shared parking change, or if the shared parking arrangement is discontinued, the applicant shall notify the Planning Board within ten (10) days. The Town Board shall then require the applicant to meet the applicable parking requirements found in Section 8.1 of the TOD District code.

Design Guidelines

Pedestrian and Bicycle Access

Provision for safe and convenient pedestrian access shall be incorporated into plans for new construction of buildings and parking areas and should be designed in concert with landscaping plans noted below. Site plans in the Ronkonkoma TOD District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria. New construction should

improve pedestrian access to buildings, sidewalks and parking areas and should be completed with consideration of pedestrian safety, handicapped access and visual quality. Where appropriate, applicants are encouraged to provide pedestrian and/or bicycle paths connecting the site with abutting areas in order to promote pedestrian and bicycle circulation and safety. When parking is located in the rear, pedestrian access via a pedestrian-oriented alley or walkway through to the primary street is encouraged.

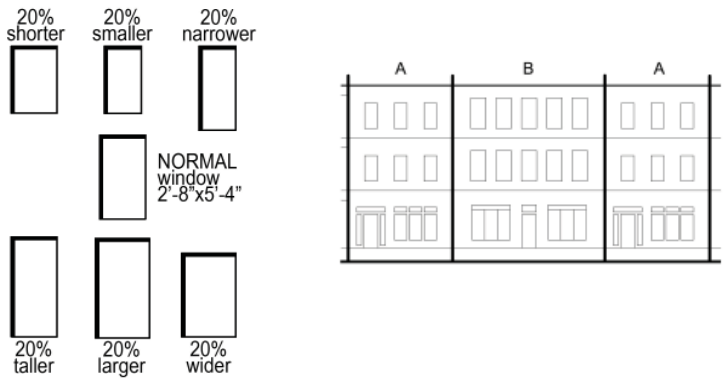
On-street bicycle parking shall be provided forward of the dooryard area. The racks shall be located in alignment with the street trees and shall not block the clear walkway. The "U" rack is recommended as the standard rack.

Building Facades

Building facades shall have the following characteristics:

1. Clearly different ground story facade composition (both framing materials and fenestration proportions).
2. Different window proportions (minimum difference 20 percent). (Refer to Figure 11 for illustrations of window proportions.)
3. Different facade composition (clearly different 'bay' rhythm, e.g. 'ABA' – 'ABBA' – 'BAAB' 'ABCBA'). (Refer to Figure 11 for an illustration of the proposed building façade.)
4. Different wall material (clearly different external wall material – color changes do not suffice).
5. Each facade composition shall include a functioning street entry door at intervals not exceeding 75 feet.

Figure 11
Building Façade Illustrations



Pedestrian Spaces and Comfort

For the purpose of providing a pedestrian-friendly environment in the Ronkonkoma TOD District, new and redeveloped buildings should provide for outdoor seating

areas, scaled to the size and demands of the proposed use, where feasible. For example, a large, multi-story project should provide a patio or small plaza area located near the front entry with multiple benches and landscaping. A mixed-use project with ground floor retail such as a restaurant may provide an area for outdoor dining which extends the indoor dining space for seasonal use. A ground floor use may provide a sidewalk bench where there is sufficient width.

Such pedestrian areas are best located when they take advantage of southern exposure and provide space that affords visual connectivity but is setback from major pedestrian flow and vehicular ways and is appropriate to the location. Outdoor sales and display areas should be well organized and located so as not to impede pedestrian circulation if located on a public walk or way.
The following guidelines should be considered in the design and location of pedestrian spaces:

1. Flexible design to allow for flexible use
2. Buffering from major vehicular areas such as parking lots or main traffic ways
3. Lighting for nighttime comfort and safety
4. Appropriate street furnishings…i.e. benches, trash receptacles, planters, etc.
5. A focal element, where appropriate, such as a water feature, special landscape feature or public art installation
6. Decorative paving and seasonal planting
7. South facing locations
8. Visual connectivity, especially to important views such as an historic structure
9. Appropriately scaled to the development
10. Provide for continuity of pedestrian sidewalks

Landscaping

Landscaping shall be incorporated into new and redeveloped properties in such a way as to create visual relief and interest, provide shade for pedestrian areas and to screen parking and loading areas. Landscape plans shall be prepared by a registered landscape architect or may be accepted, where at the Planning Board's discretion the plans submitted are found to be consistent with the intent of this regulation and meet the specific guidelines as set forth herein. Landscape plans shall show the location, type, and size of all proposed plantings as well as enough of the surrounding context such that the Planning Board may determine the plan's appropriateness.

Side Yard Treatment

1. Where the distance between structures on adjacent lots is ten (10) feet or less the side yard shall be screened by a solid fence, wall or landscape treatment of evergreen plantings at a height not to exceed three (3) feet.

2. Where the distance between structures on adjacent lots is greater than ten (10) feet landscaping shall consist of a combination of materials sufficient to break up the view into the side yard but, for safety reasons, in no case should this planting be impermeable.
3. Side yards may, in the alternative, be established as pedestrian walkways to access parking areas to the rear of the building. Such walkways shall be landscaped and lighted for safety.

Water Conservation

The landscaping plan shall be developed to achieve water conservation through proper plant selection, installation and maintenance practices. The following principles serve as the primary means of achieving water conservation:

1. Appropriate planning and design
2. The use of native, non-invasive, low-maintenance plants
3. Limiting turf areas to locations where it provides functional benefits
4. Efficient irrigation systems
5. The use of soil amendments to improve water holding capacity of the soil
6. The use of mulches, where appropriate
7. The use of drought-tolerant plants
8. Appropriate and timely maintenance
9. The use of fertilizers, pesticides, herbicides, and fungicides is prohibited.

Lighting

Site lighting, security lighting and architectural/landscape lighting should provide the user with illumination levels appropriate for the designed activity (i.e. parking, walking, outdoor dining) while meeting minimum requirements. Illumination levels should also be reasonably uniform throughout the site and strive to minimize glare. Lighting fixtures shall be of a style appropriate to the character of the district, and be consistent throughout the development.

Provide adequate lighting levels in all pedestrian areas, including building entries, along walkways, parking areas, and other public areas and according to the following in lighting plans:

1. An overlapping pattern of light at a height of about ten (10) to fifteen (15) feet in lighted pedestrian areas and twenty (20) to twenty-four (24) feet in parking areas. Refer to Figure 12 for the correct and incorrect patterns of light.

Figure 12
Lighting Pattern Illustrations

DO:

DON'T:

2. Lighting at consistent lumens with a gradual transition to unlighted areas. Highly contrasting pools of light and dark can be temporarily blinding and should be avoided.
3. In each lighted area, design lighting levels that will allow pedestrians to identify a face fifteen (15) yards away (generally, a minimum of 4 foot-candles). Adequate lighting reduces anonymity and gives pedestrians an opportunity to choose another route. Refer to Figure 13 for an illustration of pedestrian lighting.
4. Adequate lighting at all building entrances, exits and corridors between buildings, at least four (4) foot candles during active use, especially where doors are recessed.
5. Confine site lighting to the project site; use shields or other methods to eliminate glare on adjacent properties.
6. Place light posts and standards so that they do not create hazards for pedestrians or vehicles.
7. Indicate specific lighting levels in each lighted area.

Figure 13
Pedestrian Lighting Illustration

Quality of Site Furnishings

Provide for the following site plan elements:

1. High-quality fixtures and materials in site furnishings and features, such as durable and easily maintained walls and paving.

2. Site features and furnishings that discourage vandalism. Furnishings that are easily removed or do not convey an image of care invite misuse.
3. Safety materials, such as non-slip walkway surfaces.
4. Site furnishings shall be of a style appropriate to the character of the district, and be consistent throughout the development.

Signs

1. Sign materials in the TOD District for hanging signs: Traditional-looking materials such as wood, brass, bronze, or others are to be used, as they are most appropriate. Wooden signs should be constructed of dense wood that will accept paint readily.
2. Signs shall be of a style appropriate to the character of the district, and be consistent throughout the development.
3. Signs shall comply with the requirements of the underlying zone, except that they may be flat or projected from the building a maximum of twenty-four (24) inches, provided they do not conflict with any pedestrian walks or circulation. Additional secondary signs may be permitted by the use of window applied lettering/logos, or interior signs visible through windows at the primary façade at the ground level, where at the Planning Board's discretion they are found to be consistent with the intent of the regulations.

Definitions and Administration

Section 3.0 of the TOD District provides definitions that define specific terms used throughout the code. Section 10.0 of the TOD District presents the administration component of FBC zoning, which spells out procedures for application as well as the review process, procedures for addressing non-conformities and often, procedures for addressing possible variances.

■

SEQRA Compliance and Theoretical Full Build Plan

Compliance with SEQRA is required for the proposed redevelopment of the Ronkonkoma Hub. The following sections describe SEQRA and the status of the review process as well as the Theoretical Full Build Plan—a potential redevelopment option that illustrates the overall type and level of development that could take place with the application of the proposed TOD District and to evaluate potential environmental impacts in accordance with SEQRA.

SEQRA and Public Review Process

All proposed "actions" in New York State, such as rezoning and/or development projects, require an environmental impact assessment. Pursuant to 6 NYCRR Part 617.2(b)(1), "actions" include:

- *Projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure that:*
  - *Are directly undertaken by an agency; or*
  - *Involve funding by an agency; or*
  - *Require one or more new or modified approvals from an agency or agencies.*

In accordance with SEQRA and its implementing regulations, it is essential that the potential impacts of the entire development be evaluated and to establish conditions for future development. In this case, the proposed action includes the adoption of the proposed TOD District, including the rezoning of the project area to the TOD, to permit redevelopment in accordance with the TOD District, and to advance the Town's goals in creating a compact, mixed-use TOD. The Theoretical Full Build Plan was prepared to determine the appropriate density, types of uses and the potential redevelopment sites. While the Theoretical Full Build Plan does not dictate the specific development that must take place on each parcel, it is representative of the overall type and level of development that can take place in the Ronkonkoma Hub area, and the environmental analysis of this Theoretical Full Build Plan ensures a comprehensive environmental review in accordance with SEQRA and its implementing regulations.

In May 2010, an Environmental Assessment Form (EAF) was prepared for the proposed action, and after undertaking coordinated review with all potentially involved and/or interested agencies, the Town of Brookhaven Town Board declared itself as Lead Agency for the proposed action on June 15, 2010. On July 14, 2010, a public information session was held to present the proposed TOD zoning district and the Theoretical Full Build Plan to be analyzed for potential environmental impacts. The Town Board issued a Positive Declaration on August 17, 2010 requiring preparation of a Draft Generic Environmental Impact Statement (DGEIS). A DGEIS is anticipated to be completed in the fall of 2010.

To ensure comprehensive environmental review in accordance with SEQRA and its implementing regulations, the impacts associated with implementation of the proposed action are being evaluated in the DGEIS. For the purposes of a comprehensive environmental review, detailed impact evaluations are being conducted for the potential development of the TOD for the following environmental impact categories:

- Soils and Topography

- Water Resources and Sanitary Disposal
- Ecology
- Land Use and Zoning
- Traffic and Parking
- Air Quality
- Noise
- Socioeconomics
- Community Facilities and Services
- Aesthetics
- Cultural Resources

Two alternatives—the no-action alternative and maximum build-out plan—are also being evaluated as part of the Draft GEIS. The maximum build-out plan builds on the Theoretical Full Build Plan, or the Preferred Alternative, by expanding the TOD District area south of the LIRR tracks to include parcels within the Town of Islip.

Following the submission of the DGEIS, a public hearing is to be held and a comment period provided. In response to public comments on the DGEIS, a Final GEIS is anticipated to be filed thereafter. Finally, a Findings Statement would be issued, which would conclude the SEQRA process.

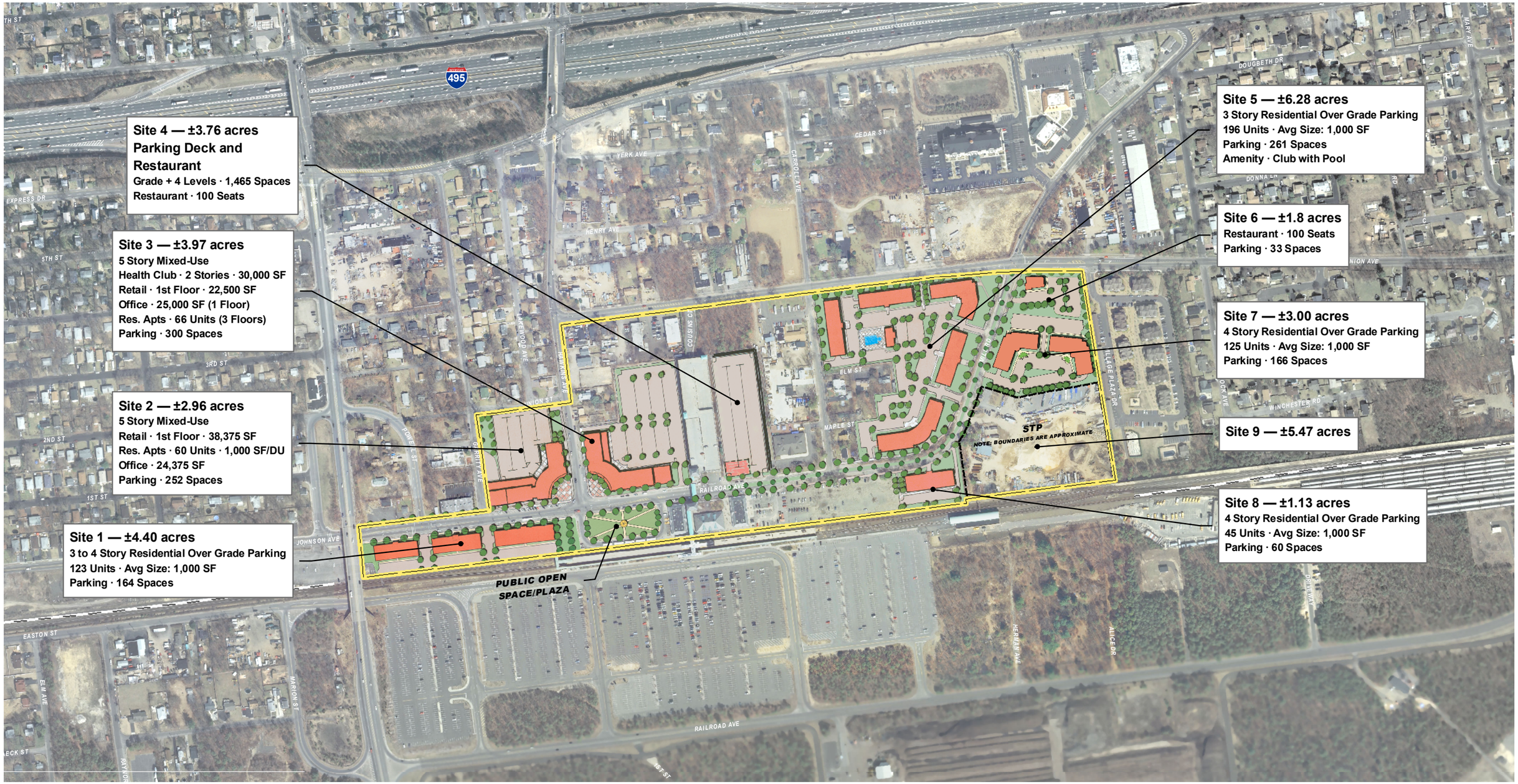
Theoretical Full Build Plan

The Theoretical Full Build Plan is a potential redevelopment option that illustrates overall type and level of development that could take place with the application of the TOD District – a tool the Town creates to implement the Ronkonkoma Hub Vision. Other types and combinations of mixed use development are possible and allowed. Also, the Theoretical Full Build Plan is a concept plan created for the purpose of evaluating impacts associated with proposed TOD District, pursuant to SEQRA. Figure 14 illustrates the Theoretical Full Build Plan. Table 4 summarizes the Theoretical Full Build Plan development program that would be allowed under the TOD District.

Table 4
Theoretical Full Build Plan Program Summary

Use Type	Approximate Size
Residential	615 units
Retail	61,000 sq. ft.
Restaurants	200 seats
Office	50,000 sq. ft.
Health Club	30,000 sq. ft.
Parking	2,701 spaces
Sewage Treatment Plant	±5 acres

The Theoretical Full Build Plan proposes redevelopment of parcels within the Town of Brookhaven. As part of the Ronkonkoma Hub Planning Study, land south of the



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Figure 14
Theoretical Full Build Plan

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, August 2010

LIRR tracks within the Town of Islip was also identified for redevelopment due to their proximity and relationship to the train station. The expansion of the TOD District, at the discretion of Islip, would further the goals of compact, mixed-use, pedestrian-friendly, transit-oriented development, therefore, benefiting the Ronkonkoma Hub area as a whole.

Figure 15 shows two renderings of the Theoretical Full Build Plan. One shows a view of what Mill Road could look like and the other shows a view of Railroad Avenue.

Figure 15
Renderings of Mill Road and Railroad Avenue

Implementation Strategy

The following section outlines the implementation strategy for realizing the Vision, including the preparation of a revised, more detailed market analysis, an overview of the rezoning tool and adoption process, and economic incentives in addition to rezoning that the Town will consider that aim to encourage private development.

■

Market Analysis and Trends

A revised, more detailed market analysis from what was originally done as part of the Ronkonkoma Hub Planning Study was conducted to reevaluate the market conditions to determine what ultimately could be supported in the TOD District area. The market analysis guided the development of the program mix in the Theoretical Full Build Plan (evaluated as part of SEQRA and to support the proposed TOD District). The market analysis suggests there is support for the uses identified by the

full build and maximum build out concepts.[7] Refer to Appendix A for the full market study.

Key Findings by Market Sector

The market analysis revealed the following key findings by market sector.

Residential Market Key Findings

- The TOD District area is situated within a primary market area (Towns of Brookhaven and Islip) and secondary market area (Suffolk County) of which the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.
- It is estimated that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 and $130,000).[8]
- In 2009, there was an estimated 337,000 target market households in the primary and secondary study areas combined. By 2019, it is projected that nearly 11,000 households will be added in these areas.
- Top socioeconomic groups in the market areas are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters (couples without children and baby boomers); live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.
- The TOD District area could capture a modest six to seven percent of household growth in the primary and secondary market areas through 2019, which would support the development of the 615 residential units, as identified in the Theoretical Full Build Plan or even the 808 units identified in the maximum build out plan alternative.
- To appeal to the target demographic, new units should offer a broad range of amenities, including both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).[9]

[7] *Market Analysis: Ronkonkoma Hub Transit-Oriented Land Use & Implementation Plan and GEIS*, prepared for the Town of Brookhaven, prepared by BBP & Associates, LLC, August 2010.

[8] The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000 as this is an income range that can afford current market rate rents and purchase prices.

[9] Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, is a model for relatively higher density housing catering to the needs and preferences of target market households for the TOD District. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the train station.

Retail and Restaurant Market Key Findings

- The TOD District area is situated within four associated trade areas: the convenience goods primary trade area (3-mile radius, roughly equal to a 5-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (5-mile radius, roughly equal to a 10-minute drive), and the shoppers goods secondary trade area (Suffolk County).
- Two classifications of retail goods and services may be offered within the TOD District: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.).
- Retail spending in each trade area is strong and projected to grow as disposable income rises.
- Estimated 2009 retail spending levels on convenience goods were $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.
- In 2009, shoppers goods retail spending levels were nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.
- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development) and the TOD District could capture a modest 0.16 to 0.22 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the Theoretical Full Build Plan or even the 112,275 square feet identified in the maximum build out plan alternative.
- Retail store groups with current sales leakage[10] include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores; jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services, and, therefore, may have a high success rate within the TOD District.
- Future households, employees and transit riders generated by new development in the TOD District area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an

[10] An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales "leaked" beyond the trade area, indicating unmet demand for goods and services.

important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Office Market Key Findings

- The primary and secondary office market areas are Suffolk County and Long Island, respectively.
- Existing office uses are minimal within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.
- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.
- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014. Office space supply is also projected to grow based on past trends in supply.
- To support the 49,375 square feet of office space called for in both the Theoretical Full Build Plan and maximum build out plan alterative, the TOD District will have to capture either two percent of the office space supported by office employment trends or four percent of the office space supported by supply trends.
- Industries such as real estate, rental and leasing, professional, scientific and technical services, management, and administrative support are compatible with downtown settings and, thus, should be considered targets for office space in the TOD District.

■

Town of Brookhaven Approval and Adoption Process

A key tool for the revitalization of the Ronkonkoma Hub, which the Town of Brookhaven has begun, is rezoning the 53.73±-acre TOD District area. Through rezoning, the Town is able to encourage transit-oriented development through the use of FBC and design guidelines. The TOD District aims to establish objectives, policies, and standards to promote orderly development and redevelopment within the TOD District area for purposes of encouraging high density mixed-use development, housing, retail, and office uses. Once the SEQRA process is completed (i.e., upon adoption of a Findings Statement), the Town Board will be in a position to make a decision on the creation of the TOD District and to rezone the area to that District.

■

Revitalization Tool Box

Under Phase 2 of the Ronkonkoma Hub Planning Study, various economic development programs in addition to rezoning were considered to facilitate the revitalization of the Ronkonkoma Hub. This section provides a refined list of these economic development programs most applicable to the TOD District area. Table 5 describes each tool briefly and how it applies to the TOD District area.

To set the stage for private-sector led investment in the TOD District area, the Town of Brookhaven may take action to facilitate redevelopment and revitalization. The Town can use both existing Town programs as well as adopt innovative new programs that other communities have used with success to support revitalization. Tools range from direct incentives, such as tax credits that support business expansion, to indirect incentives, such as streamlined development review processes.

Table 5
Revitalization Toolbox for TOD in the Town of Brookhaven
Existing and Potential Programs

Program	Description	Applicability
Banking Development Districts	Facilitates the opening of bank branches in areas in need of banking services, resulting in enhanced business access to capital, new jobs, and increased community stability and revitalization.	Could help to spur new business creation and expansion in Ronkonkoma Hub's future commercial spaces
Commercial Incentive Corridor - Industrial/Commercial Incentives Plan (485 B and Double 485 B)	Provides tax incentives to encourage small business sector capital improvement projects	Could help to facilitate the creation and expansion of small commercial businesses in Ronkonkoma Hub's future commercial spaces
Special Districts	Serves as a collective entity to fund specific public improvements, such as sewer, sidewalk, street lighting, and road improvement projects. The Town offers organizational and management support as necessary to support revitalization.	Could be used to fund the provision of future amenities specific to the TOD District area, such as streetscape improvements
Amortization	Non-conforming uses in rezoned districts can be amortized out over a five-year period, which offers land owners predictability regarding future uses and increased incentive to invest in desired uses	Would support existing property owners to invest in expansion of uses called for in the Ronkonkoma Hub Plan, since predictability of other uses (and reduction of non-conforming) is increased
Expedited Permit Approval	Streamlined administrative approval is offered to expedite the review process, from initial application through issuance of a certificate of occupancy. Phased improvements are also offered to manage the cost of infrastructure improvements required with new development	Could facilitate the realization of the proposed development program sooner in the Ronkonkoma Hub revitalization district

Program	Description	Applicability
Community Development Commercial Façade Program	Façade rehabilitation is encouraged through Main Street Business District Design Manual	Could apply to new development and renovation in Ronkonkoma Hub, and improve the likelihood of consistent design
Public Assembly of Small Lots	The public sector may assemble obsolescent properties in order to facilitate privately-funded infrastructure improvements that benefit the entire commercial and residential community, but only with the substantial commitment of the private sector to build said infrastructure improvements	Could help facilitate a number of streetscape and other infrastructure improvements that may be needed and desired to support the Ronkonkoma Hub district's revitalization
Public Funded Civic Space	Publicly-funded recreational facilities may be sited within Main Street Districts to enliven the district with increased foot traffic for retailers	The introduction of small civic spaces could enhance the attractiveness of Ronkonkoma Hub and increase visitation by area residents
Infrastructure Improvements	Expanded infrastructure improvements associated with reconstruction or construction of federal and state transportation projects	Could apply to future improvement projects related to the transit station in Ronkonkoma Hub
Empire Zone and Industrial Use Relocation	Industrial uses within Main Street Districts are given the opportunity to relocate to industrial parks in the Empire Zone (where tax relief and expansion opportunities are offered)	Could enable industrial businesses in Ronkonkoma Hub that are not necessarily compatible with mixed-use residential, retail and office development to relocate
Municipal Sanitary Infrastructure	Creation of local sewer districts offers an opportunity for multiple developers in a single area to coordinate to provide one sewage treatment plant to support their respective projects	Would facilitate the development of multi-level mixed-use projects called for in the development program
Community Development Block Grant Enforcement Target	A Town Code Inspector is specifically assigned to specific targeted districts to enforce Town codes	Would offer a mechanism to address code violations as they occur throughout the entire TOD District area
Community Development Block Grant Housing Rehabilitation Program	Offers grants to homeowners in specific census tracts to improve residential units	Could encourage existing residents to improve their homes and take part in revitalization, if Ronkonkoma Hub includes targeted census tracts per the program

Source: Town of Brookhaven, BBPC, 2008 (updated in August 2010).

Appendix A
Market Analysis

Market Analysis

Ronkonkoma Hub Transit-Oriented Land Use & Implementation Plan and GEIS

Prepared For:

The Town of Brookhaven

Prepared By:

BBP & Associates, LLC
111 Annapolis Street
Annapolis, MD 21401

August 2010

Executive Summary

Overview

The Ronkonkoma TOD District area offers strong opportunities from a market perspective. The station is the most active of all rail stations in Long Island, with over 14,000 daily riders.[1] Market trends in surrounding market areas are positive, with households, household spending, and employment projected to grow – all key ingredients for residential, retail and restaurant, and office development.

Opportunities Identified by the Market Analysis

BBP LLC performed an evaluation of demand and supply characteristics of multifamily housing, retail and restaurant uses, and office uses in areas and jurisdictions surrounding the TOD District area over the next nine year period based upon the theoretical full build and theoretical maximum build out plan prepared by VHB.[2] The full build and maximum build out concepts prepared by VHB identified opportunities for:

Full Build Concept

- Residential development – 615 housing units.
- Retail and restaurant development –80,875 square feet (including 60,875 square feet of retail space and 20,000 square feet of restaurant space).
- Office development –49,375 square feet

Maximum Build Out Concept

- Residential development – 808 housing units.
- Retail and restaurant development –112,275 square feet (including 102,275 square feet of retail space and 10,000 square feet of restaurant space).
- Office development –49,375 square feet

The market analysis suggests there is support for the uses identified by the full build and maximum build out concepts.

In addition, both plans call for a two-story, 30,000 square foot health club. This type of use is not evaluated in residential, retail/restaurant, or office analyses, and has not been analyzed quantitatively given the scope of work focus on residential, retail/restaurant and office evaluations. However, from a qualitative perspective, having a health club in the TOD District area will provide synergies to support other development. The health club will be an added amenity for future residents and employees, and could bring additional visitors to the area who may then patronize retail shops and restaurants.

[1] Regional Plan Association, *Places to Grow*, January 2010.
[2] The Theoretical Full Build considers only the Brookhaven side, while the Maximum Build Out takes into consideration the Islip side as well.

Key Findings by Market Sector

The market analysis revealed a number of key findings by market sector.

Residential Market Key Findings

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. BBP LLC estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include "Pleasant-ville," "Sophisticated Squires," "Wealthy Seaboard Suburbs," and "Up and Coming Families." These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest 6 to 7 percent of household growth in the primary and secondary market areas through 2019. Such capture would support the development of the 615 residential units identified in the theoretical full build plan or the 808 units identified in the maximum build out plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the train station.

Retail and Restaurant Market Key Findings

- Two classifications of retail goods and services may be offered in the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD area is situated within four associated trade areas: the convenience goods primary trade area (3-mile radius, roughly equal to a 5-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (5-mile radius, roughly equal to a 10-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 to 0.22 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the theoretical full build plan or the 112,275 square feet identified in the maximum build out plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales “leaked” beyond the trade area, indicating unmet demand for goods and services. Such retail types may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores; jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that

offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Office Market Key Findings

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in both the theoretical full build and maximum build out plans, the TOD District area will have to capture either 2 percent of the office space supported by office employment trends or 4 percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

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Section 1 Introduction

1.1 Study Purpose

The market analysis is designed to review trends in the residential, retail and office markets in order to identify opportunities for development in the TOD District area. The evaluation includes review of the proposed conceptual plans for the area to determine whether market trends support the level of development in the theoretical full build as well as maximum build out plans.

1.2 Work Completed

The market analysis was developed through the completion of several tasks, including:

1. Economic and demographic profile – examination of existing and projected demographic and economic factors for the TOD District area and surrounding market areas. These factors are interwoven into the residential, retail and office market analysis sections of this report.

2. Residential market analysis – evaluation of demand, supply, and opportunities for transit-oriented housing development (e.g. multifamily dwellings).

3. Retail and restaurant market analysis – evaluation of demand, supply and opportunities for various types of retail uses and restaurants.

4. Office market analysis – assessment of demand, supply and opportunities for office space to accommodate different types of office-based industries.

5. Analysis of development potential – review of theoretical full build and maximum build out concepts and comparison to market opportunities to identify whether market trends support the concepts. This review and assessment is included in the residential, retail and office market analysis sections of this report.

Section 2 Residential Market Analysis

2.1 Market Area Definition

The Ronkonkoma Transit-Oriented development ("TOD") District area is situated at the border of the Towns of Brookhaven and Islip, two of many municipalities that comprise the Long Island residential market of Suffolk and Nassau Counties.

Consistent with the market analysis undertaken in 2008 as part of the *Ronkonkoma Hub Transit-Oriented Planning Study*, BBP LLC has assumed that the majority of demand for new housing will emerge from residents of local jurisdictions. An industry rule of thumb states that "between 50 to 75 percent of the buyers or renters in a new development come from the local community" (Urban Land Institute).

Using this reasoning, BBP LLC has defined the primary residential market area for the TOD District area (i.e. the geographic zone from which the majority of demand for new housing will emerge) as the Towns of Brookhaven and Islip. BBP LLC has also identified a secondary study area (i.e. the geographic zone from which the next highest proportion of demand for new housing will emerge) as the remainder of Suffolk County. This zone captures those households which currently drive to the Ronkonkoma Hub station and travel toward Manhattan via express rail service.

2.2 Target Market Profile

The target market includes households likely to reside in multi-family housing units near transit. To identify these households, BBP LLC examined the current supply of multi-family housing in the Towns of Brookhaven and Islip, including recently constructed multi-family housing in the TOD District area.

Through a reconnaissance survey of current housing supply, BBP LLC has determined that:

- The majority of rental multi-family housing units are one- and two-bedroom units;
- The average rental rate for a one-bedroom unit was $1,370, while a two-bedroom unit was $1,680 as of first quarter 2010;
- Newly constructed rental complexes in Suffolk County have been found to command a premium, with average rental rates roughly one-third higher than average rental rates for all multi-family units (according to the Suffolk County Department of Planning *Demographic, Economic and Development Trends* report dated November 2008);
- Market rental rates for multi-family housing in the two towns range, on average, from $1,110 for a studio apartment up to $2,400 for a three-bedroom unit;
- The majority of new for-sale multi-family housing units have two to three bedrooms;
- List prices for new for-sale condominiums range from approximately $270,000 to $470,000;
- The median list price of residential property in the area surrounding TOD District area was $380,000 in 2010;

- Households earning approximately $40,000 to $100,000 can afford current rental rates, assuming gross monthly housing costs (e.g. monthly rent and utilities) does not exceed 30 percent of gross income; and
- Households earning approximately $80,000 to $150,000 can afford currently listed new condominium units, assuming monthly housing costs (e.g. monthly mortgage, taxes, utilities, and HOA fees) do not exceed 30 percent of gross income and assuming a 5 percent down payment is made.

Given these current conditions, BBP LLC has identified the target market for new multi-family housing in the TOD District area as households earning $35,000 to $150,000 annually, which spans the range of households that can afford current rental rates up through current for-sale prices. We believe the majority of demand within this range will come from the middle two-thirds of the range (approximately $50,000 to $130,000).

2.3 Market Area Demographics

To evaluate the depth of potential demand for multi-family housing in the TOD District area, BBP LLC performed an overview demographic analysis of estimated existing and projected future households in the primary and secondary market areas.

Key questions addressed through the demographic analysis include:

- How many estimated existing households meet the target market definition (e.g. how many earn $35,000 to $150,000 annually)?
- How many projected future households meet the target market definition in the short-term (e.g. 5 years)? How many in the long-term (e.g. 10 years)?
- What lifestyle and housing preferences do these households share?

Existing and Future Households

In 2009, there were an estimated 337,000 “target market” households earning $35,000 to $150,000 in the primary and secondary market areas. By 2014, total households meeting the target market definition could rise to 342,000 households if households are added at an annual rate of 0.15% to 0.45%, as current projections suggest (the lower growth rate is projected for the secondary market area, while the higher growth rate is projected for the primary market area). If this annual growth continues at the same pace through 2019, target market households could increase to a total of nearly 348,000 households, as illustrated in the following table.

Existing and Future Households Target Market: Earning $35,000 to $150,000 TOD District Market Areas					
	Total			Net Increase	
Market Area	2009	2014	2019	2009-2014	2014-2019
Primary	191,592	195,973	200,454	4,381	4,481
Secondary	145,111	146,171	147,239	1,060	1,068
Total	336,702	342,144	347,693	5,442	5,550

1/ BBP LLC projected 2019 households using 0.45% annual growth rate for the primary market area, and 0.15% annual growth rate for the secondary market area, in accordance with compound growth rates projected by ESRI for the target market areas from 2009 to 2014
2/ Secondary market area excludes primary market area to avoid double-counting
Source: ESRI Business Information Solutions, BBP LLC, 2010

Given these current growth projections, the TOD District primary and secondary market areas could add a net 5,442 households earning $35,000 to $150,000 from 2009 to 2014 and another 5,550 households earning at this income range from 2014 to 2019. Therefore, the total potential market demand for multi-family housing could be up to 10,991 households.

Top Tapestry Segments

To identify the lifestyle characteristics and housing preferences of local residents, BBP LLC performed an evaluation of top household tapestry segments. ESRI Business Information Solutions uses demographic information such as labor force characteristics, median income, age, and spending habits to categorize neighborhoods according to a trademarked Community Tapestry classification system.[3] The following table identifies the top tapestry segments in the TOD District market areas, with tapestry segments grouped by common traits.

[3] ESRI is a subscription-based market research and analysis service.

TOD District Market Areas (Top Tapestry Segments)		
	Towns of Brookhaven and Islip	Suffolk County
High Society	25.7%	30.5%
Top Rung	0.6%	1.5%
Suburban Splendor	1.8%	2.6%
Connoisseurs	1.8%	4.6%
Boomburbs	0.7%	0.4%
Wealthy Seaboard Suburbs	10.1%	15.2%
Sophisticated Squires	10.4%	5.8%
Exurbanites	0.3%	0.4%
Uspcale Avenues	43.3%	40.7%
Urban Chic	0.7%	3.0%
Pleasant-Ville	37.7%	34.6%
In Style	3.0%	2.0%
Enterprising Professionals	1.4%	0.8%
Green Acres	0.1%	0.0%
Cozy and Comfortable	0.4%	0.3%
Family Portrait	17.4%	7.7%
Up and Coming Families	12.6%	0.7%
Milk and Cookies	1.4%	1.9%
Urban Villages	3.4%	5.1%
Senior Styles	5.7%	6.5%
Prosperous Empty Nesters	0.8%	1.1%
Silver and Gold	0.4%	1.1%
Retirement Communities	2.3%	2.7%
The Elders	1.4%	0.7%
Senior Sun Seekers	0.2%	0.2%
Heartland Communities	0.2%	0.1%
Simple Living	0.2%	0.5%
Social Security Set	0.2%	0.1%
Traditional Living	6.5%	5.6%
Main Street USA	6.0%	5.1%
Midlife Junction	0.5%	0.5%
TOTAL	98.6%	91.0%
Source: ESRI Business Information Solutions, BBP LLC, 2010		

The "Pleasant-ville" tapestry segment, one of several "Upscale Avenues" tapestry types, is the dominant segments in the Towns (37.7 percent) and Suffolk County (34.6 percent). "Upscale Avenues" households comprise over 40 percent of all households in the Towns and County. "High Society" tapestry types are the next most prevalent, with 25.7 percent of all Brookhaven and Islip households, and 30.5 percent of all Suffolk County households, identified as

such. The two top tapestries in this group are "Sophisticated Squires" (10.4 percent and 5.8 percent of the Towns and County households, respectively) and "Wealthy Seaboard Suburbs" (10.1 percent and 15.2 percent of the Towns and County households, respectively). The "Up and Coming Families" segment is also prevalent in the Towns, representing 12.1 percent of all households.

"Pleasant-ville" households are characterized as affluent households comprised primarily of middle-aged married couples with children; about half of households are empty nesters. Though one fifth of households receive retirement income, the majority of residents work in a variety of industries. Commuting rates are high in this tapestry segment, and an estimated 12 percent commute an hour or more. Most households currently live in single-family residences built in the decades following World War II. Favorite leisure time pursuits include dining out, watching sporting events, and traveling.

"Sophisticated Squires" households include many "baby boomer" married-couple families, including empty nesters. These households are among the most affluent tapestry segments identified by ESRI (grouped collectively as "High Society"). Residents are employed primarily in white-collar occupations, and many have long commutes to work. The majority of households reside in single-family structures, most of which were built between 1970 and 1989. Leisure time activities include playing sports, bicycling, photography, playing golf, and gardening.

"Wealthy Seaboard Suburbs" neighborhoods are characterized as affluent, married-couple families living in older communities in coastal metropolitan areas. Just under half of households have children. Approximately 25 percent of households collect retirement income, while most of the employed residents work in management or professional occupations. Of the 65 tapestry segments identified by ESRI, "Wealthy Seaboard Suburbs" residents are among the top five most likely to commute to work (including commuting out-of-state to work). Most households live in older neighborhoods comprised of single-family homes built prior to 1970. Leisure time is spent shopping, traveling, skiing, ice skating, and going to the theater. Popular retail destinations include Macy's, Nordstrom, and warehouse clubs.

"Up and Coming Families" are young and affluent with younger children. Household incomes are higher than the national median, and labor force participation is high, with many dual-income households. Most households live in new single-family housing built in the past 10 years. Leisure time activities include playing sports, dining out at family restaurants, traveling, and shopping.

Common characteristics of the tapestry segments profile above include:

- Households are relatively wealthy;
- Most households consist of married couples;
- Many households are empty nester or couples without children (with the exception of "Up and Coming Families");
- Many households are headed by baby boomers;
- Most households live in older single-family homes (with the exception of "Up and Coming Families");
- Many households commute long distances to work; and
- Most households enjoy shopping, dining out, and outdoor activities.

Since many households commute long distances, live in older homes, and are either empty nesters or couples without children, some of these households may be interested in "downsizing" from their older single-family homes to smaller homes near transit. Such relocation would afford residents more convenient access to transit and reduce the level of maintenance required on their property, freeing up more leisure time. The baby boomer segment (age 55 and older) was highlighted, along with young adults (age 25 to 34), as a group more likely than other age groups to live in downtowns across Long Island in a recent study.[4]

2.4 Potential Market Capture

Living near transit in downtown settings is becoming more desirable in Long Island and throughout the nation. This desirability is emerging in part from demographic trends, including the aging of baby boomers and the preference of younger adults for mixed-use environments.[5] These trends are borne out in Long Island, where most downtowns are comprised of slightly more baby boomers (residents over age 55) and more young adults (residents aged 25-34).[6]

The success of recent housing development at the TOD District area bodes well for future transit-oriented, multi-family housing around the station. When Fairfield at Ronkonkoma Hub was constructed in 2007, the project was quickly leased, and occupancy has remained high through 2010, indicating strong demand for multi-family housing in the area (particularly luxury rental housing).

The Ronkonkoma Hub station is also the busiest commuter train stations in Long Island, with an average daily ridership of over 14,600 riders.[7] Offering the easternmost express trains to Manhattan on the Main Line, The station has attracted tens of thousands of daily commuters from the surrounding area and eastern Suffolk County. These commuters should be targeted as one market segment for multi-family housing in the TOD District area.

Demographic trends in the Towns of Brookhaven and Islip and Suffolk County suggest households in the target market (i.e. those earning $35,000 to $150,000) will grow over the next five and ten year periods. Growth of these households could serve as a key source of demand for multi-family housing in the station area.

Given the strong commuter activity in the TOD District area, the recent successful multi-family housing development in the area, and the growth of households in surrounding towns and Suffolk County, there are strong opportunities for new multi-family housing in the TOD District area.

To support the 615 residential units identified in the theoretical full build plan, the TOD District area will need to capture a modest 6 percent of the household growth that occurs in the primary and secondary market areas over the next ten years. An additional 1 percent of this growth will need to be captured to support the 808 residential units identified in the maximum build out plan (for a total capture rate of 7 percent). BBP LLC believes these relatively

[4] Regional Plan Association, *Places to Grow*, January 2010.
5 Urban Land Institute, "Higher-Density Development: Myth and Fact," 2005.
[6] *Places to Grow,* January 2010.
[7] Ridership data provided in *Places to Grow*, January 2010.

modest capture rates are achievable in the TOD District area given the area's many strengths identified as part of the residential market assessment.

Proposed Residential Development and Required Capture of Household Growth
TOD District Area

Concept	Residential Units	Net Increase in HH (2009-2019, Primary and Secondary Market Areas)	Required Capture Rate
Full Build	615	10,991	6%
Maximum Built Out	808		7%

Source: ESRI Business Information Solutions, BBP LLC, 2010

BBP LLC recommends that these units include a balanced mix of rental and owner-occupied units. To offer a competitive edge and appeal to target households, BBP LLC recommends that new units and the surrounding TOD District area provide a rich array of amenities. According to the Urban Land Institute, households interested in transit-oriented lifestyles seek amenity-rich living environments couples with the convenience of proximity to transit. Households prefer: neighborhoods with urban-style amenities (even in suburban settings); proximity to restaurants, shops, and cultural and sporting venues; historic or architecturally unique buildings; and smaller lots.

According to the National Multi Housing Council, amenities found in innovative new housing developments include:

- Architecturally distinctive features
- Compact lots
- Private entries
- Direct-entry garage parking
- Nine-foot ceilings
- Bay windows and skylights
- Two-level units
- Gourmet kitchens
- Deluxe master baths
- Full-sized laundry facilities
- Keyless entry systems
- Units wired for integrated telephone, cable, and internet service
- In-wall speaker systems with theater-quality sound
- Business centers, conference facilities
- Media rooms
- Community gardens
- Car wash and car detailing facilities
- Daycare and children's activities
- Pet daycare and dog walking services

The TOD District area already offers several community amenities found in innovative new housing developments, including auto care and daycare services. Additional services and retail offerings would enhance the appeal of the

area to new residents. Destination shops and restaurants in particular are a type of use not well-represented in the area that would complement the existing convenience retail stores and services in the area.

2.5 Summary

The TOD District area offers a strong opportunity for multi-family housing development oriented to transit. Market trends in the surrounding towns and county are favorable, with short- and long-term household growth of the target demographic (e.g. households earning $35,000 to $150,000) projected through 2014, and from 2014 to 2019. Such growth should fuel demand for new housing units focused around the transit station in the TOD District area.

Key findings from the housing demand and opportunities analysis include:

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. BBP LLC estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include “Pleasant-ville,” “Sophisticated Squires,” “Wealthy Seaboard Suburbs,” and “Up and Coming Families.” These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest 6 to 7 percent of household growth in the primary and secondary market areas through 2019. Such capture would support the development of the 615 residential units identified in the theoretical full build plan or the 808 units identified in the maximum build out plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the train station.

Section 3 Retail and Restaurant Market Analysis

3.1 Trade Area Definition

A trade area is the geographic area from which the majority of a retail establishment's customers originate. Trade areas differ based on the type of products offered at the retail establishment. For example, the trade area for a convenience good such as milk is typically smaller than the trade area for a shoppers good, or "comparison" good, such as furniture or apparel. The distance a consumer will travel to buy a gallon of milk is significantly shorter than the travel distance tolerated to buy a new sofa.

Another factor affecting the trade areas for convenience and shoppers goods is comparison shopping. To purchase a gallon of milk, one generally does not need to compare brands or stores. To purchase a piece of furniture, consumers are willing to travel further distances to compare various merchandise.

These factors impact the designation of trade areas for the TOD District area, which currently offers a small cluster of convenience goods oriented to commuters. This current mix of stores does not, however, preclude the TOD District area from eventually adding shoppers goods. Therefore, two primary trade areas have been established for the TOD District area:

1. Convenience goods primary retail trade area – defined as all the land within a 3 mile radius of the train station, and roughly equal to an easy 5-minute drive of the train station (which is the typical drawing area of neighborhood-oriented convenience retail establishments, which often include food stores, drug stores, personal service establishments such as dry cleaning and beauty parlors, takeout food businesses, and small sit-down restaurants).

2. Shoppers goods primary retail trade area – defined as all the land within a 5 mile radius of the train station, and roughly equivalent to a 10-minute driving distance (which is the typical drawing area of community-oriented retail destinations, which often include destination restaurants, clothing and apparel stores, home furnishings and specialty stores).

Not all sales to TOD District area retail establishments (both existing and future) will draw from these primary trade areas. Establishments situated around the train station already take advantage of the high volume of commuters that patronize the station, including those that reside beyond a 5-mile radius of the station. Most of these commuters reside in eastern areas of Suffolk County; therefore, Suffolk County may be viewed as a secondary trade area for both convenience and shoppers goods.

3.2 Household Spending Profile

Convenience Goods

Residents of the convenience goods primary and secondary trade areas surrounding the TOD District area offer strong disposable income to support convenience retailers. Within a 3-mile radius of the station, approximately 27,500 households offer $439 million in annual convenience goods retail spending potential ($16,000 per household). Residents of Suffolk County, which total over 488,000, offer a combined nearly $8 billion in annual convenience goods retail spending potential ($16,400 per household).

Trade Area Household Spending Profile

Convenience Goods, 2009

	Primary Trade Area (3-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	27,514	Households:	488,298
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Grocery Stores	$166,000,000	$6,000	$3,010,000,000	$6,200
Specialty Food Stores	$14,000,000	$500	$260,000,000	$500
Beer, Wine, and Liquor Stores	$14,000,000	$500	$261,000,000	$500
Health & Personal Care Stores	$47,000,000	$1,700	$870,000,000	$1,800
Gasoline Stations	$121,000,000	$4,400	$2,197,000,000	$4,500
Florists	$2,000,000	$100	$36,000,000	$100
Office Supplies, Stationary, and Gift Stores	$10,000,000	$400	$174,000,000	$400
Limited-Service Eating Places	$55,000,000	$2,000	$1,000,000,000	$2,000
Taverns	$10,000,000	$400	$186,000,000	$400
TOTAL	$439,000,000	$16,000	$7,994,000,000	$16,400

Source: ESRI, BBP LLC, 2010

Top spending categories of households in both the convenience goods primary and secondary trade areas include: groceries, health and personal care products, gasoline, and limited-service eating places.

Convenience Goods Spending Per Household, 2009

Source: ESRI, BBP LLC, 2010

These residents' purchasing power may offer potential to support new convenience goods establishments in the TOD District area. Small-scale versions of these stores will be the most appropriate fits for the downtown scale and character envisioned for the TOD District area.

Shoppers Goods

The buying power of households for shoppers goods in the shoppers goods primary and secondary trade areas surrounding the TOD District area is also substantial. The nearly 76,000 households living within a 5-mile radius of the train station (the primary trade area) offer a combined nearly $1.6 billion in annual retail spending potential for shoppers goods ($21,000 per household). The 488,000 households in Suffolk County offer an annual potential for $10.6 billion in shoppers goods expenditures ($21,500 per household).

Trade Area Household Spending Profile

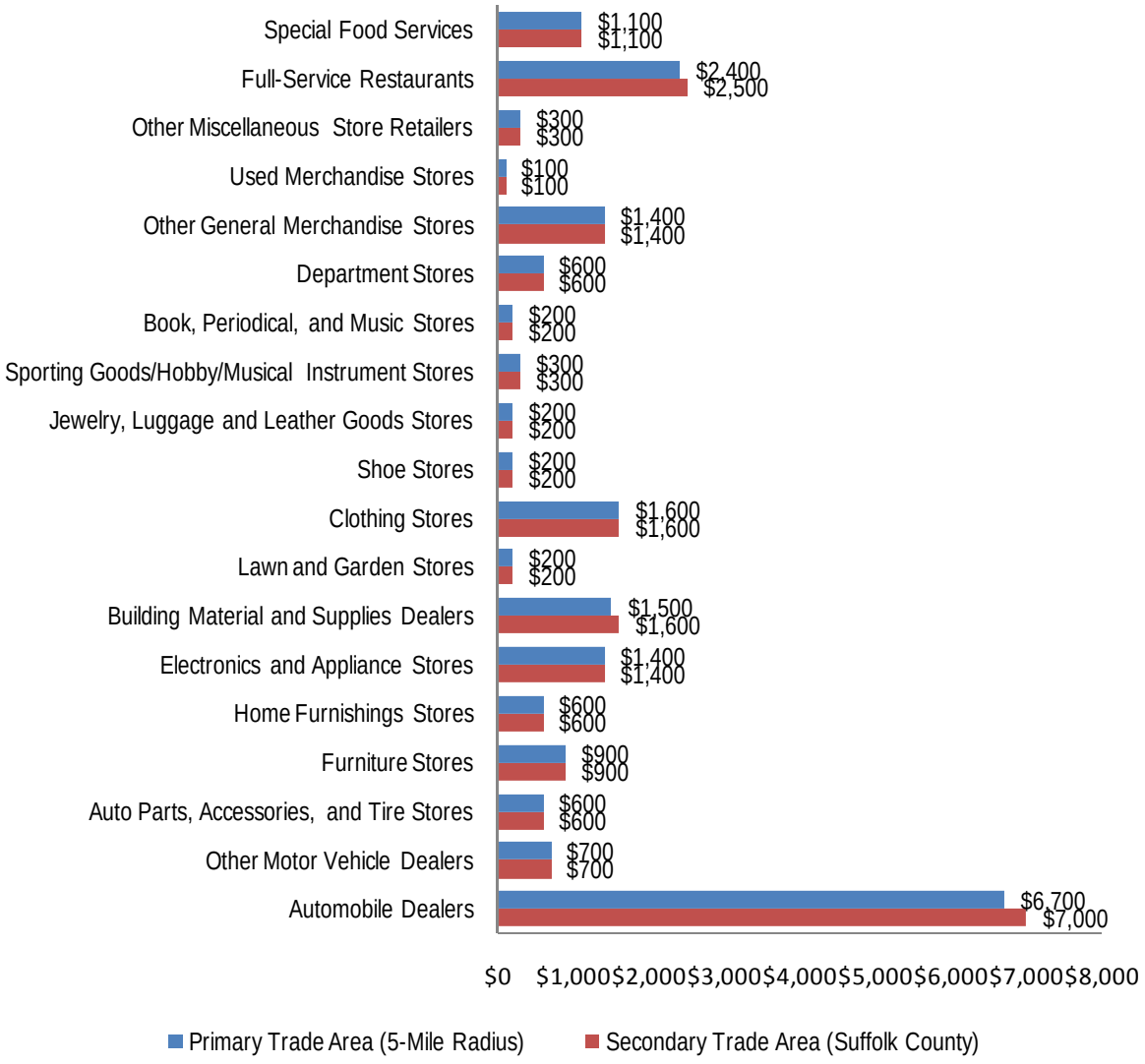
Shoppers Goods, 2009

	Primary Trade Area (5-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	75,702	Households:	488,298
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Automobile Dealers	$508,000,000	$6,700	$3,418,000,000	$7,000
Other Motor Vehicle Dealers	$50,000,000	$700	$350,000,000	$700
Auto Parts, Accessories, and Tire Stores	$44,000,000	$600	$295,000,000	$600
Furniture Stores	$65,000,000	$900	$441,000,000	$900
Home Furnishings Stores	$45,000,000	$600	$299,000,000	$600
Electronics and Appliance Stores	$106,000,000	$1,400	$707,000,000	$1,400
Building Material and Supplies Dealers	$114,000,000	$1,500	$760,000,000	$1,600
Lawn and Garden Stores	$17,000,000	$200	$114,000,000	$200
Clothing Stores	$121,000,000	$1,600	$797,000,000	$1,600
Shoe Stores	$15,000,000	$200	$97,000,000	$200
Jewelry, Luggage and Leather Goods Stores	$16,000,000	$200	$108,000,000	$200
Sporting Goods/Hobby/Musical Instrument Stores	$24,000,000	$300	$156,000,000	$300
Book, Periodical, and Music Stores	$15,000,000	$200	$102,000,000	$200
Department Stores	$46,000,000	$600	$306,000,000	$600
Other General Merchandise Stores	$104,000,000	$1,400	$692,000,000	$1,400
Used Merchandise Stores	$4,000,000	$100	$28,000,000	$100
Other Miscellaneous Store Retailers	$25,000,000	$300	$170,000,000	$300
Full-Service Restaurants	$184,000,000	$2,400	$1,212,000,000	$2,500
Special Food Services	$84,000,000	$1,100	$554,000,000	$1,100
TOTAL	$1,587,000,000	$21,000	$10,606,000,000	$21,500

Source: ESRI, BBP LLC, 2010

Households in both the shoppers goods primary and secondary trade areas offer the most potential spending on the following types of shoppers goods: automobiles, full-service restaurants, clothing, building materials, and other general merchandise.

Shoppers Goods Spending Per Household, 2009



Source: ESRI, BBP LLC, 2010

Given the downtown character of the TOD District area, small-scale specialty shops and sit-down restaurants may be the most appropriate means through which to capture a portion of the spending power of primary and secondary trade area households. These types of businesses can fit within a downtown scale and character more appropriate than, for instance, large automobile dealers or department stores.

3.3 Future Households, Income, and Retail Spending

Convenience Goods

In addition to existing households, future households offer potential to support new retail establishments in the TOD District area. Based on recent demographic trends, by 2014 there will be 27,250 households located within a 3-mile radius of the transit station (which does not take into account other, additional households that may locate in the TOD area). With a median projected income of over $94,000 in 2014, future residents offer potential to spend an average of $17,100 annually on convenience retail goods and services for a combined total of $463 million annually.

Trade Area Household Spending Profile

Convenience Goods, 2014

	Primary Trade Area (3-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	27,250	Households:	489,782
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Grocery Stores	$175,000,000	$6,400	$3,231,000,000	$6,600
Specialty Food Stores	$15,000,000	$600	$279,000,000	$600
Beer, Wine, and Liquor Stores	$15,000,000	$600	$280,000,000	$600
Health & Personal Care Stores	$49,000,000	$1,800	$934,000,000	$1,900
Gasoline Stations	$127,000,000	$4,700	$2,358,000,000	$4,800
Florists	$2,000,000	$100	$39,000,000	$100
Office Supplies, Stationary, and Gift Stores	$11,000,000	$400	$187,000,000	$400
Limited-Service Eating Places	$58,000,000	$2,100	$1,073,000,000	$2,200
Taverns	$11,000,000	$400	$200,000,000	$400
TOTAL	$463,000,000	$17,100	$8,581,000,000	$17,600

Source: ESRI, BBP LLC, 2010

In 2014, there are projected to be nearly 490,000 households in Suffolk County with a median projected income of nearly $92,000. These households bring with them potential annual spending of $17,600 per household on convenience retail goods and services for a total of over $8.6 billion per year. Such increase in potential spending offers potential to support new convenience goods establishments in the TOD District area.

Shoppers Goods

Projected increases in buying power for shoppers goods may also offer support for new shoppers goods businesses in the TOD District area. By 2014, households in the primary goods shoppers goods trade area (5-mile radius surrounding the train station) are projected to spend nearly $1.7 billion per year on shoppers goods. Households in the secondary trade area (Suffolk County) are projected to spend nearly $11.4 billion per year.

Trade Area Household Spending Profile

Shoppers Goods, 2014

	Primary Trade Area (5-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	75,670	Households:	489,782
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Automobile Dealers	$542,000,000	$7,200	$3,669,000,000	$7,500
Other Motor Vehicle Dealers	$53,000,000	$700	$376,000,000	$800
Auto Parts, Accessories, and Tire Stores	$47,000,000	$600	$317,000,000	$600
Furniture Stores	$69,000,000	$900	$473,000,000	$1,000
Home Furnishings Stores	$48,000,000	$600	$321,000,000	$700
Electronics and Appliance Stores	$113,000,000	$1,500	$759,000,000	$1,500
Building Material and Supplies Dealers	$122,000,000	$1,600	$816,000,000	$1,700
Lawn and Garden Stores	$18,000,000	$200	$122,000,000	$200
Clothing Stores	$129,000,000	$1,700	$855,000,000	$1,700
Shoe Stores	$16,000,000	$200	$104,000,000	$200
Jewelry, Luggage and Leather Goods Stores	$17,000,000	$200	$116,000,000	$200
Sporting Goods/Hobby/Musical Instrument Stores	$26,000,000	$300	$167,000,000	$300
Book, Periodical, and Music Stores	$16,000,000	$200	$109,000,000	$200
Department Stores	$49,000,000	$600	$328,000,000	$700
Other General Merchandise Stores	$111,000,000	$1,500	$743,000,000	$1,500
Used Merchandise Stores	$4,000,000	$100	$30,000,000	$100
Other Miscellaneous Store Retailers	$27,000,000	$400	$182,000,000	$400
Full-Service Restaurants	$196,000,000	$2,600	$1,301,000,000	$2,700
Special Food Services	$90,000,000	$1,200	$595,000,000	$1,200
TOTAL	$1,693,000,000	$22,300	$11,383,000,000	$23,200

Source: ESRI, BBP LLC, 2010

3.4 Supportable Retail Space

The level of retail space that may be supported in the TOD District area is a function of how many sales can be captured from the retail spending of residents in the primary and secondary trade areas. In conducting the analysis of supportable retail space based on this function, BBP LLC omitted several types of retail goods that were not consistent with the types of fine-grain uses contemplated for the downtown area. These include: gasoline stations, automobile dealers, other motor vehicle dealers, and department stores. All of these uses require larger spaces than those envisioned for the area.

Convenience Goods

Retail spending in the primary and secondary trade areas is projected to total nearly $6.6 billion in retail store group categories by 2014, consistent with Ronkonkoma's downtown character. Such spending would support nearly 19.2 million square feet of convenience space in the primary and secondary trade areas.

Future Trade Area Expenditures and Supportable Square Feet, 2015

Convenience Goods, 2014

	PTA Expenditures	STA Expenditures	Combined Expenditures	Sales Per SF	Supportable SF
Grocery Stores	$175,000,000	$3,231,000,000	$3,406,000,000	$473	7,200,846
Specialty Food Stores	$15,000,000	$279,000,000	$294,000,000	$151	1,947,020
Beer, Wine, and Liquor Stores	$15,000,000	$280,000,000	$295,000,000	$396	744,949
Health & Personal Care Stores	$49,000,000	$934,000,000	$983,000,000	$430	2,286,047
Florists	$2,000,000	$39,000,000	$41,000,000	$226	181,416
Office Supplies, Stationary, and Gift Stores	$11,000,000	$187,000,000	$198,000,000	$120	1,650,000
Limited-Service Eating Places	$58,000,000	$1,073,000,000	$1,131,000,000	$246	4,597,561
Taverns	$11,000,000	$200,000,000	$211,000,000	$358	589,385
TOTAL	$336,000,000	$6,223,000,000	$6,559,000,000	-	19,197,224

Source: ESRI, Urban Land Institute, BBP LLC, 2010

Shoppers Goods

In the shoppers goods category, retail spending by 2014 is projected to total over $8 billion. Such spending would support over 31.8 million square feet of shoppers goods space in the primary and secondary trade areas.

Future Trade Area Expenditures and Supportable Square Feet, 2014

Shoppers Goods, 2014

	PTA Expenditures	STA Expenditures	Combined Expenditures	Sales Per SF	Supportable SF
Auto Parts, Accessories, and Tire Stores	$47,000,000	$317,000,000	$364,000,000	$173	2,104,046
Furniture Stores	$69,000,000	$473,000,000	$542,000,000	$156	3,474,359
Home Furnishings Stores	$48,000,000	$321,000,000	$369,000,000	$216	1,708,333
Electronics and Appliance Stores	$113,000,000	$759,000,000	$872,000,000	$302	2,887,417
Building Material and Supplies Dealers	$122,000,000	$816,000,000	$938,000,000	$388	2,417,526
Lawn and Garden Stores	$18,000,000	$122,000,000	$140,000,000	$265	528,302
Clothing Stores	$129,000,000	$855,000,000	$984,000,000	$269	3,657,993
Shoe Stores	$16,000,000	$104,000,000	$120,000,000	$222	541,353
Jewelry, Luggage and Leather Goods Stores	$17,000,000	$116,000,000	$133,000,000	$303	438,944
Sporting Goods/Hobby/Musical Instrument Stores	$26,000,000	$167,000,000	$193,000,000	$183	1,057,534
Book, Periodical, and Music Stores	$16,000,000	$109,000,000	$125,000,000	$246	508,130
Other General Merchandise Stores	$111,000,000	$743,000,000	$854,000,000	$167	5,101,553
Used Merchandise Stores	$4,000,000	$30,000,000	$34,000,000	$206	165,049
Other Miscellaneous Store Retailers	$27,000,000	$182,000,000	$209,000,000	$206	1,014,563
Full-Service Restaurants	$196,000,000	$1,301,000,000	$1,497,000,000	$358	4,181,564
Special Food Services	$90,000,000	$595,000,000	$685,000,000	$335	2,042,431
TOTAL	$1,049,000,000	$7,010,000,000	$8,059,000,000	-	31,829,098

Source: ESRI, Urban Land Institute, BBP LLC, 2010

The theoretical full build and theoretical maximum build out plans call for 80,875 and 112,275 square feet of retail space, respectively (including restaurant space). Future retail spending patterns could support over 51 million square feet in the primary and secondary market areas, as based on spending projections for 2014. BBP LLC estimates that such demand could be absorbed in the market area by 2019. The TOD District area would therefore need to capture a modest 0.16 to 0.22 percent of this total supportable space to support the 80,875 or 112,275 square feet identified in the plans. Given the TOD District area's strong current visitation by transit riders, BBP LLC believes such modest capture rates are possible, and will only be further supported by the addition of new residents and employees to the area.

Proposed Retail Development and Required Capture of Supportable Square Feet

TOD District Area

Concept	Retail and Restaurant Square Feet	Supportable Square Feet (2009-2019, Primary and Secondary Market Areas)	Required Capture Rate
Full Build	80,875	51,026,322	0.16%
Maximum Built Out	112,275		0.22%

Source: ESRI Business Information Solutions, BBP LLC, 2010

3.5 Retail Supply

New retailers in the TOD District area can take advantage of the spending power of primary and secondary trade area residents, and even with very modest capture rates, such new businesses can be successful. However, it is important to note that these new stores will compete with other retailers in the trade areas. Given this issue, BBP LLC has performed an evaluation of retail supply, focusing on **retail leakage** in the trade areas (i.e. retail sales that are "leaked" beyond the trade areas) to understand which categories of retail are underrepresented, indicating unmet demand for retail goods and services. This analysis is meant to help focus in on which types of retail may be best positioned to succeed in the TOD District area given their underrepresentation elsewhere.

Convenience Goods

As illustrated in the following table, convenience goods are well-represented in most categories in the primary trade area, with retail sales exceeding retail spending in most categories. However, leakage does appear in three categories: beer, wine and liquor stores ($4 million in spending is leaked beyond this trade area); office supplies, stationary and gift stores ($3 million in spending is leaked); and taverns ($3 million in spending is leaked). These three categories may offer relatively stronger potential for success in the TOD District area given their underrepresentation in the primary trade area.

Trade Area Household Spending Profile

Convenience Goods, 2009

	Primary Trade Area (3-Mile Radius)			Secondary Trade Area (Suffolk County)		
	Total Expenditures	Total Sales	Leaked Sales	Total Expenditures	Total Sales	Leaked Sales
Grocery Stores	$166,000,000	$258,000,000	$92,000,000	$3,010,000,000	$3,036,000,000	$26,000,000
Specialty Food Stores	$14,000,000	$15,000,000	$1,000,000	$260,000,000	$190,000,000	($70,000,000)
Beer, Wine, and Liquor Stores	$14,000,000	$10,000,000	($4,000,000)	$261,000,000	$198,000,000	($63,000,000)
Health & Personal Care Stores	$47,000,000	$72,000,000	$25,000,000	$870,000,000	$792,000,000	($78,000,000)
Gasoline Stations	$121,000,000	$136,000,000	$15,000,000	$2,197,000,000	$1,808,000,000	($389,000,000)
Florists	$2,000,000	$2,000,000	$0	$36,000,000	$32,000,000	($4,000,000)
Office Supplies, Stationary, and Gift Stores	$10,000,000	$7,000,000	($3,000,000)	$174,000,000	$105,000,000	($69,000,000)
Limited-Service Eating Places	$55,000,000	$63,000,000	$8,000,000	$1,000,000,000	$1,040,000,000	$40,000,000
Taverns	$10,000,000	$7,000,000	($3,000,000)	$186,000,000	$87,000,000	($99,000,000)
TOTAL	$439,000,000	$570,000,000	$131,000,000	$7,994,000,000	$7,288,000,000	($706,000,000)

Source: ESRI, BBP LLC, 2010

In the convenience goods secondary trade area, more sales are leaked in almost every category, indicating that residents are underserved in many retail categories. Since this trade area was drawn to capture the residence locations of commuters from around Suffolk County that patronize the Ronkonkoma Hub station, this leakage indicates that convenience goods in the TOD District area catering to commuters should be expanded to take advantage of the relative undersupply of such goods near the homes of many commuters.

Shoppers Goods

In the shoppers goods category, several categories of retail sales are being leaked beyond the primary trade area. These underserved retail store groups include: auto parts, accessories and tire stores ($3 million leaked); furniture stores ($22 million leaked); clothing stores ($60 million leaked); shoe stores ($7 million leaked); jewelry stores ($6 million leaked); book, periodical and music stores ($4 million leaked); used merchandise stores ($1 million leaked); full-service restaurants ($71 million leaked); and special food services ($27 million leaked).

Trade Area Household Spending Profile

Shoppers Goods, 2009

	Primary Trade Area (5-Mile Radius)			Secondary Trade Area (Suffolk County)		
	Total Expenditures	Total Sales	Leaked Sales	Total Expenditures	Total Sales	Leaked Sales
Automobile Dealers	$508,000,000	$721,000,000	$213,000,000	$3,418,000,000	$3,616,000,000	$198,000,000
Other Motor Vehicle Dealers	$50,000,000	$84,000,000	$34,000,000	$350,000,000	$468,000,000	$118,000,000
Auto Parts, Accessories, and Tire Stores	$44,000,000	$41,000,000	($3,000,000)	$295,000,000	$234,000,000	($61,000,000)
Furniture Stores	$65,000,000	$43,000,000	($22,000,000)	$441,000,000	$421,000,000	($20,000,000)
Home Furnishings Stores	$45,000,000	$204,000,000	$159,000,000	$299,000,000	$392,000,000	$93,000,000
Electronics and Appliance Stores	$106,000,000	$162,000,000	$56,000,000	$707,000,000	$778,000,000	$71,000,000
Building Material and Supplies Dealers	$114,000,000	$130,000,000	$16,000,000	$760,000,000	$996,000,000	$236,000,000
Lawn and Garden Stores	$17,000,000	$24,000,000	$7,000,000	$114,000,000	$157,000,000	$43,000,000
Clothing Stores	$121,000,000	$61,000,000	($60,000,000)	$797,000,000	$617,000,000	($180,000,000)
Shoe Stores	$15,000,000	$8,000,000	($7,000,000)	$97,000,000	$74,000,000	($23,000,000)
Jewelry, Luggage and Leather Goods Stores	$16,000,000	$10,000,000	($6,000,000)	$108,000,000	$60,000,000	($48,000,000)
Sporting Goods/Hobby/Musical Instrument Stores	$24,000,000	$26,000,000	$2,000,000	$156,000,000	$308,000,000	$152,000,000
Book, Periodical, and Music Stores	$15,000,000	$11,000,000	($4,000,000)	$102,000,000	$67,000,000	($35,000,000)
Department Stores	$46,000,000	$142,000,000	$96,000,000	$306,000,000	$670,000,000	$364,000,000
Other General Merchandise Stores	$104,000,000	$157,000,000	$53,000,000	$692,000,000	$884,000,000	$192,000,000
Used Merchandise Stores	$4,000,000	$3,000,000	($1,000,000)	$28,000,000	$26,000,000	($2,000,000)
Other Miscellaneous Store Retailers	$25,000,000	$39,000,000	$14,000,000	$170,000,000	$227,000,000	$57,000,000
Full-Service Restaurants	$184,000,000	$113,000,000	($71,000,000)	$1,212,000,000	$885,000,000	($327,000,000)
Special Food Services	$84,000,000	$57,000,000	($27,000,000)	$554,000,000	$357,000,000	($197,000,000)
TOTAL	$1,587,000,000	$2,036,000,000	$449,000,000	$10,606,000,000	$11,237,000,000	$631,000,000

Source: ESRI, BBP LLC, 2010

In the shoppers goods secondary trade area, the same categories that are underrepresented in the primary trade area are undersupplied, with substantial retail sales being leaked beyond the trade area. Such leakage of these categories in both trade areas suggests their introduction in the TOD District area may prove more successful than other shoppers goods store types since they would fulfill an unmet need in the trade areas. However, it is important to note that many of these types of goods benefit from critical mass of co-location. For example, having several stores offering similar goods - such as clothing, shoes and jewelry – located together will have stronger collective drawing power for customers, since the area will become known as a destination for finding those items.

3.6 Retail Opportunities

Based on the evaluation of the current retail competition in the convenience goods and shoppers goods trade areas, we have identified a set of retail categories that have better chances for success in the TOD District area given their undersupply in the trade areas. These retail store groups are identified in the following table.

Retail Categories with Strong Potential for Success Given Current Retail Leakage
Convenience Goods, 2014
Beer, Wine, and Liquor Stores
Office Supplies, Stationary, and Gift Stores
Taverns
Shoppers Goods, 2014
Auto Parts, Accessories, and Tire Stores
Furniture Stores
Clothing Stores
Shoe Stores
Jewelry, Luggage and Leather Goods Stores
Book, Periodical, and Music Stores
Used Merchandise Stores
Full-Service Restaurants
Special Food Services
Source: BBP LLC, 2010

Additionally, retail leakage is but one indicator of the potential success of future stores. Other factors, including quality of products, customer service, marketing, and the experience offered to customers also impact the odds of success. For these reasons, a savvy entrepreneur could still open a shop in a retail category that is already well-represented in the trade areas surrounding the TOD District area (and thus faces more competition) but succeed because of the superior products, service, marketing and/or experience offered in the store.

Finally, the above analysis does not take into account the retail spending potential presented by future households of the multi-family units recommended for the study area as based on the residential analysis, nor does it include future office employees or additional transit riders generated by new development in the study area. We have omitted these potential sources of demand because we want to make sure the future retail uses will be self-sufficient (and not reliant on other new uses for their success). That being said, the presence of new residents, employees and additional transit riders that could be located in the study area could provide substantial benefits to retailers in terms of an additional local source of retail sales, thereby further encouraging retail success.

3.7 Summary

Strong opportunities exist for new retail goods and services in the TOD District area. Trends in the primary and secondary trade areas are positive, with household spending projected to increase by 2014.

Key findings from the analysis of retail demand and opportunities include:

- Two classifications of retail goods and services may be offered in the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD area is situated within four associated trade areas: the convenience goods primary trade area (3-mile radius, roughly equal to a 5-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (5-mile radius, roughly equal to a 10-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 to 0.22 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the theoretical full build plan or the 112,275 square feet identified in the maximum build out plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales “leaked” beyond the trade area, indicating unmet demand for goods and services. Such retail types may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores;

jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Section 4 Office Market Analysis

4.1 Market Area Definition

The TOD District area is located at the western fringes of the Eastern Suffolk County office market area, a broad geography that includes the County east of Central Islip. The TOD area is also located close to the neighboring Western Suffolk County office market area to the west, and is likely to be influenced by market dynamics in this area as well as Eastern Suffolk County. A new or expanding office-based business considering either the Western or Eastern Suffolk County market areas is likely to consider the Ronkonkoma area as a possible location as well.

Therefore, the primary market area for the office sector has been defined as Suffolk County to include both of these market areas. To include firms that may be seeking a Long Island location and have not identified a requirement for either Nassau or Suffolk County, the secondary market area has been defined as Long Island.

4.2 Office-Based Employment Profile

Only a handful of office-based businesses are located in the TOD District area at present. These employers together employ approximately 90 individuals. In surrounding Suffolk County, office-based businesses employ nearly 120,000 employees, and in Long Island as a whole, such businesses employ nearly 280,000 individuals. The most dominant industry in terms of employment is the professional, scientific and technical services industry, which employs the largest proportion of office-based workers in the TOD District area, Suffolk County, and Long Island. Finance and insurance is also a top employer in Suffolk County and Long Island, though not well-represented in the TOD District area. Administrative support (which includes back office functions) is a major source of employment in Long Island but less dominant in Suffolk County and in the TOD District area.

Office-Based At Place Employment, 2009

Industry	TOD District Area	Suffolk County	Long Island
Information	1	18,637	29,443
Finance & Insurance	1	24,241	60,775
Real Estate, Rental & Leasing	37	13,880	18,951
Professional, Scientific & Technical Services	40	42,780	76,015
Management of Companies & Enterprises	0	447	18,064
Administrative Support, Waste Management	9	19,257	74,373
TOTAL	88	119,242	277,621

1/ 2009 office-based employment estimated based on most recent available employment data and projected rates of growth from NYS Department of Labor

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

To gain a stronger sense of the types of office employers that comprise Long Island's economy – and thereby learn about the types of businesses that may be candidates for locating in the TOD District area – BBP LLC evaluated industry clusters provided by the NYS Department of Labor for the island. An industry cluster is a grouping of many sub-industries that are highly interrelated in the goods and services they provide. Six industry clusters comprised of at least some office-based industries are located in Long Island. These include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

Long Island Office-Based Industry Clusters, 2008

Industry Cluster	Associated Office Industries	Employment	Location Quotient
Back Office & Outsourcing Cluster	Administrative Support, Waste Management	18,800	0.54
Biomedical Cluster	Professional, Scientific & Technical Services	15,200	1.68
Communications, Software & Media Services Cluster	Information	32,300	1.04
Financial Services Cluster	Finance & Insurance; Real Estate, Rental & Leasing; Management of Companies & Enterprises	47,000	0.89
Front Office & Producer Services	Professional, Scientific & Technical Services; Management of Companies & Enterprises	73,200	1.06
Information Technology Services	Information; Professional, Scientific & Technical Services	10,100	0.54
TOTAL	-	196,600	-

Source: NYS Department of Labor, Quarterly Census of Employment and Wages, BBP LLC, 2010

These industry clusters are represented in varying degrees on Long Island, with some featuring relatively higher levels of employment compared to the industry's employment nationwide; such industries are identified by higher location quotients. Industry clusters with the highest location quotients on Long Island include: biomedical; front office and producer services; and communications, software and media services.

The biomedical cluster contains the laboratories and research offices of firms; some of these scientific researchers may opt to locate in specialized office spaces. The front office and producer services cluster includes a variety of business and environmental services (lawyers, accountants, graphic designers, architects, engineers, etc.). This cluster also includes the headquarters of companies and organizational offices of business and professional associations. The communications, software and media services cluster includes businesses and organizations engaged in publishing, broadcasting and telecommunications.

4.3 Future Employment

Employment growth in office-based industries is an important factor contributing to demand for new office space. Long Island is projected to add office-based jobs over the next six years at an annual rate of less than 1 percent, although some office-based industries will grow more rapidly than others (and some will shrink as businesses downsize).

The most job growth is projected in the administrative support industry, which is part of the back office cluster (one of the six office-based clusters present in Long Island). Professional, scientific and technical service jobs are also projected to increase; this industry is part of several of Long Island's office-based clusters: biomedical, financial services, front office and producer services, and information technology. Real estate, rental and leasing and management of companies are projected to add jobs as well. Both of these industries are represented in the financial services cluster; the management industry is also represented in the front office and producer services cluster.

Projected Changes in Office Employment by Industry Sector, Long Island, 2006 to 2016

Industry	Employment (2006)	Projected Employment (2016)	Total Employment Change	Annual Rate of Change
Information	29,740	28,760	(980)	-0.33%
Finance & Insurance	61,450	59,230	(2,220)	-0.37%
Real Estate, Rental & Leasing	18,110	21,070	2,960	1.53%
Professional, Scientific & Technical Services	74,040	80,830	6,790	0.88%
Management of Companies & Enterprises	17,420	19,660	2,240	1.22%
Administrative Support, Waste Management	71,000	82,880	11,880	1.56%
TOTAL	271,760	292,430	20,670	0.74%

Source: NYS Department of Labor, BBP LLC, 2010

Assuming Suffolk County and Long Island add jobs at the rates identified by the NYS Department of Labor, over the next four years each area will add office-based jobs, including over 3,800 jobs in Suffolk County and nearly 8,300 jobs in Long Island.

Projected Changes in Office Employment by Industry Sector, 2009 to 2014

	Suffolk County		Long Island	
Industry	Employment (2014)	Employment Change (2009-2014)	Employment (2014)	Employment Change (2009-2014)
Information	18,327	(310)	28,953	(489)
Finance & Insurance	23,799	(442)	59,667	(885)
Real Estate, Rental & Leasing	14,971	1,091	20,442	1,201
Professional, Scientific & Technical Services	44,699	1,919	79,424	2,739
Management of Companies & Enterprises	475	28	19,190	906
Administrative Support, Waste Management	20,806	1,549	80,355	4,822
TOTAL	123,077	3,835	288,031	8,295

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

4.4 Supportable Office Space

Based on the office-based employment growth projected over the next five years, Suffolk County could support the net addition of over 900,000 square feet of office space, while Long Island as a whole could support the net addition of over 1.9 million square feet of office space.

Supportable Office Space, 2014

	Suffolk County		Long Island	
Industry	Total Space	Net New Space	Total Space	Net New Space
Information	3,665,472	0	5,790,676	0
Finance & Insurance	4,759,819	0	11,933,498	0
Real Estate, Rental & Leasing	2,994,281	218,281	4,088,324	240,219
Professional, Scientific & Technical Services	8,939,719	383,719	15,884,785	547,840
Management of Companies & Enterprises	94,974	5,574	3,838,013	181,288
Administrative Support, Waste Management	4,161,159	309,759	16,070,947	964,410
TOTAL	24,615,424	917,333	57,606,243	1,933,757

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

4.5 Office Supply

Of course, office-based employment growth projections are but one source of future estimates of space. Another method of projecting future space in Suffolk County and Long Island involves using projections of new supply that could be added based on past trends in the marketplace. REIS, a company which monitors commercial real estate in Long Island as well as across the nation, provides such projections. By 2014, REIS has projected that Suffolk County could add a net over 350,000 square feet of office space, while Long Island could add over 900,000 net square feet of office space.

Projected Growth of Office Inventory, 2009 to 2014

	Suffolk County		Long Island	
Year	Total Space	Cumulative Net New Space	Total Space	Cumulative Net New Space
2009	17,760,000	-	43,494,000	-
2010	17,760,000	0	43,494,000	0
2011	17,760,000	0	43,514,000	20,000
2012	17,881,000	121,000	43,815,000	321,000
2013	18,002,000	242,000	44,115,000	621,000
2014	18,117,000	357,000	44,396,000	902,000

Source: REIS, BBP LLC, 2010

4.6 Office Opportunities

Both the theoretical full build and maximum build out plans call for 49,375 square feet of office space. To support this level of development, the TOD District area must capture 2 percent of the office space growth supportable in the primary and secondary areas as based on employment growth, or 4 percent of the office space growth supportable in the primary and secondary areas as based on supply growth. BBP LLC believes these relatively modest capture rates are achievable for the TOD District area given the area's strengths as a busy commuter hub (with access to a large labor force), and that such office development opportunities will only be further supported by the introduction of new housing, retail and restaurant choices that will make the area an even better place to conduct business.

Proposed Office Development and Required Capture of Employment and Supply Growth
TOD District Area

		Net Increase in Square Feet (2009-2019, Primary and Secondary Market Areas)		Required Capture Rates	
Concept	Office Square Feet	Employment Growth Basis	Supply Growth Basis	Employment Growth Basis	Supply Growth Basis
Full Build	49,375	2,851,090	1,259,000	2%	4%
Maximum Built Out	49,375			2%	4%

Source: NYS Department of Labor, REIS, BBP LLC, 2010

Suggested Target Office Users

Employment growth projections tell us that real estate, rental, leasing, professional, scientific, technical, management, and administrative support firms all may grow in the next several years. These types of businesses also happen to be compatible with downtown settings, as many firms in these industries are small in scale. Therefore, such businesses should be considered potential targets for new office spaces in the TOD District area.

4.7 Summary

Employment (demand) and supply trends in the TOD District area's primary and secondary market areas show promise for office development opportunities over the next several years. The TOD District area could be a participant in such office growth.

Key findings from the analysis of the office market include:

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in both the theoretical full build and maximum build out plans, the TOD District area will have to capture either 2 percent of the office space supported by office employment trends or 4 percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

TOD District Zoning Code

Appendix C

Ronkonkoma Transit-Oriented Development (TOD) District

INTRODUCTION

This form-based code is established to implement the recommendations of the Ronkonkoma Hub Transit-Oriented Development Planning Study, dated March 2009. It creates a Regulating Plan that governs the public space, street types, and building forms for all future development within the Ronkonkoma Transit-Oriented Development (TOD) District (see Section 4). Land uses allowed by right are listed in Section 5. The Regulating Plan divides the Ronkonkoma TOD District into two "zones" – the Main Street Zone and the Neighborhood Zone (see Figure 1). Project proponents should first determine in which zone the proposed project is located and the street on which the project has frontage. This will determine the building form standards and public space standards apply to the proposed project.

Building form standards are established for each zone in the Regulating Plan that dictate the mix of uses, building height, parking, and location of the buildings (see Section 6). The TOD District also defines two different street types based upon the street right-of-way (see Section 7/Figure 2). Public space standards for the travel lanes, bicycle lanes, parking, median, and sidewalk are established for each street type as shown in Figure 2. Section 8 of the Code establishes the parking requirements, and Section 9 defines the design guidelines for parking areas, pedestrian and bicycle access, pedestrian spaces, facades, landscaping, lighting, site amenities, and signage.

SECTION 1. PURPOSE AND INTENT

The Regulating Plan (as defined in Section 2 hereof) and this Section of the Zoning Ordinance (Chapter 85 of the Town Code) shall govern land development activities within the Ronkonkoma TOD District. This Section establishes objectives, policies, and standards to promote orderly development and redevelopment within the Ronkonkoma TOD District for the purposes of encouraging high-density, mixed-use development, housing, retail, and office uses. The intent of this Section is to promote the development of Ronkonkoma TOD District in accordance with the Regulating Plan.

The purposes of this Section are:

1. Promote compact, mixed-use development in close proximity to the commuter rail station
2. Encourage development that supports transit
3. Encourage a diverse mix of business, commercial, office, residential, institutional, and entertainment uses for workers, visitors, and residents
4. Encourage pedestrian-friendly environment and pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to bring consumers into the area
5. Encourage flexibility in site and architectural design

6. Maintain a consistently high level of design quality
7. Encourage building reuse and infill to create higher densities
8. Promote economic development opportunities

SECTION 2. REGULATING PLAN

The Ronkonkoma TOD District is delineated in Figure 1, the Regulating Plan. The Brookhaven Town Board adopted a Regulating Plan on [INSERT DATE]. The Regulating Plan is based upon the development principles that guide the development of the Ronkonkoma TOD District, as defined by the Ronkonkoma Hub Transit-Oriented Development Planning Study, dated March 2009. These principles are as follows:

1. Create a place rather than a series of unconnected projects.
2. TOD is created by market-driven factors rather than by the mere presence of a transit station. Retail development requires a good location, market, and design. Access to transit can strengthen the retail market.
3. There must be a mix of uses that includes retail, office, and housing, generally at a higher density. The land uses should be arranged to concentrate activity in proximity to the transit station. The land use mix falls into two categories—housing and employment uses generate transit ridership, and convenience retail and service uses support the riders and area residents.
4. Design guidelines, pedestrian amenities, and streetscape improvements are important considerations.
5. Parking standards must be carefully considered to include structured parking, common parking areas, and/or shared parking.
6. A mix of housing types and price levels is important.
7. Public-private partnerships can enhance TOD efforts.

The Regulating Plan and the Ronkonkoma Hub Transit-Oriented Development Planning Study, when read in concert with this Section, establish a comprehensive land use plan for development or redevelopment within the Ronkonkoma TOD District. In the review of all new development subject to these provisions, the Planning Board shall rely on the guidelines and objectives expressed in the Regulating Plan for the administration and enforcement of this Section.

As shown in the Regulating Plan, the sewage treatment plant falls within the Neighborhood Zone. If the site is not used for the sewage treatment plant, any proposed development of that site shall be completed in conformance with the building form standards for the Neighborhood Zone.

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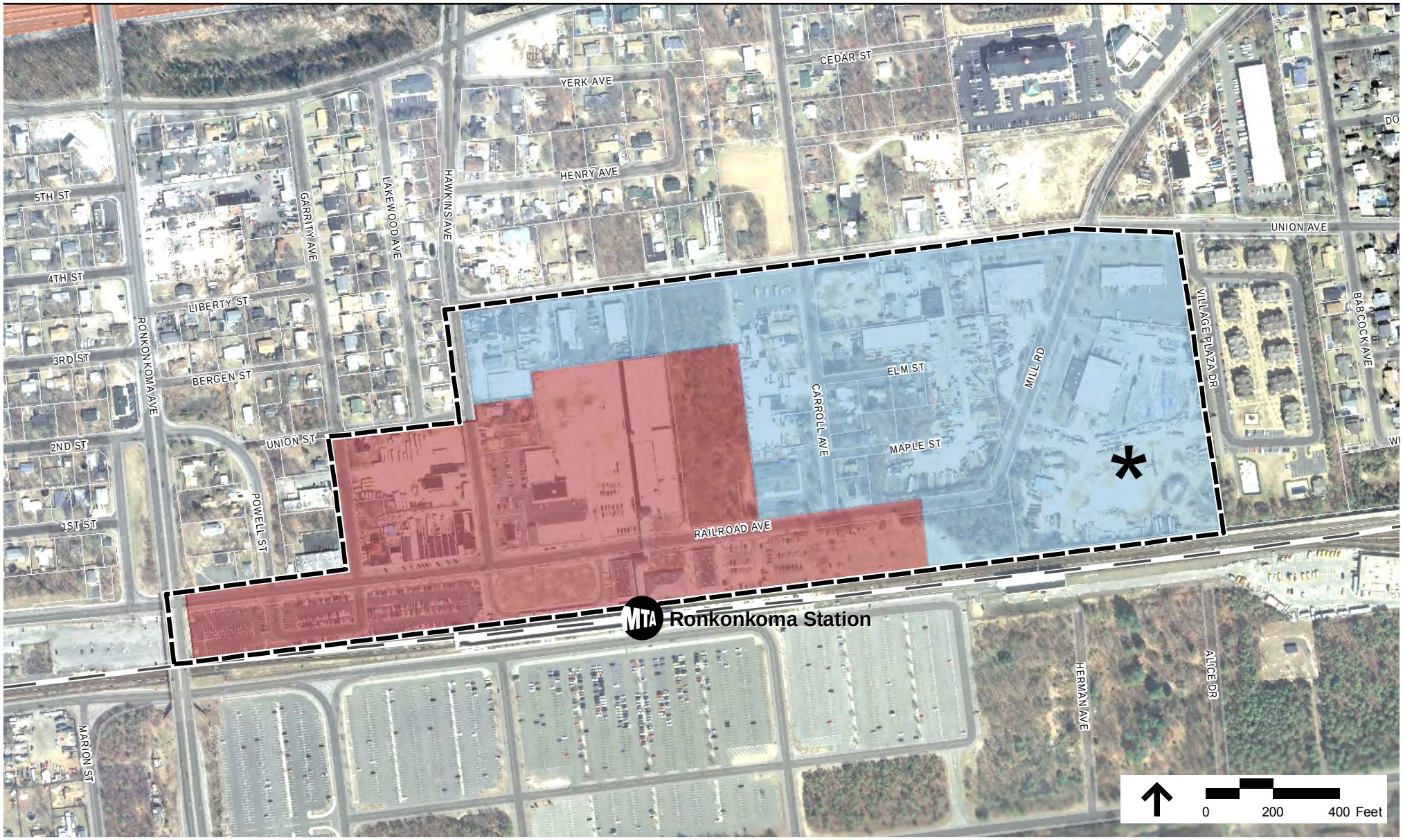

Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

Main Street Zone

Neighborhood Zone

* Note that if this site is not used for the Sewage Treatment Plant (STP), it will be developed in conformance with the Neighborhood Zone.

Figure 1
Regulating Plan

Ronkonkoma Hub
Transit-Oriented Development

VHB Engineering, Surveying and Landscape Architecture, P.C.

Prepared for the Town of Brookhaven, June 2010

SECTION 3. DEFINITIONS

The following definitions apply only to the Ronkonkoma TOD District. All other terms shall be as defined in Section 85-1 of the Brookhaven Zoning Ordinance.

Awning: A roof-like covering, usually of canvas or metal, stretched upon a frame that is affixed to a building and used above or before any place as a shelter from rain or sun.

Building form standards: The part of the Code that establishes the basic parameters regulating the physical form of the built environment, including, but not limited to the envelope (in three dimensions), placement of certain permitted/required building elements, such as storefronts and balconies, and dimensional regulations such as setbacks and height.

Building height[1]: The height of building shall be the vertical distance measured from the mean ground level of the established grade at the base of the building to the mean roof level (see Figure A).

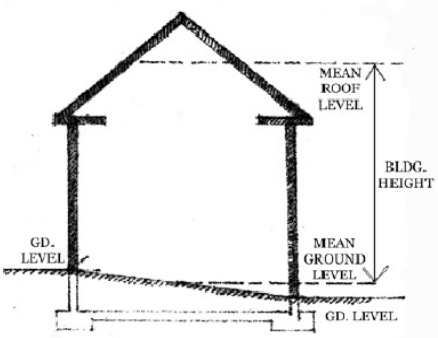

Figure A - Building Height

Building lot limit: A line delineating the outer edge of the buildable area, generally to the rear of a lot away from the required building line.

Façade: The portion of any exterior elevation on the building extending from grade to the top of the parapet, wall, or eaves and the entire width the building elevation (see Figure B).

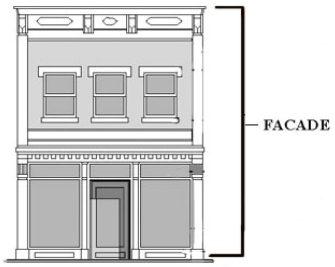

Figure B - Façade

Impervious surface: Any natural or manmade materials or structures on, above, or below the ground which do not allow surface water or precipitation to infiltrate the underlying soil, including, but not limited to building roofs, parking and driveway areas, sidewalks and paved recreation areas (see Figure C).

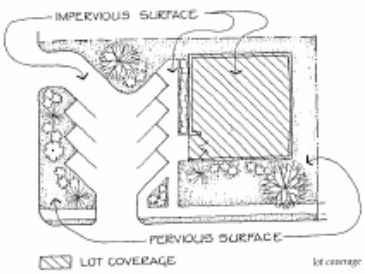

Figure C - Impervious Surface

[1] Note: This would apply only to Ronkonkoma TOD District since it measures height differently than the existing definition in the zoning ordinance.

Live-work dwelling units: A dwelling unit combining residential uses with work space set aside for commercial or limited industrial uses permitted in the TOD District. The work space shall be accessible from the living area, reserved for, and regularly used by, one or more persons residing therein.

Mixed-use development: The development of a lot of land or building or structure with two or more different uses, including but not limited to, residential, office, and retail in a compact urban form.

Pedestrian walkway: A public or private right-of-way across or within a block to be used by pedestrians.

Regulating plan: The implementing plans for the development of the district pursuant to this Chapter. The regulating plan establishes the building form standards and street types and provides specific information for the disposition of each building site. It also shows how each site relates to the overall district and the surrounding neighborhoods.

Required Building Line (RBL): A line or plane indicated on the regulating plan, defining the street frontage that extends vertically and generally parallel to the street, at which the building shall be placed. The facade shall occur on the required building line - this is a requirement, not a permissive minimum. The minimum length and height of frontage that is required at the RBL is shown on the appropriate building form standard.

Street-space: All space between fronting streets, plazas, pedestrian paths, sidewalks, civic spaces, etc., but not including parking entries and driveways.

Street wall: A masonry wall set back from the required building line which assists in the definition of the street-space in the absence of a building, or part of the building nearest to the street line.

SECTION 4. ZONING MAP

The boundaries of the Ronkonkoma TOD District is hereby established as shown on the map entitled Brookhaven, NY Building Zone Map, as or hereafter amended, which map is made a part of this Chapter.

SECTION 5. PERMITTED USES

1. Permitted uses
    a. Townhouses
    b. Duplexes
    c. Multi-family housing
    d. Live/work dwelling units
    e. Mixed use developments
    f. Professional offices such as those of doctors, lawyers, architects and engineers

g. Retail businesses such as, but not limited to grocery, drug, apparel, variety, furniture, or sporting goods store
h. Restaurants and eating and drinking establishments where most food and drink is intended to be consumed on the premises at tables, counters, or bars
i. Personal services such as barber shops, beauty salons, laundry and dry cleaning establishments
j. Health club
k. Business services such as banks and other financial institutions, real estate and insurance offices
l. Accessory buildings and uses
m. Child care facilities
n. Museum and similar cultural facility of a non-commercial nature
o. Home occupations

2. No new industrial uses shall be permitted in the Ronkonkoma TOD District; however, industrial uses existing in the District at the time of adoption of this Section shall be allowed to continue to exist.

3. Any pre-existing nonconforming uses or structures shall be governed by Section 85-372 of the Brookhaven Zoning Ordinance.

SECTION 6. BUILDING FORM STANDARDS

1. Purpose
    a. The goal of the building form standards (BFS) is to create a vital, and coherent public realm that defines the physical form of the built environment. The intent of these form standards is to shape the specific physical and functional character of the district. The form controls on building frontages work together to frame the street-space while allowing greater functional and operational freedom behind their facades. The building form standards aim for the minimum level of control necessary to meet this intent.
    b. The BFS set the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as fenestration (windows and doors), stoops, balconies, front porches, and street walls.
    c. The BFS establish the rules for development and redevelopment on private lots.
    d. The regulating plan identifies the building form standard for all private building sites within the district.

	Main Street Zone	Neighborhood Zone
Purpose	To enhance the vibrant, pedestrian-oriented character of Railroad Ave. by creating a "main street" pedestrian friendly commercial area	To encourage a variety of housing types to enable a diversity of residents in a manner that yields medium to high densities that will help support the transit facilities and commercial uses in the surrounding zones
Use Mix	Vertical mixed use with retail on the ground floor and residential or commercial above	Primarily residential area that provides the core residences in medium to high density building types and allows for a limited amount of ground floor commercial use and live/work units
Heights	3 – 5 stories	2 – 4 stories
Parking	Building over grade level parking and/or parking lot	Building over grade level parking or parking lot
Location (see Figure 2)	A, B, C	D, E, F, G, H

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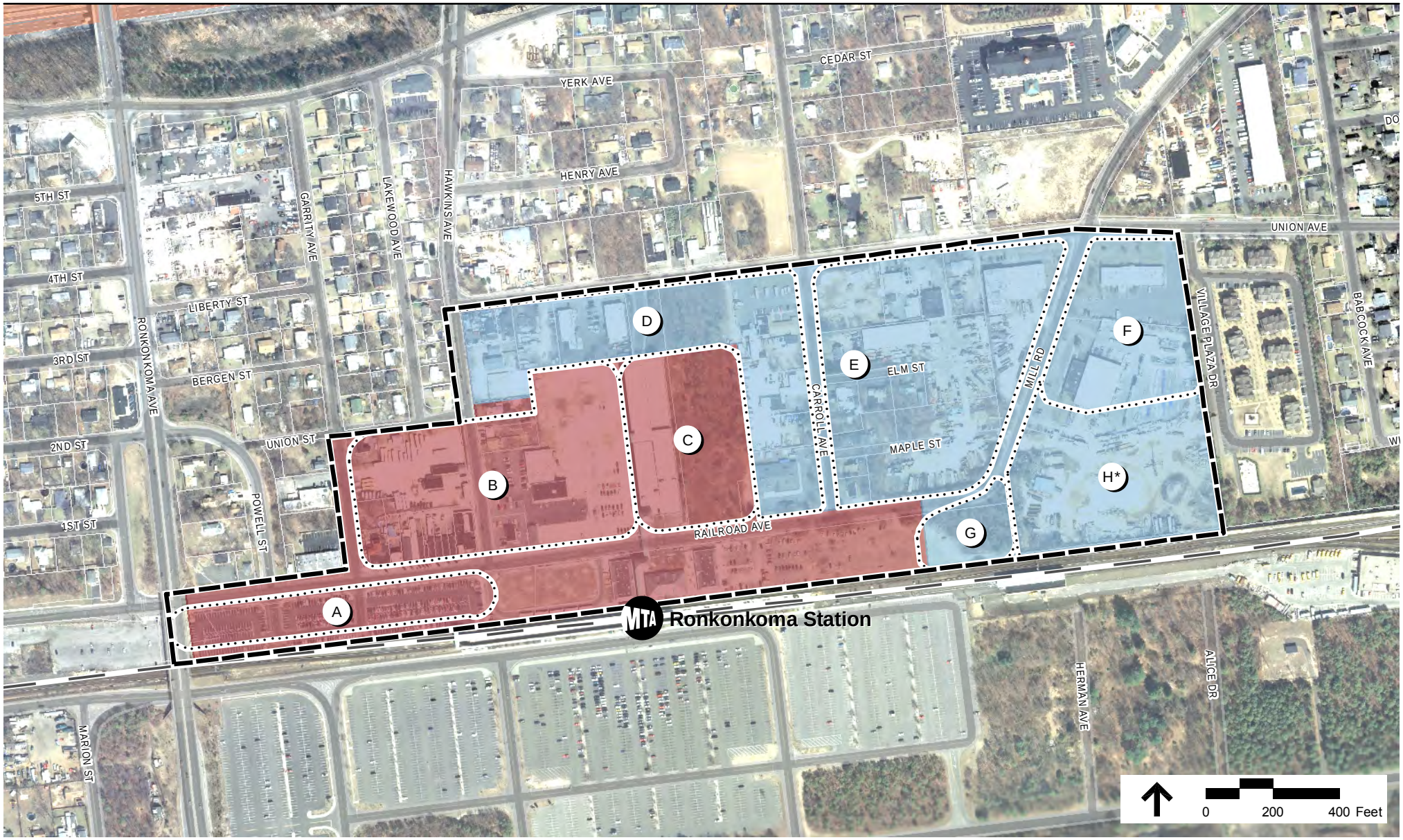

Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

- Main Street Zone
- Neighborhood Zone
- Building Form Location
- * If Sewage Treatment Plant (STP) is not built in this location.

Figure 2
Building Form Locations

Ronkonkoma Hub
Transit-Oriented Development

VHB Engineering, Surveying and Landscape Architecture, P.C.

Prepared for the Town of Brookhaven, June 2010

2. General Provisions
   The Ronkonkoma TOD District code includes two building form standards – Main Street and Neighborhood. The following standards apply to all building forms, unless expressly stated otherwise within an individual BFS.

3. Transitions
   When the BFS designation shown on the regulating plan changes along a property's required building line (RBL), the property owner has the option—for that property's street frontage only—of applying either BFS for a maximum additional distance of fifty (50) feet in either direction along the RBL.

4. Building Height
   The height of all buildings is measured in stories, with an ultimate limit in feet, measured from the mean ground level of the established grade at the base of the building to the mean roof level (see definition of building height). The maximum building height shall not exceed five (5) stories or sixty-five (65) feet for areas A, B, and C and four (4) stories or fifty (50) feet for areas D, E, F, G, and H (see Figure 2). Chimneys, mechanical equipment, antennas, skylights, bulkheads, tanks, or solar panels shall not be considered part of the height of the building if they do not extend more than four (4) feet above the specific height limit, but shall be shielded from view from the street level.

5. Where a site abuts an existing single family district, a landscaped berm, at least four (4) to six (6) feet in height, shall be constructed.

6. Siting of buildings
   a. Within thirty (30) feet of a block corner, the building facade shall be built to the RBL, unless otherwise specified in the BFS.
   b. A street wall shall be required along any RBL frontage that is not otherwise occupied by a building, unless otherwise designated in the BFS or Regulating Plan. A required street wall shall be located not more than eight (8) inches behind the RBL.
   c. The RBL, designated on regulating plan as an absolute line, incorporates an offset area (or depth) of twenty-four (24) inches into the buildable area allowing for jogs, facade articulation, etc.
   d. Unless otherwise designated herein, where the façade is placed within that twenty-four (24) inch depth, it shall be considered to be "built-to" the RBL.
   e. No part of any building may be located outside of the buildable area except overhanging eaves, awnings, stoops, bay windows, handicapped ramps, signage or balconies, or other architectural features as approved by the Planning Board.
   f. No part of any building may be located outside of any designated lot building limit.
   g. There are no side yard setbacks. No part of any building, including its architectural features, shall extend beyond the side or rear property lines.

h. Curb cuts or driveways shall be located at least seventy-five (75) feet away from any block corner or alley access point on the same block face.

SECTION 7. PUBLIC SPACE STANDARDS

1. Street type specifications
   The street type specifications provide typical configurations for street-spaces within the Ronkonkoma TOD District. The plans and sections specify vehicular travel lane widths, sidewalks, tree planting areas, bicycle lanes, medians, and on-street parking configurations.

2. Street type designations
   These are the permitted types and configurations permitted within the Ronkonkoma TOD District (see Figure 3). The numbers refer to dimensions within the street-space.
   a. Street type 1 – Railroad Ave., Garrity Ave., and Hawkins Ave. (see Figure 4)
   b. Street type 2 – Union Ave., Union St., Mill Rd., and Carroll Ave. (see Figure 5)

3. General design principles for streets
   a. Streets must balance the needs of all modes of transportation (auto, transit, bicycle and pedestrian) to maximize mobility, safety, and convenience for all residents and users. Specific street elements such as road width, bicycle lanes, sidewalks, etc. can be found in Figures 4 and 5.
   b. Scale is a primary design consideration for street design elements (from signage to crossing distances).
   c. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.
   d. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any lot or parcel.
   e. Overall function, comfort, safety, and aesthetics of a street are more important than efficiency alone.
   f. In a pedestrian-oriented area, non-vehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.

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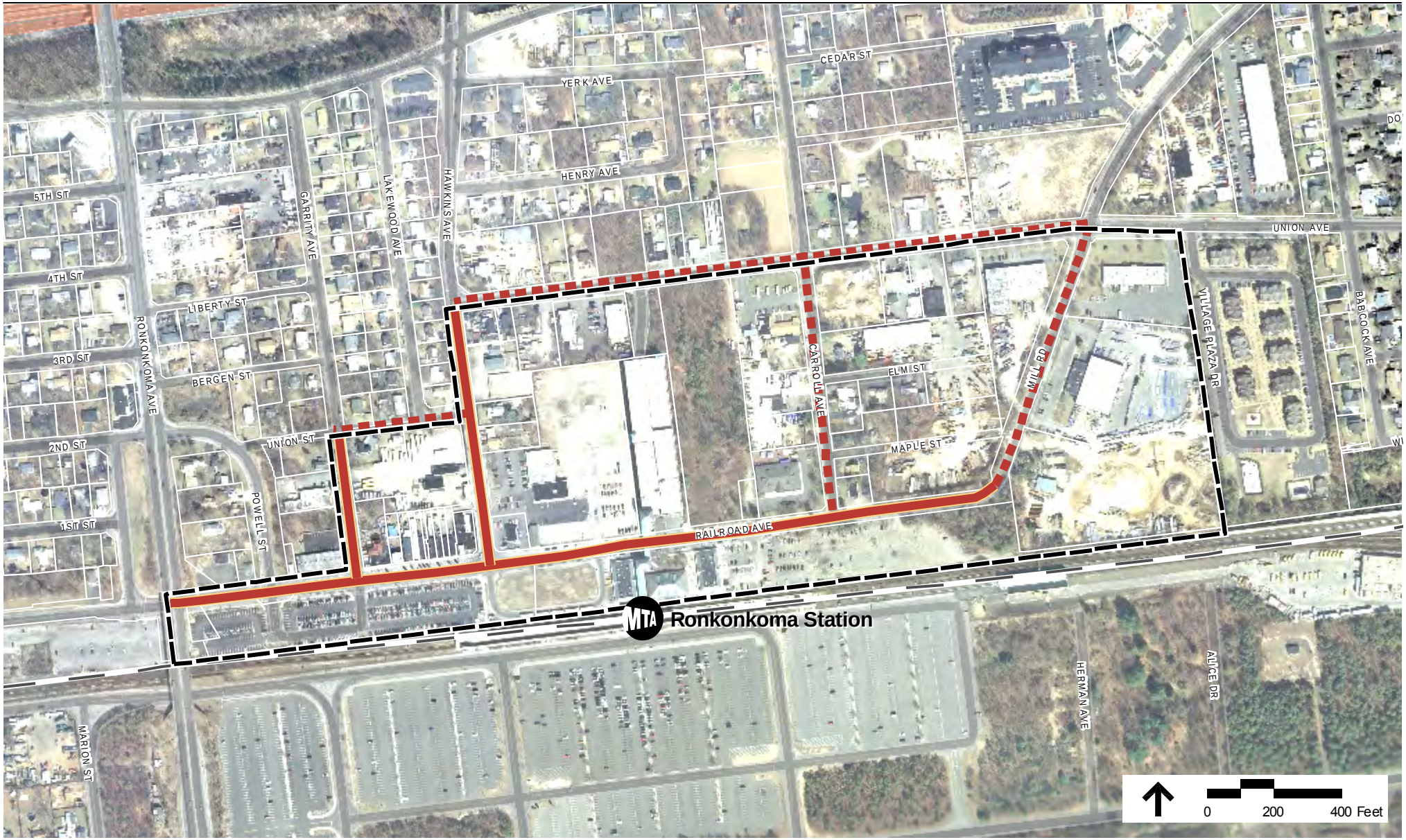


Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

Street Type 1

Street Type 2

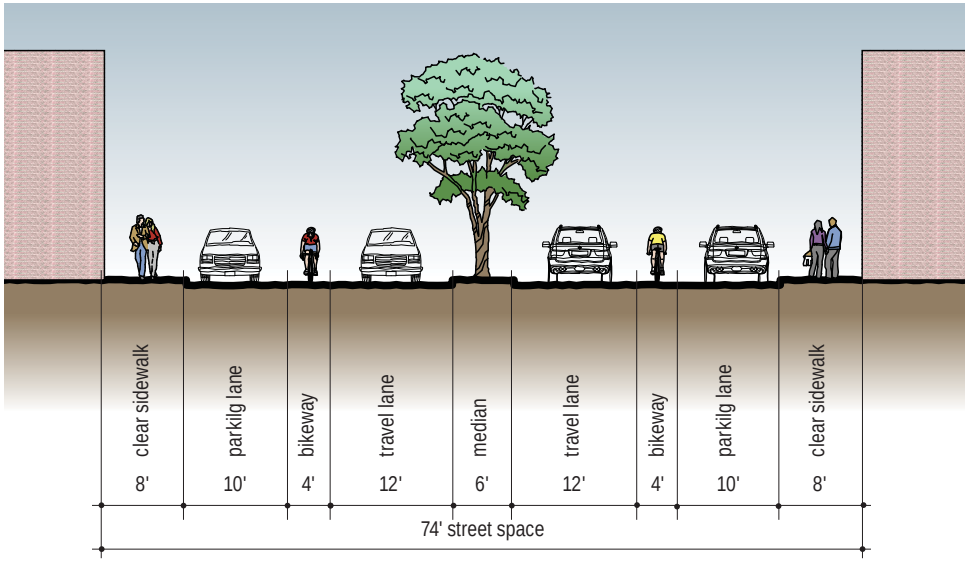
Figure 3
Street Types

Ronkonkoma Hub
Transit-Oriented Development

Engineering, Surveying and Landscape Architecture, P.C.

Prepared for the Town of Brookhaven, June 2010

Section ►



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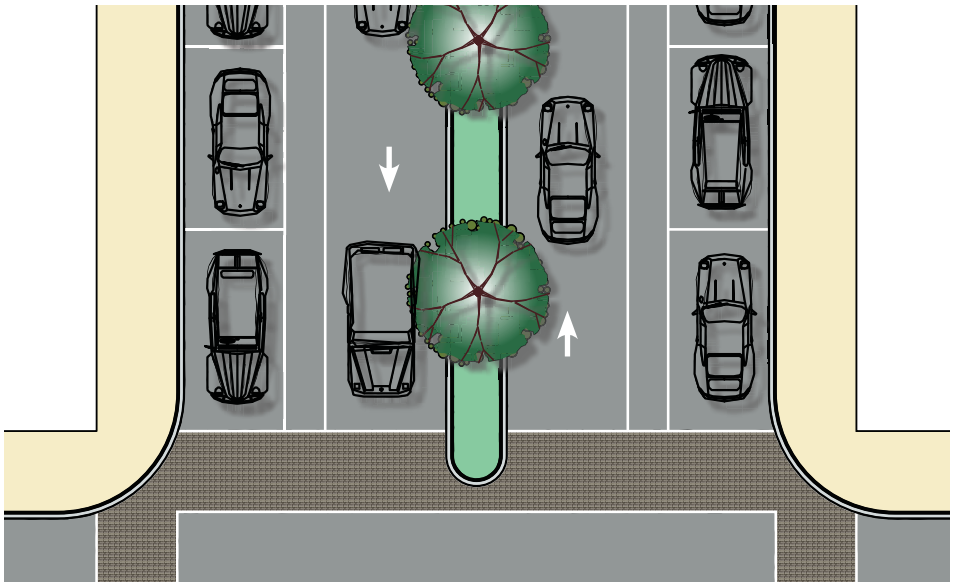


Street Elements

GENERAL	
Right of Way	74'
Curb-to-Curb Width	58'
TRAVEL LANE	
Number of Lanes	2
Width	12'
BICYCLE LANES	
Number of Lanes	2
Width	4'
PARKING LANES	
Number of Lanes	2
Width	10'
MEDIAN	
(Y/N)	Y
Width	Variable – up to 6'
SIDEWALK	
Both Sides (Y/N)	Y
Width	8'

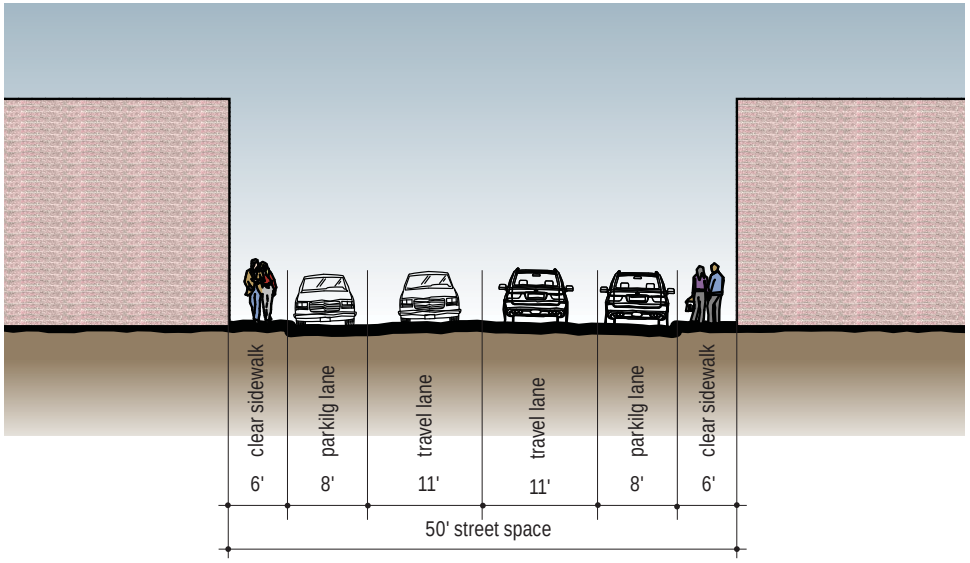
Figure 4
Street Design of Railroad, Garrity and Hawkins Ave (Street Type 1)

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

VHB Engineering, Surveying and Landscape Architecture, P.C.

Section ►



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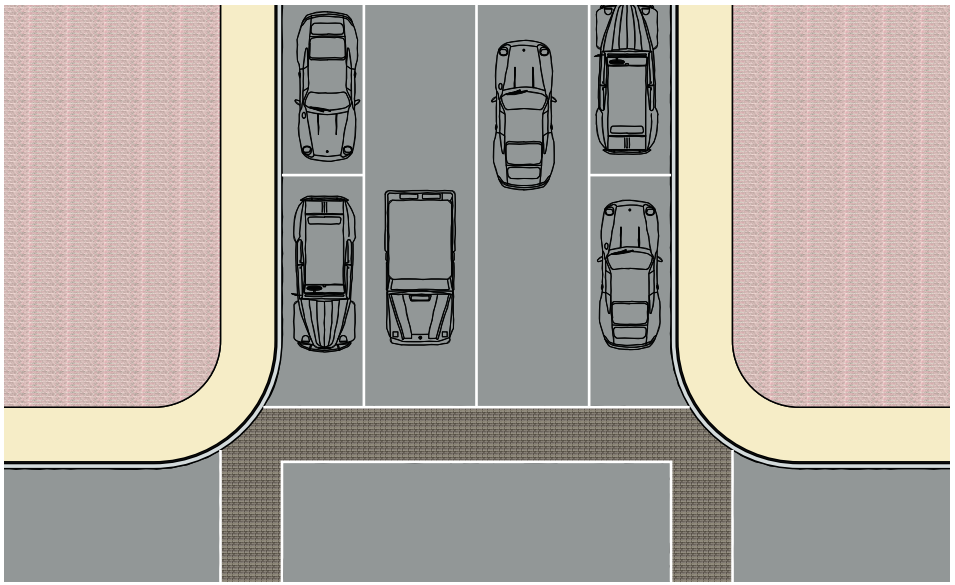


Street Elements

GENERAL	
Right of Way	50'
Curb-to-Curb Width	38'
TRAVEL LANE	
Number of Lanes	2
Width	11'
BICYCLE LANES	
Number of Lanes	0
Width	n/a
PARKING LANES	
Number of Lanes	2
Width	8'
MEDIAN	
(Y/N)	N
Width	n/a
SIDEWALK	
Both Sides (Y/N)	Y
Width	6'

Figure 5
Street Design of Mill Rd, Union Street, Union Ave and Carroll Ave (Street Type 2)

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

4. Streetscape Standards
    a. All plant material between the RBL and the back-of-curb shall be irrigated and maintained by the adjoining property owner.
    b. All turf grass shall be sodded at installation. Vegetative groundcovers may be used in place of turf grass.
    c. In addition to the lot, the owner must maintain the following areas:
        i. The portion of the street-space between their RBL and the back of the curb.
        ii. The portion of the alley or common drive between the lot line and the edge of the alley pavement.

5. Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any street-space. Water pumps for public fountains or irrigation that are not visible are excluded from this prohibition.

6. Street trees
   The following standards apply for the planting of street trees on Street Type 1. Street trees are not required for Street Type 2.
    a. Each street must have street trees planted along the street tree alignment line (generally 3 to 3 ½ feet from the back of the curb) at an average spacing not greater than thirty (30) feet on center (calculated per block face). Where necessary, spacing allowances may be made to accommodate Americans with Disabilities Act (ADA) requirements, curb cuts, fire hydrants and other infrastructure elements. See Section 85-50.1 of the Brookhaven Zoning Ordinance for a list of approved street trees.
    b. Required street tree planting minimum specifications are as follows:
        i. Planting area shall be at grade or not greater than six (6) inches in height above or below the sidewalk
        ii. Any unpaved ground area shall be planted with groundcover or flowering vegetation not to exceed twelve (12) inches in height.
        iii. Street trees at planting shall be at least three (3) inches in diameter (at DBH) and at least fifteen (15) feet in overall height.
        iv. Must be “limbed up” as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet over the travel lanes of the street) and to maintain visibility.

7. Other streetscape elements
    a. Street lights shall be installed on both sides of streets, aligned with the street trees, at intervals of not more than eighty (80) feet, measured parallel to the street.
    b. Street lights shall be between nine (9) and sixteen (16) feet above ground in height.

c. At the time of development, the developer is required to install street lights and sidewalks, as illustrated in Street Type Specifications, on the side of the street being developed.
d. Sidewalks shall be constructed to meet all Town (and ADA) specifications.
e. Street furniture shall be located along the street tree alignment line for Street Type 1, but in no case shall be allowed to obstruct the clear walkway.

8. Public space standards
    a. The public space standards apply to new development as well as the reconstruction of existing streets and other public (and publicly accessible) spaces within the Ronkonkoma TOD District.
    b. The urban space standards establish the rules and standards for the public realm (especially streets and sidewalks). This includes property frontages and building facades. They establish an environment that encourages and facilitates pedestrian activity—"walkable" streets that are comfortable, efficient, safe, and interesting.
    c. In order to accommodate the establishment of common space open to the public such as outdoor restaurant seating, and to meet ADA sidewalk requirements, a building may be set back up to fifteen (15) feet from the RBL so that the common space is placed behind the RBL thereby allowing the minimum sidewalk requirements for each Street Type to be met.
    d. Squares, civic greens, plazas and pedestrian pathways
        i. Squares, civic greens and plazas should be situated at prominent locations within each mixed-use center. The plants and trees of squares and civic greens provide a landscape and civic architecture that complement the surrounding private building architecture.
        ii. Pervious paving materials (to allow oxygen for tree roots and absorb stormwater runoff) are encouraged in both squares and civic greens, and the percentage of impervious paving material is limited.
        iii. Street trees should generally be of a different species than those on the connecting streets. At least sixty (60) percent of the perimeter fronting rights-of-way shall be surrounded by street trees.
        iv. Asphalt is prohibited within a square, civic green, or quadrangle.

9. Pedestrian pathways
    The area within a pedestrian pathway shall be a public access easement or public right of way. The easement width for these pathways shall not be less than ten (10) feet with a paved walkway not less than six (6) feet wide and should provide an unobstructed view straight through its entire length.

SECTION 8. PARKING REQUIREMENTS

1. Base Parking Requirements

Land Use	Minimum Spaces Required
Residential	1.20 spaces per dwelling unit
Restaurants	.33 spaces per seat
Commercial	2.65 spaces per 1,000 sq. ft. of building area
Live/Work Space	1 space per 1,000 sq. ft.
Office	2.86 spaces per 1,000 sq. ft. of floor area

On-street parking spaces shall count towards parking requirements.

2. Parking areas

The following guidelines are included to ensure that off-street parking areas are constructed in accordance with the district's desired design character and the provisions of this Section.

a. Parking lots for new construction shall be located to the side and rear of the lot. Parking is prohibited within the front yard. Parking lots that abut public rights of way or grade parking under the building shall be screened with one or a combination of the following:
    i. A low wall made of concrete, masonry or other suitable material not exceeding a height of three (3) feet.
    ii. Raised planters planted with a minimum of eighty (80) percent evergreen shrubs not to exceed a total height of five (5) feet (including planter).
    iii. Landscaping consisting of a mix of trees and shrubs provided that eighty (80) percent of the shrub plantings are evergreen.
b. All off-street parking shall be located behind buildings that face on a street or public open space, and be accessed by alley or short driveway between buildings.
c. Pedestrian access shall be provided between structured parking and the public street.
d. Walls, fencing and architectural details shall complement the materials of adjacent architectural styles and the character of the development as a whole.
e. Where walls are provided, planting areas shall be a minimum width of 4 feet and should be located adjacent to the public right of way.
f. Where possible, parking areas shall be interconnected in a manner that allows the unobstructed flow of pedestrians between uses and parking areas.
g. In large parking lots (7 or more spaces) provision for bicycle racks shall be provided in locations that are safely segregated from automobile traffic and parking.

h. Shared parking. Shared parking is the approved use of the same off-street parking spaces for two (2) or more uses where peak parking demand of the different uses occurs at different times of the day, or, where various uses are visited without moving the automobile; and, where the division of parking spaces is a net decrease from the combined total of each use's individual off-street parking requirements, if required separately.

   i. Requirements and Criteria. Shared parking arrangements are subject to review and approval by the Planning Board subject to the following requirements and criteria:

      a) Submission of a reciprocal agreement executed by the owners and operators of the different sources or uses ensuring the long-term joint use of such shared parking, and defining the terms upon which the parking is shared;

      b) Submission of the following information shall be submitted to the Planning Board:

         1. the hours of operation and parking demand for each use;
         2. the hours of peak demand for parking;
         3. a description of the character of the land use and the parking patterns of adjacent uses;
         4. an estimate of the anticipated turnover in parking space use over a 24 hour period of time;
         5. a site plan showing all proposed parking spaces, including the shared use spaces in the lot and the walking distance to the uses sharing the lot; and
         6. Any other information concerning parking deemed necessary by the Planning Board to render a decision.

   ii. Decision. A determination shall be made by the Planning Board that:

      a) The shared parking is no more than four hundred (400) feet from each use sharing the parking facility;

      b) The hours of operation and peak demand of the uses involved shall not conflict; and

      c) The shared parking will provide an adequate number of spaces for the applicable uses.

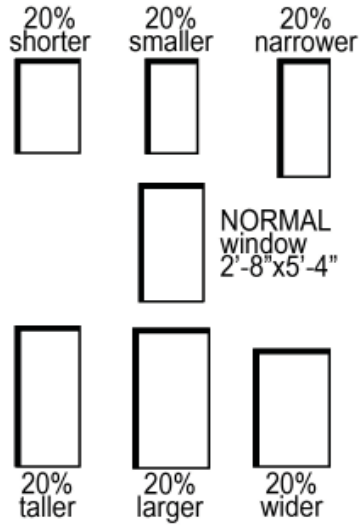
   iii. In the event that the conditions for shared parking change, or if the shared parking arrangement is discontinued, the applicant shall notify the Planning Board within ten (10) days. The Town Board shall then require the applicant to meet the applicable parking requirements found in Section 8.1 of this TOD District code.

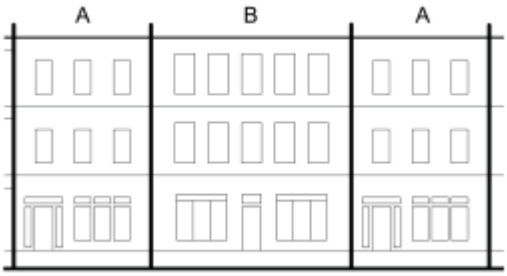
SECTION 9. DESIGN GUIDELINES

1. Pedestrian and Bicycle Access
    a. Provision for safe and convenient pedestrian access shall be incorporated into plans for new construction of buildings and parking areas and should be designed in concert with landscaping plans noted below. Site plans in the Ronkonkoma TOD District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria. New construction should improve pedestrian access to buildings, sidewalks and parking areas and should be completed with consideration of pedestrian safety, handicapped access and visual quality. Where appropriate, applicants are encouraged to provide pedestrian and/or bicycle paths connecting the site with abutting areas in order to promote pedestrian and bicycle circulation and safety. When parking is located in the rear, pedestrian access via a pedestrian-oriented alley or walkway through to the primary street is encouraged.

    b. On-street bicycle parking shall be provided forward of the dooryard area. The racks shall be located in alignment with the street trees and shall not block the clear walkway. The "U" rack is recommended as the standard rack.

2. Facades
    Facades shall have the following characteristics.
    a. Clearly different ground story facade composition (both framing materials and fenestration proportions).
    b. Different window proportions (minimum difference 20 percent). *See illustration below.*
    c. Different facade composition (clearly different 'bay' rhythm, e.g. 'ABA' –'ABBA' – 'BAAB' 'ABCBA'). *See illustration below.*
    d. Different wall material (clearly different external wall material – color changes do not suffice).
    e. Each facade composition shall include a functioning street entry door at intervals not exceeding 75 feet.





3. Pedestrian Spaces and Comfort
    For the purpose of providing a pedestrian-friendly environment in the Ronkonkoma TOD District, new and redeveloped buildings should provide for outdoor seating areas, scaled to the size and demands of the

proposed use, where feasible. For example, a large, multi-story project should provide a patio or small plaza area located near the front entry with multiple benches and landscaping. A mixed-use project with ground floor retail such as a restaurant may provide an area for outdoor dining which extends the indoor dining space for seasonal use. A ground floor use may provide a sidewalk bench where there is sufficient width.
Such pedestrian areas are best located when they take advantage of southern exposure and provide space that affords visual connectivity but is setback from major pedestrian flow and vehicular ways and is appropriate to the location.

Outdoor sales and display areas should be well organized and located so as not to impede pedestrian circulation if located on a public walk or way.

The following guidelines should be considered in the design and location of pedestrian spaces:

a. Flexible design to allow for flexible use
b. Buffering from major vehicular areas such as parking lots or main traffic ways
c. Lighting for nighttime comfort and safety
d. Appropriate street furnishings…i.e. benches, trash receptacles, planters, etc.
e. A focal element, where appropriate, such as a water feature, special landscape feature or public art installation
f. Decorative paving and seasonal planting
g. South facing locations
h. Visual connectivity, especially to important views such as an historic structure
i. Appropriately scaled to the development
j. Provide for continuity of pedestrian sidewalks

4. Landscaping. Landscaping shall be incorporated into new and redeveloped properties in such a way as to create visual relief and interest, provide shade for pedestrian areas and to screen parking and loading areas. Landscape plans shall be prepared by a registered landscape architect or may be accepted, where at the Planning Board's discretion the plans submitted are found to be consistent with the intent of this regulation and meet the specific guidelines as set forth herein. Landscape plans shall show the location, type, and size of all proposed plantings as well as enough of the surrounding context such that the Planning Board may determine the plan's appropriateness.

   a. Side Yard Treatment
      i. Where the distance between structures on adjacent lots is ten (10) feet or less the side yard shall be screened by a solid fence, wall or landscape treatment of evergreen plantings at a height not to exceed three (3) feet.
      ii. Where the distance between structures on adjacent lots is greater than ten (10) feet landscaping shall consist of a combination of materials sufficient to break

up the view into the side yard but, for safety reasons, in no case should this planting be impermeable.

iii. Side yards may, in the alternative, be established as pedestrian walkways to access parking areas to the rear of the building. Such walkways shall be landscaped and lighted for safety.

b. The landscaping plan shall be developed to achieve water conservation through proper plant selection, installation and maintenance practices. The following principles serve as the primary means of achieving water conservation:

i. Appropriate planning and design
ii. The use of native, non-invasive, low-maintenance plants
iii. Limiting turf areas to locations where it provides functional benefits
iv. Efficient irrigation systems
v. The use of soil amendments to improve water holding capacity of the soil
vi. The use of mulches, where appropriate
vii. The use of drought-tolerant plants
viii. Appropriate and timely maintenance

c. The use of fertilizers, pesticides, herbicides, and fungicides is prohibited.

5. Lighting. Site lighting, security lighting and architectural/landscape lighting should provide the user with illumination levels appropriate for the designed activity (i.e. parking, walking, outdoor dining) while meeting minimum requirements. Illumination levels should also be reasonably uniform throughout the site and strive to minimize glare. Lighting fixtures shall be of a style appropriate to the character of the district, and be consistent throughout the development. Provide adequate lighting levels in all pedestrian areas, including building entries, along walkways, parking areas, and other public areas. Provide the following in lighting plans:

a. An overlapping pattern of light at a height of about ten (10) to fifteen (15) feet in lighted pedestrian areas and twenty (20) to twenty-four (24) feet in parking areas.

DO

DON'T

b. Lighting at consistent lumens with a gradual transition to unlighted areas. Highly contrasting pools of light and dark can be temporarily blinding and should be avoided.
c. In each lighted area, design lighting levels that will allow pedestrians to identify a face fifteen (15) yards away (generally, a minimum of 4 foot-candles). Adequate lighting reduces anonymity and gives pedestrians an opportunity to choose another route.
d. Adequate lighting at all building entrances, exits and corridors between buildings, at least four (4) foot candles during active use, especially where doors are recessed.
e. Confine site lighting to the project site; use shields or other methods to eliminate glare on adjacent properties.
f. Place light posts and standards so that they do not create hazards for pedestrians or vehicles.
g. Indicate specific lighting levels in each lighted area.

6. Quality of site furnishings. Provide for the following site plan elements:

a. High-quality fixtures and materials in site furnishings and features, such as durable and easily maintained walls and paving.
b. Site features and furnishings that discourage vandalism. Furnishings that are easily removed or do not convey an image of care invite misuse.
c. Safety materials, such as non-slip walkway surfaces.
d. Site furnishings shall be of a style appropriate to the character of the district, and be consistent throughout the development.

7. Signs

a. Sign materials in the Ronkonkoma TOD District for hanging signs: Traditional-looking materials such as wood, brass, bronze, or others are to be used, as they are most appropriate. Wooden signs should be constructed of dense wood that will accept paint readily.
b. Signs shall be of a style appropriate to the character of the district, and be consistent throughout the development.
c. Signs shall comply with the requirements of the underlying zone, except that they may be flat or projected from the building a maximum of twenty-four (24) inches, provided they do not conflict with any pedestrian walks or circulation. Additional secondary signs may be permitted by the use of window applied lettering/logos, or interior signs visible through windows at the primary façade at the ground level, where at the Planning Board's discretion they are found to be consistent with the intent of the regulations.

SECTION 10. ADMINISTRATION

1. The Planning Board shall have jurisdiction to review and approve any development proposals in the Ronkonkoma TOD District submitted pursuant to this Article. The project review and approval process, including applicable time lines and procedures, shall be in accordance with the site plan review process of the Brookhaven Zoning Ordinance (see Sections 85-45 through 85-50.1).

2. Default Procedures. Any issue not addressed herein related to the Ronkonkoma TOD District shall be subject to the requirements contained in the Brookhaven Zoning Ordinance to the extent that such requirements are not inconsistent with the requirements of this Article.

Preliminary Feasibility Study for Sewage Treatment and Disposal

Appendix D

RONKONKOMA HUB PROJECT
TOWN OF BROOKHAVEN, NEW YORK

PRELIMINARY FEASIBILITY STUDY
FOR
SEWAGE TREATMENT AND DISPOSAL

PREPARED FOR

TOWN BOARD
TOWN OF BROOKHAVEN
1 INDEPENDENCE HILL
BROOKHAVEN, NEW YORK 11738

Michael P. Chiarelli Engineer, P.C.
1954 NEW YORK AVENUE
HUNTINGTON STATION, NEW YORK 11746-2906
TEL (631) 673 .3808 FAX (631) 673.3842

AUGUST 2010

FOREWARD

This Preliminary Report has been prepared in compliance with the requirements of *Appendix B - Standards For Approval and Construction of Sewage Collection Systems and Treatment Works* (issued by Suffolk County Department of Health Services (SCDHS)), requirements of Suffolk County Department of Public Works (SCDPW) and in general follows the outline of Chapter 10 of the *Recommended Standards For Wastewater Facilities* (Ten State Standards).

This Preliminary Report has been prepared to address sewage treatment and disposal for the proposed Ronkonkoma HUB development.

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DRAWINGS

DRAWING No. 1 - Theoretical Full Build Plan

DRAWING No. 2 - Theoretical Max Build Plan

Note: All drawings are located at the end of the report

SECTION I

GENERAL INFORMATION

Project Name:	Ronkonkoma HUB
Applicant:	Town Board Town of Brookhaven Town Hall 1 Independence Hill Farmingville, NY 11738
Project Description:	The applicant proposes to form a new sewer district to service a proposed HUB redevelopment. A new sewage treatment plant will service the proposed district.
Project Location:	The site is located in the Town of Brookhaven. The overall site is 54 acres.
Consulting Engineer:	Michael P Chiarelli Engineer, P. C. 1954 New York Avenue Huntington Station, N.Y. 11746-2906 Tel.: (631) 673 – 3808 Fax: (631) 673 – 3842

SECTION II

INTRODUCTION

General

This Preliminary Report has been prepared for the Town Board of the Town of Brookhaven, New York. The proposed Ronkonkoma HUB area is generally located south of Union Avenue, north of the Ronkonkoma Long Island Railroad station, east of Ronkonkoma Avenue, and west of Village Plaza Drive in the Town of Brookhaven, New York.

The project area considered for rezoning and development is approximately 54 acres and is located in Groundwater Management Zone I. In this zone, the maximum allowable sewage flow is 600 gallons per acre per day without formal sewage treatment with nitrogen removal. The projected build-out of the HUB is greater than the 32,400 gpd allowable flow for this area if on-site sanitary systems are used. Therefore, formal sewage treatment including nitrogen removal will be required for the proposed district.

Project Site

The Ronkonkoma HUB area is relatively flat, with grade elevations within a reasonable vicinity of 100 feet above mean sea level. The STP will be located in the southeast corner of the HUB area.

There are no public water supply wells within 1,500 Ft. of the HUB area. The nearest public water supply wells are:

- Lincoln Avenue Well Field 1,700 ft ± to the Southeast
- Easton Street Well Field 1,800 ft ± to the Southwest

The groundwater flow direction in the area is generally to the south based on Suffolk County Department of Health Services (SCDHS 1997) Water Contour Maps. Groundwater elevation in the vicinity of the proposed district is 45± feet above MSL.

Six-inch, eight-inch, and 12-inch public water mains owned by Suffolk County Water Authority serve the Ronkonkoma HUB area.

SECTION III

PROPOSED TREATMENT PLANT CAPACITY

The average daily design flow is the average of the daily volumes to be received for a continuous 12 month period. The average daily design flow of the proposed STP for the HUB area is derived as shown in Appendix A of this report.

The Theoretical Full Build Plan – attached as Drawing No. 1 at the end of this report – depicts the boundary of the proposed sewer district, as envisioned in the Ronkonkoma HUB Transit-Oriented Land Use and Implementation Plan prepared by VHB Engineering, Surveying, and Landscape Architecture, P.C. This plan shows theoretical development of the HUB area, including the construction of a sewage treatment plant (STP) within the boundaries of the HUB area. If this proposed plan is followed, the design average daily flow required will be approximately 169,000 GPD, inclusive of existing properties to remain.

The Theoretical Max Build Plan – attached as Drawing No. 2 at the end of this report – also depicts the boundary of the proposed sewer district, as envisioned in the Ronkonkoma HUB Transit-Oriented Land Use and Implementation Plan prepared by VHB Engineering, Surveying, and Landscape Architecture, P.C. This plan shows theoretical development of the district, including the construction of the STP outside the boundaries of the 54 acre HUB area, in the Town of Islip, and a contribution to the flow from a property that is also outside the boundaries of the ±54 acre HUB area, in the Town of Islip. Under this scenario, the area to be redeveloped would be expanded to ±106 acres to include the area utilized by the STP and the LIRR Station parking lot. If this proposed plan is followed, the design average daily flow required will be approximately 213,000 GPD, inclusive of existing properties to remain.

Since future development density of this area cannot be precisely determined, the proposed STP capacity will be 275,000 GPD. This will allow for changes in the land use and implementation plan, as well as offer excess capacity for future expansion of the district.

In accordance with “Figure 1”, page 10-5 of the Ten State Standards, the peak hourly flow for a population of approximately 3,667 (275,000 gpd ÷ 75 gpd per person) is 3.37. Peak hourly flow is therefore calculated to be 275,000 gpd x 3.37 = 926,750 gpd (643.6 gpm).

SECTION IV

INFLUENT SEWAGE CHARACTERISTICS

The influent raw sewage characteristics used for the purpose of designing the proposed HUB area STP, as required by SCDHS are as follows:

BOD_5:	272 mg/l
SS:	320 mg/l
TKN:	65 mg/l
Alkalinity:	250 mg/l

Based on the above influent sewage characteristics and influent flow of 275,000 gallons per day, the influent loads are expected to be as follows:

Lbs. of pollutants = mg/ l pollutant x 8.34 lb./gal. X flow in MGD

272 mg/l x 8.34 lb./gal. X 275,000 gpd x 10^{-6} = 623.8 lb. BOD_5/day

320 mg/l x 8.34 lb./gal. X 275,000 gpd x 10^{-6} = 733.9 lb. S.S./day

65 mg/l x 8.34 lb./gal. X 275,000 gpd x 10^{-6} = 149.1 lb. TKN/day

250 mg/l x 8.34 lb./gal. X 275,000 gpd x 10^{-6} = 573.4 lb. Alk./day

SECTION V

EFFLUENT REQUIREMENTS

The treated effluent from the proposed STP will be recharged to the ground via subsurface leaching pools. Consequently, we expect the State Pollutant Discharge Elimination System (SPDES) permit will require a daily maximum total nitrogen concentration of 10 mg/l as the limiting value and a pH limit of 5.5 to 8.5 SU. The 30-day arithmetic average flow limit will be the design flow of 275,000 gpd.

The following effluent quality is anticipated:

BOD_5	< 10 mg/l
TSS	< 10 mg/l
Total N	< 10 mg/l
pH	5.5 to 8.5 SU

The effluent quality is expected to meet or do better than the effluent requirements.

SECTION VI
TREATMENT OPTIONS

Based on density restrictions, formal sewage treatment must be provided for the proposed project. Generally, two options are available:

- Off-Site Treatment and
- On-Site Treatment.

Off-Site Treatment

Off-site treatment requires that there be an existing STP which:

- Is sufficiently close to the project site to allow for economical transfer of sanitary sewage flow from the project site to the host STP;
- Has sufficient uncommitted excess capacity for the expected proposed and future sanitary sewage flow for this project; and
- Is capable of treating the sewage to the required effluent quality.
- The Owner of a host STP must be amenable to accepting sewage from the proposed project.

The following three (3) STP's were investigated for the possibility of receiving sanitary sewage flows generated within the proposed district:

No.	Name	Permitted Flow	Distance to Proposed District	SPDES Permit No.
1	Browning Hotel	56,000 GPD	1,100 ft. ±	NY 0253162
2	Waverly Park Condominium	60,000 GPD	3.3 mi. ±	NY 0077381
3	Heatherwood House @ Lake Ronkonkoma	30,000 GPD	2.1 mi. ±	NY 0079375

Review of the above STPs indicates that no nearby STP has enough uncommitted excess capacity to treat an additional 275,000 gpd flow.

In addition, several STPs exist on the Islip side of the proposed district. These STPs also do not have enough uncommitted excess capacity to treat an additional 275,000 gpd flow.

Based upon the above, the off-site treatment option is not viable.

In addition to this analysis, the Suffolk County Department of Public Works (SCDPW) is planning to award Capital Project No. 8185, in which six (6) areas within Suffolk County are to be studied with respect to districting and combining contributing areas for the purpose of sewage treatment. One (1) of those six (6) areas is a similar area to the proposed district being analyzed here.

On-Site Treatment

Many treatment plants have been constructed in Suffolk County using the extended aeration process followed by a deep bed Denitrification filter. Some treatment plants use rotating biological contactors (RBCs) followed by a deep bed Denitrification filter. Other STPs use Sequencing Batch Reactors (SBR) and the Biologically Engineered Single Sludge Treatment (BESST) process.

The BESST process was selected for this project because of its process stability and ability to constantly achieve design goals.

B. Description of Selected BESST Treatment Process:

The BESST Process is a continuous flow modified extended aeration process. Sewage enters first into the anoxic chamber where it mixes with return activated sludge (RAS) from the clarifier. The nitrogen removal process is completed here as nitrite (NO_2-N) and Nitrate (NO_3-N) produced in the aeration zone are converted to Nitrogen gas (N_2). Some of the

influent BOD_5 is consumed in this denitrification process. The dissolved oxygen (DO) level is maintained below 0.2 mg/l, and submerged mixers keep MLSS in suspension.

The mixed liquor is transferred by gravity from the anoxic chamber to the far end of the aeration chamber through a submerged transfer pipe. BOD_5 removal and nitrification take place here as the mixed liquor is aerated by fine bubble air diffusers. The aerated mixed liquor then flows into the bottom of the clarifier by means of a uniquely designed baffle.

In the clarifier, solids settle to the bottom as the supernatant flows over the overflow weir and is gravity fed to the micro screen drum filters. Unfiltered sludge and backwash waste are returned to the sludge holding tank. Clean filtered effluent flows by gravity to the effluent leaching pools.

SECTION VII

STP SITING

There are two (2) possible locations for the proposed STP:

1. For the Theoretical Full Build Plan, the STP will be sited in the southeast corner of the HUB area (the "primary site") in the Town of Brookhaven. This parcel is a 5.47± acre site, which will accommodate at least the 275,000 GPD capacity STP being proposed, pending analysis of soil characteristics and potential hydrogeological effects of effluent on drinking water supplies. The soil type for this site is Plymouth loamy sand, 0 to 3 percent slopes (PlA), which is a rapidly permeable soil. This is an ideal type of soil for disposing of sewage treatment plant effluent, because it allows for recharge beyond the minimum leaching rate required by the SCDHS for the disposal of effluent. The site is relatively flat, with little concern for grading issues. The site is generally clear, and would require minimal removal of trees to complete the construction of the STP building and the effluent leaching pools. The proposed primary STP site is within the proposed district.

2. For the Theoretical Max Build Plan, the STP would be sited outside the proposed HUB area, just south of the railroad (the "alternative site") in the Town of Islip. Alternatively, this parcel, and the parcel containing the parking garage and shops on the Islip side may be included in the HUB redevelopment area, which would obviously expand the district and sewage flow. This parcel is a 9.00± acre site, which will accommodate at least the 275,000 GPD capacity STP being proposed, pending analysis of soil characteristics and potential hydrogeological effects off effluent on drinking water supplies. The soil types for this site are Plymouth loamy sand, 3 to 8 percent slopes (PlB) and Riverhead sandy loam, 0 to 3 percent slopes (RdA). These are ideal types of soils for disposing of sewage treatment plant effluent, because they allow for recharge beyond the minimum leaching rate required by the SCDHS for the disposal of effluent. The site is relatively flat, with little concern for grading issues. The site is generally wooded, and would require clearing of the existing trees to allow for the construction of the STP building as well as

placement of the subsurface leaching pools. The proposed alternative STP site is located outside of the proposed district, or would require an expansion of the proposed district. The proposed alternative STP site lies within the boundary of the Town of Islip.

In comparing the two (2) alternatives, both sites are generally similar. The basic differences include the size of each parcel (5.47± Ac. vs. 9.00± Ac.) and the existing terrain of each parcel (generally cleared vs. generally wooded). The primary site is within the HUB area, and the alternative site would either be outside the HUB area or would require an expanded HUB area. The alternative site is significantly larger than the primary site, offering greater opportunity for expansion of the STP in the future to accommodate, for example, a theoretical expansion of the district, if desired, in the future. Depending on the needs of the Town of Brookhaven, and the vision for this project, the primary site would be preferable if the desire was to keep the project entirely in the Town of Brookhaven, and to keep the district smaller. The alternative site would be preferable if the desire was to offer greater expansion opportunity. Ultimately, the decision is one which is beyond the scope of this report.

APPENDIX A
PRELIMINARY FLOW CALCULATIONS

Ronkonkoma HUB Project
Sewage Treatment Design Calculations
Existing to Remain
July 8, 2010

Description	Gross Floor Area (sq.ft.)	Design Category	Design Flow	Design Units	Total Flow (GPD)
Hawkins Ave					
Vacant Auto-Repair	2,876	Gen. Ind.	0.04	GPD/sq.ft.	115.04
Residential 1		Residential	300	GPD/unit	300.00
Residential 2		Residential	300	GPD/unit	300.00
A-1 Car Care	2,186	Gen. Ind.	0.04	GPD/sq.ft.	87.44
Union Ave					
Lawn Mower Service	1,261	Gen. Ind.	0.04	GPD/sq.ft.	50.44
Residential 3		Residential	300	GPD/unit	300.00
Spring & Wheel Alignment, Inc.	3,552	Gen. Ind.	0.04	GPD/sq.ft.	142.08
Tom's Auto Services	5,603	Gen. Ind.	0.04	GPD/sq.ft.	224.12
Carroll Ave					
Islandwide Food Service	8,752	Dry Store	0.03	GPD/sq.ft.	262.56
Residential 4		Residential	300	GPD/unit	300.00
Auto Pro Automotive	2,412	Gen. Ind.	0.04	GPD/sq.ft.	96.48
Tutor Time	10,613	School	7.5	GPD/capita	3,979.88
Abco Electric Corp.	1,062	Gen. Ind.	0.04	GPD/sq.ft.	42.48
Residential 5		Residential	300	GPD/unit	300.00
Residential 6		Residential	300	GPD/unit	300.00
Residential 7		Residential	300	GPD/unit	300.00
Elm St.					
Residential 8		Residential	300	GPD/unit	300.00
Residential 9		Residential	300	GPD/unit	300.00
TOTAL					**7,700.52**

Ronkonkoma HUB Project
Sewage Treatment Design Calculations
Full Build-out
July 8, 2010

Site 1

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	123 units	225 GPD/unit	27,675 GPD

Site 2

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	60 units	225 GPD/unit	13,500 GPD
Retail	38,375 sq.ft.		
1/2 Dry Store	19,188 sq.ft.	0.03 GPD/sq.ft.	576 GPD
1/2 Wet Store	19,188 sq.ft.	0.10 GPD/sq.ft.	1,919 GPD
Office	24,375 sq.ft.		
1/2 Medical	12,188 sq.ft.	0.10 GPD/sq.ft.	1,219 GPD
1/2 Non-medical	12,188 sq.ft.	0.06 GPD/sq.ft.	731 GPD
Subtotal			17,944 GPD

Site 3

Description	Count	Unit Flow	Total Flow
Health Club	30,000 sq.ft.	0.30 GPD/sq.ft.	9,000 GPD
Retail	22,500 sq.ft.		
1/2 Dry Store	11,250 sq.ft.	0.03 GPD/sq.ft.	338 GPD
1/2 Wet Store	11,250 sq.ft.	0.10 GPD/sq.ft.	1,125 GPD
Office	25,000 sq.ft.		
1/2 Medical	12,500 sq.ft.	0.10 GPD/sq.ft.	1,250 GPD
1/2 Non-medical	12,500 sq.ft.	0.06 GPD/sq.ft.	750 GPD
Housing Unit (601-1200 sq.ft.)	66 units	225 GPD/unit	14,850 GPD
Subtotal			27,313 GPD

Site 4

Description	Count	Unit Flow	Total Flow
Restaurant	100 seats	30 GPD/seat	3,000 GPD

Site 5

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	196 units	225 GPD/unit	44,100 GPD

Site 6

Description	Count	Unit Flow	Total Flow
Restaurant	100 seats	30 GPD/seat	3,000 GPD

Site 7

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	125 units	225 GPD/unit	28,125 GPD

Site 8

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	45 units	225 GPD/unit	10,125 GPD

Totals	
Site 1	27,675
Site 2	17,944
Site 3	27,313
Site 4	3,000
Site 5	44,100
Site 6	3,000
Site 7	28,125
Site 8	10,125
Existing to Remain	7,701
TOTAL	168,983

Ronkonkoma HUB Project
Sewage Treatment Design Calculations
Max Build-out
July 8, 2010

Site 1

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	123 units	225 GPD/unit	27,675 GPD

Site 2

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	60 units	225 GPD/unit	13,500 GPD
Retail	38,375 sq.ft.		
1/2 Dry Store	19,188 sq.ft.	0.03 GPD/sq.ft.	576 GPD
1/2 Wet Store	19,188 sq.ft.	0.10 GPD/sq.ft.	1,919 GPD
Office	24,375 sq.ft.		
1/2 Medical	12,188 sq.ft.	0.10 GPD/sq.ft.	1,219 GPD
1/2 Non-medical	12,188 sq.ft.	0.06 GPD/sq.ft.	731 GPD
Subtotal			17,944 GPD

Site 3

Description	Count	Unit Flow	Total Flow
Health Club	30,000 sq.ft.	0.30 GPD/sq.ft.	9,000 GPD
Retail	22,500 sq.ft.		
1/2 Dry Store	11,250 sq.ft.	0.03 GPD/sq.ft.	338 GPD
1/2 Wet Store	11,250 sq.ft.	0.10 GPD/sq.ft.	1,125 GPD
Office	25,000 sq.ft.		
1/2 Medical	12,500 sq.ft.	0.10 GPD/sq.ft.	1,250 GPD
1/2 Non-medical	12,500 sq.ft.	0.06 GPD/sq.ft.	750 GPD
Housing Unit (601-1200 sq.ft.)	66 units	225 GPD/unit	14,850 GPD
Subtotal			27,313 GPD

Site 4

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	60 units	225 GPD/unit	13,500 GPD
Housing Unit (>1200 sq.ft.)	6 units	300 GPD/unit	1,800 GPD
Retail	16,400 sq.ft.		
1/2 Dry Store	8,200 sq.ft.	0.03 GPD/sq.ft.	246 GPD
1/2 Wet Store	8,200 sq.ft.	0.10 GPD/sq.ft.	820 GPD
Subtotal			16,366 GPD

Site 5

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	196 units	225 GPD/unit	44,100 GPD

Site 6

Description	Count	Unit Flow	Total Flow
Restaurant	100 seats	30 GPD/seat	3,000 GPD

Site 7

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	252 units	225 GPD/unit	56,700 GPD

Site 8

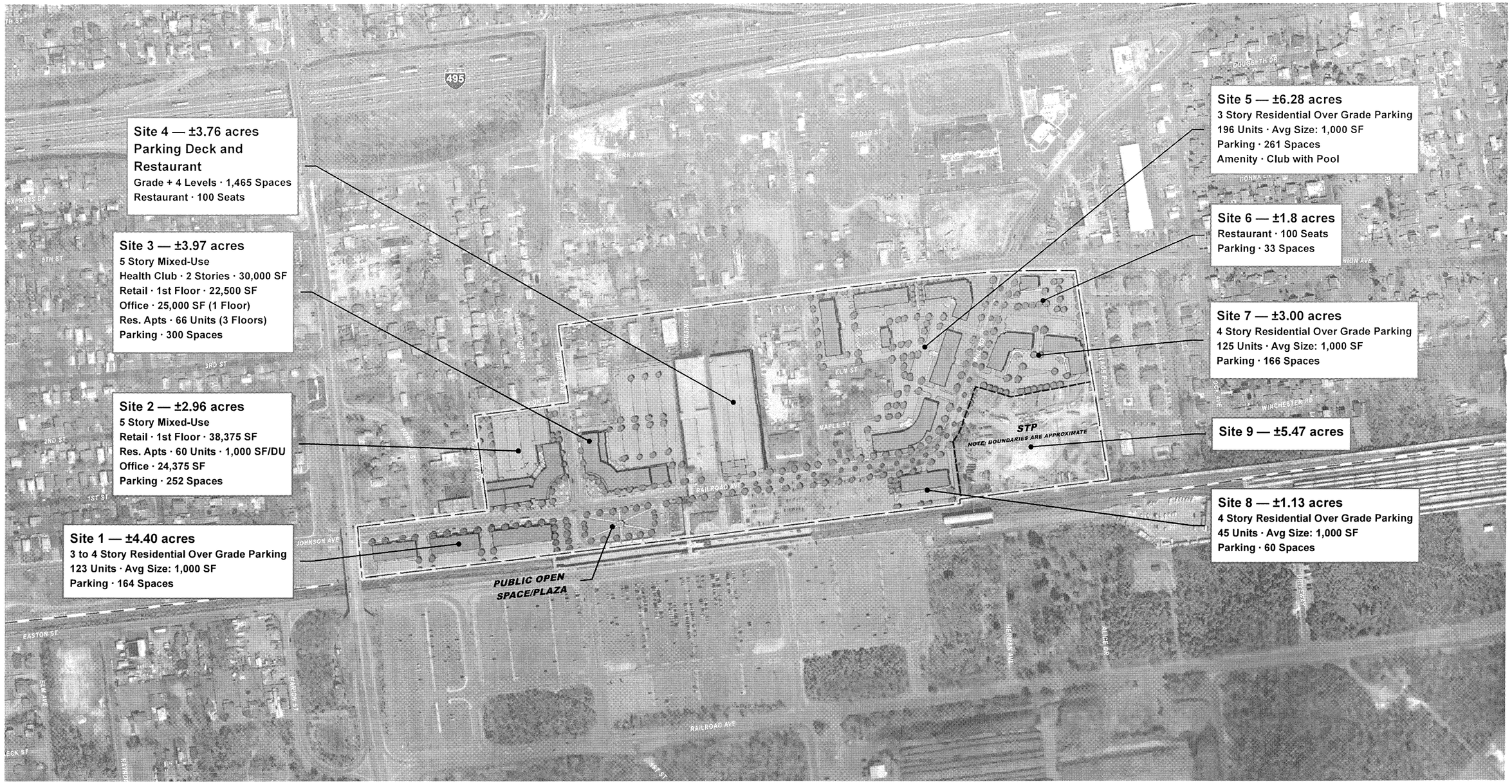
Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	45 units	225 GPD/unit	10,125 GPD

Site 10

Description	Count	Unit Flow	Total Flow
Retail	25,000 sq.ft.		
1/2 Dry Store	12,500 sq.ft.	0.03 GPD/sq.ft.	375 GPD
1/2 Wet Store	12,500 sq.ft.	0.10 GPD/sq.ft.	1,250 GPD
Subtotal			1,625 GPD

Totals	
Site 1	27,675
Site 2	17,944
Site 3	27,313
Site 4	16,366
Site 5	44,100
Site 6	3,000
Site 7	56,700
Site 8	10,125
Site 10	1,625
Existing to Remain	7,701
TOTAL	212,548

DRAWING No. 1
THEORETICAL FULL BUILD PLAN



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

0 250 500 Feet

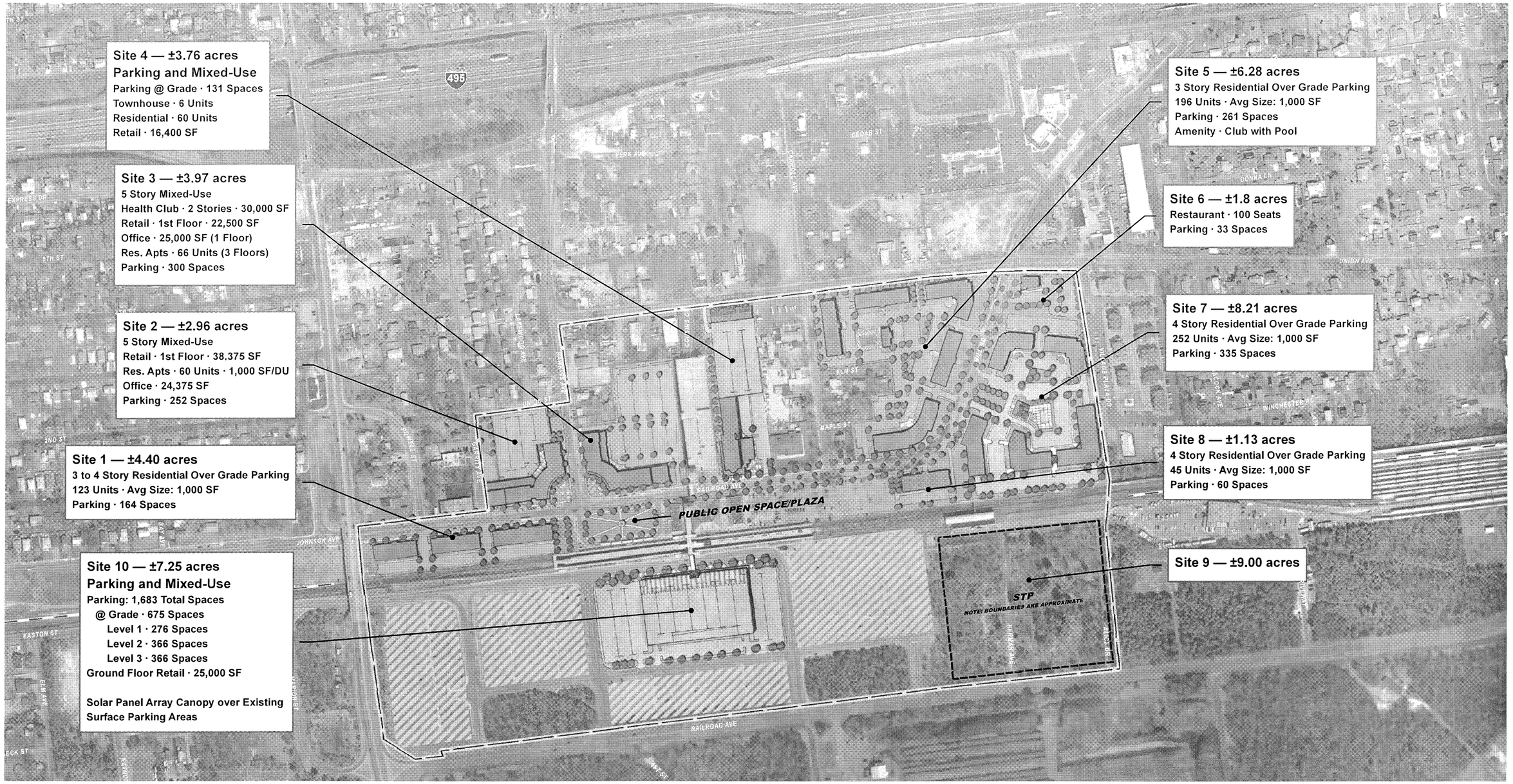
Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Theoretical Full Build Plan

Prepared for the Town of Brookhaven on August 16, 2010

DRAWING No. 2
THEORETICAL MAX BUILD PLAN



Engineering, Surveying and Landscape Architecture, P.C.

Legend

- Study Area
- Long Island Rail Road
- Solar Panel Array Canopy

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Theoretical Maximum Build Out Plan

Prepared for the Town of Brookhaven on August 16, 2010

Environmental Data Resources, Inc. Database Report

Appendix E

Ronkonkoma Hub
Railroad Avenue
Ronkonkoma, NY 11779

Inquiry Number: 2844142.1s
August 13, 2010

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

FORM-NULL-COU

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

RAILROAD AVENUE
RONKONKOMA, NY 11779

COORDINATES

Latitude (North):	40.808500 - 40' 48' 30.6"
Longitude (West):	73.106300 - 73' 6' 22.7"
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	659731.7
UTM Y (Meters):	4519013.0
Elevation:	106 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	40073-G1 PATCHOGUE, NY
Most Recent Revision:	1967
West Map:	40073-G2 CENTRAL ISLIP, NY
Most Recent Revision:	1979

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 7 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
RONKONKOMA YARD RAILROAD AVENUE RONKONKOMA, NY	NY Spills	N/A
TOWNE BUS 14 HAWKINS AVENUE RONKONKOMA, NY	NY Spills Date Closed: 12/27/1990 NY Hist Spills	N/A
RONKONKOMA LUMBER COMPANY 15 HAWKINS AVE RONKONKOMA, NY 11779	UST	N/A
MR T'S TAXI 18 HAWKINS AVE RONKONKOMA, NY	NY Spills Date Closed: 8/13/1996 NY Hist Spills	N/A
TOWN BUS WE TRANSPORT 14B HAWKINS AVE LAKE RONKONKOMA, NY 11779	UST	N/A

EXECUTIVE SUMMARY

1 THE PLAZA 1 THE PLAZA RONKONKOMA, NY	LTANKS Date Closed: 7/2/1996 HIST LTANKS Date Closed: 07/02/96	N/A
COASTAL CHARTER 14 HAWKINS AVE RONKONKOMA, NY 11779	NY Spills	N/A
TOWN BUS WE TRANSPORT 14B HAWKINS AVE LAKE RONKONKOMA, NY 11779	AST	N/A
ULTIMATE AUTOMOTIVE 14 UNION AVE RONKONKOMA, NY 11779	RCRA-NonGen FINDS MANIFEST	NYD986996940
DELFERN CORP 6 B UNION AVE RONKONKOMA, NY 11779	AST	N/A
PRO-CISE COLLISION 14-A UNION AVE RONKONKOMA, NY 11779	MANIFEST	N/A
PRO-CISE COLLISION 14-A UNION AVE RONKONKOMA, NY 11779	RCRA-CESQG FINDS MANIFEST	NYR000044040
WHELAN AUTOMOTIVE 234 CARROLL AVE RONKONKOMA, NY 11779	AST	N/A
ROADKILL 23 HAWKINS RD RONKONKOMA, NY 11779	UST AST	N/A
AFFORDABLE CESSPOOL 49 HAWKINS AVE RONKONKOMA, NY 11779	AST	N/A
A 1 TOWING 47 HAWKINS AVE LAKE RONKONKOMA, NY 11779	UST	N/A
FAST TRACK PHOTO INC 90 RAILROAD AVE SUITE 5 RONKONKOMA, NY 11779	RCRA-CESQG FINDS MANIFEST	NYR000007229

AIELLO CONTRACTING HAWKINS / RAILROAD AVENUE RONKONKOMA, NY	NY Spills Date Closed: 8/15/1990 NY Hist Spills	N/A
LIRR WELFARE OFFICE BLDG HAWKINS AVE / RAILROAD AV RONKONKOMA, NY	NY Spills Date Closed: 12/22/1988 NY Hist Spills	N/A
UNKNOWN RAILROAD AVE/ HAWKINS AVE RONKONKOMA, NY	NY Spills Date Closed: 10/20/2006	N/A
OLD GAS STATION HAWKINS AVE / JOHNSON AVE RONKONKOMA, NY	NY Spills Date Closed: 9/26/1996 NY Hist Spills	N/A
TRAX LAUNDROMAT 90 RAILROAD AVENUE RONKONKOMA, NY 11779	DRYCLEANERS	N/A
KPW ENTERPRISE INC 1 HAWKINS AVE RONKONKOMA, NY 11779	UST	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System

FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG..... RCRA - Large Quantity Generators

Federal institutional controls / engineering controls registries

US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent CERCLIS

SHWS..... Inactive Hazardous Waste Disposal Sites in New York State
VAPOR REOPENED..... Vapor Intrusion Legacy Site List

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

CBS UST..... Chemical Bulk Storage Database
MOSF UST..... Major Oil Storage Facilities Database
CBS AST..... Chemical Bulk Storage Database
MOSF AST..... Major Oil Storage Facilities Database
MOSF..... Major Oil Storage Facility Site Listing
CBS..... Chemical Bulk Storage Site Listing
INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

State and tribal institutional control / engineering control registries

ENG CONTROLS..... Registry of Engineering Controls
INST CONTROL..... Registry of Institutional Controls
RES DECL..... Restrictive Declarations Listing

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

VCP..... Voluntary Cleanup Agreements

State and tribal Brownfields sites

BROWNFIELDS..... Brownfields Site List

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
SWTIRE..... Registered Waste Tire Storage & Facility List
SWRCY..... Registered Recycling Facility List
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs
DEL SHWS..... Delisted Registry Sites
US HIST CDL..... National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

HIST UST..... Historical Petroleum Bulk Storage Database
HIST AST..... Historical Petroleum Bulk Storage Database

Local Land Records

LIENS 2..... CERCLA Lien Information
LUCIS..... Land Use Control Information System

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System

Other Ascertainable Records

DOT OPS..... Incident and Accident Data
DOD..... Department of Defense Sites
FUDS..... Formerly Used Defense Sites
CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision
UMTRA..... Uranium Mill Tailings Sites
MINES..... Mines Master Index File
TRIS..... Toxic Chemical Release Inventory System
TSCA..... Toxic Substances Control Act
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing

SSTS..... Section 7 Tracking Systems
ICIS..... Integrated Compliance Information System
PADS..... PCB Activity Database System
MLTS..... Material Licensing Tracking System
RADINFO..... Radiation Information Database
RAATS..... RCRA Administrative Action Tracking System
HSWDS..... Hazardous Substance Waste Disposal Site Inventory
NPDES..... State Pollutant Discharge Elimination System
AIRS..... Air Emissions Data
E DESIGNATION..... E DESIGNATION SITE LISTING
INDIAN RESERV..... Indian Reservations
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing
COAL ASH DOE..... Steam-Electric Plan Operation Data
PCB TRANSFORMER..... PCB Transformer Registration Database
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List
COAL ASH..... Coal Ash Disposal Site Listing
FINANCIAL ASSURANCE..... Financial Assurance Information Listing

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants..... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 02/17/2010 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RONKONKOMA WALL PAPER CORP	*934 EASTON ST*	*WSW 1/8 - 1/4 (0.215 mi.)*	*O70*	*163*

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the list.

A review of the SWF/LF list, as provided by EDR, and dated 07/14/2010 has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLBROOK TRUCK & LEASING CORP	54 UNION AVE	0 - 1/8 (0.001 mi.)	H33	83

State and tribal leaking storage tank lists

LTANKS: Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills

A review of the LTANKS list, as provided by EDR, and dated 05/24/2010 has revealed that there are 18 LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JUSTIN PREZI Date Closed: 2/10/1994	*47 HAWKINS AVENUE*	*0 - 1/8 (0.001 mi.)*	*D26*	*66*
OCEAN PETROLEUM Date Closed: 9/12/2005	*1 RAILROAD AVENUE*	*0 - 1/8 (0.001 mi.)*	*G29*	*73*
BOU RESIDENCE Date Closed: 11/23/1992	*59 WINCHESTER ROAD*	*E 1/8 - 1/4 (0.155 mi.)*	*64*	*143*
SHELL OIL CO Date Closed: 7/7/1997	*322 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.195 mi.)*	*N67*	*149*
RESIDENCE Date Closed: 10/25/2001	*126 UNION AVENUE*	*E 1/8 - 1/4 (0.225 mi.)*	*73*	*193*
S&S FUEL Date Closed: 2/16/1995	*4993 NO EXPRESSWAY DR*	*NNE 1/4 - 1/2 (0.299 mi.)*	*P75*	*200*
NATEJUNAS RESIDENCE Date Closed: 1/2/2001	*5021 EXPRESS DRIVE NORT*	*NNE 1/4 - 1/2 (0.315 mi.)*	*P76*	*202*
RUBIN RESIDENCE Date Closed: 9/26/2000	*4 WINDHAM WAY*	*E 1/4 - 1/2 (0.409 mi.)*	*78*	*207*
HAGEN RESIDENCE Date Closed: 1/12/2001	*51 MARY AVENUE*	*NE 1/4 - 1/2 (0.410 mi.)*	*79*	*209*
DAMICO RESIDENCE Date Closed: 5/30/1995	*136 LORRAINE COURT*	*NE 1/4 - 1/2 (0.422 mi.)*	*80*	*212*
RESIDENCE Date Closed: 3/21/2003	14 KNICKERBOCKER AVENUEE	1/4 - 1/2 (0.450 mi.)	Q82	217

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HESS #32471 Date Closed: 6/7/2005	*1 UNION AVENUE*	*E 1/4 - 1/2 (0.462 mi.)*	*Q83*	*219*
COACH REALTY HOUSE Date Closed: 1/24/1997	*1 THE PLAZA*	*NE 1/4 - 1/2 (0.492 mi.)*	*88*	*266*

Lower Elevation	Address	Direction / Distance	Map ID	Page
TAIBI RESIDENCE Date Closed: 1/7/2002	*2349 CEDAR AVENUE*	*WSW 1/4 - 1/2 (0.448 mi.)*	*81*	*215*
ALLIED SIGNAL INC Date Closed: 5/6/1998	*2221 SMITHTOWN AVENUE*	*S 1/4 - 1/2 (0.476 mi.)*	*R84*	*223*
ALLIED SIGNALS Date Closed: 2/22/1994	*2221 SMITHTOWN AVE*	*S 1/4 - 1/2 (0.476 mi.)*	*R85*	*241*
GARRETT GENERAL AVIATION SER Date Closed: 5/12/2003	*2221 SMITHTOWN AVENUE*	*S 1/4 - 1/2 (0.476 mi.)*	*R86*	*243*
AKA GARRETT AVIATION Date Closed: 4/19/1994	*2221 SMITHTOWN BLVD*	*S 1/4 - 1/2 (0.485 mi.)*	*R87*	*263*

HIST LTANKS: A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database.

A review of the HIST LTANKS list, as provided by EDR, and dated 01/01/2002 has revealed that there are 17 HIST LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JUSTIN PREZI Date Closed: 02/10/94	*47 HAWKINS AVENUE*	*0 - 1/8 (0.001 mi.)*	*D26*	*66*
BOU RESIDENCE Date Closed: 11/23/92	*59 WINCHESTER ROAD*	*E 1/8 - 1/4 (0.155 mi.)*	*64*	*143*
SHELL OIL CO Date Closed: 07/07/97	*322 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.195 mi.)*	*N67*	*149*
RESIDENCE Date Closed: 10/25/01	*126 UNION AVENUE*	*E 1/8 - 1/4 (0.225 mi.)*	*73*	*193*
S&S FUEL Date Closed: 02/16/95	*4993 NO EXPRESSWAY DR*	*NNE 1/4 - 1/2 (0.299 mi.)*	*P75*	*200*
NATEJUNAS RESIDENCE Date Closed: 01/02/01	*5021 EXPRESS DRIVE NORT*	*NNE 1/4 - 1/2 (0.315 mi.)*	*P76*	*202*
RUBIN RESIDENCE Date Closed: 09/26/00	*4 WINDHAM WAY*	*E 1/4 - 1/2 (0.409 mi.)*	*78*	*207*
HAGEN RESIDENCE Date Closed: 01/12/01	*51 MARY AVENUE*	*NE 1/4 - 1/2 (0.410 mi.)*	*79*	*209*
DAMICO RESIDENCE Date Closed: 05/30/95	*136 LORRAINE COURT*	*NE 1/4 - 1/2 (0.422 mi.)*	*80*	*212*
HESS #32471 Date Closed: / /	*1 UNION AVENUE*	*E 1/4 - 1/2 (0.462 mi.)*	*Q83*	*219*

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
COACH REALTY HOUSE Date Closed: 01/24/97	*1 THE PLAZA*	*NE 1/4 - 1/2 (0.492 mi.)*	*88*	*266*

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported Date Closed: / /	75 FOURTH STREET	WNW 1/4 - 1/2 (0.398 mi.)	77	205
TAIBI RESIDENCE Date Closed: / /	*2349 CEDAR AVENUE*	*WSW 1/4 - 1/2 (0.448 mi.)*	*81*	*215*
ALLIED SIGNAL INC Date Closed: 05/06/98	*2221 SMITHTOWN AVENUE*	*S 1/4 - 1/2 (0.476 mi.)*	*R84*	*223*
ALLIED SIGNALS Date Closed: 02/22/94	*2221 SMITHTOWN AVE*	*S 1/4 - 1/2 (0.476 mi.)*	*R85*	*241*
GARRETT GENERAL AVIATION SER Date Closed: / /	*2221 SMITHTOWN AVENUE*	*S 1/4 - 1/2 (0.476 mi.)*	*R86*	*243*
AKA GARRETT AVIATION Date Closed: 04/19/94	*2221 SMITHTOWN BLVD*	*S 1/4 - 1/2 (0.485 mi.)*	*R87*	*263*

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the UST list, as provided by EDR, and dated 06/17/2010 has revealed that there are 13 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CARS BY STAVROS	1 RAILROAD AVE	0 - 1/8 (0.001 mi.)	G30	78
RONKONKOMA TRANSMIISION & BRAK	*357 RONKONKOMA AVE*	*WNW 0 - 1/8 (0.118 mi.)*	*L60*	*136*
SEITZ & WILSON WELL DRILLERS	22 YERK ST	N 0 - 1/8 (0.121 mi.)	M61	138
H SKEE COMPANY	*101 HAWKINS AVE*	*N 1/8 - 1/4 (0.125 mi.)*	*M63*	*142*
TREE & LAWN SER CO	*335 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.174 mi.)*	*N65*	*146*
GGI GLASS DISTRIBUTING CORP	*5012 EXPRESS DR S*	*N 1/8 - 1/4 (0.179 mi.)*	*66*	*148*
SHELL S/S	*322 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.195 mi.)*	*N68*	*158*

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRU GREEN CORP	*66 UNION AVE*	*0 - 1/8 (0.000 mi.)*	*F24*	*61*
WILLIAM MALLINS CESSPOOL	54 UNION AVE	0 - 1/8 (0.001 mi.)	H35	87
BROOKHAVEN TOWN SALT STORAGE	*UNION AVE & MILL RD*	*N 0 - 1/8 (0.001 mi.)*	*F38*	*91*
DELTA WELL & PUMP CO INC	*97 UNION AVE*	*E 0 - 1/8 (0.052 mi.)*	*46*	*102*
EXPRESSWAY CAR WASH	*60 MILL R*	*N 0 - 1/8 (0.081 mi.)*	*K57*	*129*
RONKONKOMA WALL PAPER CORP	*934 EASTON ST*	*WSW 1/8 - 1/4 (0.215 mi.)*	*O70*	*163*

AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database.

A review of the AST list, as provided by EDR, and dated 06/17/2010 has revealed that there are 15 AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CARS BY STAVROS	1 RAILROAD AVE	0 - 1/8 (0.001 mi.)	G31	79
COMMACK SANITATION CORP	1000 EASTON ST	SSW 0 - 1/8 (0.029 mi.)	I43	101
EASTLAND CARTING CORP	1000 EASTON ST	SSW 0 - 1/8 (0.029 mi.)	I44	101
NESCONSET CARTING CORP	1000 EASTON ST	SSW 0 - 1/8 (0.029 mi.)	I45	102
RONKONKOMA TRANSMIISION & BRAK	*357 RONKONKOMA AVE*	*WNW 0 - 1/8 (0.118 mi.)*	*L60*	*136*
H SKEE COMPANY	*101 HAWKINS AVE*	*N 1/8 - 1/4 (0.125 mi.)*	*M63*	*142*
TREE & LAWN SER CO	*335 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.174 mi.)*	*N65*	*146*
GGI GLASS DISTRIBUTING CORP	*5012 EXPRESS DR S*	*N 1/8 - 1/4 (0.179 mi.)*	*66*	*148*

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRU GREEN CORP	*66 UNION AVE*	*0 - 1/8 (0.000 mi.)*	*F24*	*61*
RONKONKOMA WHEEL ALIGNMENT	54 UNION AVE	0 - 1/8 (0.001 mi.)	H36	89
BROOKHAVEN TOWN SALT STORAGE	*UNION AVE & MILL RD*	*N 0 - 1/8 (0.001 mi.)*	*F38*	*91*
DELTA WELL & PUMP CO INC	*97 UNION AVE*	*E 0 - 1/8 (0.052 mi.)*	*46*	*102*
EXPRESSWAY CAR WASH	*60 MILL R*	*N 0 - 1/8 (0.081 mi.)*	*K57*	*129*
RONKONKOMA WALLPAPER -OOB-	934 EASTON STREET	WSW 1/8 - 1/4 (0.215 mi.)	O69	161
NATIONAL WASTE TECHNOLOGIES	934 EASTON ST	WSW 1/8 - 1/4 (0.215 mi.)	O72	193

State and tribal Brownfields sites

ERP: In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

A review of the ERP list, as provided by EDR, and dated 05/24/2010 has revealed that there is 1 ERP site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RONKONKOMA WALLPAPER SITE	934 EASTON STREET	WSW 1/8 - 1/4 (0.215 mi.)	O71	192

ADDITIONAL ENVIRONMENTAL RECORDS

Records of Emergency Release Reports

NY Spills: Data collected on spills reported to NYSDEC, is required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

A review of the NY Spills list, as provided by EDR, and dated 05/24/2010 has revealed that there are

EXECUTIVE SUMMARY

17 NY Spills sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SUNSET TAXI Date Closed: 3/22/1990	*1 RAILROAD AVENUE*	*0 - 1/8 (0.001 mi.)*	*G28*	*70*
OCEAN PETROLEUM Date Closed: 9/12/2005 Date Closed: 7/28/1992	*1 RAILROAD AVENUE*	*0 - 1/8 (0.001 mi.)*	*G29*	*73*
PAV COMPANY Date Closed: 6/26/1989	*HAWKINS AVE / UNION A*	*0 - 1/8 (0.001 mi.)*	*D32*	*80*
LILCO Date Closed: 12/1/1988	*1 JOHNSON AVENUE*	*W 0 - 1/8 (0.008 mi.)*	*G40*	*96*
Not reported Date Closed: 7/1/2004	93 LAKEWOOD AVENUE	W 0 - 1/8 (0.027 mi.)	E42	99
CLEMENS RESIDENCE Date Closed: 2/5/1998	*14 HENRY AVENUE*	*N 0 - 1/8 (0.063 mi.)*	*J55*	*124*
BRENNER RESIDENCE Date Closed: 4/12/2000	*228 CAROL AVENUE*	*N 0 - 1/8 (0.082 mi.)*	*58*	*131*
RONKONKOMA TRANSMISSIONS Date Closed: 5/31/2005	*357 RONKONKOMA AVE*	*WNW 0 - 1/8 (0.118 mi.)*	*L59*	*134*
DEPENDABLE OIL Date Closed: 12/30/1990	*74 LAKEWOOD AVENUE*	*NNW 0 - 1/8 (0.123 mi.)*	*62*	*139*

Lower Elevation	Address	Direction / Distance	Map ID	Page
A1 ENGINE REBUILDERS Date Closed: 5/21/1999	*66A UNION AVENUE*	*0 - 1/8 (0.000 mi.)*	*F25*	*63*
UNKNOWN Date Closed: 8/2/2006	76 UNION AVENUE	0 - 1/8 (0.001 mi.)	F27	68
LILCO Date Closed: 6/28/1988	*MILL ROAD / UNION AVE*	*N 0 - 1/8 (0.001 mi.)*	*F39*	*93*
PERETOKI TRUCKING/KORUS Date Closed: 7/2/2001	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K49*	*109*
UNK Date Closed: 12/11/1991	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K50*	*113*
L I TRUCK STOP Date Closed: 7/10/2003	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K51*	*115*
Not reported Date Closed: 6/10/1999	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K53*	*119*
JEFF SOYKA RESIDENCE Date Closed: 5/2/1994	*14 FIRST ST*	*WNW 0 - 1/8 (0.077 mi.)*	*56*	*126*

NY Hist Spills: This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database.

A review of the NY Hist Spills list, as provided by EDR, and dated 01/01/2002 has revealed that there

EXECUTIVE SUMMARY

are 15 NY Hist Spills sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SUNSET TAXI	*1 RAILROAD AVENUE*	*0 - 1/8 (0.001 mi.)*	*G28*	*70*
OCEAN PETROLEUM	*1 RAILROAD AVENUE*	*0 - 1/8 (0.001 mi.)*	*G29*	*73*
PAV COMPANY	*HAWKINS AVE / UNION A*	*0 - 1/8 (0.001 mi.)*	*D32*	*80*
LILCO	*1 JOHNSON AVENUE*	*W 0 - 1/8 (0.008 mi.)*	*G40*	*96*
CLEMENS RESIDENCE	*14 HENRY AVENUE*	*N 0 - 1/8 (0.063 mi.)*	*J55*	*124*
BRENNER RESIDENCE	*228 CAROL AVENUE*	*N 0 - 1/8 (0.082 mi.)*	*58*	*131*
RONKONKOMA TRANSMISSIONS	*357 RONKONKOMA AVE*	*WNW 0 - 1/8 (0.118 mi.)*	*L59*	*134*
DEPENDABLE OIL	*74 LAKEWOOD AVENUE*	*NNW 0 - 1/8 (0.123 mi.)*	*62*	*139*

Lower Elevation	Address	Direction / Distance	Map ID	Page
A1 ENGINE REBUILDERS	*66A UNION AVENUE*	*0 - 1/8 (0.000 mi.)*	*F25*	*63*
LILCO	*MILL ROAD / UNION AVE*	*N 0 - 1/8 (0.001 mi.)*	*F39*	*93*
PERETOKI TRUCKING/KORUS	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K49*	*109*
UNK	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K50*	*113*
L I TRUCK STOP	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K51*	*115*
Not reported	*60 MILL ROAD*	*N 0 - 1/8 (0.061 mi.)*	*K53*	*119*
JEFF SOYKA RESIDENCE	*14 FIRST ST*	*WNW 0 - 1/8 (0.077 mi.)*	*56*	*126*

Other Ascertainable Records

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 02/17/2010 has revealed that there are 6 RCRA-NonGen sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RUBENS COMPLETE AUTO CTR	*75 HAWKINS AVE*	*N 0 - 1/8 (0.058 mi.)*	*J47*	*104*
SHELL OIL CO	*322 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.195 mi.)*	*N67*	*149*

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLBROOK TRUCK & EQUIPMENT LEA	*7 INNIS AVE*	*0 - 1/8 (0.001 mi.)*	*H34*	*84*
WILLIAM A MALLINS	*54 UNION AVE*	*0 - 1/8 (0.001 mi.)*	*H37*	*89*
EXIT 60 EPRESSWAY TRUCK STOP I	*60 MILL RD*	*N 0 - 1/8 (0.061 mi.)*	*K54*	*121*
NYSDOT BIN 1049489	*RONKONKOMA AVE OVER I 4*	*NW 1/8 - 1/4 (0.247 mi.)*	*74*	*196*

MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the MANIFEST list, as provided by EDR, and dated 04/30/2010 has revealed that there are 7 MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYSDEC	SMITH-TOWN AVE / RONKO	WSW 0 - 1/8 (0.021 mi.)	I41	98
RUBENS COMPLETE AUTO CTR	*75 HAWKINS AVE*	*N 0 - 1/8 (0.058 mi.)*	*J47*	*104*

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL OIL CO	*322 RONKONKOMA AVE*	*NW 1/8 - 1/4 (0.195 mi.)*	*N67*	*149*

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLBROOK TRUCK & EQUIPMENT LEA	*7 INNIS AVE*	*0 - 1/8 (0.001 mi.)*	*H34*	*84*
EXIT 60 EPRESSWAY TRUCK STOP I	*60 MILL RD*	*N 0 - 1/8 (0.061 mi.)*	*K54*	*121*
RONKONKOMA WALL PAPER CORP	*934 EASTON ST*	*WSW 1/8 - 1/4 (0.215 mi.)*	*O70*	*163*
NYSDOT BIN 1049489	*RONKONKOMA AVE OVER I 4*	*NW 1/8 - 1/4 (0.247 mi.)*	*74*	*196*

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
ISLIP TOWN OF	MANIFEST
KIMBERLY CLEANERS	DRYCLEANERS
SUN REFINING	LTANKS,HIST LTANKS
CLASSIC AUTO	LTANKS
ROMA STORAGE	LTANKS
MCARTHUR AIRPORT	LTANKS,HIST LTANKS
DK PETROLEUM INC.	UST NCFM
PRIDE PRODUCTS	AST,UST NCFM
SUNOCO S/S	SPILLS,HIST SPILLS
ATTIAS FLEA MARKET	SPILLS
JIM & I RESOURCES	SPILLS
UNK	SPILLS,HIST SPILLS
SW CLOVER LEAF	SPILLS
COLE BROS CIRCUS	SPILLS,HIST SPILLS
BROADWAY AVENUE	SPILLS,HIST SPILLS
VETERANS HWY/LINCOLN AVE	SPILLS,HIST SPILLS
VETERANS HWY/BROADWAY AVE	SPILLS,HIST SPILLS
UNK	SPILLS,HIST SPILLS
SUN OIL RE	SPILLS,HIST SPILLS
VETS HWY/COATES AVENUE	SPILLS
UNK TRUCK	SPILLS,HIST SPILLS
LI JET CENTER MCARTHUR	SPILLS,HIST SPILLS
A&J TEXACO	SPILLS,HIST SPILLS
RONKONKOMA SHOPPING CTR	SPILLS,HIST SPILLS
VETS HWY/LINCOLN AVENUE	SPILLS,HIST SPILLS
UNK	SPILLS,HIST SPILLS

OVERVIEW MAP - 2844142.1s

Target Property
Sites at elevations higher than or equal to the target property
Sites at elevations lower than the target property
Manufactured Gas Plants
National Priority List Sites
Dept. Defense Sites
Indian Reservations BIA
Oil & Gas pipelines
100-year flood zone
500-year flood zone
National Wetland Inventory
State Wetlands

SITE NAME: Ronkonkoma Hub ADDRESS: Railroad Avenue Ronkonkoma NY 11779 LAT/LONG: 40.8085 / 73.1063	CLIENT: Vanasse Hangen Brustlin,Inc CONTACT: Bryan Murty INQUIRY #: 2844142.1s DATE: August 13, 2010 4:04 pm

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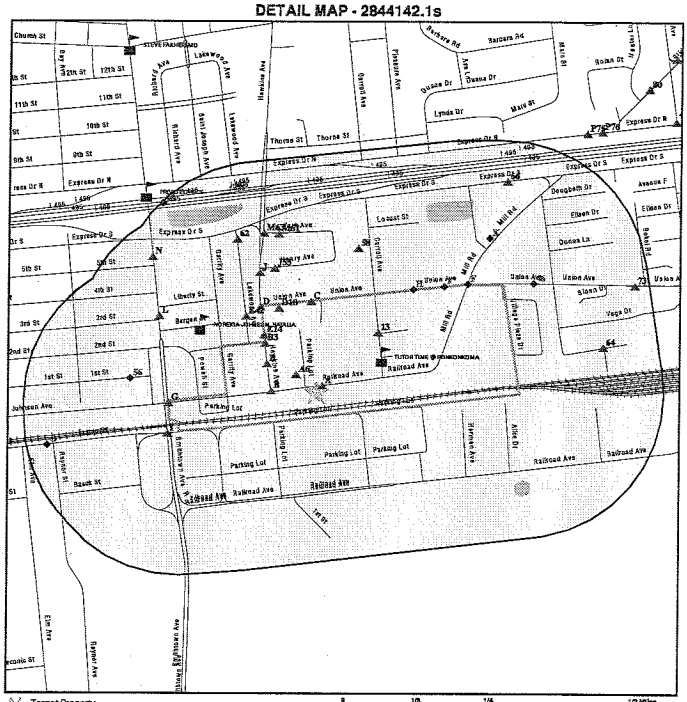
DETAIL MAP - 2844142.1s



Target Property
Sites at elevations higher than or equal to the target property
Sites at elevations lower than the target property
Manufactured Gas Plants
Sensitive Receptors
National Priority List Sites
Dept. Defense Sites
Indian Reservations BIA
Oil & Gas pipelines
100-year flood zone
500-year flood zone
National Wetland Inventory
State Wetlands

SITE NAME: Ronkonkoma Hub ADDRESS: Railroad Avenue Ronkonkoma NY 11779 LAT/LONG: 40.8085 / 73.1063	CLIENT: Vanasse Hangen Brustlin,Inc CONTACT: Bryan Murty INQUIRY #: 2844142.1s DATE: August 13, 2010 4:05 pm

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL		1.000	0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS		0.500	0	0	0	NR	NR	0
FEDERAL FACILITY		1.000	0	0	0	0	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP		0.500	0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS		1.000	0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF		0.500	0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG		0.250	0	0	NR	NR	NR	0
RCRA-SQG		0.250	0	1	NR	NR	NR	1
RCRA-CESQG	X	0.250	0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
Federal ERNS list								
ERNS		TP	NR	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
SHWS		1.000	0	0	0	0	NR	0
VAPOR REOPENED		1.000	0	0	0	0	NR	0
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF		0.500	1	0	0	NR	NR	1
State and tribal leaking storage tank lists								
LTANKS	X	0.500	2	3	13	NR	NR	18
HIST LTANKS	X	0.500	1	3	13	NR	NR	17
INDIAN LUST		0.500	0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	X	0.250	8	5	NR	NR	NR	13

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CBS UST		0.250	0	0	NR	NR	NR	0
MOSF UST		0.500	0	0	0	NR	NR	0
AST	X	0.250	10	5	NR	NR	NR	15
CBS AST		0.250	0	0	NR	NR	NR	0
MOSF AST		0.500	0	0	0	NR	NR	0
MOSF		0.500	0	0	0	NR	NR	0
CBS		0.250	0	0	NR	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
FEMA UST		0.250	0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
ENG CONTROLS		0.500	0	0	0	NR	NR	0
INST CONTROL		0.500	0	0	0	NR	NR	0
RES DECL		0.125	0	NR	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
State and tribal Brownfields sites								
ERP		0.500	0	1	0	NR	NR	1
BROWNFIELDS		0.500	0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
ODI		0.500	0	0	0	NR	NR	0
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
SWTIRE		0.500	0	0	0	NR	NR	0
SWRCY		0.500	0	0	0	NR	NR	0
INDIAN ODI		0.500	0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL		TP	NR	NR	NR	NR	NR	0
DEL SHWS		1.000	0	0	0	0	NR	0
US HIST CDL		TP	NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
HIST UST		0.250	0	0	NR	NR	NR	0
HIST AST		TP	NR	NR	NR	NR	NR	0
Local Land Records								
LIENS 2		TP	NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Records of Emergency Release Reports								
HMIRS		TP	NR	NR	NR	NR	NR	0
NY Spills	X	0.125	17	NR	NR	NR	NR	17
NY Hist Spills	X	0.125	15	NR	NR	NR	NR	15
Other Ascertainable Records								
RCRA-NonGen	X	0.250	4	2	NR	NR	NR	6
DOT OPS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
FINDS	X	TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
HSWDS		0.500	0	0	0	NR	NR	0
MANIFEST	X	0.250	6	3	NR	NR	NR	9
DRYCLEANERS	X	0.250	0	0	NR	NR	NR	0
NPDES		TP	NR	NR	NR	NR	NR	0
AIRS		TP	NR	NR	NR	NR	NR	0
E DESIGNATION		0.125	0	NR	NR	NR	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
SCRD DRYCLEANERS		0.500	0	0	0	NR	NR	0
COAL ASH DOE		TP	NR	NR	NR	NR	NR	0
PCB TRANSFORMER		TP	NR	NR	NR	NR	NR	0
COAL ASH EPA		0.500	0	0	0	NR	NR	0
COAL ASH		0.500	0	0	0	NR	NR	0
FINANCIAL ASSURANCE		TP	NR	NR	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 Target Property — **RONKONKOMA YARD, RAILROAD AVENUE, RONKONKOMA, NY** — **NY Spills** — **S110139260** / **N/A**

Site 1 of 4 in cluster A

Actual: 106 ft.

NY Spills:

Site ID:	423412
Facility Addr2:	Not reported
Facility ID:	0910647
Spill Number:	0910647
Facility Type:	ER
SWIS:	5228
Investigator:	TJDEMEO
Referred To:	Not reported
Spill Date:	12/30/2009
Reported to Dept:	12/30/2009
CID:	Not reported
Spill Cause:	Equipment Failure
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Trust:	False
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt:	Not Closed
Remediation Phase:	1
Date Entered In Computer:	12/30/2009
Spill Record Last Update:	1/5/2010
Spiller Name:	ALBERT ALBANO
Spiller Company:	LIRR
Spiller Address:	RAILROAD AVENUE
Spiller City,St,Zip:	RONKONKOMA, NY
Spiller Company:	999
Contact Name:	ALBERT ALBANO
Contact Phone:	(516) 523-0894
DEC Region:	1
DER Facility ID:	292063
DEC Memo:	12/30/09 TJD T/C with Al Albano (LIRR). Reported discharge is due to equipment failure of piping on tanker truck - LIRR owned equipment which is staged onsite to provide fuel for snow removal/deicing equipment. An estimated 20 gallons of kerosine discharged to asphalt/soils within LIRR fenced yard. AB Oil has been retained for cleanup - asphalt surfaces to be adressed 12/30 and soil removal 12/31. An estimated 2ft wide x 45 ft long area of soil has been impacted to an unknown depth. TJD has scheduled an inspection 12/31 with LIRR personel.
Remarks:	FAILED TANKER TRUCK LINE ABOUT 10 GALLONS TO GRAVEL AND PAVEMENT CLEAN UP PENDING.

Material:

Site ID:	423412
Operable Unit ID:	1179225
Operable Unit:	01
Material ID:	2172835
Material Code:	0012

RONKONKOMA YARD (Continued) — **S110139260**

Material Name:	Kerosene (#1 Fuel Oil)
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10
Units:	Gallons
Recovered:	10
Resource Affected:	Not reported
Oxygenate:	False

Tank Test:

Site ID:	Not reported
Spill Tank Test:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate:	Not reported
Gross Fail:	Not reported
Modified By:	Not reported
Last Modified:	Not reported
Test Method:	Not reported

B2 Target Property — **TOWNE BUS, 14 HAWKINS AVENUE, RONKONKOMA, NY** — **NY Spills** — **S103565298** / **NY Hist Spills** — **N/A**

Site 1 of 11 in cluster B

Actual: 108 ft.

NY Spills:

Site ID:	285114
Facility Addr2:	Not reported
Facility ID:	9010238
Spill Number:	9010238
Facility Type:	ER
SWIS:	5228
Investigator:	KAKISPER
Referred To:	Not reported
Spill Date:	12/20/1990
Reported to Dept:	12/20/1990
CID:	01
Spill Cause:	Other
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Health Department
Cleanup Ceased:	12/27/1990
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Trust:	True
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt:	12/27/1990
Remediation Phase:	0
Date Entered In Computer:	12/21/1990
Spill Record Last Update:	7/25/2009
Spiller Name:	Not reported
Spiller Company:	TOWNE BUS

TOWNE BUS (Continued) — **S103565298**

Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Region:	1
DER Facility ID:	231198
DEC Memo:	Prior to Sept. 2004 data translation this spill Lead_DEC Field was "KIPSERT" 12/27/90: EXCAVATED TO 15' ON FILL END, TO 13' END OPP FILL. NO ODOR DETECTED IN SAND AT THIS DEPTH.OK TO BACKFILL.
Remarks:	CONT SOIL ENCOUNTERED AROUND FILL PIPES FOR TANKS. SCHD ON SITE

Material:

Site ID:	285114
Operable Unit ID:	950684
Operable Unit:	01
Material ID:	557351
Material Code:	0009
Material Name:	Gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	0
Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False

Tank Test:

Site ID:	Not reported
Spill Tank Test:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate:	Not reported
Gross Fail:	Not reported
Modified By:	Not reported
Last Modified:	Not reported
Test Method:	Not reported

NY Hist Spills:

Region of Spill:	1
Spill Number:	9010238
Investigator:	KIPSERT
Caller Name:	Not reported
Caller Agency:	Not reported
Caller Phone:	Not reported
Notifier Name:	Not reported
Notifier Agency:	Not reported
Notifier Phone:	Not reported
Spill Date/Time:	12/20/1990 14:45
Reported to Dept Date/Time:	12/20/90 15:05
SWIS:	47
Spiller Name:	TOWNE BUS
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Address:	Not reported

TOWNE BUS (Continued) S103565298

Spiller City,St,Zip: Not reported
Spill Cause: Other
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Health Department
PBS Number: Not reported
Cleanup Ceased: 12/27/90
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: True
Spill Class: Not reported
Spill Closed Dt: 12/27/90
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 12/21/90
Date Spill Entered In Computer Data File: Not reported
Update Date: 12/28/90
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: GASOLINE
Class Type: GASOLINE
Times Material Entry In File: 21329
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: 12/27/90: EXCAVATED TO 15 ON FILL END, TO 13 END OPP FILL. NO ODOR DETECTED IN SAND AT THIS DEPTH.OK TO BACKFILL.
Remark: CONT SOIL ENCOUNTERED AROUND FILL PIPES FOR TANKS. SCHD ON SITE

B3 Target Property **RONKONKOMA LUMBER COMPANY**
15 HAWKINS AVE
RONKONKOMA, NY 11779

UST U003960899
N/A

Site 2 of 11 in cluster B

Actual: 109 ft.

SUFFOLK CO. UST:
Facility ID: 3627
Facility Reference #: 10216
Region: SUFFOLK
Official Use: Removed Tank. 90

RONKONKOMA LUMBER COMPANY (Continued) U003960899

Tank Count: 2
Owner Name: JOHN H MURTHA
Owner Address: 2482 POND RD
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 800.00 001 038.000

Tank ID: 1
Location: UNDER, OUT
Installed: 65
Capacity: 0000018000
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 062090
Tank Key: 10247

Tank ID: 2
Location: UNDER, OUT
Installed: 65
Capacity: 0000025000
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 062090
Tank Key: 10248

B4 Target Property **MR T'S TAXI**
18 HAWKINS AVE
RONKONKOMA, NY

NY Spills S102100029
NY Hist Spills N/A

Site 3 of 11 in cluster B

Actual: 109 ft.

NY Spills:
Site ID: 68325
Facility Addr2: Not reported
Facility ID: 9406170
Spill Number: 9406170
Facility Type: ER
SWIS: 5200
Investigator: BPAUSTIN
Referred To: Not reported
Spill Date: 8/5/1994
Reported to Dept: 8/5/1994
CID: 01
Spill Cause: Housekeeping
Water Affected: Not reported
Spill Source: Passenger Vehicle
Spill Notifier: Local Agency
Cleanup Ceased: 8/13/1995
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False

MR T'S TAXI (Continued) S102100029

Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 8/13/1995
Remediation Phase: 0
Date Entered In Computer: 8/8/1994
Spill Record Last Update: 8/14/1995
Spiller Name: Not reported
Spiller Company: MR T'S TAXI
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 65115
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "AUSTIN" 08/13/95: AUSTIN ON SITE. NO CONTAMINATION FOUND.
Remarks: TAXI CO PARK OLD CABS ALONG CURB IN FRONT OF RONKONKOMA LUMBER. CABS ARE LEAKING MOTOR OIL ONTO STREET

Material:
Site ID: 68325
Operable Unit ID: 1000327
Operable Unit: 01
Material ID: 379223
Material Code: 0022
Material Name: Waste Oil/Used Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9406170
Investigator: AUSTIN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported

MR T'S TAXI (Continued) S102100029

Notifier Phone: Not reported
Spill Date/Time: 08/05/1994 10:00
Reported to Dept Date/Time: 08/05/94 11:50
SWIS: 47
Spiller Name: MR T'S TAXI
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Housekeeping
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 08
Spill Notifier: Local Agency
PBS Number: Not reported
Cleanup Ceased: 08/13/95
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 08/13/95
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 08/08/94
Date Spill Entered In Computer Data File: Not reported
Update Date: 08/14/95
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: WASTE OIL
Class Type: WASTE OIL
Times Material Entry In File: 9509
CAS Number: Not reported
Last Date: 19940927
DEC Remarks: 08/13/95: AUSTIN ON SITE, NO CONTAMINATION FOUND.
Remark: TAXI CO PARK OLD CABS ALONG CURB IN FRONT OF RONKONKOMA LUMBER, CABS ARE LEAKING MOTOR OIL ONTO STREET

B5 **TOWN BUS WE TRANSPORT** UST U003842989
Target **14B HAWKINS AVE** N/A
Property **LAKE RONKONKOMA, NY 11779**

Site 4 of 11 in cluster B

Actual: 108 ft.

SUFFOLK CO. UST:
Facility ID: 4778
Facility Reference #: 03247
Region: SUFFOLK
Official Use: Removed Tank. 90
Tank Count: 9
Owner Name: MONTAUK BUS SERVICE
Owner Address: 209 WADING RIVER RD.
Owner City,St,Zip: CENTER MORICHES, NY 11934
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 003 033.000

Tank ID: 1
Location: UNDER, OUT
Installed: 89
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 122090
Tank Key: 13316

Tank ID: 2
Location: UNDER, OUT
Installed: 89
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 122090
Tank Key: 13317

Tank ID: 8
Location: UNDER, OUT
Installed: 91
Capacity: 0000005000
Content: DIESEL
Construction: FRP / FRP
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: Not reported
Tank Key: 13323

A6 LTANKS S104619312
Target **1 THE PLAZA** HIST LTANKS N/A
Property **RONKONKOMA, NY**

Site 2 of 4 in cluster A

Actual: 108 ft.

LTANKS:
Site ID: 163266
Spill No: 9604273
Spill Date: 6/28/1996
Spill Cause: Tank Failure
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 7/2/1996
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: NJACAMPO
Referred To: Not reported
Reported to Dept: 6/28/1996
CID: 01
Water Affected: Not reported
Spill Notifier: Tank Tester
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 6/28/1996
Spill Record Last Update: 8/14/2003
Spiller Name: JIM SMITH
Spiller Company: COACH REALTY
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Spiller Contact: JIM SMITH
Spiller Phone: (516) 757-9000
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 137709
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "ACAMPORA" SAME AS 96-03715
Remarks: CALLER WAS GOING TO TEST A 275 GAL. TANK WHEN LEAK OCCURRED NUMBER 2 OIL PUMPED OUT. NICK FROM REGION 1 WAS ON SCENE AND SAID TANK HAS TO BE PULLED.

Material:
Site ID: 163266
Operable Unit ID: 1035398
Operable Unit: 01
Material ID: 350580
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No

(Continued) S104619312

Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9604273
Spill Date: 06/28/1996
Spill Time: 11:30
Spill Cause: Tank Failure
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 07/02/96
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investigator: ACAMPORA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 06/28/96
Reported to Department Time: 17:00
SWIS: 47
Spiller Contact: JIM SMITH
Spiller Phone: (516) 757-9000
Spiller Extention: Not reported
Spiller Name: COACH REALTY
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /
Facility Contact: JIM SMITH
Facility Phone: (516) 757-9000
Facility Extention: Not reported
Spill Notifier: Tank Tester
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended

(Continued) S104619312

Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 06/28/96
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 07/03/96
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: True
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: SAME AS 96-03715
Spill Cause: CALLER WAS GOING TO TEST A 275 GAL. TANK WHEN LEAK OCCURED NUMBER 2 OIL PUMPED OUT. NICK FROM REGION 1 WAS ON SCENE AND SAID TANK HAS TO BE PULLED.

B7 **COASTAL CHARTER** NY Spills S110138950
Target **14 HAWKINS AVE** N/A
Property **RONKONKOMA, NY 11779**

Site 5 of 11 in cluster B

Actual: 108 ft.

NY Spills:
Site ID: 422992
Facility Addr2: Not reported
Facility ID: 0910243
Spill Number: 0910243
Facility Type: ER
SWIS: 5222
Investigator: dhraymon
Referred To: Not reported
Spill Date: 12/16/2009
Reported to Dept: 12/16/2009
CID: 01
Spill Cause: Equipment Failure
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Other
Cleanup Ceased: Not reported
Cleanup Meets Std: False

COASTAL CHARTER (Continued) S110138950

Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: Not Closed
Remediation Phase: 1
Date Entered In Computer: 12/16/2009
Spill Record Last Update: 12/17/2009
Spiller Name: Not reported
Spiller Company: COASTAL CHARTER
Spiller Address: 14 HAWKINS AVE
Spiller City,St,Zip: RONKONKOMA, NY 11779
Spiller Company: 999
Contact Name: DOUG SCHRIMPF
Contact Phone: (631) 727-2700
DEC Region: 1
DER Facility ID: 371904
DEC Memo: 12/16/09 1005 Hrs: Left message for Schrimpf. DR 12/16/09 1025 Hrs (A): Schrimpf called- this is a bus garage next to the LIE on the west side of Hawkins. 12/16/09 1025 Hrs (B): They removed a 5,000gal diesel fuel tank. THE TANK LOOKED OK, BUT THERE WAS CONTAMINATED SOIL AROUND THE FILL PIPE. They believe they have dug out of the contamination. 12/16/09 1025 Hrs (C): The Suffolk County Health Department is scheduled to inspect. DEC informed Schrimpf that if the SCHD was satisfied with the cleanup we would accept their findings. 12/16/09 1025 Hrs (D): DEC REMINDED SCHRIMPF THAT TANK REMOVALS MUST ALSO BE SCHEDULED WITH THIS DEPARTMENT. DR
Remarks: clean up in progress, removing old tank,estimates of 10 yards of contaminated soil.

Material:
Site ID: 422992
Operable Unit ID: 1178810
Operable Unit: 01
Material ID: 2172326
Material Code: 0008
Material Name: Diesel
Case No.: Not reported
Material FA: Petroleum
Quantity: Not reported
Units: Not reported
Recovered: Not reported
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

B8 Target Property **TOWN BUS WE TRANSPORT** AST A100264755
14B HAWKINS AVE N/A
LAKE RONKONKOMA, NY 11779

Site 6 of 11 in cluster B

Actual: 108 ft.
SUFFOLK CO. AST:
Facility ID: 4778
Region: SUFFOLK
Owner Name: MONTAUK BUS SERVICE
Owner Address: 209 WADING RIVER RD.
Owner City,St,Zip: CENTER MORICHES, NY 11934
Tank ID: 3
Location: ABOVE, OUT
Installed: 80
Capacity: 0000000275
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: Not reported
Official Use: Exempt from Suffolk County Art 12 Regulation
Permit to Operate: Not reported
Tank Key: 13318
Facility Reference #: 03247
Tank Count: 9
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 4778
Region: SUFFOLK
Owner Name: MONTAUK BUS SERVICE
Owner Address: 209 WADING RIVER RD.
Owner City,St,Zip: CENTER MORICHES, NY 11934
Tank ID: 4
Location: ABOVE, OUT
Installed: 70
Capacity: 0000000100
Content: KEROSENE
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 010191
Official Use: Removed Tank. 91
Permit to Operate: Not reported
Tank Key: 13319
Facility Reference #: 03247
Tank Count: 9
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 4778
Region: SUFFOLK
Owner Name: MONTAUK BUS SERVICE
Owner Address: 209 WADING RIVER RD.
Owner City,St,Zip: CENTER MORICHES, NY 11934
Tank ID: 5
Location: ABOVE, IN
Installed: 91

TOWN BUS WE TRANSPORT (Continued) A100264755

Capacity: 0000000275
Content: WASTE OIL
Construction: STEEL
Dispenser: OTHER
Fill Type: PUMPED
Date Removed: 042301
Official Use: Removed Tank. 01
Permit to Operate: Not reported
Tank Key: 13320
Facility Reference #: 03247
Tank Count: 9
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 4778
Region: SUFFOLK
Owner Name: MONTAUK BUS SERVICE
Owner Address: 209 WADING RIVER RD.
Owner City,St,Zip: CENTER MORICHES, NY 11934
Tank ID: 6
Location: ABOVE, IN
Installed: 91
Capacity: 0000000275
Content: MOTOR OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 042301
Official Use: Removed Tank. 01
Permit to Operate: Not reported
Tank Key: 13321
Facility Reference #: 03247
Tank Count: 9
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 4778
Region: SUFFOLK
Owner Name: MONTAUK BUS SERVICE
Owner Address: 209 WADING RIVER RD.
Owner City,St,Zip: CENTER MORICHES, NY 11934
Tank ID: 7
Location: ABOVE, OUT
Installed: 91
Capacity: 0000002000
Content: DIESEL
Construction: STEEL / STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 042301
Official Use: Removed Tank. 01
Permit to Operate: Not reported
Tank Key: 13322
Facility Reference #: 03247
Tank Count: 9
Township: BROOKHAVEN
Tax Map No: 0200

TOWN BUS WE TRANSPORT (Continued) A100264755

Click this hyperlink while viewing on your computer to access
1 additional NY_AST_SUFFOLK: record(s) in the EDR Site Report.

C9 Target Property **ULTIMATE AUTOMOTIVE** RCRA-NonGen 1000693629
14 UNION AVE FINDS NYD986996940
RONKONKOMA, NY 11779 MANIFEST

Site 1 of 3 in cluster C

Actual: 109 ft.
RCRA-NonGen:
Date form received by agency: 01/01/2007
Facility name: ULTIMATE AUTOMOTIVE
Facility address: 14 UNION AVE
RONKONKOMA, NY 117795813
EPA ID: NYD986996940
Mailing address: UNION AVE
RONKONKOMA, NY 11779
Contact: Not reported
Contact address: UNION AVE
RONKONKOMA, NY 11779
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: S & D SPRING
Owner/operator address: 12 UNION AVE
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: (516) 588-2883
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: S & D SPRING
Owner/operator address: 12 UNION AVE
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: (516) 588-2883
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown

ULTIMATE AUTOMOTIVE (Continued) **1000693629**

Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: ULTIMATE AUTOMOTIVE
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Facility name: ULTIMATE AUTOMOTIVE
Classification: Not a generator, verified

Date form received by agency: 04/06/1992
Facility name: ULTIMATE AUTOMOTIVE
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110004487831

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
EPA ID: NYD986996940
Country: USA
Mailing Name: ULTIMATE AUTOMOTIVE
Mailing Contact: JAMES ARNS
Mailing Address: 14 UNION AVENUE
Mailing Address 2: Not reported
Mailing City: RONKONKOMA
Mailing State: NY
Mailing Zip: 11779
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 516-588-7997

Document ID: PAC6769350
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: PAAH0172
Trans2 State ID: Not reported

ULTIMATE AUTOMOTIVE (Continued) **1000693629**

Generator Ship Date: 920413
Trans1 Recv Date: 920413
Trans2 Recv Date: Not reported
TSD Site Recv Date: 920420
Part A Recv Date: 920423
Part B Recv Date: 920521
Generator EPA ID: NYD986996940
Trans1 EPA ID: ILD051060408
Trans2 EPA ID: Not reported
TSDF ID: PAD987266715
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 00050
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 100
Year: 92
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: PAC9605282
Manifest Status: Completed copy
Trans1 State ID: PAAH0172
Trans2 State ID: Not reported
Generator Ship Date: 930317
Trans1 Recv Date: 930317
Trans2 Recv Date: Not reported
TSD Site Recv Date: 930322
Part A Recv Date: Not reported
Part B Recv Date: 930402
Generator EPA ID: NYD986996940
Trans1 EPA ID: ILD051060408
Trans2 EPA ID: Not reported
TSDF ID: PAD987266715
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 00025
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 100
Year: 93
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported

ULTIMATE AUTOMOTIVE (Continued) **1000693629**

Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYC2415846
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: P121078
Trans2 State ID: Not reported
Generator Ship Date: 930813
Trans1 Recv Date: 930813
Trans2 Recv Date: Not reported
TSD Site Recv Date: 930907
Part A Recv Date: 930827
Part B Recv Date: 930927
Generator EPA ID: NYD986996940
Trans1 EPA ID: ILD984908202
Trans2 EPA ID: Not reported
TSDF ID: VAD105838874
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 00040
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: R Material recovery of more than 75 percent of the total material.
Specific Gravity: 100
Year: 93
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

D10 Target Property **DELFERN CORP** **AST** **A100195935**
6 B UNION AVE **N/A**
RONKONKOMA, NY 11779

Site 1 of 5 in cluster D

Actual: 109 ft.
SUFFOLK CO. AST:
Facility ID: 5524
Region: SUFFOLK
Owner Name: DELFERN CORP
Owner Address: 6 B UNION AVE
Owner City,St,Zip: RONKONKOMA, NY 11779

DELFERN CORP (Continued) **A100195935**

Tank ID: 1
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: WASTE OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 052494
Official Use: Removed Tank, 94
Permit to Operate: Not reported
Tank Key: 14798
Facility Reference #: 07382
Tank Count: 1
Township: BROOKHAVEN
Tax Map No: 0200

C11 Target Property **PRO-CISE COLLISION** **MANIFEST** **S109797661**
14-A UNION AVE **N/A**
RONKONKOMA, NY 11779

Site 2 of 3 in cluster C

Actual: 109 ft.
CT MANIFEST:
Manifest No: ctt0899933
Waste Occurence: 1
UNNA: 1993
Hazard Class: 3
US Dot Description: FLAMMABLE LIQUIDS, CORROSIVE, N.O.S.
No of Containers: 1
Container Type: TT
Quantity: 110
Weight/Volume: G
Additional Description: Not reported
Handling Code: Not reported
Date Record Was Last Modified: 2/10/2005
DEO Who Last Modified Record: JEB
Manifest No: ctt0899933
Waste Occurence: 1
EPA Waste Code: F003
Recycled Waste?: F
Date Record Was Last Modified: 2/10/2005
DEO Who Last Modified Record: JEB
Year: 2004
Manifest ID: ctt0899933
TSDF EPA ID: CTD021816889
TSDF Name: UNITED OIL RECOVERY, INC.
TSDF Address: 14 WEST MAIN STREET
TSDF City,St,Zip: MERIDEN, CT 06451
TSDF Country: USA
TSDF Telephone: (203)238-6745
Transport Date: 2/5/2004
Transporter EPA ID: NJD080631369
Transporter Name: ONYX ENVIRONMENTAL SERVICES, L.L.C.
Transporter Country: USA
Transporter Phone: (973)691-7321
Trans 2 Date: Not reported
Trans 2 EPA ID: Not reported

PRO-CISE COLLISION (Continued) S109797661

Trans 2 Name: Not reported
Trans 2 Address: Not reported
Trans 2 City,St,Zip: CT
Trans 2 Country: USA
Trans 2 Phone: Not reported
EPA ID: nyr000044040
Generator Phone: 5169810797
Generator Mailing Addr: 14-A UNION AVE
Generator Mailing Town: RONKONKOMA
Generator Mailing State: NY
Generator Mailing Zip: 11779
Generator Mailing Country: USA
Special Handling: Not reported
Discrepancies: Not reported
Date Shipped: 2/5/2004
Date Received: 2/11/2004
Last modified date: 2/10/2005
Last modified by: JEB
Comments: Not reported

C12 Target Property — **PRO-CISE COLLISION**, **14-A UNION AVE**, **RONKONKOMA, NY 11779** — RCRA-CESQG, FINDS, MANIFEST — 1004760409, NYR000044040

Site 3 of 3 in cluster C

Actual: 109 ft.

RCRA-CESQG:
Date form received by agency: 01/01/2007
Facility name: PRO-CISE COLLISION
Facility address: 14-A UNION AVE
RONKONKOMA, NY 11779
EPA ID: NYR000044040
Mailing address: UNION AVE
RONKONKOMA, NY 11779
Contact: JEFF KRIEGER
Contact address: UNION AVE
RONKONKOMA, NY 11779
Contact country: US
Contact telephone: (516) 981-0797
Contact email: Not reported
EPA Region: 02
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

PRO-CISE COLLISION (Continued) 1004760409

Owner/Operator Summary:
Owner/operator name: PRO-CISE COLLISION
Owner/operator address: 14 A UNION AVE
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: (516) 981-0797
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: PRO-CISE COLLISION
Owner/operator address: 14 A UNION AVE
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: (516) 981-0797
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: PRO-CISE COLLISION
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 08/22/1997
Facility name: PRO-CISE COLLISION
Classification: Conditionally Exempt Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110004536823

Environmental Interest/Information System

PRO-CISE COLLISION (Continued) 1004760409

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
EPA ID: NYR000044040
Country: USA
Mailing Name: PROCISE COLLISION
Mailing Contact: JEFF KRIEGER
Mailing Address: 1930 LAKELAND AVENUE
Mailing Address 2: Not reported
Mailing City: RONKONKOMA
Mailing State: NY
Mailing Zip: 11779
Mailing Zip4: 7400
Mailing Country: USA
Mailing Phone: 516-981-0797

Document ID: MAM1321760
Manifest Status: Not reported
Trans1 State ID: NJD080631369
Trans2 State ID: Not reported
Generator Ship Date: 12/29/2000
Trans1 Recv Date: 12/29/2000
Trans2 Recv Date: Not reported
TSD Site Recv Date: 01/04/2001
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: MAD053452637
Trans2 EPA ID: Not reported
TSDF ID: P298709IL
Waste Code: F003 - UNKNOWN
Quantity: 00100
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 01.00
Year: 00
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

PRO-CISE COLLISION (Continued) 1004760409

Document ID: MAM1397510
Manifest Status: Not reported
Trans1 State ID: NJD080631369
Trans2 State ID: Not reported
Generator Ship Date: 12/07/2001
Trans1 Recv Date: 12/07/2001
Trans2 Recv Date: Not reported
TSD Site Recv Date: 12/14/2001
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: MAD053452637
Trans2 EPA ID: Not reported
TSDF ID: P298709IL
Waste Code: F003 - UNKNOWN
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 01.00
Year: 01
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: CTF0899933
Manifest Status: Not reported
Trans1 State ID: P298709IL
Trans2 State ID: Not reported
Generator Ship Date: 02/05/2004
Trans1 Recv Date: 02/05/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 02/11/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: NJD080631369
Trans2 EPA ID: Not reported
TSDF ID: CTD021816
Waste Code: F003 - UNKNOWN
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 01.00

PRO-CISE COLLISION (Continued) **1004760409**

Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD064748304
Trans2 State ID: NJD080631369
Generator Ship Date: 2008-06-10
Trans1 Recv Date: 2008-06-10
Trans2 Recv Date: 2008-06-13
TSD Site Recv Date: 2008-06-13
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NJD980536593
Waste Code: Not reported
Quantity: 1350.0
Units: P - Pounds
Number of Containers: 3.0
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 004072308JJK
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: MAK0494930
Manifest Status: Not reported
Trans1 State ID: NJD080631369
Trans2 State ID: Not reported
Generator Ship Date: 04/08/1999
Trans1 Recv Date: 04/08/1999

PRO-CISE COLLISION (Continued) **1004760409**

Trans2 Recv Date: Not reported
TSD Site Recv Date: 04/20/1999
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: MAD053452637
Trans2 EPA ID: Not reported
TSDF ID: P298709IL
Waste Code: F003 - UNKNOWN
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 01.00
Year: 99
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD064748304
Trans2 State ID: NJD080631369
Generator Ship Date: 2008-06-10
Trans1 Recv Date: 2008-06-10
Trans2 Recv Date: 2008-06-13
TSD Site Recv Date: 2008-06-13
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NJD980536593
Waste Code: Not reported
Quantity: 1350.0
Units: P - Pounds
Number of Containers: 3.0
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 004072308JJK
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N

PRO-CISE COLLISION (Continued) **1004760409**

Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD064748304
Trans2 State ID: NJD080631369
Generator Ship Date: 2008-06-10
Trans1 Recv Date: 2008-06-10
Trans2 Recv Date: 2008-06-13
TSD Site Recv Date: 2008-06-13
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000044040
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NJD980536593
Waste Code: Not reported
Quantity: 1350.0
Units: P - Pounds
Number of Containers: 3.0
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 004072308JJK
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

13 **WHELAN AUTOMOTIVE** **AST** **A100195360**
Target **234 CARROLL AVE** **N/A**
Property **RONKONKOMA, NY 11779**

SUFFOLK CO. AST:
Facility ID: 4802
Actual: Region: SUFFOLK
106 ft. Owner Name: CARROLL AVE AUTO INC.
Owner Address: 234 CARROLL AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 1
Location: ABOVE, OUT
Installed: 82
Capacity: 0000000275

WHELAN AUTOMOTIVE (Continued) **A100195360**

Content: WASTE OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 072991
Official Use: Removed Tank. 91
Permit to Operate: Not reported
Tank Key: 13427
Facility Reference #: 03390
Tank Count: 1
Township: BROOKHAVEN
Tax Map No: 0200

E14 **ROADKILL** **UST** **U003535684**
Target **23 HAWKINS RD** **AST** **N/A**
Property **RONKONKOMA, NY 11779**

Site 1 of 2 in cluster E

SUFFOLK CO. UST:
Actual: Facility ID: 6253
109 ft. Facility Reference #: 09616
Region: SUFFOLK
Official Use: Removed Tank. 90
Tank Count: 3
Owner Name: M HIGGINS
Owner Address: 39 SECOND ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 004 048.000

Tank ID: 1
Location: UNDER, OUT
Installed: 50
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010390
Tank Key: 16433

Tank ID: 2
Location: UNDER, OUT
Installed: 50
Capacity: 0000001000
Content: WASTE OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010390
Tank Key: 16434

SUFFOLK CO. AST:
Facility ID: 6253

ROADKILL (Continued) U003535684

Region: SUFFOLK
Owner Name: M HIGGINS
Owner Address: 39 SECOND ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 3
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: Not reported
Official Use: Exempt from Suffolk County Art 12 Regulation
Permit to Operate: Not reported
Tank Key: 16435
Facility Reference #: 09616
Tank Count: 3
Township: BROOKHAVEN
Tax Map No: 0200

D15 Target Property **AFFORDABLE CESSPOOL**
49 HAWKINS AVE
RONKONKOMA, NY 11779
AST A100299897
N/A

Site 2 of 5 in cluster D

Actual: 109 ft.
SUFFOLK CO. AST:
Facility ID: 17427
Region: SUFFOLK
Owner Name: NICK MOTTA
Owner Address: PO BOX 800
Owner City,St,Zip: NESCONSET, NY 11767
Tank ID: 1
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000004100
Content: SULFURIC ACID
Construction: Not reported
Dispenser: GRAVITY
Fill Type: PUMPED
Date Removed: Not reported
Official Use: Not in Compliance (Date - 85)
Permit to Operate: Not reported
Tank Key: 48347
Facility Reference #: 17687
Tank Count: 1
Township: BROOKHAVEN
Tax Map No: 0200

D16 Target Property **A 1 TOWING**
47 HAWKINS AVE
LAKE RONKONKOMA, NY 11779
UST U003535845
N/A

Site 3 of 5 in cluster D

Actual: 109 ft.
SUFFOLK CO. UST:
Facility ID: 6291
Facility Reference #: 09657
Region: SUFFOLK
Official Use: Removed Tank. 90
Tank Count: 4
Owner Name: JUSTIN TEAZI
Owner Address: 205 D SPRINGMEADOW DR
Owner City,St,Zip: HOLBROOK, NY 11741
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 004 052.000

Tank ID: 1
Location: UNDER, OUT
Installed: 75
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 112790
Tank Key: 16702

Tank ID: 2
Location: UNDER, OUT
Installed: 75
Capacity: 0000003000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 112790
Tank Key: 16703

Tank ID: 3
Location: UNDER, OUT
Installed: 75
Capacity: 0000003000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 112790
Tank Key: 16704

Tank ID: 4
Location: UNDER, OUT
Installed: 79
Capacity: 0000003000

A 1 TOWING (Continued) U003535845

Content: DIESEL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 112790
Tank Key: 16705

A17 Target Property **FAST TRACK PHOTO INC**
90 RAILROAD AVE SUITE 5
RONKONKOMA, NY 11779
RCRA-CESQG 1001028490
FINDS NYR000007229
MANIFEST

Site 3 of 4 in cluster A

Actual: 107 ft.
RCRA-CESQG:
Date form received by agency: 01/01/2007
Facility name: FAST TRACK PHOTO INC
Facility address: 90 RAILROAD AVE SUITE 5
RONKONKOMA STATION PLZ
RONKONKOMA, NY 11779
EPA ID: NYR000007229
Mailing address: RAILROAD AVE SUITE 5
RONKONKOMA STATION PLZ
RONKONKOMA, NY 11779
Contact: LYNN TOLSDORF
Contact address: RAILROAD AVE SUITE 5 RONKONKOMA STATION PLZ
RONKONKOMA, NY 11779
Contact country: US
Contact telephone: (516) 467-4713
Contact email: Not reported
EPA Region: 02
Land type: Private
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:
Owner/operator name: FAST TRACK PHOTO INC
Owner/operator address: 90 RAILROAD AVE STE 5 STA PLZ
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: (516) 467-4713
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

FAST TRACK PHOTO INC (Continued) 1001028490

Owner/operator name: FAST TRACK PHOTO INC
Owner/operator address: 90 RAILROAD AVE STE 5 STA PLZ
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: (516) 467-4713
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: FAST TRACK PHOTO INC
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 10/12/1989
Facility name: FAST TRACK PHOTO INC
Classification: Small Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 05/18/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110004514918

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

FAST TRACK PHOTO INC (Continued) **1001028490**

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:

EPA ID:	NYR000007229
Country:	USA
Mailing Name:	FAST TRACK PHOTO INC
Mailing Contact:	LYNN TOLSDORF
Mailing Address:	61 FLORENCE DR
Mailing Address 2:	Not reported
Mailing City:	MANORVILLE
Mailing State:	NY
Mailing Zip:	11949
Mailing Zip4:	3026
Mailing Country:	USA
Mailing Phone:	516-467-4713

Document ID:	NYH0188532
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	09/17/2001
Trans1 Recv Date:	09/17/2001
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/17/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000007229
Trans1 EPA ID:	NYD082785429
Trans2 EPA ID:	Not reported
TSDF ID:	6058PB
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Year:	01
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NJA2933819
Manifest Status:	Not reported

FAST TRACK PHOTO INC (Continued) **1001028490**

Trans1 State ID:	NJR000023325
Trans2 State ID:	Not reported
Generator Ship Date:	01/10/2000
Trans1 Recv Date:	01/10/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/12/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000007229
Trans1 EPA ID:	NJR000022442
Trans2 EPA ID:	Not reported
TSDF ID:	50163
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Year:	00
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NYB7750368
Manifest Status:	Completed copy
Trans1 State ID:	GE3561
Trans2 State ID:	Not reported
Generator Ship Date:	960320
Trans1 Recv Date:	960320
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	960320
Part A Recv Date:	960328
Part B Recv Date:	960410
Generator EPA ID:	NYR000007229
Trans1 EPA ID:	NYD981182769
Trans2 EPA ID:	Not reported
TSDF ID:	NYD981182769
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Year:	96
Manifest Tracking Num:	Not reported

FAST TRACK PHOTO INC (Continued) **1001028490**

Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NYG0479061
Manifest Status:	Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID:	PW2414
Trans2 State ID:	Not reported
Generator Ship Date:	970904
Trans1 Recv Date:	970904
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	970904
Part A Recv Date:	970916
Part B Recv Date:	971003
Generator EPA ID:	NYR000007229
Trans1 EPA ID:	NYR000025767
Trans2 EPA ID:	Not reported
TSDF ID:	NYD981182769
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Year:	97
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NYG0869733
Manifest Status:	Completed copy
Trans1 State ID:	PW2414
Trans2 State ID:	Not reported
Generator Ship Date:	970725
Trans1 Recv Date:	970725
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	970725

FAST TRACK PHOTO INC (Continued) **1001028490**

Part A Recv Date:	970812
Part B Recv Date:	970815
Generator EPA ID:	NYR000007229
Trans1 EPA ID:	NYR000025767
Trans2 EPA ID:	Not reported
TSDF ID:	NYD981182769
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Year:	97
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NYH0330156
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	01/08/2003
Trans1 Recv Date:	01/08/2003
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/08/2003
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000007229
Trans1 EPA ID:	NYD082785429
Trans2 EPA ID:	Not reported
TSDF ID:	47866PA
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Year:	03
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported

FAST TRACK PHOTO INC (Continued) **1001028490**

Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0337284
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 09/29/2003
Trans1 Recv Date: 09/29/2003
Trans2 Recv Date: Not reported
TSD Site Recv Date: 09/29/2003
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 47866PA
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 03
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0352071
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 10/27/2003
Trans1 Recv Date: 10/27/2003
Trans2 Recv Date: Not reported
TSD Site Recv Date: 10/27/2003
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 47866PA

FAST TRACK PHOTO INC (Continued) **1001028490**

Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00070
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 002
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 03
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0365841
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 06/09/2003
Trans1 Recv Date: 06/09/2003
Trans2 Recv Date: Not reported
TSD Site Recv Date: 06/09/2003
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 47866PA
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 03
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

FAST TRACK PHOTO INC (Continued) **1001028490**

Document ID: NYH0376452
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 09/02/2003
Trans1 Recv Date: 09/02/2003
Trans2 Recv Date: Not reported
TSD Site Recv Date: 09/02/2003
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 23138PA
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 03
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0111996
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 09/14/2000
Trans1 Recv Date: 09/14/2000
Trans2 Recv Date: Not reported
TSD Site Recv Date: 09/14/2000
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 6058PB
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00

FAST TRACK PHOTO INC (Continued) **1001028490**

Year: 00
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0142983
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 10/31/2000
Trans1 Recv Date: 10/31/2000
Trans2 Recv Date: Not reported
TSD Site Recv Date: 10/31/2000
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 6058PB
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 00
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYG0568764
Manifest Status: Not reported
Trans1 State ID: NYR000025767
Trans2 State ID: Not reported
Generator Ship Date: 03/02/1998
Trans1 Recv Date: 03/02/1998

FAST TRACK PHOTO INC (Continued) **1001028490**

Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/02/1998
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD981182769
Trans2 EPA ID: Not reported
TSDF ID: PW2414
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 002
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: R Material recovery of more than 75 percent of the total material.
Specific Gravity: 01.00
Year: 98
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA3093260
Manifest Status: Not reported
Trans1 State ID: NJR000023325
Trans2 State ID: Not reported
Generator Ship Date: 02/16/2000
Trans1 Recv Date: 02/16/2000
Trans2 Recv Date: Not reported
TSD Site Recv Date: 02/18/2000
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NJR000022442
Trans2 EPA ID: Not reported
TSDF ID: 50163
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: R Material recovery of more than 75 percent of the total material.
Specific Gravity: 01.00
Year: 00
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported

FAST TRACK PHOTO INC (Continued) **1001028490**

Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYG0458496
Manifest Status: Completed copy
Trans1 State ID: PW2414
Trans2 State ID: Not reported
Generator Ship Date: 971215
Trans1 Recv Date: 971215
Trans2 Recv Date: Not reported
TSD Site Recv Date: 971215
Part A Recv Date: 980106
Part B Recv Date: 980108
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYR000025767
Trans2 EPA ID: Not reported
TSDF ID: NYD981182769
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 002
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: R Material recovery of more than 75 percent of the total material.
Specific Gravity: 100
Year: 97
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0114966
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 07/10/2000
Trans1 Recv Date: 07/10/2000
Trans2 Recv Date: Not reported
TSD Site Recv Date: 07/10/2000
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429

FAST TRACK PHOTO INC (Continued) **1001028490**

Trans2 EPA ID: Not reported
TSDF ID: 6058PB
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 00
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0158778
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 11/17/2000
Trans1 Recv Date: 11/17/2000
Trans2 Recv Date: Not reported
TSD Site Recv Date: 11/17/2000
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: PW8913
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 00
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported

FAST TRACK PHOTO INC (Continued) **1001028490**

Mgmt Method Type Code: Not reported

Document ID: NYB8082344
Manifest Status: Completed copy
Trans1 State ID: XC2843
Trans2 State ID: Not reported
Generator Ship Date: 960730
Trans1 Recv Date: 960730
Trans2 Recv Date: Not reported
TSD Site Recv Date: 960730
Part A Recv Date: 960812
Part B Recv Date: 960820
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD981182769
Trans2 EPA ID: Not reported
TSDF ID: NYD981182769
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 002
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: R Material recovery of more than 75 percent of the total material.
Specific Gravity: 100
Year: 96
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0219636
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 02/07/2001
Trans1 Recv Date: 02/07/2001
Trans2 Recv Date: Not reported
TSD Site Recv Date: 02/07/2001
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: PX3640
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001

FAST TRACK PHOTO INC (Continued) 1001028490

Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 01
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYH0205335
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 04/30/2001
Trans1 Recv Date: 04/30/2001
Trans2 Recv Date: Not reported
TSD Site Recv Date: 04/30/2001
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000007229
Trans1 EPA ID: NYD082785429
Trans2 EPA ID: Not reported
TSDF ID: 14467AK
Waste Code: D011 - SILVER 5.0 MG/L TCLP
Quantity: 00055
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 01
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Click this hyperlink while viewing on your computer to access
31 additional NY_MANIFEST: record(s) in the EDR Site Report.

B18 Target Property **AIELLO CONTRACTING**
HAWKINS / RAILROAD AVENUE
RONKONKOMA, NY

NY Spills S102094850
NY Hist Spills N/A

Site 7 of 11 in cluster B

Actual: 107 ft.

NY Spills:
Site ID: 183550
Facility Addr2: Not reported
Facility ID: 8806264
Spill Number: 8806264
Facility Type: ER
SWIS: 5228
Investigator: HOFMANN
Referred To: Not reported
Spill Date: 10/25/1988
Reported to Dept: 10/25/1988
CID: Not reported
Spill Cause: Housekeeping
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: DEC
Cleanup Ceased: 8/15/1990
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 8/15/1990
Remediation Phase: 0
Date Entered In Computer: 10/26/1988
Spill Record Last Update: 3/24/2009
Spiller Name: Not reported
Spiller Company: AIELLO CONTRACTING
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 153678
DEC Memo: CAN CLOSE PENDING DISPOSAL
Remarks: Not reported

Material:
Site ID: 183550
Operable Unit ID: 921417
Operable Unit: 01
Material ID: 454615
Material Code: 0022
Material Name: Waste Oil/Used Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

AIELLO CONTRACTING (Continued) S102094850

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8806264
Investigator: HOFMANN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 10/25/1988 15:21
Reported to Dept Date/Time: 10/25/88 15:21
SWIS: 47
Spiller Name: AIELLO CONTRACTING
Spiller Contact: Not reported
Spiller Phone: (516) 325-8132
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Housekeeping
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: DEC
PBS Number: Not reported
Cleanup Ceased: 08/15/90
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Investgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 08/15/90
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 10/26/88
Date Spill Entered In Computer Data File: Not reported
Update Date: 08/16/90
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported

AIELLO CONTRACTING (Continued) S102094850

Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: WASTE OIL
Class Type: WASTE OIL
Times Material Entry In File: 9509
CAS Number: Not reported
Last Date: 19940927
DEC Remarks: Not reported
Remark: Not reported

B19 Target Property **LIRR WELFARE OFFICE BLDG**
HAWKINS AVE / RAILROAD AV
RONKONKOMA, NY

NY Spills S102668462
NY Hist Spills N/A

Site 8 of 11 in cluster B

Actual: 107 ft.

NY Spills:
Site ID: 138588
Facility Addr2: Not reported
Facility ID: 8807405
Spill Number: 8807405
Facility Type: ER
SWIS: 5228
Investigator: KDGOERTZ
Referred To: Not reported
Spill Date: 12/7/1988
Reported to Dept: 12/7/1988
CID: Not reported
Spill Cause: Other
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Health Department
Cleanup Ceased: 12/22/1988
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Not reported
Spill Closed Dt: 12/22/1988
Remediation Phase: 0
Date Entered In Computer: 12/8/1988
Spill Record Last Update: 4/18/2005
Spiller Name: Not reported
Spiller Company: LIRR WELFARE OFFICE BLDG
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported

LIRR WELFARE OFFICE BLDG (Continued) **S102668462**

Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 116878
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "GOERTZ FD" 12/22/88: TANK WAS REMOVED BY G&M DEGE ON 12/7/88. SCDH WAS ON SITE.APPROX 8 YDS OF CONT SOIL WAS STOCKPILED. FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES
Remarks: 1-1K U/G TANK REMOVED BY DEGE;LIRR REHABILITATING ENTIRE AREA.8 CU YDS OF CONT SOIL GENERATED FROM TANK BED. JANET WILL SEND COPY OF REPORT.MULTIPLE HOLES IN TANK

Material:
Site ID: 136588
Operable Unit ID: 924071
Operable Unit: 01
Material ID: 455748
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8807405
Investigator: GOERTZ FD
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 12/07/1988 14:00
Reported to Dept Date/Time: 12/07/88 16:00
SWIS: 47
Spiller Name: LIRR WELFARE OFFICE BLDG
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported

LIRR WELFARE OFFICE BLDG (Continued) **S102668462**

Spiller City,St,Zip: Not reported
Spill Cause: Other
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Health Department
PBS Number: Not reported
Cleanup Ceased: 12/22/88
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 12/22/88
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 12/08/88
Date Spill Entered In Computer Data File: Not reported
Update Date: 09/22/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: 12/22/88: TANK WAS REMOVED BY G M DEGE ON 12/7/88. SCDH WAS ON SITE.APPROX 8 YDS OF CONT SOIL WAS STOCKPILED.
Remark: 1-1K U/G TANK REMOVED BY DEGE;LIRR REHABILITATING ENTIRE AREA.8 CU YDS OF CONT SOIL GENERATED FROM TANK BED. JANET WILL SEND COPY OF REPORT.MULTIPLE HOLES IN TANK

B20 Target Property **UNKNOWN** **NY Spills** **S108294240**
RAILROAD AVE/ HAWKINS AVE **N/A**
RONKONKOMA, NY

Site 9 of 11 in cluster B

Actual: 107 ft.

NY Spills:
Site ID: 370476
Facility Addr2: Not reported
Facility ID: 0607027
Spill Number: 0607027
Facility Type: ER
SWIS: 5228
Investigator: Unassigned
Referred To: Not reported
Spill Date: 9/19/2006
Reported to Dept: 9/19/2006
CID: 410
Spill Cause: Equipment Failure
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Local Agency
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 10/20/2006
Remediation Phase: 0
Date Entered In Computer: 9/19/2006
Spill Record Last Update: 1/11/2008
Spiller Name: BILLY STUBER
Spiller Company: LIPA
Spiller Address: Not reported
Spiller City,St,Zip: NY
Spiller Company: 999
Contact Name: BILLY STUBER
Contact Phone: (917) 578-0160
DEC Region: 1
DER Facility ID: 320297
DEC Memo: 9/19/06 11:00 CALLED BILLY STUBER FROM LIPA, NO ANSWER, LEFT MESSAGE CLEANUP BY KEYSPAN AND WASTE RECYCLING COMPLETED ON 9/19/06 DOCUMENTS IN KEYSPAN FILES FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES **ALL INFORMATION INCLUDED IN DATABASE**
Remarks: SPILL IS FROM LEAKING TRANSFORMER; PRIVATE VEHICLE AFFECTED; CLEANUP CREW IN ROUTE; SPILL WAS ONE QUART.

Material:
Site ID: 370476
Operable Unit ID: 1128284
Operable Unit: 01
Material ID: 2117893
Material Code: 0020A
Material Name: TRANSFORMER OIL
Case No.: Not reported
Material FA: Petroleum
Quantity: 2

UNKNOWN (Continued) **S108294240**

Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

B21 Target Property **OLD GAS STATION** **NY Spills** **S102671065**
HAWKINS AVE / JOHNSON AVE **NY Hist Spills** **N/A**
RONKONKOMA, NY

Site 10 of 11 in cluster B

Actual: 107 ft.

NY Spills:
Site ID: 299312
Facility Addr2: Not reported
Facility ID: 9607878
Spill Number: 9607878
Facility Type: ER
SWIS: 5200
Investigator: RDDECAND
Referred To: Not reported
Spill Date: 9/24/1996
Reported to Dept: 9/24/1996
CID: 297
Spill Cause: Other
Water Affected: Not reported
Spill Source: Gasoline Station
Spill Notifier: Citizen
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 9/26/1996
Remediation Phase: 0
Date Entered In Computer: 9/24/1996
Spill Record Last Update: 9/26/1996
Spiller Name: MR MURTHA
Spiller Company: JOHN MURTHA
Spiller Address: HAWKINS AVENUE
Spiller City,St,Zip: RONKONKOMA, NY 11779-
Spiller Company: 001
Contact Name: UNKNOWN

OLD GAS STATION (Continued) **S102671065**

Contact Phone: (000) 000-0000
DEC Region: 1
DER Facility ID: 242148
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "DECANDIA" NO SPILL OK TO CLOSE
Remarks: CALLER STATED THAT THE ABOVE SUBJECT OWNS THE ABOVE GAS STATION AND THAT HE PLANS ON BLACKTOPPING OVER OLD FUEL THAT WAS SPILLED ON THE PROPERTY - CALLER ALSO STATED THAT THE PROPERTY OWNER HAD A CONTRACTOR REMOVE THE OLD INGROUND FUEL TANKS ON A SUNDAY TO AVOID THE INSPECTION - CALLER STATED THAT THERE IS A NEW HEALTH CLUB BEING BUILT NEXT DOOR TO THE OLD GAS STATION AND THAT IS WHY THE OWNER IS COVERING UP THE OLD SPILLS - THE CALLER ALSO FEELS THAT WHEN IT RAINS OUT THE OIL FROM THE GROUND RUNS INTO THE RONKONKOMA LAKE AND IS CONTAMINATING IT - THE OWNER IS AWARE OF ALL THESE PROBLEMS BUT AVOIDS THE DEC AND THE BLDG DEPT

Material:
Site ID: 299312
Operable Unit ID: 1035986
Operable Unit: 01
Material ID: 347133
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False
Site ID: 299312
Operable Unit ID: 1035986
Operable Unit: 01
Material ID: 347134
Material Code: 0009
Material Name: Gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

OLD GAS STATION (Continued) **S102671065**

NY Hist Spills:
Region of Spill: 1
Spill Number: 9607978
Investigator: DECANDIA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 09/24/1996 10:44
Reported to Dept Date/Time: 09/24/96 10:45
SWIS: 47
Spiller Name: JOHN MURTHA
Spiller Contact: MR MURTHA
Spiller Phone: Not reported
Spiller Contact: UNKNOWN
Spiller Phone: (000) 000-0000
Spiller Address: HAWKINS AVENUE
Spiller City,St,Zip: RONKONKOMA, NY 11779-
Spill Cause: Other
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 05
Spill Notifier: Citizen
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 09/26/96
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 09/24/96
Date Spill Entered In Computer Data File: Not reported
Update Date: 09/26/96
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkown Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0

OLD GAS STATION (Continued) **S102671065**

Unkown Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
Material Class Type: Petroleum
Quantity Spilled: 0
Unkown Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkown Quantity Recovered: False
Material: GASOLINE
Class Type: GASOLINE
Times Material Entry In File: 21329
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: NO SPILL OK TO CLOSE
Remark: CALLER STATED THAT THE ABOVE SUBJECT OWNS THE ABOVE GAS STATION AND THAT HE PLANS ON BLACKTOPPING OVER OLD FUEL THAT WAS SPILLED ON THE PROPERTY - CALLER ALSO STATED THAT THE PROPERTY OWNER HAD A CONTRACTOR REMOVE THE OLD INGROUND FUEL TANKS ON A SUNDAY TO AVOID THE INSPECTION - CALLER STATED THAT THERE IS A NEW HEALTH CLUB BEING BUILT NEXT DOOR TO THE OLD GAS STATION AND THAT IS WHY THE OWNER IS COVERING UP THE OLD SPILLS - THE CALLER ALSO FEELS THAT WHEN IT RAINS OUT THE OIL FROM THE GROUNDRUNS INTO THE RONKONKOMA LAKE AND IS CONTAMINATING IT - THE OWNER IS AWARE OF ALL THESE PROBLEMS BUT AVOIDS THE DEC AND THE BLDG DEPT

A22 **TRAX LAUNDROMAT** **DRYCLEANERS** **S110248166**
Target **90 RAILROAD AVENUE** **N/A**
Property **RONKONKOMA, NY 11779**

Site 4 of 4 in cluster A

Actual: 107 ft.
DRYCLEANERS:
Facility ID: 1-4722-02009
Region: 1
Registration Effective Date: N/A
Inspection Date: 08JUL15
Drop Shop: Not reported
Shutdown: Not reported
Alternate Solvent: Not reported
Current Business: DROP SHOP

B23 **KPW ENTERPRISE INC** **UST** **U003535866**
Target **1 HAWKINS AVE** **N/A**
Property **RONKONKOMA, NY 11779**

Site 11 of 11 in cluster B

Actual: 107 ft.
SUFFOLK CO. UST:
Facility ID: 6249
Facility Reference #: 09612
Region: SUFFOLK
Official Use: Removed Tank. 85
Tank Count: 3

KPW ENTERPRISE INC (Continued) **U003535866**

Owner Name: JOHN MURTHA
Owner Address: 2482 POND RD
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 004 044.000

Tank ID: 1
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000003000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010185
Tank Key: 16396

Tank ID: 2
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000002000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010185
Tank Key: 16397

Tank ID: 3
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000002000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010185
Tank Key: 16398

F24 **TRU GREEN CORP** **UST** **U003535898**
66 UNION AVE **AST** **N/A**
< 1/8 **RONKONKOMA, NY 11779**
1 ft.

Site 1 of 5 in cluster F

Relative: Lower
SUFFOLK CO. UST:
Facility ID: 4751
Facility Reference #: 03076
Actual: 97 ft.
Region: SUFFOLK
Official Use: Removed Tank. 92
Tank Count: 4
Owner Name: JOHN ROCK & GEORGE MCDOWELL
Owner Address: 14 MARY ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported

TRU GREEN CORP (Continued) U003535898

Township: BROOKHAVEN
Tax Map No: 0200 800.00 002 023.000

Tank ID: 4
Location: UNDER, IN
Installed: 82
Capacity: 0000000150
Content: INDUSTRIAL WASTE
Construction: FRP
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010192
Tank Key: 13267

SUFFOLK CO. AST:
Facility ID: 4751
Region: SUFFOLK
Owner Name: JOHN ROCK & GEORGE MCDOWELL
Owner Address: 14 MARY ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 1
Location: ABOVE, IN
Installed: Not reported
Capacity: 0000006400
Content: FERTILIZER
Construction: FRP
Dispenser: OTHER
Fill Type: PUMPED
Date Removed: 010192
Official Use: Removed Tank. 92
Permit to Operate: Not reported
Tank Key: 13264
Facility Reference #: 03076
Tank Count: 4
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 4751
Region: SUFFOLK
Owner Name: JOHN ROCK & GEORGE MCDOWELL
Owner Address: 14 MARY ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 2
Location: ABOVE, IN
Installed: Not reported
Capacity: 0000006400
Content: METHANOL
Construction: FRP
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010192
Official Use: Removed Tank. 92
Permit to Operate: Not reported
Tank Key: 13265
Facility Reference #: 03076
Tank Count: 4
Township: BROOKHAVEN

TRU GREEN CORP (Continued) U003535898

Tax Map No: 0200

Facility ID: 4751
Region: SUFFOLK
Owner Name: JOHN ROCK & GEORGE MCDOWELL
Owner Address: 14 MARY ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 3
Location: ABOVE, IN
Installed: 82
Capacity: 0000001200
Content: INDUSTRIAL WASTE
Construction: Not reported
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 010192
Official Use: Removed Tank. 92
Permit to Operate: Not reported
Tank Key: 13266
Facility Reference #: 03076
Tank Count: 4
Township: BROOKHAVEN
Tax Map No: 0200

F25 **A1 ENGINE REBUILDERS** NY Spills S103936041
< 1/8 **66A UNION AVENUE** NY Hist Spills N/A
1 ft. **RONKONKOMA, NY**

Site 2 of 5 in cluster F

Relative: **Lower**
Actual: **97 ft.**

NY Spills:
Site ID: 98460
Facility Addr2: Not reported
Facility ID: 9925018
Spill Number: 9925018
Facility Type: ER
SWIS: 5200
Investigator: BMFORD
Referred To: Not reported
Spill Date: 4/7/1999
Reported to Dept: 4/8/1999
CID: 01
Spill Cause: Unknown
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Citizen
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 5/21/1999
Remediation Phase: 0
Date Entered In Computer: 4/8/1999
Spill Record Last Update: 5/24/1999
Spiller Name: Not reported

A1 ENGINE REBUILDERS (Continued) S103936041

Spiller Company: A1 ENGINE REBUILDERS
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 87609
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "FORD 99-006"
Remarks: SUFFOLK COUNTY HEALTH RECEIVED ANONYMOUS REPORT: "PLENTY OF OIL SPILLED IN BACK. MUST BE SEEPING INTO GROUNDWATER". ***PHONE BOOK LISTS A1 ENGINE, 1750 JULIA GOLDBACH, 727-1500 OR 737-1105.***

Material:
Site ID: 98460
Operable Unit ID: 1092737
Operable Unit: 01
Material ID: 293148
Material Code: 0066A
Material Name: UNKNOWN PETROLEUM
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9925018
Investigator: FORD 99-006
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 04/07/1999 17:00
Reported to Dept Date/Time: 04/08/99 15:21
SWIS: 47
Spiller Name: A1 ENGINE REBUILDERS
Spiller Contact: Not reported

A1 ENGINE REBUILDERS (Continued) S103936041

Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Unknown
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Citizen
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 05/21/99
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 04/08/99
Date Spill Entered In Computer Data File: 15:23
Update Date: 05/24/99
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: UNKNOWN PETROLEUM
Class Type: UNKNOWN PETROLEUM
Times Material Entry In File: 16414
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: Not reported
Remark: SUFFOLK COUNTY HEALTH RECEIVED ANONYMOUS REPORT: PLENTY OF OIL SPILLED IN BACK. MUST BE SEEPING INTO GROUNDWATER . ***PHONE BOOK LISTS A1 ENGINE, 1750 JULIA GOLDBACH, 727-1500 OR 737-1105.***

D26 **JUSTIN PREZI** **LTANKS** **S100174283**
47 HAWKINS AVENUE **HIST LTANKS** **N/A**
< 1/8 **LAKE RONKONKOMA, NY**
0.001 mi.
3 ft. **Site 4 of 5 in cluster D**

Relative: **Higher**

Actual: **109 ft.**

LTANKS:

Site ID:	99514
Spill No:	9009360
Spill Date:	11/27/1990
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station
Spill Class:	Known release that creates potential for fire or hazard. (Highly Improbable)
Spill Closed Dt:	2/10/1994
Facility Addr2:	Not reported
Cleanup Ceased:	2/10/1994
Cleanup Meets Standard:	True
SWIS:	5200
Investigator:	JEHAAS
Referred To:	Not reported
Reported to Dept:	11/27/1990
CID:	01
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	11/30/1990
Spill Record Last Update:	7/1/1997
Spiller Name:	Not reported
Spiller Company:	JUSTIN PREZI
Spiller Address:	205D SPRING MEADOW ROAD
Spiller City,St,Zip:	HOLBROOK, NY
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	1
DER Facility ID:	88422
DEC Memo:	Prior to Sept. 2004 data translation this spill Lead_DEC Field was "HAAS WELL"
Remarks:	CONTAMINATION FOUND DURING TANK REMOVAL, WELLS TO BE INSTALLED

Material:

Site ID:	99514
Operable Unit ID:	949865
Operable Unit:	01
Material ID:	429580
Material Code:	0009
Material Name:	Gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	0
Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False

JUSTIN PREZI (Continued) **S100174283**

Tank Test:

Site ID:	Not reported
Spill Tank Test:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate:	Not reported
Gross Fail:	Not reported
Modified By:	Not reported
Last Modified:	Not reported
Test Method:	Not reported

HIST LTANKS:

Region of Spill:	1
Spill Number:	9009360
Spill Date:	11/27/1990
Spill Time:	14:00
Spill Cause:	Tank Failure
Resource Affectd:	Groundwater
Water Affected:	Not reported
Spill Source:	Gas Station
Spill Class:	Known release that creates potential for fire or hazard. (Highly Improbable)
Spill Closed Dt:	02/10/94
Cleanup Ceased:	02/10/94
Cleanup Meets Standard:	True
Investigator:	HAAS WELL
Caller Name:	Not reported
Caller Agency:	Not reported
Caller Phone:	Not reported
Caller Extension:	Not reported
Notifier Name:	Not reported
Notifier Agency:	Not reported
Notifier Phone:	Not reported
Notifier Extension:	Not reported
Reported to Department Date:	11/27/90
Reported to Department Time:	14:10
SWIS:	47
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
Spiller Name:	JUSTIN PREZI
Spiller Address:	205D SPRING MEADOW ROAD
Spiller City,St,Zip:	HOLBROOK, NY
Spiller Cleanup Date:	/ /
Facility Contact:	Not reported
Facility Phone:	(516) 472-9440
Facility Extention:	Not reported
Spill Notifier:	Other
PBS Number:	Not reported
Last Inspection:	/ /
Recommended Penalty:	Penalty Not Recommended
Enforcement Date:	/ /
Investigation Complete:	/ /
UST Involvement:	True

JUSTIN PREZI (Continued) **S100174283**

Date Region Sent Summary to Central Office:	/ /
Corrective Action Plan Submitted:	/ /
Date Spill Entered In Computer Data File:	11/30/90
Time Spill Entered In Computer Data File:	Not reported
Spill Record Last Update:	07/01/97
Is Updated:	False

Tank:

PBS Number:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate Failed Tank:	Not reported
Gross Leak Rate:	Not reported

Material:

Material Class Type:	Petroleum
Quantity Spilled:	0
Unknown Quantity Spilled:	False
Units:	Gallons
Quantity Recovered:	0
Unknown Quantity Recovered:	False
Material:	GASOLINE
Class Type:	GASOLINE
Times Material Entry In File:	21329
CAS Number:	Not reported
Last Date:	19940929
DEC Remarks:	Not reported
Spill Cause:	CONTAMINATION FOUND DURING TANK REMOVAL, WELLS TO BE INSTALLED

F27 **UNKNOWN** **NY Spills** **S108057926**
76 UNION AVENUE **N/A**
< 1/8 **RONKONKOMA, NY**
0.001 mi.
3 ft. **Site 3 of 5 in cluster F**

Relative: **Lower**

Actual: **98 ft.**

NY Spills:

Site ID:	366241
Facility Addr2:	POLE #26A
Facility ID:	0603501
Spill Number:	0603501
Facility Type:	ER
SWIS:	5228
Investigator:	Unassigned
Referred To:	Not reported
Spill Date:	6/29/2006
Reported to Dept:	6/29/2006
CID:	01
Spill Cause:	Equipment Failure
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Trust:	False
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response.

UNKNOWN (Continued) **S108057926**

	Willing Responsible Party. Corrective action taken.
Spill Closed Dt:	8/2/2006
Remediation Phase:	0
Date Entered In Computer:	6/29/2006
Spill Record Last Update:	1/9/2008
Spiller Name:	FRANK MAGLIERI
Spiller Company:	LIPA
Spiller Address:	333 EARLE OVINGTON BLVD
Spiller City,St,Zip:	UNIONDALE, NY 11553
Spiller Company:	001
Contact Name:	FRANK MAGLIERI
Contact Phone:	(917) 578-0181
DEC Region:	1
DER Facility ID:	318321
DEC Memo:	6/29/06 15:15 CALLED FRANK FROM KEYSPAN, NO ANSWER, LEFT MESSAGE 16:00 TELECON WITH FRANK MAGLIERI FROM KEYSPAN, APPROX 1 GAL OF TRANSFORMER OIL SPILLED ONTO GROUND, CLEANUP IS IN PROGRESS AT THIS TIME, NO STORM DRAIN IMPACTED BY THE SPILL, ALL CONTAMINATED MATERIALS WILL BE TRANSPORTED OFF SITE BY WASTE RECYCLING SOLUTIONS CLEANUP BY KEYSPAN AND WASTE RECYCLING COMPLETED ON 6/29/06 DOCUMENTS IN KEYSPAN FILES FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES **ALL INFORMATION INCLUDED IN DATABASE**
Remarks:	Equip. failure on transformer. Material spilled onto the ground. Unknown if material is PCB or Non PCB. Clean up crew is on route (Waste Recycling Solutions).

Material:

Site ID:	366241
Operable Unit ID:	1124190
Operable Unit:	01
Material ID:	2113676
Material Code:	0020A
Material Name:	TRANSFORMER OIL
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	1
Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False

Tank Test:

Site ID:	Not reported
Spill Tank Test:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate:	Not reported
Gross Fail:	Not reported
Modified By:	Not reported
Last Modified:	Not reported
Test Method:	Not reported

G28 **SUNSET TAXI** **NY Spills** **S102096511**
1 RAILROAD AVENUE **NY Hist Spills** **N/A**
< 1/8 **RONKONKOMA, NY**
0.001 mi.
4 ft. **Site 1 of 5 in cluster G**

Relative: **Higher**

Actual: **108 ft.**

NY Spills:
Site ID: 196975
Facility Addr2: Not reported
Facility ID: 8911907
Spill Number: 8911907
Facility Type: ER
SWIS: 5228
Investigator: AYLEUNG
Referred To: Not reported
Spill Date: 3/15/1990
Reported to Dept: 3/16/1990
CID: 01
Spill Cause: Unknown
Water Affected: Not reported
Spill Source: Institutional, Educational, Gov., Other
Spill Notifier: Health Department
Cleanup Ceased: 3/22/1990
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 3/22/1990
Remediation Phase: 0
Date Entered In Computer: 3/19/1990
Spill Record Last Update: 6/8/2009
Spiller Name: Not reported
Spiller Company: SUNSET TAXI
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 272656
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "LEUNG" 1-3K 1-2K 1-550 1-10K SPILL CAN BE CLOSED PENDING DISPOSAL OF SOIL
Remarks: SCDH ON SITE. STOCKPILED 5 YDS. CONTAMINATION CLEANED FORGOT TO CALL DEC. TANK PULLED ON 2/7/90

Material:
Site ID: 196975
Operable Unit ID: 938735
Operable Unit: 01
Material ID: 557475
Material Code: 0008
Material Name: Diesel
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No

SUNSET TAXI (Continued) **S102096511**

Resource Affected: Not reported
Oxygenate: False
Site ID: 196975
Operable Unit ID: 938735
Operable Unit: 01
Material ID: 557476
Material Code: 0009
Material Name: Gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8911907
Investigator: LEUNG
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 03/15/1990 12:00
Reported to Dept Date/Time: 03/16/90 09:00
SWIS: 47
Spiller Name: SUNSET TAXI
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Unknown
Reported to Dept: Groundwater
Water Affected: Not reported
Spill Source: 02
Spill Notifier: Health Department
PBS Number: Not reported
Cleanup Ceased: 03/22/90
Cleanup Meets Std: True
Last Inspection: / /

SUNSET TAXI (Continued) **S102096511**

Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 03/22/90
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 03/19/90
Date Spill Entered In Computer Data File: Not reported
Update Date: 01/27/00
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: GASOLINE
Class Type: GASOLINE
Times Material Entry In File: 21329
CAS Number: Not reported
Last Date: 19940929
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: DIESEL
Class Type: DIESEL
Times Material Entry In File: 10625
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: Not reported
Remark: SCDH ON SITE. STOCKPILED 5 YDS. CONTAMINATION CLEANED FORGOT TO CALL DEC. TANK PULLED ON 2/7/90

G29 **OCEAN PETROLEUM** **LTANKS** **S102091448**
1 RAILROAD AVENUE **NY Spills** **N/A**
< 1/8 **RONKONKOMA, NY** **NY Hist Spills**
0.001 mi.
4 ft. **Site 2 of 5 in cluster G**

Relative: **Higher**

Actual: **108 ft.**

LTANKS:
Site ID: 343849
Spill No: 0500782
Spill Date: 4/19/2005
Spill Cause: Tank Failure
Spill Source: Private Dwelling
Spill Class: Not reported
Spill Closed Dt: 9/12/2005
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: False
SWIS: 5228
Investigator: DHRAYMON
Referred To: Not reported
Reported to Dept: 4/19/2005
CID: 01
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 4/19/2005
Spill Record Last Update: 9/15/2005
Spiller Name: ATT. LARK SCHLIMBAUM
Spiller Company: Not reported
Spiller Address: 1 RAILROAD AVE
Spiller City,St,Zip: RONKONKOMA, NY
Spiller County: 001
Spiller Contact: ATT. LARK SCHLIMBAUM
Spiller Phone: (516) 971-7079
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 272656
DEC Memo: 750-800 GALLON TANK LEFT MESSAGE FOR SCHIEFFERSTEIN, SPOKE WITH SCHIEFFERSTEIN, 516-971-7079, WOULD LIKE AN INSPECTION WED 4/21/05 FILE REASSIGNED SAME AS 04-11977
Remarks: REMOVAL OF TANK: STRONG ODOR COMING FROM BOTTOM SEDIMENT:

Material:
Site ID: 343849
Operable Unit ID: 1102524
Operable Unit: 01
Material ID: 592742
Material Code: 0066A
Material Name: UNKNOWN PETROLEUM
Case No.: Not reported
Material FA: Petroleum
Quantity: Not reported
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

OCEAN PETROLEUM (Continued) S102091448

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Spills:
Site ID: 337320
Facility Addr2: Not reported
Facility ID: 0411977
Spill Number: 0411977
Facility Type: ER
SWIS: 5228
Investigator: DHRAYMON
Referred To: HAZ WASTE REM/SCHD
Spill Date: 2/9/2005
Reported to Dept: 2/9/2005
CID: 01
Spill Cause: Other
Water Affected: Not reported
Spill Source: Institutional, Educational, Gov., Other
Spill Notifier: Other
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release that creates potential for fire or hazard. (Highly Improbable)
Spill Closed Dt: 9/12/2005
Remediation Phase: 0
Date Entered In Computer: 2/9/2005
Spill Record Last Update: 9/15/2005
Spiller Name: KEVIN KLEAKA
Spiller Company: VACANT SERVICE GARAGE
Spiller Address: 1 RAILROAD AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spiller Company: 001
Contact Name: KEVIN KLEAKA
Contact Phone: (631) 269-8800
DEC Region: 1
DER Facility ID: 272656
DEC Memo: TELECON KLEAKA III trichloroethane 42 ppb in gw sample II dichloroethane 8 ppb in gw mtbe 47 ppb in gw gw at 80 ft impact working for purchaser 2/10 REFERRED TO HAZ WASTE REM/SCHD 4/21/05 FILE REASSIGNED SAME AS 05-00782
Remarks: contaminated groundwater with tca:

Material:
Site ID: 337320

OCEAN PETROLEUM (Continued) S102091448

Operable Unit ID: 1099284
Operable Unit: 01
Material ID: 579618
Material Code: 0059A
Material Name: SOLVENTS
Case No.: Not reported
Material FA: Other
Quantity: Not reported
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

Site ID: 198974
Facility Addr2: Not reported
Facility ID: 8808447
Spill Number: 8808447
Facility Type: ER
SWIS: 5228
Investigator: NJACAMPO
Referred To: Not reported
Spill Date: 10/31/1988
Reported to Dept: 11/1/1988
CID: 01
Spill Cause: Deliberate
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Health Department
Cleanup Ceased: 7/28/1992
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 7/28/1992
Remediation Phase: 0
Date Entered In Computer: 11/9/1988
Spill Record Last Update: 3/25/2009
Spiller Name: MENA PEKSEN/MR JAMES DONEHUE
Spiller Company: OCEAN PETROLEUM
Spiller Address: Not reported
Spiller City,St,Zip: ZZ

OCEAN PETROLEUM (Continued) S102091448

Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 272656
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "ACAMPORA"
Remarks: CITIZEN COMPLAINT SPILLAGE IN BACK OF BLDG. SCHD (BRIAN COOK) ISSUED VIOLATION

Material:
Site ID: 198974
Operable Unit ID: 923273
Operable Unit: 01
Material ID: 454785
Material Code: 0022
Material Name: Waste Oil/Used Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

Click this hyperlink while viewing on your computer to access additional NY_SPILL: detail in the EDR Site Report.

NY Hist Spills:
Region of Spill: 1
Spill Number: 8808447
Investigator: ACAMPORA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 10/31/1988 12:00
Reported to Dept Date/Time: 11/01/88 10:00
SWIS: 47
Spiller Name: OCEAN PETROLEUM
Spiller Contact: Not reported
Spiller Phone: (516) 928-5141

OCEAN PETROLEUM (Continued) S102091448

Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Deliberate
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Health Department
PBS Number: Not reported
Cleanup Ceased: 07/28/92
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invsign Complete: / /
UST Involvement: False
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 07/28/92
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 11/09/88
Date Spill Entered In Computer Data File: Not reported
Update Date: 07/29/92
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: WASTE OIL
Class Type: WASTE OIL
Times Material Entry In File: 9509
CAS Number: Not reported
Last Date: 19940927
DEC Remarks: Not reported
Remark: CITIZEN COMPLAINT SPILLAGE IN BACK OF BLDG. SCHD ISSUED VIOLATION

G30 **CARS BY STAVROS** — UST — U003843699
1 RAILROAD AVE — N/A
< 1/8 0.001 mi. 4 ft. **RONKONKOMA, NY 11779**

Site 3 of 5 in cluster G

Relative: Higher **Actual: 108 ft.**

SUFFOLK CO. UST:

Facility ID:	6296
Facility Reference #:	09663
Region:	SUFFOLK
Official Use:	Removed Tank. 90
Tank Count:	11
Owner Name:	SUNSET CASH & CARRY GAS INC
Owner Address:	15 RAILROAD AVE
Owner City,St,Zip:	RONKONKOMA, NY 11779
Permit to Operate:	Not reported
Township:	BROOKHAVEN
Tax Map No:	0200 799.00 003 026.000

Tank ID:	1
Location:	UNDER, OUT
Installed:	Not reported
Capacity:	0000010000
Content:	GASOLINE
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	020790
Tank Key:	16751

Tank ID:	2
Location:	UNDER, OUT
Installed:	Not reported
Capacity:	0000003000
Content:	GASOLINE
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	010183
Tank Key:	16752

Tank ID:	3
Location:	UNDER, OUT
Installed:	Not reported
Capacity:	0000003000
Content:	GASOLINE
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	020790
Tank Key:	16753

Tank ID:	4
Location:	UNDER, OUT
Installed:	Not reported
Capacity:	0000002000

CARS BY STAVROS (Continued) — U003843699

Content:	GASOLINE
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	020790
Tank Key:	16754

Tank ID:	5
Location:	UNDER, OUT
Installed:	Not reported
Capacity:	0000000550
Content:	WASTE OIL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	020790
Tank Key:	16755

Click this hyperlink while viewing on your computer to access
3 additional NY_UST_SUFFOLK: record(s) in the EDR Site Report.

G31 **CARS BY STAVROS** — AST — A100281098
1 RAILROAD AVE — N/A
< 1/8 0.001 mi. 4 ft. **RONKONKOMA, NY 11779**

Site 4 of 5 in cluster G

Relative: Higher **Actual: 108 ft.**

SUFFOLK CO. AST:

Facility ID:	6296
Region:	SUFFOLK
Owner Name:	AT HOLDING CORP
Owner Address:	226 14 AVE
Owner City,St,Zip:	WEST BABYLON, NY 11704
Tank ID:	9
Location:	ABOVE, OUT
Installed:	Not reported
Capacity:	0000000275
Content:	WASTE OIL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	Not reported
Official Use:	Not in Compliance (Date - 85)
Permit to Operate:	Not reported
Tank Key:	47289
Facility Reference #:	09663
Tank Count:	11
Township:	BROOKHAVEN
Tax Map No:	0200

Facility ID:	6296
Region:	SUFFOLK
Owner Name:	AT HOLDING CORP
Owner Address:	226 14 AVE
Owner City,St,Zip:	WEST BABYLON, NY 11704
Tank ID:	10
Location:	ABOVE, OUT

CARS BY STAVROS (Continued) — A100281098

Installed:	Not reported
Capacity:	0000000275
Content:	#2 FUEL OIL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	Not reported
Official Use:	Exempt from Suffolk County Art 12 Regulation
Permit to Operate:	Not reported
Tank Key:	47290
Facility Reference #:	09663
Tank Count:	11
Township:	BROOKHAVEN
Tax Map No:	0200

Facility ID:	6296
Region:	SUFFOLK
Owner Name:	AT HOLDING CORP
Owner Address:	226 14 AVE
Owner City,St,Zip:	WEST BABYLON, NY 11704
Tank ID:	11
Location:	ABOVE, OUT
Installed:	Not reported
Capacity:	0000000275
Content:	#2 FUEL OIL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	Not reported
Official Use:	Exempt from Suffolk County Art 12 Regulation
Permit to Operate:	Not reported
Tank Key:	47291
Facility Reference #:	09663
Tank Count:	11
Township:	BROOKHAVEN
Tax Map No:	0200

D32 **PAV COMPANY** — NY Spills — S102095798
HAWKINS AVE / UNION AVE — NY Hist Spills — N/A
< 1/8 0.001 mi. 4 ft. **RONKONKOMA, NY**

Site 5 of 5 in cluster D

Relative: Higher **Actual: 109 ft.**

NY Spills:

Site ID:	61819
Facility Addr2:	Not reported
Facility ID:	8902955
Spill Number:	8902955
Facility Type:	ER
SWIS:	5228
Investigator:	DHRAYMON
Referred To:	Not reported
Spill Date:	6/21/1989
Reported to Dept:	6/21/1989
CID:	Not reported
Spill Cause:	Traffic Accident
Water Affected:	Not reported
Spill Source:	Commercial Vehicle

PAV COMPANY (Continued) — S102095798

Spill Notifier:	Local Agency
Cleanup Ceased:	6/26/1989
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Trust:	False
Spill Class:	Not reported
Spill Closed Dt:	6/26/1989
Remediation Phase:	0
Date Entered In Computer:	6/23/1989
Spill Record Last Update:	4/4/2006
Spiller Name:	Not reported
Spiller Company:	PAV COMPANY
Spiller Address:	815 FURROW ROAD
Spiller City,St,Zip:	HOLTSVILLE, NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Region:	1
DER Facility ID:	60023
DEC Memo:	Prior to Sept. 2004 data translation this spill Lead_DEC Field was "RAYMOND FD" 06/21/89: FAULTY PTO ALLOWED DUMP BODY TO RISE, CATCHING PHONE LINES. NO DRAINS. TOWN SANDED AND SWEPT. FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES
Remarks:	DUMP TRUCK OVERTURNED

Material:

Site ID:	61819
Operable Unit ID:	930365
Operable Unit:	01
Material ID:	450626
Material Code:	0008
Material Name:	Diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	20
Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False
Site ID:	61819
Operable Unit ID:	930365
Operable Unit:	01
Material ID:	450627
Material Code:	1101A
Material Name:	HYDRAULIC ACID
Case No.:	Not reported
Material FA:	Other
Quantity:	0
Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False

Tank Test:

Site ID:	Not reported

PAV COMPANY (Continued) S102095798

Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8902955
Investigator: RAYMOND FD
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 06/21/1989 14:57
Reported to Dept Date/Time: 06/21/89 15:18
SWIS: 47
Spiller Name: PAV COMPANY
Spiller Contact: Not reported
Spiller Phone: (516) 289-3406
Spiller Address: 615 FURROW ROAD
Spiller City,St,Zip: HOLTSVILLE, NY
Spill Cause: Traffic Accident
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 07
Spill Notifier: Local Agency
PBS Number: Not reported
Cleanup Ceased: 06/26/89
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 06/26/89
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 06/23/89
Date Spill Entered In Computer Data File: Not reported
Update Date: 09/30/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported

PAV COMPANY (Continued) S102095798

Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 20
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: DIESEL
Class Type: DIESEL
Times Material Entry In File: 10625
CAS Number: Not reported
Last Date: 19940728
Material Class Type: Hazardous Material
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: HYDRAULIC ACID
Class Type: HYDRAULIC ACID
Times Material Entry In File: 1
CAS Number: Not reported
Last Date: Not reported
DEC Remarks: 06/21/89: FAULTY PTO ALLOWED DUMP BODY TO RISE, CATCHING PHONE LINES. NO DRAINS. TOWN SANDED AND SWEPT.
Remark: DUMP TRUCK OVERTURNED

H33 **HOLBROOK TRUCK & LEASING CORP** SWF/LF S105841204
54 UNION AVE N/A
< 1/8 **RONKONKOMA, NY 11779**
0.001 mi.
4 ft. **Site 1 of 5 in cluster H**

Relative: **Lower**
Actual: **99 ft.**

SWF/LF:
Flag: ACTIVE
Region Code: 1
Phone Number: 6315889369
Owner Name: Holbrook Truck & Leasing Corp.
Owner Type: Private
Owner Address: 54 Union Ave.
Owner Addr2: Not reported
Owner City,St,Zip: Ronkonkoma, NY 11779
Owner Email: Not reported
Owner Phone: 6315889369
Contact Name: Steve Martocello
Contact Address: 54 Union Avenue
Contact Addr2: Not reported
Contact City,St,Zip: Ronkonkoma, NY 11779
Contact Email: Not reported
Contact Phone: 6315889369
Activity Desc: C&D processing - registered
Activity Number: 52W74R
Active: Yes
East Coordinate: 659938
North Coordinate: 4519496

HOLBROOK TRUCK & LEASING CORP (Continued) S105841204

Accuracy Code: 4.3 - Utilization of Digital Orthophoto Quads
Regulatory Status: Registration
Waste Type: Concrete;Soil (Clean);Asphalt;Brick;Rock
Authorization #: 52W74R
Authorization Date: 8/13/1998
Expiration Date: Not reported

H34 **HOLBROOK TRUCK & EQUIPMENT LEASING COR** RCRA-NonGen 1000164861
7 INNIS AVE FINDS NYD980533418
< 1/8 **LAKE RONKONKOMA, NY 11779** MANIFEST
0.001 mi.
4 ft. **Site 2 of 5 in cluster H**

Relative: **Lower**
Actual: **99 ft.**

RCRA-NonGen:
Date form received by agency: 01/01/2007
Facility name: HOLBROOK TRUCK & EQUIPMENT LEASING COR
Facility address: 7 INNIS AVE
LAKE RONKONKOMA, NY 11779
EPA ID: NYD980533418
Mailing address: INNIS AVE
LAKE RONKONKOMA, NY 11779
Contact: HCONTFIRST HCONTLAST
Contact address: INNIS AVE
LAKE RONKONKOMA, NY 11779
Contact country: US
Contact telephone: (212) 555-1212
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: Not reported
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: Not reported
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No

HOLBROOK TRUCK & EQUIPMENT LEASING COR (Continued) 1000164861

Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: HOLBROOK TRUCK & EQUIPMENT LEASING COR
Classification: Not a generator, verified

Date form received by agency: 10/22/1981
Facility name: HOLBROOK TRUCK & EQUIPMENT LEASING COR
Classification: Unverified

Violation Status: No violations found

FINDS:

Registry ID: 110004387093

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
EPA ID: NYD980533418
Country: USA
Mailing Name: HOLBROOK TRUCK & EQUIPMENT LEASING
Mailing Contact: ELAINE BEEKER
Mailing Address: 54 UNION AVENUE
Mailing Address 2: Not reported
Mailing City: RONKONKOMA
Mailing State: NY
Mailing Zip: 11779
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 516-588-9369

Document ID: NYC1029582
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: NY1A014
Trans2 State ID: Not reported

HOLBROOK TRUCK & EQUIPMENT LEASING COR (Continued) **1000164861**

Generator Ship Date: 821105
Trans1 Recv Date: 821105
Trans2 Recv Date: Not reported
TSD Site Recv Date: 821105
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD980533418
Trans1 EPA ID: NYT000603894
Trans2 EPA ID: Not reported
TSDF ID: NYD000632232
Waste Code: U220 - TOLUENE
Quantity: 00250
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 005
Container Type: DM - Metal drums, barrels
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 100
Year: 82
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYO2471589
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: NY1A041
Trans2 State ID: Not reported
Generator Ship Date: 840911
Trans1 Recv Date: 840911
Trans2 Recv Date: Not reported
TSD Site Recv Date: 840911
Part A Recv Date: 840919
Part B Recv Date: 841012
Generator EPA ID: NYD980533418
Trans1 EPA ID: NYD075788851
Trans2 EPA ID: Not reported
TSDF ID: CTD072138969
Waste Code: U220 - TOLUENE
Quantity: 00350
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 007
Container Type: DM - Metal drums, barrels
Handling Method: L Landfill.
Specific Gravity: 100
Year: 84
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported

HOLBROOK TRUCK & EQUIPMENT LEASING COR (Continued) **1000164861**

Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYA2078811
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: Not reported
Trans2 State ID: Not reported
Generator Ship Date: 860129
Trans1 Recv Date: 860129
Trans2 Recv Date: Not reported
TSD Site Recv Date: 860129
Part A Recv Date: 860221
Part B Recv Date: 860310
Generator EPA ID: NYD980533418
Trans1 EPA ID: OHD075008304
Trans2 EPA ID: Not reported
TSDF ID: OHD055522429
Waste Code: U220 - TOLUENE
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 002
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100
Year: 86
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

H35 **WILLIAM MALLINS CESSPOOL** UST **U003843907**
54 UNION AVE **N/A**
< 1/8 **LAKE RONKONKOMA, NY 11779**
0.001 mi.
4 ft. **Site 3 of 5 in cluster H**

Relative: Lower
Actual: 99 ft.

SUFFOLK CO. UST:
Facility ID: 3760
Facility Reference #: 10452
Region: SUFFOLK
Official Use: Removed Tank. 90
Tank Count: 8

WILLIAM MALLINS CESSPOOL (Continued) **U003843907**

Owner Name: WILLIAM MALLINS
Owner Address: 54 UNION AVE
Owner City,St,Zip: LAKE RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 800.00 002 010.000

Tank ID: 1
Location: UNDER, OUT
Installed: 79
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 122490
Tank Key: 10722

Tank ID: 2
Location: UNDER, OUT
Installed: 79
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 122490
Tank Key: 10723

Tank ID: 3
Location: UNDER, OUT
Installed: 79
Capacity: 0000008000
Content: DIESEL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 122490
Tank Key: 10724

Tank ID: 4
Location: UNDER, OUT
Installed: 79
Capacity: 0000010000
Content: SANITARY WASTE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: Not reported
Tank Key: 10725

Tank ID: 5
Location: UNDER, OUT

WILLIAM MALLINS CESSPOOL (Continued) **U003843907**

Installed: 79
Capacity: 0000010000
Content: SANITARY WASTE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: Not reported
Tank Key: 10726

Click this hyperlink while viewing on your computer to access
3 additional NY_UST_SUFFOLK: record(s) in the EDR Site Report.

H36 **RONKONKOMA WHEEL ALIGNMENT** AST **A100195218**
54 UNION AVE **N/A**
< 1/8 **LAKE RONKONKOMA, NY 11779**
0.001 mi.
4 ft. **Site 4 of 5 in cluster H**

Relative: Lower
Actual: 99 ft.

SUFFOLK CO. AST:
Facility ID: 4631
Region: SUFFOLK
Owner Name: RONKONKOMA WHEEL ALIGN
Owner Address: 54 UNION AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 1
Location: ABOVE, OUT
Installed: 79
Capacity: 0000000275
Content: WASTE OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 120191
Official Use: Removed Tank. 91
Permit to Operate: Not reported
Tank Key: 12983
Facility Reference #: 02463
Tank Count: 1
Township: BROOKHAVEN
Tax Map No: 0200

H37 **WILLIAM A MALLINS** RCRA-NonGen **1000283875**
54 UNION AVE FINDS **NYD065931594**
< 1/8 **RONKONKOMA, NY 11779**
0.001 mi.
4 ft. **Site 5 of 5 in cluster H**

Relative: Lower
Actual: 99 ft.

RCRA-NonGen:
Date form received by agency: 01/01/2007
Facility name: WILLIAM A MALLINS
Facility address: 54 UNION AVE
RONKONKOMA, NY 11779
EPA ID: NYD065931594
Mailing address: INNIS AVE
LAKE RONKONKOMA, NY 11779
Contact: WILLAIM MALLINS

WILLIAM A MALLINS (Continued) **1000283875**

Contact address: INNIS AVE
LAKE RONKONKOMA, NY 11779
Contact country: US
Contact telephone: (516) 588-9369
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: Not reported
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: Not reported
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: WILLIAM A MALLINS
Classification: Not a generator, verified

Date form received by agency: 12/29/1981
Facility name: WILLIAM A MALLINS

WILLIAM A MALLINS (Continued) **1000283875**

Classification: Unverified

Violation Status: No violations found

FINDS:

Registry ID: 110004364401

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

F38 North < 1/8 0.001 mi. 7 ft. **BROOKHAVEN TOWN SALT STORAGE** **UST U003843833**
UNION AVE & MILL RD **AST N/A**
RONKONKOMA, NY 11779

Site 4 of 5 in cluster F

Relative: Lower **Actual: 98 ft.**

SUFFOLK CO. UST:
Facility ID: 3642
Facility Reference #: 10231
Region: SUFFOLK
Official Use: Removed Tank. 95
Tank Count: 6
Owner Name: TOWN OF BROOKHAVEN
Owner Address: 205 S OCEAN AVE
Owner City,St,Zip: PATCHOGUE, NY 11772
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 800.00 002 024.000

Tank ID: 3
Location: UNDER, OUT
Installed: 83
Capacity: 0000000550
Content: DIESEL
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 120495
Tank Key: 10298

SUFFOLK CO. AST:
Facility ID: 3642
Region: SUFFOLK
Owner Name: TOWN OF BROOKHAVEN
Owner Address: 205 S OCEAN AVE
Owner City,St,Zip: PATCHOGUE, NY 11772
Tank ID: 1
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000550
Content: #2 FUEL OIL

BROOKHAVEN TOWN SALT STORAGE (Continued) **U003843833**

Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 041095
Official Use: Removed Tank. 95
Permit to Operate: Not reported
Tank Key: 10296
Facility Reference #: 10231
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 3642
Region: SUFFOLK
Owner Name: TOWN OF BROOKHAVEN
Owner Address: 205 S OCEAN AVE
Owner City,St,Zip: PATCHOGUE, NY 11772
Tank ID: 2
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000500
Content: SALT/SAND STORAGE
Construction: Not reported
Dispenser: Not reported
Fill Type: Not reported
Date Removed: Not reported
Official Use: Never Installed
Permit to Operate: Not reported
Tank Key: 10297
Facility Reference #: 10231
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 3642
Region: SUFFOLK
Owner Name: TOWN OF BROOKHAVEN HIGHWAY DEPT
Owner Address: PO BOX 987
Owner City,St,Zip: CORAM, NY 11727
Tank ID: 4
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000500
Content: DIESEL
Construction: STEEL / STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: Not reported
Official Use: Permitted Tank. Permit Runs Out. 00
Permit to Operate: 122995
Tank Key: 10299
Facility Reference #: 10231
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 3642

BROOKHAVEN TOWN SALT STORAGE (Continued) **U003843833**

Region: SUFFOLK
Owner Name: TOWN OF BROOKHAVEN HIGHWAY DEPT
Owner Address: PO BOX 987
Owner City,St,Zip: CORAM, NY 11727
Tank ID: 5
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000550
Content: #2 FUEL OIL
Construction: STEEL / STEEL
Dispenser: Not reported
Fill Type: Not reported
Date Removed: Not reported
Official Use: Exempt from Suffolk County Art 12 Regulation
Permit to Operate: Not reported
Tank Key: 10300
Facility Reference #: 10231
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 3642
Region: SUFFOLK
Owner Name: TOWN OF BROOKHAVEN HIGHWAY DEPT
Owner Address: PO BOX 987
Owner City,St,Zip: CORAM, NY 11727
Tank ID: 6
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000003000
Content: SALT/SAND STORAGE
Construction: Not reported
Dispenser: Not reported
Fill Type: Not reported
Date Removed: Not reported
Official Use: Permitted Tank. Permit Runs Out. 01
Permit to Operate: 120696
Tank Key: 10301
Facility Reference #: 10231
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

Click this hyperlink while viewing on your computer to access additional NY_AST_SUFFOLK: detail in the EDR Site Report.

F39 North < 1/8 0.001 mi. 7 ft. **LILCO** **NY Spills S102095056**
MILL ROAD / UNION AVENUE **NY Hist Spills N/A**
RONKONKOMA, NY

Site 5 of 5 in cluster F

Relative: Lower **Actual: 98 ft.**

NY Spills:
Site ID: 310532
Facility Addr2: Not reported
Facility ID: 8802699
Spill Number: 8802699
Facility Type: ER

LILCO (Continued) **S102095056**

SWIS: 5228
Investigator: KDGOERTZ
Referred To: Not reported
Spill Date: 6/24/1988
Reported to Dept: 6/24/1988
CID: Not reported
Spill Cause: Equipment Failure
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Citizen
Cleanup Ceased: 6/28/1988
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Not reported
Spill Closed Dt: 6/28/1988
Remediation Phase: 0
Date Entered In Computer: 6/28/1988
Spill Record Last Update: 8/15/2006
Spiller Name: Not reported
Spiller Company: LILCO
Spiller Address: 175 OLD COUNTRY ROAD
Spiller City,St,Zip: HICKSVILLE, NY
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 250665
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "GOERTZ FD" 06/28/88: NO ENVIRONMENTAL IMPACT. FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES
Remarks: TRANSFORMER NEXT TO WELL. APPROX 5 FEET FROM WELL. LILCO CLEANING UP.

Material:
Site ID: 310532
Operable Unit ID: 919905
Operable Unit: 01
Material ID: 458268
Material Code: 0020A
Material Name: TRANSFORMER OIL
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported

LILCO (Continued) **S102095056**

Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8802699
Investigator: GOERTZ FD
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 06/24/1988 14:30
Reported to Dept Date/Time: 06/24/88 17:52
SWIS: 47
Spiller Name: LILCO
Spiller Contact: Not reported
Spiller Phone: (516) 727-8400
Spiller Address: 175 OLD COUNTRY ROAD
Spiller City,St,Zip: HICKSVILLE, NY
Spill Cause: Equipment Failure
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Citizen
PBS Number: Not reported
Cleanup Ceased: 06/28/88
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 06/28/88
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 06/28/88
Date Spill Entered In Computer Data File: Not reported
Update Date: 09/10/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0

LILCO (Continued) **S102095056**

Unkown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkown Quantity Recovered: False
Material: TRANSFORMER OIL
Class Type: TRANSFORMER OIL
Times Material Entry In File: 533
CAS Number: Not reported
Last Date: 19940926
DEC Remarks: 06/28/88: NO ENVIRONMENTAL IMPACT.
Remark: TRANSFORMER NEXT TO WELL. APPROX 5 FEET FROM WELL. LILCO CLEANING UP.

G40 West < 1/8 0.008 mi. 44 ft. **LILCO** **NY Spills S102095267**
1 JOHNSON AVENUE **NY Hist Spills N/A**
RONKONKOMA, NY

Site 5 of 5 in cluster G

Relative: Higher **Actual: 108 ft.**

NY Spills:
Site ID: 120093
Facility Addr2: Not reported
Facility ID: 8805491
Spill Number: 8805491
Facility Type: ER
SWIS: 5228
Investigator: HOFMANN
Referred To: Not reported
Spill Date: 9/28/1988
Reported to Dept: 9/28/1988
CID: 02
Spill Cause: Traffic Accident
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Other
Cleanup Ceased: 12/1/1988
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Not reported
Spill Closed Dt: 12/1/1988
Remediation Phase: 0
Date Entered In Computer: 9/30/1988
Spill Record Last Update: 8/7/2006
Spiller Name: Not reported
Spiller Company: LILCO
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 104291
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "HOFMANN FD" 09/28/88: LILCO CLEANED UP. NO OTHER ACTION. FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES
Remarks: LILCO WILL BE CLEANING UP. ON ROADWAY SURFACE ONLY.

LILCO (Continued) **S102095267**

Material:
Site ID: 120093
Operable Unit ID: 920857
Operable Unit: 01
Material ID: 457392
Material Code: 0016A
Material Name: NON PCB OIL
Case No.: Not reported
Material FA: Petroleum
Quantity: 15
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8805491
Investigator: HOFMANN FD
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 09/28/1988 01:00
Reported to Dept Date/Time: 09/28/88 08:45
SWIS: 47
Spiller Name: LILCO
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Traffic Accident
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Other
PBS Number: Not reported
Cleanup Ceased: 12/01/88
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended

LILCO (Continued) **S102095267**

Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 12/01/88
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 09/30/88
Date Spill Entered In Computer Data File: Not reported
Update Date: 09/15/88
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 15
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: NON PCB OIL
Class Type: NON PCB OIL
Times Material Entry In File: 2798
CAS Number: Not reported
Last Date: 19940928
DEC Remarks: 09/28/88: LILCO CLEANED UP. NO OTHER ACTION.
Remark: LILCO WILL BE CLEANING UP. ON ROADWAY SURFACE ONLY.

I41 WSW < 1/8 0.021 mi. 110 ft. **NYSDEC** **MANIFEST 1009231447**
SMITHTOWN AVE / RONKONKOMA **N/A**
RONKONKOMA, NY 11779

Site 1 of 4 in cluster I

Relative: Higher **Actual: 109 ft.**

NY MANIFEST:
EPA ID: NYP000301879
Country: USA
Mailing Name: NYSDEC
Mailing Contact: NYSDEC
Mailing Address: 50 WOLF RD RM 326
Mailing Address 2: Not reported
Mailing City: ALBANY
Mailing State: NY
Mailing Zip: 12233
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 800-457-7362

Document ID: NYB5185062
Manifest Status: Completed copy

NYSDEC (Continued) **1009231447**

Trans1 State ID: 72280Z
Trans2 State ID: Not reported
Generator Ship Date: 920414
Trans1 Recv Date: 920414
Trans2 Recv Date: Not reported
TSD Site Recv Date: 920414
Part A Recv Date: Not reported
Part B Recv Date: 920428
Generator EPA ID: NYP000301879
Trans1 EPA ID: NYD986808085
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: F003 - UNKNOWN
Quantity: 60150
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 003
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100
Year: 92
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

E42 West < 1/8 0.027 mi. 145 ft. **93 LAKEWOOD AVENUE** **NY Spills S106469964**
RONKONKOMA, NY **N/A**

Site 2 of 2 in cluster E

Relative: Higher **Actual: 109 ft.**

NY Spills:
Site ID: 113812
Facility Addr2: Not reported
Facility ID: 0402728
Spill Number: 0402728
Facility Type: ER
SWIS: 5200
Investigator: BXDONOVA
Referred To: Not reported
Spill Date: 6/10/2004
Reported to Dept: 6/11/2004
CID: 01
Spill Cause: Deliberate
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Affected Persons
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported

(Continued) **S106469964**

Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 7/1/2004
Remediation Phase: 0
Date Entered In Computer: 6/11/2004
Spill Record Last Update: 7/2/2004
Spiller Name: BOBBY LEONARDI
Spiller Company: A1 CAR CARE
Spiller Address: 47A HAWKINS AVENUE
Spiller City,St,Zip: RONKONKOMA, NY 11779
Spiller Company: 001
Contact Name: KARYN KURSHALS
Contact Phone: (631) 648-3391
DEC Region: 1
DER Facility ID: 99297
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "BRIAN D" PER ECO HARVEY-SPILLER ISSUED SUMMONS BASED ON WRITTEN SUMMONS BASED ON CALLERS STATEMENT. NOTICEABLE FUEL ODOR, EST SIZE OF IMPACTED AREA 40 FT IN LENGTH. PLANTS ARE DEAD, RESIDUE VISIBLE NO CONTAMINATED SOIL. NO FURTHER ACTION
Remarks: Caller states spiller used oil to kill plants across the street on callers property. was advised to call by Econ ofc. jeffery p. harvey.

Material:
Site ID: 113812
Operable Unit ID: 886348
Operable Unit: 01
Material ID: 490345
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

I43 SSW < 1/8 0.029 mi. 154 ft. **COMMACK SANITATION CORP** **AST A100141620**
1000 EASTON ST **N/A**
RONKONKOMA, NY 11779

Site 2 of 4 in cluster I

Relative: Higher **Actual: 108 ft.**

SUFFOLK CO. AST:
Facility ID: 9418
Region: SUFFOLK
Owner Name: COMMACK SANITATION CORP
Owner Address: 116 CEDAR RD.
Owner City,St,Zip: EAST NORTHPORT, NY 11731
Tank ID: 1
Location: ABOVE, OUT
Installed: 81
Capacity: 0000000500
Content: DIESEL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 010892
Official Use: Removed Tank. 92
Permit to Operate: Not reported
Tank Key: 26141
Facility Reference #: 12513
Tank Count: 1
Township: ISLIP
Tax Map No: 0500

I44 SSW < 1/8 0.029 mi. 154 ft. **EASTLAND CARTING CORP** **AST A100141617**
1000 EASTON ST **N/A**
RONKONKOMA, NY 11779

Site 3 of 4 in cluster I

Relative: Higher **Actual: 108 ft.**

SUFFOLK CO. AST:
Facility ID: 9450
Region: SUFFOLK
Owner Name: EASTLAND CARTING CORP
Owner Address: 26 POTTER AVE.
Owner City,St,Zip: PATCHOGUE, NY 11772
Tank ID: 1
Location: ABOVE, OUT
Installed: 81
Capacity: 0000001000
Content: DIESEL
Construction: Not reported
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 010188
Official Use: Removed Tank. 88
Permit to Operate: Not reported
Tank Key: 26252
Facility Reference #: 12551
Tank Count: 1
Township: ISLIP
Tax Map No: 0500

I45 SSW < 1/8 0.029 mi. 154 ft. — **NESCONSET CARTING CORP** — AST — A100197066 / N/A
1000 EASTON ST
RONKONKOMA, NY 11779

Site 4 of 4 in cluster I

Relative: Higher
Actual: 108 ft.

SUFFOLK CO. AST:

Facility ID:	9686
Region:	SUFFOLK
Owner Name:	PATRICK LO PIPERO
Owner Address:	P.O. BOX 326
Owner City,St,Zip:	NESCONSET, NY 11767
Tank ID:	1
Location:	ABOVE, OUT
Installed:	83
Capacity:	0000000250
Content:	DIESEL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	PUMPED
Date Removed:	010292
Official Use:	Removed Tank. 92
Permit to Operate:	Not reported
Tank Key:	27820
Facility Reference #:	13164
Tank Count:	1
Township:	ISLIP
Tax Map No:	0500

46 East < 1/8 0.052 mi. 276 ft. — **DELTA WELL & PUMP CO INC** — UST — U003536000 / AST — N/A
97 UNION AVE
RONKONKOMA, NY 11779

Relative: Lower
Actual: 104 ft.

SUFFOLK CO. UST:

Facility ID:	4806
Facility Reference #:	03406
Region:	SUFFOLK
Official Use:	Removed Tank. 92
Tank Count:	7
Owner Name:	DELTA WELL & PUMP CO., INC
Owner Address:	PO BOX 1309
Owner City,St,Zip:	RONKONKOMA, NY 11779
Permit to Operate:	Not reported
Township:	BROOKHAVEN
Tax Map No:	0200 800.00 002 026.000

Tank ID:	1
Location:	UNDER, OUT
Installed:	79
Capacity:	0000001100
Content:	#2 FUEL OIL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	PUMPED
Date Removed:	120892
Tank Key:	13435

DELTA WELL & PUMP CO INC (Continued) — U003536000

Tank ID:	2
Location:	UNDER, OUT
Installed:	79
Capacity:	0000003000
Content:	DIESEL
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	PUMPED
Date Removed:	120892
Tank Key:	13436

Tank ID:	3
Location:	UNDER, OUT
Installed:	79
Capacity:	0000003000
Content:	GASOLINE
Construction:	STEEL
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	120892
Tank Key:	13437

Tank ID:	5
Location:	UNDER, OUT
Installed:	91
Capacity:	0000003000
Content:	GASOLINE
Construction:	FRP / FRP
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	Not reported
Tank Key:	13439

SUFFOLK CO. AST:

Facility ID:	4806
Region:	SUFFOLK
Owner Name:	DELTA WELL & PUMP CO., INC
Owner Address:	PO BOX 1309
Owner City,St,Zip:	RONKONKOMA, NY 11779
Tank ID:	6
Location:	ABOVE, OUT
Installed:	91
Capacity:	0000004000
Content:	DIESEL
Construction:	Not reported
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	Not reported
Official Use:	Permitted Tank. Permit Runs Out. 97
Permit to Operate:	100292
Tank Key:	13440
Facility Reference #:	03406
Tank Count:	7
Township:	BROOKHAVEN
Tax Map No:	0200

DELTA WELL & PUMP CO INC (Continued) — U003536000

Facility ID:	4806
Region:	SUFFOLK
Owner Name:	DELTA WELL & PUMP CO., INC
Owner Address:	PO BOX 1309
Owner City,St,Zip:	RONKONKOMA, NY 11779
Tank ID:	7
Location:	ABOVE, OUT
Installed:	91
Capacity:	0000000500
Content:	#2 FUEL OIL
Construction:	Not reported
Dispenser:	SUCTION
Fill Type:	GRAVITY
Date Removed:	Not reported
Official Use:	Permitted Tank. Permit Runs Out. 98
Permit to Operate:	031193
Tank Key:	13441
Facility Reference #:	03406
Tank Count:	7
Township:	BROOKHAVEN
Tax Map No:	0200

Facility ID:	4806
Region:	SUFFOLK
Owner Name:	DELTA WELL & PUMP CO., INC
Owner Address:	PO BOX 1309
Owner City,St,Zip:	RONKONKOMA, NY 11779
Tank ID:	4
Location:	ABOVE, IN
Installed:	79
Capacity:	0000000330
Content:	LUBE OIL
Construction:	STEEL
Dispenser:	GRAVITY
Fill Type:	PUMPED
Date Removed:	102296
Official Use:	Removed Tank. 96
Permit to Operate:	Not reported
Tank Key:	13438
Facility Reference #:	03406
Tank Count:	7
Township:	BROOKHAVEN
Tax Map No:	0200

J47 North < 1/8 0.058 mi. 306 ft. — **RUBENS COMPLETE AUTO CTR** — RCRA-NonGen / FINDS / MANIFEST — 1000208277 / NYD982727268
75 HAWKINS AVE
RONKONKOMA, NY 11779

Site 1 of 3 in cluster J

Relative: Higher
Actual: 109 ft.

RCRA-NonGen:

Date form received by agency:	01/01/2007
Facility name:	RUBENS COMPLETE AUTO CTR
Facility address:	75 HAWKINS AVE RONKONKOMA, NY 117795835
EPA ID:	NYD982727268
Mailing address:	HAWKINS AVE RONKONKOMA, NY 11779

RUBENS COMPLETE AUTO CTR (Continued) — 1000208277

Contact:	Not reported
Contact address:	HAWKINS AVE RONKONKOMA, NY 11779
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	BRUCE MURPHY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	BRUCE MURPHY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler accessibilty indicator: Transferred to the program or state equivalent.

Handler Activities Summary:

U.S. importer of hazardous waste:	Unknown
Mixed waste (haz. and radioactive):	Unknown
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Unknown
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	Unknown
Furnace exemption:	Unknown
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No
Off-site waste receiver:	Commercial status unknown

Historical Generators:

Date form received by agency:	01/01/2006
Facility name:	RUBENS COMPLETE AUTO CTR
Classification:	Not a generator, verified

Date form received by agency: 07/08/1999

RUBENS COMPLETE AUTO CTR (Continued) **1000208277**

Facility name: RUBENS COMPLETE AUTO CTR
Classification: Not a generator, verified

Date form received by agency: 03/13/1989
Facility name: RUBENS COMPLETE AUTO CTR
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110004428441

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
EPA ID: NYD982727208
Country: USA
Mailing Name: RUBENS COMPLETE AUTO
Mailing Contact: RUBENS COMPLETE AUTO
Mailing Address: 75 HAWKINS AVENUE
Mailing Address 2: Not reported
Mailing City: RONKONKOMA
Mailing State: NY
Mailing Zip: 11719
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 516-585-0030

Document ID: CTC0243836
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: P78062IL
Trans2 State ID: Not reported
Generator Ship Date: 890726
Trans1 Recv Date: 890726
Trans2 Recv Date: Not reported
TSD Site Recv Date: 890727
Part A Recv Date: 890914
Part B Recv Date: 890810
Generator EPA ID: NYD982727208
Trans1 EPA ID: ILD099202681
Trans2 EPA ID: Not reported
TSDF ID: CTD072138969
Waste Code: F003 - UNKNOWN
Quantity: 00090
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: T Chemical, physical, or biological treatment.

RUBENS COMPLETE AUTO CTR (Continued) **1000208277**

Specific Gravity: 100
Year: 89
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: MAF3323470
Manifest Status: Completed copy
Trans1 State ID: P22294IL
Trans2 State ID: Not reported
Generator Ship Date: 920326
Trans1 Recv Date: 920326
Trans2 Recv Date: Not reported
TSD Site Recv Date: 920401
Part A Recv Date: Not reported
Part B Recv Date: 920414
Generator EPA ID: NYD982727208
Trans1 EPA ID: ILD099202681
Trans2 EPA ID: Not reported
TSDF ID: MAD053452637
Waste Code: F003 - UNKNOWN
Quantity: 00105
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100
Year: 92
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: MAF0026770
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: P48758IL
Trans2 State ID: Not reported
Generator Ship Date: 900808

RUBENS COMPLETE AUTO CTR (Continued) **1000208277**

Trans1 Recv Date: 900808
Trans2 Recv Date: Not reported
TSD Site Recv Date: 900810
Part A Recv Date: 901016
Part B Recv Date: 900904
Generator EPA ID: NYD982727208
Trans1 EPA ID: ILD099202681
Trans2 EPA ID: Not reported
TSDF ID: MAD053452637
Waste Code: F003 - UNKNOWN
Quantity: 00110
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100
Year: 90
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

J48 **RUBENS COMPLETE AUTO CENTER** MANIFEST **S109784675**
North **75 HAWKINS AVE** **N/A**
< 1/8 **RONKONKOMA, NY 11779**
0.058 mi.
306 ft. **Site 2 of 3 in cluster J**

Relative: CT MANIFEST:
Higher Manifest No: CTC0243836
Waste Occurence: 1
Actual: UNNA: 1263
109 ft. Hazard Class: FLAMMABLE
US Dot Description: WASTE PAINT RELATED MATERIAL, LIQUID
No of Containers: 001
Container Type: TT
Quantity: 90
Weight/Volume: G
Additional Description: Y
Handling Code: T01
Date Record Was Last Modified: 4/27/2004
DEO Who Last Modified Record: IG
Manifest No: CTC0243836
Waste Occurence: 1
EPA Waste Code: D001
Recycled Waste?: F
Date Record Was Last Modified: 4/27/2004
DEO Who Last Modified Record: IG
Year: 1989
Manifest ID: CTC0243836

RUBENS COMPLETE AUTO CENTER (Continued) **S109784675**

TSDF EPA ID: CTD072138969
TSDF Name: ENVIRONMENTAL WASTE RESOURCES, INC.
TSDF Address: 130 FREIGHT STREET
TSDF City,St,Zip: WATERBURY, CT 06702
TSDF Country: USA
TSDF Telephone: Not reported
Transport Date: 7/26/1989
Transporter EPA ID: ILD099202681
Transporter Name: CHEMICAL WASTE MANAGEMENT, INC. (TRANSPORTER)
Transporter Country: USA
Transporter Phone: Not reported
Trans 2 Date: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
Trans 2 Address: Not reported
Trans 2 City,St,Zip: CT
Trans 2 Country: USA
Trans 2 Phone: Not reported
EPA ID: NYD982727208
Generator Phone: 5165850030
Generator Mailing Addr: 75 HAWKINS AVENUE
Generator Mailing Town: RONKONKOMA
Generator Mailing State: NY
Generator Mailing Zip: 11779
Generator Mailing Country: USA
Special Handling: Yes
Discrepancies: No
Date Shipped: 7/26/1989
Date Received: 7/27/1989
Last modified date: 4/27/2004
Last modified by: IG
Comments: Not reported

K49 **PERETCKI TRUCKING/KORUS** **NY Spills** **S103485158**
North **60 MILL ROAD** **NY Hist Spills** **N/A**
< 1/8 **RONKONKOMA, NY**
0.061 mi.
320 ft. **Site 1 of 7 in cluster K**

Relative: NY Spills:
Lower Site ID: 172508
Facility Addr2: Not reported
Actual: Facility ID: 9825072
99 ft. Spill Number: 9825072
Facility Type: ER
SWIS: 5200
Investigator: DHRAYMON
Referred To: Not reported
Spill Date: 10/8/1998
Reported to Dept: 10/8/1998
CID: 01
Spill Cause: Equipment Failure
Water Affected: Not reported
Spill Source: Commercial Vehicle
Spill Notifier: Affected Persons
Cleanup Ceased: 10/8/1998
Cleanup Meets Std: True
Last Inspection: 10/8/1998

PERETOKI TRUCKING/KORUS (Continued) **S103485158**

Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 7/2/2001
Remediation Phase: 0
Date Entered In Computer: 10/8/1998
Spill Record Last Update: 7/3/2001
Spiller Name: Not reported
Spiller Company: PERETOKI TRUCKING
Spiller Address: 5100 N BROOKLINE BOX 210
Spiller City,St,Zip: OKLAHOMA CITY, OK
Spiller Company: 001
Contact Name: LEE BROWNING SR
Contact Phone: (631) 588-2258
DEC Region: 1
DER Facility ID: 145187
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "RAYMOND 98-124" 10/08/98 (A): Lee Browning (owner of truck stop) reported that a truck at his facility had leaked an unknown amount of diesel fuel onto the ground. 10/08/98 (B): DEC (D Raymond) responded- met Suffolk County PD (CASE # CC 98-540778), Browning, truck driver, and Axel Anderson (towing/repair business). 10/08/98 (C): AS PER PD REPORT- TRUCK OWNER PERETOKI TRUCKING (5100 N BROOKLINE BOX 210, OKLAHOMA CITY OK 10/08/98 (D): DRIVER- MIKAIL KORUS (13209 DANBROOK DR, WHITTIER CA) 10/08/98 (E): AS RELAYED TO DEC BY DRIVER- MIKAIL KORUS (13209 DENBROOK DR, WHITTIER CA); HE SAID HE OWNED THE COMPANY BUT HE SPOKE ONLY BROKEN ENGLISH AND MAY HAVE MISUNDERSTOOD DEC 10/08/98 (F): VEHICLE- KENWORTH; PLATE 1MH079 (OK). It had twin 120gal saddle tanks. 10/08/98 (G): DEC noted small stain on bottom of driver's-side saddle tank. Also noted stains on the tank guard. Tank was not actively leaking. Korus claimed there had been a second driver, who was no longer at the scene, and he himself did not have any additional information. 10/08/98 (H): DEC also noted 7ft x 3ft stain on asphalt and hardpacked soil under the saddle tank. There were no drains in the area. 10/08/98 (I): As per Axel Anderson- was not certain of cause yet, and was not even certain the spillage was from this truck (DEC DOUBTED THIS THEORY). The original call was for a "no start" problem. 10/08/98 (J): DEC discussed cleanup requirements with Korus and Anderson. Korus agreed that, since Anderson was already on site, that he would have them clean up the spillage and arrange disposal. 10/08/98 (K): Axel brought two additional men to dig up the soil. They removed approx 1/2 drum of soil. MUCH OF THIS AREA WAS ACTUALLY UNDERLAIN BY ASPHALT. Due to the truck traffic, the native soil was very hardpacked. Cleanup was satisfactory.
Remarks: TRUCK STOPPED AT TRUCK STOP FOR REPAIRS. AXLE ANDERSON (TOW COMPANY) ON SITE MAKING REPAIRS. CALLER HAS INFO ON THE TRUCK (OUT OF STATE FIRM). UNK AMOUNT SPILLED ON GROUND.

Material:
Site ID: 172508
Operable Unit ID: 1073672
Operable Unit: 01
Material ID: 308758
Material Code: 0008
Material Name: Diesel
Case No.: Not reported

PERETOKI TRUCKING/KORUS (Continued) **S103485158**

Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9825072
Investigator: RAYMOND 98-124
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 10/08/1998 11:00
Reported to Dept Date/Time: 10/08/98 11:11
SWIS: 47
Spiller Name: PERETOKI TRUCKING
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Contact: LEE BROWNING SR
Spiller Phone: (631) 588-2258
Spiller Address: 5100 N BROOKLINE BOX 210
Spiller City,St,Zip: OKLAHOMA CITY, OK
Spill Cause: Equipment Failure
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 07
Spill Notifier: Affected Persons
PBS Number: Not reported
Cleanup Ceased: 10/08/98
Cleanup Meets Std: True
Last Inspection: 10/08/98
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.

PERETOKI TRUCKING/KORUS (Continued) **S103485158**

Spill Closed Dt: 07/02/01
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 10/08/98
Date Spill Entered In Computer Data File: 11:15
Update Date: 07/03/01
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: True
Material: DIESEL
Class Type: DIESEL
Times Material Entry In File: 10625
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: 10/08/98 A): Lee Browning owner of truck stop) reported that a truck at his facility had leaked an unknown amount of diesel fuel onto the ground. 10/08/98 B): DEC D Raymond) responded- met Suffolk County PD CASE CC 98-540778), Browning,truck driver, and Axel Anderson towing/repair business). 10/08/98 C): AS PER PD REPORT- TRUCK OWNER PERETOKI TRUCKING 5100 N BROOKLINE BOX 210, OKLAHOMA CITY OK 10/08/98 D): DRIVER- MIKAIL KORUS 13209 DANBROOK DR, WHITTIER CA) 10/08/98 E): AS RELAYED TO DEC BY DRIVER- MIKAIL KORUS 13209 DENBROOK DR, WHITTIER CA); HE SAID HE OWNED THE COMPANY BUT HE SPOKE ONLY BROKEN ENGLISH AND MAY HAVE MISUNDERSTOOD DEC 10/08/98 F): VEHICLE- KENWORTH; PLATE 1MH079 OK). It had twin 120gal saddle tanks. 10/08/98 G): DEC noted small stain on bottom of driver s-side saddle tank. Also noted stains on the tank guard. Tank was not actively leaking. Korus claimed there had been a second driver, who was no longer at the scene, and he himself did not have any additional information. 10/08/98 H): DEC also noted 7ft x 3ft stain on asphalt and hardpacked soil under the saddle tank. There were no drains in the area. 10/08/98 I): As per Axel Anderson- was not certain of cause yet, and was not even certain the spillage was from this truck DEC DOUBTED THIS THEORY). The original call was for a no start problem. 10/08/98 J): DEC discussed cleanup requirements with Korus and Anderson. Korus agreed that, since Anderson was already on site, that he would have them clean up the spillage and arrange disposal. 10/08/98 K): Axel brought two additional men to dig up the soil. They removed approx 1/2 drum of soil. MUCH OF THIS AREA WAS ACTUALLY UNDERLAIN BY ASPHALT. Due to the truck traffic, the native soil was very hardpacked. Cleanup was satisfactory.
Remark: TRUCK STOPPED AT TRUCK STOP FOR REPAIRS. AXLE ANDERSON TOW COMPANY) ON SITE MAKING REPAIRS. CALLER HAS INFO ON THE TRUCK OUT OF STATE FIRM). UNK AMOUNT SPILLED ON GROUND.

K50 **UNK** **NY Spills** **S104785194**
North **50 MILL ROAD** **NY Hist Spills** **N/A**
< 1/8 **RONKONKOMA, NY**
0.061 mi.
320 ft. **Site 2 of 7 in cluster K**

Relative:
Lower

Actual:
99 ft.

NY Spills:
Site ID: 172506
Facility Addr2: Not reported
Facility ID: 9109438
Spill Number: 9109438
Facility Type: ER
SWIS: 5200
Investigator: NJACAMPO
Referred To: Not reported
Spill Date: 12/4/1991
Reported to Dept: 12/4/1991
CID: 01
Spill Cause: Housekeeping
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Citizen
Cleanup Ceased: 12/11/1991
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Not reported
Spill Closed Dt: 12/11/1991
Remediation Phase: 0
Date Entered In Computer: 12/6/1991
Spill Record Last Update: 12/19/2003
Spiller Name: Not reported
Spiller Company: UNK
Spiller Address: Not reported
Spiller City,St,Zip: ***UPDATE***, ZZ
Spiller Company: 999
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 145187
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "ACAMPORA" / / : SEE SPILL #91-9630.
Remarks: A/G 10K? TANK, FENCED IN, 2 SETS OF PUMPS, LEAK CONSTANTLY, OVERFILL, 5/91 LOST 200 GALS HAS OCCURRED 3 TIMES IN LAST YEAR, RUNNING INTO SEWER SYSTEM,

Material:
Site ID: 172506
Operable Unit ID: 959607
Operable Unit: 01
Material ID: 418057
Material Code: 0008
Material Name: Diesel
Case No.: Not reported
Material FA: Petroleum
Quantity: 2000
Units: Gallons
Recovered: No
Resource Affected: Not reported

UNK (Continued) **S104785194**

Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9109438
Investigator: ACAMPORA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 12/04/1991 12:00
Reported to Dept Date/Time: 12/04/91 15:70
SWIS: 47
Spiller Name: UNK
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Housekeeping
Reported to Dept: In Sewer
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Citizen
PBS Number: Not reported
Cleanup Ceased: 12/11/91
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 12/11/91
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 12/06/91
Date Spill Entered In Computer Data File: Not reported
Update Date: 12/13/91
Is Updated: False

UNK (Continued) **S104785194**

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 2000
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: DIESEL
Class Type: DIESEL
Times Material Entry In File: 10625
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: / / : SEE SPILL 91-9630.
Remark: AVG 10K? TANK, FENCED IN, 2 SETS OF PUMPS, LEAK CONSTANTLY, OVERFILL, 5/91 LOST 200 GALS HAS OCCURRED 3 TIMES IN LAST YEAR, RUNNING INTO SEWER SYSTEM,

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K51 **L I TRUCK STOP** **NY Spills** **S103566188**
North **60 MILL ROAD** **NY Hist Spills** **N/A**
< 1/8 **RONKONKOMA, NY**
0.061 mi.
320 ft. **Site 3 of 7 in cluster K**

Relative: **Lower**
Actual: **99 ft.**

NY Spills:
Site ID: 172507
Facility Addr2: Not reported
Facility ID: 9213931
Spill Number: 9213931
Facility Type: ER
SWIS: 5200
Investigator: RDDECAND
Referred To: Not reported
Spill Date: 3/19/1993
Reported to Dept: 3/19/1993
CID: 01
Spill Cause: Other
Water Affected: Not reported
Spill Source: Institutional, Educational, Gov., Other
Spill Notifier: Other
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release that creates a file or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 7/10/2003
Remediation Phase: 0
Date Entered In Computer: 3/19/1993
Spill Record Last Update: 7/11/2003
Spiller Name: Not reported

L I TRUCK STOP (Continued) **S103566188**

Spiller Company: LONG ISLAND TRUCK STOP
Spiller Address: 60 MILL ROAD
Spiller City,St,Zip: RONKONKOMA, ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 145187
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "DECANDIA"
Remarks: 60' X 100' OF DIESEL FUEL SPILLED ON GROUND AND WASHED INTO S.D. OIL SPILLED BY DIESEL PUMPS

Material:
Site ID: 172507
Operable Unit ID: 977990
Operable Unit: 01
Material ID: 403678
Material Code: 0008
Material Name: Diesel
Case No.: Not reported
Material FA: Petroleum
Quantity: 100
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9213931
Investigator: DECANDIA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 03/19/1993 10:00
Reported to Dept Date/Time: 03/19/93 13:55
SWIS: 47
Spiller Name: L I TRUCK STOP
Spiller Contact: Not reported
Spiller Phone: Not reported

L I TRUCK STOP (Continued) **S103566188**

Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Other
Reported to Dept: In Sewer
Water Affected: Not reported
Spill Source: 02
Spill Notifier: Other
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: False
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release that creates a file or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: / /
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 03/19/93
Date Spill Entered In Computer Data File: Not reported
Update Date: / /
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 100
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: DIESEL
Class Type: DIESEL
Times Material Entry In File: 10625
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: Not reported
Remark: 60 X 100 OF DIESEL FUEL SPILLED ON GROUND AND WASHED INTO S.D. OIL SPILLED BY DIESEL PUMPS

K52 North < 1/8 0.061 mi. 320 ft. — **EXIT 60 EXPRESSWAY TRUCK STOP**, **60 MILL RD**, **RONKONKOMA, NY 11779** — **MANIFEST** — **S109785772** / **N/A**

Site 4 of 7 in cluster K

Relative: Lower / **Actual: 99 ft.**

CT MANIFEST:
- Manifest No: CTF0013449
- Waste Occurence: 1
- UNNA: 9189
- Hazard Class: ORM-E
- US Dot Description: RQ HAZARDOUS WASTE LIQUID NOS
- No of Containers: 001
- Container Type: TT
- Quantity: 4095
- Weight/Volume: G
- Additional Description: Not reported
- Handling Code: Not reported
- Date Record Was Last Modified: 4/27/2004
- DEO Who Last Modified Record: IG
- Manifest No: CTF0013449
- Waste Occurence: 1
- EPA Waste Code: F002
- Recycled Waste?: F
- Date Record Was Last Modified: 4/27/2004
- DEO Who Last Modified Record: IG
- Year: 1992
- Manifest ID: CTF0013449
- TSDF EPA ID: CTD021816869
- TSDF Name: UNITED OIL RECOVERY INC,/UIS DBA ADVANCED LIQ. REC
- TSDF Address: 136 GRACEY AVE.
- TSDF City,St,Zip: MERIDEN, CT 06451
- TSDF Country: USA
- TSDF Telephone: Not reported
- Transport Date: 9/3/1992
- Transporter EPA ID: NYD988908085
- Transporter Name: MILLER ENVIRONMENTAL GROUP
- Transporter Country: USA
- Transporter Phone: Not reported
- Trans 2 Date: Not reported
- Trans 2 EPA ID: Not reported
- Trans 2 Name: Not reported
- Trans 2 Address: Not reported
- Trans 2 City,St,Zip: CT
- Trans 2 Country: USA
- Trans 2 Phone: Not reported
- EPA ID: NYD987012473
- Generator Phone: 5165882288
- Generator Mailing Addr: 60 MILL RD.
- Generator Mailing Town: RONKONKOMA
- Generator Mailing State: NY
- Generator Mailing Zip: 11779
- Generator Mailing Country: USA
- Special Handling: Not reported
- Discrepancies: No
- Date Shipped: 9/3/1992
- Date Received: 9/3/1992
- Last modified date: 4/27/2004
- Last modified by: IG

EXIT 60 EXPRESSWAY TRUCK STOP (Continued) — **S109785772**

Comments: Not reported

K53 North < 1/8 0.061 mi. 320 ft. — **60 MILL ROAD**, **RONKONKOMA, NY** — **NY Spills** / **NY Hist Spills** — **S104648998** / **N/A**

Site 5 of 7 in cluster K

Relative: Lower / **Actual: 99 ft.**

NY Spills:
- Site ID: 172509
- Facility Addr2: Not reported
- Facility ID: 9901620
- Spill Number: 9901620
- Facility Type: ER
- SWIS: 5200
- Investigator: BMFORD
- Referred To: Not reported
- Spill Date: 5/11/1999
- Reported to Dept: 5/11/1999
- CID: 01
- Spill Cause: Human Error
- Water Affected: Not reported
- Spill Source: Commercial/Industrial
- Spill Notifier: Responsible Party
- Cleanup Ceased: Not reported
- Cleanup Meets Std: True
- Last Inspection: Not reported
- Recommended Penalty: Penalty Not Recommended
- UST Trust: False
- Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
- Spill Closed Dt: 6/10/1999
- Remediation Phase: 0
- Date Entered In Computer: 5/11/1999
- Spill Record Last Update: 6/11/1999
- Spiller Name: KRISTIN SCHROEDER
- Spiller Company: LILCO
- Spiller Address: 445 BROADHOLLOW ROAD
- Spiller City,St,Zip: MELVILLE, NY 11747-
- Spiller Company: 001
- Contact Name: CATHY WAXMAN
- Contact Phone: (516) 391-6629
- DEC Region: 1
- DER Facility ID: 145187
- DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "FORD" TELECON TO WAXMAN: NO DRAINS IMPACTED, CLEANUP WILL BE DONE IN HOUSE, CURRENTLY CLEANING UP
- Remarks: worker doing excavation toppled a lightpole - cleanup in progress

Material:
- Site ID: 172509
- Operable Unit ID: 1080380
- Operable Unit: 01
- Material ID: 305154
- Material Code: 0020A
- Material Name: TRANSFORMER OIL
- Case No.: Not reported
- Material FA: Petroleum

(Continued) — **S104648998**

- Quantity: 50
- Units: Gallons
- Recovered: No
- Resource Affected: Not reported
- Oxygenate: False

Tank Test:
- Site ID: Not reported
- Spill Tank Test: Not reported
- Tank Number: Not reported
- Tank Size: Not reported
- Test Method: Not reported
- Leak Rate: Not reported
- Gross Fail: Not reported
- Modified By: Not reported
- Last Modified: Not reported
- Test Method: Not reported

NY Hist Spills:
- Region of Spill: 1
- Spill Number: 9901620
- Investigator: FORD
- Caller Name: Not reported
- Caller Agency: Not reported
- Caller Phone: Not reported
- Notifier Name: Not reported
- Notifier Agency: Not reported
- Notifier Phone: Not reported
- Spill Date/Time: 05/11/1999 17:00
- Reported to Dept Date/Time: 05/11/99 19:53
- SWIS: 47
- Spiller Name: LILCO
- Spiller Contact: KRISTIN SCHROEDER
- Spiller Phone: (516) 391-6590
- Spiller Contact: CATHY WAXMAN
- Spiller Phone: (516) 391-6629
- Spiller Address: 445 BROADHOLLOW ROAD
- Spiller City,St,Zip: MELVILLE, NY 11747-
- Spill Cause: Human Error
- Reported to Dept: On Land
- Water Affected: Not reported
- Spill Source: 01
- Spill Notifier: Responsible Party
- PBS Number: Not reported
- Cleanup Ceased: / /
- Cleanup Meets Std: True
- Last Inspection: / /
- Recommended Penalty: Penalty Not Recommended
- Spiller Cleanup Dt: / /
- Enforcement Date: / /
- Invstgn Complete: / /
- UST Involvement: False
- Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
- Spill Closed Dt: 06/10/99

(Continued) — **S104648998**

- Corrective Action Plan Submitted: / /
- Date Region Sent Summary to Central Office: / /
- Date Spill Entered In Computer Data File: 05/11/99
- Date Spill Entered In Computer Data File: Not reported
- Update Date: 06/11/99
- Is Updated: False

Tank:
- PBS Number: Not reported
- Tank Number: Not reported
- Tank Size: Not reported
- Test Method: Not reported
- Leak Rate Failed Tank: Not reported
- Gross Leak Rate: Not reported

Material:
- Material Class Type: Petroleum
- Quantity Spilled: 50
- Unknown Quantity Spilled: False
- Units: Gallons
- Quantity Recovered: 0
- Unknown Quantity Recovered: False
- Material: TRANSFORMER OIL
- Class Type: TRANSFORMER OIL
- Times Material Entry In File: 533
- CAS Number: Not reported
- Last Date: 19940926
- DEC Remarks: TELECON TO WAXMAN: NO DRAINS IMPACTED, CLEANUP WILL BE DONE IN HOUSE, CURRENTLY CLEANING UP
- Remark: worker doing excavation toppled a lightpole - cleanup in progress

K54 North < 1/8 0.061 mi. 320 ft. — **EXIT 60 EPRESSWAY TRUCK STOP INC**, **60 MILL RD**, **RONKONKOMA, NY 11779** — **RCRA-NonGen** / **FINDS** / **MANIFEST** — **1000789783** / **NYD987012473**

Site 6 of 7 in cluster K

Relative: Lower / **Actual: 99 ft.**

RCRA-NonGen:
- Date form received by agency: 01/01/2007
- Facility name: EXIT 60 EPRESSWAY TRUCK STOP INC
- Facility address: 60 MILL RD
RONKONKOMA, NY 11779
- EPA ID: NYD987012473
- Mailing address: MILL RD
RONKONKOMA, NY 11779
- Contact: LEV LITVINOV
- Contact address: MILL RD
RONKONKOMA, NY 11779
- Contact country: US
- Contact telephone: (516) 588-2288
- Contact email: Not reported
- EPA Region: 02
- Classification: Non-Generator
- Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
- Owner/operator name: LEE BROWNING
- Owner/operator address: NOT REQUIRED

EXIT 60 EPRESSWAY TRUCK STOP INC (Continued) **1000789783**

NOT REQUIRED, NY 99999
Owner/operator country: US
Owner/operator telephone: (516) 567-4740
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LEE BROWNING
Owner/operator address: NOT REQUIRED
NOT REQUIRED, NY 99999
Owner/operator country: US
Owner/operator telephone: (516) 567-4740
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: Yes
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: EXIT 60 EPRESSWAY TRUCK STOP INC
Classification: Not a generator, verified

Date form received by agency: 08/24/1992
Facility name: EXIT 60 EPRESSWAY TRUCK STOP INC
Classification: Conditionally Exempt Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110004494093

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

EXIT 60 EPRESSWAY TRUCK STOP INC (Continued) **1000789783**

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
EPA ID: NYD987012473
Country: USA
Mailing Name: EXIT 60 EXPRESSWAY TRUCK STOP
Mailing Contact: LEON PERLMUTTER
Mailing Address: 60 MILL ROAD
Mailing Address 2: Not reported
Mailing City: RONKONKOMA
Mailing State: NY
Mailing Zip: 11779
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 516-588-2288

Document ID: CTF0013449
Manifest Status: Completed copy
Trans1 State ID: 72281Z
Trans2 State ID: Not reported
Generator Ship Date: 920903
Trans1 Recv Date: 920903
Trans2 Recv Date: Not reported
TSD Site Recv Date: 920903
Part A Recv Date: Not reported
Part B Recv Date: 920917
Generator EPA ID: NYD987012473
Trans1 EPA ID: NYD986906085
Trans2 EPA ID: Not reported
TSDF ID: CTD022816889
Waste Code: F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Quantity: 04095
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100
Year: 92
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

J55 North < 1/8 0.063 mi. 332 ft. **CLEMENS RESIDENCE**
14 HENRY AVENUE
RONKONKOMA, NY
Site 3 of 3 in cluster J

NY Spills **S102961551**
NY Hist Spills **N/A**

Relative: Higher
Actual: 110 ft.

NY Spills:
Site ID: 203985
Facility Addr2: Not reported
Facility ID: 9712332
Spill Number: 9712332
Facility Type: ER
SWIS: 5200
Investigator: JEHAAS
Referred To: Not reported
Spill Date: 2/4/1998
Reported to Dept: 2/4/1998
CID: 01
Spill Cause: Unknown
Water Affected: Not reported
Spill Source: Unknown
Spill Notifier: Affected Persons
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release that creates a file or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 2/5/1998
Remediation Phase: 0
Date Entered In Computer: 2/4/1998
Spill Record Last Update: 2/5/1998
Spiller Name: JOANNE CLEMENS
Spiller Company: CLEMENS RESIDENCE
Spiller Address: 14 HENRY AVENUE
Spiller City,St,Zip: RONKONKOMA, ZZ
Spiller Company: 001
Contact Name: JOANNE CLEMENS
Contact Phone: (516) 737-2928
DEC Region: 1
DER Facility ID: 169626
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "HAAS" HAAS REVIEWED SCHD RESULTS AND CONTACTED SCDH. CONTAMINATION (VOC) IS NOT PETROLEUM RELATED. REPORT TO BE SENT FROM SCHD DRINKING WATER TO HAZ MATERIALS. NO FURTHER ACTION BY DSM BSPR TO BE TAKEN
Remarks: Caller has private well. Had water tested by SCHD found VOC. Last test was 1991 - also found VOC but they were below drinking water standards. SCHD still testing but now says not to use the water. Supposedly only house in the area with a well.

Material:
Site ID: 203985
Operable Unit ID: 1055090
Operable Unit: 01
Material ID: 326946
Material Code: 0066A
Material Name: UNKNOWN PETROLEUM
Case No.: Not reported
Material FA: Petroleum

CLEMENS RESIDENCE (Continued) **S102961551**

Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9712332
Investigator: HAAS
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 02/04/1998 13:00
Reported to Dept Date/Time: 02/04/98 13:30
SWIS: 47
Spiller Name: CLEMENS RESIDENCE
Spiller Contact: JOANNE CLEMENS
Spiller Phone: (516) 737-2928
Spiller Contact: JOANNE CLEMENS
Spiller Phone: (516) 737-2928
Spiller Address: 14 HENRY AVENUE
Spiller City,St,Zip: RONKONKOMA
Spill Cause: Unknown
Reported to Dept: Groundwater
Water Affected: Not reported
Spill Source: 12
Spill Notifier: Affected Persons
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Investgn Complete: / /
UST Involvement: False
Spill Class: Known release that creates a file or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 02/05/98

CLEMENS RESIDENCE (Continued) S102961551

Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 02/04/98
Date Spill Entered In Computer Data File: Not reported
Update Date: 02/05/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: True
Material: UNKNOWN PETROLEUM
Class Type: UNKNOWN PETROLEUM
Times Material Entry In File: 16414
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: HAAS REVIEWED SCHD RESULTS AND CONTACTED SCDH, CONTAMINATION VOC) IS NOT PETROLEUM RELATED. REPORT TO BE SENT FROM SCHD DRINKING WATER TO HAZ MATERIALS. NO FURTHER ACTION BY DSM SSPR TO BE TAKEN
Remark: Caller has private well. Had water tested by SCHD found VOC. Last test was 1991 - also found VOC but they were below drinking water standards. SCHD still testing but now says not to use the water. Supposedly only house in the area with a well.

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56 WNW < 1/8 0.077 mi. 405 ft. **JEFF SOYKA RESIDENCE**
14 FIRST ST
RONKONKOMA, NY

NY Spills S103566524
NY Hist Spills N/A

Relative: Lower
Actual: 105 ft.

NY Spills:
Site ID: 103843
Facility Addr2: Not reported
Facility ID: 9401176
Spill Number: 9401176
Facility Type: ER
SWIS: 5200
Investigator: KAKISPER
Referred To: Not reported
Spill Date: 4/23/1994
Reported to Dept: 4/2/1994
CID: Not reported
Spill Cause: Other
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Notifier: Local Agency
Cleanup Ceased: 5/2/1994
Cleanup Meets Std: True

JEFF SOYKA RESIDENCE (Continued) S103566524

Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 5/2/1994
Remediation Phase: 0
Date Entered In Computer: 4/26/1994
Spill Record Last Update: 5/5/1994
Spiller Name: Not reported
Spiller Company: JEFF SOYKA RESIDENCE
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 91798
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "KISPERT" 05/02/94: NO AFFECTED SOIL OBSERVED IN AREA OF FIRE, NO NEED FOR FURTHER ACTION. 10/10/95: This is additional information about material spilled from the translation of the old spill file: PAINT/OIL/VARNISH.
Remarks: BRUSH FIRE IN AREA, FM DISCOVERED NUMEROUS CONTAINERS OF PAINT/OIL/VARNISH SOME RUSTED, LEAKING, ALSO PROPANE TANK ON SITE AS WELL AS CAR PARTS

Material:
Site ID: 103843
Operable Unit ID: 998509
Operable Unit: 01
Material ID: 384944
Material Code: 0086A
Material Name: UNKNOWN PETROLEUM
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1

JEFF SOYKA RESIDENCE (Continued) S103566524

Spill Number: 9401176
Investigator: KISPERT
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 04/23/1994 17:58
Reported to Dept Date/Time: 04/02/94 12:44
SWIS: 47
Spiller Name: JEFF SOYKA RESIDENCE
Spiller Contact: Not reported
Spiller Phone: (516) 588-5267
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Other
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 09
Spill Notifier: Local Agency
PBS Number: Not reported
Cleanup Ceased: 05/02/94
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Investgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 05/02/94
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 04/26/94
Date Spill Entered In Computer Data File: Not reported
Update Date: 05/05/94
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: UNKNOWN PETROLEUM
Class Type: UNKNOWN PETROLEUM
Times Material Entry In File: 16414

JEFF SOYKA RESIDENCE (Continued) S103566524

CAS Number: Not reported
Last Date: 19940929
DEC Remarks: 05/02/94: NO AFFECTED SOIL OBSERVED IN AREA OF FIRE, NO NEED FOR FURTHER ACTION. 10/10/95: This is additional information about material spilled from the translation of the old spill file: PAINT/OIL/VARNISH.
Remark: BRUSH FIRE IN AREA, FM DISCOVERED NUMEROUS CONTAINERS OF PAINT/OIL/VARNISH SOME RUSTED, LEAKING, ALSO PROPANE TANK ON SITE AS WELL AS CAR PARTS

K57 North < 1/8 0.081 mi. 428 ft. **EXPRESSWAY CAR WASH**
60 MILL R
RONKONKOMA, NY 11779

UST U003536141
AST N/A

Site 7 of 7 in cluster K

Relative: Lower
Actual: 100 ft.

SUFFOLK CO. UST:
Facility ID: 5133
Facility Reference #: 05048
Region: SUFFOLK
Official Use: Exempt from Suffolk County Art 12 Regulation
Tank Count: 12
Owner Name: LEE BROWNING
Owner Address: 747 MIDDLE ROAD
Owner City,St,Zip: BAYPORT, NY 11705
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 762.00 002 018.003

Tank ID: 12
Location: UNDER, IN
Installed: Not reported
Capacity: 0000001000
Content: WASTE WATER HOLDING
Construction: CONCRETE
Dispenser: Not reported
Fill Type: Not reported
Date Removed: Not reported
Tank Key: 14124

SUFFOLK CO. AST:
Facility ID: 5133
Region: SUFFOLK
Owner Name: LEE BROWNING
Owner Address: 747 MIDDLE ROAD
Owner City,St,Zip: BAYPORT, NY 11705
Tank ID: 1
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000012000
Content: DIESEL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 072099
Official Use: Removed Tank. 99
Permit to Operate: Not reported
Tank Key: 14113
Facility Reference #: 05048

EXPRESSWAY CAR WASH (Continued) U003536141

Tank Count: 12
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 5133
Region: SUFFOLK
Owner Name: LEE BROWNING
Owner Address: 747 MIDDLE ROAD
Owner City,St,Zip: BAYPORT, NY 11705
Tank ID: 2
Location: ABOVE, IN
Installed: 87
Capacity: 0000000275
Content: MOTOR OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 072099
Official Use: Removed Tank. 99
Permit to Operate: 030596
Tank Key: 14114
Facility Reference #: 05048
Tank Count: 12
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 5133
Region: SUFFOLK
Owner Name: LEE BROWNING
Owner Address: 747 MIDDLE ROAD
Owner City,St,Zip: BAYPORT, NY 11705
Tank ID: 3
Location: ABOVE, IN
Installed: 87
Capacity: 0000000275
Content: MOTOR OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 072099
Official Use: Removed Tank. 99
Permit to Operate: 030596
Tank Key: 14115
Facility Reference #: 05048
Tank Count: 12
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 5133
Region: SUFFOLK
Owner Name: LEE BROWNING
Owner Address: 747 MIDDLE ROAD
Owner City,St,Zip: BAYPORT, NY 11705
Tank ID: 4
Location: ABOVE, IN
Installed: 87
Capacity: 0000000275

EXPRESSWAY CAR WASH (Continued) U003536141

Content: MOTOR OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 072099
Official Use: Removed Tank. 99
Permit to Operate: 030596
Tank Key: 14116
Facility Reference #: 05048
Tank Count: 12
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 5133
Region: SUFFOLK
Owner Name: LEE BROWNING
Owner Address: 747 MIDDLE ROAD
Owner City,St,Zip: BAYPORT, NY 11705
Tank ID: 5
Location: ABOVE, IN
Installed: 87
Capacity: 0000000275
Content: MOTOR OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 072099
Official Use: Removed Tank. 99
Permit to Operate: 030596
Tank Key: 14117
Facility Reference #: 05048
Tank Count: 12
Township: BROOKHAVEN
Tax Map No: 0200

Click this hyperlink while viewing on your computer to access
6 additional NY_AST_SUFFOLK: record(s) in the EDR Site Report.

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58 North < 1/8 0.082 mi. 433 ft. **BRENNER RESIDENCE**
228 CAROL AVENUE
RONKONKOMA, NY
NY Spills S104651772
NY Hist Spills N/A

Relative: Higher
Actual: 166 ft.

NY Spills:
Site ID: 277519
Facility Addr2: Not reported
Facility ID: 0000496
Spill Number: 0000496
Facility Type: ER
SWIS: 5200
Investigator: UNASSIGNED
Referred To: Not reported
Spill Date: 4/10/2000
Reported to Dept: 4/12/2000
CID: 252
Spill Cause: Other
Water Affected: Not reported

BRENNER RESIDENCE (Continued) S104651772

Spill Source: Private Dwelling
Spill Notifier: Other
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 4/12/2000
Remediation Phase: 0
Date Entered In Computer: 4/12/2000
Spill Record Last Update: 5/5/2000
Spiller Name: MR BRENNER
Spiller Company: BRENNER RESIDENCE
Spiller Address: 228 CAROL AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spiller Company: 001
Contact Name: MR BRENNER
Contact Phone: (631) 207-3678
DEC Region: 1
DER Facility ID: 225567
DEC Memo: Not reported
Remarks: According to caller new owner mr brenner wanted old tank removed from property after tank was emptied and filled with dirt-tank was then removed causing no soil contamination.

Material:
Site ID: 277519
Operable Unit ID: 822224
Operable Unit: 01
Material ID: 288741
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

BRENNER RESIDENCE (Continued) S104651772

NY Hist Spills:
Region of Spill: 1
Spill Number: 0000496
Investigator: UNASSIGNED
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 04/10/2000 12:00
Reported to Dept Date/Time: 04/12/00 17:18
SWIS: 47
Spiller Name: BRENNER RESIDENCE
Spiller Contact: MR BRENNER
Spiller Phone: (631) 207-3678
Spiller Contact: MR BRENNER
Spiller Phone: (631) 207-3678
Spiller Address: 228 CAROL AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spill Cause: Other
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 09
Spill Notifier: Other
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 04/12/00
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 04/12/00
Date Spill Entered In Computer Data File: Not reported
Update Date: 05/05/00
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: True
Units: Gallons

BRENNER RESIDENCE (Continued) **S104651772**

Quantity Recovered: 0
Unknown Quantity Recovered: True
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: PER BRICK: THEY JUST WANTED A SPILL NUMBER, THERE IS NO SPILL
Remark: According to caller new owner mr brenner wanted old tank removed from property after tank was emptied and filled with dirt-tank was then removed causing no soil contamination.

L59 WNW < 1/8 0.118 mi. 625 ft. **RONKONKOMA TRANSMISSIONS**
357 RONKONKOMA AVE
RONKONKOMA, NY
NY Spills S102101115
NY Hist Spills N/A

Site 1 of 2 in cluster L

Relative: Higher
Actual: 108 ft.

NY Spills:
Site ID: 320882
Facility Addr2: Not reported
Facility ID: 9413638
Spill Number: 9413638
Facility Type: ER
SWIS: 5228
Investigator: BPAUSTIN
Referred To: Not reported
Spill Date: 1/12/1995
Reported to Dept: 1/12/1995
CID: 01
Spill Cause: Deliberate
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Citizen
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
Spill Closed Dt: 5/31/2005
Remediation Phase: 0
Date Entered In Computer: 1/17/1995
Spill Record Last Update: 6/1/2005
Spiller Name: Not reported
Spiller Company: RONKONKOMA TRANSMISSIONS
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 258508
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "AUSTIN" ADMINISTRATIVELY CLOSED
Remarks: WITNESSED EMPLOYEE OF RONKONKOMA TRANS DUMP UNK PETROLEUM PRODUCT ON

RONKONKOMA TRANSMISSIONS (Continued) **S102101115**

GROUND, PRIOR ACTIVITIES/SPILLS ON SITE, OLD ENGINE PARTS & TRANSMISSION ON GROUND

Material:
Site ID: 320882
Operable Unit ID: 1007204
Operable Unit: 01
Material ID: 372381
Material Code: 0068A
Material Name: UNKNOWN PETROLEUM
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9413638
Investigator: AUSTIN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 01/12/1995 15:00
Reported to Dept Date/Time: 01/12/95 18:58
SWIS: 47
Spiller Name: RONKONKOMA TRANSMISSIONS
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Deliberate
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Citizen
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: False

RONKONKOMA TRANSMISSIONS (Continued) **S102101115**

Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: / /
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 01/17/95
Date Spill Entered In Computer Data File: Not reported
Update Date: / /
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: UNKNOWN PETROLEUM
Class Type: UNKNOWN PETROLEUM
Times Material Entry In File: 16414
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: Not reported
Remark: WITNESSED EMPLOYEE OF RONKONKOMA TRANS DUMP UNK PETROLEUM PRODUCT ON GROUND. PRIOR ACTIVITIES/SPILLS ON SITE, OLD ENGINE PARTS TRANSMISSION ON GROUND

L60 WNW < 1/8 0.118 mi. 625 ft. **RONKONKOMA TRANSMIISION & BRAKE CTR**
357 RONKONKOMA AVE
RONKONKOMA, NY 11779
UST U003535848
AST N/A

Site 2 of 2 in cluster L

Relative: Higher
Actual: 108 ft.

SUFFOLK CO. UST:
Facility ID: 4917
Facility Reference #: 03951
Region: SUFFOLK
Official Use: Removed Tank. 88
Tank Count: 6
Owner Name: MARTIN BESSO ELAINE CASANI
Owner Address: 357 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 003 013.002

RONKONKOMA TRANSMIISION & BRAKE CTR (Continued) **U003535848**

Tank ID: 2
Location: UNDER, OUT
Installed: 72
Capacity: 0000001000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010188
Tank Key: 13675

Tank ID: 3
Location: UNDER, OUT
Installed: 72
Capacity: 0000000550
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010188
Tank Key: 13676

Tank ID: 4
Location: UNDER, OUT
Installed: 72
Capacity: 0000000500
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010188
Tank Key: 13677

SUFFOLK CO. AST:
Facility ID: 4917
Region: SUFFOLK
Owner Name: MARTIN BESSO ELAINE CASANI
Owner Address: 357 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 1
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: Not reported
Official Use: Exempt from Suffolk County Art 12 Regulation
Permit to Operate: Not reported
Tank Key: 13674
Facility Reference #: 03951
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

RONKONKOMA TRANSMIISION & BRAKE CTR (Continued) U003535848

Facility ID: 4917
Region: SUFFOLK
Owner Name: MARTIN BESSO ELAINE CASANI
Owner Address: 357 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 5
Location: ABOVE, IN
Installed: Not reported
Capacity: 0000000275
Content: TRANSMISSION FLUID
Construction: STEEL
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 101995
Official Use: Removed Tank. 95
Permit to Operate: Not reported
Tank Key: 13678
Facility Reference #: 03951
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 4917
Region: SUFFOLK
Owner Name: MARTIN BESSO ELAINE CASANI
Owner Address: 357 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 6
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: WASTE OIL
Construction: STEEL
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 101995
Official Use: Removed Tank. 95
Permit to Operate: Not reported
Tank Key: 13679
Facility Reference #: 03951
Tank Count: 6
Township: BROOKHAVEN
Tax Map No: 0200

M61 North < 1/8 0.121 mi. 639 ft. **SEITZ & WILSON WELL DRILLERS** UST U003535846
22 YERK ST N/A
RONKONKOMA, NY 11779

Site 1 of 2 in cluster M

Relative: Higher **Actual: 111 ft.**

SUFFOLK CO. UST:
Facility ID: 4650
Facility Reference #: 02548
Region: SUFFOLK
Official Use: Removed Tank. 89
Tank Count: 1
Owner Name: SEITZ & WILSON
Owner Address: 22 YERK AVE

SEITZ & WILSON WELL DRILLERS (Continued) U003535846

Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 004 058.000

Tank ID: 1
Location: UNDER, OUT
Installed: 70
Capacity: 0000002000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010189
Tank Key: 13023

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62 NNW < 1/8 0.123 mi. 651 ft. **DEPENDABLE OIL** NY Spills S102090885
74 LAKEWOOD AVENUE NY Hist Spills N/A
LAKE RONKONKOMA, NY

Relative: Higher **Actual: 111 ft.**

NY Spills:
Site ID: 228633
Facility Addr2: Not reported
Facility ID: 9010492
Spill Number: 9010492
Facility Type: ER
SWIS: 5222
Investigator: KMYAGER
Referred To: Not reported
Spill Date: 12/28/1990
Reported to Dept: 12/30/1990
CID: 01
Spill Cause: Unknown
Water Affected: Not reported
Spill Source: Tank Truck
Spill Notifier: Citizen
Cleanup Ceased: 12/30/1990
Cleanup Meets Std: True
Last Inspection: 12/30/1990
Recommended Penalty: Penalty Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 12/30/1990
Remediation Phase: 0
Date Entered In Computer: 12/31/1990
Spill Record Last Update: 7/27/2009
Spiller Name: Not reported
Spiller Company: DEPENDABLE OIL
Spiller Address: PO BOX 6
Spiller City,St,Zip: SELDEN, NY 11784
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 187062

DEPENDABLE OIL (Continued) S102090885

DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "DEROSA" 12/28/90: FUEL COMPANY MADE A DELIVERY, SPILLED OIL IN THE STREET. 12/30/90: 16:00 DEROSA RECEIVED CALL FROM LEUNG. 12/30/90: 17:00 DEROSA ON SITE. MR. CARVALLO ON SITE. FUEL OIL ODOR IN AIR. OIL ON ROAD BETWEEN #76 AND #74, AND ALONG CURB. 12/30/90: DELIVERY ON 12/28/90 TO LUCIVERO RESIDENCE AT #76 LAKEWOOD AVE BY DEPENDABLE OIL CO, BOX 6, SELDEN NY 1800-339-7733. 12/30/90: MR CARVALLO NOTICED ODOR AND OIL ON ROAD, AND IT GOT WORSE AS THE SNOW MELTED. 12/30/90: 18:00 LEUNG CONTACTED FUEL COMPANY, SPOKE TO TONY MCNAIR. THEY TOLD LEUNG THAT THEY WOULD HAVE A CLEANUP CREW THERE BETWEEN 19:00 AND 19:30. LEUNG WARNED THAT IF NOT, STATE WILL HIRE A CONTRACTOR. 12/30/90: 19:08 DEROSA ON SITE. FUEL OIL COMPANY CLEANUP CREW NOT ARRIVED YET. 12/30/90: 20:00 DEROSA CALLED LEUNG TO HAVE HIM CALL OIL COMPANY. LEUNG CALLED 800 NUMBER AT LEAST 4 TIMES. THEY PAGED TONY MCNAIR, BUT HE DIDN'T ANSWER. 12/30/90: 20:55 LEUNG CALLED 800 NUMBER AGAIN, TOLD THEM NOT TO BOTHER. 12/30/90: 21:00 FENLEY AND NICOL HIRED BY LEUNG. 12/30/90: 22:00 F & N ON SITE. TWO MEN, (BOB WHITE-FOREMAN)UTILITY TRUCK, 4 BAGS OF SPEEDI DRI, ONE DRUM. 12/30/90: SPREAD SPEEDI DRI ON ROAD AND ALONG CURB. F & N SWEPT AND DRUMMED DEBRIS (ONE DRUM). SMALL AREA BENEATH A PARKED CAR THAT WE WERE UNABLE TO REACH- APPLIED SPEEDI DRI AND LEFT IT. 12/30/90: 22:56 DEPARTED. 12/30/90: 23:20 OUT OF SERVICE. 01/03/91: SENT LETTER OF RESPONSIBILITY. 12/16/91: DEC CLOSED REGIONAL FILE.

Remarks: HIS NEIGHBOR HAD OIL DELIVERY ON FRIDAY, NEIGHBOR LIVES AT 76 LAKEWOOD AVE, MRS LUCY LUCINELO, FOUND OIL AFTER TANK TRUCK LEFT SITE. SNOW MELTING MADE IT WORST. OIL BEING TRACKED ALL OVER. MR CARALLO WANTED SOMETHING TO ABSORB OIL,NEED CLEANUP TONIGHT KD CALLED AT 20:00 NO ONE THERE YET, LEUNG CALLED 1-800 # AT LEAST 4 TIMES. THEY PAGED TONY MCNAIR BUT NO ANSWER, AT 20:55 LEUNG CALLED 1-800 # AGAIN, TOLD THEM NOT TO BOTHER STATE WILL HIRE CONTRACTOR, F&N HIRED AT 2100, 2 MEN, SPEEDI DRI AND DRUMS

Material:
Site ID: 228633
Operable Unit ID: 947634
Operable Unit: 01
Material ID: 430645
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported

DEPENDABLE OIL (Continued) S102090885

Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9010492
Investigator: DEROSA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 12/28/1990 12:00
Reported to Dept Date/Time: 12/30/90 15:40
SWIS: 47
Spiller Name: DEPENDABLE OIL
Spiller Contact: Not reported
Spiller Phone: (800) 339-7733
Spiller Address: PO BOX 6
Spiller City,St,Zip: SELDEN, NY 11784
Spill Cause: Unknown
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 08
Spill Notifier: Citizen
PBS Number: Not reported
Cleanup Ceased: 12/30/90
Cleanup Meets Std: True
Last Inspection: 12/30/90
Recommended Penalty: Penalty Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 12/30/90
Corrective Action Plan Submitted; / /
Date Region Sent Summary to Central Office: 05/18/92
Date Spill Entered In Computer Data File: 12/31/90
Date Spill Entered In Computer Data File: Not reported
Update Date: 12/14/97
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0

DEPENDABLE OIL (Continued) S102090885

Unknown Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: 12/28/90: FUEL COMPANY MADE A DELIVERY, SPILLED OIL IN THE STREET. 12/30/90: 16:00 DEROSA RECEIVED CALL FROM LEUNG. 12/30/90: 17:00 DEROSA ON SITE. MR. CARVALLO ON SITE. FUEL OIL ODOR IN AIR. OIL ON ROAD BETWEEN 76 AND 74, AND ALONG CURB. 12/30/90: DELIVERY ON 12/28/90 TO LUCIVERO RESIDENCE AT 76 LAKEWOOD AVE BY DEPENDABLE OIL CO, BOX 6, SELDEN NY 1800-339-7733. 12/30/90: MR CARVALLO NOTICED ODOR AND OIL ON ROAD, AND IT GOT WORSE AS THE SNOW MELTED. 12/30/90: 18:00 LEUNG CONTACTED FUEL COMPANY, SPOKE TO TONY MCNAIR. THEY TOLD LEUNG THAT THEY WOULD HAVE A CLEANUP CREW THERE BETWEEN 19:00 AND 19:30. LEUNG WARNED THAT IF NOT, STATE WILL HIRE A CONTRACTOR. 12/30/90: 19:08 DEROSA ON SITE. FUEL OIL COMPANY CLEANUP CREW NOT ARRIVED YET. 12/30/90: 20:00 DEROSA CALLED LEUNG TO HAVE HIM CALL OIL COMPANY. LEUNG CALLED 800 NUMBER AT LEAST 4 TIMES. THEY PAGED TONY MCNAIR, BUT HE DIDN T ANSWER. 12/30/90: 20:55 LEUNG CALLED 800 NUMBER AGAIN, TOLD THEM NOTTO BOTHER. 12/30/90: 21:00 FENLEY AND NICOL HIRED BY LEUNG. 12/30/90: 22:00 F N ON SITE. TWO MEN, BOB WHITE-FOREMAN)UTILITY TRUCK, 4 BAGS OF SPEEDI DRI, ONE DRUM. 12/30/90: SPREAD SPEEDI DRI ON ROAD AND ALONG CURB, F N SWEPT AND DRUMMED DEBRIS ONE DRUM). SMALL AREA BENEATH A PARKED CAR THAT WE WERE UNABLE TO REACH- APPLIED SPEEDI DRI AND LEFT IT. 12/30/90: 22:56 DEPARTED. 12/30/90: 23:20 OUT OF SERVICE. 01/03/91: SENT LETTER OF RESPONSIBILITY. 12/16/91: DEC CLOSED REGIONAL FILE.
Remark: NEIGHBOR HAD DELIVERY FRIDAY: CALLER FOUND OIL AFTER TRUCK WAS GONE. MELTING SNOW MAKING PROBLEM WORSE: OIL BEING TRACKED ALL OVER.

M63 North 1/8-1/4 0.125 mi. 661 ft. **H SKEE COMPANY**
101 HAWKINS AVE
RONKONKOMA, NY 11779
Site 2 of 2 in cluster M

UST U003536139
AST N/A

Relative: Higher
Actual: 111 ft.

SUFFOLK CO. UST:
Facility ID: 5109
Facility Reference #: 04956
Region: SUFFOLK
Official Use: Removed Tank. 91
Tank Count: 2
Owner Name: H SKEE COMPANY
Owner Address: 101 HAWKINS AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 762.00 002 024.000

Tank ID: 1
Location: UNDER, OUT
Installed: 79
Capacity: 0000002000
Content: KEROSENE
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 100291
Tank Key: 14072

H SKEE COMPANY (Continued) U003536139

SUFFOLK CO. AST:
Facility ID: 5109
Region: SUFFOLK
Owner Name: H SKEE COMPANY
Owner Address: 101 HAWKINS AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 2
Location: ABOVE, OUT
Installed: 91
Capacity: 0000002000
Content: KEROSENE
Construction: STEEL / STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 021102
Official Use: Removed Tank. 02
Permit to Operate: 101691
Tank Key: 14073
Facility Reference #: 04956
Tank Count: 2
Township: BROOKHAVEN
Tax Map No: 0200

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64 East 1/8-1/4 0.155 mi. 819 ft. **BOU RESIDENCE**
59 WINCHESTER ROAD
RONKONKOMA, NY

LTANKS S100491910
HIST LTANKS N/A

Relative: Higher
Actual: 108 ft.

LTANKS:
Site ID: 124076
Spill No: 9208599
Spill Date: 10/26/1992
Spill Cause: Tank Failure
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 11/23/1992
Facility Addr2: Not reported
Cleanup Ceased: 11/23/1992
Cleanup Meets Standard: True
SWIS: 5200
Investigator: NJACAMPO
Referred To: Not reported
Reported to Dept: 10/26/1992
CID: 01
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 10/26/1992
Spill Record Last Update: 11/27/1992
Spiller Name: Not reported
Spiller Company: BOU RESIDENCE
Spiller Address: 59 WINCHESTER ROAD

BOU RESIDENCE (Continued) S100491910

Spiller City,St,Zip: RONKONKOMA, ZZ
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 107502
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "ACAMPORA" 11/23/92: CLEANUP COMPLETE, DISPOSAL REC'PT RECVD 11/25/92. Not reported
Remarks: NOTICED ON DELIVERY, CONSUMPTION WENT UP, RAN OUT OF OIL, ON A 550 GAL DRUM HOMEOWNER DUG UP TOP OF TANK THIS WEEKEND TO SEE IF LEAKING, THEY CAN SEE HOLES IN TANK, 275 GAL TANK

Material:
Site ID: 124076
Operable Unit ID: 975344
Operable Unit: 01
Material ID: 405686
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 125
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9208599
Spill Date: 10/26/1992
Spill Time: 10:45
Spill Cause: Tank Failure
Resource Affectd: Groundwater
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 11/23/92
Cleanup Ceased: 11/23/92
Cleanup Meets Standard: True

BOU RESIDENCE (Continued) S100491910

Investigator: ACAMPORA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 10/26/92
Reported to Department Time: 11:11
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: BOU RESIDENCE
Spiller Address: 59 WINCHESTER ROAD
Spiller City,St,Zip: RONKONKOMA
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: (516) 585-4366
Facility Extention: Not reported
Spill Notifier: Other
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 10/26/92
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 11/27/92
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 125
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: 11/23/92: CLEANUP COMPLETE, DISPOSAL REC PT RECVD 11/25/92.

BOU RESIDENCE (Continued) **S100491910**

Spill Cause: NOTICED ON DELIVERY, CONSUMPTION WENT UP, RAN OUT OF OIL, ON A 550 GAL DRUM HOMEOWNER DUG UP TOP OF TANK THIS WEEKEND TO SEE IF LEAKING, THEY CAN SEE HOLES IN TANK, 275 GAL TANK

N65 NW 1/8-1/4 0.174 mi. 919 ft. **TREE & LAWN SER CO** **UST U003535817**
335 RONKONKOMA AVE **AST N/A**
RONKONKOMA, NY 11779

Site 1 of 3 in cluster N

Relative: Higher
Actual: 109 ft.

SUFFOLK CO. UST:
Facility ID: 3838
Facility Reference #: 10725
Region: SUFFOLK
Official Use: Removed Tank. 91
Tank Count: 5
Owner Name: JOHN GALIGINANI
Owner Address: 335 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 003 007.000

Tank ID: 1
Location: UNDER, OUT
Installed: 50
Capacity: 0000002000
Content: KEROSENE
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 020791
Tank Key: 11127

SUFFOLK CO. AST:
Facility ID: 3838
Region: SUFFOLK
Owner Name: JOHN GALIGINANI
Owner Address: 335 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 2
Location: ABOVE, OUT
Installed: 50
Capacity: 0000025000
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 020791
Official Use: Removed Tank. 91
Permit to Operate: Not reported
Tank Key: 11128
Facility Reference #: 10725
Tank Count: 5
Township: BROOKHAVEN
Tax Map No: 0200

TREE & LAWN SER CO (Continued) **U003535817**

Facility ID: 3838
Region: SUFFOLK
Owner Name: JOHN GALIGINANI
Owner Address: 335 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 3
Location: ABOVE, OUT
Installed: 50
Capacity: 0000010000
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 020791
Official Use: Removed Tank. 91
Permit to Operate: Not reported
Tank Key: 11129
Facility Reference #: 10725
Tank Count: 5
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 3838
Region: SUFFOLK
Owner Name: JOHN GALIGINANI
Owner Address: 335 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 4
Location: ABOVE, OUT
Installed: 50
Capacity: 0000025000
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 020791
Official Use: Removed Tank. 91
Permit to Operate: Not reported
Tank Key: 11130
Facility Reference #: 10725
Tank Count: 5
Township: BROOKHAVEN
Tax Map No: 0200

Facility ID: 3838
Region: SUFFOLK
Owner Name: JOHN GALIGINANI
Owner Address: 335 RONKONKOMA AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 5
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: WASTE OIL
Construction: FRP / FRP
Dispenser: SUBMERSIBLE
Fill Type: GRAVITY

TREE & LAWN SER CO (Continued) **U003535817**

Date Removed: 040190
Official Use: Removed Tank. 90
Permit to Operate: Not reported
Tank Key: 11131
Facility Reference #: 10725
Tank Count: 5
Township: BROOKHAVEN
Tax Map No: 0200

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66 North 1/8-1/4 0.179 mi. 947 ft. **GGI GLASS DISTRIBUTING CORP** **UST U003536785**
5012 EXPRESS DR S **AST N/A**
RONKONKOMA, NY 11779

Relative: Higher
Actual: 108 ft.

SUFFOLK CO. UST:
Facility ID: 4348
Facility Reference #: 14539
Region: SUFFOLK
Official Use: Removed Tank. 98
Tank Count: 3
Owner Name: GGI GLASS DISTRIBUTING CORP
Owner Address: 5012 EXPRESS DR S
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 762.00 002 019.006

Tank ID: 1
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000001000
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 072798
Tank Key: 12108

Tank ID: 3
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000001000
Content: GASOLINE
Construction: STEEL
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 072798
Tank Key: 12110

SUFFOLK CO. AST:
Facility ID: 4348
Region: SUFFOLK
Owner Name: GGI GLASS DISTRIBUTING CORP
Owner Address: 5012 EXPRESS DR S
Owner City,St,Zip: RONKONKOMA, NY 11779

GGI GLASS DISTRIBUTING CORP (Continued) **U003536785**

Tank ID: 2
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: Not reported
Official Use: Exempt from Suffolk County Art 12 Regulation
Permit to Operate: Not reported
Tank Key: 12109
Facility Reference #: 14539
Tank Count: 3
Township: BROOKHAVEN
Tax Map No: 0200

N67 NW 1/8-1/4 0.195 mi. 1030 ft. **SHELL OIL CO** **RCRA-NonGen 1000551759**
322 RONKONKOMA AVE **FINDS NYD986941201**
RONKONKOMA, NY 11779 **LTANKS**
HIST LTANKS
MANIFEST
NY Spills
NY Hist Spills

Site 2 of 3 in cluster N

Relative: Higher
Actual: 109 ft.

RCRA-NonGen:
Date form received by agency: 01/01/2007
Facility name: SHELL OIL CO
Facility address: 322 RONKONKOMA AVE
RONKONKOMA, NY 117795356
EPA ID: NYD986941201
Mailing address: JERICHO PLZ
JERICHO, NY 11753
Contact: Not reported
Contact address: JERICHO PLZ
JERICHO, NY 11753
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: JAMES J TURCK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: JAMES J TURCK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999

SHELL OIL CO (Continued) 1000551759

Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: SHELL OIL CO
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Facility name: SHELL OIL CO
Classification: Not a generator, verified

Date form received by agency: 02/20/1991
Facility name: SHELL OIL CO
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110004460743

Environmental Interest/Information System
AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

SHELL OIL CO (Continued) 1000551759

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

FIS (New York - Facility Information System) is New York's Department of Environmental Conservation (DEC) information system for tracking environmental facility information found across the State.

LTANKS:
Site ID: 245557
Spill No: 9510905
Spill Date: 11/29/1995
Spill Cause: Tank Test Failure
Spill Source: Gasoline Station
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 7/7/1997
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: T/T/F
Referred To: Not reported
Reported to Dept: 11/29/1995
CID: 01
Water Affected: Not reported
Spill Notifier: Tank Tester
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 11/29/1995
Spill Record Last Update: 7/8/1997
Spiller Name: ERIC
Spiller Company: SHELL STATION
Spiller Address: 3000 MARCUS AVENUE
Spiller City,St,Zip: LAKE SUCCESS, NY 11042-
Spiller County: 001
Spiller Contact: ERIC
Spiller Phone: (516) 981-4113
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 201668
DEC Memo: Not reported
Remarks: VISUAL AT TOP OF TANK. X STREET IS EXIT 60 LIE. TANK 3 SOUTH HAS VISUAL LEAK AT TOP OF TANK. PRODUCT PUMPED BELOW ON 2ND TANK TEST. BOTH TEST WERE PETRO - COMP. TANKS TO BE DRAINED AND AND REPAIRED AND RE TESTED.

Material:
Site ID: 245557
Operable Unit ID: 1025279

SHELL OIL CO (Continued) 1000551759

Operable Unit: 01
Material ID: 358261
Material Code: 0009
Material Name: Gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: 245557
Spill Tank Test: 1544284
Tank Number: 3 SOUTH
Tank Size: 10000
Test Method: 01
Leak Rate: 0
Gross Fail: Not reported
Modified By: Spills
Last Modified: 10/1/2004
Test Method: Petro-Tite/Petro Comp
Site ID: 245557
Spill Tank Test: 1544283
Tank Number: 2
Tank Size: 10000
Test Method: 01
Leak Rate: 0
Gross Fail: Not reported
Modified By: Spills
Last Modified: 10/1/2004
Test Method: Petro-Tite/Petro Comp

HIST LTANKS:
Region of Spill: 1
Spill Number: 9510905
Spill Date: 11/29/1995
Spill Time: 17:00
Spill Cause: Tank Test Failure
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Gas Station
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 07/07/97
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investgator: T/T/F
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported

SHELL OIL CO (Continued) 1000551759

Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 11/29/95
Reported to Department Time: 17:59
SWIS: 47
Spiller Contact: ERIC
Spiller Phone: (516) 981-4113
Spiller Extention: Not reported
Spiller Name: SHELL STATION
Spiller Address: 3000 MARCUS AVENUE
Spiller City,St,Zip: LAKE SUCCESS, NY 11042-
Spiller Cleanup Date: / /
Facility Contact: ERIC
Facility Phone: (516) 981-4113
Facility Extention: Not reported
Spill Notifier: Tank Tester
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: True
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 11/29/95
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 07/08/97
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: 2
Tank Size: 10000
Test Method: Petro-Tite
Leak Rate Failed Tank: 0.00
Gross Leak Rate: Not reported
PBS Number: Not reported
Tank Number: 3 SOUTH
Tank Size: 10000
Test Method: Petro-Tite
Leak Rate Failed Tank: 0.00
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: GASOLINE
Class Type: GASOLINE
Times Material Entry In File: 21329
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: PASSED RETEST 1/14/96
Spill Cause: VISUAL AT TOP OF TANK. X STREET IS EXIT 60 LIE. TANK 3 SOUTH HAS VISUAL LEAK

SHELL OIL CO (Continued) **1000551759**

AT TOP OF TANK. PRODUCT PUMPED BELOW ON 2ND TANK TEST. BOTH TEST WERE PETRO - COMP. TANKS TO BE DRAINED AND AND REPAIRED AND RE TESTED.

NY MANIFEST:

EPA ID:	NYD986941201
Country:	USA
Mailing Name:	SHELL OIL COMPANY
Mailing Contact:	STEPHANIE RICE
Mailing Address:	P.O. BOX 4540
Mailing Address 2:	Not reported
Mailing City:	HOUSTON
Mailing State:	TX
Mailing Zip:	77210
Mailing Zip4:	Not reported
Mailing Country:	USA
Mailing Phone:	713-241-2258

Document ID:	ARA7223870
Manifest Status:	Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID:	PC0902H20
Trans2 State ID:	Not reported
Generator Ship Date:	960312
Trans1 Recv Date:	960312
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	960323
Part A Recv Date:	Not reported
Part B Recv Date:	960411
Generator EPA ID:	NYD986941201
Trans1 EPA ID:	OHD009865825
Trans2 EPA ID:	Not reported
TSDF ID:	ARD069748192
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Quantity:	00529
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Year:	96
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	ARA5066790
Manifest Status:	Completed copy
Trans1 State ID:	PC1213H44

SHELL OIL CO (Continued) **1000551759**

Trans2 State ID:	Not reported
Generator Ship Date:	910712
Trans1 Recv Date:	910712
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	910716
Part A Recv Date:	910731
Part B Recv Date:	910802
Generator EPA ID:	NYD986941201
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID:	ARD069748192
Waste Code:	F001 - UNKNOWN
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Year:	91
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

NY Spills:

Site ID:	245556
Facility Addr2:	Not reported
Facility ID:	8908957
Spill Number:	8908957
Facility Type:	ER
SWIS:	5228
Investigator:	AYLEUNG
Referred To:	Not reported
Spill Date:	12/11/1989
Reported to Dept:	12/11/1989
CID:	01
Spill Cause:	Equipment Failure
Water Affected:	Not reported
Spill Source:	Gasoline Station
Spill Notifier:	Responsible Party
Cleanup Ceased:	8/6/1990
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Trust:	True
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt:	8/6/1990
Remediation Phase:	0

SHELL OIL CO (Continued) **1000551759**

Date Entered In Computer:	12/14/1989
Spill Record Last Update:	10/25/2006
Spiller Name:	Not reported
Spiller Company:	SHELL OIL
Spiller Address:	1 JERICHO PLAZA
Spiller City,St,Zip:	JERICHO, NY 11753
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Region:	1
DER Facility ID:	322190
DEC Memo:	Prior to Sept. 2004 data translation this spill Lead_DEC Field was "LEUNG" 08/06/90: TESTED PIPING SYSTEM. ON BAD SECTION OF SYSTEM REPLACED. NO CONTAMINATION AT PIPING AREA. FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES **ALL INFORMATION INCLUDED IN DATABASE** Not reported
Remarks:	10K SYSTEM. LEAK DETECTOR ON SUPER UNLEADED PIPING TRIPPED TWICE. SHELL TO HAVE ISLAND PUMP & TANK INVESTIGATE, EXCAVATE AND REPAIR ASAP

Material:

Site ID:	245556
Operable Unit ID:	934000
Operable Unit:	01
Material ID:	442144
Material Code:	0009
Material Name:	Gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	0
Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False

Tank Test:

Site ID:	Not reported
Spill Tank Test:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate:	Not reported
Gross Fail:	Not reported
Modified By:	Not reported
Last Modified:	Not reported
Test Method:	Not reported

NY Hist Spills:

Region of Spill:	1
Spill Number:	8908957
Investigator:	LEUNG
Caller Name:	Not reported
Caller Agency:	Not reported
Caller Phone:	Not reported
Notifier Name:	Not reported
Notifier Agency:	Not reported

SHELL OIL CO (Continued) **1000551759**

Notifier Phone:	Not reported
Spill Date/Time:	12/11/1989 13:30
Reported to Dept Date/Time:	12/11/89 13:45
SWIS:	47
Spiller Name:	SHELL OIL
Spiller Contact:	Not reported
Spiller Phone:	(516) 942-4124
Spiller Address:	1 JERICHO PLAZA
Spiller City,St,Zip:	JERICHO, NY 11753
Spill Cause:	Equipment Failure
Reported to Dept:	Groundwater
Water Affected:	Not reported
Spill Source:	05
Spill Notifier:	Responsible Party
PBS Number:	Not reported
Cleanup Ceased:	08/06/90
Cleanup Meets Std:	True
Last Inspection:	/ /
Recommended Penalty:	Penalty Not Recommended
Spiller Cleanup Dt:	/ /
Enforcement Date:	/ /
Invsign Complete:	/ /
UST Involvement:	True
Spill Class:	Not reported
Spill Closed Dt:	08/06/90
Corrective Action Plan Submitted:	/ /
Date Region Sent Summary to Central Office:	/ /
Date Spill Entered In Computer Data File:	12/14/89
Date Spill Entered In Computer Data File:	Not reported
Update Date:	08/07/90
Is Updated:	False

Tank:

PBS Number:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate Failed Tank:	Not reported
Gross Leak Rate:	Not reported

Material:

Material Class Type:	Petroleum
Quantity Spilled:	0
Unknown Quantity Spilled:	False
Units:	Gallons
Quantity Recovered:	0
Unknown Quantity Recovered:	False
Material:	GASOLINE
Class Type:	GASOLINE
Times Material Entry In File:	21329
CAS Number:	Not reported
Last Date:	19940929
DEC Remarks:	08/06/90: TESTED PIPING SYSTEM. ON BAD SECTION OF SYSTEM REPLACED. NO CONTAMINATION AT PIPING AREA.
Remark:	10K SYSTEM. LEAK DETECTOR ON SUPER UNLEADED PIPING TRIPPED TWICE. SHELL TO HAVE ISLAND PUMP TANK INVESTIGATE, EXCAVATE AND REPAIR ASAP

N68 NW 1/8-1/4 0.195 mi. 1030 ft. **SHELL S/S** **UST** **U003535631**
322 RONKONKOMA AVE **NY Spills** **N/A**
RONKONKOMA, NY 11779 **NY Hist Spills**

Site 3 of 3 in cluster N

Relative: Higher **Actual: 109 ft.**

SUFFOLK CO. UST:
Facility ID: 5353
Facility Reference #: 06122
Region: SUFFOLK
Official Use: Removed Tank. 80
Tank Count: 12
Owner Name: EQUIVA ATTN: JOAN TROUT
Owner Address: 303 FELLOWSHIP ROAD
Owner City,St,Zip: MOORESTOWN, NJ 08057
Permit to Operate: Not reported
Township: BROOKHAVEN
Tax Map No: 0200 799.00 002 010.000

Tank ID: 1
Location: UNDER, OUT
Installed: 73
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010180
Tank Key: 14555

Tank ID: 2
Location: UNDER, OUT
Installed: 73
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010180
Tank Key: 14556

Tank ID: 3
Location: UNDER, OUT
Installed: 73
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010180
Tank Key: 14557

Tank ID: 4
Location: UNDER, OUT
Installed: 73
Capacity: 0000004000

SHELL S/S (Continued) **U003535631**

Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010180
Tank Key: 14558

Tank ID: 5
Location: UNDER, OUT
Installed: 73
Capacity: 0000004000
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010180
Tank Key: 14559

Click this hyperlink while viewing on your computer to access
7 additional NY_UST_SUFFOLK: record(s) in the EDR Site Report.

NY Spills:
Site ID: 245555
Facility Addr2: Not reported
Facility ID: 8903024
Spill Number: 8903024
Facility Type: ER
SWIS: 5228
Investigator: SCHD
Referred To: SCHD
Spill Date: 6/1/1989
Reported to Dept: 6/22/1989
CID: 01
Spill Cause: Other
Water Affected: Not reported
Spill Source: Gasoline Station
Spill Notifier: Other
Cleanup Ceased: 7/29/1991
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Unknown Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 7/29/1991
Remediation Phase: 0
Date Entered In Computer: 6/23/1989
Spill Record Last Update: 10/24/2008
Spiller Name: Not reported
Spiller Company: SHELL S/S
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1

SHELL S/S (Continued) **U003535631**

DER Facility ID: 322190
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "SCDH" NO RESPONSE BY DEC FILE HAS BEEN DESTROYED ACCORDING TO STATE ARCHIVE AND RECORD ADMINISTRATOR RETENTION/DISPOSAL PROCEDURES **ALL INFORMATION INCLUDED IN DATABASE**
Remarks: TYREE CLEANED OUT CATCH BASIN. 3 YDS STOCKPILED ON SITE. UIC PROGRAM. SCHD HANDLING

Material:
Site ID: 245555
Operable Unit ID: 928540
Operable Unit: 01
Material ID: 450691
Material Code: 0066A
Material Name: UNKNOWN PETROLEUM
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 8903024
Investigator: SCDH
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 06/01/1989 12:00
Reported to Dept Date/Time: 06/22/89 15:40
SWIS: 47
Spiller Name: SHELL S/S
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Other
Reported to Dept: In Sewer
Water Affected: Not reported

SHELL S/S (Continued) **U003535631**

Spill Source: 05
Spill Notifier: Other
PBS Number: Not reported
Cleanup Ceased: 07/29/91
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Not reported
Spill Closed Dt: 07/29/91
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 06/23/89
Date Spill Entered In Computer Data File: Not reported
Update Date: 07/31/91
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: UNKNOWN PETROLEUM
Class Type: UNKNOWN PETROLEUM
Times Material Entry In File: 16414
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: Not reported
Remark: TYREE CLEANED OUT CATCH BASIN. 3 YDS STOCKPILED ON SITE. UIC PROGRAM. SCHD HANDLING

O69 WSW 1/8-1/4 0.215 mi. 1135 ft. **RONKONKOMA WALLPAPER -OOB-** **AST** **A100195217**
934 EASTON STREET **N/A**
RONKONKOMA, NY 11779

Site 1 of 4 in cluster O

Relative: Lower **Actual: 105 ft.**

SUFFOLK CO. AST:
Facility ID: 10470
Region: SUFFOLK
Owner Name: SUFFOLK COUNTY DIVISION OF REAL ESTATE
Owner Address: 100 VETERANS MEMORIAL HWY
Owner City,St,Zip: HAUPPAUGE, NY 11788
Tank ID: 5
Location: ABOVE, OUT
Installed: Not reported

RONKONKOMA WALLPAPER -OOB- (Continued) **A100195217**

Capacity: 0000000275
Content: #2 FUEL OIL
Construction: Not reported
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 022604
Official Use: Removed Tank. 04
Permit to Operate: Not reported
Tank Key: 45608
Facility Reference #: 02462
Tank Count: 8
Township: ISLIP
Tax Map No: 0500

Facility ID: 10470
Region: SUFFOLK
Owner Name: SUFFOLK COUNTY DIVISION OF REAL ESTATE
Owner Address: 100 VETERANS MEMORIAL HWY
Owner City,St,Zip: HAUPPAUGE, NY 11788
Tank ID: 6
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: #2 FUEL OIL
Construction: Not reported
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 022604
Official Use: Removed Tank. 04
Permit to Operate: Not reported
Tank Key: 45607
Facility Reference #: 02462
Tank Count: 8
Township: ISLIP
Tax Map No: 0500

Facility ID: 10470
Region: SUFFOLK
Owner Name: SIDNEY SHAPIRP
Owner Address: 17 OGDEN
Owner City,St,Zip: PARSIPPANY, NJ 07054
Tank ID: 1
Location: ABOVE, IN
Installed: Not reported
Capacity: 0000000000
Content: SOLVENTS
Construction: CONCRETE
Dispenser: Not reported
Fill Type: Not reported
Date Removed: Not reported
Official Use: Never Installed
Permit to Operate: Not reported
Tank Key: 30045
Facility Reference #: 02462
Tank Count: 8
Township: ISLIP
Tax Map No: 0500

RONKONKOMA WALLPAPER -OOB- (Continued) **A100195217**

Facility ID: 10470
Region: SUFFOLK
Owner Name: SIDNEY SHAPIRP
Owner Address: 17 OGDEN
Owner City,St,Zip: PARSIPPANY, NJ 07054
Tank ID: 2
Location: ABOVE, OUT
Installed: 89
Capacity: 0000005000
Content: WASTE WATER
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 022604
Official Use: Removed Tank. 04
Permit to Operate: Not reported
Tank Key: 30046
Facility Reference #: 02462
Tank Count: 8
Township: ISLIP
Tax Map No: 0500

Facility ID: 10470
Region: SUFFOLK
Owner Name: SIDNEY SHAPIRP
Owner Address: 17 OGDEN
Owner City,St,Zip: PARSIPPANY, NJ 07054
Tank ID: 3
Location: ABOVE, OUT
Installed: Not reported
Capacity: 0000000275
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 022604
Official Use: Removed Tank. 04
Permit to Operate: Not reported
Tank Key: 30047
Facility Reference #: 02462
Tank Count: 8
Township: ISLIP
Tax Map No: 0500

Click this hyperlink while viewing on your computer to access
1 additional NY_AST_SUFFOLK: record(s) in the EDR Site Report.

O70 RONKONKOMA WALL PAPER CORP **RCRA-SQG 1000271697**
WSW 934 EASTON ST **FINDS NYD002052355**
1/8-1/4 RONKONKOMA, NY 11779 **UST**
0.215 mi. MANIFEST
1135 ft. Site 2 of 4 in cluster O **MANIFEST**

Relative: RCRA-SQG:
Lower Date form received by agency: 01/01/2007
Facility name: RONKONKOMA WALL PAPER CORP
Actual: Facility address: 934 EASTON ST
105 ft. RONKONKOMA, NY 117796816

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID: NYD002052355
Mailing address: EASTON ST
RONKONKOMA, NY 11779
Contact: Not reported
Contact address: EASTON ST
RONKONKOMA, NY 11779
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SUBSIDIARY-GREEFF FABRICS-PORT CHESTERNY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SUBSIDIARY-GREEFF FABRICS-PORT CHESTERNY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibilty indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: RONKONKOMA WALL PAPER CORP
Classification: Small Quantity Generator

Date form received by agency: 07/08/1999
Facility name: RONKONKOMA WALL PAPER CORP
Classification: Not a generator, verified

Date form received by agency: 02/10/1981
Facility name: RONKONKOMA WALL PAPER CORP
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/13/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 12/19/1988
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110004337502

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

SUFFOLK CO. UST:
Facility ID: 10470
Facility Reference #: 02462
Region: SUFFOLK
Official Use: Removed Tank. 04
Tank Count: 8
Owner Name: SUFFOLK COUNTY DIVISION OF REAL ESTATE
Owner Address: 100 VETERANS MEMORIAL HWY
Owner City,St,Zip: HAUPPAUGE, NY 11788
Permit to Operate: Not reported
Township: ISLIP
Tax Map No: 0500 063.00 003 041.001

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Tank ID: 7
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000005000
Content: #2 FUEL OIL
Construction: Not reported
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 022604
Tank Key: 45608

Tank ID: 8
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000001000
Content: #2 FUEL OIL
Construction: Not reported
Dispenser: Not reported
Fill Type: Not reported
Date Removed: 022604
Tank Key: 45609

NY MANIFEST:
EPA ID: NYD002052355
Country: USA
Mailing Name: RONKONKOMA WALLPAPER CO
Mailing Contact: JOHN AUSTIN
Mailing Address: 100 VETERANS MEMORIAL HWY
Mailing Address 2: Not reported
Mailing City: HAUPPAUGE
Mailing State: NY
Mailing Zip: 11788
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 631-853-5907

Document ID: NYO1062819
Manifest Status: TSDF copy
Trans1 State ID: Not reported
Trans2 State ID: Not reported
Generator Ship Date: 810921
Trans1 Recv Date: Not reported
Trans2 Recv Date: Not reported
TSD Site Recv Date: 810902
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: Not reported
Waste Code: Not reported
Quantity: Not reported
Units: Not reported
Number of Containers: Not reported
Container Type: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Handling Method: Not reported
Specific Gravity: Not reported
Year: 80-81
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYO1062882
Manifest Status: TSDF copy
Trans1 State ID: Not reported
Trans2 State ID: Not reported
Generator Ship Date: 811029
Trans1 Recv Date: Not reported
Trans2 Recv Date: Not reported
TSD Site Recv Date: 811014
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: Not reported
Waste Code: Not reported
Quantity: Not reported
Units: Not reported
Number of Containers: Not reported
Container Type: Not reported
Handling Method: Not reported
Specific Gravity: Not reported
Year: 80-81
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYO1062837
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: SA026FB
Trans2 State ID: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Generator Ship Date: 820107
Trans1 Recv Date: 820107
Trans2 Recv Date: Not reported
TSD Site Recv Date: 820107
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJD089216790
Trans2 EPA ID: Not reported
TSDF ID: NJD089216790
Waste Code: X000 - DECUSE ONLY
Quantity: 05000
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 100
Year: 82
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYO1062846
Manifest Status: Completed copy
Trans1 State ID: NYJA026
Trans2 State ID: Not reported
Generator Ship Date: 820208
Trans1 Recv Date: 820208
Trans2 Recv Date: Not reported
TSD Site Recv Date: 820208
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJD089216790
Trans2 EPA ID: Not reported
TSDF ID: NJD089216790
Waste Code: X000 - DECUSE ONLY
Quantity: 05000
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 100
Year: 82
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYO1062873
Manifest Status: Completed copy
Trans1 State ID: JA026FB
Trans2 State ID: Not reported
Generator Ship Date: 820308
Trans1 Recv Date: 820308
Trans2 Recv Date: Not reported
TSD Site Recv Date: 820308
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJD089216790
Trans2 EPA ID: Not reported
TSDF ID: NJD089216790
Waste Code: X000 - DECUSE ONLY
Quantity: 05000
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 001
Container Type: TT - Cargo tank, tank trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 100
Year: 82
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NYO2504439
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: NYJA164
Trans2 State ID: Not reported
Generator Ship Date: 831201
Trans1 Recv Date: 831201
Trans2 Recv Date: Not reported
TSD Site Recv Date: 831201
Part A Recv Date: 840123
Part B Recv Date: 831213

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NJD060784493
Trans2 EPA ID:	Not reported
TSDF ID:	NJD089216790
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	05000
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Year:	83
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NYO1726317
Manifest Status:	Completed copy
Trans1 State ID:	1A041
Trans2 State ID:	Not reported
Generator Ship Date:	831102
Trans1 Recv Date:	831102
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	831102
Part A Recv Date:	831121
Part B Recv Date:	831121
Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NYD075788851
Trans2 EPA ID:	Not reported
TSDF ID:	NJD089216790
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	05000
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Year:	83
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NJA0005121
Manifest Status:	Completed copy
Trans1 State ID:	NJSWAS184
Trans2 State ID:	Not reported
Generator Ship Date:	841018
Trans1 Recv Date:	841018
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	841018
Part A Recv Date:	841026
Part B Recv Date:	841024
Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NJD089216790
Trans2 EPA ID:	Not reported
TSDF ID:	NJD089216790
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	05000
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	L Landfill.
Specific Gravity:	100
Year:	84
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NJA5061587
Manifest Status:	Not reported
Trans1 State ID:	50181
Trans2 State ID:	Not reported
Generator Ship Date:	03/04/2004
Trans1 Recv Date:	03/04/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/04/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NJR000029967
Trans2 EPA ID:	Not reported
TSDF ID:	NJD991291
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	45440

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Year:	04
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NJA5061588
Manifest Status:	Not reported
Trans1 State ID:	50181
Trans2 State ID:	Not reported
Generator Ship Date:	03/04/2004
Trans1 Recv Date:	03/04/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/04/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NJR000029967
Trans2 EPA ID:	Not reported
TSDF ID:	NJD991291
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	00020
Units:	Y - Cubic yards* (.85 tons)
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Year:	04
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NJA5061589

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Manifest Status:	Not reported
Trans1 State ID:	50181
Trans2 State ID:	Not reported
Generator Ship Date:	03/04/2004
Trans1 Recv Date:	03/04/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/04/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NJR000029967
Trans2 EPA ID:	Not reported
TSDF ID:	NJD991291
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	44640
Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Year:	04
Manifest Tracking Num:	Not reported
Import Ind:	Not reported
Export Ind:	Not reported
Discr Quantity Ind:	Not reported
Discr Type Ind:	Not reported
Discr Residue Ind:	Not reported
Discr Partial Reject Ind:	Not reported
Discr Full Reject Ind:	Not reported
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	Not reported

Document ID:	NJA5061598
Manifest Status:	Not reported
Trans1 State ID:	50181
Trans2 State ID:	Not reported
Generator Ship Date:	03/05/2004
Trans1 Recv Date:	03/05/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/05/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002052355
Trans1 EPA ID:	NJR000029967
Trans2 EPA ID:	Not reported
TSDF ID:	NJD991291
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Quantity:	57740
Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Year:	04

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061599
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/05/2004
Trans1 Recv Date: 03/05/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/05/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 53380
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061600
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/05/2004
Trans1 Recv Date: 03/05/2004
Trans2 Recv Date: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

TSD Site Recv Date: 03/05/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 57760
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061601
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/08/2004
Trans1 Recv Date: 03/08/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/09/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 65340
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061602
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/08/2004
Trans1 Recv Date: 03/08/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/08/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 64400
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061603
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/17/2004
Trans1 Recv Date: 03/17/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/17/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 64680
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061604
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/17/2004
Trans1 Recv Date: 03/17/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/17/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 66220
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Document ID: NJA5061605
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/17/2004
Trans1 Recv Date: 03/17/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/17/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 60720
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA5061606
Manifest Status: Not reported
Trans1 State ID: 50181
Trans2 State ID: Not reported
Generator Ship Date: 03/17/2004
Trans1 Recv Date: 03/17/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 03/17/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD002052355
Trans1 EPA ID: NJR000029967
Trans2 EPA ID: Not reported
TSDF ID: NJD991291
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 88520
Units: P - Pounds
Number of Containers: 001
Container Type: DT - Dump trucks
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Year: 04
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Click this hyperlink while viewing on your computer to access
33 additional NY_MANIFEST: record(s) in the EDR Site Report.

NJ MANIFEST:
Manifest Code: NJA5061602
EPA ID: NYD002052355
Date Shipped: 20040308
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040308
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040308
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061597

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID: NYD002052355
Date Shipped: 20040305
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040305
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040305
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061600
EPA ID: NYD002052355
Date Shipped: 20040305
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040305
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040305
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061609
EPA ID: NYD002052355
Date Shipped: 20040317
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040317
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040317
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 04230421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061589

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID: NYD002052355
Date Shipped: 20040304
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040304
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040304
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061595
EPA ID: NYD002052355
Date Shipped: 20040305
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040305
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040305
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061598
EPA ID: NYD002052355
Date Shipped: 20040305
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040305
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040305
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061588

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID: NYD002052355
Date Shipped: 20040304
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040304
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040304
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061590
EPA ID: NYD002052355
Date Shipped: 20040304
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040304
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040304
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061591
EPA ID: NYD002052355
Date Shipped: 20040304
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040304
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040304
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061610

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID:	NYD002052355
Date Shipped:	20040317
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NJR000029967
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	040317
Date Trans2 Transported Waste:	000000
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	040317
Tranporter 1 Decal:	Not reported
Tranporter 2 Decal:	Not reported
Data Entry Number:	04230421
Reference Manifest Number:	Not reported
Was Load Rejected (Y/N):	No
Reason Load Was Rejected:	Not reported
Waste Code:	Not reported
Manifest Year:	Not reported
Quantity:	Not reported
Unit:	Not reported
Hand Code:	Not reported

Manifest Code:	NJA5061599
EPA ID:	NYD002052355
Date Shipped:	20040305
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NJR000029967
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	040305
Date Trans2 Transported Waste:	000000
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	040305
Tranporter 1 Decal:	Not reported
Tranporter 2 Decal:	Not reported
Data Entry Number:	03310421
Reference Manifest Number:	Not reported
Was Load Rejected (Y/N):	No
Reason Load Was Rejected:	Not reported
Waste Code:	Not reported
Manifest Year:	Not reported
Quantity:	Not reported
Unit:	Not reported
Hand Code:	Not reported

Manifest Code:	NJA5061593
EPA ID:	NYD002052355
Date Shipped:	20040305
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NJR000029967
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	040305
Date Trans2 Transported Waste:	000000
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	040305
Tranporter 1 Decal:	Not reported
Tranporter 2 Decal:	Not reported
Data Entry Number:	03310421
Reference Manifest Number:	Not reported
Was Load Rejected (Y/N):	No
Reason Load Was Rejected:	Not reported
Waste Code:	Not reported
Manifest Year:	Not reported
Quantity:	Not reported
Unit:	Not reported
Hand Code:	Not reported

Manifest Code:	NJA5061608

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID:	NYD002052355
Date Shipped:	20040317
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NJR000029967
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	040317
Date Trans2 Transported Waste:	000000
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	040317
Tranporter 1 Decal:	Not reported
Tranporter 2 Decal:	Not reported
Data Entry Number:	04230421
Reference Manifest Number:	Not reported
Was Load Rejected (Y/N):	No
Reason Load Was Rejected:	Not reported
Waste Code:	Not reported
Manifest Year:	Not reported
Quantity:	Not reported
Unit:	Not reported
Hand Code:	Not reported

Manifest Code:	NJA5061603
EPA ID:	NYD002052355
Date Shipped:	20040317
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NJR000029967
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	040317
Date Trans2 Transported Waste:	000000
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	040317
Tranporter 1 Decal:	Not reported
Tranporter 2 Decal:	Not reported
Data Entry Number:	04230421
Reference Manifest Number:	Not reported
Was Load Rejected (Y/N):	No
Reason Load Was Rejected:	Not reported
Waste Code:	Not reported
Manifest Year:	Not reported
Quantity:	Not reported
Unit:	Not reported
Hand Code:	Not reported

Manifest Code:	NJA5061604
EPA ID:	NYD002052355
Date Shipped:	20040317
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NJR000029967
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	040317
Date Trans2 Transported Waste:	000000
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	040317
Tranporter 1 Decal:	Not reported
Tranporter 2 Decal:	Not reported
Data Entry Number:	04230421
Reference Manifest Number:	Not reported
Was Load Rejected (Y/N):	No
Reason Load Was Rejected:	Not reported
Waste Code:	Not reported
Manifest Year:	Not reported
Quantity:	Not reported
Unit:	Not reported
Hand Code:	Not reported

Manifest Code:	NJA5061587

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID: NYD002052355
Date Shipped: 20040304
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040304
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040304
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061601
EPA ID: NYD002052355
Date Shipped: 20040308
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040308
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040308
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061592
EPA ID: NYD002052355
Date Shipped: 20040304
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040304
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040304
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 03310421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

Manifest Code: NJA5061606

RONKONKOMA WALL PAPER CORP (Continued) **1000271697**

EPA ID: NYD002052355
Date Shipped: 20040317
TSDF EPA ID: NJD991291105
Transporter EPA ID: NJR000029967
Transporter 2 EPA ID: Not reported
Transporter 3 EPA ID: Not reported
Transporter 4 EPA ID: Not reported
Transporter 5 EPA ID: Not reported
Transporter 6 EPA ID: Not reported
Transporter 7 EPA ID: Not reported
Transporter 8 EPA ID: Not reported
Transporter 10 EPA ID: Not reported
Date Trans1 Transported Waste: 040317
Date Trans2 Transported Waste: 000000
Date Trans3 Transported Waste: Not reported
Date Trans4 Transported Waste: Not reported
Date Trans5 Transported Waste: Not reported
Date Trans6 Transported Waste: Not reported
Date Trans7 Transported Waste: Not reported
Date Trans8 Transported Waste: Not reported
Date Trans9 Transported Waste: Not reported
Date Trans10 Transported Waste: Not reported
Date TSDF Received Waste: 040317
Tranporter 1 Decal: Not reported
Tranporter 2 Decal: Not reported
Data Entry Number: 04230421
Reference Manifest Number: Not reported
Was Load Rejected (Y/N): No
Reason Load Was Rejected: Not reported
Waste Code: Not reported
Manifest Year: Not reported
Quantity: Not reported
Unit: Not reported
Hand Code: Not reported

O71 WSW 1/8-1/4 0.215 mi. 1135 ft. **RONKONKOMA WALLPAPER SITE** **ERP S106450317**
934 EASTON STREET **N/A**
RONKONKOMA, NY 11779

Site 3 of 4 in cluster O

Relative: Lower **Actual: 105 ft.**

ERP:
Site Code: 57431
Program: ERP
HW Code: E152191
Site Class: A
Class N: A
SWIS: 5228
Region: 1
Town: Islip
Acres: 3.300
Record Added: 6/14/2004 9:26:00 AM
Record Updated: 6/19/2007 9:21:00 AM
Updated By: JAYAVOND
Site Description: Ronkonkoma Wallpaper site was a wallpaper manufacturer from the 1920s until the late 1980s or early 1990s. All strucures on the site have

RONKONKOMA WALLPAPER SITE (Continued) **S106450317**

been demolished and some excavation of soils with paint residues have been excavated and removed. Suffolk County owns the property and its application for a grant through the ERP program is approved. An executed SAC agreement was sent to the County in 2007.
Env Problem: Not reported
Health Problem: C152191 - The entire site is fenced, all of the buildings on-site have been demolished and an asbestos removal has been conducted. Three storage tanks have been removed from the site to reduce the potential for direct exposure to site related contaminants to occur. NYSDOH and NYSDEC will be evaluating the data collected during the investigation to determine the potential for off-site impacts and the potential for soil vapor intrusion into structures on or near the site.

O72 WSW 1/8-1/4 0.215 mi. 1135 ft. **NATIONAL WASTE TECHNOLOGIES** **AST A100141996**
934 EASTON ST **N/A**
RONKONKOMA, NY 11779

Site 4 of 4 in cluster O

Relative: Lower **Actual: 105 ft.**

SUFFOLK CO. AST:
Facility ID: 11915
Region: SUFFOLK
Owner Name: NATIONAL WASTE TECHNOLOGIES
Owner Address: 934 EASTON ST
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 1
Location: ABOVE, IN
Installed: Not reported
Capacity: 0000001000
Content: DIESEL
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 030504
Official Use: Removed Tank. 04
Permit to Operate: Not reported
Tank Key: 32266
Facility Reference #: 08743
Tank Count: 1
Township: ISLIP
Tax Map No: 0500

73 East 1/8-1/4 0.225 mi. 1188 ft. **RESIDENCE** **LTANKS S104782633**
126 UNION AVENUE **HIST LTANKS N/A**
RONKONKOMA, NY

Relative: Higher **Actual: 113 ft.**

LTANKS:
Site ID: 309034
Spill No: 9416467
Spill Date: 3/20/1995
Spill Cause: Tank Overfill
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response.

RESIDENCE (Continued) **S104782633**

Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 10/25/2001
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: BFMATTHE
Referred To: Not reported
Reported to Dept: 3/21/1995
CID: 01
Water Affected: Not reported
Spill Notifier: Affected Persons
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 3/22/1995
Spill Record Last Update: 10/29/2001
Spiller Name: Not reported
Spiller Company: UNK
Spiller Address: Not reported
Spiller City,St,Zip: ***UPDATE***, ZZ
Spiller County: 999
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 249580
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "MATTHEWS"
Remarks: HISTORICAL STAIN IN AREA OF VENT PIPE

Material:
Site ID: 309034
Operable Unit ID: 1013660
Operable Unit: 01
Material ID: 371622
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported

RESIDENCE (Continued) **S104782633**

Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9416467
Spill Date: 03/20/1995
Spill Time: 14:00
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 10/25/01
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investigator: MATTHEWS
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 03/21/95
Reported to Department Time: 10:26
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: UNK
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: Not reported
Facility Extention: Not reported
Spill Notifier: Affected Persons
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 03/22/95
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 10/29/01
Is Updated: False

Tank:
PBS Number: Not reported

RESIDENCE (Continued) **S104782633**

Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: Not reported
Spill Cause: HISTORICAL STAIN IN AREA OF VENT PIPE

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74 NW 1/8-1/4 0.247 mi. 1302 ft. — **NYSDOT BIN 1049489**, **RONKONKOMA AVE OVER I 495**, **RONKONKOMA, NY 11779** — **RCRA-NonGen / FINDS / MANIFEST** — **1000790617 / NYD987021037**

Relative: Lower
Actual: 95 ft.

RCRA-NonGen:
Date form received by agency: 01/01/2007
Facility name: NYSDOT BIN 1049489
Facility address: RONKONKOMA AVE OVER I 495
RONKONKOMA, NY 11779
EPA ID: NYD987021037
Mailing address: VETERANS MEMORIAL HWY
HAUPPAUGE, NY 117885518
Contact: Not reported
Contact address: VETERANS MEMORIAL HWY
HAUPPAUGE, NY 117885518
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYSDOT
Owner/operator address: 250 VETERANS MEMORIAL HWY
HAUPPAUGE, NY 11788
Owner/operator country: US
Owner/operator telephone: (516) 952-6050
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYSDOT
Owner/operator address: 250 VETERANS MEMORIAL HWY

NYSDOT BIN 1049489 (Continued) **1000790617**

HAUPPAUGE, NY 11788
Owner/operator country: US
Owner/operator telephone: (516) 952-6050
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler accessibility indicator: Transferred to the program or state equivalent.

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 01/01/2006
Facility name: NYSDOT BIN 1049489
Classification: Not a generator, verified

Date form received by agency: 07/14/1999
Facility name: NYSDOT BIN 1049489
Classification: Small Quantity Generator

Date form received by agency: 05/23/1997
Facility name: NYSDOT BIN 1049489
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110004497606

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:

NYSDOT BIN 1049489 (Continued) **1000790617**

EPA ID: NYD987021037
Country: USA
Mailing Name: NYSDOT BIN 1049489
Mailing Contact: BERNARD ESPOSITO
Mailing Address: VETERANS MEMORIAL HIGHWAY
Mailing Address 2: Not reported
Mailing City: HAUPPAUGE
Mailing State: NY
Mailing Zip: 11788
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 516-471-6253

Document ID: NJA2781700
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: S6993
Trans2 State ID: Not reported
Generator Ship Date: 971218
Trans1 Recv Date: 971218
Trans2 Recv Date: Not reported
TSD Site Recv Date: 971218
Part A Recv Date: Not reported
Part B Recv Date: 980120
Generator EPA ID: NYD987021037
Trans1 EPA ID: NJD980772768
Trans2 EPA ID: Not reported
TSDF ID: NJD991291105
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 01500
Units: P - Pounds
Number of Containers: 003
Container Type: DM - Metal drums, barrels
Handling Method: L Landfill.
Specific Gravity: 100
Year: 97
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA2970048
Manifest Status: Not reported
Trans1 State ID: NJD980772768
Trans2 State ID: Not reported
Generator Ship Date: 07/22/1998
Trans1 Recv Date: 07/22/1998
Trans2 Recv Date: Not reported

NYSDOT BIN 1049489 (Continued) **1000790617**

TSD Site Recv Date: 07/22/1998
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD987021037
Trans1 EPA ID: NJD991291105
Trans2 EPA ID: Not reported
TSDF ID: S6993
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 00950
Units: P - Pounds
Number of Containers: 002
Container Type: DM - Metal drums, barrels
Handling Method: L Landfill.
Specific Gravity: 01.00
Year: 98
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported
Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

Document ID: NJA2862076
Manifest Status: Not reported
Trans1 State ID: NJD980772768
Trans2 State ID: Not reported
Generator Ship Date: 05/29/1998
Trans1 Recv Date: 05/29/1998
Trans2 Recv Date: Not reported
TSD Site Recv Date: 06/01/1998
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD987021037
Trans1 EPA ID: NJD991291105
Trans2 EPA ID: Not reported
TSDF ID: S6993
Waste Code: D008 - LEAD 5.0 MG/L TCLP
Quantity: 03500
Units: P - Pounds
Number of Containers: 007
Container Type: DM - Metal drums, barrels
Handling Method: T Chemical, physical, or biological treatment.
Specific Gravity: 01.00
Year: 98
Manifest Tracking Num: Not reported
Import Ind: Not reported
Export Ind: Not reported
Discr Quantity Ind: Not reported
Discr Type Ind: Not reported
Discr Residue Ind: Not reported

NYSDOT BIN 1049489 (Continued) **1000790617**

Discr Partial Reject Ind: Not reported
Discr Full Reject Ind: Not reported
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: Not reported

P75 **S&S FUEL** **LTANKS** **S104514048**
NNE **4993 NO EXPRESSWAY DR** **HIST LTANKS** **N/A**
1/4-1/2 **LAKE RONKONKOMA, NY**
0.299 mi.
1579 ft. **Site 1 of 2 in cluster P**

Relative:
Higher

Actual:
111 ft.

LTANKS:
Site ID: 105827
Spill No: 9400027
Spill Date: 1/4/1994
Spill Cause: Tank Overfill
Spill Source: Tank Truck
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 2/16/1995
Facility Addr2: Not reported
Cleanup Ceased: 2/16/1995
Cleanup Meets Standard: True
SWIS: 5200
Investigator: ACLAMANN
Referred To: Not reported
Reported to Dept: 4/1/1994
CID: 01
Water Affected: Not reported
Spill Notifier: Affected Persons
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 4/4/1994
Spill Record Last Update: 11/5/2002
Spiller Name: Not reported
Spiller Company: S&S FUEL
Spiller Address: 441 FALMOUTH ROAD
Spiller City,St,Zip: NORTH BABYLON, NY
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extension: Not reported
DEC Region: 1
DER Facility ID: 93321
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "LAMANNO" / / : AT PAWSON RESIDENCE. 02/16/95: AT PAWSON RESIDENCE NO OTHER ACTION POSSIBLE.
Remarks: OVERFILLED, SPILLAGE IN BASEMENT & PORCH, RUG AFFECTED, S&S CAME WITH DEODORIZER,TOLD HER THEY HAVE SUBMITTED INS CLAIM BUT SHE CAN'T GET A RETURN CALL ANYMORE, NEEDS INSPECTION

Material:
Site ID: 105827

S&S FUEL (Continued) **S104514048**

Operable Unit ID: 993742
Operable Unit: 01
Material ID: 387355
Material Code: C001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9400027
Spill Date: 01/04/1994
Spill Time: 12:00
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Tank Truck
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 02/16/95
Cleanup Ceased: 02/16/95
Cleanup Meets Standard: True
Investigator: LAMANNO
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 04/01/94
Reported to Department Time: 11:45
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: S&S FUEL

S&S FUEL (Continued) **S104514048**

Spiller Address: 441 FALMOUTH ROAD
Spiller City,St,Zip: NORTH BABYLON
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: (516) 587-8122
Facility Extention: Not reported
Spill Notifier: Affected Persons
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 04/04/94
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 02/17/95
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: / / : AT PAWSON RESIDENCE. 02/16/95: AT PAWSON RESIDENCE NO OTHER ACTION POSSIBLE.
Spill Cause: OVERFILLED, SPILLAGE IN BASEMENT PORCH, RUG AFFECTED, S S CAME WITH DEODORIZER,TOLD HER THEY HAVE SUBMITTED INS CLAIM BUT SHE CAN T GET A RETURN CALL ANYMORE, NEEDS INSPECTION

P76
NNE
1/4-1/2
0.315 mi.
1661 ft.

NATEJUNAS RESIDENCE **LTANKS** **S104782520**
5021 EXPRESS DRIVE NORTH **HIST LTANKS** **N/A**
RONKONKOMA, NY

Site 2 of 2 in cluster P

Relative:
Higher

Actual:
111 ft.

LTANKS:
Site ID: 101416
Spill No: 0008251
Spill Date: 10/2/2000
Spill Cause: Tank Overfill
Spill Source: Private Dwelling

NATEJUNAS RESIDENCE (Continued) **S104782520**

Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 1/2/2001
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: PWHARDIN
Referred To: Not reported
Reported to Dept: 10/14/2000
CID: 01
Water Affected: Not reported
Spill Notifier: Affected Persons
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 10/14/2000
Spill Record Last Update: 4/6/2001
Spiller Name: BILL
Spiller Company: MAIN STREET FUEL
Spiller Address: FERRAS ROAD
Spiller City,St,Zip: HOLBROOK, NY
Spiller County: 001
Spiller Contact: CALLER
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 89866
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "HARDING" 10/16 AS PER CIRRITO: MAIN STREET FUEL TO CLEANUP AS PER RESIDENT' CLEANUP COMPLETED BY TRADEWINDS, NO ADDITIONAL ACTIONS
Remarks: oil company was told not to deliver and made delivery anyway causing spill. he said he would clean up but never showed up

Material:
Site ID: 101416
Operable Unit ID: 828863
Operable Unit: 01
Material ID: 545766
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported

NATEJUNAS RESIDENCE (Continued) **S104782520**

Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 0008251
Spill Date: 10/02/2000
Spill Time: 09:30
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 01/02/01
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investigator: HARDING
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 10/14/00
Reported to Department Time: 08:51
SWIS: 47
Spiller Contact: CALLER
Spiller Phone: ( ) -
Spiller Extention: Not reported
Spiller Name: MAIN STREET FUEL
Spiller Address: FERRAS ROAD
Spiller City,St,Zip: HOLBROOK, NY
Spiller Cleanup Date: / /
Facility Contact: BILL
Facility Phone: (631) 585-3520
Facility Extention: Not reported
Spill Notifier: Affected Persons
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 10/14/00
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 04/06/01
Is Updated: False

NATEJUNAS RESIDENCE (Continued) **S104782520**

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: 10/16 AS PER CIRRITO: MAIN STREET FUEL TO CLEANUP AS PER RESIDENT CLEANUP COMPLETED BY TRADEWINDS, NO ADDITIONAL ACTIONS
Spill Cause: oil company was told not to deliver and made delivery anyway causing spill. he said he would clean up but never showed up

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77
WNW
1/4-1/2
0.398 mi.
2104 ft.

75 FOURTH STREET **HIST LTANKS** **S105054949**
RONKONKOMA, NY **N/A**

Relative:
Lower

Actual:
105 ft.

HIST LTANKS:
Region of Spill: 1
Spill Number: 0102120
Spill Date: 02/01/2001
Spill Time: 12:00
Spill Cause: Tank Failure
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: / /
Cleanup Ceased: / /
Cleanup Meets Standard: False
Investigator: BRIAN D
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 05/24/01
Reported to Department Time: 21:42
SWIS: 47
Spiller Contact: ARROYO

(Continued) **S105054949**

Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: Not reported
Spiller Address: 75 FOURTH STREET
Spiller City,St,Zip: RONKONKOMA, NY
Spiller Cleanup Date: / /
Facility Contact: ARROYO
Facility Phone: Not reported
Facility Extention: Not reported
Spill Notifier: Local Agency
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 05/24/01
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 05/29/01
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: 2145 - NO ANSWER AT CALLER 5/25/01 0915 - T/C BILL HART BFM) WAS ON SITE 5/24/01. TANK IS IN POOR CONDITION AND HAS A SLOW DRIP. CONTAQMINATION EXISTS UNDER TANK. PROPERTY OWNER HAS BEEN TOLD TO REPLACE TANK BUT HAS NOT RESPONDED. SEE 00-25445
Spill Cause: neighbor reports the 275 gal above ground tank at the above address is leaking - leaking to the ground - karen obrien may have been on site 3 months ago and placed a pad, but the leak continues

78 East 1/4-1/2 0.409 mi. 2162 ft. **RUBIN RESIDENCE** **4 WINDHAM WAY** **RONKONKOMA, NY** **LTANKS** **HIST LTANKS** **S104621397** **N/A**

Relative: Higher
Actual: 115 ft.

LTANKS:
Site ID: 300023
Spill No: 0000433
Spill Date: 4/11/2000
Spill Cause: Tank Failure
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 9/26/2000
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: UNASSIGNED
Referred To: Not reported
Reported to Dept: 4/11/2000
CID: 01
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 4/11/2000
Spill Record Last Update: 9/28/2000
Spiller Name: LINDA RUBIN
Spiller Company: RUBIN RESIDENCE
Spiller Address: 4 WINDHAM WAY
Spiller City,St,Zip: RONKONKOMA, NY
Spiller County: 001
Spiller Contact: LINDA RUBIN
Spiller Phone: (631) 981-1420
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 242704
DEC Memo: Not reported
Remarks: tank pumped out and will be replaced

Material:
Site ID: 300023
Operable Unit ID: 822127
Operable Unit: 01
Material ID: 288682
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 5
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

RUBIN RESIDENCE (Continued) **S104621397**

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 0000433
Spill Date: 04/11/2000
Spill Time: 08:15
Spill Cause: Tank Failure
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 09/26/00
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investigator: UNASSIGNED
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 04/11/00
Reported to Department Time: 11:29
SWIS: 47
Spiller Contact: LINDA RUBIN
Spiller Phone: (631) 981-1420
Spiller Extention: Not reported
Spiller Name: RUBIN RESIDENCE
Spiller Address: 4 WINDHAM WAY
Spiller City,St,Zip: RONKONKOMA, NY
Spiller Cleanup Date: / /
Facility Contact: LINDA RUBIN
Facility Phone: (631) 981-1420
Facility Extention: Not reported
Spill Notifier: Other
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False

RUBIN RESIDENCE (Continued) **S104621397**

Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 04/11/00
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 09/28/00
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 5
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: TELECON WITH MRS RUBIN: A/G TANK IN YARD. SHE REC VD DELIVERY AT 0700 THIS AM, NO ONE KNOCKED ON DOOR OR CALLED. SHE WENT TO WORK AT 0800 JUST CHECKED HER MACHINE AND HEARD A MESSAGE FROM SLOMINS SAYING THAT HER TANK WAS LEAKING AND THEY TOOK AWAY OLD ONE BEFORE SHE COULD SEE IT) AND REPLACED WITH A NEW TANK. SHE SUSPECTS IT WAS AN OVERFILL BECAUSE SHE HAS BEEN THROUGH THIS BEFORE 84-01740) SHE REGULARY INSPECTS HER TANK
Spill Cause: tank pumped out and will be replaced

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79 NE 1/4-1/2 0.410 mi. 2167 ft. **HAGEN RESIDENCE** **51 MARY AVENUE** **RONKONKOMA, NY** **LTANKS** **HIST LTANKS** **S104877361** **N/A**

Relative: Higher
Actual: 116 ft.

LTANKS:
Site ID: 244599
Spill No: 0025324
Spill Date: 11/4/2000
Spill Cause: Tank Overfill
Spill Source: Tank Truck
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 1/12/2001
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: BXDONOVA
Referred To: Not reported
Reported to Dept: 12/4/2000
CID: 01

HAGEN RESIDENCE (Continued) **S104877361**

Water Affected: Not reported
Spill Notifier: Affected Persons
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 12/4/2000
Spill Record Last Update: 1/16/2001
Spiller Name: Not reported
Spiller Company: ROCKY & MARCIANO
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 200920
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "BRIAN D 00-146" 1 GAL FUEL OIL SPILLED ON CONCRETE BASEMENT FLOOR. NO FLOOR DRAINS, CLEANED WITH SPEEDI DRI BY OIL CO,NO FURTHER ACTION. 1/11/01 CONT SOIL BELOW VENT PIPE REMOVED- ENVIROSPECT. NO ODOR IN EXCAVATION
Remarks: CALLER SAYS SHE HAD A DELIVERY APPROX A MONTH AGO. THE DELIVERY WAS DURING THE MORNING WHEN RESIDENTS WERE NOT HOME. EVIDENTLY, OIL CO OVERFILLED THE TANK IN THE BASEMENT AND A SMALL AMOUNT OF OIL SPILLED ONTO BARE CONCRETE FLOOR AROUND THE TANK. WHEN RESIDENTS RETURNED IN EVENING AND NOTICED ODOR, THEY CONTACTED OIL CO. OIL CO PUT DOWN AND SWEPT UP KITTY LITTER, THEN PUT DOWN AND SWEPT UP DEODORIZER. RESIDENT STILL COMPLAINED OF ODOR, SO OIL CO SAID TO USE VINEGAR, KEEP WINDOWS OPEN, ETC. RESIDENT ALSO REMOVED CARPETING AND TILE FROM AREA ADJACENT TO TANK, BUT IS STILL COMPLAINING OF ODOR. DEC ADVISED THEM TO CONTACT SUFFOLK COUNTY HEALTH RE THE ODORS.

Material:
Site ID: 244599
Operable Unit ID: 835478
Operable Unit: 01
Material ID: 540750
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported

HAGEN RESIDENCE (Continued) **S104877361**

Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 0025324
Spill Date: 11/04/2000
Spill Time: 12:00
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Tank Truck
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 01/12/01
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investigator: BRIAN D 00-146
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 12/04/00
Reported to Department Time: 10:14
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: ROCKY & MARCIANO
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: Not reported
Facility Extention: Not reported
Spill Notifier: Affected Persons
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 12/04/00
Time Spill Entered In Computer Data File: 10:20
Spill Record Last Update: 01/16/01
Is Updated: False

HAGEN RESIDENCE (Continued) **S104877361**

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24484
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: 1 GAL FUEL OIL SPILLED ON CONCRETE BASEMENT FLOOR. NO FLOOR DRAINS, CLEANED WITH SPEEDI DRI BY OIL CO,NO FURTHER ACTION. 1/11/01 CONT SOIL BELOW VENT PIPE REMOVED- ENVIROSPECT. NO ODOR IN EXCAVATION
Spill Cause: CALLER SAYS SHE HAD A DELIVERY APPROX A MONTH AGO. THE DELIVERY WAS DURING THE MORNING WHEN RESIDENTS WERE NOT HOME. EVIDENTLY, OIL CO OVERFILLED THE TANK IN THE BASEMENT AND A SMALL AMOUNT OF OIL SPILLED ONTO BARE CONCRETE FLOOR AROUND THE TANK.WHEN RESIDENTS RETURNED IN EVENING AND NOTICED ODOR, THEY CONTACTED OIL CO. OIL CO PUT DOWN AND SWEPT UP KITTY LITTER, THEN PUT DOWN AND SWEPT UP DEODORIZER. RESIDENT STILL COMPLAINED OF ODOR, SO OIL CO SAID TO USE VINEGAR, KEEP WINDOWS OPEN, ETC.RESIDENT ALSO REMOVED CARPETING AND TILE FROM AREA ADJACENT TO TANK, BUT IS STILL COMPLAINING OF ODOR. DEC ADVISED THEM TO CONTACT SUFFOLK COUNTY HEALTH RE THE ODORS.

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80 NE 1/4-1/2 0.422 mi. 2228 ft. **DAMICO RESIDENCE**
136 LORRAINE COURT
RONKONKOMA, NY

LTANKS S102670604
HIST LTANKS N/A

Relative: Higher
Actual: 114 ft.

LTANKS:
Site ID: 92549
Spill No: 9502547
Spill Date: 5/30/1995
Spill Cause: Tank Overfill
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 5/30/1995
Facility Addr2: Not reported
Cleanup Ceased: 5/30/1995
Cleanup Meets Standard: True
SWIS: 5200
Investigator: UNASSIGNED
Referred To: Not reported
Reported to Dept: 5/30/1995
CID: 01
Water Affected: Not reported
Spill Notifier: Affected Persons

DAMICO RESIDENCE (Continued) **S102670604**

Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 5/31/1995
Spill Record Last Update: 2/12/2001
Spiller Name: Not reported
Spiller Company: SLOMINS OIL
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 83104
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "NONE"
Remarks: AT DAMICO RESIDENCE, TANK OVERFILL, NO RESPONSE

Material:
Site ID: 92549
Operable Unit ID: 1013770
Operable Unit: 01
Material ID: 367605
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 1
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9502547
Spill Date: 05/30/1995
Spill Time: 11:00
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported

DAMICO RESIDENCE (Continued) **S102670604**

Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 05/30/95
Cleanup Ceased: 05/30/95
Cleanup Meets Standard: True
Investigator: NONE
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 05/30/95
Reported to Department Time: 13:13
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: SLOMINS OIL
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: Not reported
Facility Extention: Not reported
Spill Notifier: Affected Persons
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 05/31/95
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 02/12/01
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 1
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False

DAMICO RESIDENCE (Continued) **S102670604**

Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: Not reported
Spill Cause: AT DAMICO RESIDENCE, TANK OVERFILL, NO RESPONSE

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81 WSW 1/4-1/2 0.448 mi. 2368 ft. **TAIBI RESIDENCE** **LTANKS S104877417**
2349 CEDAR AVENUE **HIST LTANKS N/A**
RONKONKOMA, NY

Relative: Lower **Actual: 100 ft.**

LTANKS:
Site ID: 82826
Spill No: 0010296
Spill Date: 12/13/2000
Spill Cause: Tank Overfill
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 1/7/2002
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: UNASSIGNED
Referred To: Not reported
Reported to Dept: 12/13/2000
CID: 02
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 12/13/2000
Spill Record Last Update: 6/6/2002
Spiller Name: CALLER
Spiller Company: MEENAN OIL
Spiller Address: 3020 BURNS AVENUE
Spiller City,St,Zip: WANTAGH, NY
Spiller County: 001
Spiller Contact: TAIBI RESIDENCE
Spiller Phone: (631) 588-8755
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 76303
DEC Memo: Not reported
Remarks: CALLER REPORTING A SPILL FROM A TANK OVERFILL BY THE OIL COMPANY CLEAN UP IS IN THE PROGRESS AND NO CALL BACK NECESSARY

Material:
Site ID: 82826
Operable Unit ID: 832320
Operable Unit: 01

TAIBI RESIDENCE (Continued) **S104877417**

Material ID: 544207
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 3
Units: Gallons
Recovered: 3
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 0010296
Spill Date: 12/13/2000
Spill Time: 09:30
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: / /
Cleanup Ceased: / /
Cleanup Meets Standard: False
Investigator: UNASSIGNED
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 12/13/00
Reported to Department Time: 09:40
SWIS: 47
Spiller Contact: TAIBI RESIDENCE
Spiller Phone: (631) 588-8755
Spiller Extention: Not reported
Spiller Name: MEENAN OIL
Spiller Address: 3020 BURNS AVENUE
Spiller City,St,Zip: WANTAGH, NY

TAIBI RESIDENCE (Continued) **S104877417**

Spiller Cleanup Date: / /
Facility Contact: CALLER
Facility Phone: ( ) -
Facility Extention: Not reported
Spill Notifier: Responsible Party
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 12/13/00
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 12/14/00
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 3
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 3
Unkonwn Quantity Recovered: False
Material: #2 FUEL OIL
Class Type: #2 FUEL OIL
Times Material Entry In File: 24464
CAS Number: Not reported
Last Date: 19941207
DEC Remarks: TELECON WITH CHARLES: SPILL WAS FROM FILL, NOT VENT, IMPACT TO SOIL, CLEANUP CREW ENROUTE
Spill Cause: CALLER REPORTING A SPILL FROM A TANK OVERFILL BYT HE OIL COMPANY CLEAN UP IS IN THE PROGRESS AND NO CALL BACK NECESSARY

Q82 East 1/4-1/2 0.450 mi. 2376 ft. **RESIDENCE** **LTANKS S105998471**
14 KNICKERBOCKER AVENUE **N/A**
HOLBROOK, NY

Site 1 of 2 in cluster Q

Relative: Higher **Actual: 113 ft.**

LTANKS:
Site ID: 308544
Spill No: 0212588
Spill Date: 3/21/2003
Spill Cause: Tank Overfill
Spill Source: Private Dwelling
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 3/21/2003

RESIDENCE (Continued) **S105998471**

Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: UNASSIGNED
Referred To: Not reported
Reported to Dept: 3/21/2003
CID: 01
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 3/21/2003
Spill Record Last Update: 3/24/2003
Spiller Name: THOMAS KIBDY
Spiller Company: RESIDENCE
Spiller Address: 14 KNICKERBOCKER AVENUE
Spiller City,St,Zip: HOLBROOK, ZZ
Spiller County: 001
Spiller Contact: THOMAS KIBDY
Spiller Phone: (631) 585-7265
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 247574
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "NONE" 3/21/03 TELECON TO DAVID SMITH OF SLOMINS-CLEANED UP WITH SPEEDI DRI, MILRO TO RESPOND TO REMOVE SOME PANELING & 2X4'S. TANK WAS BOXED IN.NO RESPONSE
Remarks: tank overfilled by approx 1 to 1 1/2 gal - all materal contained to inside basement - all materal cleaned up

Material:
Site ID: 306544
Operable Unit ID: 866048
Operable Unit: 01
Material ID: 512318
Material Code: 0001
Material Name: #2 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 2
Units: Gallons
Recovered: 2
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported

RESIDENCE (Continued) **S105998471**

Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

Q83 East 1/4-1/2 0.462 mi. 2437 ft. — **HESS #32471, 1 UNION AVENUE, HOLBROOK, NY** — **LTANKS, HIST LTANKS, NY Spills** — **S104781840, N/A**

Site 2 of 2 in cluster Q

Relative: Higher **Actual: 115 ft.**

LTANKS:
Site ID: 219554
Spill No: 0004184
Spill Date: 7/7/2000
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 6/7/2005
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: False
SWIS: 5228
Investigator: BPAUSTIN
Referred To: Not reported
Reported to Dept: 7/7/2000
CID: 389
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 7/7/2000
Spill Record Last Update: 6/8/2005
Spiller Name: UNK
Spiller Company: HESS #32471
Spiller Address: 1 UNION AVENUE
Spiller City,St,Zip: HOLBROOK, NY
Spiller County: 001
Spiller Contact: UNK
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 269853
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "AUSTIN" ***SEE ALSO 0000250 HERE*** TELECON DAVID LEE: ~20 GALS SPILLED TO STP SUMP IN MAX, NOT REPORTED (CONTAINED) F&N CLEANED UP, SUBSEQUENT HYDROSTATIC TEST FAILED, SUSPECT SECONDARY SUMP LINE FAILURE, HANDEX TO INSPECT AND REPORT, EXCAVATION ON 7/10/00 BY G&M DEGE, MW'S CLEAN SUMP REPAIRED, CONTAMINATED SOIL REMOVED
Remarks: caller reporting a spill of material from an overfill no clean up as of yet and no callback necessary. ***SEE ALSO 0000250 HERE***

Material:
Site ID: 219554

HESS #32471 (Continued) **S104781840**

Operable Unit ID: 826587
Operable Unit: 01
Material ID: 548927
Material Code: 0009
Material Name: Gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: 30
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 0004184
Spill Date: 07/07/2000
Spill Time: 09:40
Spill Cause: Tank Overfill
Resource Affectd: On Land
Water Affected: Not reported
Spill Source: Other Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: / /
Cleanup Ceased: / /
Cleanup Meets Standard: False
Investigator: AUSTIN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 07/07/00
Reported to Department Time: 10:19
SWIS: 47
Spiller Contact: UNK
Spiller Phone: ( ) -
Spiller Extention: Not reported
Spiller Name: HESS #32471

HESS #32471 (Continued) **S104781840**

Spiller Address: 1 UNION AVENUE
Spiller City,St,Zip: HOLBROOK, NY
Spiller Cleanup Date: / /
Facility Contact: UNK
Facility Phone: ( ) -
Facility Extention: Not reported
Spill Notifier: Responsible Party
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 07/07/00
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 07/10/00
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: GASOLINE
Class Type: GASOLINE
Times Material Entry In File: 21329
CAS Number: Not reported
Last Date: 19940929
DEC Remarks: ***SEE ALSO 0000250 HERE*** TELECON DAVID LEE: 20 GALS SPILLED TO STP SUMP IN MAX, NOT REPORTED CONTAINED) F N CLEANED UP, SUBSEQUENT HYDROSTATIC TEST FAILED, SUSPECT SECONDARY SUMP LINE FAILURE, HANDEX TO INSPECT AND REPORT, EXCAVATION ON 7/10/00BY G M DEGE, MW S CLEAN
Spill Cause: caller reporting a spill of material from an overfill no clean up as of yet and no callback necessary. ***SEE ALSO 0000250 HERE***

NY Spills:
Site ID: 334433
Facility Addr2: Not reported
Facility ID: 0409635
Spill Number: 0409635
Facility Type: ER
SWIS: 5228
Investigator: KJGOMEZ
Referred To: SCHD
Spill Date: 11/29/2004

HESS #32471 (Continued) **S104781840**

Reported to Dept: 11/29/2004
CID: 444
Spill Cause: Human Error
Water Affected: Not reported
Spill Source: Gasoline Station
Spill Notifier: Other
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 3/14/2006
Remediation Phase: 0
Date Entered In Computer: 11/30/2004
Spill Record Last Update: 3/16/2006
Spiller Name: DAVID LEE
Spiller Company: HESS STATION # 32471
Spiller Address: 1 UNION AVE
Spiller City,St,Zip: HOLBROOK, NY
Spiller Company: 001
Contact Name: DAVID LEE
Contact Phone: (516) 436-6585
DEC Region: 1
DER Facility ID: 269653
DEC Memo: 15:25 TELECON LEE, ENV PROD & SERVICES, 2-3 DRUMS OF IMPACTED SOIL AND PEA GRAVEL. SPILL CAUSE UNKNOWN, ON LAWN AREA BORDERING NEIGHBORING PROPERTY. GES DISCOVERED SPILL WHILE MONITORING, ENDPOINT SAMPLE TAKEN 12/3/04 TELECON LEE, DEFINITELY A SURFACE SPILL, AN AREA OF STAINED GRASS WAS OBSERVED. UNK ORIGIN. GAS APPEARS TO HAVE BEEN DUMPED IN THE GRASSY MEDIAN BETWEEN THE TANK BED AND NEIGHBORING PROPERTY. WILL FORWARD ENDPOINT RESULTS TO DEC REFERRED TO SCHDS FOR DRYWELL CLEANOUT IN APRIL 2006
Remarks: EITHER OVERFILL OR ERROR ON CUSTOMER: CLEAN UP CREW ENROUTE;

Material:
Site ID: 334433
Operable Unit ID: 1096587
Operable Unit: 01
Material ID: 576480
Material Code: 0009
Material Name: Gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: 5
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported

HESS #32471 (Continued) **S104781840**

Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

R84 South 1/4-1/2 0.476 mi. 2512 ft. Site 1 of 4 in cluster R — **ALLIED SIGNAL INC, 2221 SMITHTOWN AVENUE, RONKONKOMA, NY** — **LTANKS, HIST LTANKS, MANIFEST, NY Spills, NY Hist Spills** — **S102090875, N/A**

Relative: Lower
Actual: 99 ft.

LTANKS:
Site ID: 227058
Spill No: 9309489
Spill Date: 11/4/1993
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: Known release that creates a file or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 5/6/1998
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5228
Investigator: GIBBONS
Referred To: Not reported
Reported to Dept: 11/4/1993
CID: 02
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 11/8/1993
Spill Record Last Update: 5/29/2007
Spiller Name: Not reported
Spiller Company: ALLIED SIGNAL AVIATION
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 331582
DEC Memo: Not reported
Remarks: TRANSFERRING OIL BETWEEN TANKS, TANK WAS OVERFILLED, OIL LEAKED ONTO GROUND AND INTO LEACHING POOL, SCDH NOTIFIED, MEG HIRED TO CLEAN

Material:
Site ID: 227058
Operable Unit ID: 991034
Operable Unit: 01
Material ID: 392143

ALLIED SIGNAL INC (Continued) **S102090875**

Material Code: 0002
Material Name: #4 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 200
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9309489
Spill Date: 11/04/1993
Spill Time: 21:40
Spill Cause: Tank Overfill
Resource Affectd: In Sewer
Water Affected: Not reported
Spill Source: Other Commercial/Industrial
Spill Class: Known release that creates a file or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Spill Closed Dt: 05/06/98
Cleanup Ceased: / /
Cleanup Meets Standard: True
Investigator: GIBBONS
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 11/04/93
Reported to Department Time: 22:22
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: ALLIED SIGNAL AVIATION
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /

ALLIED SIGNAL INC (Continued) **S102090875**

Facility Contact: Not reported
Facility Phone: (516) 468-3120
Facility Extention: Not reported
Spill Notifier: Responsible Party
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 11/08/93
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 05/07/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 200
Unknown Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unknown Quantity Recovered: False
Material: #4 FUEL OIL
Class Type: #4 FUEL OIL
Times Material Entry In File: 1751
CAS Number: Not reported
Last Date: 19941205
DEC Remarks: Not reported
Spill Cause: TRANSFERING OIL BETWEEN TANKS, TANK WAS OVERFILLED, OIL LEAKED ONTO GROUND AND INTO LEACHING POOL, SCDH NOTIFIED, MEG HIRED TO CLEAN

NY MANIFEST:
EPA ID: NYD077499515
Country: USA
Mailing Name: EASTWAY AIRCRAFT SRVCS
Mailing Contact: ROBERT G CAPPELLANO
Mailing Address: 2221 SMITHTOWN AVE
Mailing Address 2: Not reported
Mailing City: RONKONKOMA
Mailing State: NY
Mailing Zip: 11779
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 631-468-3039

Document ID: Not reported

ALLIED SIGNAL INC (Continued) **S102090875**

Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-12-15
Trans1 Recv Date:	2008-12-15
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2008-12-15
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	165.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08
Manifest Tracking Num:	002473422FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-08-04
Trans1 Recv Date:	2008-08-04
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2008-08-04
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	55.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08

ALLIED SIGNAL INC (Continued) **S102090875**

Manifest Tracking Num:	001527631FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-02-11
Trans1 Recv Date:	2008-02-11
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2008-02-11
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	110.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	2.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08
Manifest Tracking Num:	001858489FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-04-17
Trans1 Recv Date:	2008-04-17
Trans2 Recv Date:	Not reported

ALLIED SIGNAL INC (Continued) **S102090875**

TSD Site Recv Date:	2008-04-17
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	165.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3.0
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08
Manifest Tracking Num:	001492090FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-04-17
Trans1 Recv Date:	2008-04-17
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2008-04-17
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	55.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	1.0
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08
Manifest Tracking Num:	001492090FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N

ALLIED SIGNAL INC (Continued) **S102090875**

Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NJ0000027193
Trans2 State ID:	Not reported
Generator Ship Date:	1/3/2007
Trans1 Recv Date:	1/3/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	1/3/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NJD002200046
Waste Code:	Not reported
Quantity:	935
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	17
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1
Year:	07
Manifest Tracking Num:	001032762JJK
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	1/11/2007
Trans1 Recv Date:	1/11/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	1/12/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported

ALLIED SIGNAL INC (Continued) S102090875

TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	140
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1
Year:	07
Manifest Tracking Num:	000291447FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	10/8/2007
Trans1 Recv Date:	10/8/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/8/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	2
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Year:	07
Manifest Tracking Num:	003050918JJK
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

ALLIED SIGNAL INC (Continued) S102090875

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	7/2/2007
Trans1 Recv Date:	7/2/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	7/2/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	55
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	1
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Year:	07
Manifest Tracking Num:	003059931JJK
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2010-03-09
Trans1 Recv Date:	2010-03-09
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2010-03-10
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	55.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0

ALLIED SIGNAL INC (Continued) S102090875

Year:	10
Manifest Tracking Num:	003179927FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2009-05-27
Trans1 Recv Date:	2009-05-27
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2009-05-27
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	110.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	2.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	09
Manifest Tracking Num:	002487209FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-04-17
Trans1 Recv Date:	2008-04-17

ALLIED SIGNAL INC (Continued) S102090875

Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2008-04-17
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	55.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	1.0
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08
Manifest Tracking Num:	001492090FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N
Discr Residue Ind:	N
Discr Partial Reject Ind:	N
Discr Full Reject Ind:	N
Manifest Ref Num:	Not reported
Alt Fac RCRA Id:	Not reported
Alt Fac Sign Date:	Not reported
Mgmt Method Type Code:	H141

Document ID:	Not reported
Manifest Status:	Not reported
Trans1 State ID:	NYD082785429
Trans2 State ID:	Not reported
Generator Ship Date:	2008-02-11
Trans1 Recv Date:	2008-02-11
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	2008-02-11
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD077499515
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID:	NYD082785429
Waste Code:	Not reported
Quantity:	110.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	2.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Year:	08
Manifest Tracking Num:	001858489FLE
Import Ind:	N
Export Ind:	N
Discr Quantity Ind:	N
Discr Type Ind:	N

ALLIED SIGNAL INC (Continued) S102090875

Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 2008-04-17
Trans1 Recv Date: 2008-04-17
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2008-04-17
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 165.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 3.0
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 001492090FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 2009-05-27
Trans1 Recv Date: 2009-05-27
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2009-05-27
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported

ALLIED SIGNAL INC (Continued) S102090875

Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 110.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 2.0
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 09
Manifest Tracking Num: 002487209FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 2008-08-04
Trans1 Recv Date: 2008-08-04
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2008-08-04
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 55.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 1.0
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 001527631FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported

ALLIED SIGNAL INC (Continued) S102090875

Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 2008-04-17
Trans1 Recv Date: 2008-04-17
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2008-04-17
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 165.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 3.0
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 001492090FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 2008-02-11
Trans1 Recv Date: 2008-02-11
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2008-02-11
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 110.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 2.0

ALLIED SIGNAL INC (Continued) S102090875

Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 001858489FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429
Trans2 State ID: Not reported
Generator Ship Date: 2008-04-17
Trans1 Recv Date: 2008-04-17
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2008-04-17
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 55.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 1.0
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 08
Manifest Tracking Num: 001492090FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Document ID: Not reported
Manifest Status: Not reported
Trans1 State ID: NYD082785429

ALLIED SIGNAL INC (Continued) **S102090875**

Trans2 State ID: Not reported
Generator Ship Date: 2009-10-02
Trans1 Recv Date: 2009-10-02
Trans2 Recv Date: Not reported
TSD Site Recv Date: 2009-10-02
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYD077499515
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID: NYD082785429
Waste Code: Not reported
Quantity: 165.0
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 3.0
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 1.0
Year: 09
Manifest Tracking Num: 002499670FLE
Import Ind: N
Export Ind: N
Discr Quantity Ind: N
Discr Type Ind: N
Discr Residue Ind: N
Discr Partial Reject Ind: N
Discr Full Reject Ind: N
Manifest Ref Num: Not reported
Alt Fac RCRA Id: Not reported
Alt Fac Sign Date: Not reported
Mgmt Method Type Code: H141

Click this hyperlink while viewing on your computer to access
1 additional NY_MANIFEST: record(s) in the EDR Site Report.

NY Spills:
Site ID: 309470
Facility Addr2: Not reported
Facility ID: 9009753
Spill Number: 9009753
Facility Type: ER
SWIS: 5228
Investigator: njacampo
Referred To: Not reported
Spill Date: 12/7/1990
Reported to Dept: 12/7/1990
CID: 02
Spill Cause: Equipment Failure
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Responsible Party
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response.

ALLIED SIGNAL INC (Continued) **S102090875**

Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 9/9/2009
Remediation Phase: 0
Date Entered In Computer: 12/10/1990
Spill Record Last Update: 10/22/2009
Spiller Name: Not reported
Spiller Company: ALLIED SIGNAL INC
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Region: 1
DER Facility ID: 334815
DEC Memo: 9/8/07 FILE REASSIGNED
Remarks: SUBMERSIBLE PUMP LEAKED FROM CHECK VALVE ONTO GROUND, PUMP IN VAULT WITH EARTH BOTTOM

Material:
Site ID: 309470
Operable Unit ID: 946792
Operable Unit: 01
Material ID: 429950
Material Code: 0011
Material Name: Jet Fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

NY Hist Spills:
Region of Spill: 1
Spill Number: 9009753
Investigator: RBA WELL
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 12/07/1990 11:40

ALLIED SIGNAL INC (Continued) **S102090875**

Reported to Dept Date/Time: 12/07/90 14:00
SWIS: 47
Spiller Name: ALLIED SIGNAL INC
Spiller Contact: Not reported
Spiller Phone: (516) 468-3000
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spill Cause: Equipment Failure
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Responsible Party
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: False
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response.
Willing Responsible Party. Corrective action taken.
Spill Closed Dt: / /
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 12/10/90
Date Spill Entered In Computer Data File: Not reported
Update Date: 07/13/01
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: JET FUEL
Class Type: JET FUEL
Times Material Entry In File: 1264
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: 2/8/99 FILE REASSIGNED
Remark: SUBMERSIBLE PUMP LEAKED FROM CHECK VALVE ONTO GROUND, PUMP IN VAULT WITH EARTH BOTTOM

R85 **ALLIED SIGNALS** **LTANKS** **S100878920**
South **2221 SMITHTOWN AVE** **HIST LTANKS** **N/A**
1/4-1/2 **RONKONKOMA, NY**
0.476 mi.
2512 ft. **Site 2 of 4 in cluster R**

Relative: **Lower**
Actual: **99 ft.**

LTANKS:
Site ID: 269339
Spill No: 9313711
Spill Date: 2/19/1994
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Known release with minimal potential for fire or hazard. DEC Response.
Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 2/22/1994
Facility Addr2: Not reported
Cleanup Ceased: 2/22/1994
Cleanup Meets Standard: True
SWIS: 5200
Investigator: NJACAMPO
Referred To: Not reported
Reported to Dept: 2/22/1994
CID: 02
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 2/22/1994
Spill Record Last Update: 2/23/1994
Spiller Name: Not reported
Spiller Company: ALLIED SIGNALS
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 219358
DEC Memo: Prior to Sept, 2004 data translation this spill Lead_DEC Field was "ACAMPORA" 02/22/94: CLEANUP COMPLETED WITH PADS AND SPEEDI DRI, NO OTHER ACTION REQ'D.
Remarks: WELD WAS SEEPING, SPILL ON CONCRETE PAD, PADS APPLIED TO SNOW, SLIGHT SHEEN IN DRAIN,PADS APPLIED & DIDN'T PICK UP ANYTHING. SCHD NOTIFIED

Material:
Site ID: 269339
Operable Unit ID: 995761
Operable Unit: 01
Material ID: 389085
Material Code: 0011
Material Name: Jet Fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 10
Units: Gallons
Recovered: No

ALLIED SIGNALS (Continued) **S100878920**

Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 9313711
Spill Date: 02/19/1994
Spill Time: 12:00
Spill Cause: Tank Failure
Resource Affectd: In Sewer
Water Affected: Not reported
Spill Source: Other Commercial/Industrial
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 02/22/94
Cleanup Ceased: 02/22/94
Cleanup Meets Standard: True
Investigator: ACAMPORA
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 02/22/94
Reported to Department Time: 09:05
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: ALLIED SIGNALS
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: Not reported
Facility Extention: Not reported
Spill Notifier: Other
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended

ALLIED SIGNALS (Continued) **S100878920**

Enforcement Date: / /
Investigation Complete: / /
UST Involvement: True
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 02/22/94
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 02/23/94
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 10
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: JET FUEL
Class Type: JET FUEL
Times Material Entry In File: 1284
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: 02/22/94: CLEANUP COMPLETED WITH PADS AND SPEEDI DRI, NO OTHER ACTION REQ D.
Spill Cause: WELD WAS SEEPING, SPILL ON CONCRETE PAD, PADS APPLIED TO SNOW, SLIGHT SHEEN IN DRAIN,PADS APPLIED DIDN T PICK UP ANYTHING, SCHD NOTIFIED

R86 **GARRETT GENERAL AVIATION SER** **RCRA-LQG** **1000356661**
South **2221 SMITHTOWN AVENUE** **FINDS** **NYD077499515**
1/4-1/2 **RONKONKOMA, NY 11779** **LTANKS**
0.476 mi. **HIST LTANKS**
2512 ft. **Site 3 of 4 in cluster R** **UST**
AST
Relative: **NY Spills**
Lower **NY Hist Spills**

Actual:
99 ft.

RCRA-LQG:
Date form received by agency: 01/01/2007
Facility name: EXCELAIRE LLC
Facility address: 2221 SMITHTOWN AVE
RONKONKOMA, NY 11779
EPA ID: NYD077499515
Mailing address: HERING DR
RONKONKOMA, NY 11779
Contact: ROBERT G CAPPELLANO
Contact address: HERING DR
RONKONKOMA, NY 11779
Contact country: US
Contact telephone: (631) 468-3093
Contact email: ROBERTC@EXECLAIRE.COM
EPA Region: 02

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Land type: Private
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: GARRETT AVIATION SERVICES
Owner/operator address: 2221 SMITHTOWN AVENUE
RONKONKOMA, NY 11779
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1998
Owner/Op end date: Not reported

Owner/operator name: NO NAME FOUND
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1998
Owner/Op end date: Not reported

Owner/operator name: GE ENGINE SVCS CORPORATE AVIATION INC
Owner/operator address: 1 NEWMAN WAY MAIL DROP T165
CINCINNATI, OH 45215
Owner/operator country: US
Owner/operator telephone: (513) 552-2200
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: EXCELAIRE LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/01/2006
Owner/Op end date: Not reported

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Handler Activities Summary:
U.S. Importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:
Date form received by agency: 08/16/2006
Facility name: EXCELAIRE LLC
Classification: Small Quantity Generator

Date form received by agency: 06/15/2006
Facility name: EXCELAIRE LLC
Classification: Large Quantity Generator

Date form received by agency: 02/17/2006
Facility name: EXCELAIRE LLC
Site name: GARRETT AVIATION SERVICES
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Facility name: EXCELAIRE LLC
Site name: GE CORPORATE AVIATION SERVICES DBA GARRE
Classification: Large Quantity Generator

Date form received by agency: 02/28/2002
Facility name: EXCELAIRE LLC
Site name: GE CORP. AV. SERVS. DBA GARRETT AV. SERV
Classification: Large Quantity Generator

Date form received by agency: 01/01/2001
Facility name: EXCELAIRE LLC
Site name: GARRETT AVIATION
Classification: Large Quantity Generator

Date form received by agency: 06/12/1998
Facility name: EXCELAIRE LLC
Site name: GARRETT AVIATION SERVICES
Classification: Large Quantity Generator

Date form received by agency: 02/24/1998
Facility name: EXCELAIRE LLC
Site name: GARRETT AVIATION SERVICES
Classification: Large Quantity Generator

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Date form received by agency: 03/21/1996
Facility name: EXCELAIRE LLC
Site name: GARRETT AVIATION SRVCS
Classification: Large Quantity Generator

Date form received by agency: 04/03/1995
Facility name: EXCELAIRE LLC
Site name: GARRETT AVIATION SERVICES
Classification: Unverified

Date form received by agency: 03/14/1994
Facility name: EXCELAIRE LLC
Site name: ALLIEDSIGNAL AVIATION SERVICES
Classification: Large Quantity Generator

Date form received by agency: 02/26/1992
Facility name: EXCELAIRE LLC
Site name: ALLIED SIGNAL
Classification: Large Quantity Generator

Date form received by agency: 03/01/1990
Facility name: EXCELAIRE LLC
Site name: GARRETT GENERAL AVIATION SERVICES
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/21/2008
Date achieved compliance: 09/17/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 10/09/2008
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Universal Waste - Small Quantity Handlers
Date violation determined: 05/21/2008
Date achieved compliance: 09/17/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 10/09/2008
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: LDR - General
Date violation determined: 05/21/2008

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Date achieved compliance: 09/17/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 10/09/2008
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: State Statute or Regulation
Date violation determined: 05/21/2008
Date achieved compliance: 09/17/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 10/09/2008
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Container Use and Management
Date violation determined: 05/21/2008
Date achieved compliance: 09/17/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 10/09/2008
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Preparedness and Prevention
Date violation determined: 05/21/2008
Date achieved compliance: 09/17/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Action Satisfied (Case Closed)
Enf. disp. status date: 10/09/2008
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - 373-3.9(d),373-3.2(h)(1)
Area of violation: Generators - General
Date violation determined: 01/21/2003
Date achieved compliance: 03/13/2003

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/10/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - 373-3.7(c)(1),374-3.3(e)(5)
Area of violation: Generators - General
Date violation determined: 01/21/2003
Date achieved compliance: 03/13/2003
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/10/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: LDR - General
Date violation determined: 03/19/1991
Date achieved compliance: 04/25/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/19/1991
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 12/20/1990
Date achieved compliance: 04/24/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/01/1991
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: LDR - General
Date violation determined: 12/20/1990
Date achieved compliance: 04/25/1991
Violation lead agency: State

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/19/1991
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 12/18/1987
Date achieved compliance: 04/22/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/04/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 05/21/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Universal Waste - Small Quantity Handlers
Date achieved compliance: 09/17/2008
Evaluation lead agency: State

Evaluation date: 05/21/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD IS-Preparedness and Prevention
Date achieved compliance: 09/17/2008
Evaluation lead agency: State

Evaluation date: 05/21/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: LDR - General
Date achieved compliance: 09/17/2008
Evaluation lead agency: State

Evaluation date: 05/21/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 09/17/2008
Evaluation lead agency: State

Evaluation date: 05/21/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD IS-Container Use and Management
Date achieved compliance: 09/17/2008
Evaluation lead agency: State

Evaluation date: 05/21/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: State Statute or Regulation

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Date achieved compliance: 09/17/2008
Evaluation lead agency: State

Evaluation date: 08/02/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 01/21/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 03/13/2003
Evaluation lead agency: State

Evaluation date: 01/08/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/29/1999
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 12/26/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 10/26/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/20/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 04/24/1991
Evaluation lead agency: State

Evaluation date: 12/20/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: LDR - General
Date achieved compliance: 04/25/1991
Evaluation lead agency: State

Evaluation date: 12/18/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 04/22/1988
Evaluation lead agency: State

GARRETT GENERAL AVIATION SER (Continued) 1000356661

FINDS:

Registry ID: 110000904326

Environmental Interest/Information System
US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

LTANKS:
Site ID: 309469
Spill No: 8803643
Spill Date: 7/25/1988
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 5/12/2003
Facility Addr2: Not reported
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 5200
Investigator: WJPARISH
Referred To: Not reported
Reported to Dept: 7/25/1988
CID: 02
Water Affected: Not reported
Spill Notifier: Health Department
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: False
Remediation Phase: 0

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Date Entered In Computer: 7/28/1988
Spill Record Last Update: 5/15/2003
Spiller Name: Not reported
Spiller Company: GARRETT AVIATION
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1
DER Facility ID: 249840
DEC Memo: Prior to Sept. 2004 data translation this spill Lead_DEC Field was "PARISH WELL"
Remarks: NO TANK FAILURE DETECTED. SLOPPY HOUSEKEEPING PROBLEM WITH OVERFILLING. ROUTINE TANK REMOVAL 1K

Material:
Site ID: 309469
Operable Unit ID: 920816
Operable Unit: 01
Material ID: 459184
Material Code: 0022
Material Name: Waste Oil/Used Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

HIST LTANKS:
Region of Spill: 1
Spill Number: 8803643
Spill Date: 07/25/1988
Spill Time: 10:30
Spill Cause: Tank Overfill
Resource Affectd: Groundwater
Water Affected: Not reported
Spill Source: Other Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Spill Closed Dt: / /
Cleanup Ceased: / /
Cleanup Meets Standard: False
Investigator: PARISH WELL
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported
Reported to Department Date: 07/25/88
Reported to Department Time: 10:30
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: GARRETT AVIATION
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: (516) 585-4700
Facility Extention: Not reported
Spill Notifier: Health Department
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: False
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 07/28/88
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 04/02/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: WASTE OIL
Class Type: WASTE OIL
Times Material Entry In File: 9509

GARRETT GENERAL AVIATION SER (Continued) 1000356661

CAS Number: Not reported
Last Date: 19940927
DEC Remarks: Not reported
Spill Cause: NO TANK FAILURE DETECTED. SLOPPY HOUSEKEEPING PROBLEM WITH OVERFILLING. ROUTINE TANK REMOVAL 1K

SUFFOLK CO. UST:
Facility ID: 9508
Facility Reference #: 12616
Region: SUFFOLK
Official Use: Removed Tank. 89
Tank Count: 36
Owner Name: EXCELAIRE LLC
Owner Address: 2221 SMITHTOWN AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Permit to Operate: Not reported
Township: ISLIP
Tax Map No: 0500 108.00 001 008.007

Tank ID: 3
Location: UNDER, IN
Installed: 68
Capacity: 0000000300
Content: INDUSTRIAL WASTE
Construction: STEEL / POLYETHYENE
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 010189
Tank Key: 26627

Tank ID: 9
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000000550
Content: #2 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 072288
Tank Key: 26633

Tank ID: 10
Location: UNDER, OUT
Installed: Not reported
Capacity: 0000000035
Content: GASOLINE
Construction: STEEL
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 121990
Tank Key: 26634

Tank ID: 24
Location: UNDER, OUT

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Installed: 45
Capacity: 0000007500
Content: #4 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 120490
Tank Key: 26637

Tank ID: 25
Location: UNDER, OUT
Installed: 45
Capacity: 0000007500
Content: #4 FUEL OIL
Construction: STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: 120490
Tank Key: 26638

Click this hyperlink while viewing on your computer to access
12 additional NY_UST_SUFFOLK: record(s) in the EDR Site Report.

SUFFOLK CO. AST:
Facility ID: 9508
Region: SUFFOLK
Owner Name: EXCELAIRE LLC
Owner Address: 2221 SMITHTOWN AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 47
Location: ABOVE, OUT
Installed: 2000
Capacity: 0000000275
Content: DIESEL
Construction: STEEL / STEEL
Dispenser: SUCTION
Fill Type: PUMPED
Date Removed: Not reported
Official Use: Permitted Tank - Exempt from Suffolk County Art 12 Regulation. Permit Runs Out.
Permit to Operate: 010306
Tank Key: 45613
Facility Reference #: 12616
Tank Count: 36
Township: ISLIP
Tax Map No: 0500

Facility ID: 9508
Region: SUFFOLK
Owner Name: EXCELAIRE LLC
Owner Address: 2221 SMITHTOWN AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 1
Location: ABOVE, IN
Installed: 68
Capacity: 0000000055
Content: DYE

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Construction: Not reported
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 121205
Official Use: Removed Tank. 05
Permit to Operate: Not reported
Tank Key: 26625
Facility Reference #: 12616
Tank Count: 36
Township: ISLIP
Tax Map No: 0500

Facility ID: 9508
Region: SUFFOLK
Owner Name: EXCELAIRE LLC
Owner Address: 2221 SMITHTOWN AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 2
Location: ABOVE, IN
Installed: 68
Capacity: 0000000100
Content: RINSE
Construction: Not reported
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 121205
Official Use: Removed Tank. 05
Permit to Operate: Not reported
Tank Key: 26626
Facility Reference #: 12616
Tank Count: 36
Township: ISLIP
Tax Map No: 0500

Facility ID: 9508
Region: SUFFOLK
Owner Name: EXCELAIRE LLC
Owner Address: 2221 SMITHTOWN AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 4
Location: ABOVE, IN
Installed: 68
Capacity: 0000000225
Content: Cleaner
Construction: Not reported
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 121205
Official Use: Removed Tank. 05
Permit to Operate: Not reported
Tank Key: 26628
Facility Reference #: 12616
Tank Count: 36
Township: ISLIP
Tax Map No: 0500

Facility ID: 9508

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Region: SUFFOLK
Owner Name: EXCELAIRE LLC
Owner Address: 2221 SMITHTOWN AVE
Owner City,St,Zip: RONKONKOMA, NY 11779
Tank ID: 5
Location: ABOVE, IN
Installed: 68
Capacity: 0000000225
Content: CLEANER
Construction: Not reported
Dispenser: SUCTION
Fill Type: GRAVITY
Date Removed: 061506
Official Use: Removed Tank. 06
Permit to Operate: Not reported
Tank Key: 26629
Facility Reference #: 12616
Tank Count: 36
Township: ISLIP
Tax Map No: 0500

Click this hyperlink while viewing on your computer to access
14 additional NY_AST_SUFFOLK: record(s) in the EDR Site Report.

NY Spills:
Site ID: 309473
Facility Addr2: Not reported
Facility ID: 9801514
Spill Number: 9801514
Facility Type: ER
SWIS: 5200
Investigator: DONOVAN
Referred To: Not reported
Spill Date: 5/4/1998
Reported to Dept: 5/5/1998
CID: 02
Spill Cause: Human Error
Water Affected: Not reported
Spill Source: Unknown
Spill Notifier: Responsible Party
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 6/17/1998
Remediation Phase: 0
Date Entered In Computer: 5/5/1998
Spill Record Last Update: 6/17/1998
Spiller Name: CHARLIE SCHMIDT
Spiller Company: GARRETT AVIATION
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY 11779-
Spiller Company: 001
Contact Name: CHARLIE SCHMIDT

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Contact Phone: (516) 468-3120
DEC Region: 1
DER Facility ID: 249840
DEC Memo: Not reported
Remarks: LOOSE LINE ON ENGINE/SPILL TO PAVEMENT/NO DRAINS OR SOIL IMPACTED/CLEANED UP/WITH SPEEDI DRY/CLEANED UP BY 16:25 ON 05-04-98

Material:
Site ID: 309473
Operable Unit ID: 1059429
Operable Unit: 01
Material ID: 323444
Material Code: 0011
Material Name: Jet Fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 10
Units: Gallons
Recovered: 10
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

Site ID: 309472
Facility Addr2: Not reported
Facility ID: 9800173
Spill Number: 9800173
Facility Type: ER
SWIS: 5200
Investigator: DONOVAN
Referred To: Not reported
Spill Date: 4/4/1998
Reported to Dept: 4/4/1998
CID: 02
Spill Cause: Deliberate
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Responsible Party
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Trust: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Spill Closed Dt: 6/16/1998
Remediation Phase: 0
Date Entered In Computer: 4/4/1998
Spill Record Last Update: 6/17/1998
Spiller Name: CHARLIE SCHMIDT
Spiller Company: GARRETT AVIATION
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spiller Company: 001
Contact Name: CHARLIE SCHMIDT
Contact Phone: (516) 468-3120
DEC Region: 1
DER Facility ID: 249840
DEC Memo: Not reported
Remarks: SOMEONE OPENED A VALVE ON A TANK - SPILLED TO A DRY WELL - 75 GAL RECOVERED FROM DRY WELL

Material:
Site ID: 309472
Operable Unit ID: 1060682
Operable Unit: 01
Material ID: 325720
Material Code: 0002
Material Name: #4 Fuel Oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: 75
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: Not reported
Spill Tank Test: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate: Not reported
Gross Fail: Not reported
Modified By: Not reported
Last Modified: Not reported
Test Method: Not reported

Click this hyperlink while viewing on your computer to access additional NY_SPILL: detail in the EDR Site Report.

NY Hist Spills:
Region of Spill: 1
Spill Number: 9801514
Investigator: DONOVAN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Notifier Phone: Not reported
Spill Date/Time: 05/04/1998 18:10
Reported to Dept Date/Time: 05/05/98 11:30
SWIS: 47
Spiller Name: GARRETT AVIATION
Spiller Contact: CHARLIE SCHMIDT
Spiller Phone: (516) 468-3120
Spiller Contact: CHARLIE SCHMIDT
Spiller Phone: (516) 468-3120
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY 11779-
Spill Cause: Human Error
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 12
Spill Notifier: Responsible Party
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 06/17/98
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 05/05/98
Date Spill Entered In Computer Data File: Not reported
Update Date: 06/17/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 10
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 10
Unkonwn Quantity Recovered: False
Material: JET FUEL
Class Type: JET FUEL
Times Material Entry In File: 1264
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: REPORT TAKEN BY REGION. SPILL CLEANED, DISPOSAL RECPTS REC VD
Remark: LOOSE LINE ON ENGINE/SPILL TO PAVEMENT/NO DRAINS OR SOIL IMPACTED/CLEANED UP/WITH SPEEDI DRY/CLEANED UP BY 16:25 ON 05-04-98

GARRETT GENERAL AVIATION SER (Continued) 1000356661

Region of Spill: 1
Spill Number: 9800173
Investigator: DONOVAN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 04/04/1998 15:00
Reported to Dept Date/Time: 04/04/98 17:44
SWIS: 47
Spiller Name: GARRETT AVIATION
Spiller Contact: CHARLIE SCHMIDT
Spiller Phone: (516) 468-3120
Spiller Contact: CHARLIE SCHMIDT
Spiller Phone: (516) 468-3120
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spill Cause: Deliberate
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Responsible Party
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 06/16/98
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 04/04/98
Date Spill Entered In Computer Data File: Not reported
Update Date: 06/17/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: True
Units: Gallons
Quantity Recovered: 75
Unkonwn Quantity Recovered: False

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Material: #4 FUEL OIL
Class Type: #4 FUEL OIL
Times Material Entry In File: 1751
CAS Number: Not reported
Last Date: 19941205
DEC Remarks: SPILL CLEANED UP BY MEG, DISPOSAL RECPTS REC VD. 100 GALLONS RECOVERED
Remark: SOMEONE OPENED A VALVE ON A TANK - SPILLED TO A DRY WELL - 75 GAL RECOVERED FROM DRY WELL

Region of Spill: 1
Spill Number: 9800029
Investigator: DONOVAN
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Spill Date/Time: 04/01/1998 09:15
Reported to Dept Date/Time: 04/01/98 11:15
SWIS: 47
Spiller Name: GARRETT AVIATION
Spiller Contact: CHARLES SCHMIDT
Spiller Phone: (516) 468-3120
Spiller Contact: CHARLES SCHMIDT
Spiller Phone: (516) 468-3120
Spiller Address: 2221 SMITHTOWN AVENUE
Spiller City,St,Zip: RONKONKOMA, NY
Spill Cause: Human Error
Reported to Dept: On Land
Water Affected: Not reported
Spill Source: 01
Spill Notifier: Responsible Party
PBS Number: Not reported
Cleanup Ceased: / /
Cleanup Meets Std: True
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Spiller Cleanup Dt: / /
Enforcement Date: / /
Invstgn Complete: / /
UST Involvement: False
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 06/16/98
Corrective Action Plan Submitted: / /
Date Region Sent Summary to Central Office: / /
Date Spill Entered In Computer Data File: 04/01/98
Date Spill Entered In Computer Data File: Not reported
Update Date: 06/17/98
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: Not reported
Test Method: Not reported
Leak Rate Failed Tank: Not reported

GARRETT GENERAL AVIATION SER (Continued) **1000356661**

Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 40
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 40
Unkonwn Quantity Recovered: False
Material: JET FUEL
Class Type: JET FUEL
Times Material Entry In File: 1264
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: SPILL CLEANED DISPOSAL REPCTS REC VD
Remark: while transferring jet a fuel approx 40 gals spilled to sealed asphalt no drains impacted clean up complete 2 drums of waste generated

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R87 **AKA GARRETT AVIATION** **LTANKS** **S100878840**
South **2221 SMITHTOWN BLVD** **HIST LTANKS** **N/A**
1/4-1/2 **RONKONKOMA, NY**
0.485 mi.
2561 ft. **Site 4 of 4 in cluster R**

Relative:
Lower

Actual:
99 ft.

LTANKS:
Site ID: 227059
Spill No: 9312970
Spill Date: 2/2/1994
Spill Cause: Tank Test Failure
Spill Source: Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 4/19/1994
Facility Addr2: Not reported
Cleanup Ceased: 4/19/1994
Cleanup Meets Standard: True
SWIS: 5228
Investigator: GIBBONS
Referred To: Not reported
Reported to Dept: 2/2/1994
CID: 02
Water Affected: Not reported
Spill Notifier: Tank Tester
Last Inspection: Not reported
Recommended Penalty: Penalty Not Recommended
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 2/4/1994
Spill Record Last Update: 5/29/2007
Spiller Name: Not reported
Spiller Company: AKA GARRETT AVIATION
Spiller Address: Not reported
Spiller City,St,Zip: ZZ
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 1

AKA GARRETT AVIATION (Continued) **S100878840**

DER Facility ID: 331582
DEC Memo: Not reported
Remarks: AT ALLIED SIGNAL AVIATION, TANK TO BE UNCOVERED & REPAIRED AND RETESTED, 1-3K

Material:
Site ID: 227059
Operable Unit ID: 991465
Operable Unit: 01
Material ID: 388373
Material Code: 0011
Material Name: Jet Fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 0
Units: Gallons
Recovered: No
Resource Affected: Not reported
Oxygenate: False

Tank Test:
Site ID: 227059
Spill Tank Test: 1542405
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: 0
Gross Fail: Not reported
Modified By: Spills
Last Modified: 10/1/2004
Test Method: Unknown

HIST LTANKS:
Region of Spill: 1
Spill Number: 9312970
Spill Date: 02/02/1994
Spill Time: 10:00
Spill Cause: Tank Test Failure
Resource Affectd: Groundwater
Water Affected: Not reported
Spill Source: Other Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt: 04/19/94
Cleanup Ceased: 04/19/94
Cleanup Meets Standard: True
Investigator: GIBBONS
Caller Name: Not reported
Caller Agency: Not reported
Caller Phone: Not reported
Caller Extension: Not reported
Notifier Name: Not reported
Notifier Agency: Not reported
Notifier Phone: Not reported
Notifier Extension: Not reported

AKA GARRETT AVIATION (Continued) **S100878840**

Reported to Department Date: 02/02/94
Reported to Department Time: 16:43
SWIS: 47
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
Spiller Name: AKA GARRETT AVIATION
Spiller Address: Not reported
Spiller City,St,Zip: Not reported
Spiller Cleanup Date: / /
Facility Contact: Not reported
Facility Phone: Not reported
Facility Extention: Not reported
Spill Notifier: Tank Tester
PBS Number: Not reported
Last Inspection: / /
Recommended Penalty: Penalty Not Recommended
Enforcement Date: / /
Investigation Complete: / /
UST Involvement: True
Date Region Sent Summary to Central Office: / /
Corrective Action Plan Submitted: / /
Date Spill Entered In Computer Data File: 02/04/94
Time Spill Entered In Computer Data File: Not reported
Spill Record Last Update: 04/25/94
Is Updated: False

Tank:
PBS Number: Not reported
Tank Number: Not reported
Tank Size: 0
Test Method: Not reported
Leak Rate Failed Tank: 0.00
Gross Leak Rate: Not reported

Material:
Material Class Type: Petroleum
Quantity Spilled: 0
Unkonwn Quantity Spilled: False
Units: Gallons
Quantity Recovered: 0
Unkonwn Quantity Recovered: False
Material: JET FUEL
Class Type: JET FUEL
Times Material Entry In File: 1264
CAS Number: Not reported
Last Date: 19940728
DEC Remarks: Not reported
Spill Cause: AT ALLIED SIGNAL AVIATION, TANK TO BE UNCOVERED REPAIRED AND RETESTED, 1-3K

88 NE 1/4-1/2 0.482 mi. 2598 ft.
Relative: Higher
Actual: 114 ft.

COACH REALITY HOUSE — LTANKS — S102619229
1 THE PLAZA — HIST LTANKS — N/A
RONKONKOMA, NY

LTANKS:

Site ID:	163265
Spill No:	9603715
Spill Date:	6/18/1996
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt:	1/24/1997
Facility Addr2:	Not reported
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	True
SWIS:	5200
Investigator:	NJACAMPO
Referred To:	Not reported
Reported to Dept:	6/18/1996
CID:	01
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	Penalty Not Recommended
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	6/18/1996
Spill Record Last Update:	1/27/1997
Spiller Name:	Not reported
Spiller Company:	COACH REALITY HOUSE
Spiller Address:	1 THE PLAZA
Spiller City,St,Zip:	RONKONKOMA, ZZ
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	(516) 757-900
Spiller Extention:	Not reported
DEC Region:	1
DER Facility ID:	137709
DEC Memo:	Prior to Sept. 2004 data translation this spill Lead_DEC Field was "ACAMPORA" 6/18/96 @ 12:52 - ACAMPORA HAD TELECON W/DAVID BENINCASA - EMPTY RESIDENTIAL HOUSE ON "THE PLAZA" LOCATED ON EXPRESSWAY DRIVE SOUTH BETWEEN EXITS 60 & 61. U/G TANK FAILURE. FORMER FEED & RETURN LINE SYSTEM. TANK NOW EMPTY - CONTENTS LOST INTO GROUND. BLDG UNOCCUPIED @ THIS TIME. BLDG OWNED BY COACH REALTY.
Remarks:	undergorund tank -

Material:

Site ID:	163265
Operable Unit ID:	1034849
Operable Unit:	01
Material ID:	349993
Material Code:	0001
Material Name:	#2 Fuel Oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	50

COACH REALITY HOUSE (Continued) — S102619229

Units:	Gallons
Recovered:	No
Resource Affected:	Not reported
Oxygenate:	False

Tank Test:

Site ID:	Not reported
Spill Tank Test:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate:	Not reported
Gross Fail:	Not reported
Modified By:	Not reported
Last Modified:	Not reported
Test Method:	Not reported

HIST LTANKS:

Region of Spill:	1
Spill Number:	9603715
Spill Date:	06/18/1996
Spill Time:	11:00
Spill Cause:	Tank Failure
Resource Affectd:	On Land
Water Affected:	Not reported
Spill Source:	Other Commercial/Industrial
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Spill Closed Dt:	01/24/97
Cleanup Ceased:	/ /
Cleanup Meets Standard:	True
Investigator:	ACAMPORA
Caller Name:	Not reported
Caller Agency:	Not reported
Caller Phone:	Not reported
Caller Extension:	Not reported
Notifier Name:	Not reported
Notifier Agency:	Not reported
Notifier Phone:	Not reported
Notifier Extension:	Not reported
Reported to Department Date:	06/18/96
Reported to Department Time:	12:35
SWIS:	47
Spiller Contact:	Not reported
Spiller Phone:	(516) 757-900
Spiller Extention:	Not reported
Spiller Name:	COACH REALITY HOUSE
Spiller Address:	1 THE PLAZA
Spiller City,St,Zip:	RONKONKOMA
Spiller Cleanup Date:	/ /
Facility Contact:	Not reported
Facility Phone:	(516) 757-900
Facility Extention:	Not reported
Spill Notifier:	Other
PBS Number:	Not reported

COACH REALITY HOUSE (Continued) — S102619229

Last Inspection:	/ /
Recommended Penalty:	Penalty Not Recommended
Enforcement Date:	/ /
Investigation Complete:	/ /
UST Involvement:	False
Date Region Sent Summary to Central Office:	/ /
Corrective Action Plan Submitted:	/ /
Date Spill Entered In Computer Data File:	06/18/96
Time Spill Entered In Computer Data File:	Not reported
Spill Record Last Update:	01/27/97
Is Updated:	False

Tank:

PBS Number:	Not reported
Tank Number:	Not reported
Tank Size:	Not reported
Test Method:	Not reported
Leak Rate Failed Tank:	Not reported
Gross Leak Rate:	Not reported

Material:

Material Class Type:	Petroleum
Quantity Spilled:	50
Unknown Quantity Spilled:	False
Units:	Gallons
Quantity Recovered:	0
Unknown Quantity Recovered:	False
Material:	#2 FUEL OIL
Class Type:	#2 FUEL OIL
Times Material Entry In File:	24464
CAS Number:	Not reported
Last Date:	19941207
DEC Remarks:	6/18/96 @ 12:52 - ACAMPORA HAD TELECON W/DAVID BENINCASA - EMPTY RESIDENTIAL HOUSE ON THE PLAZA LOCATED ON EXPRESSWAY DRIVE SOUTH BETWEEN EXITS 60 61. U/G TANK FAILURE. FORMER FEED RETURN LINE SYSTEM. TANK NOW EMPTY - CONTENTS LOST INTO GROUND.BLDG UNOCCUPIED @ THIS TIME. BLDG OWNED BY COACH REALTY.
Spill Cause:	undergorund tank -

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HOLBROOK	1009232773	ISLIP TOWN OF	LINCOLN AVE / VETS HIGHWAY	11741	MANIFEST
HOLBROOK	S100169703	SUN REFINING	1540 VETERANS HIGHWAY		LTANKS,HIST LTANKS
HOLBROOK	S102083397	SUNCO SS3	BROADWAY / VETS HIGHWAY		SPILLS,HIST SPILLS
HOLBROOK	S102095925	CONCO BROS CIRCUS	SUNRISE HWY / N OF BROADW		SPILLS,HIST SPILLS
HOLBROOK	S102097434	SUN OIL RE	VETS HIGHWAY / N OF BROADW		SPILLS,HIST SPILLS
RONKONKOMA	S102098939	A&J TEXACO	VETERANS HWY		SPILLS,HIST SPILLS
HOLBROOK	S102236257	BROADWAY AVENUE	X VETERANS HIGHWAY		SPILLS,HIST SPILLS
HOLBROOK	S102256281	UNK	VETS HIGHWAY / BROADWAY		SPILLS,HIST SPILLS
HOLBROOK	S103564622	UNK	LOCUST / SUNRISE HWY		SPILLS,HIST SPILLS
LAKE RONKONKOMA	S103820216	UNK TRUCK	4007 VETS MEMORIAL HWY		SPILLS,HIST SPILLS
RONKONKOMA	S103846437	LI JET CENTER MCARTHUR	VETERANS HIGHWAY		SPILLS,HIST SPILLS
RONKONKOMA	S104046583		VETS HWY/BROADWAY AVENUE		SPILLS,HIST SPILLS
HOLBROOK	S104785263	UNK	VETERANS HWY/LINCOLN AVE		SPILLS,HIST SPILLS
RONKONKOMA	S104786269	RONKONKOMA SHOPPING CTR	VETS HWY		SPILLS,HIST SPILLS
RONKONKOMA	S105136569	MCARTHUR AIRPORT	VETS HWY / REMINGTON BLVD		SPILLS,HIST SPILLS
RONKONKOMA	S105140191	CLASSIC AUTO	VETERANS MEMORIAL HWY		LTANKS,HIST LTANKS
HOLBROOK	S105207723	RONALD STORAGE	VETERANS HWY/BROADWAY AVE		SPILLS,HIST SPILLS
HOLBROOK	S105697522	JIM & I RESOURCES	4705-4715 VETS HIGHWAY		LTANKS
HOLBROOK	S106003795		4700-4710 VETS HIGHWAY		LTANKS
HOLBROOK	S106406686		LINCOLN AVE/VETS HIGHWAY		SPILLS
HOLBROOK	S106406851	ATTIAS FLEA MARKET	VETS HWY/COATES AVENUE		SPILLS
HOLBROOK	S103793059	SW CLOVER LEAF	BROADWAY AVE/RTE 27		SPILLS
RONKONKOMA	S110247650	KIMBERLY CLEANERS	NICHOLS ROAD / SUNRISE HWY		SPILLS
HOLBROOK	U003538181	PRIDE PRODUCTS	3311 VETS. MEMORIAL HWY.	11779	DRYCLEANERS
HOLBROOK	U004075917	DX-PETROLEUM INC.	4333 VETS HWY	11741	AST,UST,NCFM
			4915 VETS HWY	11741	UST,NCFM

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/31/2010
Date Data Arrived at EDR: 04/02/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/14/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites
A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/31/2010
Date Data Arrived at EDR: 04/02/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/14/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens
Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/31/2010
Date Data Arrived at EDR: 04/02/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/14/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/29/2010
Date Data Arrived at EDR: 02/09/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 62

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing
A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPAa??s Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 06/23/2009
Date Data Arrived at EDR: 01/15/2010
Date Made Active in Reports: 02/10/2010
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/21/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 06/23/2009
Date Data Arrived at EDR: 09/02/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 19

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/25/2010
Date Data Arrived at EDR: 03/31/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 57

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List
A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/20/2009
Date Data Arrived at EDR: 01/20/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls
A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/20/2009
Date Data Arrived at EDR: 01/20/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 01/22/2010
Date Made Active in Reports: 02/11/2010
Number of Days to Update: 20

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Annually

State- and tribal - equivalent CERCLIS

SHWS: Inactive Hazardous Waste Disposal Sites in New York State
Referred to as the State Superfund Program, the Inactive Hazardous Waste Disposal Site Remedial Program is the cleanup program for inactive hazardous waste sites and now includes hazardous substance sites

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Annually

VAPOR REOPENED: Vapor Intrustion Legacy Site List
"Vapor intrusion" refers to the process by which volatile chemicals move from a subsurface source into the indoor air of overlying or adjacent buildings. The subsurface source can either be contaminated groundwater or contaminated soil which releases vapors into the pore spaces in the soil.Improvements in analytical techniques and knowledge gained from site investigations in New York and other states has led to an increased awareness of soil vapor as a medium of concern and of the potential for exposures from the soil vapor intrusion pathway. Based on this additional information, New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

Date of Government Version: 02/02/2010
Date Data Arrived at EDR: 02/24/2010
Date Made Active in Reports: 03/17/2010
Number of Days to Update: 21

Source: Department of Environmenal Conservation
Telephone: 518-402-9814
Last EDR Contact: 06/04/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Varies

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Facility Register
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 07/14/2010
Date Data Arrived at EDR: 07/16/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 25

Source: Department of Environmental Conservation
Telephone: 518-457-2051
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Semi-Annually

State and tribal leaking storage tank lists

LTANKS: Spills Information Database
Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Varies

HIST LTANKS: Listing of Leaking Storage Tanks
A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/19/2010
Date Data Arrived at EDR: 05/21/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/27/2010
Date Data Arrived at EDR: 05/28/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 05/04/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 22

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/19/2009
Date Data Arrived at EDR: 02/19/2009
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 25

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/03/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 22

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 11/04/2009
Date Data Arrived at EDR: 05/04/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 64

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 08/11/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/27/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 74

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Quarterly

State and tribal registered storage tank lists

UST: Petroleum Bulk Storage (PBS) Database
Facilities that have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons.

Date of Government Version: 06/17/2010
Date Data Arrived at EDR: 06/18/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 53

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/18/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: No Update Planned

CBS UST: Chemical Bulk Storage Database
Facilities that store regulated hazardous substances in underground tanks of any size

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 10/24/2005
Next Scheduled EDR Contact: 01/23/2006
Data Release Frequency: No Update Planned

MOSF UST: Major Oil Storage Facilities Database
Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: Varies

AST: Petroleum Bulk Storage
Registered Aboveground Storage Tanks.

Date of Government Version: 06/17/2010
Date Data Arrived at EDR: 06/18/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 53

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/18/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: No Update Planned

CBS AST: Chemical Bulk Storage Database
Facilities that store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

MOSF AST: Major Oil Storage Facilities Database
Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

CBS: Chemical Bulk Storage Site Listing
These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

Date of Government Version: 06/17/2010
Date Data Arrived at EDR: 06/18/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 53

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/18/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Quarterly

MOSF: Major Oil Storage Facility Site Listing
These facilities may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 06/17/2010
Date Data Arrived at EDR: 06/18/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 53

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/18/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/03/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 22

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 02/11/2010
Date Data Arrived at EDR: 02/11/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 60

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/19/2010
Date Data Arrived at EDR: 05/21/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Semi-Annually

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/27/2010
Date Data Arrived at EDR: 05/28/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 73

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/27/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 74

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/01/2008
Date Data Arrived at EDR: 12/30/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 76

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 08/11/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/04/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 22

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/19/2009
Date Data Arrived at EDR: 02/19/2009
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 25

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/18/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/19/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

ENG CONTROLS: Registry of Engineering Controls
Environmental Remediation sites that have engineering controls in place.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Quarterly

INST CONTROL: Registry of Institutional Controls
Environmental Remediation sites that have institutional controls in place.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Quarterly

RES DECL: Restrictive Declarations Listing
A restrictive declaration is a covenant running with the land which binds the present and future owners of the property. As a condition of certain special permits, the City Planning Commission may require an applicant to sign and record a restrictive declaration that places specified conditions on the future use and development of the property. Certain restrictive declarations are indicated by a D on zoning maps.

Date of Government Version: 12/31/1992
Date Data Arrived at EDR: 01/31/2007
Date Made Active in Reports: 04/19/2007
Number of Days to Update: 78

Source: NYC Department of City Planning
Telephone: 212-720-3401
Last EDR Contact: 08/25/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: No Update Planned

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Agreements
New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9711
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Semi-Annually

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 04/02/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/08/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

ERP: Environmental Restoration Program Listing
In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Quarterly

BROWNFIELDS: Brownfields Site List
A Brownfield is any real property where redevelopment or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant, or contaminant.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 06/21/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9764
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Semi-Annually

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 03/02/2010
Date Data Arrived at EDR: 03/23/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 55

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 08/25/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 08/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/28/2010
Next Scheduled EDR Contact: 09/20/2010
Data Release Frequency: Varies

SWTIRE: Registered Waste Tire Storage & Facility List
A listing of facilities registered to accept waste tires.

Date of Government Version: 08/01/2006
Date Data Arrived at EDR: 11/15/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 15

Source: Department of Environmental Conservation
Telephone: 518-402-8694
Last EDR Contact: 07/30/2010
Next Scheduled EDR Contact: 11/08/2010
Data Release Frequency: Annually

SWRCY: Registered Recycling Facility List
A listing of recycling facilities.

Date of Government Version: 07/14/2010
Date Data Arrived at EDR: 07/16/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 25

Source: Department of Environmental Conservation
Telephone: 518-402-8705
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Semi-Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 08/19/2009
Date Data Arrived at EDR: 12/29/2009
Date Made Active in Reports: 02/10/2010
Number of Days to Update: 43

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/08/2010
Next Scheduled EDR Contact: 09/20/2010
Data Release Frequency: Quarterly

DEL SHWS: Delisted Registry Sites
A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

Date of Government Version: 03/26/2010
Date Data Arrived at EDR: 03/26/2010
Date Made Active in Reports: 04/28/2010
Number of Days to Update: 33

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Annually

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

HIST UST: Historical Petroleum Bulk Storage Database
These facilities have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. It is no longer updated due to the sensitive nature of the information involved. See UST for more current data.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2008
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: Varies

HIST AST: Historical Petroleum Bulk Storage Database
These facilities have petroleum storage capabilities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. No longer updated due to the sensitive nature of the information involved. See AST for more current data.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/06/2010
Date Data Arrived at EDR: 05/11/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

LUCIS: Land Use Control Information System
LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/24/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Varies

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 04/06/2010
Date Data Arrived at EDR: 04/07/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 50

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Annually

SPILLS: Spills Information Database
Data collected on spills reported to NYSDEC as required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

Date of Government Version: 05/24/2010
Date Data Arrived at EDR: 05/26/2010
Date Made Active in Reports: 08/31/2010
Number of Days to Update: 26

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 05/26/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Varies

HIST SPILLS: SPILLS Database
This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA-NonGen: RCRA - Non Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 07/09/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/12/2010
Date Data Arrived at EDR: 02/09/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 62

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/11/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Varies

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 07/22/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 09/30/2009
Date Made Active in Reports: 12/01/2009
Number of Days to Update: 62

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/12/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 04/11/2010
Date Data Arrived at EDR: 04/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 28

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/08/2010
Next Scheduled EDR Contact: 10/18/2010
Data Release Frequency: Varies

ROD: Records Of Decision
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/29/2010
Date Data Arrived at EDR: 05/07/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 20

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 08/16/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites
Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 01/05/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 05/08/2009
Number of Days to Update: 1

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 06/01/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Varies

MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/12/2010
Date Data Arrived at EDR: 03/10/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 68

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/09/2010
Next Scheduled EDR Contact: 09/20/2010
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 01/13/2010
Date Made Active in Reports: 02/18/2010
Number of Days to Update: 36

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 06/04/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002
Date Data Arrived at EDR: 04/14/2006
Date Made Active in Reports: 05/30/2006
Number of Days to Update: 46

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 07/07/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 06/01/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 06/01/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 01/06/2010
Date Made Active in Reports: 02/10/2010
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 08/03/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 04/24/2010
Date Data Arrived at EDR: 04/29/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 18

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 08/25/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 02/01/2010
Date Data Arrived at EDR: 04/22/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 109

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/30/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/18/2010
Date Data Arrived at EDR: 04/09/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 51

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 08/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/13/2010
Date Data Arrived at EDR: 07/14/2010
Date Made Active in Reports: 08/09/2010
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/14/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/14/2010
Date Data Arrived at EDR: 04/16/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 41

Source: EPA
Telephone: (212) 637-3000
Last EDR Contact: 07/07/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 08/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2007
Date Data Arrived at EDR: 02/25/2010
Date Made Active in Reports: 05/12/2010
Number of Days to Update: 76

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/25/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Biennially

HSWDS: Hazardous Substance Waste Disposal Site Inventory
The list includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-Registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity. The last version of the study inventory is frozen in time. The sites on the study will not automatically be made Superfund sites, rather each site will be further evaluated for listing on the Registry. So overtime they will be added to the registry or not.

Date of Government Version: 01/01/2003
Date Data Arrived at EDR: 10/20/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 41

Source: Department of Environmental Conservation
Telephone: 518-402-9564
Last EDR Contact: 05/26/2009
Next Scheduled EDR Contact: 08/24/2009
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2010
Date Data Arrived at EDR: 05/13/2010
Date Made Active in Reports: 08/21/2010
Number of Days to Update: 39

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/11/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Annually

DRYCLEANERS: Registered Drycleaners
A listing of all registered drycleaning facilities.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 03/25/2010
Date Made Active in Reports: 05/06/2010
Number of Days to Update: 42

Source: Department of Environmental Conservation
Telephone: 518-402-8403
Last EDR Contact: 06/21/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Varies

SPDES: State Pollutant Discharge Elimination System
New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

Date of Government Version: 07/19/2010
Date Data Arrived at EDR: 07/19/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 22

Source: Department of Environmental Conservation
Telephone: 518-402-8233
Last EDR Contact: 07/19/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: No Update Planned

AIRS: Air Emissions Data
Point source emissions inventory data.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 09/05/2007
Date Made Active in Reports: 10/17/2007
Number of Days to Update: 42

Source: Department of Environmental Conservation
Telephone: 518-402-8452
Last EDR Contact: 08/02/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Annually

E DESIGNATION: E DESIGNATION SITE LISTING
The (E (Environmental)) designation would ensure that sampling and remediation take place on the subject properties, and would avoid any significant impacts related to hazardous materials at these locations. The (E) designations would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designations also include a mandatory construction-related health and safety plan which must be approved by NYCDEP.

Date of Government Version: 05/25/2010
Date Data Arrived at EDR: 07/06/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 35

Source: New York City Department of City Planning
Telephone: 718-595-6558
Last EDR Contact: 08/24/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations
This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/22/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing
The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 02/10/2010
Date Data Arrived at EDR: 02/11/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 60

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/08/2010
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 11/09/2009
Date Data Arrived at EDR: 12/18/2009
Date Made Active in Reports: 02/10/2010
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 08/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands
Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/22/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: N/A

COAL ASH DOE: Steam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/21/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: Varies

COAL ASH: Coal Ash Disposal Site Listing
A listing of coal ash disposal site locations.

Date of Government Version: 07/14/2010
Date Data Arrived at EDR: 07/16/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 25

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Varies

FINANCIAL ASSURANCE 2: Financial Assurance Information Listing
A listing of financial assurance information for hazardous waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 10/31/2008
Date Data Arrived at EDR: 11/25/2008
Date Made Active in Reports: 12/11/2008
Number of Days to Update: 16

Source: Department of Environmental Conservation
Telephone: 518-402-8712
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Varies

FINANCIAL ASSURANCE: Financial Assurance Information Listing
Financial assurance information.

Date of Government Version: 07/13/2010
Date Data Arrived at EDR: 07/14/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 27

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: Quarterly

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 02/18/2009
Date Made Active in Reports: 05/29/2009
Number of Days to Update: 100

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/10/2010
Next Scheduled EDR Contact: 11/15/2010
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

COUNTY RECORDS

CORTLAND COUNTY:

Cortland County Storage Tank Listing
A listing of aboveground storage tank sites located in Cortland County.

Date of Government Version: 04/22/2010
Date Data Arrived at EDR: 04/22/2010
Date Made Active in Reports: 05/10/2010
Number of Days to Update: 18

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Quarterly

Cortland County Storage Tank Listing
A listing of underground storage tank sites located in Cortland County.

Date of Government Version: 04/22/2010
Date Data Arrived at EDR: 04/22/2010
Date Made Active in Reports: 05/10/2010
Number of Days to Update: 18

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Quarterly

NASSAU COUNTY:

Registered Tank Database
A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 05/21/2003
Date Data Arrived at EDR: 05/27/2003
Date Made Active in Reports: 06/09/2003
Number of Days to Update: 13

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 04/13/2010
Date Data Arrived at EDR: 06/23/2010
Date Made Active in Reports: 06/28/2010
Number of Days to Update: 5

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Varies

Registered Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 05/21/2003
Date Data Arrived at EDR: 05/27/2003
Date Made Active in Reports: 06/09/2003
Number of Days to Update: 13

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 07/12/2010
Next Scheduled EDR Contact: 10/25/2010
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 04/13/2010
Date Data Arrived at EDR: 06/23/2010
Date Made Active in Reports: 06/28/2010
Number of Days to Update: 5

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Varies

ROCKLAND COUNTY:

Petroleum Bulk Storage Database
A listing of aboveground storage tank sites located in Rockland County.

Date of Government Version: 06/25/2010
Date Data Arrived at EDR: 06/25/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 46

Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 08/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Quarterly

Petroleum Bulk Storage Database
A listing of underground storage tank sites located in Rockland County.

Date of Government Version: 06/25/2010
Date Data Arrived at EDR: 06/25/2010
Date Made Active in Reports: 08/10/2010
Number of Days to Update: 46

Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 08/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Quarterly

SUFFOLK COUNTY:

Storage Tank Database
A listing of aboveground storage tank sites located in Suffolk County.

Date of Government Version: 09/13/2006
Date Data Arrived at EDR: 01/11/2007
Date Made Active in Reports: 02/07/2007
Number of Days to Update: 27

Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Annually

Storage Tank Database
A listing of underground storage tank sites located in Suffolk County.

Date of Government Version: 09/13/2006
Date Data Arrived at EDR: 01/11/2007
Date Made Active in Reports: 02/07/2007
Number of Days to Update: 27

Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 08/09/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Annually

WESTCHESTER COUNTY:

Listing of Storage Tanks
A listing of aboveground storage tank sites located in Westchester County.

Date of Government Version: 05/05/2005
Date Data Arrived at EDR: 05/31/2005
Date Made Active in Reports: 06/30/2005
Number of Days to Update: 30

Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 08/11/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Varies

Listing of Storage Tanks
A listing of underground storage tank sites located in Westchester County.

Date of Government Version: 05/05/2005
Date Data Arrived at EDR: 05/31/2005
Date Made Active in Reports: 06/30/2005
Number of Days to Update: 30

Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 08/11/2010
Next Scheduled EDR Contact: 11/22/2010
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2007
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 09/11/2009
Number of Days to Update: 16

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 06/04/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 01/20/2010
Date Made Active in Reports: 02/05/2010
Number of Days to Update: 16

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/22/2010
Next Scheduled EDR Contact: 11/01/2010
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 12/01/2009
Date Made Active in Reports: 12/14/2009
Number of Days to Update: 13

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 05/24/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Annually

RI MANIFEST: Manifest Information
Hazardous waste manifest information

Date of Government Version: 11/03/2009
Date Data Arrived at EDR: 02/12/2010
Date Made Active in Reports: 02/22/2010
Number of Days to Update: 10

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 06/01/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Annually

VT MANIFEST: Hazardous Waste Manifest Data
Hazardous waste manifest information.

Date of Government Version: 03/29/2010
Date Data Arrived at EDR: 05/14/2010
Date Made Active in Reports: 06/22/2010
Number of Days to Update: 39

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 07/26/2010
Next Scheduled EDR Contact: 11/08/2010
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 07/06/2010
Date Made Active in Reports: 07/26/2010
Number of Days to Update: 20

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/21/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: Rextag Strategies Corp.
Telephone: (281) 769-2247
U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Day Care Providers
Source: Department of Health
Telephone: 212-676-2444

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

RONKONKOMA HUB
RAILROAD AVENUE
RONKONKOMA, NY 11779

TARGET PROPERTY COORDINATES

Latitude (North):	40.80850 - 40' 48' 30.6"
Longitude (West):	73.1063 - 73' 6' 22.7"
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	659731.7
UTM Y (Meters):	4519013.0
Elevation:	106 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	40073-G1 PATCHOGUE, NY
Most Recent Revision:	1967
West Map:	40073-G2 CENTRAL ISLIP, NY
Most Recent Revision:	1979

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

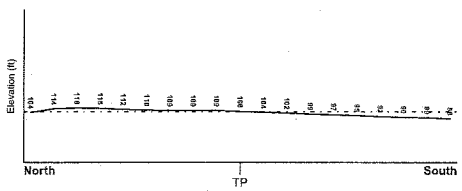
TOPOGRAPHIC INFORMATION

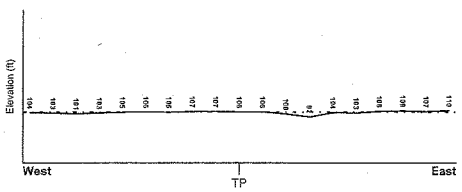
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

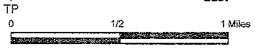
General Topographic Gradient: General SE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 106 ft.



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
SUFFOLK, NY	YES - refer to the Overview Map and Detail Map
Flood Plain Panel at Target Property:	36103C0686G - FEMA Q3 Flood data
Additional Panels in search area:	36103C0680G - FEMA Q3 Flood data
	36103C0660G - FEMA Q3 Flood data
	36103C0687G - FEMA Q3 Flood data
	36103C0670G - FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
PATCHOGUE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1998 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were compiled under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

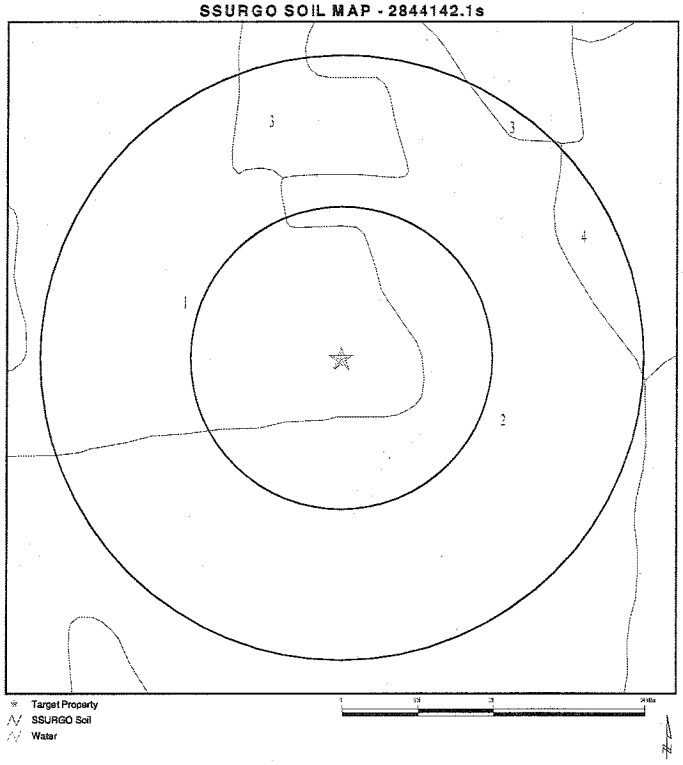
GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT		GEOLOGIC AGE IDENTIFICATION	
Era:	Cenozoic	Category:	Stratified Sequence
System:	Quaternary		
Series:	Pleistocene		
Code:	Qp *(decoded above as Era, System & Series)*		

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 2844142.1s



SITE NAME: Ronkonkoma Hub ADDRESS: Railroad Avenue Ronkonkoma NY 11779 LAT/LONG: 40.8085 / 73.1063	CLIENT: Vanasse Hangen Brustlin,Inc CONTACT: Bryan Murty INQUIRY #: 2844142.1s DATE: August 13, 2010 4:05 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name:	Cut and fill land
Soil Surface Texture:	
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Moderately well drained
Hydric Status: Not hydric	
Corrosion Potential - Uncoated Steel:	Not Reported
Depth to Bedrock Min:	> 153 inches
Depth to Watertable Min:	> 0 inches

No Layer Information available.

Soil Map ID: 2

Soil Component Name:	Riverhead
Soil Surface Texture:	sandy loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Well drained
Hydric Status: Not hydric	
Corrosion Potential - Uncoated Steel:	Low
Depth to Bedrock Min:	> 0 inches
Depth to Watertable Min:	> 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information

	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5
2	11 inches	27 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5
3	27 inches	35 inches	gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5
4	35 inches	64 inches	stratified coarse sand to gravelly sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5

Soil Map ID: 3

Soil Component Name:	Haven
Soil Surface Texture:	loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 6 Min: 4.5
2	11 inches	18 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 6 Min: 4.5
3	18 inches	27 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 6 Min: 4.5
4	27 inches	59 inches	stratified gravelly sand	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 6 Min: 4.5

Soil Map ID: 4

Soil Component Name: Plymouth

Soil Surface Texture: loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	3 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
2	3 inches	27 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
3	27 inches	59 inches	gravelly coarse sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS2114599	1/8 - 1/4 Mile WNW
A2	USGS2114551	1/4 - 1/2 Mile West
A3	USGS2114552	1/4 - 1/2 Mile West
B4	USGS2114608	1/4 - 1/2 Mile WNW
A5	USGS2114538	1/4 - 1/2 Mile West
C6	USGS2114585	1/4 - 1/2 Mile West
C7	USGS2114586	1/4 - 1/2 Mile West
B8	USGS2114618	1/4 - 1/2 Mile WNW
D9	USGS2114553	1/4 - 1/2 Mile West
D10	USGS2114539	1/4 - 1/2 Mile West
11	USGS2114646	1/4 - 1/2 Mile WNW
C12	USGS2114595	1/4 - 1/2 Mile West
C13	USGS2114600	1/4 - 1/2 Mile WNW
E14	USGS2114613	1/4 - 1/2 Mile WNW
E15	USGS2114619	1/4 - 1/2 Mile WNW
D16	USGS2114581	1/4 - 1/2 Mile West
D17	USGS2114540	1/4 - 1/2 Mile West
E18	USGS2114620	1/4 - 1/2 Mile WNW
E19	USGS2114609	1/4 - 1/2 Mile WNW
20	USGS2114491	1/2 - 1 Mile North
F21	USGS2114445	1/2 - 1 Mile NW
G22	USGS2114647	1/2 - 1 Mile WNW
F23	USGS2114442	1/2 - 1 Mile NW
F24	USGS2114456	1/2 - 1 Mile NW
F25	USGS2114446	1/2 - 1 Mile NW
G26	USGS2114653	1/2 - 1 Mile WNW
27	USGS2114829	1/2 - 1 Mile SSW
28	USGS2114554	1/2 - 1 Mile West
G29	USGS2114654	1/2 - 1 Mile WNW
H30	USGS2114447	1/2 - 1 Mile NW
31	USGS2114610	1/2 - 1 Mile West
I32	USGS2114638	1/2 - 1 Mile WNW
I33	USGS2114655	1/2 - 1 Mile WNW
H34	USGS2114457	1/2 - 1 Mile NW
35	USGS2114448	1/2 - 1 Mile WNW
J36	USGS2114562	1/2 - 1 Mile West
J37	USGS2114563	1/2 - 1 Mile West
38	USGS2114527	1/2 - 1 Mile NNW
J39	USGS2114564	1/2 - 1 Mile West
J40	USGS2114575	1/2 - 1 Mile West
42	USGS2114490	1/2 - 1 Mile NE
43	USGS2114479	1/2 - 1 Mile NW
44	USGS2114331	1/2 - 1 Mile NW

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
J41	NY0018566	1/2 - 1 Mile West

Note: PWS System location is not always the same as well location.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 2844142.1s

County Boundary
Major Roads
Contour Lines
Airports
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

0 1/4 1/2 1 Miles

Groundwater Flow Direction
Indeterminate Groundwater Flow at Location
Groundwater Flow Varies at Location
Closest Hydrogeological Data
Oil, gas or related wells

SITE NAME:	Ronkonkoma Hub	CLIENT:	Vanasse Hangen Brustlin,Inc
ADDRESS:	Railroad Avenue Ronkonkoma NY 11779	CONTACT:	Bryan Murty
		INQUIRY #:	2844142.1s
LAT/LONG:	40.8085 / 73.1063	DATE:	August 13, 2010 4:05 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation — Database — EDR ID Number

1
WNW
1/8 - 1/4 Mile
Higher — **FED USGS** — **USGS2114599**

Agency cd:	USGS	Site no:	404835073063401
Site name:	S 14250. 1		
Latitude:	404835	EDR Site id:	USGS2114599
Longitude:	0730634	Dec lat:	40.8098205
Dec lon:	-73.10899967	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1478 5252	Map scale:	Not Reported
Altitude:	110.0		
Altitude method:	Level or other surveying method		
Altitude accuracy:	0.1		
Altitude datum:	National Geodetic Vertical Datum of 1929		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	195705
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	GLACIAL AQUIFER,UPPER		
Well depth:	137.	Hole depth:	137.
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

A2
West
1/4 - 1/2 Mile
Lower — **FED USGS** — **USGS2114551**

Agency cd:	USGS	Site no:	404829073064501
Site name:	S 36105. 1		
Latitude:	404829	EDR Site id:	USGS2114551
Longitude:	0730645	Dec lat:	40.80815383
Dec lon:	-73.11205537	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1459	Map scale:	Not Reported

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	165	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

A3
West
1/4 - 1/2 Mile
Lower — **FED USGS** — **USGS2114552**

Agency cd:	USGS	Site no:	404829073064601
Site name:	S 36905. 1		
Latitude:	404829	EDR Site id:	USGS2114552
Longitude:	0730646	Dec lat:	40.80815383
Dec lon:	-73.11233316	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1459	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	160	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

B4
WNW
1/4 - 1/2 Mile
Higher — **FED USGS** — **USGS2114608**

Agency cd:	USGS	Site no:	404836073064601
Site name:	S 37245. 1		
Latitude:	404836	EDR Site id:	USGS2114608
Longitude:	0730646	Dec lat:	40.81009828
Dec lon:	-73.11233312	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1468	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

A5
West
1/4 - 1/2 Mile
Lower — **FED USGS** — **USGS2114538**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Agency cd:	USGS	Site no:	404828073064901
Site name:	S 38348. 1		
Latitude:	404828	EDR Site id:	USGS2114538
Longitude:	0730649	Dec lat:	40.80787605
Dec lon:	-73.11316652	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1459	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

C6
West
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114585**

Agency cd:	USGS	Site no:	404833073065001
Site name:	S 40571. 1		
Latitude:	404833	EDR Site id:	USGS2114585
Longitude:	0730650	Dec lat:	40.80926494
Dec lon:	-73.11344428	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1458	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	130	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

C7
West
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114586**

Agency cd:	USGS	Site no:	404833073065101
Site name:	S 38349. 1		
Latitude:	404833	EDR Site id:	USGS2114586
Longitude:	0730651	Dec lat:	40.80926494
Dec lon:	-73.11372207	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1458	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

B8
WNW
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114618**

Agency cd:	USGS	Site no:	404838073065001
Site name:	S 36269. 1		
Latitude:	404838	EDR Site id:	USGS2114618
Longitude:	0730650	Dec lat:	40.81065383
Dec lon:	-73.11344428	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1457	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	150	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

D9
West
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114553**

Agency cd:	USGS	Site no:	404829073065301
Site name:	S 36058. 1		
Latitude:	404829	EDR Site id:	USGS2114553
Longitude:	0730653	Dec lat:	40.80815383
Dec lon:	-73.11427767	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1458	Map scale:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	155	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

D10
West
1/4 - 1/2 Mile
Lower

FED USGS **USGS2114539**

Agency cd:	USGS	Site no:	404828073065301
Site name:	S 36781. 1		
Latitude:	404828	EDR Site id:	USGS2114539
Longitude:	0730653	Dec lat:	40.80787605
Dec lon:	-73.11427767	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1458	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	100	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

11
WNW
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114646**

Agency cd:	USGS	Site no:	404842073064901
Site name:	S 41244. 1		
Latitude:	404842	EDR Site id:	USGS2114646
Longitude:	0730649	Dec lat:	40.81176494
Dec lon:	-73.11316645	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1467	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

C12
West
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114595**

Agency cd:	USGS	Site no:	404834073065401
Site name:	S 38230. 1		
Latitude:	404834	EDR Site id:	USGS2114585
Longitude:	0730654	Dec lat:	40.80954272
Dec lon:	-73.11455543	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1458	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	130	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

C13
WNW
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114600**

Agency cd:	USGS	Site no:	404835073065401
Site name:	S 38239. 1		
Latitude:	404835	EDR Site id:	USGS2114600
Longitude:	0730654	Dec lat:	40.8098205
Dec lon:	-73.11455542	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1458	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST

Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	115	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

E14
WNW
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114613**

Agency cd:	USGS	Site no:	404837073065401
Site name:	S 45789. 1		
Latitude:	404837	EDR Site id:	USGS2114613
Longitude:	0730654	Dec lat:	40.81037605
Dec lon:	-73.11456541	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1457	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

Map ID
Direction
Distance
Elevation — Database — EDR ID Number

E15
WNW
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114619**

Agency cd:	USGS	Site no:	404838073065401
Site name:	S 46328. 1		
Latitude:	404838	EDR Site id:	USGS2114619
Longitude:	0730654	Dec lat:	40.81065383
Dec lon:	-73.11455541	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1457	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York, Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	240	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

D16
West
1/4 - 1/2 Mile
Higher

FED USGS **USGS2114561**

Agency cd:	USGS	Site no:	404830073065701
Site name:	S 35330. 1		
Latitude:	404830	EDR Site id:	USGS2114561
Longitude:	0730657	Dec lat:	40.8084316
Dec lon:	-73.11538881	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1448	Map scale:	Not Reported

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	93	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

D17
West
1/4 - 1/2 Mile
Lower
FED USGS USGS2114540

Agency cd:	USGS	Site no:	404828073065701
Site name:	S 40658. 1		
Latitude:	404828	EDR Site id:	USGS2114540
Longitude:	0730657	Dec lat:	40.80787806
Dec lon:	-73.11538882	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1448	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	153	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

E18
WNW
1/4 - 1/2 Mile
Higher
FED USGS USGS2114620

Agency cd:	USGS	Site no:	404838073065601
Site name:	S 41856. 1		
Latitude:	404838	EDR Site id:	USGS2114620
Longitude:	0730656	Dec lat:	40.81065383
Dec lon:	-73.11511098	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1457	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	108	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

E19
WNW
1/4 - 1/2 Mile
Higher
FED USGS USGS2114609

Agency cd:	USGS	Site no:	404836073065701
Site name:	S 40784. 1		
Latitude:	404836	EDR Site id:	USGS2114609
Longitude:	0730657	Dec lat:	40.81009827
Dec lon:	-73.11538878	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1457	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	136	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

20
North
1/2 - 1 Mile
Higher
FED USGS USGS2114491

Agency cd:	USGS	Site no:	404857073061801
Site name:	S 42644. 1		
Latitude:	404857	EDR Site id:	USGS2114491
Longitude:	0730618	Dec lat:	40.81593163
Dec lon:	-73.10455495	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1496	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST

Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	150	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

F21
NW
1/2 - 1 Mile
Higher
FED USGS USGS2114445

Agency cd:	USGS	Site no:	404848073065301
Site name:	S 44123. 1		
Latitude:	404848	EDR Site id:	USGS2114445
Longitude:	0730653	Dec lat:	40.81343161
Dec lon:	-73.11427756	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1456	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	128	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

Map ID Direction Distance Elevation		Database	EDR ID Number
G22 **WNW** **1/2 - 1 Mile** **Higher**		**FED USGS**	**USGS2114647**

Agency cd:	USGS	Site no:	404842073065801
Site name:	S 39766. 1		
Latitude:	404842	EDR Site id:	USGS2114647
Longitude:	0730658	Dec lat:	40.81176494
Dec lon:	-73.11566653	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1457	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	122	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

F23 **NW** **1/2 - 1 Mile** **Higher**		**FED USGS**	**USGS2114442**

Agency cd:	USGS	Site no:	404847073065501
Site name:	S 44198. 1		
Latitude:	404847	EDR Site id:	USGS2114442
Longitude:	0730655	Dec lat:	40.81315383
Dec lon:	-73.11483314	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1456	Map scale:	Not Reported

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	103	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

F24 **NW** **1/2 - 1 Mile** **Higher**		**FED USGS**	**USGS2114456**

Agency cd:	USGS	Site no:	404850073065201
Site name:	S 39243. 1		
Latitude:	404850	EDR Site id:	USGS2114456
Longitude:	0730652	Dec lat:	40.81398717
Dec lon:	-73.11389976	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1466	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	124	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

F25 **NW** **1/2 - 1 Mile** **Higher**		**FED USGS**	**USGS2114446**

Agency cd:	USGS	Site no:	404848073065501
Site name:	S 41564. 1		
Latitude:	404848	EDR Site id:	USGS2114446
Longitude:	0730655	Dec lat:	40.81343161
Dec lon:	-73.11483314	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1456	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	108	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

G26 **WNW** **1/2 - 1 Mile** **Higher**		**FED USGS**	**USGS2114653**

Agency cd:	USGS	Site no:	404843073070001
Site name:	S 43375. 1		
Latitude:	404843	EDR Site id:	USGS2114653
Longitude:	0730700	Dec lat:	40.81204272
Dec lon:	-73.1162221	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1456	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	162	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

27 **SSW** **1/2 - 1 Mile** **Lower**		**FED USGS**	**USGS2114829**

Agency cd:	USGS	Site no:	404802073063801
Site name:	S 5834. 1		
Latitude:	404802	EDR Site id:	USGS2114829
Longitude:	0730638	Dec lat:	40.80085383
Dec lon:	-73.110111	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SM1452 8	Map scale:	Not Reported
Altitude:	98.0		
Altitude method:	Level or other surveying method		
Altitude accuracy:	0.1		
Altitude datum:	National Geodetic Vertical Datum of 1929		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST

Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	GLACIAL AQUIFER,UPPER		
Well depth:	134.	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

28
West
1/2 - 1 Mile
Lower

FED USGS USGS2114554

Agency cd:	USGS	Site no:	404829073070501
Site name:	S 40507. 1		
Latitude:	404829	EDR Site Id:	USGS2114554
Longitude:	0730705	Dec lat:	40.80815382
Dec lon:	-73.11761112	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1438	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	144	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
G29 **WNW** **1/2 - 1 Mile** **Higher**	**FED USGS**	**USGS2114654**

Agency cd:	USGS	Site no:	404843073070201
Site name:	S 39285. 1		
Latitude:	404843	EDR Site Id:	USGS2114654
Longitude:	0730702	Dec lat:	40.81204272
Dec lon:	-73.11677768	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1446	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	110	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

H30
NW
1/2 - 1 Mile
Higher

FED USGS USGS2114447

Agency cd:	USGS	Site no:	404848073065901
Site name:	S 40306. 1		
Latitude:	404848	EDR Site Id:	USGS2114447
Longitude:	0730659	Dec lat:	40.81343161
Dec lon:	-73.11594429	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1456	Map scale:	Not Reported

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	166	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

31
West
1/2 - 1 Mile
Lower

FED USGS USGS2114610

Agency cd:	USGS	Site no:	404836073070601
Site name:	S 40700. 1		
Latitude:	404836	EDR Site Id:	USGS2114610
Longitude:	0730706	Dec lat:	40.81009827
Dec lon:	-73.11788887	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1447	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	223	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

I32
WNW
1/2 - 1 Mile
Higher

FED USGS USGS2114638

Agency cd:	USGS	Site no:	404841073070501
Site name:	S 35072. 1		
Latitude:	404841	EDR Site Id:	USGS2114638
Longitude:	0730705	Dec lat:	40.81148716
Dec lon:	-73.11761105	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1446	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island, New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	150	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

I33
WNW
1/2 - 1 Mile
Higher

FED USGS USGS2114655

Agency cd:	USGS	Site no:	404843073070401
Site name:	S 39893. 1		
Latitude:	404843	EDR Site id:	USGS2114655
Longitude:	0730704	Dec lat:	40.81204271
Dec lon:	-73.11733325	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1446	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	150	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

H34
NW
1/2 - 1 Mile
Higher

FED USGS **USGS2114457**

Agency cd:	USGS	Site no:	404850073070301
Site name:	S 36903. 1		
Latitude:	404850	EDR Site id:	USGS2114457
Longitude:	0730703	Dec lat:	40.81398716
Dec lon:	-73.11705543	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1455	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST

Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

35
WNW
1/2 - 1 Mile
Higher

FED USGS **USGS2114448**

Agency cd:	USGS	Site no:	404848073070501
Site name:	S 38233. 1		
Latitude:	404848	EDR Site id:	USGS2114448
Longitude:	0730705	Dec lat:	40.8134316
Dec lon:	-73.11761101	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1445	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	100	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

Map ID
Direction
Distance
Elevation — Database — EDR ID Number

J36
West
1/2 - 1 Mile
Lower

FED USGS **USGS2114562**

Agency cd:	USGS	Site no:	404843073071201
Site name:	S 38494. 1		
Latitude:	404830	EDR Site id:	USGS2114562
Longitude:	0730712	Dec lat:	40.8084316
Dec lon:	-73.11955563	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1438	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	104	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

J37
West
1/2 - 1 Mile
Lower

FED USGS **USGS2114563**

Agency cd:	USGS	Site no:	404830073071202
Site name:	S 37824. 1		
Latitude:	404830	EDR Site id:	USGS2114563
Longitude:	0730712	Dec lat:	40.8084316
Dec lon:	-73.11955563	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1438	Map scale:	Not Reported

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	151	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

38
NNW
1/2 - 1 Mile
Higher

FED USGS **USGS2114527**

Agency cd:	USGS	Site no:	404902073084901
Site name:	S 18135. 1		
Latitude:	404902	EDR Site id:	USGS2114527
Longitude:	0730849	Dec lat:	40.8173205
Dec lon:	-73.13316634	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1464 S	Map scale:	Not Reported
Altitude:	111.0		
Altitude method:	Level or other surveying method		
Altitude accuracy:	0.1		
Altitude datum:	National Geodetic Vertical Datum of 1929		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	GLACIAL AQUIFER,UPPER		
Well depth:	110.	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

J39
West
1/2 - 1 Mile
Lower

FED USGS **USGS2114564**

Agency cd:	USGS	Site no:	404830073071301
Site name:	S 37958. 1		
Latitude:	404830	EDR Site id:	USGS2114564
Longitude:	0730713	Dec lat:	40.8084316
Dec lon:	-73.11983341	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1438	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	120	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

J40
West
1/2 - 1 Mile
Lower

FED USGS **USGS2114575**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Agency cd:	USGS	Site no:	404832073071301
Site name:	S 39468. 1		
Latitude:	404832	EDR Site id:	USGS2114575
Longitude:	0730713	Dec lat:	40.80898715
Dec lon:	-73.1198334	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1437	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	134	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

J41
West
1/2 - 1 Mile
Lower

FRDS PWS **NY0018566**

PWS ID:	NY0018566		
Date Initiated:	Not Reported	Date Deactivated:	Not Reported
PWS Name:	LAKESIDE PLAZA 327 SMITHTOWN BLVD. LAKE RONKONKOMA, NY 11779		
Addressee / Facility:	System Owner/Responsible Party MONACCO VINCENT 3 ROOSEVELT AVE. NESCONSET, NY 11767		
Facility Latitude:	40 48 28	Facility Longitude:	073 07 14
City Served:	SMITHTOWN (T)		
Treatment Class	Not Reported	Population:	Not Reported

Violations information not reported.

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation	Database	EDR ID Number

42
NE
1/2 - 1 Mile
Higher

FED USGS **USGS2114490**

Agency cd:	USGS	Site no:	404857073054801
Site name:	S 38655. 1		
Latitude:	404857	EDR Site id:	USGS2114490
Longitude:	0730548	Dec lat:	40.81593164
Dec lon:	-73.09822132	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1527	Map scale:	Not Reported
Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	108	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

43
NW
1/2 - 1 Mile
Higher

FED USGS **USGS2114479**

Agency cd:	USGS	Site no:	404855073070801
Site name:	S 42047. 1		
Latitude:	404855	EDR Site id:	USGS2114479
Longitude:	0730708	Dec lat:	40.81537605
Dec lon:	-73.11844434	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1444	Map scale:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Altitude:	Not Reported		
Altitude method:	Not Reported		
Altitude accuracy:	Not Reported		
Altitude datum:	Not Reported		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	105	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

44
NW
1/2 - 1 Mile
Higher

FED USGS **USGS2114331**

Agency cd:	USGS	Site no:	404908073070501
Site name:	S 3438. 1		
Latitude:	404908	EDR Site id:	USGS2114331
Longitude:	0730705	Dec lat:	40.81898716
Dec lon:	-73.1176109	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	36
State:	36	County:	103
Country:	US	Land net:	Not Reported
Location map:	SL1453 5	Map scale:	Not Reported
Altitude:	100.0		
Altitude method:	Level or other surveying method		
Altitude accuracy:	0.1		
Altitude datum:	National Geodetic Vertical Datum of 1929		
Hydrologic:	Southern Long Island. New York. Area = 1660 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	N		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	GLACIAL AQUIFER,UPPER		
Well depth:	101.	Hole depth:	Not Reported
Source of depth data:	Not Reported		
Project number:	Not Reported		
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

GEOCHECK®- PHYSICAL SETTING SOURCE MAP FINDINGS

Peak flow data count: Not Reported
Water quality data end date: Not Reported
Ground water data begin date: Not Reported
Ground water data count: Not Reported

Water quality data begin date: Not Reported
Water quality data count: Not Reported
Ground water data end date: Not Reported

Ground-water levels, Number of Measurements: 0

GEOCHECK®- PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: NY Radon

Radon Test Results

Zip	Num Sites	< 4 Pci/L	>= 4 Pci/L	>= 20 Pci/L	Avg > 4 Pci/L	Max Pci/L
11779	13	11 (84.6%)	1 (7.7%)	1 (7.7%)	4.62	42.6

Federal EPA Radon Zone for SUFFOLK County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for SUFFOLK COUNTY, NY

Number of sites tested: 183

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area	0.670 pCi/L	100%	0%	0%
Basement	1.010 pCi/L	98%	2%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2008. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2006 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

HYDROGEOLOGIC INFORMATION

AQUIFLOW[R] Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

New York Public Water Wells
Source: New York Department of Health
Telephone: 518-458-6731

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Database
Department of Environmental Conservation
Telephone: 518-402-8056
These files contain records, in the database, of wells that have been drilled.

RADON

State Database: NY Radon
Source: Department of Health
Telephone: 518-402-7556
Radon Test Results

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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Amphibian and Reptile Species List, NYS Breeding Bird Atlas Reports and Correspondence with Natural Heritage Program

List of Species Reported for the Patchogue, New York Quadrangle Topographic Map during the New York Amphibian and Reptile Atlas Project Survey (1990-1999)

American bullfrog	*Rana catesbeiana*
common garter snake	*Thamnophis sirtalis*
common snapping turtle	*Chelydra serpentina*
eastern box turtle	*Terrapene carolina*
eastern milk snake	*Lampropeltis triangulum*
eastern ribbon snake	*Thamnophis sauritus*
eastern tiger salamander	*Ambtstoma tigrinum*
Fowler's toad	*Bufo fowleri*
green frog	*Rana clamitans*
northern redback salamander	*Plethodon c. cinereus*
northern spring peeper	*Pseudacris crucifer*
smooth green snake	*Opheodrys vernalis*
wood frog	*Rana sylvatica*

YORK STATE
EPARTMENT OF
ENVIRONMENTAL CONSERVATION
S Breeding Bird Atlas

Block 6551A

2000-2005

Navigation Tools

Perform Another Search
Show All Records
Sort by Field Card Order
Sort by Taxonomic Order
View 1985 Data

Block 6551A Summary

Total Species:	55
Possible:	7
Probable:	29
Confirmed:	19

Click on column heading to sort by that category.

List of Species Breeding in Atlas Block 6551A

Common Name	Scientific Name	Behavior Code	Date	NY Legal Status
American Crow	*Corvus brachyrhynchos*	FY	6/9/2001	Game Species
American Goldfinch	*Spinus tristis*	T2	6/9/2001	Protected
American Robin	*Turdus migratorius*	FY	6/10/2000	Protected
Baltimore Oriole	*Icterus galbula*	P2	6/25/2000	Protected
Barn Swallow	*Hirundo rustica*	P2	6/9/2001	Protected
Belted Kingfisher	*Megaceryle alcyon*	P2	6/25/2000	Protected
Black-and-white Warbler	*Mniotilta varia*	T2	6/9/2001	Protected
Black-capped Chickadee	*Poecile atricapillus*	FL	6/25/2000	Protected
Blue Jay	*Cyanocitta cristata*	FY	6/15/2003	Protected
Blue-gray Gnatcatcher	*Polioptila caerulea*	FL	6/9/2001	Protected
Blue-winged Warbler	*Vermivora pinus*	D2	6/8/2002	Protected
Brown Creeper	*Certhia americana*	X1	4/14/2002	Protected
Brown Thrasher	*Toxostoma rufum*	FY	6/25/2000	Protected
Brown-headed Cowbird	*Molothrus ater*	P2	6/9/2001	Protected
Canada Goose	*Branta canadensis*	P2	4/14/2002	Game Species
Carolina Wren	*Thryothorus ludovicianus*	P2	4/14/2002	Protected
Cedar Waxwing	*Bombycilla cedrorum*	P2	6/25/2000	Protected
Chipping Sparrow	*Spizella passerina*	FY	6/8/2002	Protected
Common Grackle	*Quiscalus quiscula*	FL	6/9/2001	Protected
Common Yellowthroat	*Geothlypis trichas*	FY	6/25/2000	Protected
Downy Woodpecker	*Picoides pubescens*	B2	4/14/2002	Protected
Eastern Bluebird	*Sialia sialis*	P2	6/8/2002	Protected
Eastern Kingbird	*Tyrannus tyrannus*	NE	6/25/2000	Protected
Eastern Screech-Owl	*Megascops asio*	X1	2/20/2002	Protected
Eastern Towhee	*Pipilo erythrophthalmus*	FY	6/10/2000	Protected
Eastern Wood-Pewee	*Contopus virens*	P2	6/25/2000	Protected
European Starling	*Sturnus vulgaris*	ON	6/25/2000	Unprotected
Field Sparrow	*Spizella pusilla*	FY	6/9/2001	Protected

row	*Corvus ossifragus*	P2	4/14/2002	Protected
ay Catbird	*Dumetella carolinensis*	P2	6/25/2000	Protected
Great Crested Flycatcher	*Myiarchus crinitus*	ON	6/10/2000	Protected
Hairy Woodpecker	*Picoides villosus*	FY	6/9/2001	Protected
House Sparrow	*Passer domesticus*	P2	6/25/2000	Unprotected
Mallard	*Anas platyrhynchos*	P2	6/25/2000	Game Species
Mourning Dove	*Zenaida macroura*	P2	6/10/2000	Protected
Northern Bobwhite	*Colinus virginianus*	T2	6/8/2002	Game Species
Northern Cardinal	*Cardinalis cardinalis*	FY	6/9/2001	Protected
Northern Flicker	*Colaptes auratus*	T2	6/9/2001	Protected
Northern Mockingbird	*Mimus polyglottos*	X1	6/25/2000	Protected
Ovenbird	*Seiurus aurocapilla*	T2	6/9/2001	Protected
Pine Warbler	*Dendroica pinus*	FY	6/9/2001	Protected
Prairie Warbler	*Dendroica discolor*	P2	6/9/2001	Protected
Red-bellied Woodpecker	*Melanerpes carolinus*	T2	6/9/2001	Protected
Red-eyed Vireo	*Vireo olivaceus*	T2	6/9/2001	Protected
Red-tailed Hawk	*Buteo jamaicensis*	T2	6/9/2001	Protected
Red-winged Blackbird	*Agelaius phoeniceus*	P2	6/25/2000	Protected
Rock Pigeon	*Columba livia*	X1	6/25/2000	Unprotected
Scarlet Tanager	*Piranga olivacea*	X1	6/25/2000	Protected
Song Sparrow	*Melospiza melodia*	FY	6/9/2001	Protected
Tree Swallow	*Tachycineta bicolor*	X1	6/25/2000	Protected
Tufted Titmouse	*Baeolophus bicolor*	FL	6/25/2000	Protected
Veery	*Catharus fuscescens*	S2	6/25/2000	Protected
Wood Thrush	*Hylocichla mustelina*	T2	6/9/2001	Protected
Yellow Warbler	*Dendroica petechia*	T2	6/9/2001	Protected
Yellow-billed Cuckoo	*Coccyzus americanus*	X1	6/10/2000	Protected

Current Date: 7/1/2010

NEW YORK STATE
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

NYS Breeding Bird Atlas

ATLAS 2000

Block 6551B

2000-2005

Navigation Tools
Perform Another Search
Show All Records
Sort by Field Card Order
Sort by Taxonomic Order
View 1985 Data

Block 6551B Summary	
Total Species:	31
Possible:	7
Probable:	10
Confirmed:	14

Click on column heading to sort by that category.

List of Species Breeding in Atlas Block 6551B

Common Name	Scientific Name	Behavior Code	Date	NY Legal Status
American Crow	*Corvus brachyrhynchos*	FL	6/7/2003	Game Species
American Robin	*Turdus migratorius*	FY	7/4/2003	Protected
Barn Swallow	*Hirundo rustica*	X1	9/4/2003	Protected
Black-capped Chickadee	*Poecile atricapillus*	FL	7/4/2003	Protected
Blue Jay	*Cyanocitta cristata*	FL	7/4/2003	Protected
Brown Thrasher	*Toxostoma rufum*	FY	7/4/2003	Protected
Brown-headed Cowbird	*Molothrus ater*	P2	6/7/2003	Protected
Carolina Wren	*Thryothorus ludovicianus*	T2	4/25/2003	Protected
Common Grackle	*Quiscalus quiscula*	FS	5/15/2004	Protected
Common Yellowthroat	*Geothlypis trichas*	X1	6/7/2003	Protected
Downy Woodpecker	*Picoides pubescens*	X1	4/7/2002	Protected
Eastern Kingbird	*Tyrannus tyrannus*	D2	6/7/2003	Protected
Eastern Towhee	*Pipilo erythrophthalmus*	T2	4/25/2003	Protected
European Starling	*Sturnus vulgaris*	FY	5/15/2004	Unprotected
Field Sparrow	*Spizella pusilla*	FL	7/4/2003	Protected
Fish Crow	*Corvus ossifragus*	X1	6/7/2003	Protected
Gray Catbird	*Dumetella carolinensis*	T2	6/7/2003	Protected
House Finch	*Carpodacus mexicanus*	T2	6/7/2003	Protected
House Sparrow	*Passer domesticus*	ON	4/7/2002	Unprotected
House Wren	*Troglodytes aedon*	X1	7/4/2003	Protected
Killdeer	*Charadrius vociferus*	X1	6/7/2003	Protected
Mourning Dove	*Zenaida macroura*	FL	7/4/2003	Protected
Northern Cardinal	*Cardinalis cardinalis*	FL	6/7/2003	Protected
Northern Flicker	*Colaptes auratus*	T2	7/4/2003	Protected
Northern Mockingbird	*Mimus polyglottos*	FY	5/15/2004	Protected
Pine Warbler	*Dendroica pinus*	T2	6/7/2003	Protected
Red-tailed Hawk	*Buteo jamaicensis*	X1	4/25/2003	Protected
Red-winged Blackbird	*Agelaius phoeniceus*	FY	7/4/2003	Protected

Rock Pigeon	*Columba livia*	NE	4/7/2002	Unprotected
Song Sparrow	*Melospiza melodia*	T2	4/25/2003	Protected
Tufted Titmouse	*Baeolophus bicolor*	T2	6/7/2003	Protected

Current Date: 7/1/2010

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

June 14, 2010

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Ref: 27406.02

Ms. Tara Salerno
Information Services
New York Natural Heritage Program
New York State Department of
Environmental Conservation
625 Broadway, 5th Floor
Albany, New York 12233-4757

Re: Proposed Transit-Orientated Development
Hamlet of Ronkonkoma
Towns of Brookhaven and Islip
Suffolk County, New York

Dear Ms. Salerno:

VHB Engineering, Surveying and Landscape Architecture, P.C. ("VHB") has been contracted by the Town of Brookhaven, New York to prepare a Draft Generic Environmental Impact Statement ("DGEIS") for the Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD"), the creation and adoption of the TOD zoning district and the rezoning of the project area to the TOD. The proposed TOD is an approximately 53.73±-acre area that includes the Long Island Railroad ("LIRR") – Ronkonkoma Train Station and other surrounding properties located within the Hamlet of Ronkonkoma, Towns of Brookhaven and Islip, Suffolk County, New York (see attached USGS Topographic map and aerial photograph).

In order to ensure that the DGEIS will address all significant issues, we are writing to ask whether there are any New York Natural Heritage Program records of rare plants, animals and/or natural communities or significant wildlife habitats on, or proximate to, the subject site.

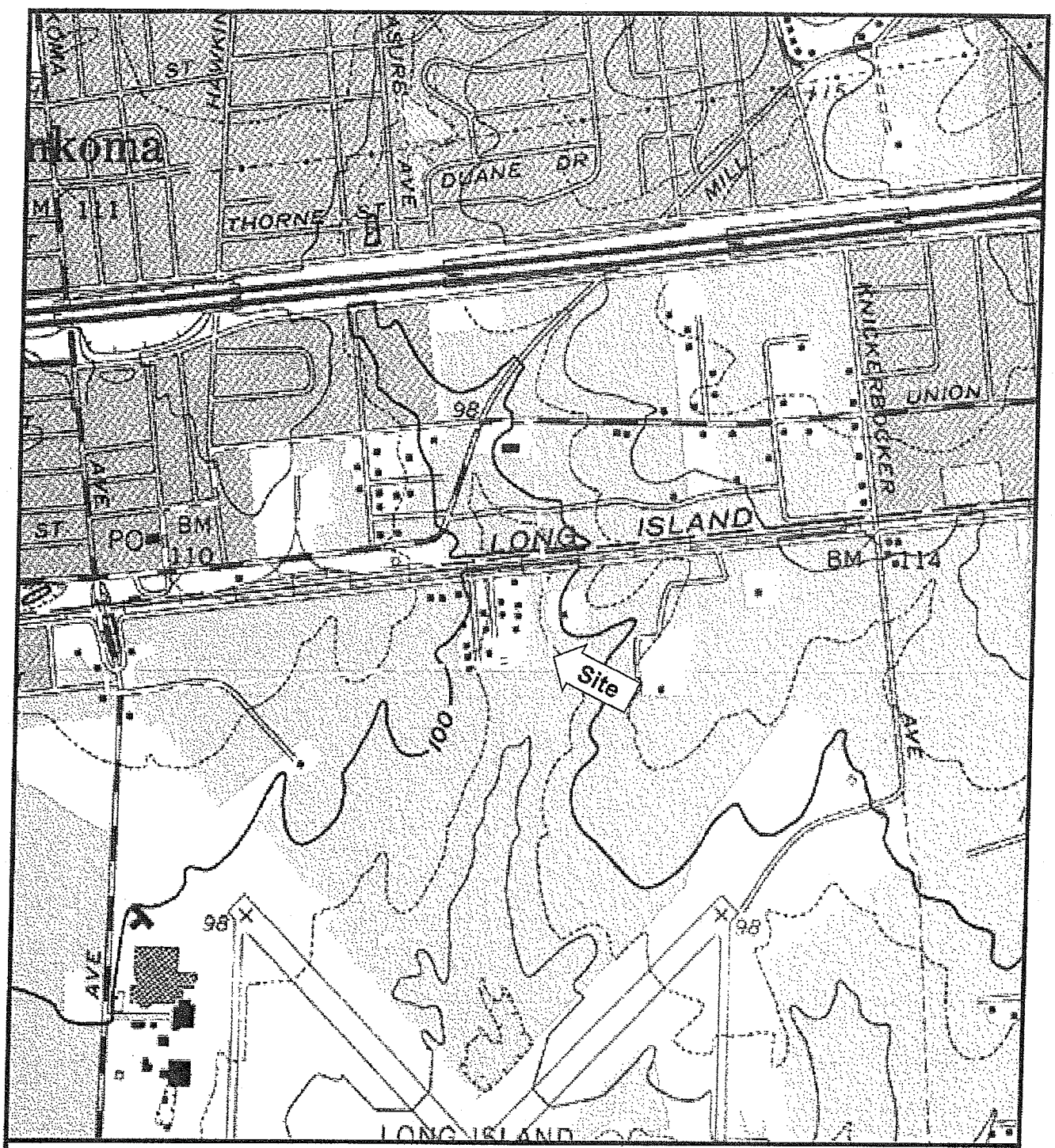
Thank you for your cooperation in this matter. If additional information is required, or if you have any questions, please do not hesitate to contact the undersigned.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

David Kennedy
Project Scientist
DK/ba
enc.
J:\27406.02 RONKONKOMA PHASE 3\ProjRecords\FinalDocs\Salerno 6-14-10 NHP letter.docx

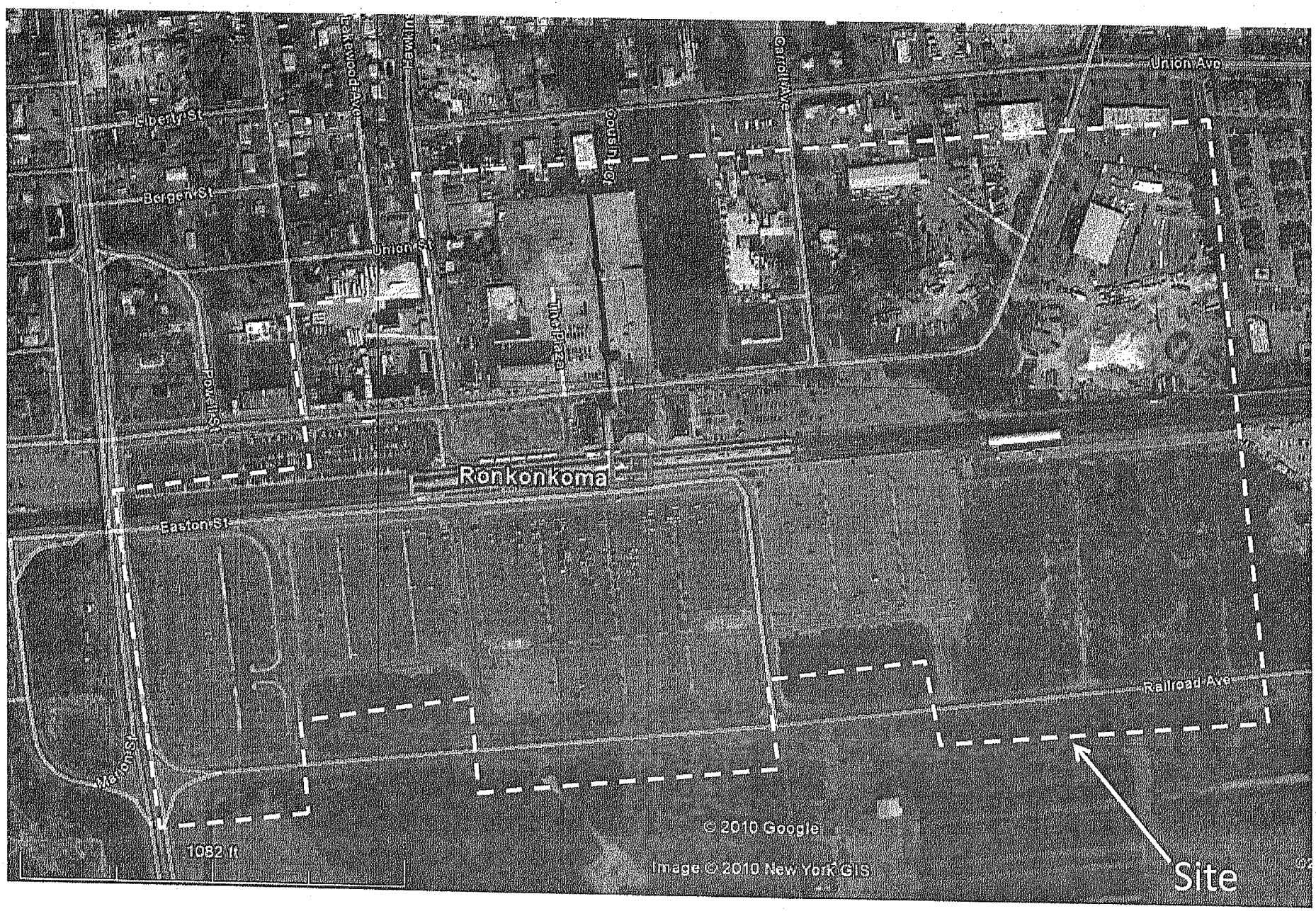
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com



EXCERPT OF USGS TOPOGRAPHIC MAP PATCHOGUE, NY QUADRANGLE

PROJECT: Ronkonkoma TOD
MUNICIPALITY, STATE, ZIP: Ronkonkoma, New York 11783
PROJECT NUMBER: 27406.02

N



Ronkonkoma TOD – Ronkonkoma, Suffolk County, New York

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov

Alexander B. Grannis
Commissioner

June 30, 2010

David Kennedy
Vanasse Hangen Brustlin
2150 Joshuas Path, Suite 300
Hauppauge, NY 11788

Dear Mr. Kennedy:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for the proposed Ronkonkoma Hub Transit-Oriented Development – 53.73 Acres, area as indicated on the map you provided, located in the Towns of Brookhaven and Islip, Suffolk County.

Enclosed is a report of rare or state-listed animals and plants, significant natural communities, and other significant habitats, which our databases indicate occur, or may occur, on your site or in the immediate vicinity of your site. For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our databases. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or natural communities. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

The enclosed report may be included in documents that will be available to the public. However, any enclosed maps displaying locations of rare species are considered sensitive information, and are intended only for the internal use of the recipient; they should not be included in any document that will be made available to the public, without permission from the New York Natural Heritage Program.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g. regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

Sincerely,
Tara Salerno
Tara Salerno, Information Services
New York Natural Heritage Program # 684

Enc.
cc: Reg. 1, Wildlife Mgr.

Natural Heritage Report on Rare Species and Ecological Communities

NY Natural Heritage Program, NYS DEC, 625 Broadway, 5th Floor,
Albany, NY 12233-4757
(518) 402-8935

~The information in this report includes only records entered into the NY Natural Heritage databases as of the date of the report. This report is not a definitive statement on the presence or absence of all rare species or significant natural communities at or in the vicinity of this site.
~Refer to the User's Guide for explanations of codes, ranks and fields.
~Location maps for certain species and communities may not be provided 1) if the species is vulnerable to disturbance, 2) if the location and/or extent is not precisely known, 3) if the location and/or extent is too large to display, and/or 4) if the animal is listed as Endangered or Threatened by New York State.

Natural Heritage Report on Rare Species and Ecological Communities

/ASCULAR PLANTS

Eurybia spectabilis

Office Use 9726

Showy Aster

NY Legal Status: Threatened
NYS Rank: S2 - Imperiled
Federal Listing:
Global Rank: G5 - Secure
Last Report: 1991-09-10
EO Rank: Extant
County: Suffolk
Town: Islip
Location: MacArthur Airport
General Quality and Habitat: The plants are in the fields around the landing strips.

Liatris scariosa var. novae-angliae

Office Use 9334

Northern Blazing-star

NY Legal Status: Threatened
NYS Rank: S2 - Imperiled
Federal Listing:
Global Rank: G5?T3 - Vulnerable
Last Report: 1991-09-10
EO Rank: Good
County: Suffolk
Town: Islip
Location: Mac Arthur Airport
General Quality and Habitat: There are 150-220 plants in a large artificial grassland. The plants are in fields around landing strips.

Sericocarpus linifolius

Office Use 4910

Flax-leaf Whitetop

NY Legal Status: Threatened
NYS Rank: S2 - Imperiled
Federal Listing:
Global Rank: G5 - Secure
Last Report: 1991-09-10
EO Rank: Extant
County: Suffolk
Town: Islip
Location: MacArthur Airport
General Quality and Habitat: The plants are in the fields around the landing strips.

3 Records Processed

More detailed information about many of the rare and listed animals and plants in New York, including biology, identification, habitat, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.acris.nynhp.org, from NatureServe Explorer at http://www.natureserve.org/explorer, from NYSDEC at http://www.dec.ny.gov/animals/7494.html (for animals), and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).

More detailed information about many of the natural community types in New York, including identification, dominant and characteristic vegetation, distribution, conservation, and management, is available online in Natural Heritage's Conservation Guides at www.acris.nynhp.org. For descriptions of all community types, go to http://www.dec.ny.gov/animals/29384.html and click on Draft Ecological Communities of New York State.

NY Natural Heritage Program, NYS DEC, 625 Broadway, 5th Floor,
Albany, NY 12233-4757
(518) 402-8935

HISTORICAL RECORDS

The following plants and animals were documented in the vicinity of the project site at one time, but have not been documented there since 1979 or earlier.
There is no recent information on these plants and animals in the vicinity of the project site and their current status there is unknown. In most cases the precise location of the plant or animal in this vicinity at the time it was last documented is also unknown and therefore location maps are generally not provided.
If appropriate habitat for these plants or animals is present in the vicinity of the project site, it is possible that they may still occur there.

Natural Heritage Report on Rare Species and Ecological Communities

VASCULAR PLANTS

Lespedeza stuevei

Velvety Bush-clover

NY Legal Status: Threatened
NYS Rank: S2 - Imperiled
Office Use 3860
Federal Listing:
Global Rank: G4? - Apparently secure
Last Report: 1928-09-11
EO Rank: Historical, no recent information
County: Suffolk
Town: Islip
Location: Ronkonkoma
Directions: Ronkonkoma.
General Quality and Habitat: Dry pine barrens.

M

Linum medium var. texanum

Southern Yellow Flax

NY Legal Status: Threatened
NYS Rank: S2 - Imperiled
Office Use 5488
Federal Listing:
Global Rank: G5T5 - Secure
Last Report: 1925-09-23
EO Rank: Historical, no recent information
County: Suffolk
Town: Brookhaven, Islip, Smithtown
Location: Ronkonkoma
Directions: Ronkonkoma.
General Quality and Habitat: Dry, sandy, oak woods.

M

Scleria pauciflora var. caroliniana

Office Use

Few-flowered Nutrush

NY Legal Status: Endangered
NYS Rank: S1 - Critically imperiled
4847

Federal Listing:
Global Rank: G5T4T5 - Apparently secure
Last Report: 1922-09-25
EO Rank: Historical, no recent information

County: Suffolk
M
Town: Brookhaven, Islip, Smithtown
Location: Ronkonkoma
Directions: Ronkonkoma.
General Quality and Habitat:

Symphyotrichum concolor var. concolor

Office Use

Silvery Aster

NY Legal Status: Endangered
NYS Rank: S1 - Critically imperiled
7593

Federal Listing:
Global Rank: G5T5 - Secure
Last Report: 1928-09-20
EO Rank: Historical, no recent information

County: Suffolk
M
Town: Brookhaven, Islip, Smithtown
Location: Ronkonkoma
Directions: Ronkonkoma.
General Quality and Habitat: Dry sandy barrens.

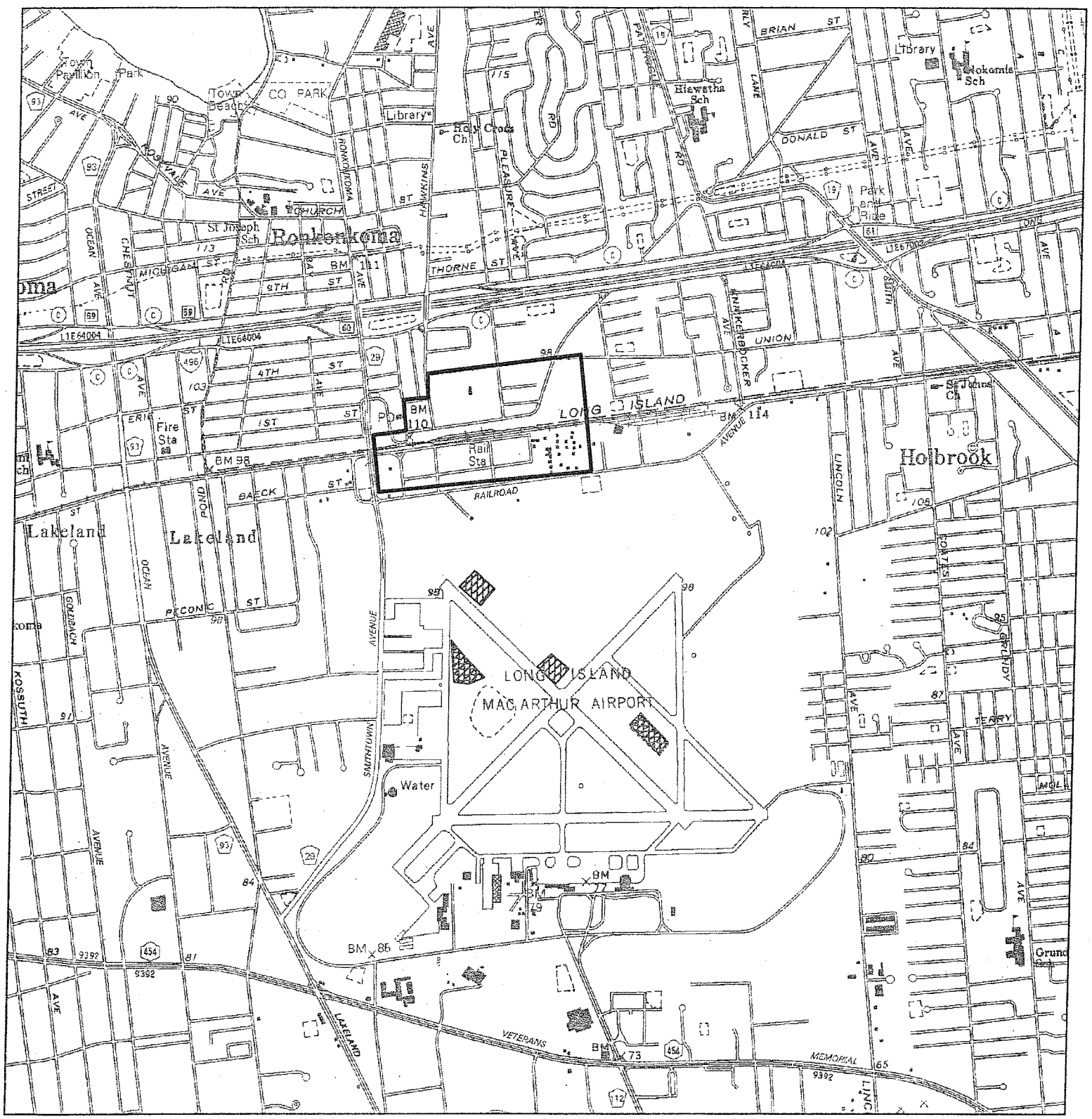
---

4 Records Processed

More detailed information about many of the rare and listed animals and plants in New York, including biology, identification, habitat, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.acris.nynhp.org, from NatureServe Explorer at http://www.natureserve.org/explorer, from NYSDEC at http://www.dec.ny.gov/animals/7494.html (for animals), and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).

Natural Heritage Map of Rare Species and Ecological Communities

Prepared June 17, 2010 by the NY Natural Heritage Program, NYS DEC Albany, NY



Legend

Project Site

NY Natural Heritage Program Database Records

- Flax-leaf Whitetop
- Northern Blazing-star
- Showy Aster

1:24,000

0 0.15 0.3 0.6 0.9 1.2 Miles

N W E S

This map, and the locations that are displayed, are considered sensitive information, and are intended for the internal use of the recipient; they should not be included in any document that will be made available to the public, without permission from NY Natural Heritage. Some records listed in the accompanying report may not be shown on this map. Please see the report for details.

USERS GUIDE TO NY NATURAL HERITAGE DATA

New York Natural Heritage Program, 625 Broadway, 5th Floor, Albany, NY 12233-4757 phone: (518) 402-8935

NATURAL HERITAGE PROGRAM: The NY Natural Heritage Program is a partnership between the NYS Department of Environmental Conservation (NYS DEC) and The Nature Conservancy. Our Mission is to facilitate the conservation of New York's biodiversity by providing comprehensive information and scientific expertise on rare species and natural ecosystems to resource managers and other conservation partners. We accomplish this mission by combining thorough field inventories, scientific analyses, expert interpretation, and the most comprehensive database on New York's distinctive biodiversity to deliver the highest quality information for natural resource planning, protection, and management.

DATA SENSITIVITY: The data provided in the report are ecologically sensitive and should be treated in a sensitive manner. The report is for your in-house use and should **not** be released, distributed or incorporated in a public document without prior permission from the Natural Heritage Program.

EO RANK: A letter code for the quality of the occurrence of the rare species or significant natural community, based on population size or area, condition, and landscape context.

A-E = Extant: A=Excellent, B=Good, C=Fair, D=Poor, E=Extant but with insufficient data to assign a rank of A-D.
F = Failed to find. Did not locate species during a limited search, but habitat is still there and further field work is justified.
H = Historical. Historical occurrence without any recent field information.
X = Extirpated. Field/other data indicates element/habitat is destroyed and the element no longer exists at this location.
U = Extant/Historical status uncertain.
Blank = Not assigned.

LAST REPORT: The date that the rare species or significant natural community was last observed at this location, as documented in the Natural Heritage databases. The format is most often YYYY-MM-DD.

NY LEGAL STATUS – Animals:

Categories of Endangered and Threatened species are defined in New York State Environmental Conservation Law section 11-0535. Animals listed as Endangered, Threatened, or Special Concern are protected against taking, importation, transportation, possession, or sale without a permit. Endangered, Threatened, and Special Concern species are listed in regulation 6NYCRR 182.5.

E - **Endangered Species:** any species which meet one of the following criteria:
- Any native species in imminent danger of extirpation or extinction in New York.
- Any species listed as endangered by the United States Department of the Interior, as enumerated in the Code of Federal Regulations 50 CFR 17.11.

T - **Threatened Species:** any species which meet one of the following criteria:
- Any native species likely to become an endangered species within the foreseeable future in NY.
- Any species listed as threatened by the U.S. Department of the Interior, as enumerated in the Code of the Federal Regulations 50 CFR 17.11.

SC - **Special Concern Species:** those species which are not yet recognized as endangered or threatened, but for which documented concern exists for their continued welfare in New York.

P - **Protected Wildlife** (defined in Environmental Conservation Law section 11-0103): wild game, protected wild birds, and endangered species of wildlife.

U - **Unprotected** (defined in Environmental Conservation Law section 11-0103): the species may be taken at any time without limit; however a license to take may be required.

G - **Game** (defined in Environmental Conservation Law section 11-0103): any of a variety of big game or small game species as stated in the Environmental Conservation Law; many normally have an open season for at least part of the year, and are protected at other times.

NY LEGAL STATUS – Plants:

The following categories are defined in regulation 6NYCRR part 193.3 and apply to NYS Environmental Conservation Law section 9-1503.

E - **Endangered Species:** listed species are those with:
- 5 or fewer extant sites, or
- fewer than 1,000 individuals, or
- restricted to fewer than 4 U.S.G.S. 7 ½ minute topographical maps, or
- species listed as endangered by U.S. Dept. of Interior, as enumerated in Code of Federal Regulations 50 CFR 17.11.

T - **Threatened:** listed species are those with:
- 6 to fewer than 20 extant sites, or
- 1,000 to fewer than 3,000 individuals, or
- restricted to not less than 4 or more than 7 U.S.G.S. 7 and ½ minute topographical maps, or
- listed as threatened by U.S. Department of Interior, as enumerated in Code of Federal Regulations 50 CFR 17.11.

Traffic and Parking Analysis

Appendix G

Traffic and Parking Analysis

Ronkonkoma Hub

Phase 3

Ronkonkoma
New York

Prepared for **The Town of Brookhaven**
One Independence Hill, Farmingville,
New York 11738

Prepared by VHB *Engineering, Surveying and Landscape Architecture, P.C.*

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
(631) 234-3444

August, 2010

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LIE South Service Road and Hawkins Avenue (2) 10
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1 Introduction

This study summarizes the comprehensive evaluation of the potential traffic impacts associated with a Draft Generic Environmental Impact Statement ("DGEIS") for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD"). The site of the proposed TOD is 53.73±-acres, which includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station, the creation and adoption of the TOD zoning district and the rezoning of properties to TOD District.

The proposed action of the adoption of a TOD zoning district and the rezoning of the project area to the TOD. To ensure comprehensive environmental review in accordance with the State Environmental Quality Review Act ("SEQRA") and its implementing regulations at 6 NYCRR Part 617, the impacts associated with implementation of the proposed action will be evaluated in this DGEIS. The proposed project area is bounded by Union Avenue to the north, Village Plaza Drive to the east, the LIRR tracks (Ronkonkoma Branch) to the south, and County Route ("CR") 29, Garrity Avenue, and Hawkins Avenue to the west, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York.

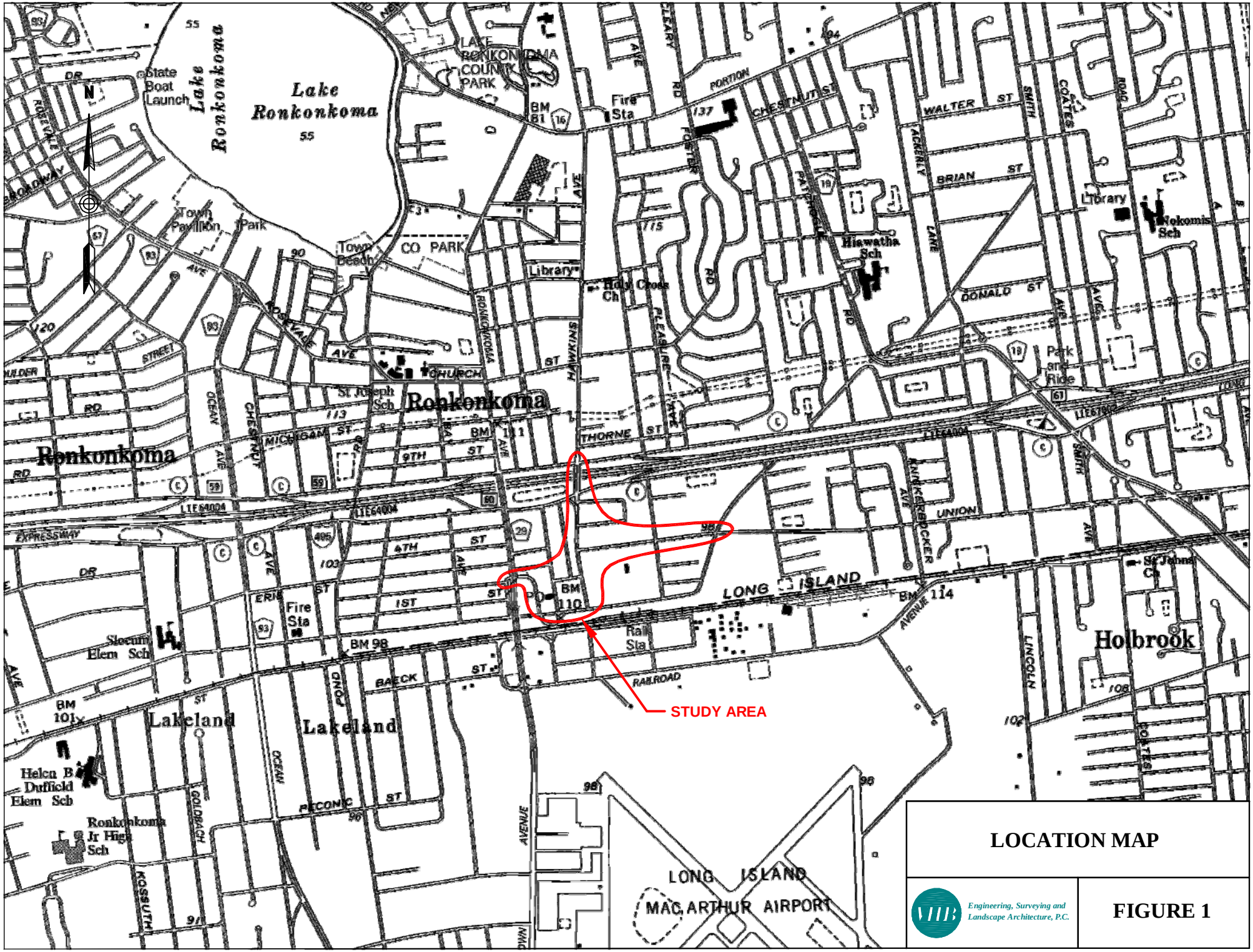
The purpose of this study is to determine whether any significant traffic impacts would result from the proposed action and to propose and evaluate mitigation measures, if required. The study also evaluates the existing parking demand to determine if there would be sufficient parking spaces to meet the needs after the completion of the project. This report presents the findings of the traffic and parking study and summarizes the data collection process, traffic analysis procedures, and study conclusions.

Project Description

The Town Board of the Town of Brookhaven is preparing a Land Use Implementation Plan for the proposed Ronkonkoma Hub TOD for a 53.73±-acre area that includes that portion of the LIRR – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The proposed action also includes the adoption of the TOD zoning district, the rezoning of properties to TOD District and the ultimate redevelopment of the area in accordance with Land Use and Implementation Plan.

The creation of the Ronkonkoma Hub TOD has been the subject of past studies commenced in 2007. A conceptual development plan (i.e., the Theoretical Full Build Plan) (see Figure 17) has been prepared based on these studies and includes the following:

- 615 Residential Units (1,000 square feet in size; 50% rental and 50% ownership);
- 60,875 square feet – Retail
- 49,375 square feet – Office
- 30,000 square feet – Health Club
- 200 seats – Restaurant Use (Total)



LOCATION MAP

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FIGURE 1

Study Methodology

The following describes the methodology used in this traffic study:

- The Theoretical Full Build Plan and related documents were reviewed to obtain an understanding of the project scope and layout;
- Based on a review of the adjacent roadway system, four signalized and two unsignalized intersections were identified as key intersections that may be impacted by the project;
- The prevailing traffic conditions, geometric parameters, traffic control devices and the number and direction of travel lanes at the key locations were observed and inventories were made;
- Manual turning movement counts were collected at the key intersections on a typical weekday during AM and PM peak periods;
- The existing traffic volumes at the previously-identified key intersections were expanded to a future No Build year assumed to be 2014, and to 2019 assumed to be the year of the theoretical maximum built out;
- The traffic generated by the proposed alternatives was estimated based on recognized traffic engineering standards;
- The site-generated volumes were distributed along the adjacent roadway network and added to the 2014 No Build volumes to produce the proposed 2014 Build volumes;
- The site-generated volumes for the maximum build-out were distributed along the adjacent roadway network and added to the 2019 No Build volumes to produce the proposed "2019 Max Build" volumes;
- Capacity analyses were performed at the key intersections for the Existing, No Build, 2014 Build (i.e., Theoretical Full Build Plan) and 2019 Max Build (i.e., Theoretical Maximum Build Out Plan) Conditions;
- The results of the analyses for the Existing, No Build, Build and Max Build Conditions were compared to assess any significant traffic impacts that may result from the proposed project.
- The need for traffic mitigation measures was evaluated;
- A parking analysis was conducted to determine the existing parking demand; and
- The anticipated parking demand generated by the proposed alternatives was estimated.

2

Existing Conditions

Evaluation of the transportation impacts associated with the proposed transit-oriented development requires a thorough understanding of the current transportation system in the project study area. Existing transportation conditions include roadway geometry, traffic control devices, peak-hour traffic volumes, roadway operating characteristics, and parking availability. An inventory of available information on local roadways and traffic control in the vicinity of the TOD District area was compiled. The following sections present a summary of this information.

Roadways and Intersection Conditions

The principal roadways and intersections in the TOD District area are described below. The descriptions of the roadways and key intersections include the geometric conditions and traffic control characteristics.

Study Area Intersections

To determine the potential traffic impacts of the proposed development, six key intersections were analyzed for the Existing, No Build, Build and Max Build conditions:

1. LIE North Service Road at Hawkins Avenue (Signalized);
2. LIE North Marginal Road at Hawkins Avenue (Signalized);
3. Hawkins Avenue at Union Avenue (Signalized);
4. Union Avenue at Mill Road (Signalized);
5. Hawkins Avenue at Railroad Avenue (Currently Unsignalized); and
6. Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized).

The key intersections are shown in Figure 1.

Roadways

LIE North and South Service Roads

LIE North Service Road runs on the north side of the LIE and allows only westbound traffic. ***LIE South Service Road*** runs on the south side of the LIE and allows only eastbound traffic. The maintenance of the service roads comes under the jurisdiction of Suffolk County Department of Public Works ("SCDPW") but the signals are maintained by New York State Department of Transportation ("NYSDOT"). Both service roads provide two travel lanes on this section with turn lanes at the intersections. The 2008 NYSDOT hourly counts show the Average Annual Daily Traffic ("AADT") on the South Service Road to be 16,741 vehicles and the 2010 NYSDOT counts on the North Service Road show the AADT to be 13,569 vehicles. The posted speed on this section of the service roads is 40 miles per hour.

Hawkins Avenue

Hawkins Avenue is a north-south collector distributor road under the jurisdiction of the Town of Brookhaven. The road is on the National Highway System (NHS). It runs north from Railroad Avenue, crosses Route 25 and eventually become Stony Brook Road. It provides one travel lane in each direction, with additional turn lanes at key intersections. The AADT on Hawkins Avenue in the vicinity of the TOD District area is about 16,000 vehicles per day ("vpd"). The posted speed on this roadway is 30 miles per hour.

Ronkonkoma Avenue CR 29

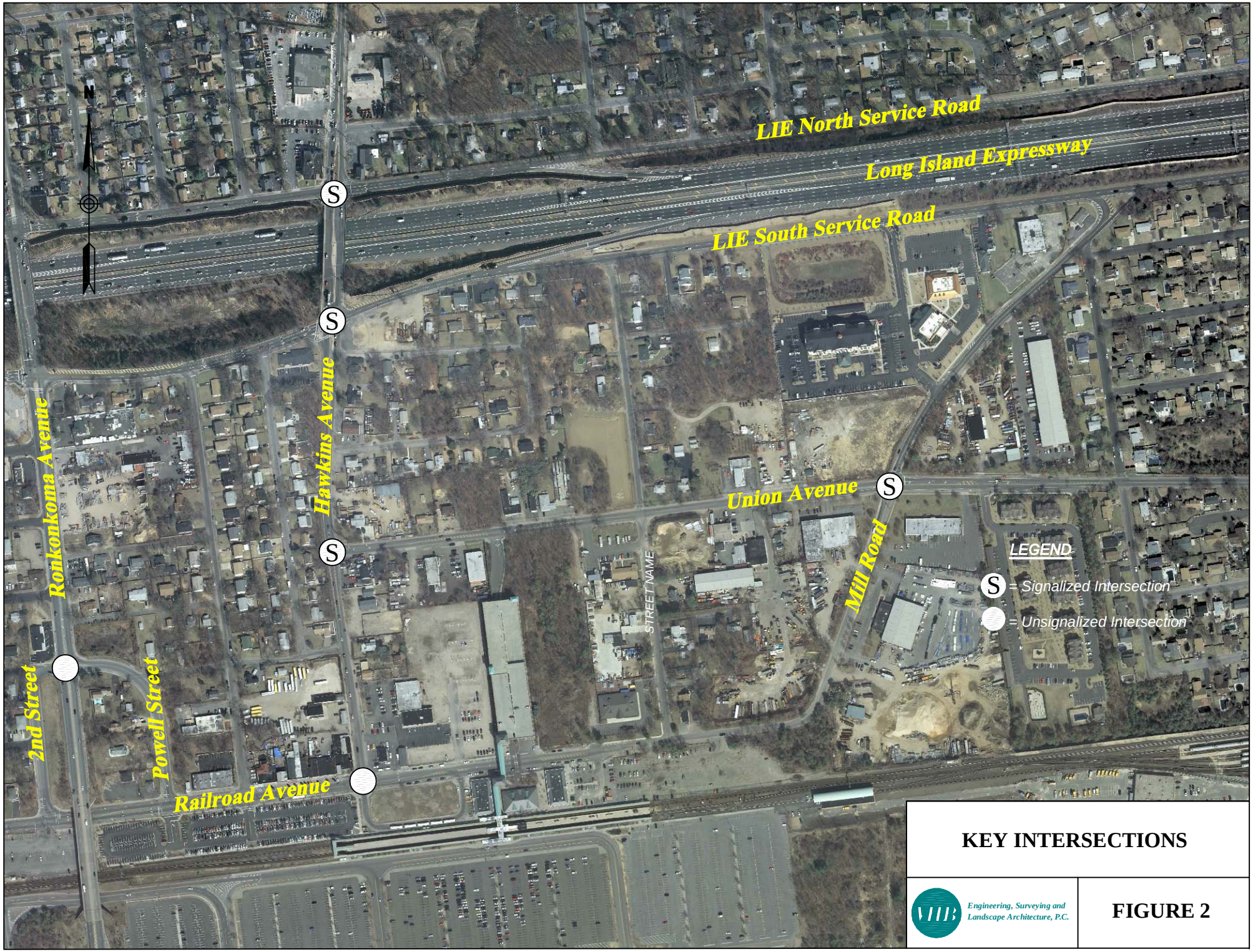
Ronkonkoma Avenue, County Road 29 is a north-south collector distributor road under the jurisdiction of the Town of Brookhaven. Though this roadway is designated as CR 29, it is not actually a county road, but comes under the county road system, and is the maintained by the Town. It runs north from Railroad Avenue to merge with Hawkins Avenue at a location north of CR 16 (Portion Road). South of Railroad Avenue, Ronkonkoma Avenue is designated as Smithtown Avenue. It runs along the west side of the project area. In the vicinity of the TOD District area it provides two travel lanes in each direction to the LIE North Service Road, north of which it provides one travel lane in each direction, with additional turn lanes at key intersections. The AADT on Ronkonkoma Avenue in the vicinity of the TOD District area is about 30,000 vpd. The posted speed on this roadway is 30 miles per hour.

Railroad Avenue / Mill Road

Railroad Avenue is an east-west Town of Brookhaven road that runs east from Ronkonkoma Avenue to the LIRR station. This section of Railroad Avenue is on the NHS. East of the station it runs in the north-south direction and is designated ***Mill Road***. It terminates at the LIE South Service Road. It provides one travel lane in each direction. The posted speed on this roadway is 30 miles per hour.

Union Avenue

Union Avenue is an east-west Town of Brookhaven road that runs east from Hawkins Avenue to CR 19, Patchogue Holbrook Road. It provides one travel lane in each direction. The posted speed on this roadway is 30 miles per hour.



KEY INTERSECTIONS

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FIGURE 2

LIE North Service Road and Hawkins Avenue (1)

The signalized intersection of LIE North Service Road and Hawkins Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the westerly direction on the North Service Road that provides an exclusive left turn lane, one through lane and a shared right turn and through lane. Hawkins Avenue provides an exclusive left turn lane and two through lanes in the northbound direction, a through and a shared through lane and right turn lane in the southbound direction. The intersection is controlled by a three-phase actuated signal that is coordinated with the signal at the intersection of LIE South Service Road and Hawkins Avenue. The phasing allows westbound movement followed by north-south movements with permitted northbound left turns and lastly a lagging northbound left turn and northbound movement.

LIE South Service Road and Hawkins Avenue (2)

The signalized intersection of LIE South Service Road and Hawkins Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the easterly direction on the South Service Road that provides an exclusive left turn lane, one through lane and a shared right turn and through lane, with a right turn channel at the stop bar. Hawkins Avenue provides a through and a shared through and right turn lane in the northbound direction, an exclusive left turn lane and two through lanes in the southbound direction. The intersection is controlled by a three-phase actuated signal and that is coordinated with the signal at the intersection of LIE North Service Road and Hawkins Avenue. The phasing allows eastbound movement followed by north-south movements with permitted southbound left turns and lastly a lagging southbound left turn and southbound movement.

Hawkins Avenue and Union Avenue (3)

The signalized intersection of Hawkins Avenue and Union Avenue is a three-legged intersection. The westbound Union Avenue provides a left turn lane and a right turn lane. Hawkins Avenue provides a shared through and right turn lane in the northbound direction, an exclusive left turn lane and one through lane in the southbound direction. The intersection is controlled by a three-phase actuated signal. The phasing allows southbound through and protected southbound left turn movements followed by north-south movements with permitted southbound left turns and lastly westbound movement.

Union Avenue and Mill Road (4)

The signalized intersection of Union Avenue and Mill Road is a four-legged intersection. The east-west Union Avenue provides a left turn lane and shared through and right turn lane in both directions. Mill Road provides a shared left turn, through and right turn lane in both northbound and southbound directions. The intersection is controlled by a two-phase actuated signal.

Hawkins Avenue and Railroad Avenue (5)

The unsignalized intersection of Hawkins Avenue and Railroad Avenue is a four-legged intersection with three active approaches. The northbound approach is one-way in only. Hawkins Avenue forms the southbound approach and provides a

shared left turn and through lane and an exclusive right turn lane. The east-west Railroad Avenue provides an exclusive left turn and a shared through and right turn lane in the eastbound direction and an exclusive left turn, a through and an exclusive right turn lane in the westbound direction. The southbound approach is stop controlled.

It is proposed that this intersection would be signalized in the near future. Thus, in the future conditions, No Build 2014, Build 2014 and Max Build 2019, Hawkins Avenue and Railroad Avenue was analyzed as a signalized intersection.

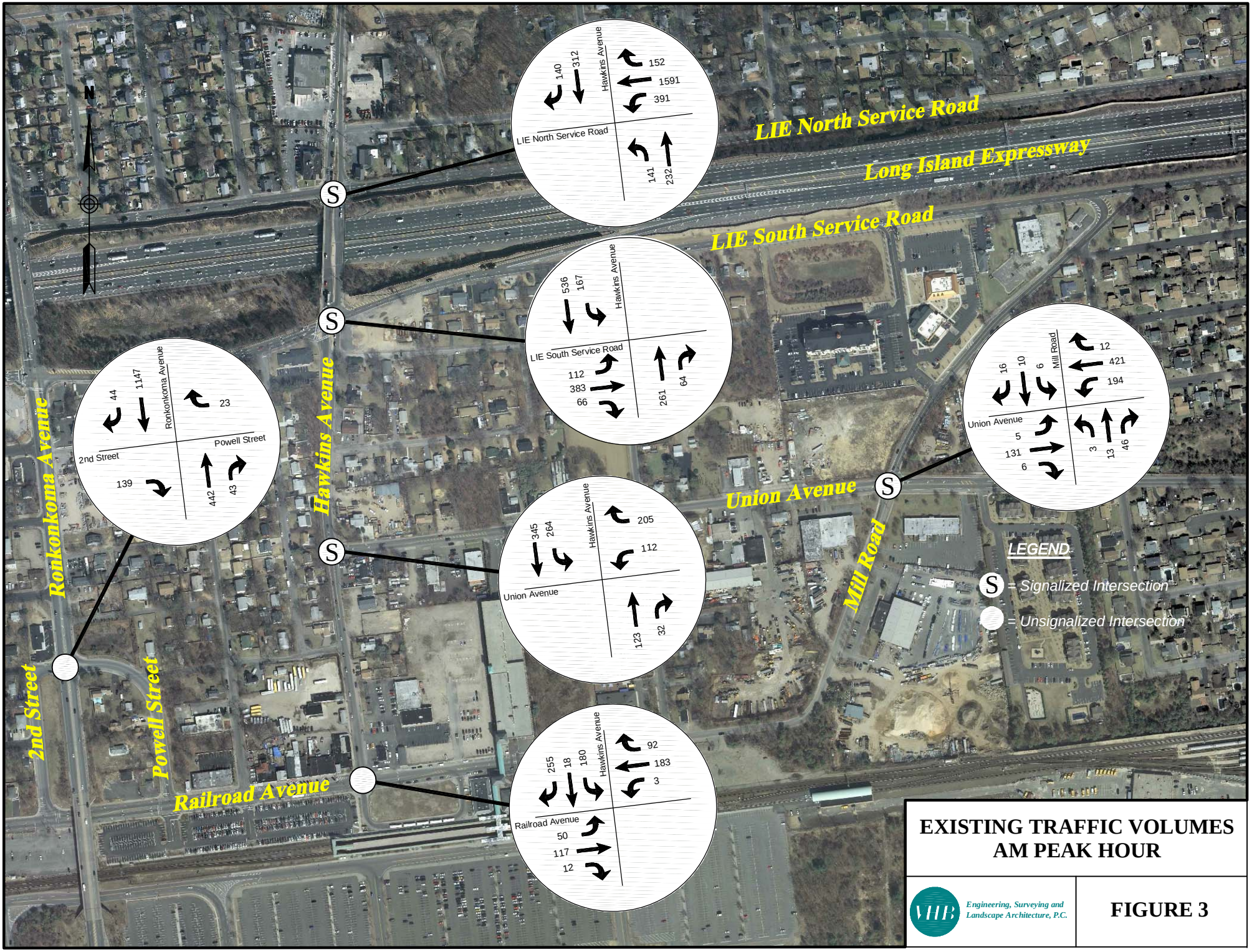
Ronkonkoma Avenue and 2nd Street / Powell Street (6)

The unsignalized intersection of Ronkonkoma Avenue and 2nd Street/Powell Street is a four-legged intersection. No left turns from any of the approaches and east-west through movements are allowed at these intersections. Effectively Powell Street and 2nd Street operate as right-in-right out only. The portion of Ronkonkoma Avenue that runs north-south provides a through and a shared through and right turn lane in both directions. Both the westbound Powell Street and eastbound 2nd Street provide a right turn lane. Powell Street and 2nd Street are stop controlled.

Existing Traffic Volume Data

Intersection turning movement counts at the key intersections were manually collected on a typical weekday during the AM and PM peak hours. The counts were performed from 7:00 AM to 9:00 AM and from 4:00 PM to 6:30 PM, respectively. These periods typically reflect the heaviest traffic flows coinciding with commuter activity at the Ronkonkoma LIRR station. Summaries of the turning movement counts are provided in Appendix A.

The existing peak hour traffic volumes for the AM and PM peak hours are shown in Figures 3 and 4, respectively.



EXISTING TRAFFIC VOLUMES AM PEAK HOUR

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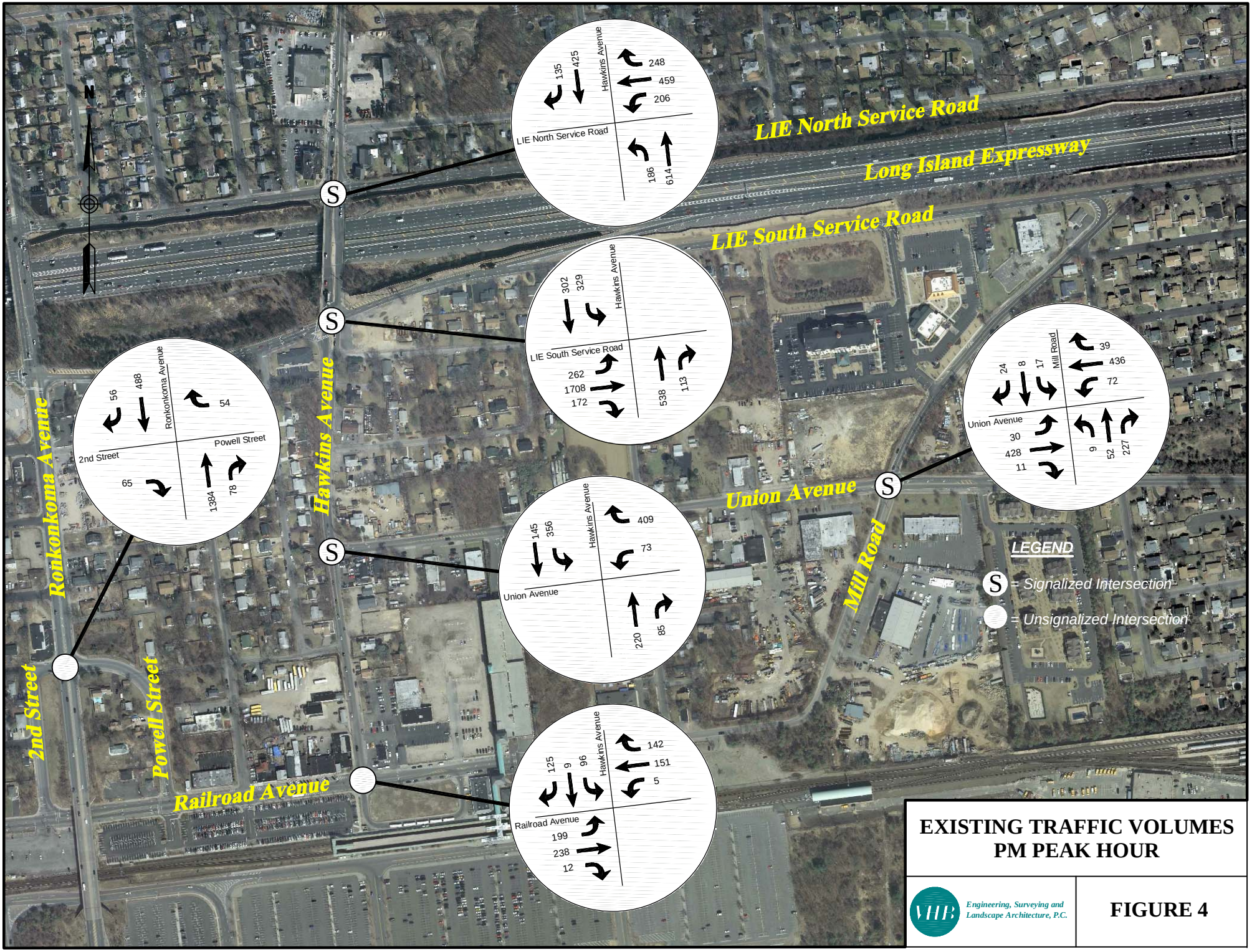
FIGURE 3



EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

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FIGURE 4

Accident History

Accident data from the most recent available NYSDOT Accident Location Information System ("ALIS") records for the three-year period from January 1, 2007 to December 31, 2009 were obtained and tabulated. Table 1 presents the accident data by severity and accident type on the principal roadway segments in the TOD District area including the six key intersections that were analyzed in this study. Table 2 presents accident data at the key intersections only. The data received from NYSDOT can be found in Appendix B of this report.

Table 1
Accident Data

ROADWAY SEGMENT	Accident Severity				Total	Accident Type									
	Fatality	Injury	Property Damage	Non-reportable		Right Angle	Rear End	Left Turn	Right Turn	Fixed Objects	Side-Swipe	Over- Taking	Pedestrian/Bicycle	Parked Vehicle	Other/ Unknown
Railroad Avenue Johnson Avenue to Mill Road	-	10	12	1	**23**	8	2	5	-	-	-	2	1	3	2
Hawkins Avenue Irwin Place to Railroad Avenue	-	32	27	-	**59**	22	18	5	-	5	1	1	1	1	5
Ronkonkoma Avenue Waltess Road to Easton Street	-	28	27	1	**56**	14	16	5	1	3	1	4	2	-	10
Union Avenue Hawkins Avenue to Babcock Avenue	-	9	12	-	**21**	2	2	3	2	5	-	-	2	-	5
Mill Road Railroad Avenue to LIE South Service Road	-	4	3	-	**7**	-	2	1	-	2	1	-	1	-	-
LIE North Service Road Carroll Avenue to Bay Avenue	-	24	17	-	**41**	22	9	2	-	1	-	2	1	-	4
LIE South Service Road Bay Avenue to Carroll Avenue	1	25	22	-	**48**	12	17	2	2	7	-	2	1	-	5

Table 2
Accident Data at Key Intersections

KEY INTERSECTION IN THE CURRENT STUDY	Accident Severity				Total	Accident Type								
	Fatality	Injury	Property Damage	Non-reportable		Right Angle	Rear End	Left Turn	Fixed Object	Side-Swipe	Over- Taking	Pedestrian/Bicycle	Parked Vehicle	Other/ Unknown
LIE North Service Road and Hawkins Avenue	-	10	6	-	**16**	10	4	1	-	-	1	-	-	-
LIE South Service Road and Hawkins Avenue	-	11	8	-	**19**	9	4	-	3	1	-	-	-	2
Hawkins Avenue and Union Avenue	-	3	5	-	**8**	-	3	1	2	-	-	1	-	1
Hawkins Avenue and Railroad Avenue	-	3	5	-	**8**	3	2	2	-	-	-	-	1	-
Union Avenue and Mill Road	-	2	1	-	**3**	-	-	1	1	-	-	1	-	-
Ronkonkoma Avenue and Powell Street / 2nd Street	-	1	-	-	**1**	1	-	-	-	-	-	-	-	-

On the segment of Railroad Avenue from Johnson Avenue to Mill Road, during the three-year period from January 1, 2007 to December 31, 2009, 23 accidents occurred. These include accidents that occurred at the key intersection of Hawkins Avenue and Railroad Avenue (eight accidents). Ten of the 23 accidents involved injuries, 13 involved property damage, and there was one non-reportable accident.

On the segment of Hawkins Avenue from Railroad Avenue to Irwin Place, 59 accidents occurred in the same three-year period. These include accidents that occurred at the key intersections of Hawkins Avenue and Railroad Avenue (eight accidents), Hawkins Avenue and Union Avenue (eight accidents), Hawkins Avenue and LIE South Service Road (19 accidents) and Hawkins Avenue and LIE North Service Road (16 accidents). Thirty-two of the 59 accidents involved injuries and 27 involved property damage.

On the segment of Ronkonkoma Avenue from Waltess Road to Easton Street, 56 accidents occurred in the same three-year period. These include accidents that occurred at the key intersections of Ronkonkoma Avenue and 2nd Street/Powell Street (one accident). Twenty-eight of the 56 accidents involved injuries, 27 involved property damage, and there was one non-reportable accident.

On the segment of Union Avenue from Hawkins Avenue to Babcock Avenue, 21 accidents occurred in the same three-year period. These include accidents that occurred at the key intersections of Union Avenue and Hawkins Avenue (eight

accidents) and Union Avenue and Mill Road (three accidents). Nine of the 21 accidents involved injuries and 12 involved property damage.

On the segment of Mills Road from Railroad Avenue to LIE South Service Road, seven accidents occurred in the same three-year period. These include accidents that occurred at the key intersections of Union Avenue and Mill Road (three accidents). Four of the seven accidents involved injuries and three involved property damage.

On the segment of LIE North Service Road from Carroll Avenue to Bay Avenue, 41 accidents occurred in the same three-year period. These include accidents that occurred at the key intersection of LIE North Service Road and Hawkins Avenue (16 accidents). Twenty-four of the 41 accidents involved injuries and 17 involved property damage.

On the segment of LIE South Service Road from Bay Avenue to Carroll Avenue, 48 accidents occurred in the same three-year period. These include accidents that occurred at the key intersection of LIE South Service Road and Hawkins Avenue (19 accidents). Twenty-five of the 48 accidents involved injuries, 22 involved property damage, and there was one fatal accident.

The ALIS records show that one fatal accident occurred on the LIE South Service Road. The accident occurred on Sunday, May 4, 2008 at 22:05 hours and was assigned Case # 326060654. The vehicle involved was a motorcycle, which collided with curbing while merging on to the South Service Road. The record mentions unsafe speed as the apparent factor for the accident.

3

Future Conditions

An analysis of future conditions, both with and without the proposed action ("Build" and "No Build" conditions, respectively), was performed to evaluate the effect of the proposed TOD project on future traffic in the area. The No Build condition represents the future traffic conditions that can be expected to occur, whether the proposed action is implemented or not. The No Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both project and non-project-generated traffic. Traffic volumes in the study area were projected to the year 2014, reflecting the year when the proposed action is expected to be completed and operational.

No Build Condition

No Build (2014) traffic volumes include all existing traffic and any new traffic due to background traffic growth and any new traffic due to other planned developments in the area.

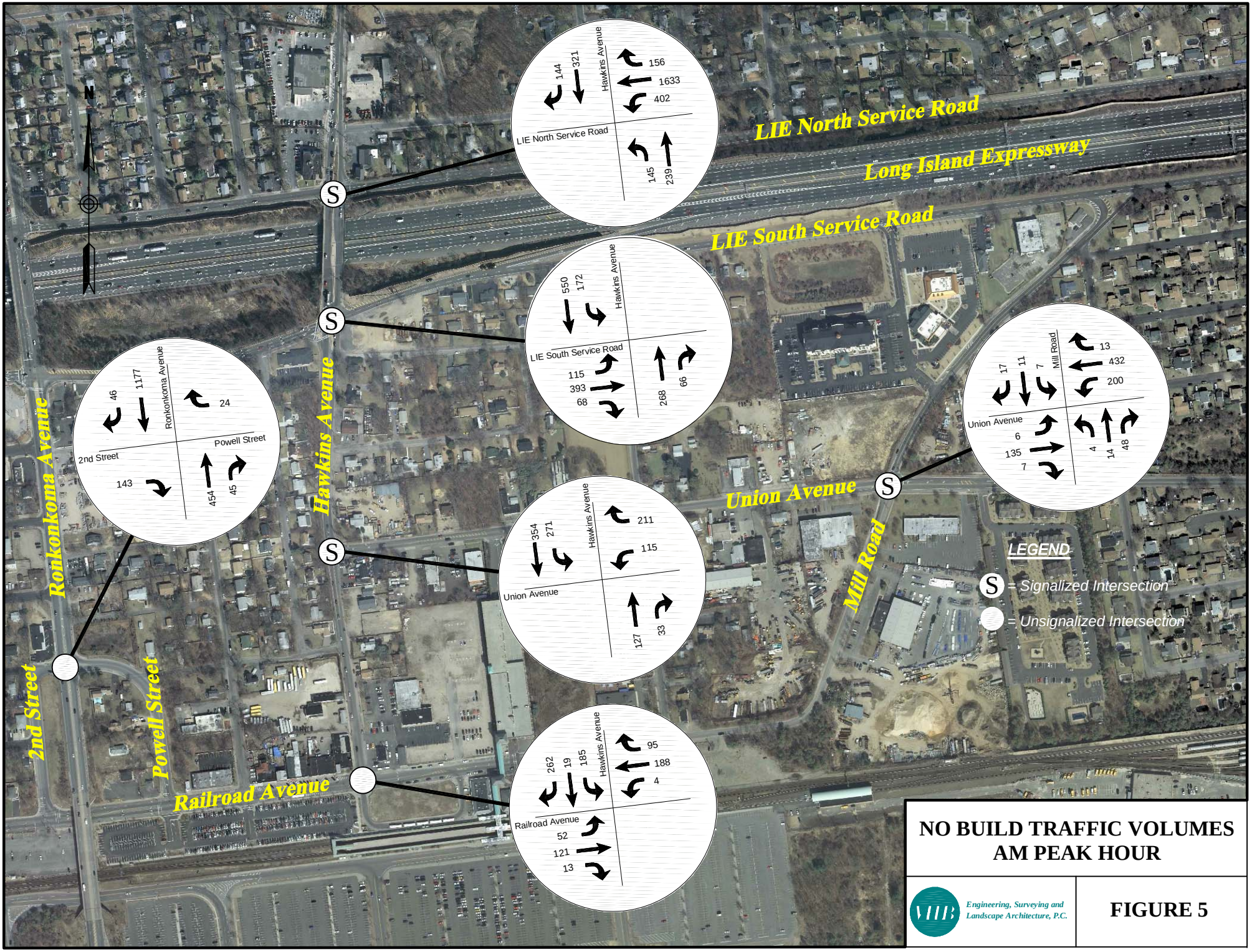
Background Traffic Growth

To account for increases in general population and background growth not related to the proposed action, an annual growth factor was applied to the existing traffic volumes. Based on the study data and the findings of New York Metropolitan Transportation Council (NYMTC) the growth rate anticipated for Suffolk County of 0.63% per annum. For presenting a more conservative analysis, a growth rate of 0.65% per annum was adopted. A total growth rate of 2.6% percent was applied to the existing traffic data to develop the background traffic based on the anticipated Build year of 2014.

Other Planned Developments

No Other Planned Developments were identified by the Town of Brookhaven that would impact the key intersections in the study.

The No Build traffic volumes for the AM and PM peak hours are shown in Figures 5 and 6, respectively.



NO BUILD TRAFFIC VOLUMES
AM PEAK HOUR

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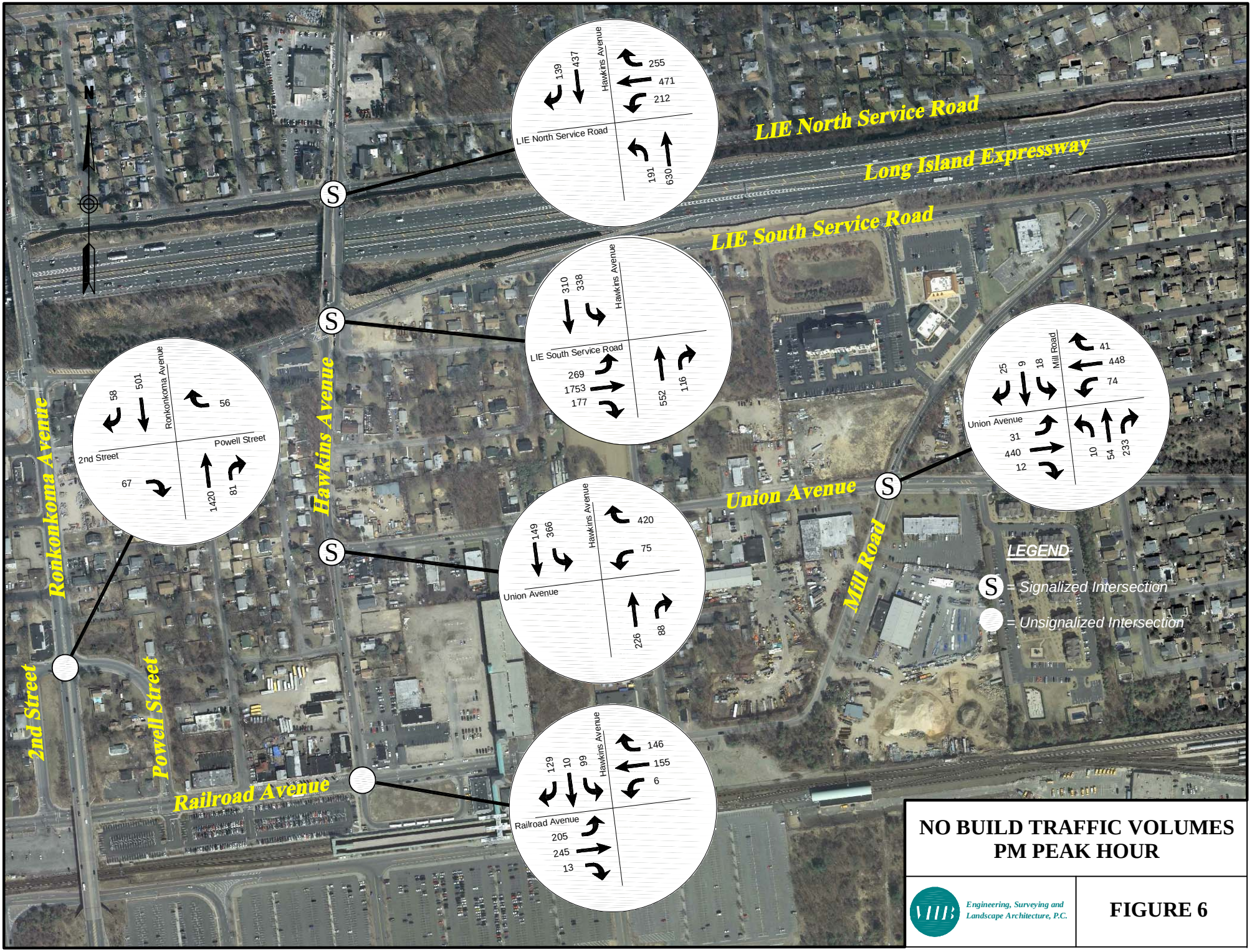
FIGURE 5



NO BUILD TRAFFIC VOLUMES
PM PEAK HOUR

VHB Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 6

Build Condition

To estimate the traffic impact of the proposed development, it is necessary to determine the traffic volumes expected to be generated by the proposed action.

Project-Generated Traffic Volumes

The 2014 Build plan is shown later in Figure 17 (i.e., the Theoretical Full Build Plan) includes the following program mix:

- 615 Residential Units (1,000 square feet in size; 50% rental and 50% ownership);
- 60,875 square feet – Retail Space
- 49,375 square feet – Office Space
- 30,000 square feet – Health Club
- 200 seats – Restaurant

To estimate the project-generated traffic for the proposed program mix, a review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers ("ITE"), Trip Generation, 8th Edition. This widely utilized reference source contains trip generation rates for related uses, "Apartments" (Land Use Code #220), "Residential Condos" (Land Use Code #230), "Retail Space" (Land Use Code #820) "General Office Building" (Land Use Code #710), "Health Club" (Land Use Code #492), and "Quality Restaurant" (Land Use Code #931). Table 3 summarizes the trip generation data for the proposed land uses.

Table 3
Trip Generation – Ronkonkoma Hub Build 2014 Program Mix

Project Component	Component Size	AM Peak Hour		PM Peak Hour	
APARTMENTS **ITE # 220** **Rental Apartment**	**308 Units**	Rate = 0.51 Entering 20% 32 Total = **158**	 Exiting 80% 126	Rate = 0.62 Entering 65% 124 Total = **191**	 Exiting 35% 67
RESIDENTIAL **ITE # 230** **Condos/Townhouses**	**307 Units**	Rate = 0.44 Entering 17% 23 Total = **136**	 Exiting 83% 113	Rate = 0.52 Entering 67% 107 Total = **160**	 Exiting 33% 53
RETAIL SPACE **ITE # 820** **Shopping Center**	**60,875 SF**	Rate = 1.00 Entering 61% 37 Total = **61**	 Exiting 39% 24	Rate = 3.73 Entering 49% 112 Total = **228**	 Exiting 51% 116
OFFICE/COMMERCIAL **ITE # 710** **General Office Building**	**49,375 SF**	Rate = 1.55 Entering 88% 68 Total = **77**	 Exiting 12% 9	Rate = 1.49 Entering 17% 13 Total = **74**	 Exiting 83% 61
HEALTH CLUB **ITE # 492** **Health/Fitness Club**	**30,000 SF**	Rate = 1.38 Entering 45% 19 Total = **42**	 Exiting 55% 23	Rate = 3.53 Entering 57% 60 Total = **106**	 Exiting 43% 46
RESTAURANT **ITE # 931** **Quality Restaurant**	**200 Seats**	Rate = 0.03 Entering 67% 4 Total = **6**	 Exiting 33% 2	Rate = 0.26 Entering 67% 35 Total = **52**	 Exiting 33% 17
TOTALS		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		183	297	451	360
		480		**811**	

Source: *Trip Generation* (ITE, 8th Edition). Rates are for weekday AM and PM peak hours of adjacent street traffic.
Rates for building areas are per 1,000 square feet.

Transit -Oriented Development

The proposed mixed-use is a transit-oriented development based on its proximity to mass transit. The development is located within a few minutes of the LIRR-Ronkonkoma station. Ronkonkoma is the east-end terminus on the Ronkonkoma branch of LIRR, and is well served by train services. The frequency of the service is good, with express trains during the peak periods, with convenient connections to reach New York City and parts of Nassau, Suffolk and Queens Counties.

The Ronkonkoma LIRR station is also well served by Suffolk Transit Bus Routes S57 (Sayville to Smithhaven Mall), S59 (Sayville to Smithhaven Mall), 6A (Ronkonkoma Railroad to Coram), and 7A (Ronkonkoma Railroad to Patchogue Railroad) with convenient connections to all over Nassau, Suffolk and Queens Counties.

The proximity of the development to mass transit helps in reducing vehicle trips, as a large percentage of people would use the train and bus services for their commute to and from work. A good percentage of those that reside in the development would use mass transit to commute to and from work. Similarly, a good percentage of people employed in the retail and office portion of the development would arrive and leave by transit. The residents may choose to shop at the retail outlets located within the development, thus reducing the vehicle trips. It is also possible that a percentage of people would both live and work within the development, further reducing the vehicle trips.

To estimate the reduction in vehicle trips in a transit-oriented development, various studies were reviewed. The available studies on transit-oriented developments show a reduction in vehicle trips by almost as high as 50%. In order to take a conservative approach, this study assumes only a 25% reduction in trip generation. Table 4 shows trip generation factored for this transit-oriented development.

Table 4
TOD Trip Generation – Proposed Mix 2014

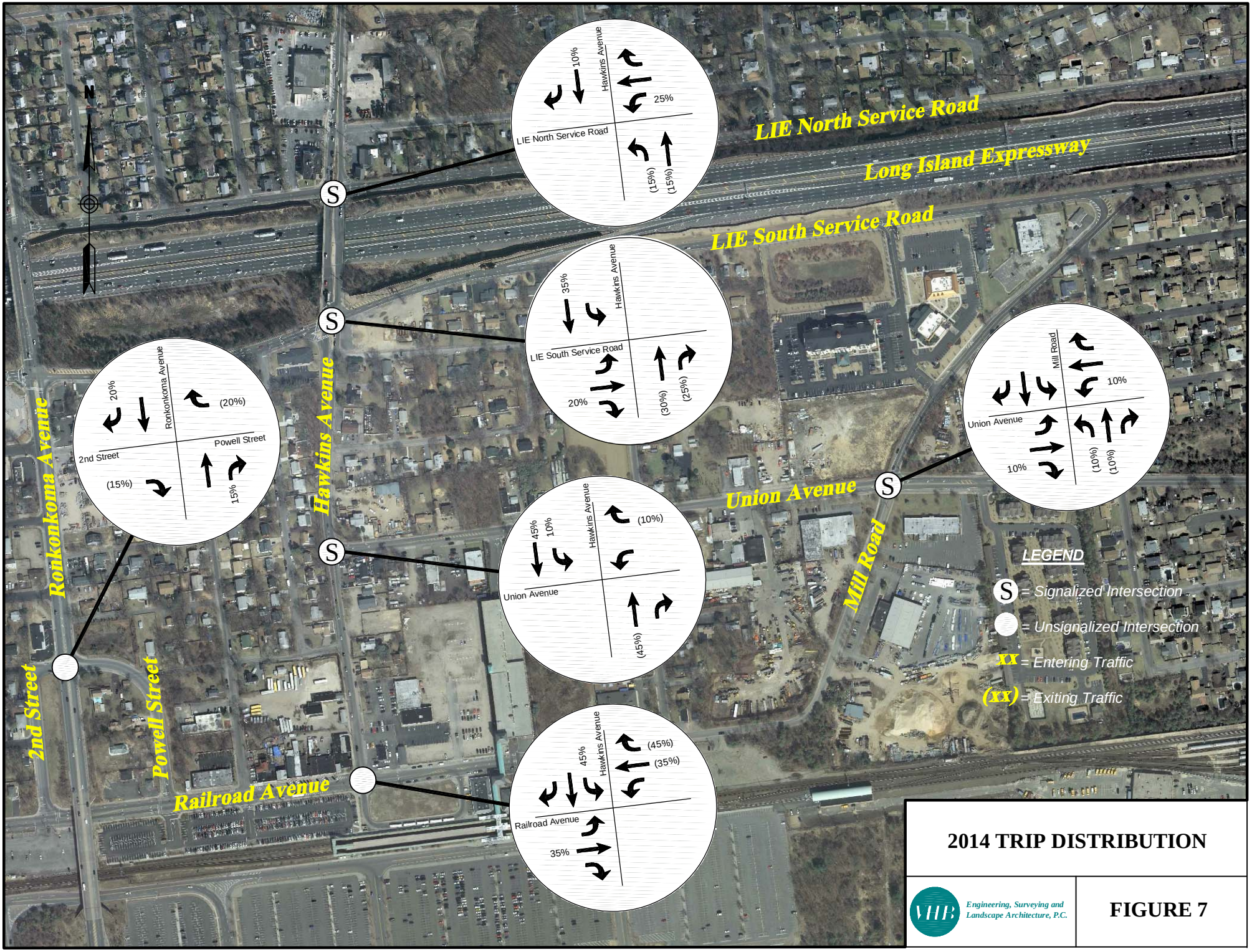
	AM Peak Hour Trips		PM Peak Hour Trips	
ITE Trip Generation (Table 4)	Entering	Exiting	Entering	Exiting
	183	297	451	360
	480		811	
	AM Peak Hour Trips		PM Peak Hour Trips	
Trip generation adjusted for Transit Oriented Development at 75% of the normal rate	Entering	Exiting	Entering	Exiting
	137	223	338	270
	360		608	

As shown in Table 4, the proposed program mix for this TOD project is projected to generate 360 trips during the AM peak hour and 608 trips during the PM peak hour.

Trip Distribution and Assignment

The trips originating from and destined to the project site were assigned to the adjacent roadways based on characteristics of the roadway network. Figure 7 shows the trip distribution percentages. These distribution percentages were then applied to the site-generated traffic volumes and assigned to the local roadway network. The resulting project-generated traffic volumes for the AM and PM peak hours are shown in Figures 8 and 9, respectively.

To determine the future Build traffic volumes, the project-generated trips were added to the No Build traffic volumes at the key intersections. The resulting Build traffic volumes for the AM and PM peak hours are shown in Figures 10 and 11, respectively.



2014 TRIP DISTRIBUTION

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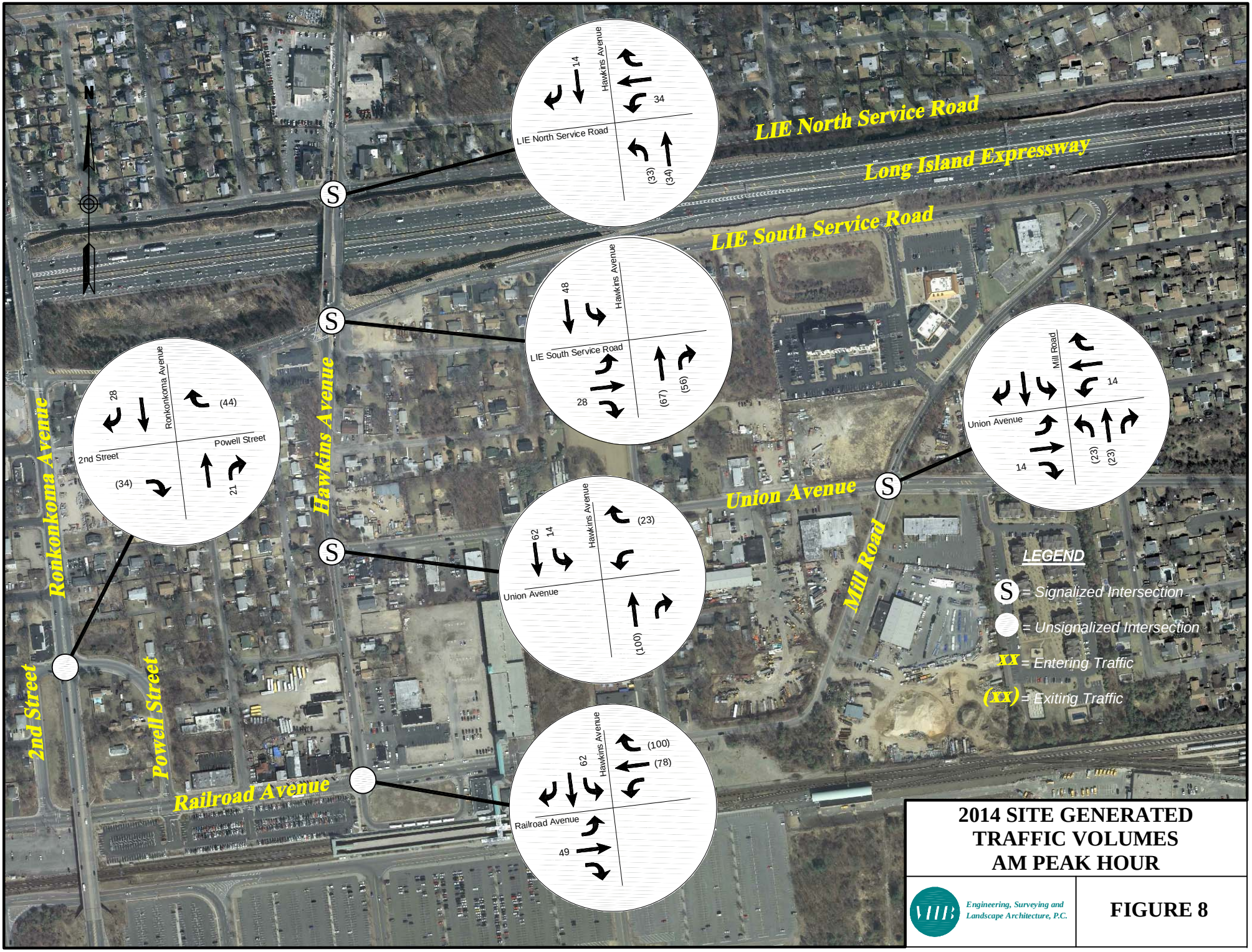
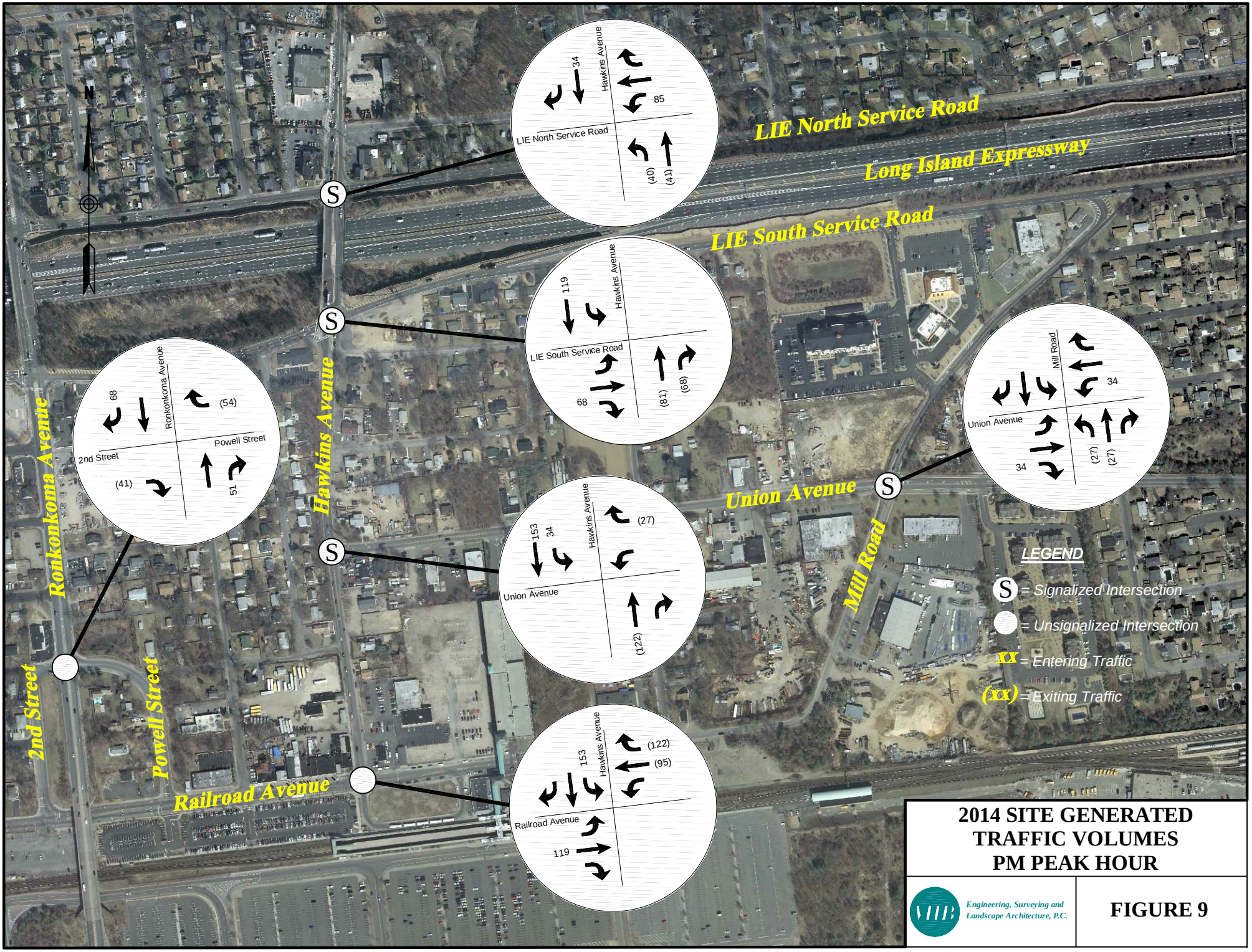
FIGURE 7



2014 SITE GENERATED TRAFFIC VOLUMES AM PEAK HOUR

VHB Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 8



2014 SITE GENERATED TRAFFIC VOLUMES PM PEAK HOUR

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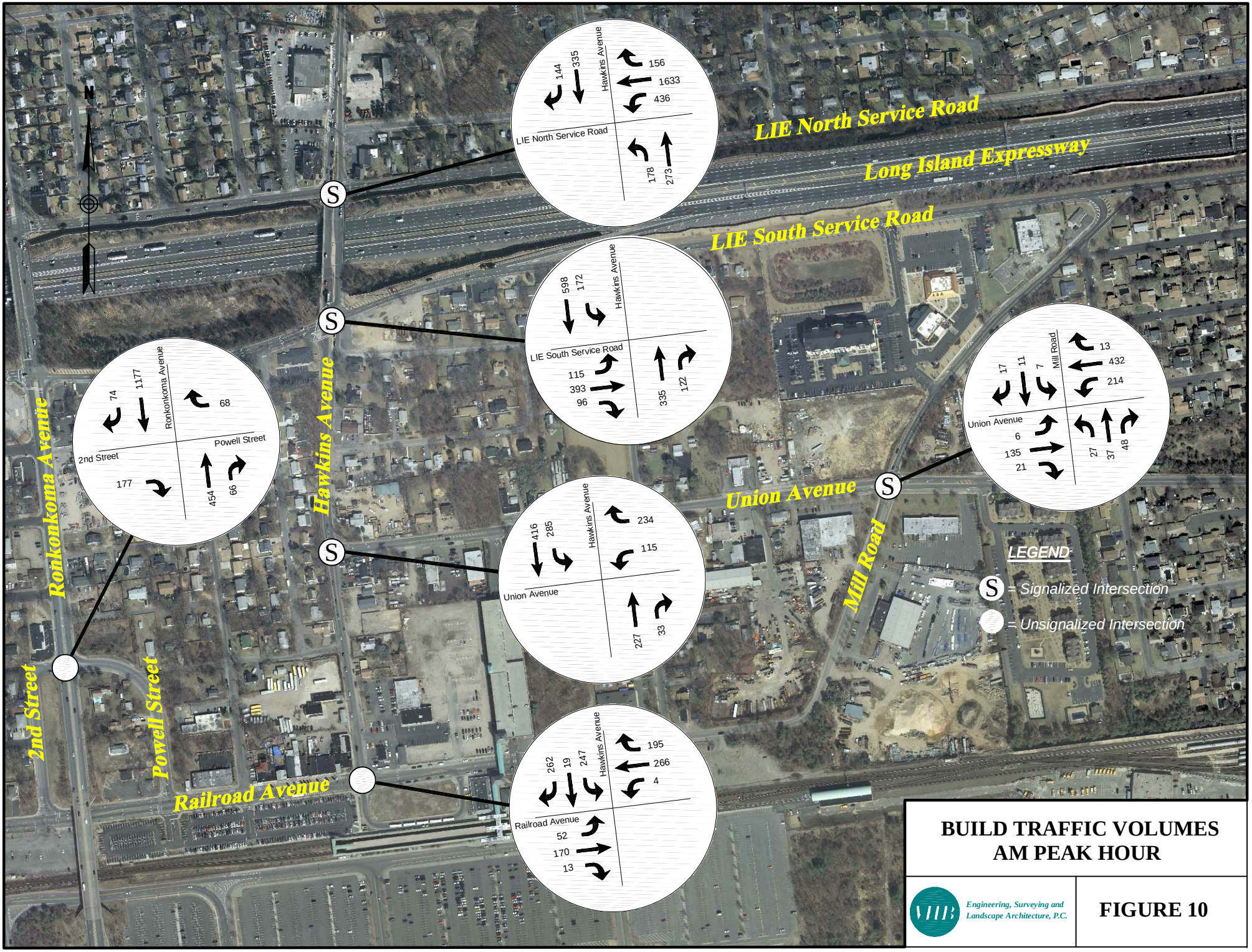
FIGURE 9



BUILD TRAFFIC VOLUMES
AM PEAK HOUR

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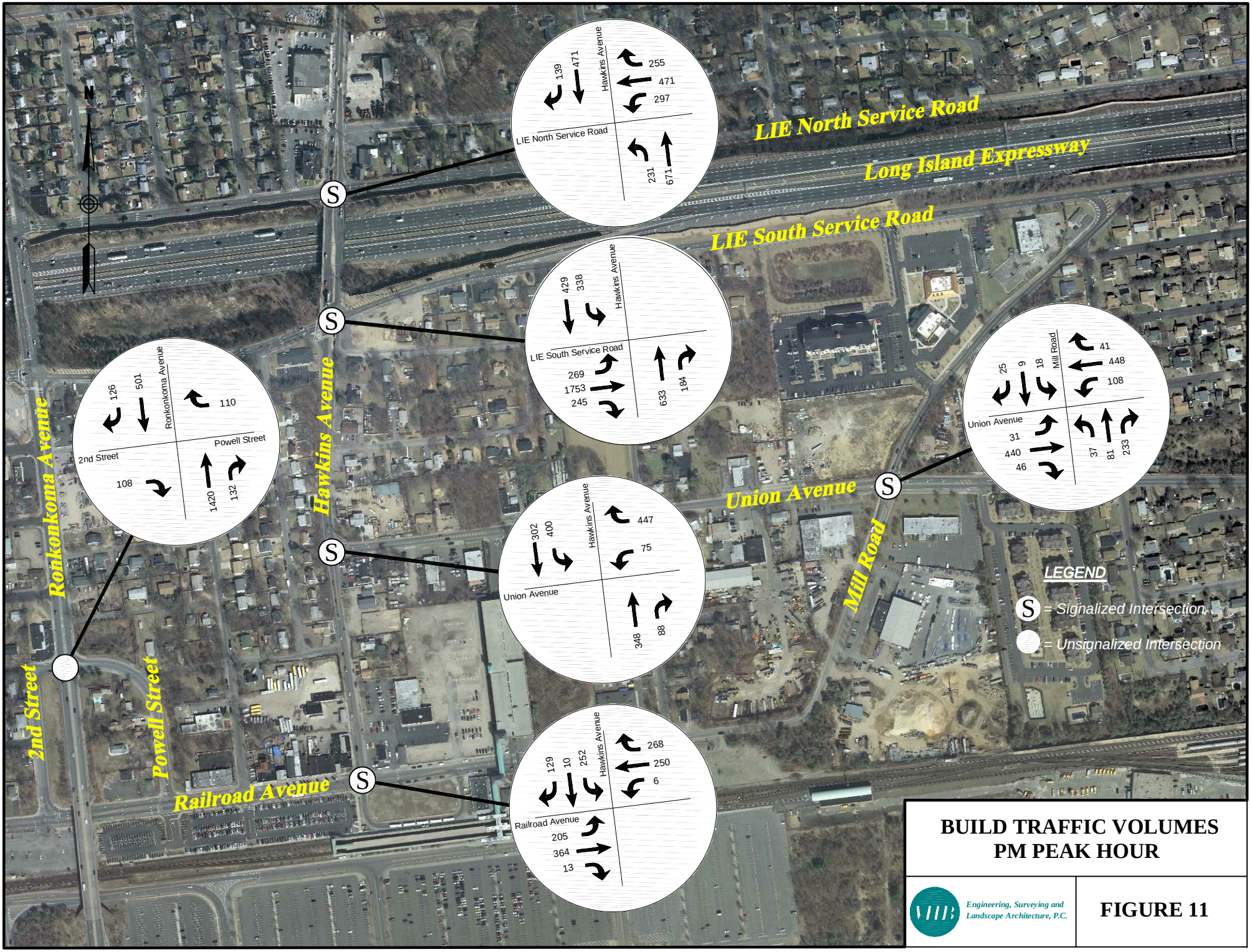
FIGURE 10



BUILD TRAFFIC VOLUMES
PM PEAK HOUR

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FIGURE 11

4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing condition and No Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 Highway Capacity Manual ("HCM"). The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis

methodologies also do not take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delay at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Software

The capacity analyses were conducted using the traffic analysis and simulation software Synchro, *version 7,* a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 Highway Capacity Manual, Chapters 16 and 17. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No Build and Build conditions at the key intersections. For simulating the model, its companion traffic simulation software, SimTraffic, developed by the same company was used. SimTraffic is a powerful traffic simulation and animation software program that includes vehicle and driver performance characteristics developed by FHWA.

Level of Service Analysis

LOS analyses were conducted for the Existing condition, No Build and future Build conditions for each of the key intersections.

Analysis results

The results of the capacity analyses for the signalized intersections of LIE North Service Road at Hawkins Avenue, LIE South Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road, the signalized Hawkins Avenue at Railroad Avenue for the AM and PM peak hours are summarized in Tables 5 and 6, respectively. The results for the unsignalized intersections of Hawkins Avenue at Railroad Avenue (in the existing condition) and Ronkonkoma Avenue at 2nd Street/Powell Street for the AM and PM peak hours are summarized in Tables 5A and 6A, respectively. The tables show results for Existing, No Build and Build conditions. The detailed capacity analysis worksheets are contained in Appendix C.

Table 5 - Signalized Intersections
Level of Service Summary – AM Peak

Intersection	Movement	Lane Group	EXISTING 2010		NO BUILD 2014		BUILD 2014	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road & Hawkins Avenue	WB	L	15	B	15.3	B	16.2	B
		T	26.2	C	28.1	C	29.2	C
		R	9.5	A	9.6	A	9.7	A
		Approach	22.9	C	24.5	C	25.3	C
	NB	L	33.3	C	35.9	D	47.6	D
		T	15.3	B	15.3	B	14.4	B
		Approach	22.1	C	23.1	C	27.5	C
	SB	TR	44.7	D	46.8	D	50.6	D
		Approach	44.7	D	46.8	D	50.6	D
Overall Intersection			26.5	C	28.0	C	29.9	C
LIE South Service Road & Hawkins Avenue	EB	L	18.4	B	18.5	B	18.4	B
		TR	19.4	B	19.7	B	19.6	B
		Approach	19.2	B	19.4	B	19.3	B
	NB	T	25	C	25.2	C	26.5	C
		Approach	25	C	25.2	C	26.5	C
	SB	L	26.3	C	26.8	C	32.3	C
		T	21.9	C	21.9	C	23.4	C
		Approach	23.0	C	23.1	C	25.4	C
Overall Intersection			22.0	C	22.2	C	23.6	C
Hawkins Avenue & Union Avenue	WB	L	35.9	D	37.3	D	37.5	D
		R	3.8	A	3.5	A	3.6	A
		Approach	15.2	B	15.4	B	14.7	B
	NB	TR	10.6	B	10.9	B	13	B
		Approach	10.6	B	10.9	B	13	B
	SB	L	5.6	A	6.3	A	7.5	A
		T	5.3	A	5.9	A	6.6	A
		Approach	5.5	A	6.1	A	7.0	A
Overall Intersection			8.9	A	9.4	A	10.1	B
Union Avenue & Mill Road	EB	L	3.8	A	3.8	A	4.5	A
		TR	3.6	A	3.6	A	4.4	A
		Approach	3.6	A	3.6	A	4.4	A
	WB	L	4.6	A	4.6	A	6.1	A
		TR	4.7	A	4.7	A	6.2	A
		Approach	4.6	A	4.7	A	6.2	A
	NB	LTR	11.8	B	11.9	B	18.4	B
		Approach	11.8	B	11.9	B	18.4	B
	SB	LTR	15.7	B	16.0	B	15.1	B
		Approach	15.7	B	16.0	B	15.1	B
Overall Intersection			5.5	A	5.6	A	7.8	A
Hawkins Avenue & Railroad Avenue	EB	L			11.8	B	11	B
		TR			15.3	B	15.1	B
		Approach			14.3	B	14.2	B
	WB	L			10.2	B	9.2	A
		T			25.5	C	25.5	C
		R			6.5	A	5.1	A
		Approach			19	B	16.8	B
	SB	LT			13.5	B	17.6	B
		R			3.7	A	4.3	A
		Approach			8.0	A	11.0	B
Overall Intersection					12.5	B	13.7	B

The intersection of Hawkins Avenue & Railroad Avenue is not signalized in the Existing Conditions.

Table 5A - Unsignalized Intersections
Level of Service Summary – AM Peak

INTERSECTIONS	CRITICAL APPROACH	EXISTING 2010		NO BUILD 2014		BUILD 2014	
		Delay	LOS	Delay	LOS	Delay	LOS
Hawkins Avenue & Railroad Avenue	SB	14.7	B	Signalized			
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	21.7	C	22.9	C	28.0	D
	WB	10.5	B	10.6	B	11.2	B

Table 6 - Signalized Intersections
Level of Service Summary –PM Peak

Intersection	Movement	Lane Group	EXISTING 2010		NO BUILD 2014		BUILD 2014	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road & Hawkins Avenue	WB	L	19.9	B	20.1	C	22.4	C
		T	19.6	B	19.8	B	19.8	B
		R	10.9	B	11.2	B	12.3	B
		Approach	17.3	B	17.5	B	18.7	B
	NB	L	22.3	C	23.6	C	24.8	C
		T	11.6	B	11.6	B	11.5	B
		Approach	14.1	B	14.4	B	14.9	B
	SB	TR	27.9	C	28.3	C	29.3	C
		Approach	27.9	C	28.3	C	29.3	C
Overall Intersection			18.7	B	19.0	B	19.8	B
LIE South Service Road & Hawkins Avenue	EB	L	18.4	B	18.5	B	18.5	B
		TR	133.4	F	147.2	F	167.6	F
		Approach	119.3	F	131.5	F	149.9	F
	NB	T	99.5	F	108.8	F	205.2	F
		Approach	99.5	F	108.8	F	205.5	F
	SB	L	78.6	E	86.0	F	86.4	F
		T	11.7	B	11.6	B	13.2	B
		Approach	46.6	D	50.4	D	45.5	D
Overall Intersection			101.8	F	111.8	F	141.0	F
Hawkins Avenue & Union Avenue	WB	L	32.5	C	32.8	C	33.9	C
		R	4.8	A	4.8	A	11.6	B
		Approach	9.0	A	9.1	A	14.8	B
	NB	TR	10.4	B	10.6	B	13.6	B
		Approach	10.4	B	10.6	B	13.6	B
	SB	L	5.9	A	6.2	A	10.4	B
		T	3.2	A	3.2	A	3.5	A
		Approach	5.1	A	5.3	A	7.4	A
Overall Intersection			7.8	A	8.0	A	11.4	B
Union Avenue & Mill Road	EB	L	6.5	A	6.7	A	7.5	A
		TR	8.5	A	8.8	A	10.8	B
		Approach	8.3	A	8.7	A	10.6	B
	WB	L	7.2	A	7.5	A	10.8	B
		TR	10	A	10.5	B	12.5	B
		Approach	9.6	A	10.1	B	12.2	B
	NB	LTR	17.8	B	19.3	B	51.2	D
		Approach	17.8	B	19.3	B	51.2	D
	SB	LTR	16.8	B	16.8	B	14.0	B
		Approach	16.8	B	16.8	B	14.0	B
Overall Intersection			11.5	B	12.2	B	22.5	C
Hawkins Avenue & Railroad Avenue	EB	L			21.0	C	26.3	C
		TR			17.5	B	20.1	C
		Approach			19.0	B	22.3	C
	WB	L			9.7	A	9.0	A
		T			24.7	C	27.3	C
		R			3.6	A	3.2	A
		Approach			14.3	B	14.8	B
	SB	LT			15.0	B	21.3	C
		R			4.4	A	4.9	A
		Approach			9.3	A	15.9	B
Overall Intersection					15.4	B	18.0	B

The intersection of Hawkins Avenue & Railroad Avenue is not signalized in the Existing Conditions.

Table 6A - Unsignalized Intersections
Level of Service Summary – PM Peak

INTERSECTIONS	CRITICAL APPROACH	EXISTING 2010		NO BUILD 2014		BUILD 2014	
		Delay	LOS	Delay	LOS	Delay	LOS
Hawkins Avenue & Railroad Avenue	SB	37.4	E	Signalized			
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	11.5	B	11.7	B	13.3	B
	WB	20.7	C	21.6	C	32.3	D

The tables show that at all four signalized intersections, LIE North Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road, and Hawkins Avenue at Railroad Avenue and at the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street, in the two time periods analyzed, the LOS remains satisfactory C or above in the Build Condition. The change from No Build to Build Condition is minimal. The signalized intersection of LIE South Service Road at Hawkins Avenue operates well during AM peak in all three scenarios analyzed but fails during PM peak period. Mitigation is proposed for this intersection as explained in the next section of this report.

Mitigation

The signalized intersection of LIE South Service Road at Hawkins Avenue fails in the existing condition and gets worse in the No Build and Build Conditions. Changes in phase splits are not sufficient to address this, hence the following mitigation measures are recommended.

1. On South Service Road, it is recommended that an extra through lane be added. The new eastbound lane configuration would be an exclusive left turn lane, two through, and a shared through and right turn lane.
2. On Hawkins Avenue, it is recommended that an exclusive right turn lane be added. The new northbound configuration would be two though lanes and an exclusive right turn lane.
3. It is also recommended to optimize the phase split to suit the new lane configurations. Since the cycle length is tied with the cycle length at the North Service Road and Hawkins Avenue, it is recommended that only the phase split be changed.

The changes were incorporated into the AM and PM models and Table 7 presents the analysis results comparing the Build results to the results with Mitigation.

Table 7 – Mitigation Results & Comparison
Level of Service Summary – AM & PM Peaks

Intersection	Movement	Lane Group	AM PEAK				PM PEAK			
			BUILD 2014		BUILD MITIGATED		BUILD 2014		BUILD MITIGATED	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
LIE South Service Road & Hawkins Avenue	EB	L	18.4	B	18.4	B	18.5	B	22.2	C
		TR	19.6	B	16.3	B	167.6	F	51.1	D
		Approach	19.3	B	16.7	B	149.9	F	47.7	D
	NB	T	26.5	C	27.5	C	205.2	F	53.3	D
		R			27.8	C			42.4	D
		Approach	26.5	C	27.6	C	205.5	F	50.8	D
	SB	L	32.3	C	26	C	86.4	F	53.2	D
		T	23.4	C	22.8	C	13.2	B	12.7	B
		Approach	25.4	C	23.5	C	45.5	D	30.5	C
Overall Intersection			23.6	C	22.2	C	141.0	F	44.9	D

Table 7 shows the effectiveness of the mitigation, especially during the PM peak period. The intersection runs at an overall LOS D after the mitigation.

5

Maximum Build Out

A second alternative, Theoretical Maximum Build Out Plan (see Figure 18), was also analyzed, in order to evaluate the performance of the network of study intersections in the year 2019 with denser development. The traffic volumes for 2019 Max Build were arrived at by applying the growth factor 0.65% per annum (from NYMTC study) to the Existing 2010 traffic and adding the traffic generated by the development.

2019 Project-Generated Traffic Volumes

The Theoretical Maximum Build Out Plan ("Max Build Plan") is shown later in Figure 18, and includes the following program mix:

- 802 Residential Units (1,000 square feet in size; 50% rental and 50% ownership);
- 6 Town Houses;
- 102,275 square feet – Retail Space;
- 49,375 square feet – Office Space;
- 30,000 square feet – Health Club; and
- 100 seats – Restaurant.

The reference published by the Institute of Transportation Engineers ("ITE"), Trip Generation, 8th Edition was used estimate the traffic generated by the 2019 program mix. Table 8 summarizes the trip generation data for the proposed land uses.

Table 8
Trip Generation – Ronkonkoma Hub Maximum Build 2019 Program Mix

Project Component	Component Size	AM Peak Hour		PM Peak Hour	
APARTMENTS **ITE # 220** **Rental Apartment**	**401 Units**	Rate = 0.51		Rate = 0.62	
		Entering	Exiting	Entering	Exiting
		20%	80%	65%	35%
		41	164	162	87
		Total =	**205**	Total =	**249**
RESIDENTIAL **ITE # 230** **Condos/Townhouses**	**407 Units**	Rate = 0.44		Rate = 0.52	
		Entering	Exiting	Entering	Exiting
		17%	83%	67%	33%
		31	149	142	70
		Total =	**180**	Total =	**212**
RETAIL SPACE **ITE # 820** **Shopping Center**	**102,275 SF**	Rate = 1.00		Rate = 3.73	
		Entering	Exiting	Entering	Exiting
		61%	39%	49%	51%
		63	40	187	195
		Total =	**103**	Total =	**382**
OFFICE/COMMERCIAL **ITE # 710** **General Office Building**	**49,375 SF**	Rate = 1.55		Rate = 1.49	
		Entering	Exiting	Entering	Exiting
		88%	12%	17%	83%
		68	9	13	61
		Total =	**77**	Total =	**74**
HEALTH CLUB **ITE # 492** **Health/Fitness Club**	**30,000 SF**	Rate = 1.38		Rate = 3.53	
		Entering	Exiting	Entering	Exiting
		45%	55%	57%	43%
		19	23	60	46
		Total =	**42**	Total =	**106**
RESTAURANT **ITE # 931** **Quality Restaurant**	**100 Seats**	Rate = 0.03		Rate = 0.26	
		Entering	Exiting	Entering	Exiting
		67%	33%	67%	33%
		2	1	17	9
		Total =	**6**	Total =	**52**
TOTALS		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		224	386	581	468
		610		**1,049**	

As done in the Build conditions section, the ITE estimates were adjusted for the Transit Oriented Development with a reduction of 25%. Table 9 shows trip generation factored for transit-orientation.

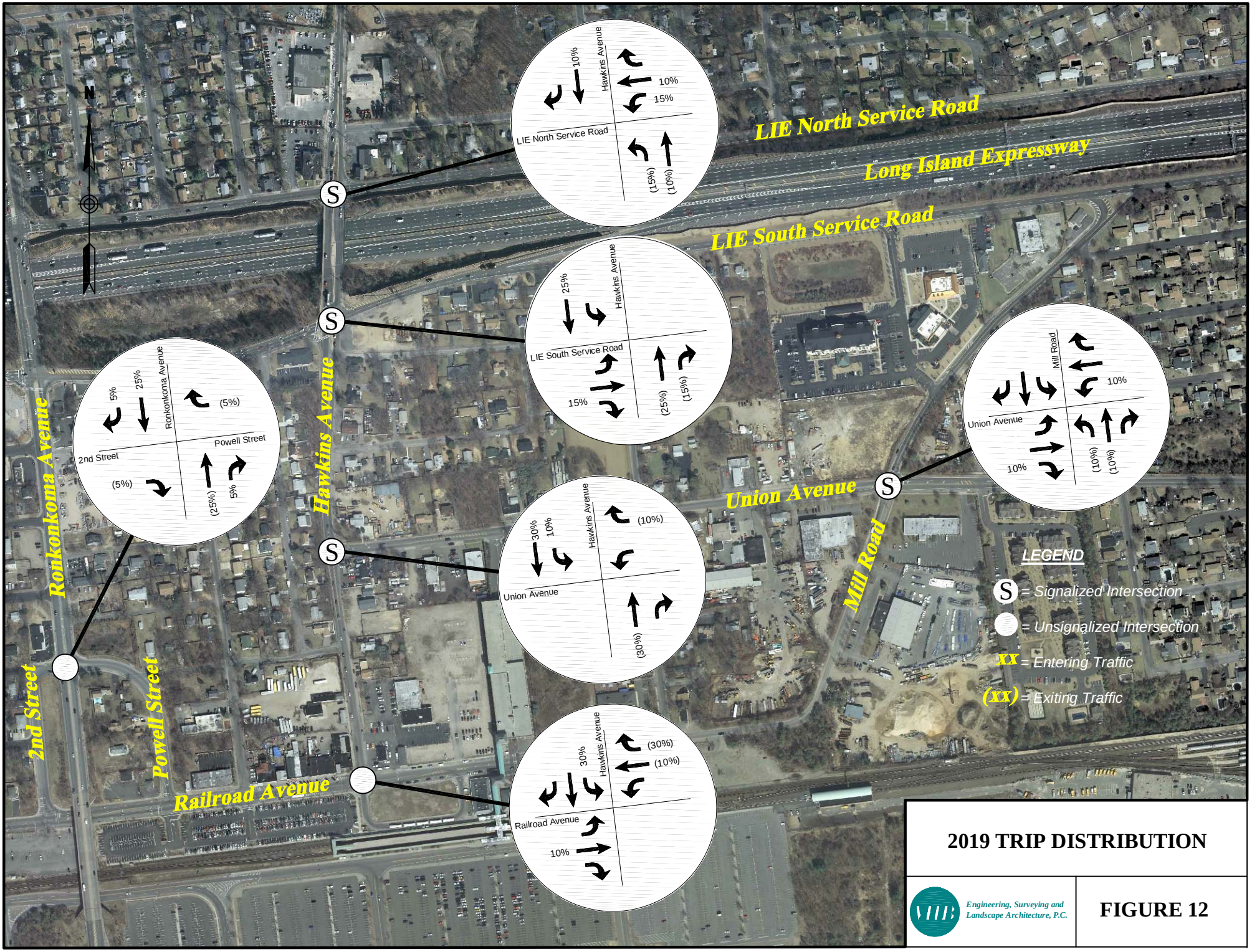
Table 9
TOD Trip Generation – Proposed Mix 2019

	AM Peak Hour Trips		PM Peak Hour Trips	
ITE Trip Generation (Table 8)	Entering	Exiting	Entering	Exiting
	224	386	581	468
	613		1,075	
Trip generation adjusted for Transit Oriented Development at 75% of the normal rate	AM Peak Hour Trips		PM Peak Hour Trips	
	Entering	Exiting	Entering	Exiting
	168	290	436	351
	458		787	

As shown in Table 9, the proposed 2019 program mix for this TOD project is projected to generate 458 trips during the AM peak hour and 787 trips during the PM peak hour.

Impacts of Maximum Build Out Plan 2019

The Max Build plan consists not only of a higher density development but also presents a major change that would have an impact on the study intersections. The Max Build Plan proposes that about 50% of the parking be relocated to south of the LIRR tracks and Easton Street. The Plan has a mixed-use parking garage consisting of 1,683 spaces, and a ground floor retail space of 25,000 with access from Easton Street. This new configuration would reduce the traffic on Hawkins Avenue and Railroad Avenue, and the traffic on Ronkonkoma Avenue would be higher with most of the commuters currently using the existing parking garage on Railroad Avenue going to the new facility. The trip distribution and assignment for 2019 was done accounting for the new configuration and Figure 12 shows the trip distribution percentages. These distribution percentages were then applied to the site-generated traffic volumes and assigned to the local roadway network. The resulting 2019 project-generated traffic volumes for the AM and PM peak hours are shown in Figures 13 and 14, respectively. The resulting Build traffic volumes for the AM and PM peak hours are shown in Figures 15 and 16, respectively.



2019 TRIP DISTRIBUTION

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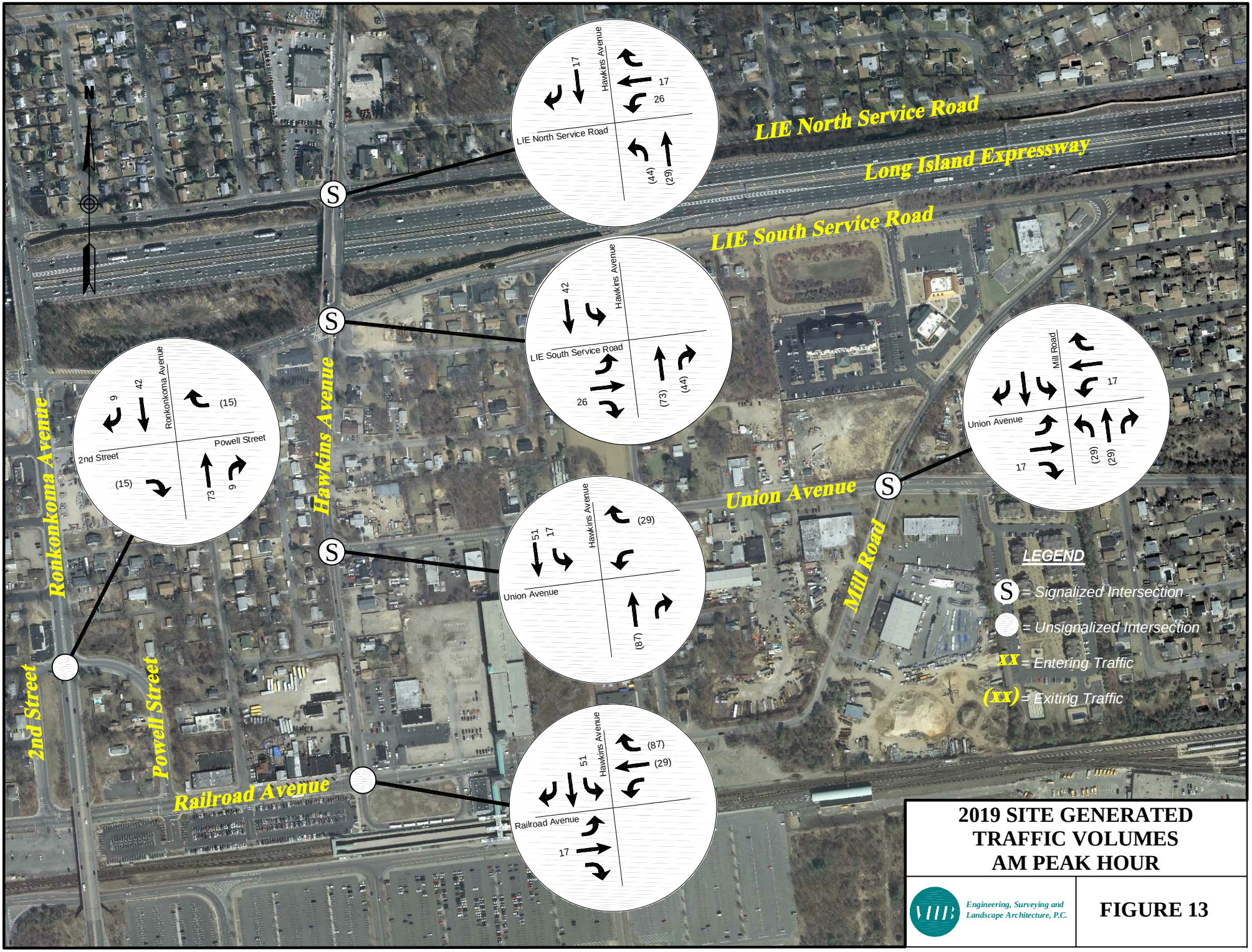
FIGURE 12



2019 SITE GENERATED TRAFFIC VOLUMES AM PEAK HOUR

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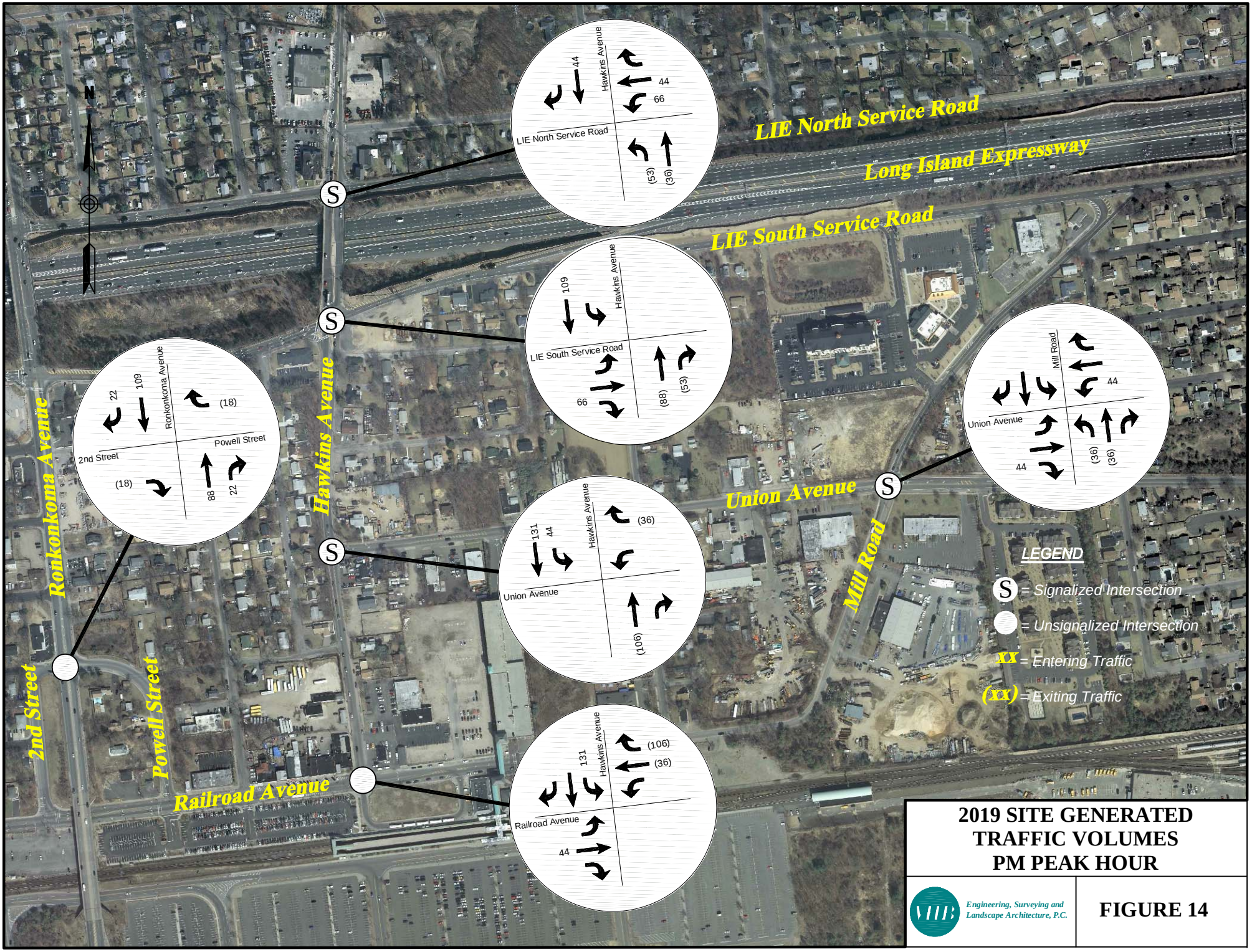
FIGURE 13



2019 SITE GENERATED TRAFFIC VOLUMES PM PEAK HOUR

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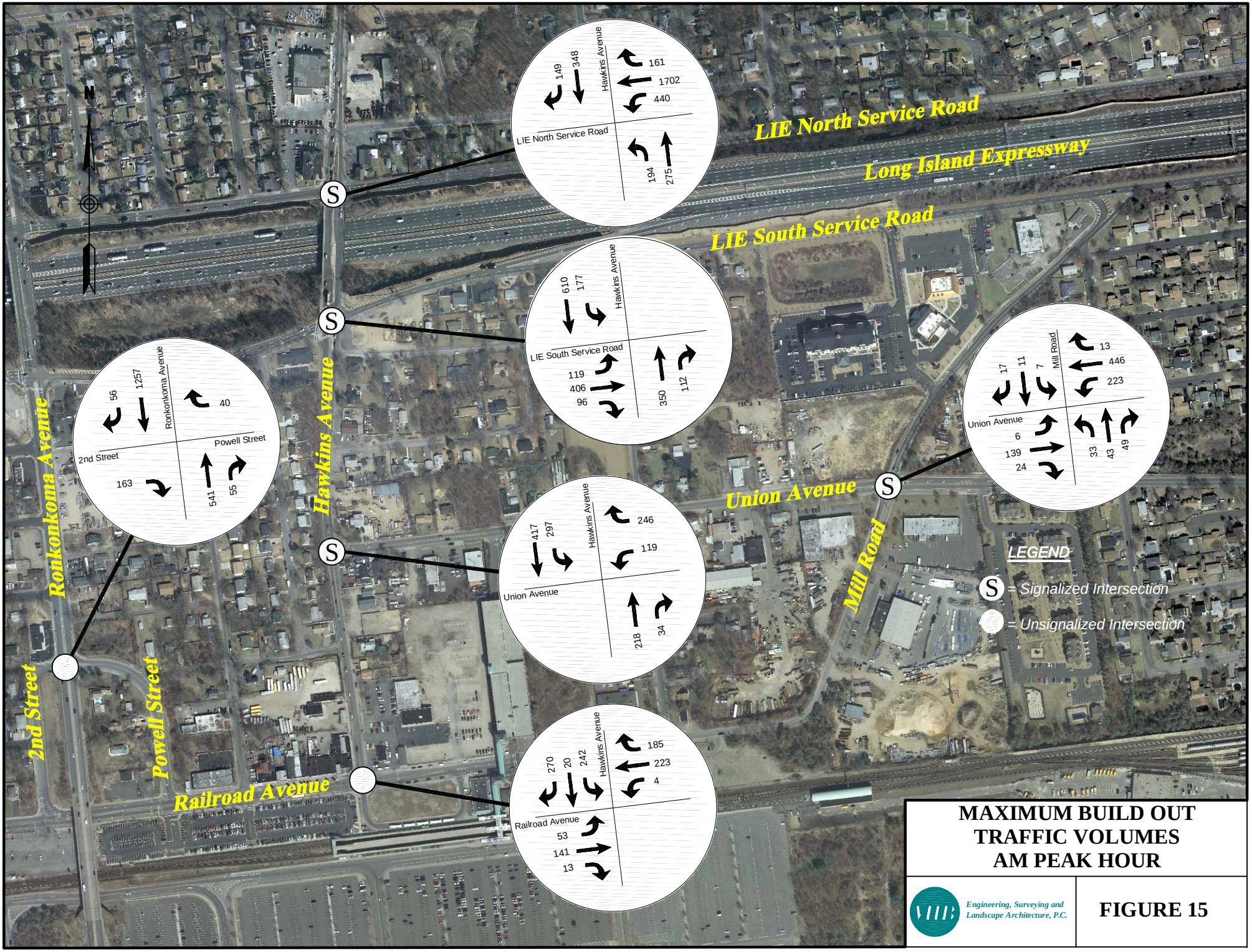
FIGURE 14



MAXIMUM BUILD OUT TRAFFIC VOLUMES AM PEAK HOUR

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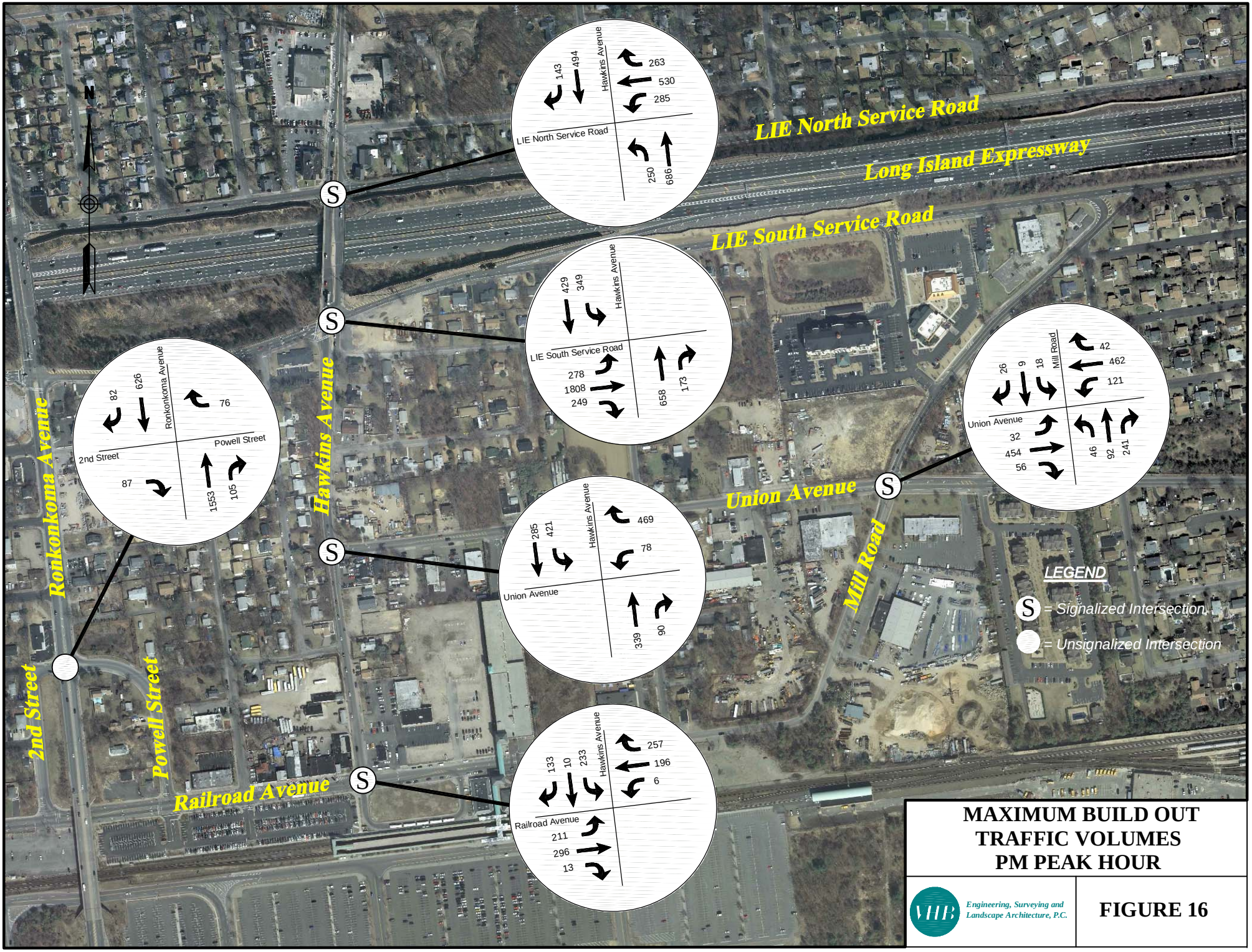
FIGURE 15



MAXIMUM BUILD OUT TRAFFIC VOLUMES PM PEAK HOUR

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FIGURE 16

Analysis results

A capacity analysis was performed for Maximum Build Out 2019 condition. The results of the capacity analyses for the signalized intersections of LIE North Service Road at Hawkins Avenue, LIE South Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road and Hawkins Avenue at Railroad Avenue for the AM and PM peak hours are summarized in Table 10. The results for the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street for the AM and PM peak hours are summarized in Table 10A. The detailed capacity analysis worksheets are contained in Appendix C.

Table 10 - Signalized Intersections
Level of Service Summary –Maximum Build Out 2019

Intersection	Movement	Lane Group	MAX BUILD 2019			
			AM PEAK		PM PEAK	
			Delay	LOS	Delay	LOS
LIE North Service Road @ Hawkins Avenue	WB	L	18.1	B	22.0	C
		T	43.3	D	20.4	C
		R	11.0	B	13.1	B
		Approach	36.3	D	19.0	B
	NB	L	44.1	D	55.9	E
		T	11.6	B	10.3	B
		Approach	25.1	C	22.4	C
	SB	TR	48.5	D	29.9	C
		Approach	48.5	D	29.9	C
Overall Intersection			36.6	D	22.7	C
LIE South Service Road @ Hawkins Avenue	EB	L	18.5	B	22.6	C
		TR	16.6	B	61.8	E
		Approach	17.0	B	57.2	E
	NB	T	27.7	C	57.9	E
		R	27.4	C	41.1	D
		Approach	27.6	C	54.4	D
	SB	L	26.4	C	59.6	E
		T	22.5	C	12.1	B
		Approach	23.4	C	33.4	C
Overall Intersection			22.2	C	51.8	D
Hawkins Avenue @ Union Avenue	WB	L	37.8	D	34.5	C
		R	3.6	A	12.1	B
		Approach	14.8	B	15.3	B
	NB	TR	13.2	B	13.8	B
		Approach	13.2	B	13.8	B
	SB	L	7.9	A	11.7	B
		T	6.7	A	3.5	A
		Approach	7.2	A	8.4	A
Overall Intersection			10.3	B	12.0	B
Union Avenue @ Mill Road	EB	L	4.7	A	10.4	B
		TR	4.7	A	14.8	B
		Approach	4.7	A	14.5	B
	WB	L	6.5	A	17.8	B
		TR	6.6	A	17.0	B
		Approach	6.5	A	17.1	B
	NB	LTR	21.0	C	41.3	D
		Approach	21.0	C	41.3	D
	SB	LTR	14.9	B	11.9	B
		Approach	14.9	B	11.9	B
Overall Intersection			8.5	A	23.0	C
Hawkins Avenue @ Rail Road Avenue	EB	L	11.4	B	22.7	C
		TR	15.1	B	18.1	B
		Approach	14.2	B	19.9	B
	WB	L	9.8	A	9.2	A
		T	25.3	C	24.8	C
		R	5.7	A	5.3	A
		Approach	16.3	B	13.7	B
	SB	LT	15.9	B	19.5	B
		R	4.1	A	4.7	B
		Approach	9.9	A	14.2	A
Overall Intersection			12.9	B	16.3	B

Table 10A - Unsignalized Intersection
Level of Service Summary –Maximum Build Out 2019

INTERSECTIONS	CRITICAL APPROACH	AM PEAK		PM PEAK	
		Delay	LOS	Delay	LOS
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	28.4	D	13.3	B
	WB	11.3	B	28.4	D

Table 10 shows that in the Theoretical Maximum Build Out 2019Max Build Condition at the signalized intersections of Hawkins Avenue at Union Avenue, Union Avenue at Mill Road and Hawkins Avenue at Railroad Avenue the overall level of service is a C or better during the two peak periods analyzed. The signalized intersection of LIE North Service Road at Hawkins Avenue shows a LOS D during the AM Peak period and LOS C during the PM Peak period. The signalized intersection of LIE South Service Road at Hawkins Avenue shows LOS C during the AM Peak period and a LOS D during the PM Peak period. Table 10A shows that at the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street the eastbound approach shows a LOS D during the AM Peak period and a LOS B during the PM Peak period. The westbound approach shows a LOD B during the AM peak period and a LOS D during the PM Peak period.

Tables 11 and 12 show a comparison between the Build 2014 Condition, Build 2014 Mitigated Condition and Maximum Build Out 2019 Condition for the AM and PM peak period, respectively, for the signalized intersections, and Tables 11A and 12A show the same comparison for the unsignalized Ronkonkoma Avenue and 2nd Street/Powell Street for AM and PM peak periods, respectively.

Table 11 - Signalized Intersections
Level of Service Summary Comparison – AM Peak

Intersection	Movement	Lane Group	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road @ Hawkins Avenue	WB	L	16.2	B			18.1	B
		T	29.2	C			43.3	D
		R	9.7	A			11	B
		Approach	25.3	C			36.3	D
	NB	L	47.6	D			44.1	D
		T	14.4	B			11.6	B
		Approach	27.5	C			25.1	C
	SB	TR	50.6	D			48.5	D
		Approach	50.6	D			48.5	D
Overall Intersection			29.9	C			36.6	D
LIE South Service Road @ Hawkins Avenue	EB	L	18.4	B	18.4	B	18.5	B
		TR	19.6	B	16.3	B	16.6	B
		Approach	19.3	B	16.7	B	17	B
	NB	T	26.5	C	27.5	C	27.7	C
		R			27.8	C	27.4	C
		Approach	26.5	C	27.6	C	27.6	C
	SB	L	32.3	C	26	C	26.4	C
		T	23.4	C	22.8	C	22.5	C
		Approach	25.4	C	23.5	C	23.4	C
Overall Intersection			23.6	C	22.2	C	22.2	C
Hawkins Avenue @ Union Avenue	WB	L	37.5	D			37.8	D
		R	3.6	A			3.6	A
		Approach	14.7	B			14.8	B
	NB	TR	13	B			13.2	B
		Approach	13	B			13.2	B
	SB	L	7.5	A			7.9	A
		T	6.6	A			6.7	A
		Approach	7	A			7.2	A
Overall Intersection			10.1	B			10.3	B
Union Avenue @ Mill Road	EB	L	4.5	A			4.7	A
		TR	4.4	A			4.7	A
		Approach	4.4	A			4.7	A
	WB	L	6.1	A			6.5	A
		TR	6.2	A			6.6	A
		Approach	6.2	A			6.5	A
	NB	LTR	18.4	B			21	C
		Approach	18.4	B			21	C
	SB	LTR	15.1	B			14.9	B
		Approach	15.1	B			14.9	B
Overall Intersection			7.8	A			8.5	A
Hawkins Avenue @ Rail Road Avenue	EB	L	11	B			11.4	B
		TR	15.1	B			15.1	B
		Approach	14.2	B			14.2	B
	WB	L	9.2	A			9.8	A
		T	25.5	C			25.3	C
		R	5.1	A			5.7	A
		Approach	16.8	B			16.3	B
	SB	LT	17.6	B			15.9	B
		R	4.3	A			4.1	A
		Approach	11	B			9.9	A
Overall Intersection			13.7	B			12.9	B

No mitigation was necessary at Intersections 1, 3, 4 & 5 in Build 2014 Condition are therefore left blank in the Build Mitigated 2014 Column.

Table 12 - Signalized Intersections
Level of Service Summary Comparison – PM Peak

Intersection	Movement	Lane Group	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road @ Hawkins Avenue	WB	L	22.4	C			22.0	C
		T	19.8	B			20.4	C
		R	12.3	B			13.1	B
		Approach	18.7	B			19.0	B
	NB	L	24.8	C			55.9	E
		T	11.5	B			10.3	B
		Approach	14.9	B			22.4	C
	SB	TR	29.3	C			29.9	C
		Approach	29.3	C			29.9	C
Overall Intersection			19.8	B			22.7	C
LIE South Service Road @ Hawkins Avenue	EB	L	18.5	B	22.2	C	22.6	C
		TR	167.6	F	51.1	D	61.8	E
		Approach	149.9	F	47.7	D	57.2	E
	NB	T	205.2	F	53.3	D	57.9	E
		R			42.4	D	41.1	D
		Approach	205.5	F	50.8	D	54.4	D
	SB	L	86.4	F	53.2	D	59.6	E
		T	13.2	B	12.7	B	12.1	B
		Approach	45.5	D	30.5	C	33.4	C
Overall Intersection			141.0	F	44.9	D	51.8	D
Hawkins Avenue @ Union Avenue	WB	L	33.9	C			34.5	C
		R	11.6	B			12.1	B
		Approach	14.8	B			15.3	B
	NB	TR	13.6	B			13.8	B
		Approach	13.6	B			13.8	B
	SB	L	10.4	B			11.7	B
		T	3.5	A			3.5	A
		Approach	7.4	A			8.4	A
Overall Intersection			11.4	B			12.0	B
Union Avenue @ Mill Road	EB	L	7.5	A			10.4	B
		TR	10.8	B			14.8	B
		Approach	10.6	B			14.5	B
	WB	L	10.8	B			17.8	B
		TR	12.5	B			17.0	B
		Approach	12.2	B			17.1	B
	NB	LTR	51.2	D			41.3	D
		Approach	51.2	D			41.3	D
	SB	LTR	14.0	B			11.9	B
		Approach	14.0	B			11.9	B
Overall Intersection			22.5	C			23.0	C
Hawkins Avenue @ Rail Road Avenue	EB	L	26.3	C			22.7	C
		TR	20.1	C			18.1	B
		Approach	22.3	C			19.9	B
	WB	L	9.0	A			9.2	A
		T	27.3	C			24.8	C
		R	3.2	A			5.3	A
		Approach	14.8	B			13.7	B
	SB	LT	21.3	C			19.5	B
		R	4.9	A			4.7	B
		Approach	15.9	B			14.2	A
Overall Intersection			18.0	B			16.3	B

No mitigation was necessary at Intersections 1, 3, 4 & 5 in Build 2014 Condition are therefore left blank in the Build Mitigated 2014 Column.

Table 11A - Unsignalized Intersection
Level of Service Summary Comparison – AM Peak

INTERSECTIONS	CRITICAL APPROACH	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
		Delay	LOS	Delay	LOS	Delay	LOS
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	28.0	D			13.3	B
	WB	20.7	C			32.3	D

Table 12A - Unsignalized Intersection
Level of Service Summary Comparison – PM Peak

INTERSECTIONS	CRITICAL APPROACH	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
		Delay	LOS	Delay	LOS	Delay	LOS
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	13.3	B			13.3	B
	WB	32.3	D			28.4	D

6
Parking

Parking

In order to assess if the available parking can accommodate the associated demand, an analysis of the parking demand versus the supply was performed. The parking demand was estimated using the widely utilized reference published by the Institute of Transportation Engineers (ITE) known as *Parking Generation*, 3rd Edition. The rates for average peak parking demand are provided in this reference source based on land use. They are also presented in Table 13, below. The required parking was calculated based on the proposed TOD parking ratios that were developed for transit oriented developments, which are also shown below in Table 13. The provided parking was determined to be equal to the demand, but at a minimum equal to the required parking.

Table 13: Parking Ratios

Use	Average ITE Peak Parking Demand[1, 2]	
Residential[3]	1.20	spaces/unit (Apartments)
	1.46	spaces/unit (Condo/Townhouse)
Retail[4]	2.65	spaces/1000 SF
Office	2.84	spaces/1000 SF
Restaurant	1	spaces/3 seats

Sources: 1) Proposed TOD parking ratios
2) *Parking Generation* (ITE, 3th Edition, 2004)
3) Used an average of 1.33 spaces/unit for Residential
4) Retail rate was applied to Health Club

It should be noted that the average peak parking demand rates are not specifically related to TODs. For this reason, this analysis is conservative because, in actuality, the rates would be lower for a TOD.

The ratios provided in Table 13 were applied to the land use components for the 2014 Build (i.e. - Theoretical Full Build Plan) scenario, as shown in Figure 17, 2014 Build Plan, to obtain the associated required parking and parking demand. The results of this exercise are shown below in Table 14.

Table 14: Parking Analysis for 2014 Build TOD

				Number of Spaces	
Site #	Use	Size		Shared Parking Requirements	Spaces Provided based on Average Peak Parking Demand (ITE)
1	Residential	123	units	154	164
2	Retail	38,375	SF	115	102
	Office	24,375	SF	73	70
	Residential	60	units	75	80
3	Retail	22,500	SF	68	60
	Office	25,000	SF	75	71
	Residential	66	units	83	88
	Health Club	30,000	SF	90	80
4	Restaurant	100	seats	N/A	33
5	Residential	196	units	245	261
6	Restaurant	100	seats	33	33
7	Residential	125	units	157	166
8	Residential	45	units	57	60
TOTALS				1,225	1,266

As shown in Table 14, 1,225 parking spaces are required, based on the proposed TOD shared parking ratios, for the TOD in the Build scenario. The associated demand for the TOD is equal to 1,266 spaces. The provided parking is equal to the demand (1,266 spaces) and is 41 spaces (1,266 – 1,225) in excess of the shard parking requirement.

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Legend

Study Area

Long Island Rail Road

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Theoretical Full Build Plan

Figure 17

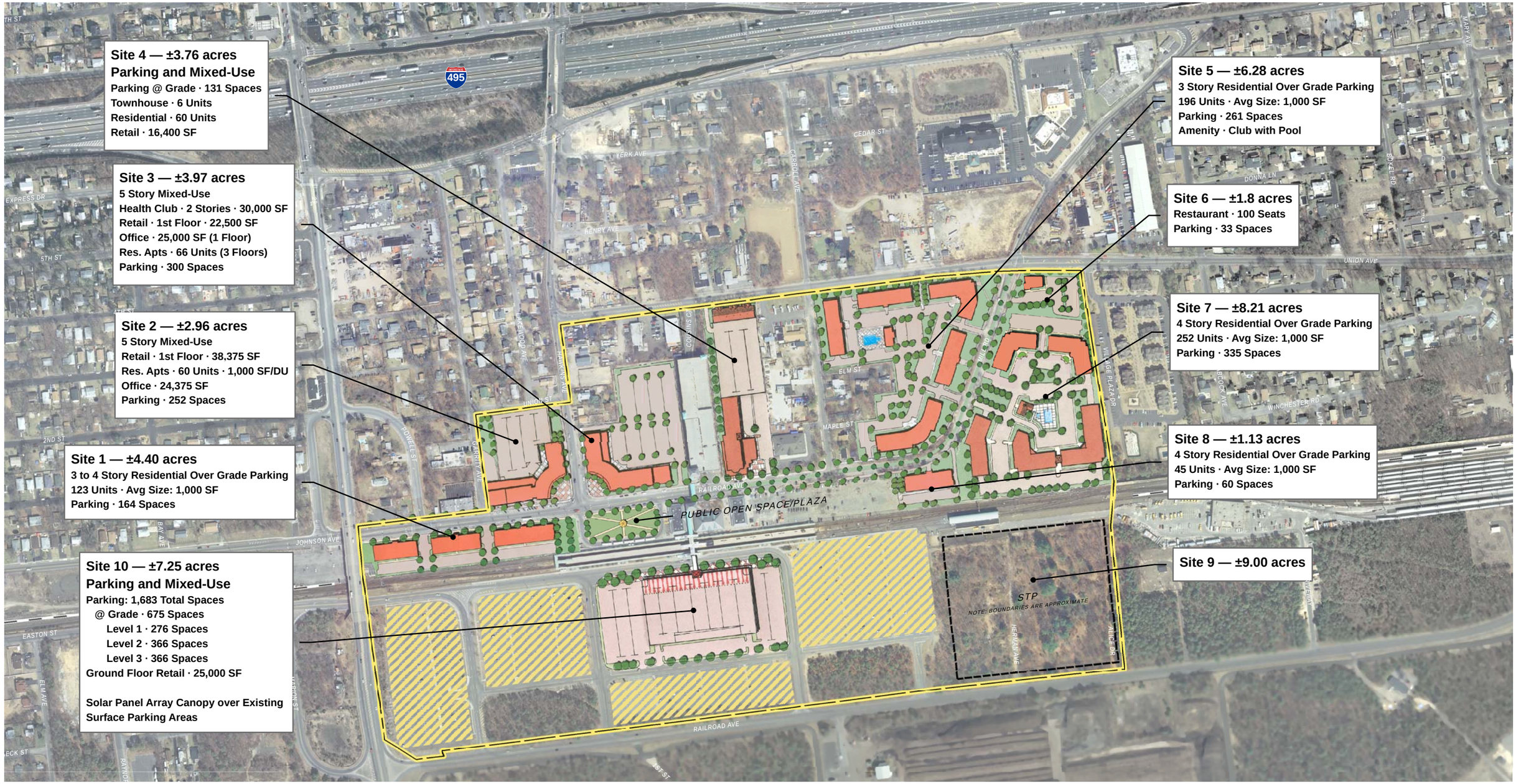
Prepared for the Town of Brookhaven on August 16, 2010

The ratios provided in Table 13 were also applied to the land use components for the 2019Max Build (i.e.- Theoretical Maximum Build Out Plan) scenario, as shown in Figure 18 to obtain the associated required parking and parking demand. The results of this exercise are shown below in Table 15.

Table 15: Parking Analysis for 2017 Build TOD

Site #	Use	Size		Number of Spaces	
				Shared Parking Requirements	Spaces Provided based on Average Peak Parking Demand (ITE)
1	Residential	123	units	154	164
2	Retail	38,375	SF	115	102
	Office	24,375	SF	73	70
	Residential	60	units	75	80
3	Retail	22,500	SF	68	60
	Office	25,000	SF	75	71
	Residential	66	units	83	88
	Health Club	30,000	SF	90	80
4	Residential	66	units	83	88
	Retail	16,400	SF	49	43
5	Residential	196	units	245	261
6	Restaurant	100	seats	33	33
7	Residential	252	units	315	335
8	Residential	45	units	56	60
10	Retail	25,000	SF	75	66
TOTALS				1,588	1,599

As shown in Table 15, 1,588 parking spaces are required, based on the proposed TOD shared parking ratios, for the TOD in the 2019 Max Build Plan. The associated demand for the TOD is equal to 1,599 spaces. The provided parking is equal to the demand (1,599 spaces) and is 11 spaces (1,599 – 1,588) in excess of the shared parking requirement.



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

- Study Area
- Long Island Rail Road
- Solar Panel Array Canopy

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

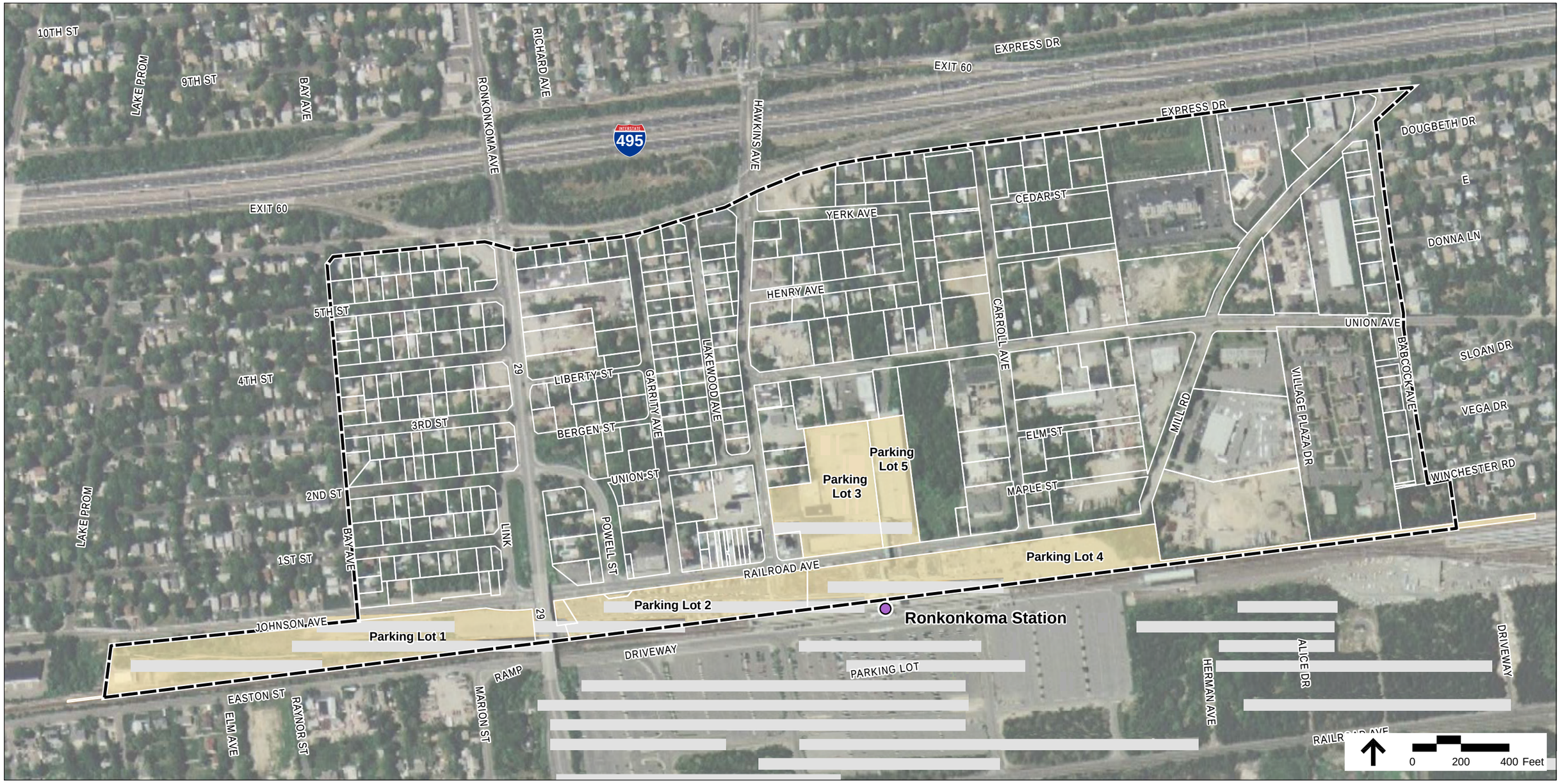
Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Theoretical Maximum Build Out Plan

Figure 18

Prepared for the Town of Brookhaven on August 16, 2010

In order to ensure that the analysis is as realistic as possible, a study of the existing parking supply was conducted by Eschbacher VHB in November 2007 on five parcels located near the Ronkonkoma Station as discussed in the report *Ronkonkoma Hub Transit-Oriented Planning Study* prepared by VHB in March 2009. The parking supply was established by a field count of the number of striped spaces in each improved parking area and the number of parked vehicles in each unimproved parking area (see Figure 19, 2007 Parking Inventory).



Legend

- Station Location
- Study Area
- Parking Lots
- Rail

Parking Lot 1	Parking Lot 2	Parking Lot 3	Parking Lot 4	Parking Lot 5
MTA Capacity 575	MTA Capacity 335	MTA Capacity 350	MTA Capacity 379	MTA Capacity 1043
MTA Utilization 480	MTA Utilization 335	MTA Utilization 214	MTA Utilization 378	MTA Utilization 1043
2007 Utilization 289	2007 Utilization 339	2007 Utilization 287	2007 Utilization 287	2007 Utilization 1043

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

2007 Parking Inventory

Figure 19

Ronkonkoma Hub
Transit-Oriented Planning Study

Prepared for the Town of Brookhaven

September 2008

Data sources:
Aerial Imagery – I-3 Imagery Prime World, ESRI Online Services
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

The total existing parking supply was then compared to that reported in a study previously completed by the Metropolitan Transit Authority (MTA).[1] The MTA calculated an estimate of the parking supply of the unimproved lots by dividing the total parcel area by an assumed parking space area of 350 square feet per parking space, a typical parking standard. The parking study did not calculate new capacity values and used MTA's capacity values for the comparison.

Accumulation data were collected by driving through each individual parking field and counting the number of vehicles present on a Tuesday, a typical day of the work week. The count was conducted at 10:00 AM, considering that by this time most commuters would have already parked. The data were then compared to the MTA/LIRR June 2007 Capacity and Utilization Study.[2] The results of the utilization study of the existing parking supply are shown below in Table 16.

Table 16: Utilization Data of Existing Public Parking Supply (Brookhaven)

Parking Field	MTA Parcel	SCTM#	MTA Capacity (June 2007 Study)*	MTA Utilization (June 2007 Study)	Utilization (Nov. 13, 2007)
1	111-4; 111-4.1	0200 79900 0200 120000	575	480	289
2	111-1	0200 79900 0300 045001 0200 79900 0300 049000	335	335	339
3	111-7	0200 79900 0400 047001	350	214	287
4	111-12	0200 80000 0100 038000	379**	378	287
5	111-6	0200 80000 0100 036000	1,043	1,043	1,043
		Total	2,682**	2,450	2,245
		Percent Utilization	N/A	91%	84%

* Lot 4 was recently reconstructed and has a total capacity today of 295 spaces
** Revised 2009 total is 2,598 spaces in Brookhaven.

As shown in Table 16, there are now 2,598 existing parking spaces available proximate to the Ronkonkoma LIRR Station for commuter usage. It should also be noted according to the report, *Ronkonkoma Hub Transit-Oriented Planning Study*, prepared by VHB in March 2009, that there are approximately 3,206 surface parking spaces in the lots directly to the south in Islip that were not included in the utilization study. The utilization percentage when the 2007 study was completed ranged from 84% to 91%. These data were used to estimate the demand for transit riders. It was

1 LIRR Commuter Parking Capacity and Utilization by Lot and Station. Metropolitan Transit Authority, June 22, 2007.

assumed that 90% of the existing supply is equal to the associated demand for commuters, which is equal to 2,338 parking spaces (90% x 2,598) for the parking in Brookhaven only.

The total demand for the area is equal to the demand for the TOD plus the demand for commuters, which is equal to 3,604 spaces (1,266 + 2,338) under the 2014 Build scenario.

Under the 2019 Max Build scenario, the demand for commuters is greater because the surface parking lots located in Islip were included in the analysis. The utilization percentage of 90 was applied to the existing parking supplies in both Brookhaven (2,598 spaces) and Islip (3,206 spaces), resulting in 5,224 spaces (90% x 5,804). The total demand for the area under the Max Build scenario is equal to the demand for the TOD plus the demand for commuters, which is equal to 6,823 spaces (1,599[3] + 5,224).

After the TOD is constructed, some of the existing parking supply will be affected. The changes that will be made to these parking areas are shown below in Table 17.

Table 17: Public Parking Supply

Parking Field	Number of Parking Spaces				
	Existing Brookhaven MTA Capacity	Changes to Existing with Introduction of 2014 Build TOD	2014 Theoretical Build Capacity[1]	Changes to Existing with Introduction of 2019 Max Build TOD	2019 Max Build Capacity[2]
1 (Brookhaven)	575	0	575	-685	870
2 (Brookhaven)	335	-335	0		
3 (Brookhaven)	350	-350	0		
4 (Brookhaven)	295	0	295		
5 (Brookhaven)	1,043	0	1,043	0	1,043
Islip Surface Parking Lots	3,206	N/A	N/A	-675	2,531
New Parking Garage (Located on Site 4, just east of Parking Field 5)	N/A	N/A	+1,465	N/A	N/A
New Parking Garage (Located on Site 10, south of Max Build study area)	N/A	N/A	N/A	+1,683	1,541
Total	2,598	-685	3,378	+323	5,985

Note: The parking supply for the new parking garage in the 2014 Build scenario was determined to be its maximum capacity (1683 spaces) with a deduction of 75 spaces for the retail located on Site 10 and a deduction of 67 spaces for the residences on Site 8.

1) Only Includes Brookhaven spaces
2) Includes Brookhaven and Islip spaces

[3] See Table 15

The total supply for the TOD and commuters is equal to the parking provided for the TOD (Table 14) plus the public parking supply in the Build scenario, which is equal to 4,644 spaces (1,266 private for TOD + 3,378 public).

Under the Max Build scenario, the total supply is equal to 7,584 spaces (1,599[4] private for TOD + 5,985[5] public).

Under the Build scenario, by comparing the overall supply and demand, it can be seen that 1,040 more parking spaces (4,644 – 3,604) are provided than are actually needed to accommodate the demand.

Under the 2019 Max Build scenario, by comparing the overall supply and demand, it can be seen that 761 more parking spaces (7,584 – 6,823) are provided than are actually needed to accommodate the demand.

[4] Table 15

[5] Table 17

7
Conclusions

Traffic

The change from No Build to Build Condition was minimal. With the 2014 Build traffic most of the study area signalized intersections continue to operate at a LOS of C or above.

The signalized intersection of LIE South Service Road at Hawkins Avenue fails in the existing condition and gets worse in the No Build and Build Conditions. To address this condition, the following were recommended:

- On the South Service Road, it is recommended that an extra through lane be added. The new eastbound lane configuration would be an exclusive left turn lane, two through, and a shared through and right turn lane.
- On Hawkins Avenue, it is recommended that an exclusive right turn lane be added. The new northbound configuration would be two though lanes and an exclusive right turn lane.
- It is also recommended to optimize the phase split to suit the new lane configurations. Since the cycle length is tied with the cycle length at the North Service Road and Hawkins Avenue, it is recommended that only the phase split be changed.

Based on the parking in the Max Build traffic is reduced on Hawkins Avenue and Railroad Avenue but traffic increases on Ronkonkoma Avenue as commuters find additional spaces in Islip. The traffic impacts and mitigation were, however, similar for the Build and Max Build conditions.

Parking

The Build scenario provides 4,644 spaces. The analysis showed that the Build plan provides a 1,040-space surplus.

The Max Build scenario provides 7,584 spaces. The analysis showed that the Max Build plan provides a 761-space surplus.

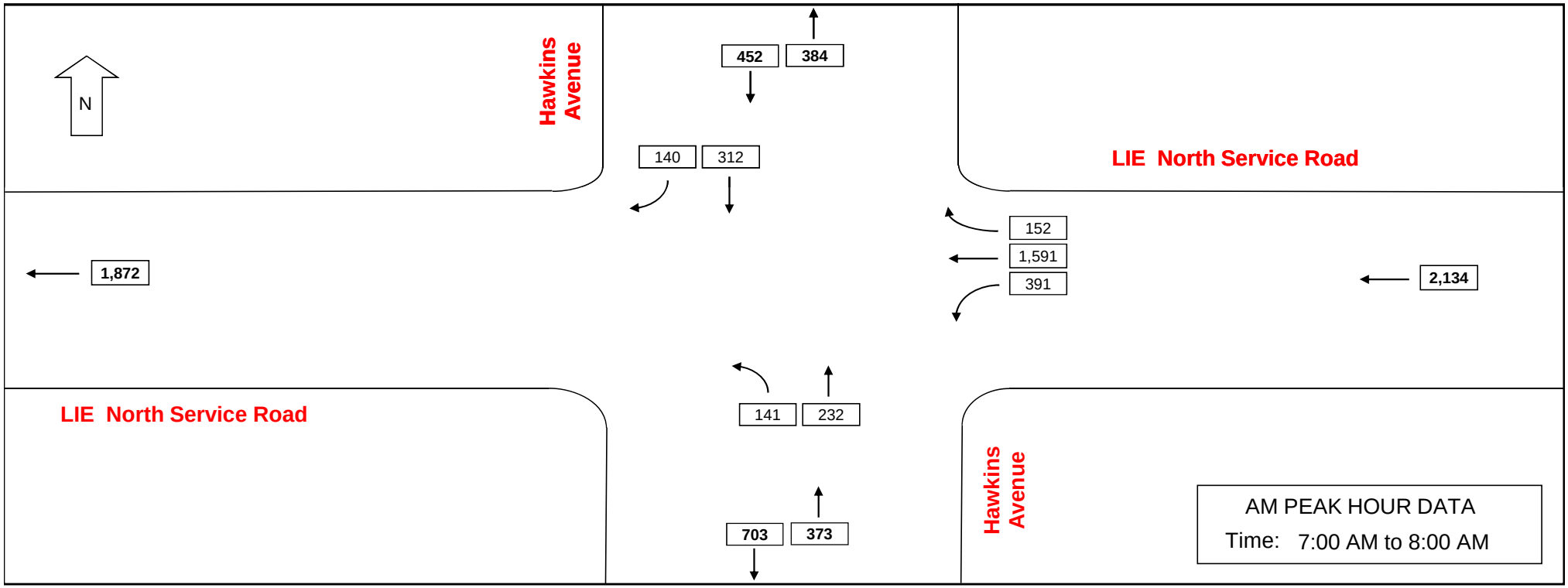
APPENDIX A

Turning Movement Counts

HAWKINS AVENUE@ LIE NORTH SERVICE ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

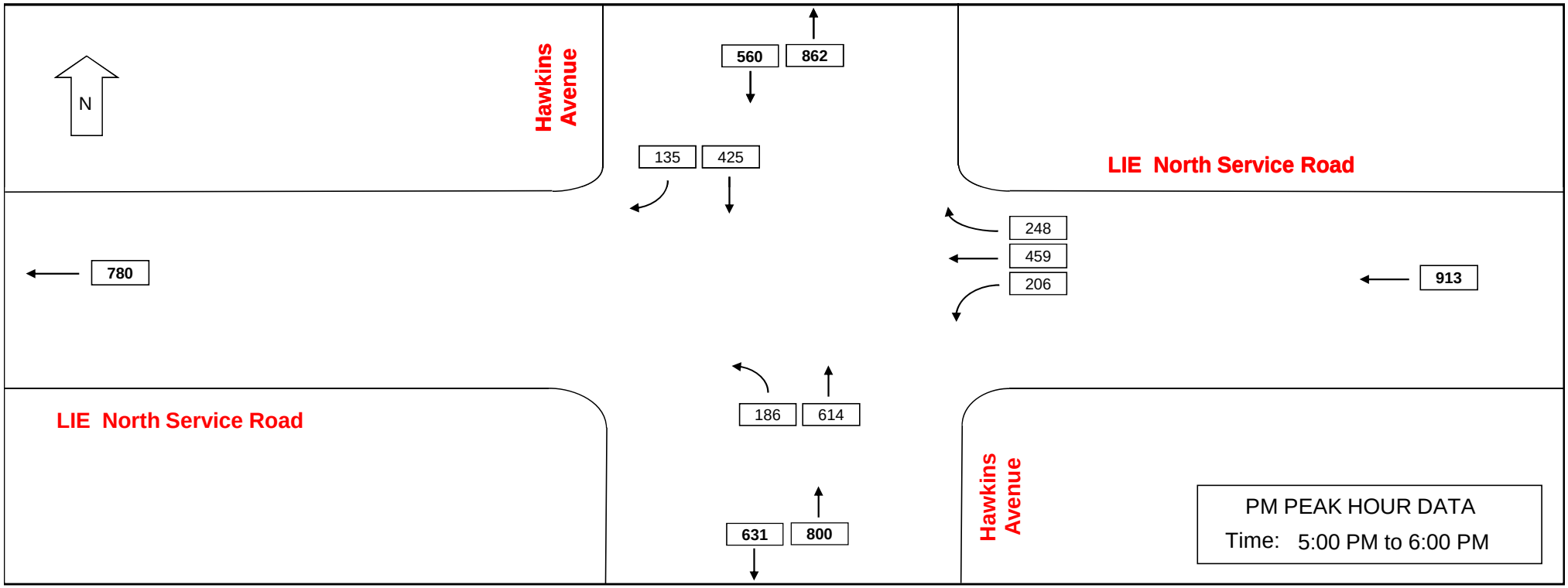
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM					165	322	44	531	27	49		76		61	43	104	711	
7:15 AM					79	395	37	511	39	52		91		97	37	134	736	
7:30 AM					92	415	32	539	40	60		100		74	34	108	747	
7:45 AM					55	459	39	553	35	71		106		80	26	106	765	2,959
8:00 AM					48	387	20	455	45	66		111		77	36	113	679	2,927
8:15 AM					39	439	33	511	50	58		108		85	26	111	730	2,921
8:30 AM					35	453	46	534	37	65		102		76	32	108	744	2,918
8:45 AM					35	424	34	493	38	76		114		98	28	126	733	2,886
Peak Hour																		
7:00 AM to 8:00 AM					**391**	**1,591**	**152**	**2,134**	**141**	**232**	**0**	**373**	**0**	**312**	**140**	**452**	**2,959**	
PHF								0.96				0.88				0.84		
HV%								2%				5%				3%		



HAWKINS AVENUE@ LIE NORTH SERVICE ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

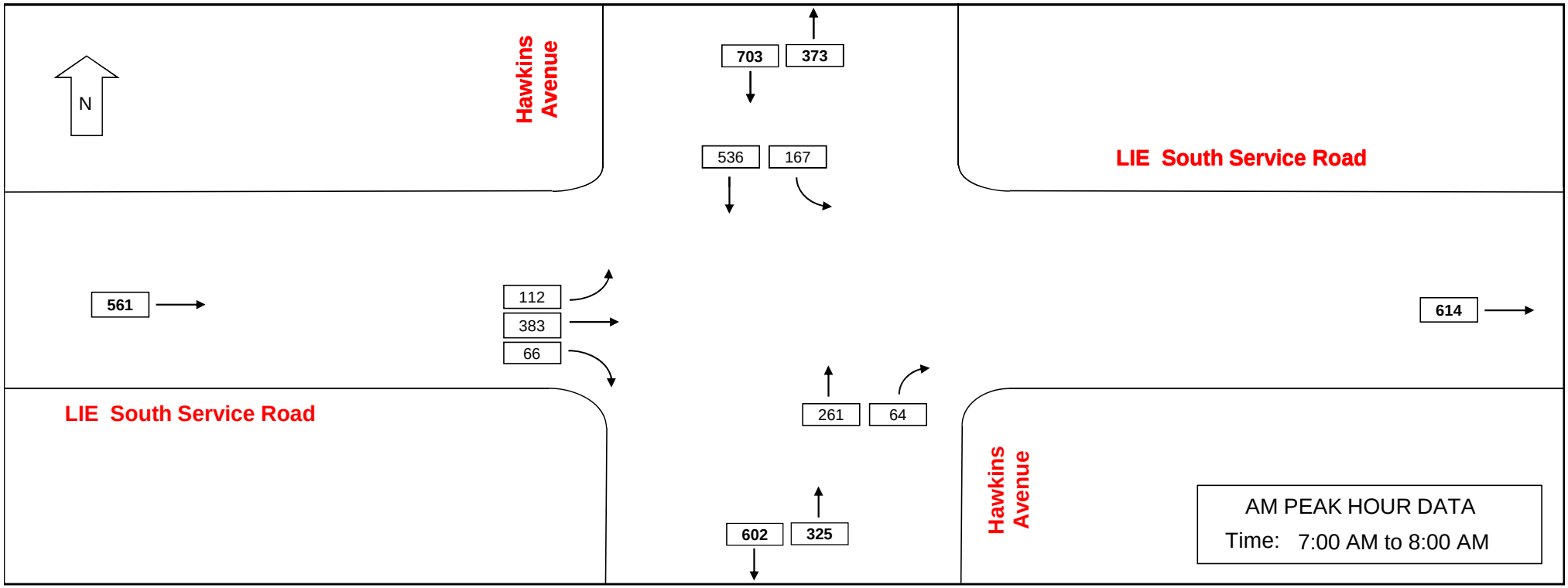
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM					49	103	44	196	52	169		221		109	43	152	569	
5:15 PM					54	129	82	265	44	145		189		91	29	120	574	
5:30 PM					48	118	65	231	47	146		193		115	31	146	570	
5:45 PM					55	109	57	221	43	154		197		110	32	142	560	2,273
6:00 PM					55	94	20	169	31	143		174		104	30	134	477	2,181
6:15 PM					54	95	60	209	40	144		184		107	26	133	526	2,133
6:30 PM					57	85	55	197	24	120		144		110	41	151	492	2,055
6:45 PM					54	101	79	234	27	130		157		97	24	121	512	2,007
Peak Hour 5:00 PM to 6:00 PM					**206**	**459**	**248**	**913**	**186**	**614**	**0**	**800**	**0**	**425**	**135**	**560**	**2,273**	
PHF								0.86				0.90				0.92		
HV%								2%				1%				1%		



HAWKINS AVENUE@ LIE SOUTH SERVICE ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

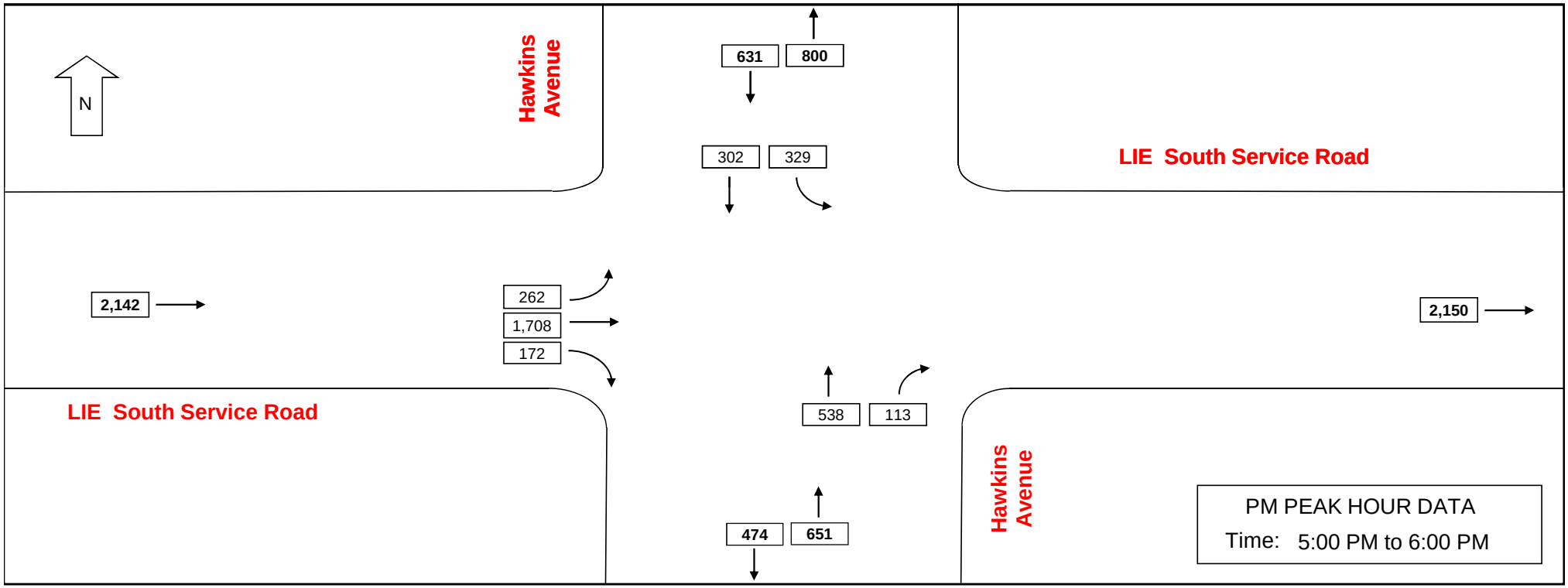
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	25	77	14	116						49	22	71	27	192		219	406	
7:15 AM	25	91	12	128						62	22	84	53	123		176	388	
7:30 AM	29	124	18	171						65	13	78	36	134		170	419	
7:45 AM	33	91	22	146						85	7	92	51	87		138	376	1,589
8:00 AM	31	76	20	127						77	10	87	38	84		122	336	1,519
8:15 AM	28	74	4	106						89	16	105	43	76		119	330	1,461
8:30 AM	36	116	15	167						62	18	80	47	71		118	365	1,407
8:45 AM	36	88	16	140						83	17	100	46	93		139	379	1,410
Peak Hour 7:00 AM to 8:00 AM	**112**	**383**	**66**	**561**					**0**	**261**	**64**	**325**	**167**	**536**	**0**	**703**	**1,589**	
PHF				0.82								0.88				0.80		
HV%				12%								8%				3%		



HAWKINS AVENUE@ LIE SOUTH SERVICE ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

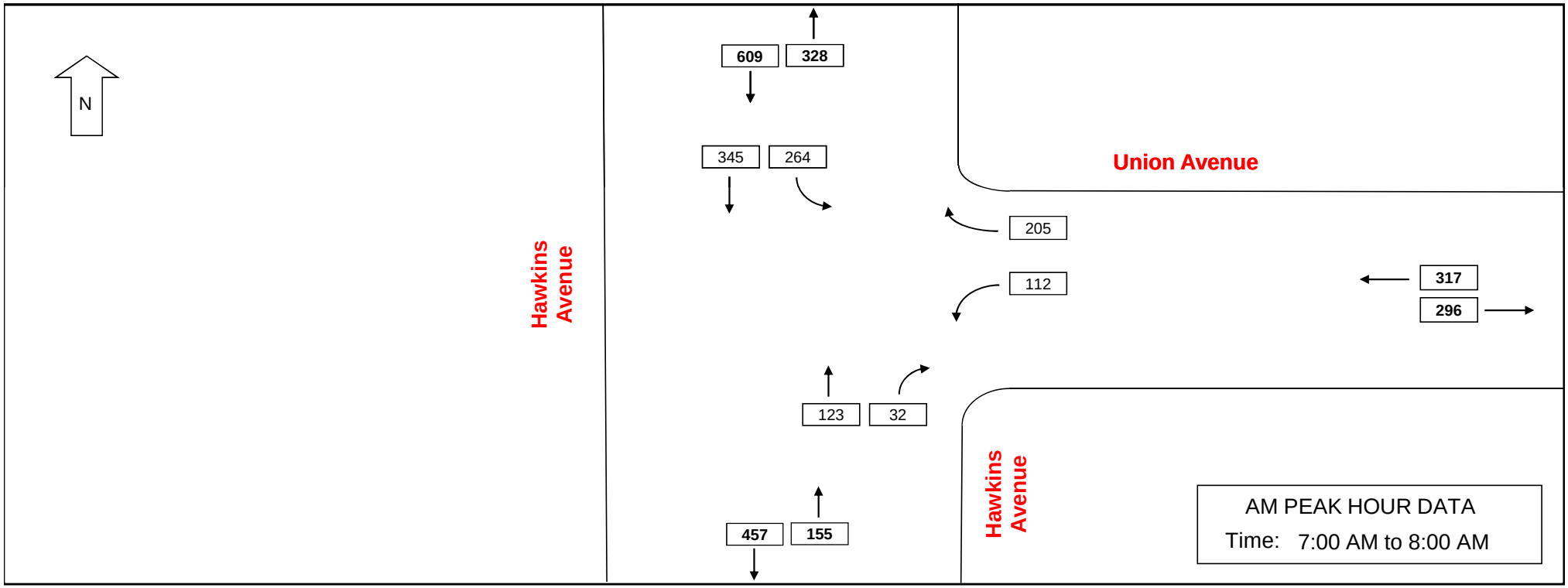
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	68	426	32	526						154	22	176	77	83		160	862	
5:15 PM	67	424	35	526						131	38	169	77	69		146	841	
5:30 PM	59	445	48	552						124	22	146	89	69		158	856	
5:45 PM	68	413	57	538						129	31	160	86	81		167	865	3,424
6:00 PM	68	388	40	496						103	74	177	79	80		159	832	3,394
6:15 PM	75	362	29	466						105	50	155	55	102		157	778	3,331
6:30 PM	69	235	15	319						75	47	122	70	96		166	607	3,082
6:45 PM	44	260	25	329						112	101	213	79	78		157	699	2,916
Peak Hour 5:00 PM to 6:00 PM	**262**	**1,708**	**172**	**2,142**					**0**	**538**	**113**	**651**	**329**	**302**	**0**	**631**	**3,424**	
PHF				0.97								0.92				0.94		
HV%				2%								1%				2%		



HAWKINS AVENUE@ UNION AVENUE
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

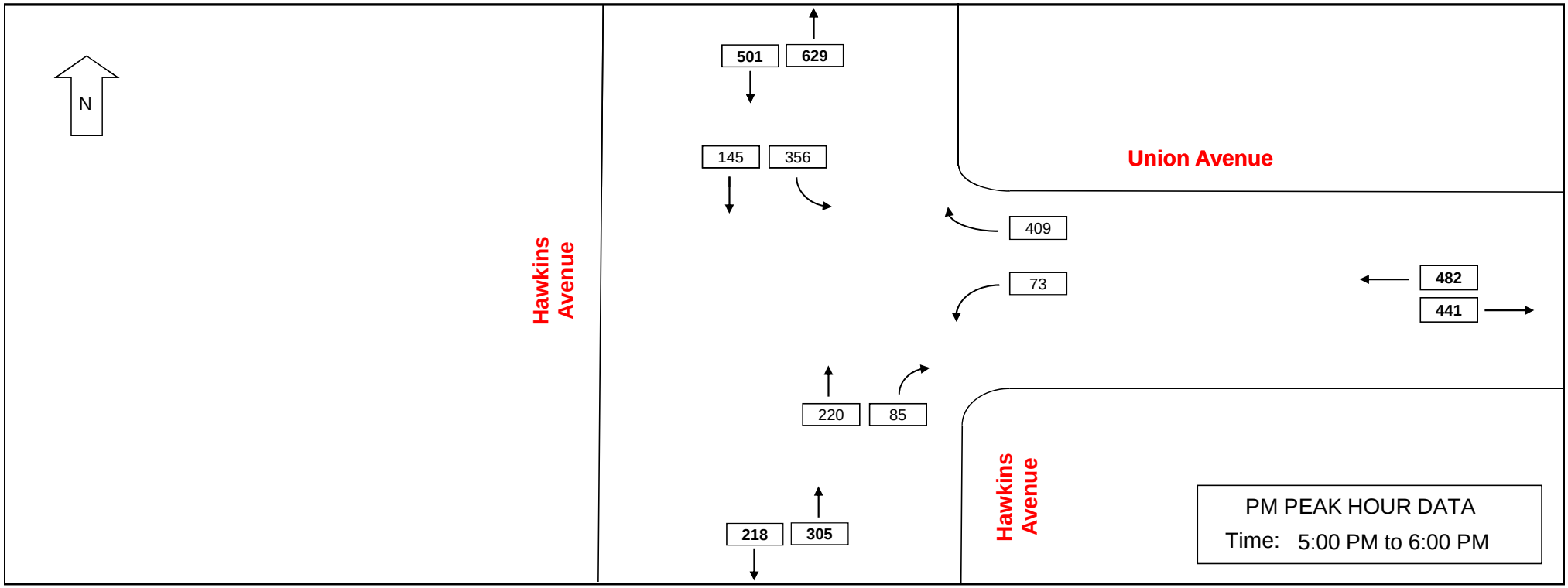
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM					16		43	59		33	13	46	88	123		211	316	
7:15 AM					19		49	68		39	5	44	67	82		149	261	
7:30 AM					36		51	87		25	6	31	55	84		139	257	
7:45 AM					41		62	103		26	8	34	54	56		110	247	1,081
8:00 AM					35		65	100		22	10	32	45	58		103	235	1,000
8:15 AM					46		68	114		32	6	38	22	56		78	230	969
8:30 AM					27		54	81		27	6	33	33	50		83	197	909
8:45 AM					37		75	112		23	11	34	35	72		107	253	915
Peak Hour 7:00 AM to 8:00 AM					**112**		**205**	**317**		**123**	**32**	**155**	**264**	**345**		**609**	**1,081**	
PHF								0.77				0.84				0.72		
HV%								6%				9%				3%		



HAWKINS AVENUE@ UNION AVENUE
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

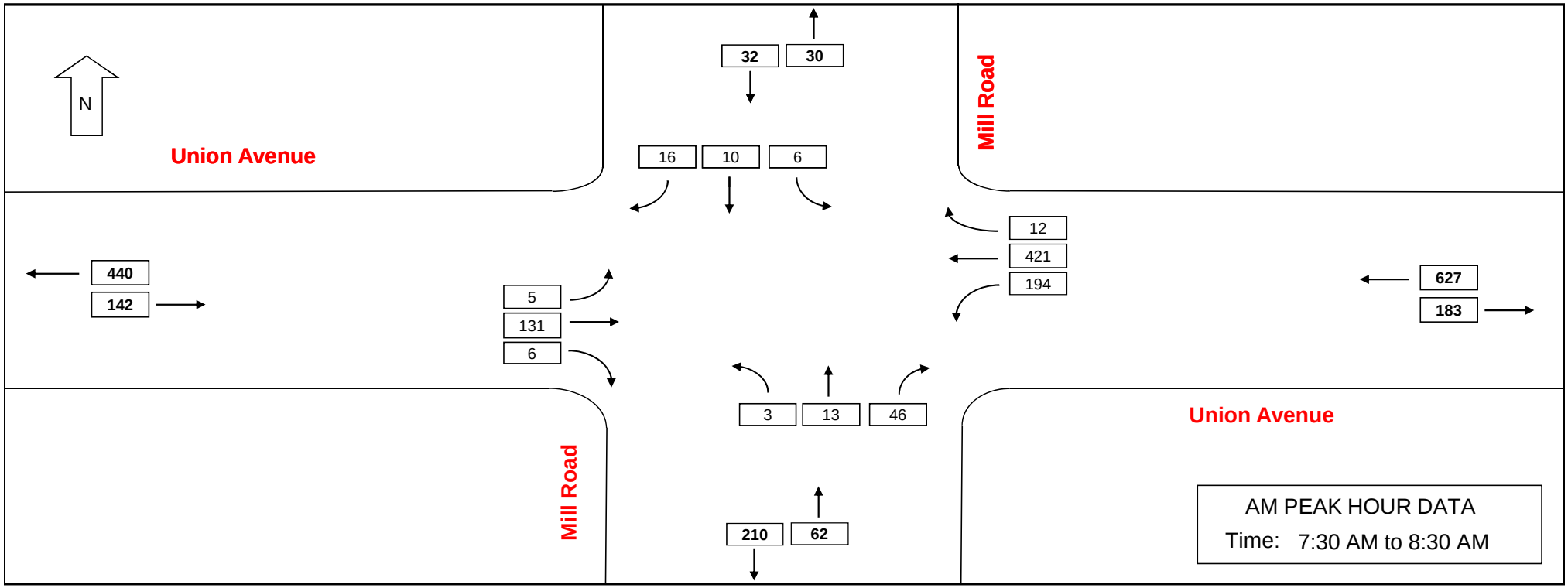
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM					17		118	135		46	33	79	83	26		109	323	
5:15 PM					20		95	115		69	20	89	80	44		124	328	
5:30 PM					25		90	115		50	19	69	102	38		140	324	
5:45 PM					11		106	117		55	13	68	91	37		128	313	1,288
6:00 PM					12		64	76		92	24	116	82	47		129	321	1,286
6:15 PM					14		63	77		90	18	108	89	45		134	319	1,277
6:30 PM					12		61	73		78	16	94	56	48		104	271	1,224
6:45 PM					20		103	123		116	15	131	59	60		119	373	1,284
Peak Hour 5:00 PM to 6:00 PM					**73**		**409**	**482**		**220**	**85**	**305**	**356**	**145**		**501**	**1,288**	
PHF								0.89				0.86				0.89		
HV%								1%				3%				3%		



UNION AVENUE @ MILL ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

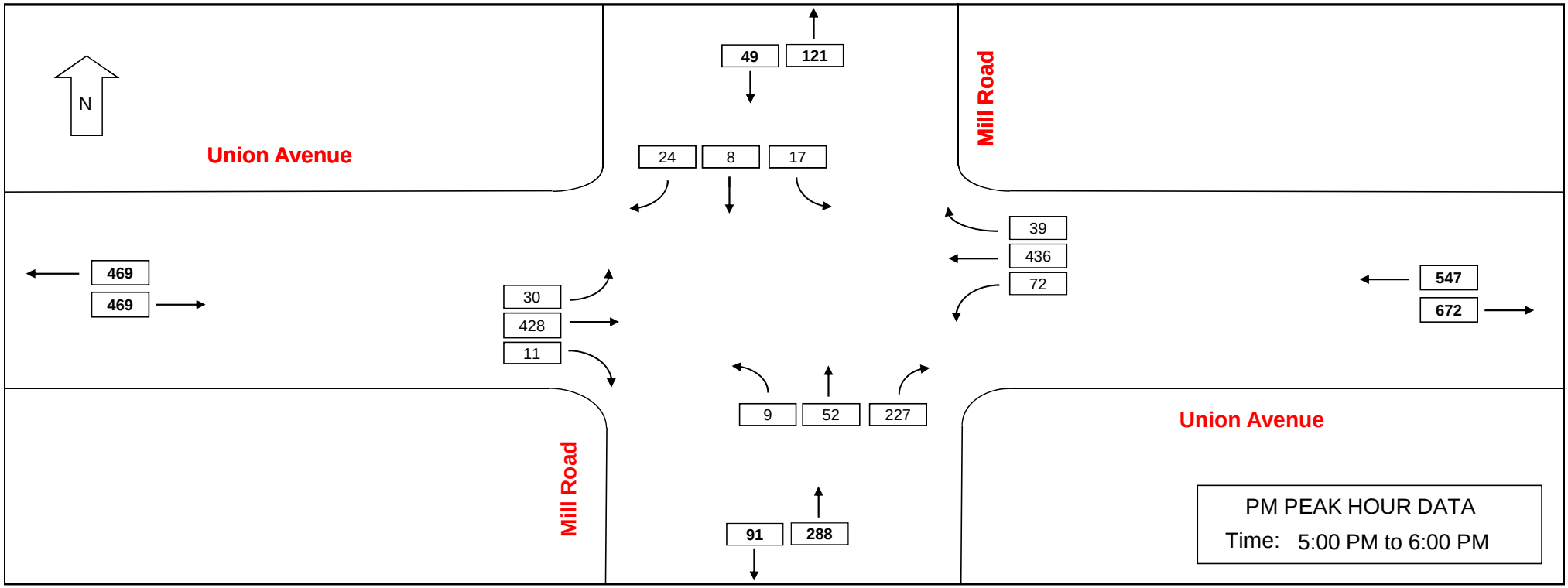
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	1	28	1	30	37	79	2	118	0	6	9	15	1	1	0	2	165	
7:15 AM	1	29	4	34	35	74	3	112	1	11	13	25	0	2	2	4	175	
7:30 AM	2	26	0	28	39	97	6	142	0	3	17	20	2	2	7	11	201	
7:45 AM	0	39	1	40	55	115	1	171	0	3	12	15	2	5	0	7	233	774
8:00 AM	2	39	4	45	50	94	1	145	3	2	12	17	1	1	3	5	212	821
8:15 AM	1	27	1	29	50	115	4	169	0	5	5	10	1	2	6	9	217	863
8:30 AM	0	31	6	37	48	77	3	128	1	1	15	17	1	5	5	11	193	855
8:45 AM	0	43	0	43	26	100	4	130	0	2	12	14	2	2	10	14	201	823
Peak Hour 7:30 AM to 8:30 AM	**5**	**131**	**6**	**142**	**194**	**421**	**12**	**627**	**3**	**13**	**46**	**62**	**6**	**10**	**16**	**32**	**863**	
PHF				0.79				0.92				0.78				0.73		
HV%				7%				3%				5%				3%		



UNION AVENUE @ MILL ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

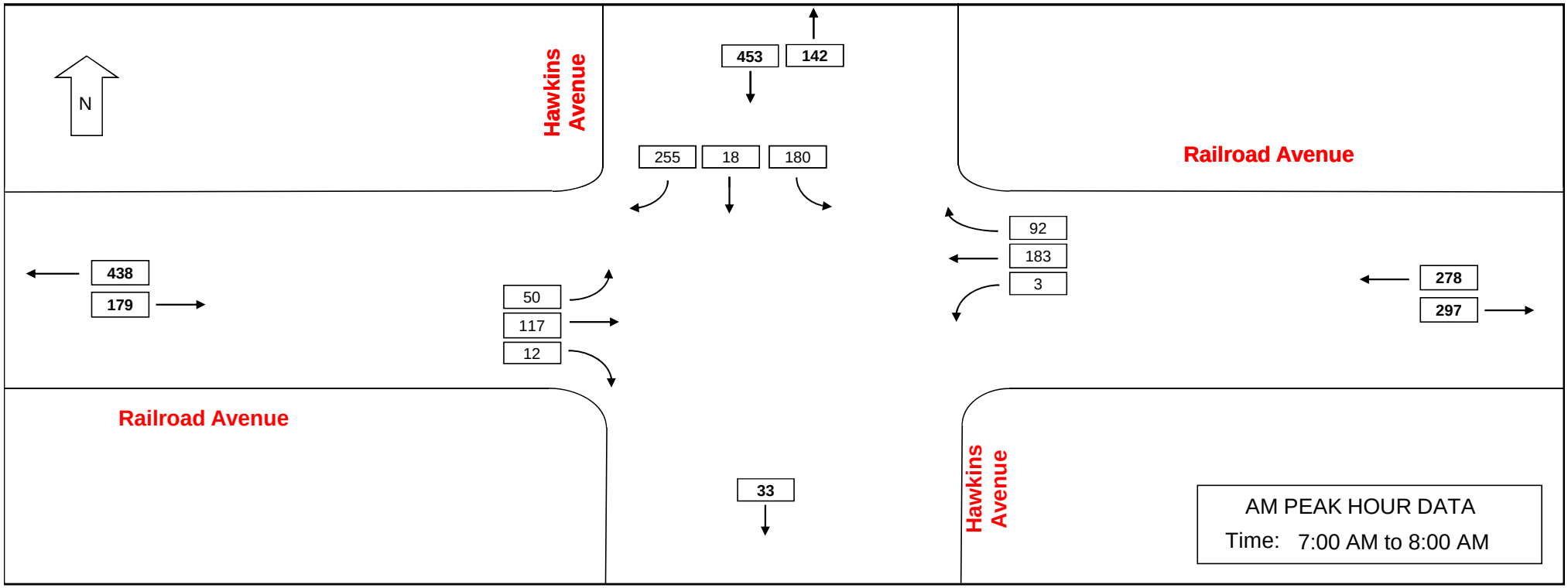
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	5	100	6	111	27	141	9	177	2	5	45	52	2	1	7	10	350	
5:15 PM	17	113	4	134	20	117	9	146	3	29	79	111	5	3	5	13	404	
5:30 PM	3	103	1	107	14	88	13	115	3	7	62	72	6	0	7	13	307	
5:45 PM	5	112	0	117	11	90	8	109	1	11	41	53	4	4	5	13	292	1,353
6:00 PM	9	108	2	119	18	54	3	75	1	19	60	80	5	1	4	10	284	1,287
6:15 PM	2	107	0	109	13	56	8	77	5	12	34	51	6	3	10	19	256	1,139
6:30 PM	2	86	1	89	25	49	10	84	1	14	27	42	6	2	3	11	226	1,058
6:45 PM	12	90	1	103	13	49	2	64	1	24	45	70	6	3	8	17	254	1,020
Peak Hour 5:00 PM to 6:00 PM	**30**	**428**	**11**	**469**	**72**	**436**	**39**	**547**	**9**	**52**	**227**	**288**	**17**	**8**	**24**	**49**	**1,353**	
PHF				0.88				0.77				0.65				0.94		
HV%				1%				1%				1%				1%		



HAWKINS AVENUE @ RAILROAD AVENUE
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

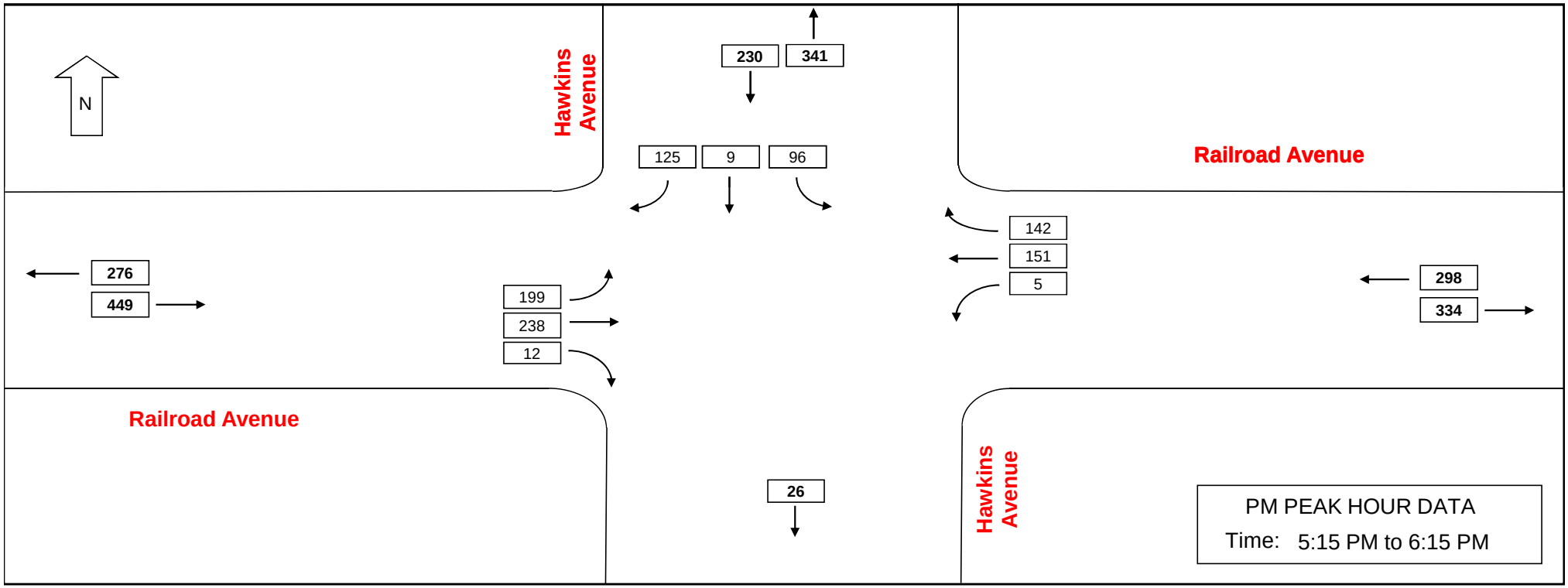
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	17	29	3	49	2	29	24	55					73	5	57	135	239	
7:15 AM	7	34	3	44	0	40	33	73					44	8	51	103	220	
7:30 AM	6	31	3	40	0	46	26	72					45	1	73	119	231	
7:45 AM	20	23	3	46	1	68	9	78					18	4	74	96	220	910
8:00 AM	12	17	3	32	0	59	10	69					26	0	63	89	190	861
8:15 AM	22	12	0	34	5	50	19	74					23	3	74	100	208	849
8:30 AM	14	15	2	31	0	44	13	57					20	1	54	75	163	781
8:45 AM	20	29	2	51	4	38	12	54					34	4	68	106	211	772
Peak Hour																		
7:00 AM to 8:00 AM	**50**	**117**	**12**	**179**	**3**	**183**	**92**	**278**					**180**	**18**	**255**	**453**	**910**	
PHF				0.91				0.89								0.84		
HV%				6%				5%								4%		



HAWKINS AVENUE @ RAILROAD AVENUE
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

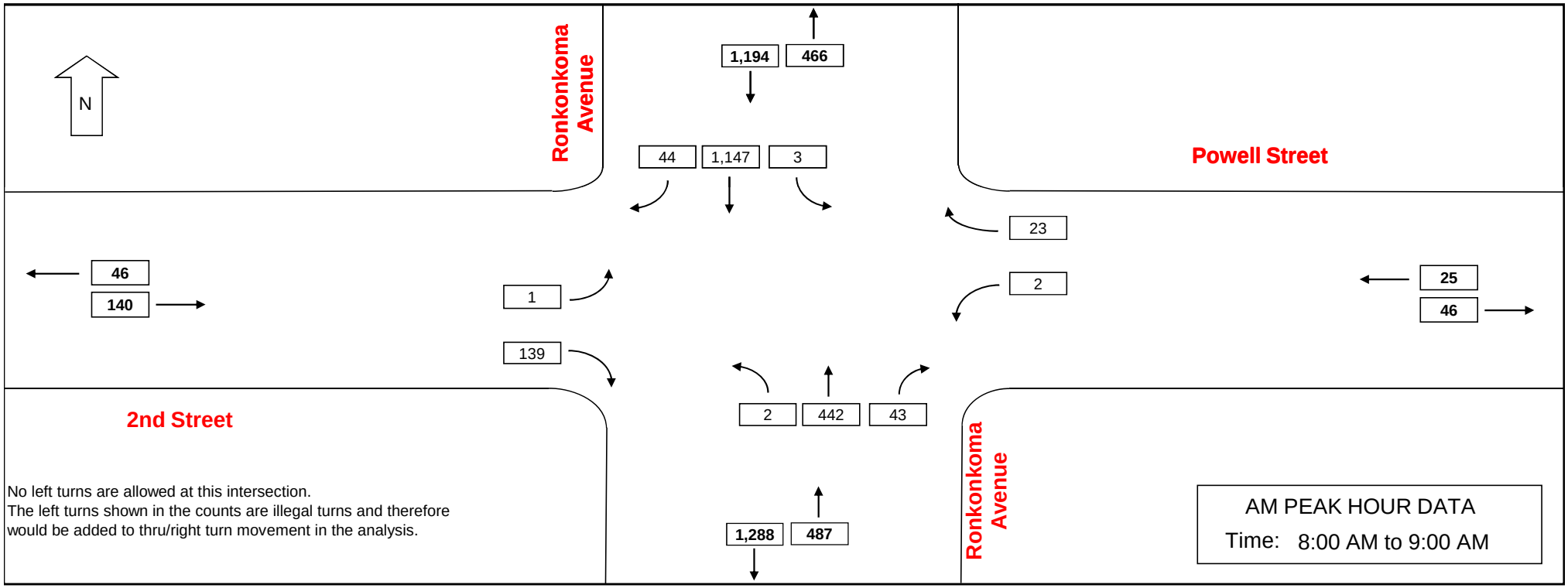
Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	80	57	5	142	0	46	8	54					11	0	38	49	245	
5:15 PM	65	85	2	152	3	54	45	102					26	4	40	70	324	
5:30 PM	41	59	3	103	0	27	15	42					12	1	40	53	198	
5:45 PM	40	49	2	91	1	29	27	57					23	3	21	47	195	962
6:00 PM	53	45	5	103	1	41	55	97					35	1	24	60	260	977
6:15 PM	50	22	7	79	1	30	50	81					25	3	25	53	213	866
6:30 PM	54	32	2	88	0	33	37	70					31	3	27	61	219	887
6:45 PM	57	31	2	90	0	39	68	107					35	2	33	70	267	959
Peak Hour																		
5:15 PM to 6:15 PM	**199**	**238**	**12**	**449**	**5**	**151**	**142**	**298**					**96**	**9**	**125**	**230**	**977**	
PHF				0.74				0.73								0.82		
HV%				1%				1%								1%		



RONKONKOMA AVENUE @ POWELL STREET / 2ND STREET
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	0		19	19	0		0	0	1	84	9	94	0	276	22	298	411	
7:15 AM	0		25	25	0		7	7	0	85	15	100	0	304	12	316	448	
7:30 AM	1		20	21	0		6	6	0	101	2	103	1	308	14	323	453	
7:45 AM	1		36	37	0		6	6	0	107	12	119	0	351	12	363	525	1,837
8:00 AM	1		38	39	1		7	8	1	80	10	91	2	234	9	245	383	1,809
8:15 AM	0		33	33	0		4	4	0	120	7	127	1	285	13	299	463	1,824
8:30 AM	0		32	32	0		5	5	0	128	9	137	0	278	14	292	466	1,837
8:45 AM	0		36	36	1		7	8	1	114	17	132	0	350	8	358	534	1,846
Peak Hour 8:00 AM to 9:00 AM	**1**		**139**	**140**	**2**		**23**	**25**	**2**	**442**	**43**	**487**	**3**	**1,147**	**44**	**1,194**	**1,846**	
PHF				0.90				0.78				0.89				0.83		
HV%				3%				14%				12%				3%		

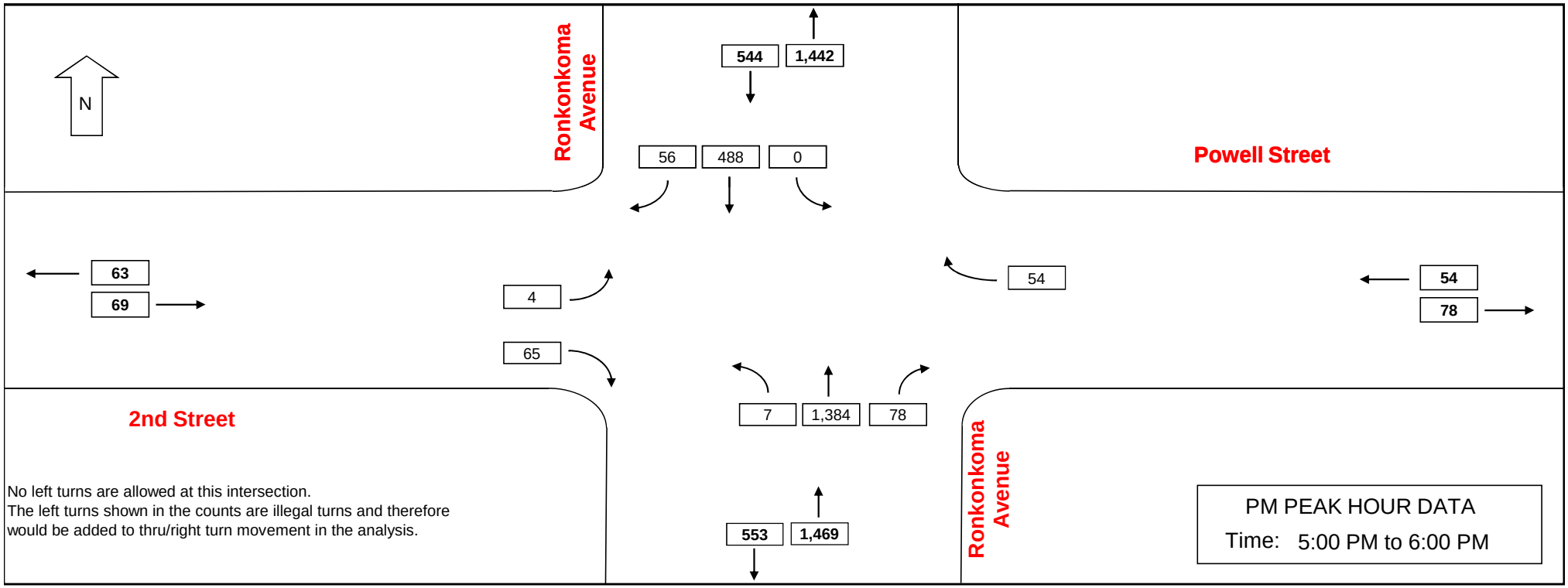


No left turns are allowed at this intersection.
The left turns shown in the counts are illegal turns and therefore would be added to thru/right turn movement in the analysis.

RONKONKOMA AVENUE @ POWELL STREET / 2ND STREET
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00 PM	1		13	14			15	15	0	394	24	418	0	113	7	120	567	
5:15 PM	1		27	28			19	19	4	367	26	397	0	108	17	125	569	
5:30 PM	1		15	16			17	17	1	314	13	328	0	144	21	165	526	
5:45 PM	1		10	11			3	3	2	309	15	326	0	123	11	134	474	2,136
6:00 PM	0		13	13			14	14	0	344	26	370	2	140	17	159	556	2,125
6:15 PM	0		11	11			13	13	1	250	14	265	0	106	16	122	411	1,967
6:30 PM	0		10	10			7	7	0	263	8	271	0	101	12	113	401	1,842
6:45 PM	2		18	20			12	12	1	294	19	314	6	111	13	130	476	1,844
Peak Hour 5:00 PM to 6:00 PM	**4**		**65**	**69**			**54**	**54**	**7**	**1,384**	**78**	**1,469**	**0**	**488**	**56**	**544**	**2,136**	
PHF				0.62				0.71				0.88				0.82		
HV%				1%				5%				1%				5%		



APPENDIX B

Accident Data

5323 Union Ave from Hawkins Ave to Bokel Road

Legend

Accident	**Street**
Street Name Change	<all other values>
Airport	**SHIELD**
Bus Station	C
College	I
Government Office	U
Hospital	S
Institution	Hydrography
Library	County Boundary
Nursing Home	State Recreation
Parking Area	NYS Campground
Point Of Interest	State Non Recreation
Public School	City
Rail Station	Town
Retail Center	Indian Reservation
Service Area	Village

Accident Location Information System (ALIS)

Date: 05/19/10
02:22

Accident Verbal Description Report

Page: 1

5323 Union Ave from Hawkins Ave to Bokel Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Union Ave
6 Meters West of Cousins Ct

3/11/2007 Sun Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32162079**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: MUDDY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2544 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Carroll Ave
AT INTERSECTION WITH Union Ave

3/27/2007 Tue 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32218728**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OK
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
AT INTERSECTION WITH Union Ave

6/23/2007 Sat 01:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32328536**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY AGAINST TRAFFIC

Veh :1 CAR/VAN/PICKUP Registered Weight: 4738 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
02:22
Page: 2

Accident Verbal Description Report

5323 Union Ave from Hawkins Ave to Bokel Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
***** CONTINUED
Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 14 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION, VIEW OBSTRUCTED/LIMITED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
AT INTERSECTION WITH Union Ave
6/30/2007 Sat 04:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32257943**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH HAWKINS AVE
9/12/2007 Wed 15:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32338016**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2980 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE
9/19/2007 Wed 20:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32383498**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Union Ave from Hawkins Ave to Bokel Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3701 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2982 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
30 Meters East of HAWKINS AVE

10/6/2007 Sat 21:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32377154**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2864 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3067 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

12/2/2007 Sun 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32579685**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

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5323 Union Ave from Hawkins Ave to Bokel Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2345 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3108 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

2/16/2008 Sat 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32652891**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NC
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3806 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH SLOAN DR

5/14/2008 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32629356**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

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5323 Union Ave from Hawkins Ave to Bokel Road

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3555 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

8/1/2008 Fri 15:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32854927**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FENCE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3441 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH BABCOCK AVE

11/21/2008 Fri 05:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32998610**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: UNKNOWN Action of Ped/Bicycle: UNKNOWN

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3255 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

12/15/2008 Mon 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33012380**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Union Ave from Hawkins Ave to Bokel Road

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

Veh :1 TRUCK Registered Weight: 19500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

12/16/2008 Tue 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32877807**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2703 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4801 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

12/31/2008 Wed 22:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33059291**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Accident Location Information System (ALIS)

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5323 Union Ave from Hawkins Ave to Bokel Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: CARROLL AVE
AT INTERSECTION WITH UNION AVE

1/18/2009 Sun 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32933321**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2615 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

2/24/2009 Tue 21:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33126183**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3320 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4369 State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

5/21/2009 Thu 10:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33060633**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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5323 Union Ave from Hawkins Ave to Bokel Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3474 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: CARROLL AVE
AT INTERSECTION WITH UNION AVE

7/29/2009 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33163549**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

8/5/2009 Wed 15:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33152472**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5055 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Union Ave from Hawkins Ave to Bokel Road

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2743 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH BABCOCK AVE

11/28/2009 Sat 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33272895**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT ENTERED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5078 State of Registration: NY
Num of Occupants: 2 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

12/7/2009 Mon Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33289026**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Union Ave from Hawkins Ave to Bokel Road

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2649 State of Registration: NY

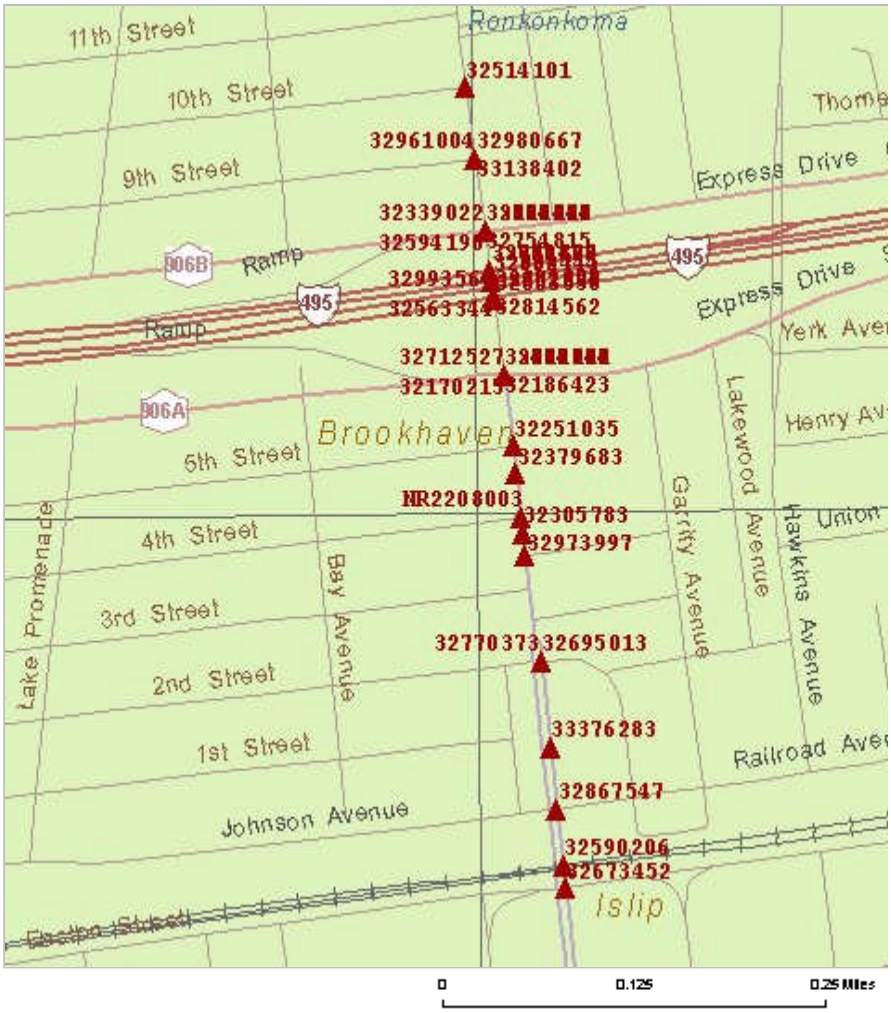
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, UNKNOWN

5323 Ronkonkoma Ave from Waltess Rd to Easton Street



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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

3/23/2007 Fri Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32186423**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2449 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3195 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

3/26/2007 Mon 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32170215**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

4/11/2007 Wed 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32177360**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5511 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: 5th St
AT INTERSECTION WITH Ronkonkoma Ave

5/11/2007 Fri 12:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32251035**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3676 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2564 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

6/5/2007 Tue 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32378419**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

6/14/2007 Thu 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32236720**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3232 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NC
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

6/21/2007 Thu 16:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32328741**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3227 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 2 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

6/27/2007 Wed 00:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32256113**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3228 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3003 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

7/14/2007 Sat 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2007-32273764**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3586 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2915 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

7/16/2007 Mon 07:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32339022**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4823 State of Registration: NY
Num of Occupants: 2 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3242 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

7/25/2007 Wed 23:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32299423**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3385 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

7/25/2007 Wed 06:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32351525**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING

Veh :1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
***** CONTINUED

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT ENTERED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

8/10/2007 Fri 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32297258**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3063 State of Registration: NY
Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

8/18/2007 Sat 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32379445**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4001 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3588 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Ronkonkoma Ave
17 Meters South of 4th St

8/23/2007 Thu 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32305783**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3733 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4561 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY

9/27/2007 Thu Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32351203**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: UNKNOWN Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3973 State of Registration: NY
Num of Occupants: 2 Driver's Age: 66 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

10/11/2007 Thu 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32413177**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5365 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
30 Meters South of 5TH ST

10/19/2007 Fri 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32379683**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3660 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :4 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 10TH ST

11/5/2007 Mon 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32514101**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NOT APPLICABLE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3555 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2914 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

11/7/2007 Wed 00:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32514272**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3079 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

11/12/2007 Mon 20:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32539896**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6010 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: ALCOHOL INVOLVEMENT, FOLLOWING TOO CLOSELY

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY
Num of Occupants: 2 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: RONKONKOMA AVE

12/19/2007 Wed 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32590206**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3417 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

1/2/2008 Wed 21:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32619568**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: UNKNOWN

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4516 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495
1/20/2008 Sun Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32619628**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 7700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: [Route] 495
1/29/2008 Tue 06:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32629166**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495
2/3/2008 Sun 22:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2008-32563344**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: UNKNOWN Action of Ped/Bicycle: UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3938 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: ALCOHOL INVOLVEMENT, PASSING OR LANE USAGE IMPROPERLY

Veh :3 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5207 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495

2/14/2008 Thu 11:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32652677**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2524 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TIRE FAILURE/INADEQUATE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY

2/25/2008 Mon 06:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32692445**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3280 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

3/7/2008 Fri 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32562934**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2789 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

3/9/2008 Sun 14:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32567879**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3844 State of Registration: NY
Num of Occupants: 2 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3289 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

3/10/2008 Mon 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32562942**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: RONKONKOMA AVE

3/23/2008 Sun 23:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32673452**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

4/1/2008 Tue 12:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32594190**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 108 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3443 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

4/11/2008 Fri 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32702366**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3864 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3359 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

4/17/2008 Thu 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32603330**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 6650 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 4TH ST

4/29/2008 Tue 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-NR2208003**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

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***** CONTINUED

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: X
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: X
Pre-Accd Action: MAKING U TURN
Apparent Factors: UNSAFE LANE CHANGE, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

5/1/2008 Thu 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32712527**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 81 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

5/16/2008 Fri 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32754815**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4981 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2405 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

5/23/2008 Fri 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32770373**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: POLICE/FIRE EMERGENCY
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2515 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 3 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

6/5/2008 Thu 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32774361**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 TRUCK Registered Weight: 14500 State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3091 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: [Route] 495

7/9/2008 Wed 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32710389**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 12000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

7/10/2008 Thu 14:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32815047**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BRAKES DEFECTIVE, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2985 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495

7/19/2008 Sat 00:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32814562**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3109 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: IN
Num of Occupants: 1 Driver's Age: 36 Sex: f Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

7/19/2008 Sat 22:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32814674**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH POWELL ST

7/24/2008 Thu 16:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32695013**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2620 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

8/13/2008 Wed 13:05 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2008-32855120**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3797 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4362 State of Registration: NY
Num of Occupants: 4 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3474 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

8/30/2008 Sat 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32736675**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3296 State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
8/30/2008 Sat 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32896109**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2654 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
9/4/2008 Thu 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32924644**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3433 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3285 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

10/5/2008 Sun 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32771124**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 2 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3918 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

12/17/2008 Wed 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32867547**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT ENTERED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

12/28/2008 Sun 05:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33059578**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FENCE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3013 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr S

1/26/2009 Mon 12:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32983212**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3139 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 9TH ST

2/12/2009 Thu 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32961004**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4083 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4473 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495

2/24/2009 Tue 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32968744**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3109 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH LIBERTY ST

3/6/2009 Fri 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32973997**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4176 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 9TH ST

3/21/2009 Sat 12:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32980667**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OVERTAKING Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2982 State of Registration: NY
Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2415 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr S

3/25/2009 Wed 17:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33065650**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

4/6/2009 Mon 06:05 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2009-33019734**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2857 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4016 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY

4/6/2009 Mon 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32993564**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3244 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4345 State of Registration: NY
Num of Occupants: 4 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

4/25/2009 Sat 12:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33036026**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4017 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3401 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

5/16/2009 Sat 07:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33061400**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4129 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 9059 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2390 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr S

5/21/2009 Thu 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33269924**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

6/28/2009 Sun 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33353719**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :1 CAR/VAN/PICKUP Registered Weight: 5117 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

7/13/2009 Mon 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33376283**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3648 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 8800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 9TH ST

8/4/2009 Tue Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33138402**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2690 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

9/14/2009 Mon 19:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-33205248**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2375 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Ronkonkoma Ave from Waltess Rd to Easton Street

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2864 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

11/8/2009 Sun Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33232854**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2635 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

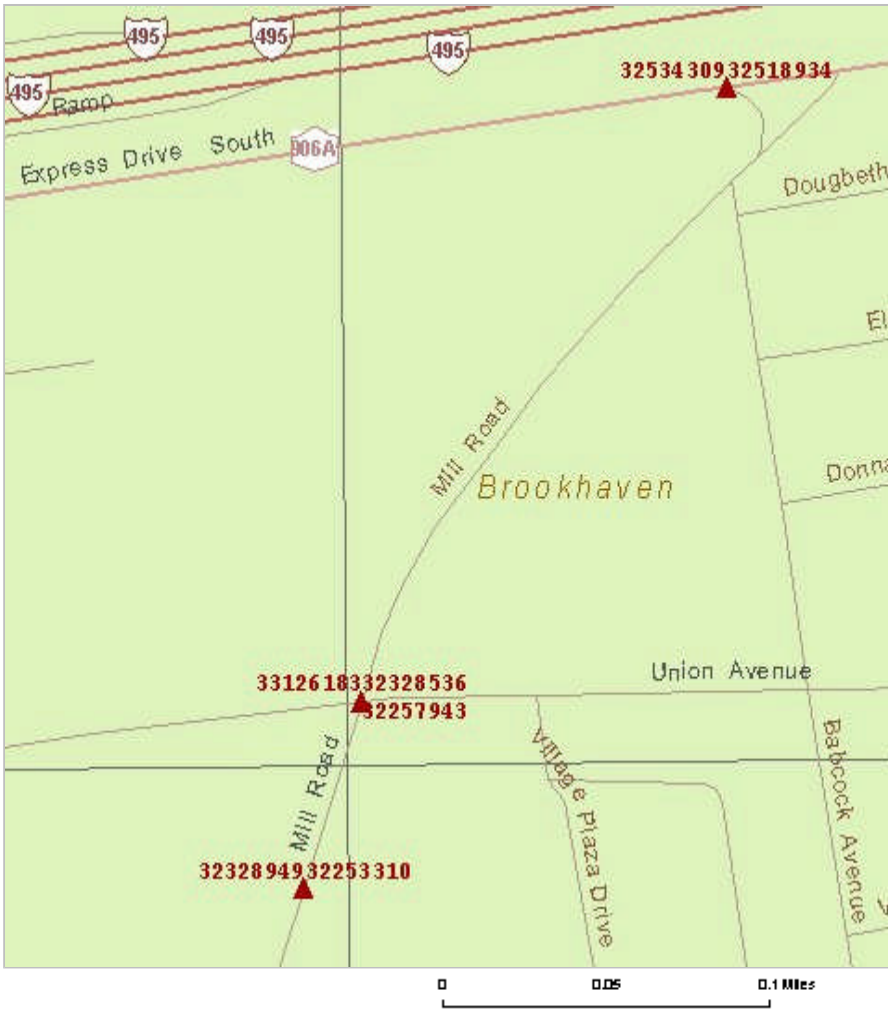
County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
AT INTERSECTION WITH RONKONKOMA AVE

12/30/2009 Wed 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33283067**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OVERTAKING Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

5323 Mill Rd from Railroad Avenue to Express Driveway So



Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Mill Rd from Railroad Avenue to Express Driveway South

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
97 Meters South of Union Ave

4/21/2007 Sat 14:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32253310**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3139 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
97 Meters South of Union Ave

5/30/2007 Wed 03:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32328949**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
AT INTERSECTION WITH Union Ave

6/23/2007 Sat 01:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32328536**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY AGAINST TRAFFIC

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

5323 Mill Rd from Railroad Avenue to Express Driveway South

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4738 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 14 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION, VIEW OBSTRUCTED/LIMITED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Mill Rd
AT INTERSECTION WITH Union Ave

6/30/2007 Sat 04:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32257943**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH EXPRESS DR S

11/13/2007 Tue 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32534309**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3310 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4156 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
01:54

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Accident Verbal Description Report

5323 Mill Rd from Railroad Avenue to Express Driveway South

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH EXPRESS DR S

2/4/2008 Mon 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32518934**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2456 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

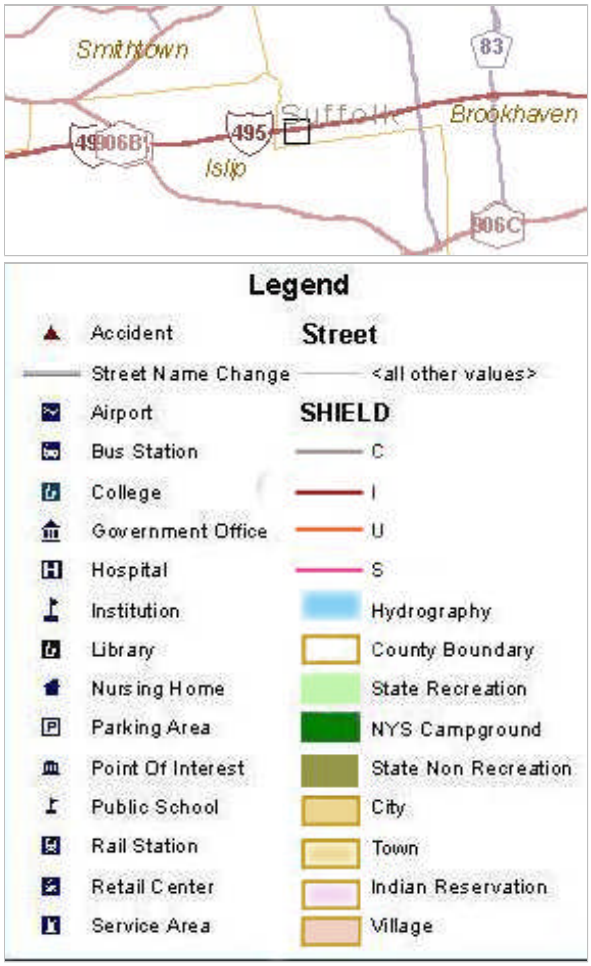
County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

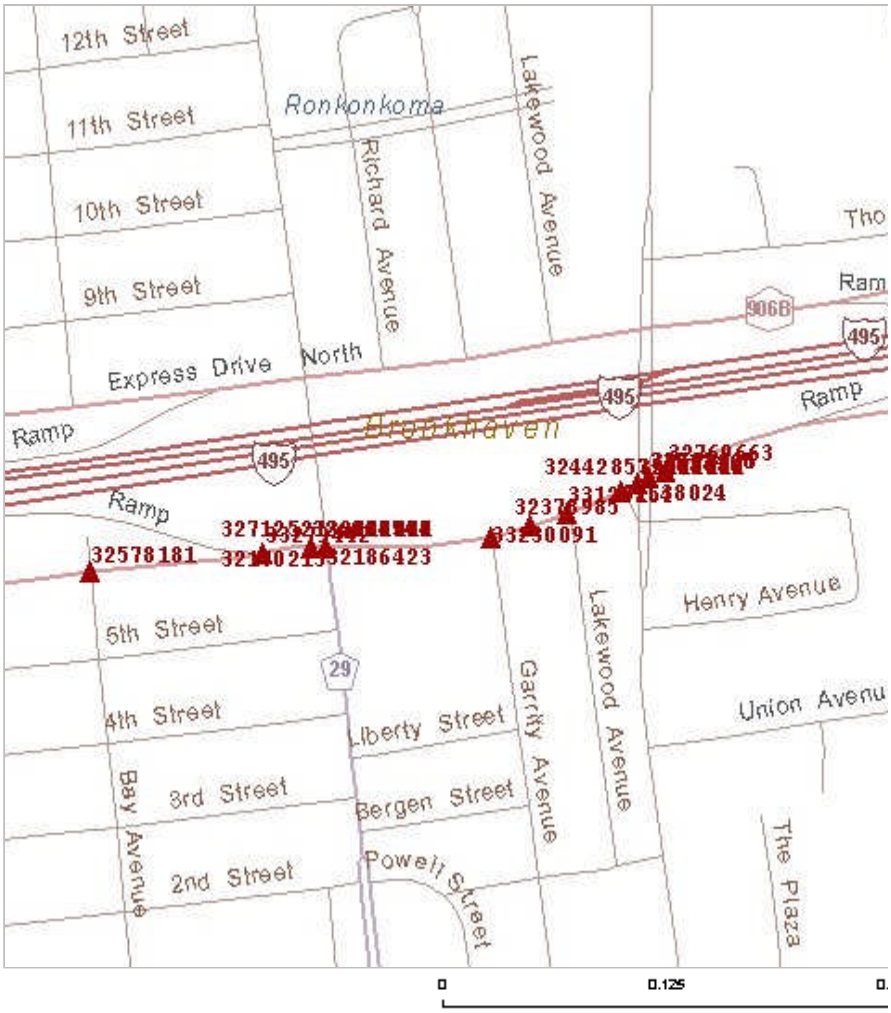
2/24/2009 Tue 21:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33126183**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3320 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4369 State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

5323 LIE South SR from Carroll Avenue to Bay Avenue





Accident Location Information System (ALIS)

Date: 05/20/10
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Accident Verbal Description Report

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5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Hawkins Ave

1/18/2007 Thu 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32080130**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3798 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

3/23/2007 Fri Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32186423**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2449 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3195 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

3/26/2007 Mon 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32170215**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/20/10
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5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
18 Meters West of HAWKINS AVE

4/13/2007 Fri 17:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32638024**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5225 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

6/14/2007 Thu 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32236720**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3232 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NC
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

6/21/2007 Thu 16:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32328741**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3227 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 2 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Ronkonkoma Ave

7/25/2007 Wed 06:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32351525**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING

Veh :1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT ENTERED
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
37 Meters West of Lakewood Ave

8/6/2007 Mon 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32378985**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4508 State of Registration: NY
Num of Occupants: 2 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Hawkins Ave

8/12/2007 Sun 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32312191**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 2 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2511 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
13 Meters West of HAWKINS AVE

9/1/2007 Sat 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32419563**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FENCE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED
Veh :1 CAR/VAN/PICKUP Registered Weight: 2392 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: Y
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S
9/11/2007 Tue 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32438338**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 8 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3419 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S
10/11/2007 Thu 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32413177**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5365 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
5 Meters West of EXPRESS DR S
11/1/2007 Thu 22:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32433744**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3773 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

11/7/2007 Wed 00:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32514272**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3079 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

11/10/2007 Sat 10:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32408835**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

11/12/2007 Mon 20:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32539896**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6010 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: ALCOHOL INVOLVEMENT, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY
Num of Occupants: 2 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH BAY AVE

11/30/2007 Fri 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32578181**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: 4076 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3271 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/3/2007 Mon 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32466678**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 32900 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3369 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/14/2007 Fri 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32571307**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4745 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3624 State of Registration: NY
Num of Occupants: 3 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/18/2007 Tue 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32442857**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3792 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

2/20/2008 Wed 23:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC **Case: 2008-32547033**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2408 State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2491 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

3/7/2008 Fri Persons Killed: Persons Injured: Extent of Injuries: **Case: 2008-32548908**
Accident Class: Police Agency: Num of Veh:
Type Of Accident: Traffic Control:
Manner of Collision: Weather:
Road Surface Condition: Road Char.: Light Condition:
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
13 Meters West of HAWKINS AVE

3/7/2008 Fri 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32556637**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

3/9/2008 Sun 14:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32567879**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3844 State of Registration: NY
Num of Occupants: 2 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3289 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

3/11/2008 Tue 15:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2008-32586038**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4219 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

4/11/2008 Fri 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32702366**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3864 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3359 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

4/14/2008 Mon 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32712144**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5452 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3293 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

5/1/2008 Thu 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32712527**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 81 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
15 Meters West of RONKONKOMA AVE

5/4/2008 Sun 22:05 PM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K **Case: 2008-32606054**
Accident Class: FATAL Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 365 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
18 Meters East of HAWKINS AVE

5/19/2008 Mon 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32769663**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3019 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, PRESCRIPTION MEDICATION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4380 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

6/2/2008 Mon 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32659453**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3889 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

6/5/2008 Thu 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32774361**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 TRUCK Registered Weight: 14500 State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3091 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

7/19/2008 Sat 22:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32814674**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

7/22/2008 Tue 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32814693**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4174 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
18 Meters West of Carroll Ave

10/31/2008 Fri 08:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32818995**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 5
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: DRY Road Char.: UNKNOWN Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3872 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3136 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :5 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :4 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
AT INTERSECTION WITH CARROLL AVE

12/16/2008 Tue 08:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33012454**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3757 State of Registration: NY
Num of Occupants: 4 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2919 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATE RTE 906A
12/17/2008 Wed 10:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33012466**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, PAVEMENT SLIPPERY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
12/28/2008 Sun 05:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33059578**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FENCE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3013 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr S
1/26/2009 Mon 12:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32983212**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3139 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LAKEWOOD AVE
AT INTERSECTION WITH Express Dr S

3/1/2009 Sun 08:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33126154**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2493 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3272 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr S

3/25/2009 Wed 17:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33065650**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr S

4/24/2009 Fri 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33028809**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4057 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

5/12/2009 Tue 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33230091**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, VIEW OBSTRUCTED/LIMITED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr S

5/21/2009 Thu 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33269924**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

7/29/2009 Wed 19:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33138377**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3992 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: Y
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

12/8/2009 Tue 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33279442**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2892 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 LIE South SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 71 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr S

12/14/2009 Mon 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33309221**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3075 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2689 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr S

12/17/2009 Thu 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33309216**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4829 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

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5323 LIE South SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

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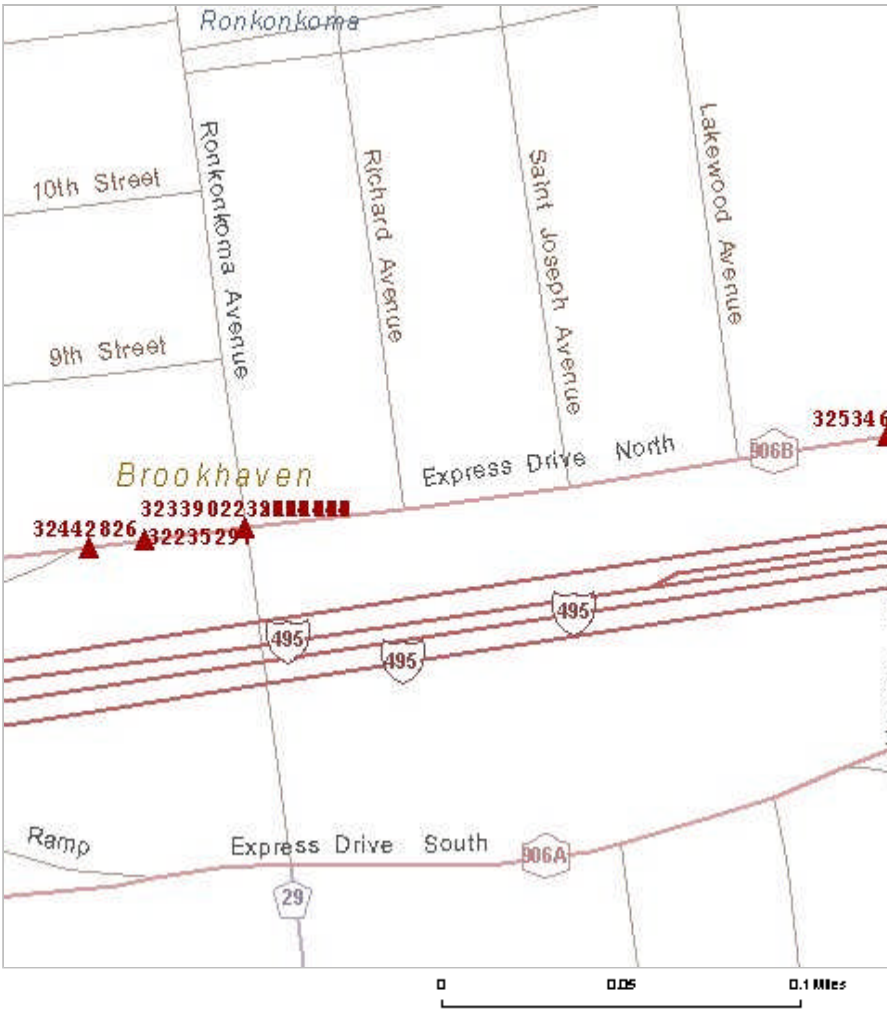
County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD AT INTERSECTION WITH RONKONKOMA AVE

12/30/2009 Wed 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33283067**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OVERTAKING Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

5323 LIE North SR from Carroll Avenue to Bay Avenue



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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

1/6/2007 Sat 02:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32062258**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: FOG/SMOG/SMOKE
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3053 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: m Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4125 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

1/21/2007 Sun 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32063963**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3037 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

4/11/2007 Wed 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32177360**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5511 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

5/6/2007 Sun 21:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2007-32225639**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3330 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

5/30/2007 Wed 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32227069**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 11200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

6/5/2007 Tue 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32378419**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
35 Meters East of Ramp

6/8/2007 Fri 23:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32235297**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4818 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

6/12/2007 Tue 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32306277**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2870 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

6/27/2007 Wed 00:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32256113**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3228 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3003 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

7/14/2007 Sat 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2007-32273764**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
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Veh :2 CAR/VAN/PICKUP Registered Weight: 3586 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2915 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

7/16/2007 Mon 07:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32339022**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4823 State of Registration: NY
Num of Occupants: 2 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3242 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

7/25/2007 Wed 23:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32299423**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

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5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
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Veh :2 CAR/VAN/PICKUP Registered Weight: 3385 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

7/25/2007 Wed 12:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2007-32275751**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 9900 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2872 State of Registration: NY
Num of Occupants: 3 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

8/10/2007 Fri 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32297258**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3063 State of Registration: NY
Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

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Accident Verbal Description Report

5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Ronkonkoma Ave

8/18/2007 Sat 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32379445**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4001 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3588 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
7 Meters East of RAMP

9/23/2007 Sun 02:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32442826**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: OTHER NON-COLLISION Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
11 Meters West of HAWKINS AVE

11/13/2007 Tue 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32534310**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE North SR from Carroll Avenue to Bay Avenue

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE), UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3692 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

11/25/2007 Sun 04:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32547874**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6266 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FATIGUED/DROWSY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2734 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
26 Meters West of HAWKINS AVE

12/16/2007 Sun 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32534622**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE North SR from Carroll Avenue to Bay Avenue

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2719 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

1/2/2008 Wed 21:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32619568**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: UNKNOWN

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4516 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

1/3/2008 Thu 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32492530**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2415 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4144 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

2/9/2008 Sat 08:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB **Case: 2008-32573049**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3636 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3091 State of Registration: NY
Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

3/7/2008 Fri 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32562934**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2789 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

3/10/2008 Mon 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32562942**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
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Veh :2 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

4/1/2008 Tue 12:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32594190**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 108 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3443 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

5/16/2008 Fri 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32754815**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4981 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2405 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
11 Meters West of HAWKINS AVE

5/28/2008 Wed 14:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32766459**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2648 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR N

7/6/2008 Sun 13:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32814909**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3959 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

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5323 LIE North SR from Carroll Avenue to Bay Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3859 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr N

7/9/2008 Wed 08:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32814945**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5469 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3122 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

7/10/2008 Thu 14:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32815047**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BRAKES DEFECTIVE, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2985 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/20/10
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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR N

7/29/2008 Tue 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32853521**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

8/13/2008 Wed 13:05 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2008-32855120**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3797 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4362 State of Registration: NY
Num of Occupants: 4 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3474 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/20/10
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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

8/30/2008 Sat 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32896109**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2654 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

8/30/2008 Sat 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32736675**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3296 State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

9/4/2008 Thu 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32924644**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3433 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3285 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

10/5/2008 Sun 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32771124**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 2 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3918 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr N

12/23/2008 Tue 15:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33050788**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2822 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Accident Location Information System (ALIS)

Date: 05/20/10
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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3829 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr N

2/21/2009 Sat 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33120586**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2886 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

4/6/2009 Mon 06:05 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2009-33019734**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2857 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4016 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/20/10
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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

4/25/2009 Sat 12:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33036026**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4017 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3401 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

6/28/2009 Sun 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33353719**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :1 CAR/VAN/PICKUP Registered Weight: 5117 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/20/10
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5323 LIE North SR from Carroll Avenue to Bay Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

9/14/2009 Mon 19:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-33205248**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

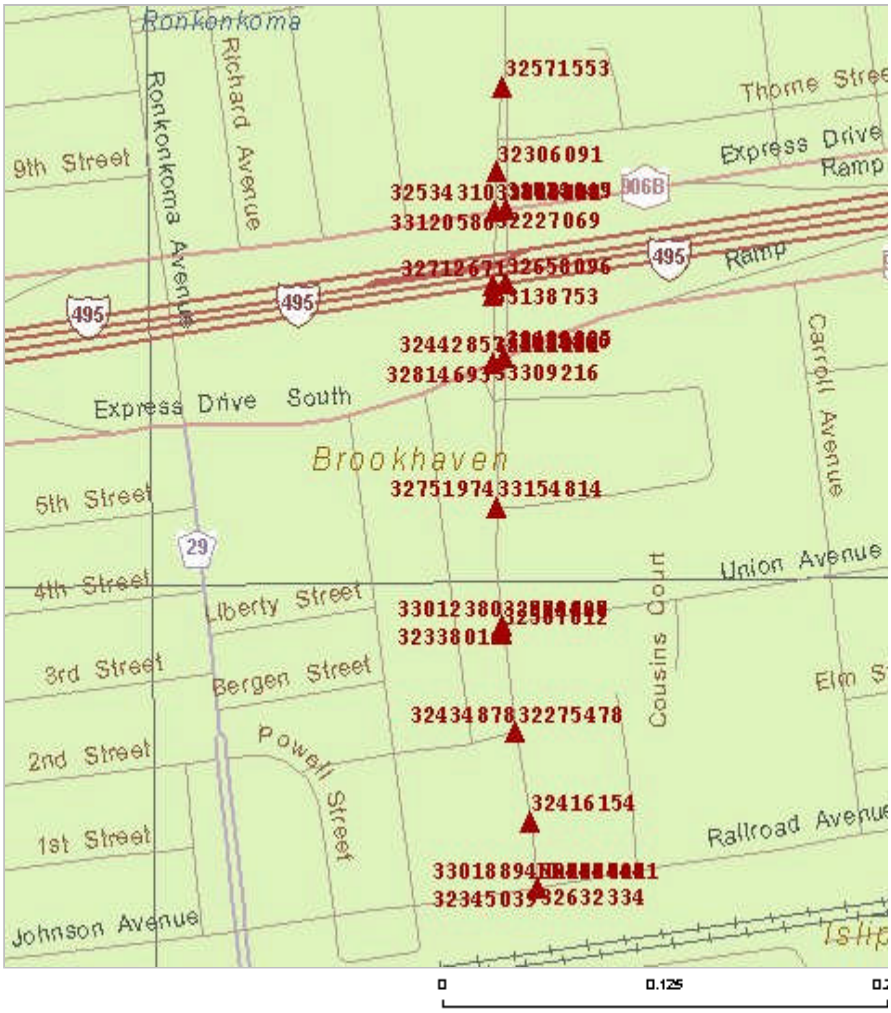
Veh :1 CAR/VAN/PICKUP Registered Weight: 2375 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2864 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

5323 Hawkins Ave from Irwin Place to Railroad Avenue

Legend

Accident	**Street**
Street Name Change	<all other values>
Airport	**SHIELD**
Bus Station	C
College	I
Government Office	U
Hospital	S
Institution	Hydrography
Library	County Boundary
Nursing Home	State Recreation
Parking Area	NYS Campground
Point Of Interest	State Non Recreation
Public School	City
Rail Station	Town
Retail Center	Indian Reservation
Service Area	Village



Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

1/6/2007 Sat 02:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32062258**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: FOG/SMOG/SMOKE
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3053 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: m Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4125 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Hawkins Ave

1/18/2007 Thu 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32080130**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3798 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

1/21/2007 Sun 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32063963**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3037 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

5/6/2007 Sun 21:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2007-32225639**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3330 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Hawkins Ave
AT INTERSECTION WITH Union St

5/18/2007 Fri 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32275478**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Hawkins Ave
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4938 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

5/30/2007 Wed 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32227069**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 11200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3812 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

6/12/2007 Tue 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32306277**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2870 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Hawkins Ave
29 Meters South of Thorne St

6/18/2007 Mon 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32306091**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3893 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr N
AT INTERSECTION WITH Hawkins Ave

7/25/2007 Wed 12:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2007-32275751**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 9900 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2872 State of Registration: NY
Num of Occupants: 3 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Express Dr S
AT INTERSECTION WITH Hawkins Ave

8/12/2007 Sun 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32312191**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 2 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2511 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Hawkins Ave
AT INTERSECTION WITH Railroad Ave

8/13/2007 Mon 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32305093**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3206 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
13 Meters West of HAWKINS AVE

9/1/2007 Sat 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32419563**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FENCE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2392 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: Y
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

9/11/2007 Tue 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32438338**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 8 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3419 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH HAWKINS AVE

9/12/2007 Wed 15:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32338016**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2980 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

9/18/2007 Tue 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32442646**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

9/19/2007 Wed 20:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32383498**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3701 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2982 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

9/25/2007 Tue 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32345039**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2392 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4134 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: ENTERING PARKED POSITION
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

10/3/2007 Wed 19:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32355684**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4687 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
5 Meters West of EXPRESS DR S

11/1/2007 Thu 22:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32433744**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3773 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

11/10/2007 Sat 10:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32408835**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

11/12/2007 Mon 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-NR2384001**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: X
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: X
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
11 Meters West of HAWKINS AVE

11/13/2007 Tue 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32534310**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE), UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3692 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

11/25/2007 Sun 04:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32547874**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6266 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FATIGUED/DROWSY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2734 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
61 Meters North of RAILROAD AVE

11/30/2007 Fri 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32416154**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2919 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

12/2/2007 Sun 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32579685**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2345 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3108 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/3/2007 Mon 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32466678**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 32900 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3369 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION ST

12/6/2007 Thu 11:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32434878**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3335 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4062 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

12/11/2007 Tue 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32571553**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2711 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/14/2007 Fri 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32571307**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4745 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3624 State of Registration: NY
Num of Occupants: 3 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/18/2007 Tue 01:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32442857**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3792 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

12/20/2007 Thu 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32570307**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3817 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

1/3/2008 Thu 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32492530**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2415 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4144 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
8 Meters South of UNION AVE

1/20/2008 Sun 02:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32507012**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

2/9/2008 Sat 08:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB **Case: 2008-32573049**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3636 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3091 State of Registration: NY
Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031180 Street: LONG ISLAND EXPY

2/19/2008 Tue 11:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32658096**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031180 Street: LONG ISLAND EXPY
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3985 State of Registration: NY
Num of Occupants: 7 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3216 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

2/20/2008 Wed 23:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC **Case: 2008-32547033**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2408 State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2491 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
13 Meters West of HAWKINS AVE

3/7/2008 Fri 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32556637**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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5323 Hawkins Ave from Irwin Place to Railroad Avenue

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Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

3/7/2008 Fri Persons Killed: Persons Injured: Extent of Injuries: **Case: 2008-32548908**
Accident Class: Police Agency: Num of Veh:
Type Of Accident: Traffic Control:
Manner of Collision: Weather:
Road Surface Condition: Road Char.: Light Condition:
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

3/11/2008 Tue 15:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2008-32586038**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4219 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

4/14/2008 Mon 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32712144**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5452 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3293 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH HENRY AVE

4/27/2008 Sun 04:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AB **Case: 2008-32751974**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

5/16/2008 Fri 13:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32632334**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2648 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
11 Meters West of HAWKINS AVE

5/28/2008 Wed 14:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32766459**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2648 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

6/2/2008 Mon 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32659453**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3889 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR N

7/6/2008 Sun 13:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32814909**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3959 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3859 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr N

7/9/2008 Wed 08:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32814945**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5469 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3122 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, TRAFFIC CONTROL DEVICES DISREGARDED

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

7/22/2008 Tue 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32814693**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4174 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
70 Meters North of EXPRESS DR S

7/28/2008 Mon 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32712671**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2818 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR N

7/29/2008 Tue 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32853521**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

8/1/2008 Fri 15:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32854927**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FENCE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3441 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

11/5/2008 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32824742**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2574 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2848 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

12/15/2008 Mon 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33012380**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/19/10
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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

Veh :1 TRUCK Registered Weight: 19500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATE RTE 906A
12/17/2008 Wed 10:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33012466**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, PAVEMENT SLIPPERY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot
12/20/2008 Sat Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32956611**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 8800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE), UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: 4057 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, PAVEMENT SLIPPERY

Veh :2 OTHER Registered Weight: State of Registration: KY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr N

12/23/2008 Tue 15:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33050788**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2822 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3829 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr N

2/21/2009 Sat 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33120586**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2886 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HENRY AVE
AT INTERSECTION WITH HAWKINS AVE

3/7/2009 Sat 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33154814**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
142 Meters South of Union St

4/8/2009 Wed 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33018894**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3636 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr S

4/24/2009 Fri 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33028809**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4057 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

6/5/2009 Fri 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33166429**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3039 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2801 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

7/10/2009 Fri Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33138753**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5200 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3333 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

7/29/2009 Wed 19:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33138377**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3992 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: Y
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr S

12/14/2009 Mon 18:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33309221**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3075 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2689 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/19/10
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Accident Verbal Description Report

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5323 Hawkins Ave from Irwin Place to Railroad Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

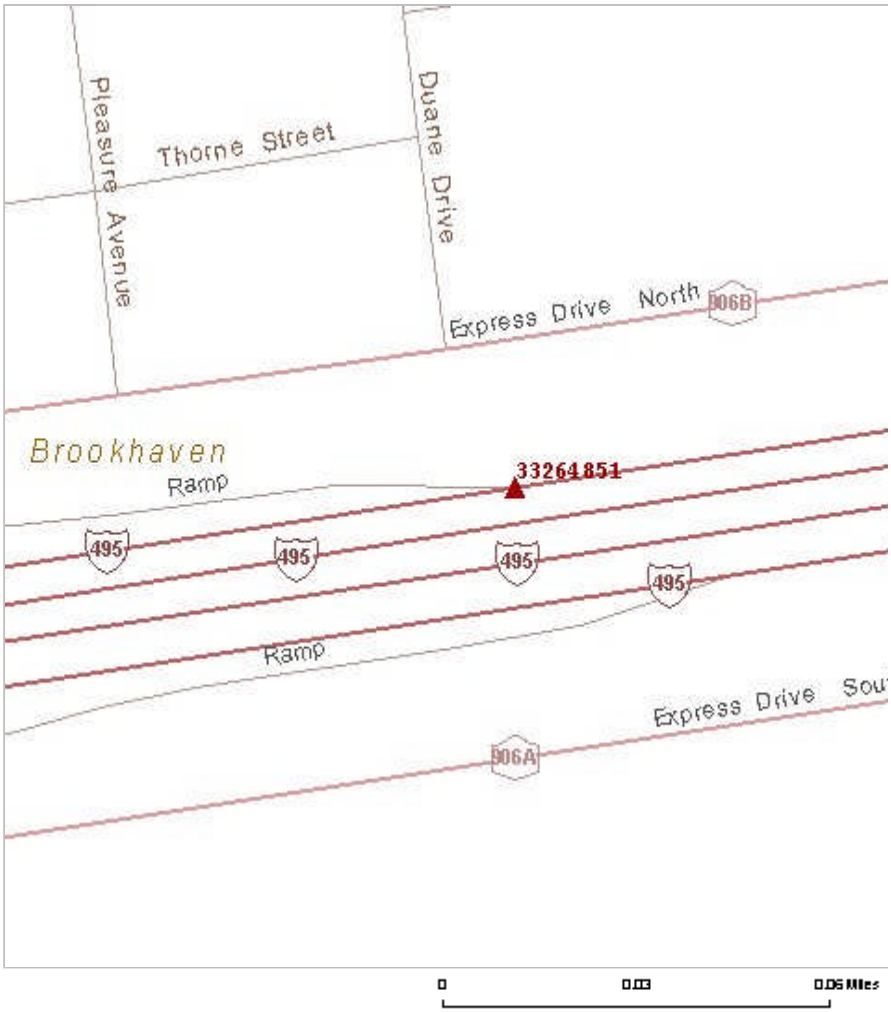
County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH Express Dr S

12/17/2009 Thu 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33309216**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4829 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

5323 LIE entrance and exit ramps at Hawkins Avenue



Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 LIE entrance and exit ramps at Hawkins Avenue

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031183 Street: LONG ISLAND EXPY

11/5/2009 Thu 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33264851**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5902 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

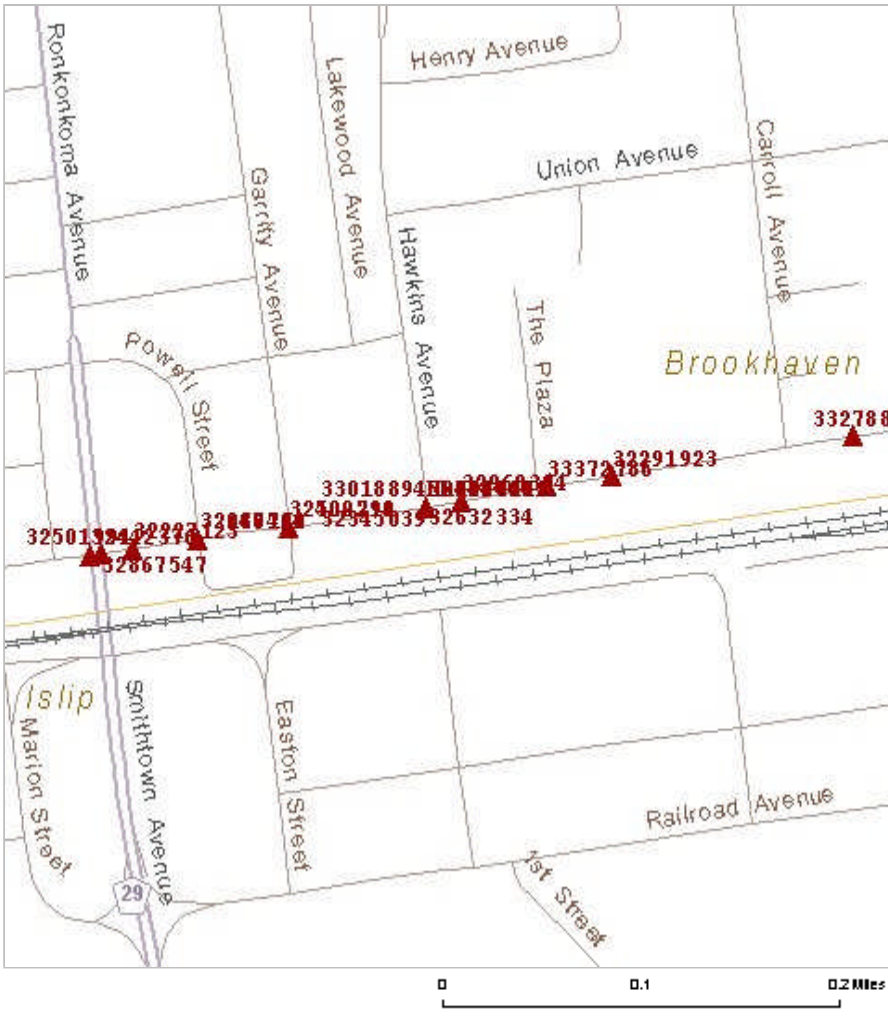
Veh :3 CAR/VAN/PICKUP Registered Weight: 2996 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3249 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

5323 Railroad Avenue from Johnson Ave to Mill Road

Legend

Accident	**Street**
Street Name Change	<all other values>
Airport	**SHIELD**
Bus Station	C
College	I
Government Office	U
Hospital	S
Institution	Hydrography
Library	County Boundary
Nursing Home	State Recreation
Parking Area	NYS Campground
Point Of Interest	State Non Recreation
Public School	City
Rail Station	Town
Retail Center	Indian Reservation
Service Area	Village



Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Parking Lot
AT INTERSECTION WITH Powell St

1/14/2007 Sun 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32167464**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4387 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3836 State of Registration: NY
Num of Occupants: 4 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Railroad Ave
67 Meters East of The Plz

5/30/2007 Wed 16:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32291923**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3385 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2323 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 4298 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Railroad Ave
59 Meters West of Parking Lot

6/6/2007 Wed 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32227123**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2339 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2876 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: Hawkins Ave
AT INTERSECTION WITH Railroad Ave

8/13/2007 Mon 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32305093**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3206 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

9/18/2007 Tue 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32442646**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

9/25/2007 Tue 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32345039**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2392 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4134 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: ENTERING PARKED POSITION
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

10/3/2007 Wed 19:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32355684**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4687 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH GARRITY AVE

10/19/2007 Fri 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32502210**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4218 State of Registration: NY
Num of Occupants: 2 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3112 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH GARRITY AVE

10/26/2007 Fri 16:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32400791**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3027 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

11/12/2007 Mon 06:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-NR2384001**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: X
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: X
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

12/12/2007 Wed 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32442376**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING

Veh :1 CAR/VAN/PICKUP Registered Weight: 2820 State of Registration: NY
Num of Occupants: 3 Driver's Age: 26 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

12/20/2007 Thu 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32570307**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3817 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

1/1/2008 Tue 14:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32501994**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY
Num of Occupants: 2 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2751 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

5/16/2008 Fri 13:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32632334**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2648 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
13 Meters West of Mill Rd

8/13/2008 Wed 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32935161**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4162 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3263 State of Registration: NY
Num of Occupants: 2 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
30 Meters East of Hawkins Ave

8/21/2008 Thu 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32968394**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4296 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, ALCOHOL INVOLVEMENT

Veh :1 CAR/VAN/PICKUP Registered Weight: 2827 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

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Accident Verbal Description Report

5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3483 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH POWELL ST

10/10/2008 Fri 06:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2008-32937709**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2359 State of Registration: NY
Num of Occupants: 2 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

11/5/2008 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32824742**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2574 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2848 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/20/10
10:29

Accident Verbal Description Report

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH POWELL ST

11/13/2008 Thu 16:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32846118**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3949 State of Registration: NY
Num of Occupants: 2 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

12/17/2008 Wed 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32867547**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT ENTERED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

12/20/2008 Sat Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32956611**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/20/10
10:29

Accident Verbal Description Report

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 8800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE), UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 4057 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, PAVEMENT SLIPPERY

Veh :2 OTHER Registered Weight: State of Registration: KY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
142 Meters South of Union St

4/8/2009 Wed 07:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33018894**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3636 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
61 Meters East of Carroll Ave

5/20/2009 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33278807**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 05/20/10
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Accident Verbal Description Report

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

Complete Accident data from NYSDMV is only available thru 12/31/2009

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2968 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

6/5/2009 Fri 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33166429**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3039 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2801 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
10 Meters East of The Plz

7/8/2009 Wed 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33372786**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4246 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Accident Location Information System (ALIS)

Date: 05/20/10
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Accident Verbal Description Report

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5323 Railroad Avenue from Johnson Ave to Mill Road

Data in this report covers the period Jan 01, 2007 - Dec 31, 2009

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3804 State of Registration: NY

Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, UNKNOWN

APPENDIX C

Capacity Analysis - Synchro Report Sheets

1: LIE North Service Road & Hawkins Avenue

Existing 2010
AM Peak

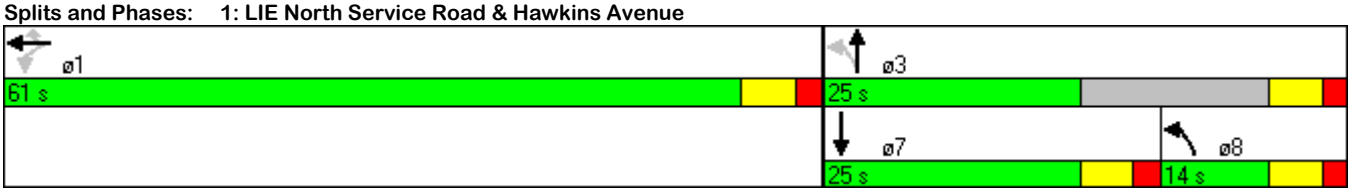
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	391	1591	152	141	232	0	0	312	140
Satd. Flow (prot)	0	0	0	1711	3421	1794	1662	3323	0	0	3340	0
Flt Permitted				0.950			0.287					
Satd. Flow (perm)	0	0	0	1711	3421	1794	502	3323	0	0	3340	0
Satd. Flow (RTOR)						29					52	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.96	0.96	0.96	0.88	0.88	0.25	0.25	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	407	1657	158	160	264	0	0	538	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	4.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	23.0			23.0	
Total Split (s)	0.0	0.0	0.0	61.0	61.0	61.0	14.0	25.0	0.0	0.0	25.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	61.0%	61.0%	61.0%	14.0%	25.0%	0.0%	0.0%	25.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				55.4	55.4	55.4	32.3	32.3			19.0	
Actuated g/C Ratio				0.55	0.55	0.55	0.32	0.32			0.19	
v/c Ratio				0.43	0.87	0.16	0.65	0.25			0.79	
Control Delay				15.0	26.2	9.5	33.3	15.3			44.7	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				15.0	26.2	9.5	33.3	15.3			44.7	
LOS				B	C	A	C	B			D	
Approach Delay					22.9			22.1			44.7	
Approach LOS					C			C			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 26.5 — Intersection LOS: C
Intersection Capacity Utilization 80.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue

Existing 2010
AM Peak

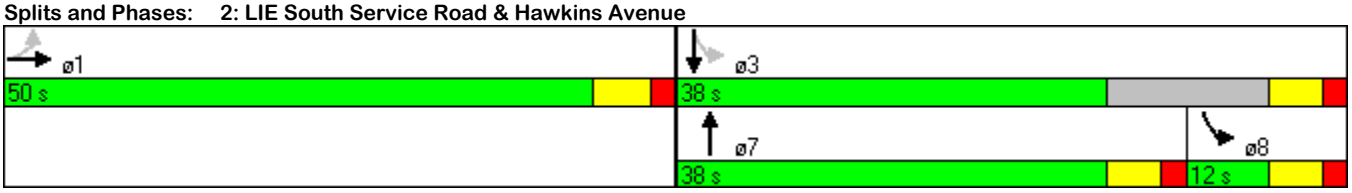
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	383	66	0	0	0	0	261	64	167	536	0
Satd. Flow (prot)	1558	3047	0	0	0	0	0	3134	0	1694	3388	0
Flt Permitted	0.950									0.500		
Satd. Flow (perm)	1558	3047	0	0	0	0	0	3134	0	892	3388	0
Satd. Flow (RTOR)		25						32				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.25	0.25	0.25	0.25	0.88	0.88	0.80	0.80	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	547	0	0	0	0	0	370	0	209	670	0
Turn Type	Perm									pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1									3		
Detector Phase	1	1						7		8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0		4.0	16.0	
Minimum Split (s)	31.3	31.3						24.0		10.0	26.0	
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	12.0	38.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	12.0%	38.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max		Min	Min	
Act Effct Green (s)	43.7	43.7						32.0		44.0	44.0	
Actuated g/C Ratio	0.44	0.44						0.32		0.44	0.44	
v/c Ratio	0.20	0.41						0.36		0.47	0.45	
Control Delay	18.4	19.4						25.0		26.3	21.9	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	18.4	19.4						25.0		26.3	21.9	
LOS	B	B						C		C	C	
Approach Delay		19.2						25.0			23.0	
Approach LOS		B						C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 22.0 — Intersection LOS: C
Intersection Capacity Utilization 80.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	112	205	123	32	264	345
Satd. Flow (prot)	1646	1473	1864	0	1636	1783
Flt Permitted	0.950				0.577	
Satd. Flow (perm)	1646	1473	1864	0	993	1783
Satd. Flow (RTOR)		266	20			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.84	0.84	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	9%	9%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	266	184	0	367	479
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	11.0	23.2	35.7		51.3	51.6
Actuated g/C Ratio	0.16	0.34	0.52		0.75	0.76
v/c Ratio	0.54	0.39	0.19		0.43	0.35
Control Delay	35.9	3.8	10.6		5.6	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	35.9	3.8	10.6		5.6	5.3
LOS	D	A	B		A	A
Approach Delay	15.2		10.6			5.5
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 68.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 8.9 — Intersection LOS: A
Intersection Capacity Utilization 62.1% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

Existing 2010
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	131	6	194	421	12	3	13	46	6	10	16
Satd. Flow (prot)	1574	1704	0	1694	1776	0	0	1842	0	0	1647	0
Flt Permitted	0.493			0.647				0.978			0.917	
Satd. Flow (perm)	817	1704	0	1154	1776	0	0	1805	0	0	1524	0
Satd. Flow (RTOR)		6			4			59			22	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.78	0.78	0.78	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	174	0	211	471	0	0	80	0	0	44	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	66.1%	66.1%	0.0%	66.1%	66.1%	0.0%	33.9%	33.9%	0.0%	33.9%	33.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	41.5	41.5		41.5	41.5			8.1			8.1	
Actuated g/C Ratio	0.78	0.78		0.78	0.78			0.15			0.15	
v/c Ratio	0.01	0.13		0.23	0.34			0.25			0.18	
Control Delay	3.8	3.6		4.6	4.7			11.8			15.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.8	3.6		4.6	4.7			11.8			15.7	
LOS	A	A		A	A			B			B	
Approach Delay		3.6			4.6			11.8			15.7	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 62
Actuated Cycle Length: 53.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 5.5 — Intersection LOS: A
Intersection Capacity Utilization 80.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

5: Railroad Avenue & Hawkins Avenue
HCM Unsignalized Intersection Capacity Analysis

Existing 2010
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	117	12	3	183	92	0	0	0	180	18	255
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.84	0.84	0.84
Hourly flow rate (vph)	55	129	13	3	206	103	0	0	0	214	21	304
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	309			142			772	561	135	451	464	206
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	309			142			772	561	135	451	464	206
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	57	95	63
cM capacity (veh/h)	1229			1423			188	419	919	497	469	830

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	55	142	3	206	103	214	325
Volume Left	55	0	3	0	0	214	0
Volume Right	0	13	0	0	103	0	304
cSH	1229	1700	1423	1700	1700	497	790
Volume to Capacity	0.04	0.08	0.00	0.12	0.06	0.43	0.41
Queue Length 95th (ft)	4	0	0	0	0	54	51
Control Delay (s)	8.1	0.0	7.5	0.0	0.0	17.6	12.7
Lane LOS	A		A			C	B
Approach Delay (s)	2.3		0.1			14.7	
Approach LOS						B	

Intersection Summary			
Average Delay	8.0		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

6: 2nd Street / Powell Street & Ronkonkoma Avenue
HCM Unsignalized Intersection Capacity Analysis

Existing 2010
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	140	0	0	25	0	444	43	0	1150	44
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.90	0.25	0.25	0.78	0.25	0.89	0.89	0.25	0.83	0.83
Hourly flow rate (vph)	0	0	156	0	0	32	0	499	48	0	1386	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1694	1959	719	1371	1962	274	1439			547		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1694	1959	719	1371	1962	274	1439			547		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	7.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	58	100	100	95	100			100		
cM capacity (veh/h)	59	64	368	62	64	689	478			1032		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	156	32	333	215	924	515
Volume Left	0	0	0	0	0	0
Volume Right	156	32	0	48	0	53
cSH	368	689	1700	1700	1700	1700
Volume to Capacity	0.42	0.05	0.20	0.13	0.54	0.30
Queue Length 95th (ft)	51	4	0	0	0	0
Control Delay (s)	21.7	10.5	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	21.7	10.5	0.0		0.0	
Approach LOS	C	B				

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

1: LIE North Service Road & Hawkins Avenue

Existing 2010
PM Peak

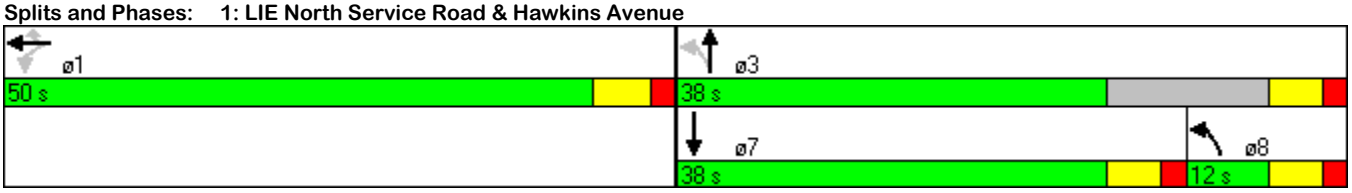
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	206	459	248	186	614	0	0	425	135
Satd. Flow (prot)	0	0	0	1711	3421	1794	1711	3421	0	0	3412	0
Flt Permitted				0.950			0.325					
Satd. Flow (perm)	0	0	0	1711	3421	1794	585	3421	0	0	3412	0
Satd. Flow (RTOR)						131					45	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.86	0.86	0.86	0.90	0.90	0.25	0.25	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	240	534	288	207	682	0	0	609	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	16.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	24.0			24.0	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	50.0	12.0	38.0	0.0	0.0	38.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	12.0%	38.0%	0.0%	0.0%	38.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				43.8	43.8	43.8	43.9	43.9			32.0	
Actuated g/C Ratio				0.44	0.44	0.44	0.44	0.44			0.32	
v/c Ratio				0.32	0.36	0.34	0.64	0.45			0.54	
Control Delay				19.9	19.6	10.9	22.3	11.6			27.9	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				19.9	19.6	10.9	22.3	11.6			27.9	
LOS				B	B	B	C	B			C	
Approach Delay					17.3			14.1			27.9	
Approach LOS					B			B			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 18.7 — Intersection LOS: B
Intersection Capacity Utilization 104.6% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue

Existing 2010
PM Peak

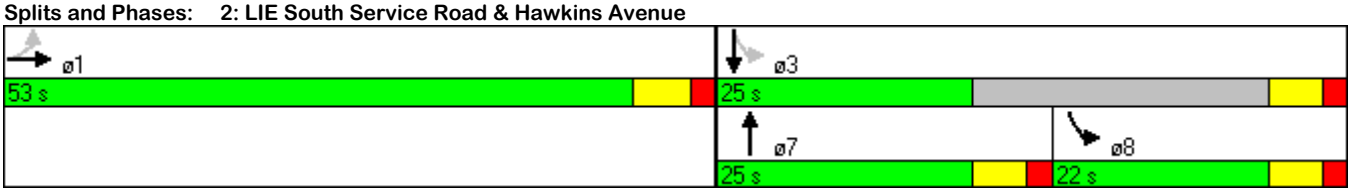
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	262	1708	172	0	0	0	0	538	113	329	302	0
Satd. Flow (prot)	1711	3373	0	0	0	0	0	3332	0	1711	3421	0
Flt Permitted	0.950									0.160		
Satd. Flow (perm)	1711	3373	0	0	0	0	0	3332	0	288	3421	0
Satd. Flow (RTOR)		14						22				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.25	0.92	0.92	0.94	0.94	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	1938	0	0	0	0	0	708	0	350	321	0
Turn Type	Perm									pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1									3		
Detector Phase	1	1						7		8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0		4.0	16.0	
Minimum Split (s)	31.3	31.3						23.0		10.0	23.0	
Total Split (s)	53.0	53.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	22.0	25.0	0.0
Total Split (%)	53.0%	53.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	22.0%	25.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max		Min	Min	
Act Effct Green (s)	46.7	46.7						19.0		41.0	41.0	
Actuated g/C Ratio	0.47	0.47						0.19		0.41	0.41	
v/c Ratio	0.34	1.22						1.09		1.01	0.23	
Control Delay	18.4	133.4						99.5		78.6	11.7	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	18.4	133.4						99.5		78.6	11.7	
LOS	B	F						F		E	B	
Approach Delay		119.3						99.5			46.6	
Approach LOS		F						F			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 101.8 — Intersection LOS: F
Intersection Capacity Utilization 104.6% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	73	409	220	85	356	145
Satd. Flow (prot)	1711	1531	1952	0	1636	1783
Flt Permitted	0.950				0.456	
Satd. Flow (perm)	1711	1531	1952	0	785	1783
Satd. Flow (RTOR)		460	30			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.86	0.86	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	460	355	0	400	163
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	8.9	21.0	35.6		50.9	51.2
Actuated g/C Ratio	0.14	0.32	0.54		0.77	0.78
v/c Ratio	0.35	0.57	0.33		0.54	0.12
Control Delay	32.5	4.8	10.4		5.9	3.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.5	4.8	10.4		5.9	3.2
LOS	C	A	B		A	A
Approach Delay	9.0		10.4			5.1
Approach LOS	A		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 65.7
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 7.8 — Intersection LOS: A
Intersection Capacity Utilization 67.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

Existing 2010
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	428	11	72	436	39	9	52	227	17	8	24
Satd. Flow (prot)	1652	1793	0	1711	1779	0	0	1884	0	0	1653	0
Flt Permitted	0.359			0.444				0.988			0.522	
Satd. Flow (perm)	624	1793	0	799	1779	0	0	1865	0	0	878	0
Satd. Flow (RTOR)		3			12			284			26	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.65	0.65	0.65	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	498	0	94	617	0	0	443	0	0	53	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	66.1%	66.1%	0.0%	66.1%	66.1%	0.0%	33.9%	33.9%	0.0%	33.9%	33.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	35.1	35.1		35.1	35.1			10.8			10.8	
Actuated g/C Ratio	0.61	0.61		0.61	0.61			0.19			0.19	
v/c Ratio	0.09	0.46		0.19	0.57			0.77			0.29	
Control Delay	6.5	8.5		7.2	10.0			17.8			16.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.5	8.5		7.2	10.0			17.8			16.8	
LOS	A	A		A	A			B			B	
Approach Delay		8.3			9.6			17.8			16.8	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 62
Actuated Cycle Length: 57.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 11.5 — Intersection LOS: B
Intersection Capacity Utilization 87.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

5: Railroad Avenue & Hawkins Avenue
HCM Unsignalized Intersection Capacity Analysis

Existing 2010
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	199	238	12	5	151	142	0	0	0	96	9	125
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.25	0.25	0.25	0.82	0.82	0.82
Hourly flow rate (vph)	269	322	16	7	207	195	0	0	0	117	11	152
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	401			338			1246	1283	330	1080	1096	207
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	401			338			1246	1283	330	1080	1096	207
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	77			99			100	100	100	27	93	82
cM capacity (veh/h)	1157			1221			97	127	716	160	163	834

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	269	338	7	207	195	117	163
Volume Left	269	0	7	0	0	117	0
Volume Right	0	16	0	0	195	0	152
cSH	1157	1700	1221	1700	1700	160	653
Volume to Capacity	0.23	0.20	0.01	0.12	0.11	0.73	0.25
Queue Length 95th (ft)	23	0	0	0	0	112	25
Control Delay (s)	9.0	0.0	8.0	0.0	0.0	72.3	12.3
Lane LOS	A		A			F	B
Approach Delay (s)	4.0		0.1			37.4	
Approach LOS						E	

Intersection Summary			
Average Delay	10.0		
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

6: 2nd Street / Powell Street & Ronkonkoma Avenue
HCM Unsignalized Intersection Capacity Analysis

Existing 2010
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	69	0	0	54	0	1391	78	0	488	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.62	0.25	0.25	0.71	0.25	0.88	0.88	0.25	0.82	0.82
Hourly flow rate (vph)	0	0	111	0	0	76	0	1581	89	0	595	68
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1496	2299	332	2034	2288	835	663			1669		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1496	2299	332	2034	2288	835	663			1669		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	83	100	100	75	100			100		
cM capacity (veh/h)	65	39	664	28	40	305	935			390		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	111	76	1054	616	397	267
Volume Left	0	0	0	0	0	0
Volume Right	111	76	0	89	0	68
cSH	664	305	1700	1700	1700	1700
Volume to Capacity	0.17	0.25	0.62	0.36	0.23	0.16
Queue Length 95th (ft)	15	24	0	0	0	0
Control Delay (s)	11.5	20.7	0.0	0.0	0.0	0.0
Lane LOS	B	C				
Approach Delay (s)	11.5	20.7	0.0		0.0	
Approach LOS	B	C				

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

1: LIE North Service Road & Hawkins Avenue

No Build 2014
AM Peak

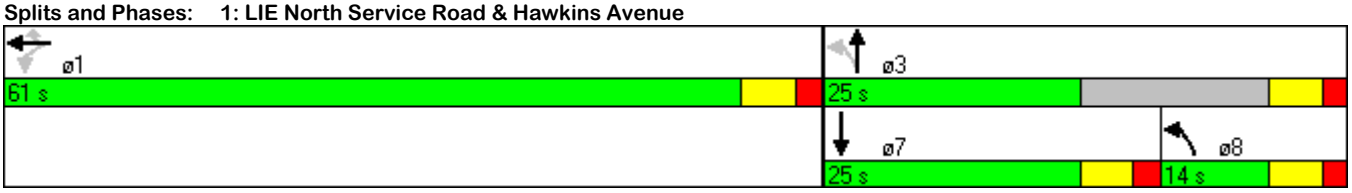
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	402	1633	156	145	239	0	0	321	144
Satd. Flow (prot)	0	0	0	1711	3421	1794	1662	3323	0	0	3344	0
Flt Permitted				0.950			0.274					
Satd. Flow (perm)	0	0	0	1711	3421	1794	479	3323	0	0	3344	0
Satd. Flow (RTOR)						29					48	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.96	0.96	0.96	0.88	0.88	0.25	0.25	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	419	1701	162	165	272	0	0	553	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	4.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	23.0			23.0	
Total Split (s)	0.0	0.0	0.0	61.0	61.0	61.0	14.0	25.0	0.0	0.0	25.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	61.0%	61.0%	61.0%	14.0%	25.0%	0.0%	0.0%	25.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				55.3	55.3	55.3	32.4	32.4			19.0	
Actuated g/C Ratio				0.55	0.55	0.55	0.32	0.32			0.19	
v/c Ratio				0.44	0.90	0.16	0.68	0.25			0.82	
Control Delay				15.3	28.1	9.6	35.9	15.3			46.8	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				15.3	28.1	9.6	35.9	15.3			46.8	
LOS				B	C	A	D	B			D	
Approach Delay					24.5			23.1			46.8	
Approach LOS					C			C			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 28.0 — Intersection LOS: C
Intersection Capacity Utilization 81.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue

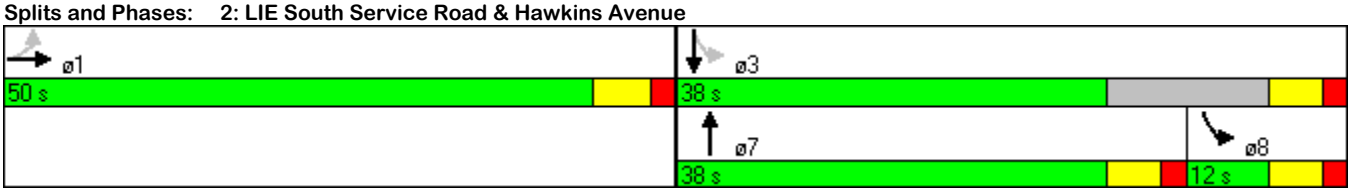


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	393	68	0	0	0	0	268	66	172	550	0
Satd. Flow (prot)	1558	3047	0	0	0	0	0	3134	0	1694	3388	0
Flt Permitted	0.950									0.492		
Satd. Flow (perm)	1558	3047	0	0	0	0	0	3134	0	877	3388	0
Satd. Flow (RTOR)		25						32				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.25	0.25	0.25	0.88	0.88	0.88	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	569	0	0	0	0	0	380	0	215	688	0
Turn Type	Perm									pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1									3		
Detector Phase	1	1						7		8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0		4.0	16.0	
Minimum Split (s)	31.3	31.3						24.0		10.0	26.0	
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	12.0	38.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	12.0%	38.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max		Min	Min	
Act Effct Green (s)	43.7	43.7						32.0		44.0	44.0	
Actuated g/C Ratio	0.44	0.44						0.32		0.44	0.44	
v/c Ratio	0.21	0.42						0.37		0.50	0.46	
Control Delay	18.5	19.7						25.2		26.8	21.9	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	18.5	19.7						25.2		26.8	21.9	
LOS	B	B						C		C	C	
Approach Delay		19.4						25.2			23.1	
Approach LOS		B						C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 22.2 — Intersection LOS: C
Intersection Capacity Utilization 81.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	115	211	127	33	271	354
Satd. Flow (prot)	1646	1473	1864	0	1636	1783
Flt Permitted	0.950				0.573	
Satd. Flow (perm)	1646	1473	1864	0	987	1783
Satd. Flow (RTOR)		274	20			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.84	0.84	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	9%	9%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	274	190	0	376	492
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	11.2	26.7	35.2		50.7	49.7
Actuated g/C Ratio	0.16	0.38	0.50		0.71	0.70
v/c Ratio	0.57	0.38	0.20		0.47	0.39
Control Delay	37.3	3.5	10.9		6.3	5.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.3	3.5	10.9		6.3	5.9
LOS	D	A	B		A	A
Approach Delay	15.4		10.9			6.1
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 71
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 9.4 — Intersection LOS: A
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

No Build 2014
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	135	7	200	432	13	4	14	48	7	11	17
Satd. Flow (prot)	1574	1703	0	1694	1776	0	0	1844	0	0	1651	0
Flt Permitted	0.486			0.644				0.974			0.905	
Satd. Flow (perm)	805	1703	0	1148	1776	0	0	1802	0	0	1509	0
Satd. Flow (RTOR)		7			4			62			23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.78	0.78	0.78	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	180	0	217	484	0	0	85	0	0	48	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	66.1%	66.1%	0.0%	66.1%	66.1%	0.0%	33.9%	33.9%	0.0%	33.9%	33.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	41.0	41.0		41.0	41.0			8.1			8.1	
Actuated g/C Ratio	0.78	0.78		0.78	0.78			0.15			0.15	
v/c Ratio	0.01	0.14		0.24	0.35			0.26			0.19	
Control Delay	3.8	3.6		4.6	4.7			11.9			16.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.8	3.6		4.6	4.7			11.9			16.0	
LOS	A	A		A	A			B			B	
Approach Delay		3.6			4.7			11.9			16.0	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 62
Actuated Cycle Length: 52.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 5.6 — Intersection LOS: A
Intersection Capacity Utilization 80.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

5: Railroad Avenue & Hawkins Avenue

No Build 2014
AM Peak

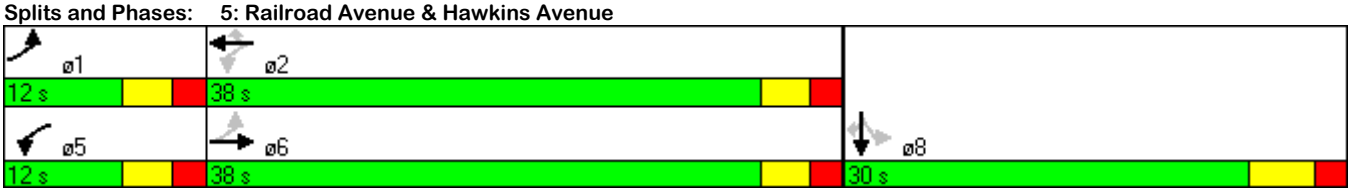
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	121	13	4	188	95	0	0	0	185	19	262
Satd. Flow (prot)	1589	1708	0	1604	1810	1538	0	0	0	0	1690	1346
Flt Permitted	0.484			0.663							0.957	
Satd. Flow (perm)	810	1708	0	1120	1810	1538	0	0	0	0	1690	1346
Satd. Flow (RTOR)		8				107						312
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	0%	0%	0%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	147	0	4	211	107	0	0	0	0	243	312
Turn Type	pm+pt			pm+pt		Perm				Perm		Perm
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2		2				8		8
Detector Phase	1	6		5	2	2				8	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0				22.0	22.0	22.0
Total Split (s)	12.0	38.0	0.0	12.0	38.0	38.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	15.0%	47.5%	0.0%	15.0%	47.5%	47.5%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0				4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None				Max	Max	Max
Act Effct Green (s)	17.6	16.4		14.9	11.8	11.8					25.7	25.7
Actuated g/C Ratio	0.32	0.30		0.27	0.21	0.21					0.47	0.47
v/c Ratio	0.16	0.29		0.01	0.54	0.26					0.31	0.39
Control Delay	11.8	15.3		10.2	25.5	6.5					13.5	3.7
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	11.8	15.3		10.2	25.5	6.5					13.5	3.7
LOS	B	B		B	C	A					B	A
Approach Delay		14.3			19.0						8.0	
Approach LOS		B			B						A	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 55.2
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 12.5 — Intersection LOS: B
Intersection Capacity Utilization 37.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Railroad Avenue & Hawkins Avenue



6: 2nd Street / Powell Street & Ronkonkoma Avenue
HCM Unsignalized Intersection Capacity Analysis

No Build 2014
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	144	0	0	26	0	456	45	0	1180	46
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.90	0.25	0.25	0.78	0.25	0.89	0.89	0.25	0.83	0.83
Hourly flow rate (vph)	0	0	160	0	0	33	0	512	51	0	1422	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1739	2012	739	1408	2015	281	1477			563		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1739	2012	739	1408	2015	281	1477			563		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	7.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	55	100	100	95	100			100		
cM capacity (veh/h)	54	60	358	56	59	681	462			1019		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	160	33	342	221	948	529
Volume Left	0	0	0	0	0	0
Volume Right	160	33	0	51	0	55
cSH	358	681	1700	1700	1700	1700
Volume to Capacity	0.45	0.05	0.20	0.13	0.56	0.31
Queue Length 95th (ft)	56	4	0	0	0	0
Control Delay (s)	22.9	10.6	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	22.9	10.6	0.0		0.0	
Approach LOS	C	B				

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

1: LIE North Service Road & Hawkins Avenue

No Build 2014
PM Peak

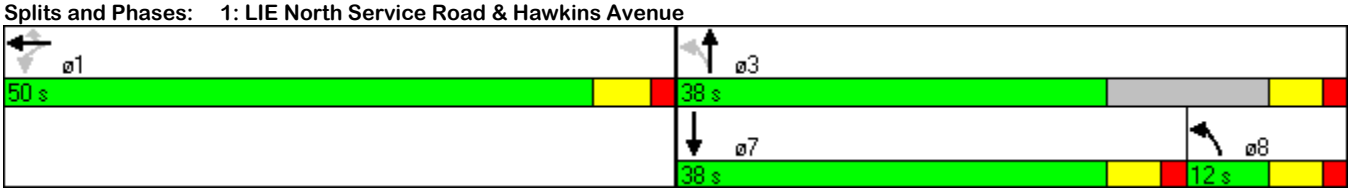
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	212	471	255	191	630	0	0	437	139
Satd. Flow (prot)	0	0	0	1711	3421	1794	1711	3421	0	0	3412	0
Flt Permitted				0.950			0.314					
Satd. Flow (perm)	0	0	0	1711	3421	1794	565	3421	0	0	3412	0
Satd. Flow (RTOR)						132					45	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.86	0.86	0.86	0.90	0.90	0.25	0.25	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	247	548	297	212	700	0	0	626	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	16.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	24.0			24.0	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	50.0	12.0	38.0	0.0	0.0	38.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	12.0%	38.0%	0.0%	0.0%	38.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				43.7	43.7	43.7	44.0	44.0			32.0	
Actuated g/C Ratio				0.44	0.44	0.44	0.44	0.44			0.32	
v/c Ratio				0.33	0.37	0.35	0.67	0.47			0.56	
Control Delay				20.1	19.8	11.2	23.6	11.6			28.3	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				20.1	19.8	11.2	23.6	11.6			28.3	
LOS				C	B	B	C	B			C	
Approach Delay					17.5			14.4			28.3	
Approach LOS					B			B			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 19.0 — Intersection LOS: B
Intersection Capacity Utilization 107.0% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue

No Build 2014
PM Peak

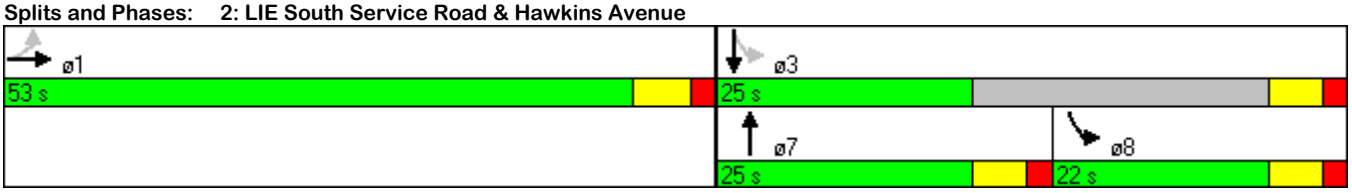
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	269	1753	177	0	0	0	0	552	116	338	310	0
Satd. Flow (prot)	1711	3373	0	0	0	0	0	3332	0	1711	3421	0
Flt Permitted	0.950									0.160		
Satd. Flow (perm)	1711	3373	0	0	0	0	0	3332	0	288	3421	0
Satd. Flow (RTOR)		14						22				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.25	0.92	0.92	0.94	0.94	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	1989	0	0	0	0	0	726	0	360	330	0
Turn Type	Perm									pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1									3		
Detector Phase	1	1						7		8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0		4.0	16.0	
Minimum Split (s)	31.3	31.3						23.0		10.0	23.0	
Total Split (s)	53.0	53.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	22.0	25.0	0.0
Total Split (%)	53.0%	53.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	22.0%	25.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max		Min	Min	
Act Effct Green (s)	46.7	46.7						19.0		41.0	41.0	
Actuated g/C Ratio	0.47	0.47						0.19		0.41	0.41	
v/c Ratio	0.35	1.26						1.12		1.04	0.24	
Control Delay	18.5	147.2						108.8		86.0	11.6	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	18.5	147.2						108.8		86.0	11.6	
LOS	B	F						F		F	B	
Approach Delay		131.5						108.8			50.4	
Approach LOS		F						F			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 111.8 — Intersection LOS: F
Intersection Capacity Utilization 107.0% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	75	420	226	88	366	149
Satd. Flow (prot)	1711	1531	1952	0	1636	1783
Flt Permitted	0.950				0.448	
Satd. Flow (perm)	1711	1531	1952	0	771	1783
Satd. Flow (RTOR)		472	30			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.86	0.86	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	472	365	0	411	167
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	9.0	21.2	35.6		51.1	51.3
Actuated g/C Ratio	0.14	0.32	0.54		0.78	0.78
v/c Ratio	0.36	0.58	0.34		0.56	0.12
Control Delay	32.8	4.8	10.6		6.2	3.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.8	4.8	10.6		6.2	3.2
LOS	C	A	B		A	A
Approach Delay	9.1		10.6			5.3
Approach LOS	A		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 65.9
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 8.0 — Intersection LOS: A
Intersection Capacity Utilization 67.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

No Build 2014
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	440	12	74	448	41	10	54	233	18	9	25
Satd. Flow (prot)	1652	1793	0	1711	1777	0	0	1884	0	0	1655	0
Flt Permitted	0.345			0.431				0.987			0.519	
Satd. Flow (perm)	600	1793	0	776	1777	0	0	1863	0	0	874	0
Satd. Flow (RTOR)		4			12			280			27	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.65	0.65	0.65	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	514	0	96	635	0	0	456	0	0	56	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	66.1%	66.1%	0.0%	66.1%	66.1%	0.0%	33.9%	33.9%	0.0%	33.9%	33.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	35.1	35.1		35.1	35.1			11.0			11.0	
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.19			0.19	
v/c Ratio	0.10	0.47		0.21	0.59			0.79			0.30	
Control Delay	6.7	8.8		7.5	10.5			19.3			16.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.7	8.8		7.5	10.5			19.3			16.8	
LOS	A	A		A	B			B			B	
Approach Delay		8.7			10.1			19.3			16.8	
Approach LOS		A			B			B			B	

Intersection Summary

Cycle Length: 62
Actuated Cycle Length: 58.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 12.2 — Intersection LOS: B
Intersection Capacity Utilization 89.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

5: Railroad Avenue & Hawkins Avenue

Lanes, Volumes, Timings

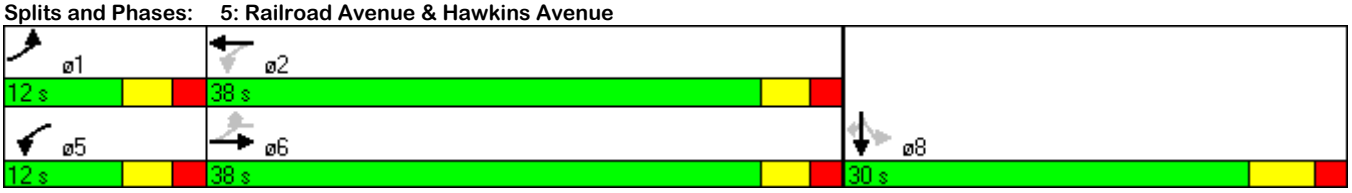
No Build 2014
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	205	245	13	6	155	146	0	0	0	99	10	129
Satd. Flow (prot)	1652	1786	0	1652	1863	1583	0	0	0	0	1721	1372
Flt Permitted	0.452			0.552							0.956	
Satd. Flow (perm)	786	1786	0	960	1863	1583	0	0	0	0	1721	1372
Satd. Flow (RTOR)		4				200						157
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.25	0.25	0.25	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	349	0	8	212	200	0	0	0	0	133	157
Turn Type	pm+pt			pm+pt		custom				Perm		Perm
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2		6				8		8
Detector Phase	1	6		5	2	6				8	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0				22.0	22.0	22.0
Total Split (s)	12.0	38.0	0.0	12.0	38.0	38.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	15.0%	47.5%	0.0%	15.0%	47.5%	47.5%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0				4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None				Max	Max	Max
Act Effct Green (s)	25.0	23.8		19.4	13.6	23.8					24.3	24.3
Actuated g/C Ratio	0.41	0.39		0.32	0.22	0.39					0.40	0.40
v/c Ratio	0.66	0.50		0.02	0.51	0.27					0.19	0.25
Control Delay	21.0	17.5		9.7	24.7	3.6					15.0	4.4
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	21.0	17.5		9.7	24.7	3.6					15.0	4.4
LOS	C	B		A	C	A					B	A
Approach Delay		19.0			14.3						9.3	
Approach LOS		B			B						A	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 61.1
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 38.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Railroad Avenue & Hawkins Avenue



6: 2nd Street / Powell Street & Ronkonkoma Avenue

No Build 2014
PM Peak

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	71	0	0	56	0	1427	81	0	501	58
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.62	0.25	0.25	0.71	0.25	0.88	0.88	0.25	0.82	0.82
Hourly flow rate (vph)	0	0	115	0	0	79	0	1622	92	0	611	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1536	2360	341	2088	2349	857	682			1714		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1536	2360	341	2088	2349	857	682			1714		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	83	100	100	73	100			100		
cM capacity (veh/h)	59	36	655	26	36	295	921			375		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	115	79	1081	633	407	274
Volume Left	0	0	0	0	0	0
Volume Right	115	79	0	92	0	71
cSH	655	295	1700	1700	1700	1700
Volume to Capacity	0.17	0.27	0.64	0.37	0.24	0.16
Queue Length 95th (ft)	16	26	0	0	0	0
Control Delay (s)	11.7	21.6	0.0	0.0	0.0	0.0
Lane LOS	B	C				
Approach Delay (s)	11.7	21.6	0.0		0.0	
Approach LOS	B	C				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

1: LIE North Service Road & Hawkins Avenue

Build 2014
AM Peak

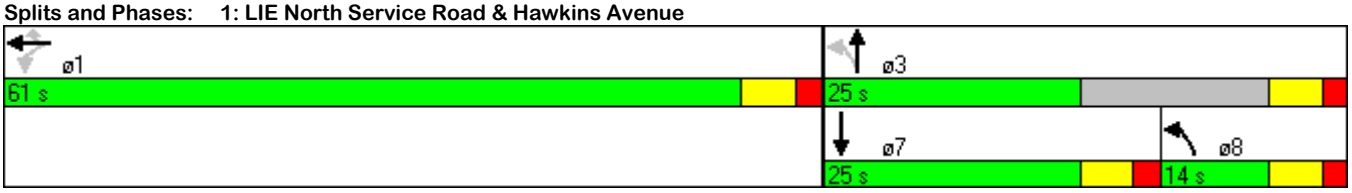
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	436	1633	156	178	273	0	0	335	144
Satd. Flow (prot)	0	0	0	1711	3421	1794	1662	3323	0	0	3347	0
Flt Permitted				0.950			0.259					
Satd. Flow (perm)	0	0	0	1711	3421	1794	453	3323	0	0	3347	0
Satd. Flow (RTOR)						29					37	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.96	0.96	0.96	0.88	0.88	0.25	0.25	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	454	1701	162	202	310	0	0	570	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	4.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	23.0			23.0	
Total Split (s)	0.0	0.0	0.0	61.0	61.0	61.0	14.0	25.0	0.0	0.0	25.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	61.0%	61.0%	61.0%	14.0%	25.0%	0.0%	0.0%	25.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				54.7	54.7	54.7	33.0	33.0			19.0	
Actuated g/C Ratio				0.55	0.55	0.55	0.33	0.33			0.19	
v/c Ratio				0.49	0.91	0.16	0.82	0.28			0.86	
Control Delay				16.2	29.2	9.7	47.6	14.4			50.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				16.2	29.2	9.7	47.6	14.4			50.6	
LOS				B	C	A	D	B			D	
Approach Delay					25.3			27.5			50.6	
Approach LOS					C			C			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 29.9 — Intersection LOS: C
Intersection Capacity Utilization 84.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue

Build 2014
AM Peak

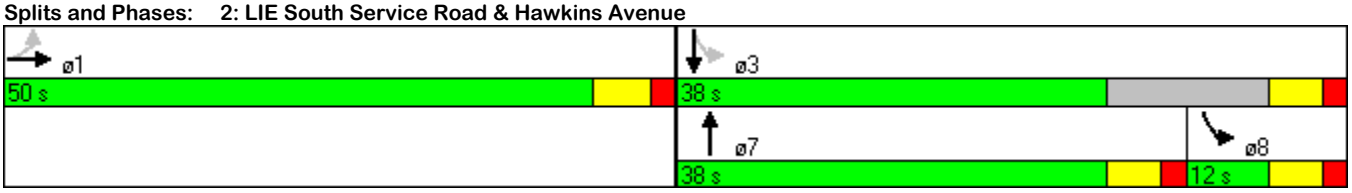
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	393	96	0	0	0	0	335	122	172	598	0
Satd. Flow (prot)	1558	3025	0	0	0	0	0	3102	0	1694	3388	0
Flt Permitted	0.950									0.385		
Satd. Flow (perm)	1558	3025	0	0	0	0	0	3102	0	687	3388	0
Satd. Flow (RTOR)		38						55				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.25	0.25	0.25	0.88	0.88	0.88	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	596	0	0	0	0	0	520	0	215	748	0
Turn Type	Perm									pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1									3		
Detector Phase	1	1						7		8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0		4.0	16.0	
Minimum Split (s)	31.3	31.3						24.0		10.0	26.0	
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	12.0	38.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	12.0%	38.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max		Min	Min	
Act Effct Green (s)	43.8	43.8						32.0		43.9	43.9	
Actuated g/C Ratio	0.44	0.44						0.32		0.44	0.44	
v/c Ratio	0.21	0.44						0.50		0.59	0.50	
Control Delay	18.4	19.6						26.5		32.3	22.3	
Queue Delay	0.0	0.0						0.0		0.0	1.0	
Total Delay	18.4	19.6						26.5		32.3	23.4	
LOS	B	B						C		C	C	
Approach Delay		19.3						26.5			25.4	
Approach LOS		B						C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 23.6 — Intersection LOS: C
Intersection Capacity Utilization 84.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	115	234	227	33	285	416
Satd. Flow (prot)	1646	1473	1885	0	1636	1783
Flt Permitted	0.950				0.478	
Satd. Flow (perm)	1646	1473	1885	0	823	1783
Satd. Flow (RTOR)		304	11			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.84	0.84	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	9%	9%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	304	309	0	396	578
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	11.2	27.0	35.2		51.0	50.0
Actuated g/C Ratio	0.16	0.38	0.49		0.72	0.70
v/c Ratio	0.57	0.41	0.33		0.56	0.46
Control Delay	37.5	3.6	13.0		7.5	6.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.5	3.6	13.0		7.5	6.6
LOS	D	A	B		A	A
Approach Delay	14.7		13.0			7.0
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 71.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 10.1 — Intersection LOS: B
Intersection Capacity Utilization 63.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

Build 2014
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	135	21	214	432	13	27	37	48	7	11	17
Satd. Flow (prot)	1574	1682	0	1694	1776	0	0	1909	0	0	1651	0
Flt Permitted	0.474			0.633				0.902			0.919	
Satd. Flow (perm)	786	1682	0	1129	1776	0	0	1743	0	0	1532	0
Satd. Flow (RTOR)		21			4			58			23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.78	0.78	0.78	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	198	0	233	484	0	0	144	0	0	48	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	66.1%	66.1%	0.0%	66.1%	66.1%	0.0%	33.9%	33.9%	0.0%	33.9%	33.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	39.2	39.2		39.2	39.2			8.7			8.7	
Actuated g/C Ratio	0.70	0.70		0.70	0.70			0.16			0.16	
v/c Ratio	0.01	0.17		0.29	0.39			0.45			0.19	
Control Delay	4.5	4.4		6.1	6.2			18.4			15.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.5	4.4		6.1	6.2			18.4			15.1	
LOS	A	A		A	A			B			B	
Approach Delay		4.4			6.2			18.4			15.1	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 62
Actuated Cycle Length: 56
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 7.8 — Intersection LOS: A
Intersection Capacity Utilization 82.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

5: Railroad Avenue & Hawkins Avenue

Build 2014
AM Peak

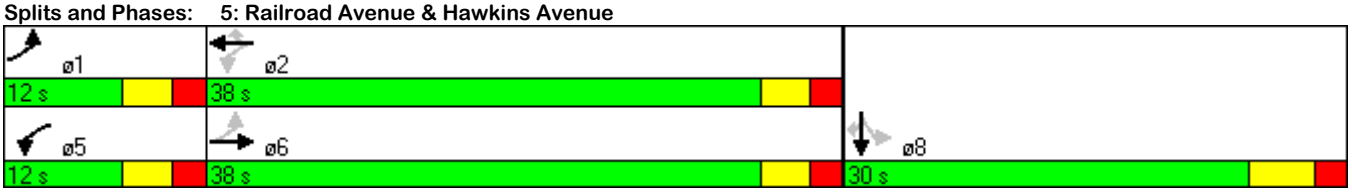
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	52	170	13	4	266	195	0	0	0	247	19	262
Satd. Flow (prot)	1589	1715	0	1604	1810	1538	0	0	0	0	1688	1346
Flt Permitted	0.389			0.632							0.956	
Satd. Flow (perm)	651	1715	0	1067	1810	1538	0	0	0	0	1688	1346
Satd. Flow (RTOR)		6				219						312
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	0%	0%	0%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	201	0	4	299	219	0	0	0	0	317	312
Turn Type	pm+pt			pm+pt		Perm				Perm		Perm
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2		2				8		8
Detector Phase	1	6		5	2	2				8	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0				22.0	22.0	22.0
Total Split (s)	12.0	38.0	0.0	12.0	38.0	38.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	15.0%	47.5%	0.0%	15.0%	47.5%	47.5%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0				4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None				Max	Max	Max
Act Effct Green (s)	21.0	19.9		18.4	15.4	15.4					25.0	25.0
Actuated g/C Ratio	0.36	0.34		0.32	0.27	0.27					0.43	0.43
v/c Ratio	0.17	0.34		0.01	0.62	0.38					0.44	0.41
Control Delay	11.0	15.1		9.2	25.5	5.1					17.6	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	11.0	15.1		9.2	25.5	5.1					17.6	4.3
LOS	B	B		A	C	A					B	A
Approach Delay		14.2			16.8						11.0	
Approach LOS		B			B						B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 58.1
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 13.7 — Intersection LOS: B
Intersection Capacity Utilization 45.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Railroad Avenue & Hawkins Avenue



6: 2nd Street / Powell Street & Ronkonkoma Avenue

Build 2014
AM Peak

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	178	0	0	70	0	456	66	0	1180	74
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.90	0.25	0.25	0.78	0.25	0.89	0.89	0.25	0.83	0.83
Hourly flow rate (vph)	0	0	198	0	0	90	0	512	74	0	1422	89
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1812	2053	755	1458	2060	293	1511			587		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1812	2053	755	1458	2060	293	1511			587		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	7.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	43	100	100	87	100			100		
cM capacity (veh/h)	43	56	349	40	56	669	449			998		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	198	90	342	245	948	563
Volume Left	0	0	0	0	0	0
Volume Right	198	90	0	74	0	89
cSH	349	669	1700	1700	1700	1700
Volume to Capacity	0.57	0.13	0.20	0.14	0.56	0.33
Queue Length 95th (ft)	83	12	0	0	0	0
Control Delay (s)	28.0	11.2	0.0	0.0	0.0	0.0
Lane LOS	D	B				
Approach Delay (s)	28.0	11.2	0.0		0.0	
Approach LOS	D	B				

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

1: LIE North Service Road & Hawkins Avenue

Build 2014
PM Peak

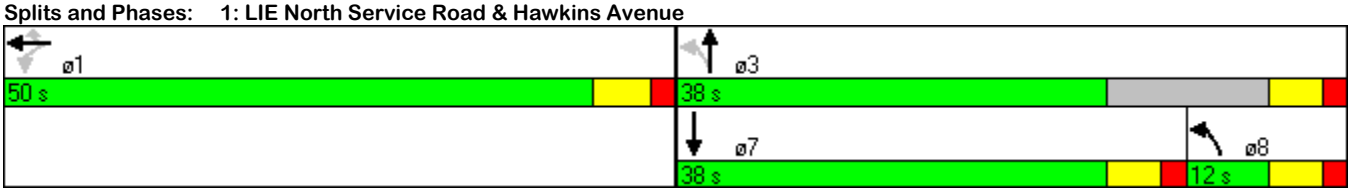
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	297	471	255	231	671	0	0	471	139
Satd. Flow (prot)	0	0	0	1711	3421	1794	1711	3421	0	0	3419	0
Flt Permitted				0.950			0.291					
Satd. Flow (perm)	0	0	0	1711	3421	1794	524	3421	0	0	3419	0
Satd. Flow (RTOR)						116					40	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.86	0.86	0.86	0.90	0.90	0.25	0.25	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	345	548	297	257	746	0	0	663	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	16.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	24.0			24.0	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	50.0	12.0	38.0	0.0	0.0	38.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	12.0%	38.0%	0.0%	0.0%	38.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				43.7	43.7	43.7	44.0	44.0			32.0	
Actuated g/C Ratio				0.44	0.44	0.44	0.44	0.44			0.32	
v/c Ratio				0.46	0.37	0.35	0.85	0.50			0.59	
Control Delay				22.4	19.8	12.3	24.8	10.4			29.3	
Queue Delay				0.0	0.0	0.0	0.0	1.1			0.0	
Total Delay				22.4	19.8	12.3	24.8	11.5			29.3	
LOS				C	B	B	C	B			C	
Approach Delay					18.7			14.9			29.3	
Approach LOS					B			B			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 19.8 — Intersection LOS: B
Intersection Capacity Utilization 113.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue

Build 2014
PM Peak

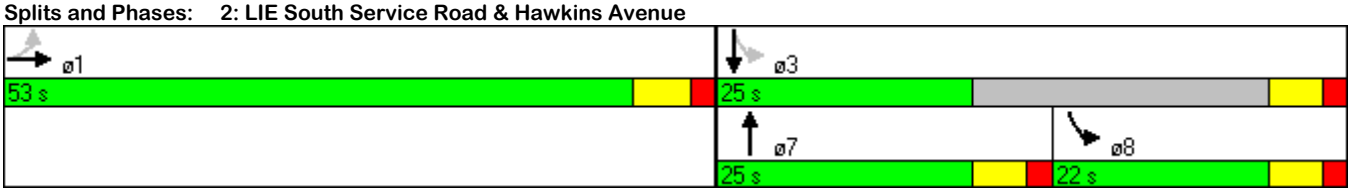
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	269	1753	245	0	0	0	0	633	184	338	429	0
Satd. Flow (prot)	1711	3360	0	0	0	0	0	3305	0	1711	3421	0
Flt Permitted	0.950									0.160		
Satd. Flow (perm)	1711	3360	0	0	0	0	0	3305	0	288	3421	0
Satd. Flow (RTOR)		21						30				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.25	0.92	0.92	0.94	0.94	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	2060	0	0	0	0	0	888	0	360	456	0
Turn Type	Perm									pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1									3		
Detector Phase	1	1						7		8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0		4.0	16.0	
Minimum Split (s)	31.3	31.3						23.0		10.0	23.0	
Total Split (s)	53.0	53.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	22.0	25.0	0.0
Total Split (%)	53.0%	53.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	22.0%	25.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max		Min	Min	
Act Effct Green (s)	46.7	46.7						19.0		41.0	41.0	
Actuated g/C Ratio	0.47	0.47						0.19		0.41	0.41	
v/c Ratio	0.35	1.30						1.36		1.04	0.33	
Control Delay	18.5	167.6						205.2		86.4	13.2	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	18.5	167.6						205.2		86.4	13.2	
LOS	B	F						F		F	B	
Approach Delay		149.9						205.2			45.5	
Approach LOS		F						F			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 141.0 — Intersection LOS: F
Intersection Capacity Utilization 113.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	75	447	348	88	400	302
Satd. Flow (prot)	1711	1531	1974	0	1636	1783
Flt Permitted	0.950				0.334	
Satd. Flow (perm)	1711	1531	1974	0	575	1783
Satd. Flow (RTOR)		324	20			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.86	0.86	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	502	507	0	449	339
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	9.0	22.8	35.6		52.8	53.1
Actuated g/C Ratio	0.13	0.34	0.53		0.78	0.79
v/c Ratio	0.37	0.69	0.48		0.70	0.24
Control Delay	33.9	11.6	13.6		10.4	3.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	33.9	11.6	13.6		10.4	3.5
LOS	C	B	B		B	A
Approach Delay	14.8		13.6			7.4
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 67.6
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.4 — Intersection LOS: B
Intersection Capacity Utilization 69.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

Build 2014
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	440	46	108	448	41	37	81	233	18	9	25
Satd. Flow (prot)	1652	1775	0	1711	1777	0	0	1912	0	0	1655	0
Flt Permitted	0.318			0.380				0.955			0.625	
Satd. Flow (perm)	553	1775	0	684	1777	0	0	1835	0	0	1052	0
Satd. Flow (RTOR)		14			12			151			27	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.65	0.65	0.65	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	552	0	140	635	0	0	540	0	0	56	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	66.1%	66.1%	0.0%	66.1%	66.1%	0.0%	33.9%	33.9%	0.0%	33.9%	33.9%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	35.0	35.0		35.0	35.0			15.0			15.0	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.24			0.24	
v/c Ratio	0.11	0.55		0.36	0.63			0.97			0.20	
Control Delay	7.5	10.8		10.8	12.5			51.2			14.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	7.5	10.8		10.8	12.5			51.2			14.0	
LOS	A	B		B	B			D			B	
Approach Delay		10.6			12.2			51.2			14.0	
Approach LOS		B			B			D			B	

Intersection Summary

Cycle Length: 62
Actuated Cycle Length: 62
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 22.5 — Intersection LOS: C
Intersection Capacity Utilization 95.1% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

5: Railroad Avenue & Hawkins Avenue

Build 2014
PM Peak

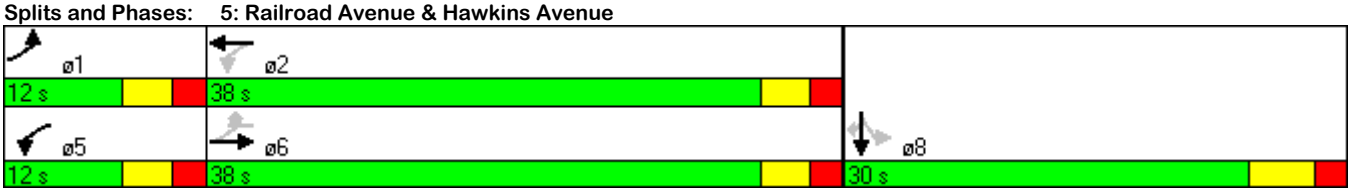
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	205	364	13	6	250	268	0	0	0	252	10	129
Satd. Flow (prot)	1652	1792	0	1652	1863	1583	0	0	0	0	1718	1372
Flt Permitted	0.328			0.364							0.954	
Satd. Flow (perm)	570	1792	0	633	1863	1583	0	0	0	0	1718	1372
Satd. Flow (RTOR)		3				367						157
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.25	0.25	0.25	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	510	0	8	342	367	0	0	0	0	319	157
Turn Type	pm+pt			pm+pt		custom				Perm		Perm
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2		6				8		8
Detector Phase	1	6		5	2	6				8	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0				22.0	22.0	22.0
Total Split (s)	12.0	38.0	0.0	12.0	38.0	38.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	15.0%	47.5%	0.0%	15.0%	47.5%	47.5%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0				4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None				Max	Max	Max
Act Effct Green (s)	29.5	28.3		23.9	18.1	28.3					24.3	24.3
Actuated g/C Ratio	0.45	0.43		0.36	0.28	0.43					0.37	0.37
v/c Ratio	0.74	0.66		0.03	0.67	0.41					0.50	0.26
Control Delay	26.3	20.1		9.0	27.3	3.2					21.3	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	26.3	20.1		9.0	27.3	3.2					21.3	4.9
LOS	C	C		A	C	A					C	A
Approach Delay		22.3			14.8						15.9	
Approach LOS		C			B						B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 65.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.0 — Intersection LOS: B
Intersection Capacity Utilization 52.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Railroad Avenue & Hawkins Avenue



6: 2nd Street / Powell Street & Ronkonkoma Avenue

Build 2014
PM Peak

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	112	0	0	110	0	1427	132	0	501	126
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.62	0.25	0.25	0.71	0.25	0.88	0.88	0.25	0.82	0.82
Hourly flow rate (vph)	0	0	181	0	0	155	0	1622	150	0	611	154
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1654	2459	382	2183	2461	886	765			1772		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1654	2459	382	2183	2461	886	765			1772		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	71	100	100	45	100			100		
cM capacity (veh/h)	30	31	616	19	31	282	857			356		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	181	155	1081	691	407	357
Volume Left	0	0	0	0	0	0
Volume Right	181	155	0	150	0	154
cSH	616	282	1700	1700	1700	1700
Volume to Capacity	0.29	0.55	0.64	0.41	0.24	0.21
Queue Length 95th (ft)	30	77	0	0	0	0
Control Delay (s)	13.3	32.3	0.0	0.0	0.0	0.0
Lane LOS	B	D				
Approach Delay (s)	13.3	32.3	0.0		0.0	
Approach LOS	B	D				

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

2: LIE South Service Road & Hawkins Avenue

Build 2014 Mitigated
AM Peak

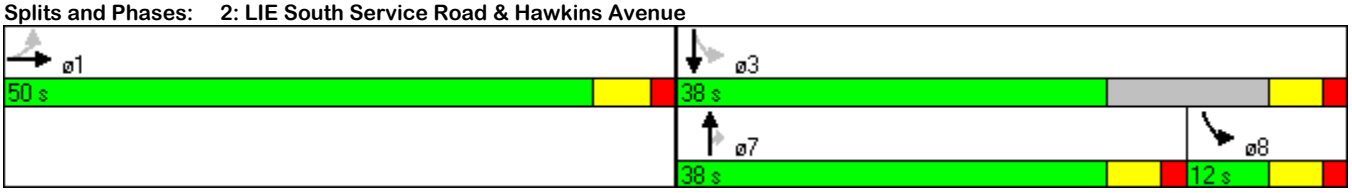
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	393	96	0	0	0	0	335	122	172	598	0
Satd. Flow (prot)	1558	4347	0	0	0	0	0	3231	1446	1694	3388	0
Flt Permitted	0.950									0.491		
Satd. Flow (perm)	1558	4347	0	0	0	0	0	3231	1446	876	3388	0
Satd. Flow (RTOR)		74										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.25	0.25	0.25	0.88	0.88	0.88	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	596	0	0	0	0	0	381	139	215	748	0
Turn Type	Perm								Perm	pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1								7	3		
Detector Phase	1	1						7	7	8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0	16.0	4.0	16.0	
Minimum Split (s)	31.3	31.3						24.0	24.0	10.0	26.0	
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	38.0	38.0	12.0	38.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	38.0%	12.0%	38.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max	Max	Min	Min	
Act Effct Green (s)	43.8	43.8						32.0	32.0	43.9	43.9	
Actuated g/C Ratio	0.44	0.44						0.32	0.32	0.44	0.44	
v/c Ratio	0.21	0.31						0.37	0.30	0.50	0.50	
Control Delay	18.4	16.3						27.5	27.8	26.0	21.8	
Queue Delay	0.0	0.0						0.0	0.0	0.0	1.0	
Total Delay	18.4	16.3						27.5	27.8	26.0	22.8	
LOS	B	B						C	C	C	C	
Approach Delay		16.7						27.6			23.5	
Approach LOS		B						C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 22.2 — Intersection LOS: C
Intersection Capacity Utilization 84.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue

Build 2014 Mitigated
PM Peak

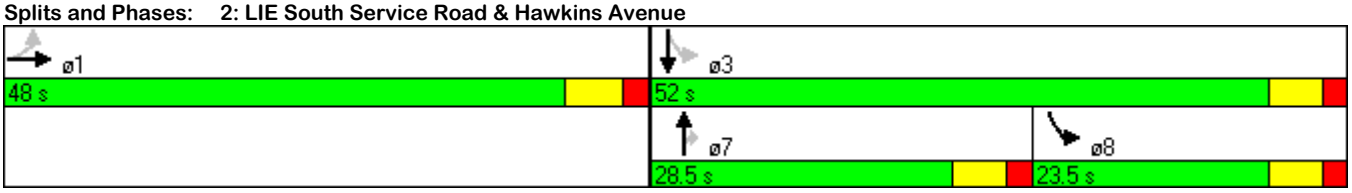
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	269	1753	245	0	0	0	0	633	184	338	429	0
Satd. Flow (prot)	1711	4827	0	0	0	0	0	3421	1531	1711	3421	0
Flt Permitted	0.950									0.205		
Satd. Flow (perm)	1711	4827	0	0	0	0	0	3421	1531	369	3421	0
Satd. Flow (RTOR)		31										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.25	0.92	0.92	0.94	0.94	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	2060	0	0	0	0	0	688	200	360	456	0
Turn Type	Perm								Perm	pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1								7	3		
Detector Phase	1	1						7	7	8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0	16.0	4.0	16.0	
Minimum Split (s)	31.3	31.3						23.0	23.0	10.0	23.0	
Total Split (s)	48.0	48.0	0.0	0.0	0.0	0.0	0.0	28.5	28.5	23.5	52.0	0.0
Total Split (%)	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.5%	28.5%	23.5%	52.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max	Max	Min	Min	
Act Effct Green (s)	42.0	42.0						22.5	22.5	45.7	45.7	
Actuated g/C Ratio	0.42	0.42						0.22	0.22	0.46	0.46	
v/c Ratio	0.39	1.01						0.89	0.58	0.90	0.29	
Control Delay	22.2	51.1						53.3	42.4	53.2	12.7	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	22.2	51.1						53.3	42.4	53.2	12.7	
LOS	C	D						D	D	D	B	
Approach Delay		47.7						50.8			30.5	
Approach LOS		D						D			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 44.9 — Intersection LOS: D
Intersection Capacity Utilization 90.8% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



1: LIE North Service Road & Hawkins Avenue — Max Build 2019 on 2014 Mitigated NW

Lanes, Volumes, Timings

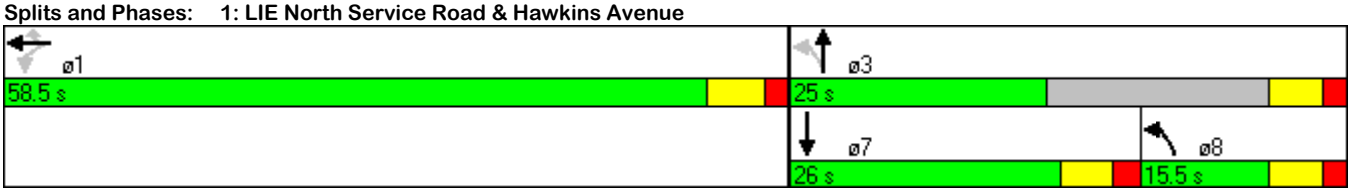
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	440	1702	161	194	275	0	0	348	149
Satd. Flow (prot)	0	0	0	1711	3421	1794	1662	3323	0	0	3347	0
Flt Permitted				0.950			0.252					
Satd. Flow (perm)	0	0	0	1711	3421	1794	441	3323	0	0	3347	0
Satd. Flow (RTOR)						27					38	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.96	0.96	0.96	0.88	0.88	0.25	0.25	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	458	1773	168	220	312	0	0	591	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	4.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	23.0			23.0	
Total Split (s)	0.0	0.0	0.0	58.5	58.5	58.5	15.5	25.0	0.0	0.0	26.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	58.5%	58.5%	58.5%	15.5%	25.0%	0.0%	0.0%	26.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				52.4	52.4	52.4	35.3	35.3			20.0	
Actuated g/C Ratio				0.52	0.52	0.52	0.35	0.35			0.20	
v/c Ratio				0.51	0.99	0.18	0.81	0.27			0.84	
Control Delay				18.1	43.3	11.0	44.1	11.6			48.5	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				18.1	43.3	11.0	44.1	11.6			48.5	
LOS				B	D	B	D	B			D	
Approach Delay					36.3			25.1			48.5	
Approach LOS					D			C			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 36.6 — Intersection LOS: D
Intersection Capacity Utilization 87.4% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue — Max Build 2019 on 2014 Mitigated NW

Lanes, Volumes, Timings

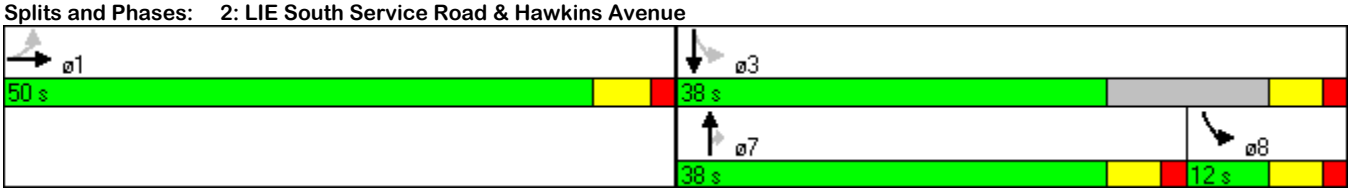
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	406	96	0	0	0	0	350	112	177	610	0
Satd. Flow (prot)	1558	4347	0	0	0	0	0	3231	1446	1694	3388	0
Flt Permitted	0.950									0.477		
Satd. Flow (perm)	1558	4347	0	0	0	0	0	3231	1446	851	3388	0
Satd. Flow (RTOR)		70										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.25	0.25	0.25	0.88	0.88	0.88	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	612	0	0	0	0	0	398	127	221	762	0
Turn Type	Perm								Perm	pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1								7	3		
Detector Phase	1	1						7	7	8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0	16.0	4.0	16.0	
Minimum Split (s)	31.3	31.3						24.0	24.0	10.0	26.0	
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	38.0	38.0	12.0	38.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	38.0%	12.0%	38.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max	Max	Min	Min	
Act Effct Green (s)	43.7	43.7						32.0	32.0	44.0	44.0	
Actuated g/C Ratio	0.44	0.44						0.32	0.32	0.44	0.44	
v/c Ratio	0.21	0.32						0.38	0.27	0.52	0.51	
Control Delay	18.5	16.6						27.7	27.4	26.4	21.4	
Queue Delay	0.0	0.0						0.0	0.0	0.0	1.1	
Total Delay	18.5	16.6						27.7	27.4	26.4	22.5	
LOS	B	B						C	C	C	C	
Approach Delay		17.0						27.6			23.4	
Approach LOS		B						C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 22.2 — Intersection LOS: C
Intersection Capacity Utilization 87.4% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	119	246	218	34	297	417
Satd. Flow (prot)	1646	1473	1883	0	1636	1783
Flt Permitted	0.950				0.484	
Satd. Flow (perm)	1646	1473	1883	0	833	1783
Satd. Flow (RTOR)		319	12			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.84	0.84	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	9%	9%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	319	300	0	412	579
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	11.5	27.6	35.2		51.3	50.3
Actuated g/C Ratio	0.16	0.38	0.49		0.71	0.70
v/c Ratio	0.58	0.42	0.32		0.57	0.46
Control Delay	37.8	3.6	13.2		7.9	6.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.8	3.6	13.2		7.9	6.7
LOS	D	A	B		A	A
Approach Delay	14.8		13.2			7.2
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 71.9
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 10.3 — Intersection LOS: B
Intersection Capacity Utilization 64.0% — ICU Level of Service B
Analysis Period (min) 15

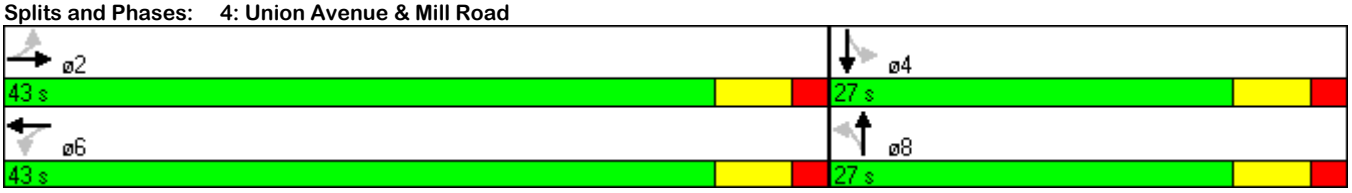
Splits and Phases: 3: Union Avenue & Hawkins Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	139	24	223	446	13	33	43	49	7	11	17
Satd. Flow (prot)	1574	1679	0	1694	1776	0	0	1917	0	0	1651	0
Flt Permitted	0.462			0.629				0.895			0.906	
Satd. Flow (perm)	766	1679	0	1122	1776	0	0	1738	0	0	1511	0
Satd. Flow (RTOR)		19			3			48			23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.78	0.78	0.78	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	206	0	242	499	0	0	160	0	0	48	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	61.4%	61.4%	0.0%	61.4%	61.4%	0.0%	38.6%	38.6%	0.0%	38.6%	38.6%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	39.2	39.2		39.2	39.2			9.1			9.1	
Actuated g/C Ratio	0.70	0.70		0.70	0.70			0.16			0.16	
v/c Ratio	0.01	0.18		0.31	0.40			0.50			0.18	
Control Delay	4.7	4.7		6.5	6.6			21.0			14.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.7	4.7		6.5	6.6			21.0			14.9	
LOS	A	A		A	A			C			B	
Approach Delay		4.7			6.5			21.0			14.9	
Approach LOS		A			A			C			B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 56.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 8.5 — Intersection LOS: A
Intersection Capacity Utilization 83.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

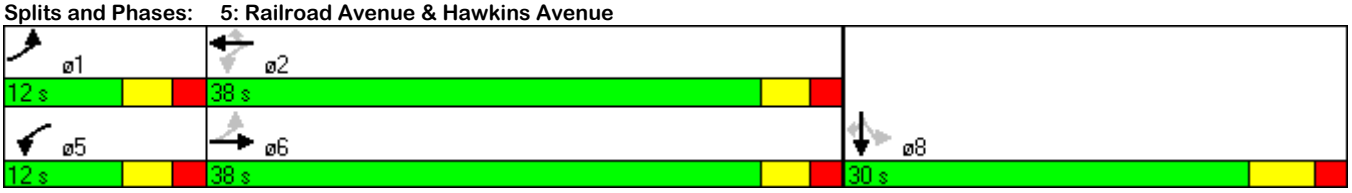


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	141	13	4	223	185	0	0	0	242	20	270
Satd. Flow (prot)	1589	1712	0	1604	1810	1538	0	0	0	0	1688	1346
Flt Permitted	0.442			0.650							0.956	
Satd. Flow (perm)	739	1712	0	1098	1810	1538	0	0	0	0	1688	1346
Satd. Flow (RTOR)		7				208						321
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	0%	0%	0%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	169	0	4	251	208	0	0	0	0	312	321
Turn Type	pm+pt			pm+pt		Perm				Perm		Perm
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2		2				8		8
Detector Phase	1	6		5	2	2				8	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0				22.0	22.0	22.0
Total Split (s)	12.0	38.0	0.0	12.0	38.0	38.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	15.0%	47.5%	0.0%	15.0%	47.5%	47.5%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0				4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None				Max	Max	Max
Act Effct Green (s)	19.0	17.9		16.4	13.4	13.4					24.8	24.8
Actuated g/C Ratio	0.34	0.32		0.29	0.24	0.24					0.44	0.44
v/c Ratio	0.16	0.31		0.01	0.58	0.39					0.42	0.41
Control Delay	11.4	15.1		9.8	25.3	5.7					15.9	4.1
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	11.4	15.1		9.8	25.3	5.7					15.9	4.1
LOS	B	B		A	C	A					B	A
Approach Delay		14.2			16.3						9.9	
Approach LOS		B			B						A	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 55.9
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 42.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Railroad Avenue & Hawkins Avenue



6: 2nd Street/Powell Street & Ronkonkoma Ave Max Build 2019 on 2014 Mitigated NW

HCM Unsignalized Intersection Capacity Analysis

AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	163	0	0	40	0	541	55	0	1257	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.90	0.25	0.25	0.78	0.25	0.89	0.89	0.25	0.83	0.83
Hourly flow rate (vph)	0	0	181	0	0	51	0	608	62	0	1514	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1903	2218	791	1577	2221	335	1582			670		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1903	2218	791	1577	2221	335	1582			670		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	7.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	45	100	100	92	100			100		
cM capacity (veh/h)	39	44	330	34	44	627	421			930		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	181	51	405	264	1010	572
Volume Left	0	0	0	0	0	0
Volume Right	181	51	0	62	0	67
cSH	330	627	1700	1700	1700	1700
Volume to Capacity	0.55	0.08	0.24	0.16	0.59	0.34
Queue Length 95th (ft)	78	7	0	0	0	0
Control Delay (s)	28.4	11.3	0.0	0.0	0.0	0.0
Lane LOS	D	B				
Approach Delay (s)	28.4	11.3	0.0		0.0	
Approach LOS	D	B				

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

1: LIE North Service Road & Hawkins Avenue — Max Build 2019 on 2014 Mitigated NW

Lanes, Volumes, Timings

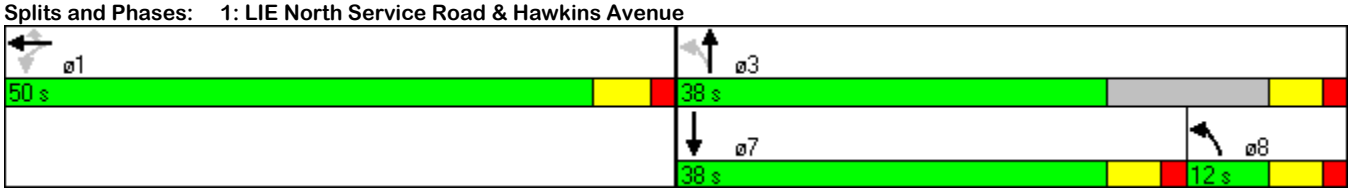
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	285	530	263	250	686	0	0	494	143
Satd. Flow (prot)	0	0	0	1711	3421	1794	1711	3421	0	0	3419	0
Flt Permitted				0.950			0.273					
Satd. Flow (perm)	0	0	0	1711	3421	1794	492	3421	0	0	3419	0
Satd. Flow (RTOR)						110					39	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.86	0.86	0.86	0.90	0.90	0.25	0.25	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	331	616	306	278	762	0	0	692	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					1		8	3			7	
Permitted Phases				1		1	3					
Detector Phase				1	1	1	8	3			7	
Switch Phase												
Minimum Initial (s)				25.0	25.0	25.0	4.0	16.0			16.0	
Minimum Split (s)				31.3	31.3	31.3	10.0	24.0			24.0	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	50.0	12.0	38.0	0.0	0.0	38.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%	12.0%	38.0%	0.0%	0.0%	38.0%	0.0%
Yellow Time (s)				4.3	4.3	4.3	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.3	6.3	6.3	6.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	Min	Min			Max	
Act Effct Green (s)				43.7	43.7	43.7	44.0	44.0			32.0	
Actuated g/C Ratio				0.44	0.44	0.44	0.44	0.44			0.32	
v/c Ratio				0.44	0.41	0.36	0.96	0.51			0.62	
Control Delay				22.0	20.4	13.1	55.9	9.5			29.9	
Queue Delay				0.0	0.0	0.0	0.0	0.8			0.0	
Total Delay				22.0	20.4	13.1	55.9	10.3			29.9	
LOS				C	C	B	E	B			C	
Approach Delay					19.0			22.4			29.9	
Approach LOS					B			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 22.7 — Intersection LOS: C
Intersection Capacity Utilization 93.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: LIE North Service Road & Hawkins Avenue



2: LIE South Service Road & Hawkins Avenue — Max Build 2019 on 2014 Mitigated NW

Lanes, Volumes, Timings

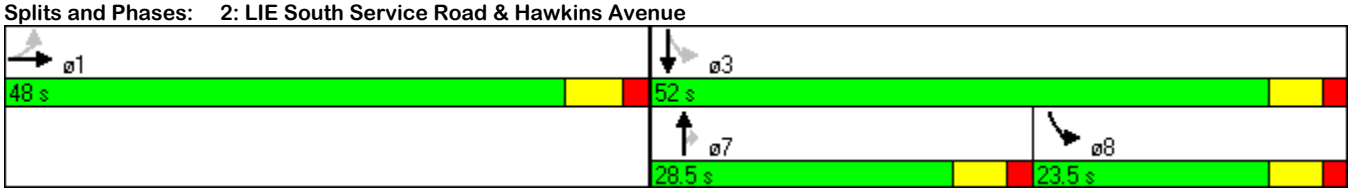
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	278	1808	249	0	0	0	0	658	173	349	429	0
Satd. Flow (prot)	1711	4827	0	0	0	0	0	3421	1531	1711	3421	0
Flt Permitted	0.950									0.187		
Satd. Flow (perm)	1711	4827	0	0	0	0	0	3421	1531	337	3421	0
Satd. Flow (RTOR)		31										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.25	0.25	0.25	0.25	0.92	0.92	0.94	0.94	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	2121	0	0	0	0	0	715	188	371	456	0
Turn Type	Perm								Perm	pm+pt		
Protected Phases		1						7		8	3	
Permitted Phases	1								7	3		
Detector Phase	1	1						7	7	8	3	
Switch Phase												
Minimum Initial (s)	25.0	25.0						16.0	16.0	4.0	16.0	
Minimum Split (s)	31.3	31.3						23.0	23.0	10.0	23.0	
Total Split (s)	48.0	48.0	0.0	0.0	0.0	0.0	0.0	28.5	28.5	23.5	52.0	0.0
Total Split (%)	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.5%	28.5%	23.5%	52.0%	0.0%
Yellow Time (s)	4.3	4.3						4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	4.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						Max	Max	Min	Min	
Act Effct Green (s)	41.7	41.7						22.5	22.5	46.0	46.0	
Actuated g/C Ratio	0.42	0.42						0.22	0.22	0.46	0.46	
v/c Ratio	0.40	1.04						0.93	0.55	0.94	0.29	
Control Delay	22.6	61.8						57.9	41.1	59.6	12.1	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	22.6	61.8						57.9	41.1	59.6	12.1	
LOS	C	E						E	D	E	B	
Approach Delay		57.2						54.4			33.4	
Approach LOS		E						D			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 51.8 — Intersection LOS: D
Intersection Capacity Utilization 93.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: LIE South Service Road & Hawkins Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	78	469	339	90	421	285
Satd. Flow (prot)	1711	1531	1972	0	1636	1783
Flt Permitted	0.950				0.336	
Satd. Flow (perm)	1711	1531	1972	0	578	1783
Satd. Flow (RTOR)		335	21			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.86	0.86	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	527	499	0	473	320
Turn Type		pm+ov			pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0		8.0	35.0
Minimum Split (s)	22.0	12.0	40.0		12.0	40.0
Total Split (s)	22.0	19.0	40.0	0.0	19.0	59.0
Total Split (%)	27.2%	23.5%	49.4%	0.0%	23.5%	72.8%
Yellow Time (s)	3.5	3.0	3.5		3.0	3.5
All-Red Time (s)	1.5	1.0	1.5		1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0	4.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	9.1	23.5	35.6		53.4	53.7
Actuated g/C Ratio	0.13	0.34	0.52		0.78	0.79
v/c Ratio	0.39	0.71	0.48		0.73	0.23
Control Delay	34.5	12.1	13.8		11.7	3.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.5	12.1	13.8		11.7	3.5
LOS	C	B	B		B	A
Approach Delay	15.3		13.8			8.4
Approach LOS	B		B			A

Intersection Summary

Cycle Length: 81
Actuated Cycle Length: 68.3
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 12.0 — Intersection LOS: B
Intersection Capacity Utilization 70.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Union Avenue & Hawkins Avenue

4: Union Avenue & Mill Road
Lanes, Volumes, Timings

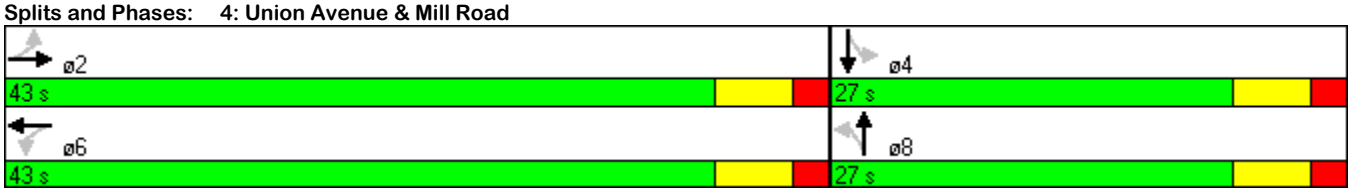
Max Build 2019 on 2014 Mitigated NW
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	454	56	121	462	42	46	92	241	18	9	26
Satd. Flow (prot)	1652	1770	0	1711	1777	0	0	1918	0	0	1655	0
Flt Permitted	0.272			0.330				0.950			0.731	
Satd. Flow (perm)	473	1770	0	594	1777	0	0	1833	0	0	1229	0
Satd. Flow (RTOR)		14			10			128			28	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.65	0.65	0.65	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	580	0	157	655	0	0	584	0	0	57	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	35.0	35.0		35.0	35.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	41.0	41.0		41.0	41.0		27.0	27.0		27.0	27.0	
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	61.4%	61.4%	0.0%	61.4%	61.4%	0.0%	38.6%	38.6%	0.0%	38.6%	38.6%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	35.5	35.5		35.5	35.5			19.9			19.9	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.30			0.30	
v/c Ratio	0.14	0.62		0.50	0.70			0.92			0.15	
Control Delay	10.4	14.8		17.8	17.0			41.3			11.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	10.4	14.8		17.8	17.0			41.3			11.9	
LOS	B	B		B	B			D			B	
Approach Delay		14.5			17.1			41.3			11.9	
Approach LOS		B			B			D			B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 67.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 23.0 — Intersection LOS: C
Intersection Capacity Utilization 97.1% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: Union Avenue & Mill Road

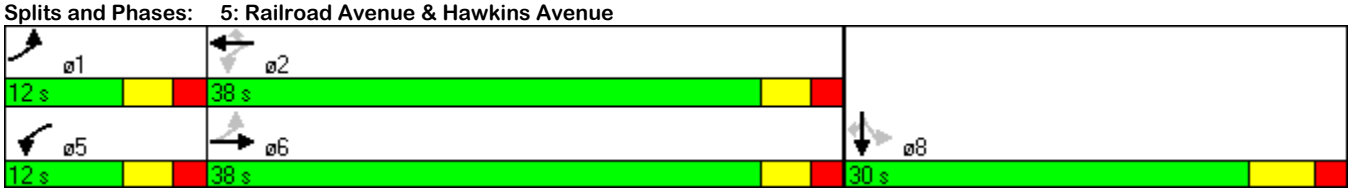


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	211	296	13	6	196	257	0	0	0	233	10	133
Satd. Flow (prot)	1652	1790	0	1652	1863	1583	0	0	0	0	1718	1372
Flt Permitted	0.401			0.483							0.954	
Satd. Flow (perm)	697	1790	0	840	1863	1583	0	0	0	0	1718	1372
Satd. Flow (RTOR)		3				352						162
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.25	0.25	0.25	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	418	0	8	268	352	0	0	0	0	296	162
Turn Type	pm+pt			pm+pt		Perm				Perm		Perm
Protected Phases	1	6		5	2						8	
Permitted Phases	6			2		2				8		8
Detector Phase	1	6		5	2	2				8	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0				4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0				22.0	22.0	22.0
Total Split (s)	12.0	38.0	0.0	12.0	38.0	38.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	15.0%	47.5%	0.0%	15.0%	47.5%	47.5%	0.0%	0.0%	0.0%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0				4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None				Max	Max	Max
Act Effct Green (s)	27.8	26.6		22.1	16.3	16.3					24.3	24.3
Actuated g/C Ratio	0.44	0.42		0.35	0.26	0.26					0.38	0.38
v/c Ratio	0.70	0.56		0.02	0.56	0.53					0.45	0.26
Control Delay	22.7	18.1		9.2	24.8	5.3					19.5	4.7
Queue Delay	0.0	0.0		0.0	0.0	0.0					0.0	0.0
Total Delay	22.7	18.1		9.2	24.8	5.3					19.5	4.7
LOS	C	B		A	C	A					B	A
Approach Delay		19.9			13.7						14.2	
Approach LOS		B			B						B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 63.9
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 48.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Railroad Avenue & Hawkins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	87	0	0	76	0	1553	105	0	626	82
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.62	0.25	0.25	0.71	0.25	0.88	0.88	0.25	0.82	0.82
Hourly flow rate (vph)	0	0	140	0	0	107	0	1765	119	0	763	100
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1803	2698	432	2346	2688	942	863			1884		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1803	2698	432	2346	2688	942	863			1884		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	75	100	100	59	100			100		
cM capacity (veh/h)	30	22	572	15	22	258	788			322		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	140	107	1177	708	509	354
Volume Left	0	0	0	0	0	0
Volume Right	140	107	0	119	0	100
cSH	572	258	1700	1700	1700	1700
Volume to Capacity	0.25	0.41	0.69	0.42	0.30	0.21
Queue Length 95th (ft)	24	48	0	0	0	0
Control Delay (s)	13.3	28.4	0.0	0.0	0.0	0.0
Lane LOS	B	D				
Approach Delay (s)	13.3	28.4	0.0		0.0	
Approach LOS	B	D				

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

APPENDIX D

Level of Service Definitions

Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.
The following general statements may be made regarding the level of service of a signalized intersection.

- ***Level of service A*** describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.
- ***Level of service B*** generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.
- ***Level of service C*** has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- ***Level of service D*** means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles

stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

- ***Level of service E*** is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.
- ***Level of Service F*** has delays that are considered unacceptable to most drivers. This condition often occurs with over saturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following average stopped delays are utilized to determine intersection and approach roadway levels of service for signalized intersections:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a "T"-type intersection). The capacity of a controlled approach is based on the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for the subject lane group movement of an approach of a TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This includes the time required for the

vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

While the level of service criteria are applied to each approach of a TWSC intersection, the average delay for an entire intersection can be calculated by taking a weighted average of the vehicles stopped on the minor approaches and the vehicles in the major street traffic flow, which suffer no delays. This total average control delay provides a means of comparison for two intersections.

All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC) intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue

position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated in terms of average delay, the level of service criteria are different. This is due to drivers who expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.

Noise Monitoring Data

Appendix H

Noise Analysis Data
Ronkonkoma Hub TOD
Suffolk County, New York

Run	Start Time	End Time	Duration	Max	Min	Leq
1	6:32	7:02	30 min	83.1	51.5	68.1
2	7:26	7:56	30 min	82.3	48.1	60.3
3	8:05	8:35	30 min	84.7	55.3	69.1
4	8:50	9:20	30 min	85.1	54.5	69.4
5	9:28	9:58	30 min	82.3	52.8	68.9

Noise analysis conducted on August 26, 2010.

Data File 7 (Run 1) - train pulls in at 2:55
train pulls out at 7:24-7:56
picks up noise from traffic on Railroad Avenue up to 71 dB(A)
train passes at 14:54 - 15:20
person talks at 22:20
train passes at 24:16 - 24:35

Data File 8 (Run 2) - train pulls in at 5:04 - 5:40
train pulls in at 25:09 - 26:18

Data File 9 (Run 3) Picks up noise from traffic on Railroad Avenue and Hawkins Avenue up to 84.7 dB(A)
also noise from buses using loop around vegetated area
train pulls in at 22:34 - 23:04 (*makes less noise than buses)
train pulls out at 26:25 - 27:05 (passing cars cause noise spikes)
passing helicopter at 29:21 to 29:42

Data File 10 (Run 4) - Picks up noise from traffic on Union Avenue and Mill Road
No trains heard

Data File 11 (Run 5) - Picks up noise from traffic on Union Avenue and Carroll Avenue
No trains heard

SLM & RTA Summary

Translated:	31-Aug-10	12:01:26	
File Translated:	C:\Wholley\Projects\New York\Noise Monitoring Data (26 Aug 2010)\26Aug06s.slmdl		
Model Number:	824		
Serial Number:	A0184		
Firmware Rev:	4.283		
Software Version:	3.12		
Name:	Enter Company Name		
Descr1:	Enter Address Line 1		
Descr2:	Enter Address Line 2		
Setup:	VHBGen1h.ssa		
Setup Descr:	VHB-Gen1hr-1sec		
Location:			
Note 1:			
Note 2:			

Overall Any Data

Start Time:	26-Aug-10	6:33:40	
Elapsed Time:	30:00.8		

	A Weight		C Weight		Flat	
Leq:	68.1 dBA		78.1 dBC		79.9 dBF	
SEL:	100.6 dBA		110.7 dBC		112.5 dBF	
Peak:	111.2 dBA		109.6 dBC		113.0 dBF	
		8/26/2010 6:34		8/26/2010 6:34		8/26/2010 6:34
Lmax (slow):	83.1 dBA		94.0 dBC		95.1 dBF	
		8/26/2010 6:48		8/26/2010 6:36		8/26/2010 6:36
Lmin (slow):	51.5 dBA		64.0 dBC		65.4 dBF	
		8/26/2010 7:00		8/26/2010 6:47		8/26/2010 6:47
Lmax (fast):	89.5 dBA		95.9 dBC		97.0 dBF	
		8/26/2010 6:34		8/26/2010 6:36		8/26/2010 6:36
Lmin (fast):	50.6 dBA		61.9 dBC		63.3 dBF	
		8/26/2010 7:00		8/26/2010 6:47		8/26/2010 6:47
Lmax (impulse):	94.4 dBA		97.0 dBC		98.2 dBF	
		8/26/2010 6:34		8/26/2010 6:36		8/26/2010 6:36
Lmin (impulse):	51.1 dBA		64.3 dBC		66.2 dBF	
		8/26/2010 7:00		8/26/2010 6:39		8/26/2010 6:39

Spectra

Start Time:	26-Aug-10	6:33:40	Run Time:	30:00.8
Freq Hz	Leq 1/1 Oct	Max 1/1 Oct	Min 1/1 Oct	
16	20.9	26	-7.4	
31.5	36.2	47.8	15.7	
63	48.1	59	29.5	
125	54	68.2	33.6	
250	61.1	79	35.4	
500	62.3	80.1	40.4	
1000	62.5	77.4	44.9	
2000	60.9	74.6	39.3	
4000	56.1	68.8	36.3	
8000	48.9	61.1	36.3	
16000	38.5	42.3	28.4	

Ln Start Level:	15 dB	
L 1.00	79.5	dBA
L 5.00	73.8	dBA

L 50.00	63.6 dBA
L 90.00	57 dBA
L 10.00	57 dBA
L 99.00	52.5 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	85.0 dB	Exceeded:	0 times
SPL Exceedance level 2:	66 dB	Exceeded:	65 times
Peak-1 Exceedance Level:	105 dB	Exceeded:	2 times
Peak-2 Exceedance Level:	100 dB	Exceeded:	8 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Current Any Data		
Start Time:	26-Aug-10	6:33:40
Elapsed Time:	30:00.8	

	A Weight		C Weight		Flat	
Leq:	68.1 dBA		78.1 dBC		79.9 dBF	
SEL:	100.6 dBA		110.7 dBC		112.5 dBF	
Peak:	111.2 dBA		109.6 dBC		113.0 dBF	
		8/26/2010 6:34		8/26/2010 6:34		8/26/2010 6:34
Lmax (slow):	83.1 dBA		94.0 dBC		95.1 dBF	
		8/26/2010 6:48		8/26/2010 6:36		8/26/2010 6:36
Lmin (slow):	51.5 dBA		64.0 dBC		65.4 dBF	
		8/26/2010 7:00		8/26/2010 6:47		8/26/2010 6:47
Lmax (fast):	89.5 dBA		95.9 dBC		97.0 dBF	
		8/26/2010 6:34		8/26/2010 6:36		8/26/2010 6:36
Lmin (fast):	50.6 dBA		61.9 dBC		63.3 dBF	
		8/26/2010 7:00		8/26/2010 6:47		8/26/2010 6:47
Lmax (impulse):	94.4 dBA		97.0 dBC		98.2 dBF	
		8/26/2010 6:34		8/26/2010 6:36		8/26/2010 6:36
Lmin (impulse):	51.1 dBA		64.3 dBC		66.2 dBF	
		8/26/2010 7:00		8/26/2010 6:39		8/26/2010 6:39

Calibrated:	5/7/2000 13:44	Offset: -46.8 dB	
Checked:	8/25/2010 13:58	Level: 114.6 dB	
Calibrator	not set	Level: 114.0 dB	
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Record	1
History Records:	Enabled	Number History Records	1802
Run/Stop Records:		Number Run/Stop Recor	2

SLM & RTA Summary

Translated:	31-Aug-10	12:00:20
File Translated:	C:\Wholley\Projects\New York\Noise Monitoring Data (26 Aug 2010)\26Aug07s.s	
Model Number:	824	
Serial Number:	A0184	
Firmware Rev:	4.283	
Software Version:	3.12	
Name:	Enter Company Name	
Descr1:	Enter Address Line 1	
Descr2:	Enter Address Line 2	
Setup:	VHBGen1h.ssa	
Setup Descr:	VHB-Gen1hr-1sec	
Location:		
Note 1:		
Note 2:		

Overall Any Data

Start Time:	26-Aug-10	7:26:36
Elapsed Time:	30:01.1	

	A Weight	C Weight	Flat
Leq:	60.3 dBA	70.3 dBC	71.6 dBF
SEL:	92.9 dBA	102.8 dBC	104.2 dBF
Peak:	93.8 dBA	100.3 dBC	102.8 dBF
	8/26/2010 7:31	8/26/2010 7:32	8/26/2010 7:32
Lmax (slow):	82.3 dBA	85.0 dBC	86.2 dBF
	8/26/2010 7:31	8/26/2010 7:31	8/26/2010 7:32
Lmin (slow):	48.1 dBA	61.1 dBC	62.8 dBF
	8/26/2010 7:29	8/26/2010 7:48	8/26/2010 7:39
Lmax (fast):	84.7 dBA	88.4 dBC	89.8 dBF
	8/26/2010 7:31	8/26/2010 7:32	8/26/2010 7:32
Lmin (fast):	47.6 dBA	59.6 dBC	61.2 dBF
	8/26/2010 7:37	8/26/2010 7:48	8/26/2010 7:40
Lmax (impulse):	86.3 dBA	91.5 dBC	93.0 dBF
	8/26/2010 7:31	8/26/2010 7:32	8/26/2010 7:30
Lmin (impulse):	47.9 dBA	61.9 dBC	63.6 dBF
	8/26/2010 7:29	8/26/2010 7:48	8/26/2010 7:48

Spectra

Start Time:	26-Aug-10	7:26:36	Run Time:	30:01.1

Freq Hz	Leq 1/1 Oct	Max 1/1 Oct	Min 1/1 Oct
16	9.1	25.3	-7.4
31.5	31.3	46.6	11.9
63	40.9	54.8	24.8
125	43.3	59.8	29.3
250	47.1	67.2	32.9
500	50.3	70.1	38
1000	52.1	69.6	43.2
2000	58.2	83.4	36.1
4000	50	73.5	28.1
8000	40.9	63.7	29

16000	29.9	50.5	28.1

Ln Start Level:	15 dB
L 1.00	73.4 dBA
L 5.00	63.9 dBA
L 50.00	50.7 dBA
L 90.00	49.1 dBA
L 10.00	49.1 dBA
L 99.00	48.4 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	85.0 dB	Exceeded:	0 times
SPL Exceedance level 2:	66 dB	Exceeded:	3 times
Peak-1 Exceedance Level:	105 dB	Exceeded:	0 times
Peak-2 Exceedance Level:	100 dB	Exceeded:	0 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Current Any Data		
Start Time:	26-Aug-10	7:26:36
Elapsed Time:	30:01.1	

	A Weight	C Weight	Flat
Leq:	60.3 dBA	70.3 dBC	71.6 dBF
SEL:	92.9 dBA	102.8 dBC	104.2 dBF
Peak:	93.8 dBA	100.3 dBC	102.8 dBF
	8/26/2010 7:31	8/26/2010 7:32	8/26/2010 7:32
Lmax (slow):	82.3 dBA	85.0 dBC	86.2 dBF
	8/26/2010 7:31	8/26/2010 7:31	8/26/2010 7:32
Lmin (slow):	48.1 dBA	61.1 dBC	62.8 dBF
	8/26/2010 7:29	8/26/2010 7:48	8/26/2010 7:39
Lmax (fast):	84.7 dBA	88.4 dBC	89.8 dBF
	8/26/2010 7:31	8/26/2010 7:32	8/26/2010 7:32
Lmin (fast):	47.6 dBA	59.6 dBC	61.2 dBF
	8/26/2010 7:37	8/26/2010 7:48	8/26/2010 7:40
Lmax (impulse):	86.3 dBA	91.5 dBC	93.0 dBF
	8/26/2010 7:31	8/26/2010 7:32	8/26/2010 7:30
Lmin (impulse):	47.9 dBA	61.9 dBC	63.6 dBF
	8/26/2010 7:29	8/26/2010 7:48	8/26/2010 7:48

Calibrated:	5/7/2000 13:44	Offset: -46.8 dB
Checked:	8/25/2010 13:58	Level: 114.6 dB
Calibrator	not set	Level: 114.0 dB
Cal Records Count:	0	

Interval Records:	Enabled	Number Interval Reco	1
History Records:	Enabled	Number History Recoı	1803
Run/Stop Records:		Number Run/Stop Re(	2

SLM & RTA Summary

Translated:	31-Aug-10	11:59:22	
File Translated:	C:\Wholley\Projects\New York\Noise Monitoring Data (26 Aug 2010)\26Aug08s.slmdl		
Model Number:	824		
Serial Number:	A0184		
Firmware Rev:	4.283		
Software Version:	3.12		
Name:	Enter Company Name		
Descr1:	Enter Address Line 1		
Descr2:	Enter Address Line 2		
Setup:	VHBGen1h.ssa		
Setup Descr:	VHB-Gen1hr-1sec		
Location:			
Note 1:			
Note 2:			

Overall Any Data

Start Time:	26-Aug-10	8:05:58	
Elapsed Time:	30:00.8		

	A Weight		C Weight		Flat	
Leq:	69.1 dBA		78.2 dBC		79.1 dBF	
SEL:	101.7 dBA		110.8 dBC		111.6 dBF	
Peak:	106.4 dBA		105.6 dBC		106.7 dBF	
		8/26/2010 8:06		8/26/2010 8:25		8/26/2010 8:06
Lmax (slow):	84.7 dBA		94.4 dBC		95.2 dBF	
		8/26/2010 8:25		8/26/2010 8:25		8/26/2010 8:25
Lmin (slow):	55.3 dBA		65.5 dBC		66.6 dBF	
		8/26/2010 8:24		8/26/2010 8:10		8/26/2010 8:10
Lmax (fast):	86.8 dBA		97.1 dBC		97.4 dBF	
		8/26/2010 8:27		8/26/2010 8:19		8/26/2010 8:19
Lmin (fast):	54.9 dBA		64.3 dBC		65.4 dBF	
		8/26/2010 8:06		8/26/2010 8:09		8/26/2010 8:12
Lmax (impulse):	87.6 dBA		97.4 dBC		98.1 dBF	
		8/26/2010 8:27		8/26/2010 8:19		8/26/2010 8:06
Lmin (impulse):	55.2 dBA		65.5 dBC		66.7 dBF	
		8/26/2010 8:24		8/26/2010 8:16		8/26/2010 8:16

Spectra

Start Time:	26-Aug-10	8:05:58	Run Time:	30:00.8

Freq Hz	Leq 1/1 Oct	Max 1/1 Oct	Min 1/1 Oct
16	14.5	23.1	-7.4
31.5	36.7	58.5	14.4
63	49.5	66.2	27
125	56.5	71.6	35.9
250	60.6	78	41.5
500	63.1	81.5	44.5
1000	65.1	80.4	49.8
2000	60.8	79.9	44.3
4000	55.2	74.7	35.8
8000	48.2	66.4	32.1
16000	34.5	49.9	28.1

Ln Start Level:	15 dB	
L 1.00		79 dBA
L 5.00		74.4 dBA
L 50.00		65.1 dBA
L 90.00		60.5 dBA
L 10.00		60.5 dBA
L 99.00		57.5 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	85.0 dB	Exceeded:	0 times
SPL Exceedance level 2:	66 dB	Exceeded:	60 times
Peak-1 Exceedance Level:	105 dB	Exceeded:	1 times
Peak-2 Exceedance Level:	100 dB	Exceeded:	1 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Current Any Data

Start Time:	26-Aug-10	8:05:58	
Elapsed Time:	30:00.8		

	A Weight		C Weight		Flat	
Leq:	69.1 dBA		78.2 dBC		79.1 dBF	
SEL:	101.7 dBA		110.8 dBC		111.6 dBF	
Peak:	106.4 dBA		105.6 dBC		106.7 dBF	
		8/26/2010 8:06		8/26/2010 8:25		8/26/2010 8:06
Lmax (slow):	84.7 dBA		94.4 dBC		95.2 dBF	
		8/26/2010 8:25		8/26/2010 8:25		8/26/2010 8:25
Lmin (slow):	55.3 dBA		65.5 dBC		66.6 dBF	
		8/26/2010 8:24		8/26/2010 8:10		8/26/2010 8:10
Lmax (fast):	86.8 dBA		97.1 dBC		97.4 dBF	
		8/26/2010 8:27		8/26/2010 8:19		8/26/2010 8:19
Lmin (fast):	54.9 dBA		64.3 dBC		65.4 dBF	
		8/26/2010 8:06		8/26/2010 8:09		8/26/2010 8:12
Lmax (impulse):	87.6 dBA		97.4 dBC		98.1 dBF	
		8/26/2010 8:27		8/26/2010 8:19		8/26/2010 8:06
Lmin (impulse):	55.2 dBA		65.5 dBC		66.7 dBF	
		8/26/2010 8:24		8/26/2010 8:16		8/26/2010 8:16

Calibrated:	5/7/2000 13:44	Offset: -46.8 dB	
Checked:	8/25/2010 13:58	Level: 114.6 dB	
Calibrator	not set	Level: 114.0 dB	
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Enabled	Number History Records:	1802
Run/Stop Records:		Number Run/Stop Records:	2

SLM & RTA Summary

Translated:	31-Aug-10	11:58:02	
File Translated:	C:\Wholley\Projects\New York\Noise Monitoring Data (26 Aug 2010)\26Aug09s.slmdl		
Model Number:	824		
Serial Number:	A0184		
Firmware Rev:	4.283		
Software Version:	3.12		
Name:	Enter Company Name		
Descr1:	Enter Address Line 1		
Descr2:	Enter Address Line 2		
Setup:	VHBGen1h.ssa		
Setup Descr:	VHB-Gen1hr-1sec		
Location:			
Note 1:			
Note 2:			

Overall Any Data

Start Time:	26-Aug-10	8:50:57	
Elapsed Time:	30:00.8		

	A Weight		C Weight		Flat	
Leq:	70.5 dBA		79.3 dBC		80.0 dBF	
SEL:	103.1 dBA		111.8 dBC		112.6 dBF	
Peak:	103.0 dBA		107.3 dBC		109.2 dBF	
		8/26/2010 9:03		8/26/2010 9:00		8/26/2010 9:00
Lmax (slow):	85.1 dBA		94.7 dBC		95.4 dBF	
		8/26/2010 9:16		8/26/2010 9:00		8/26/2010 9:00
Lmin (slow):	54.5 dBA		65.4 dBC		66.5 dBF	
		8/26/2010 9:04		8/26/2010 9:20		8/26/2010 9:20
Lmax (fast):	90.0 dBA		97.9 dBC		98.9 dBF	
		8/26/2010 9:03		8/26/2010 9:00		8/26/2010 9:00
Lmin (fast):	54.1 dBA		64.0 dBC		65.0 dBF	
		8/26/2010 9:04		8/26/2010 9:20		8/26/2010 9:20
Lmax (impulse):	92.7 dBA		98.9 dBC		100.4 dBF	
		8/26/2010 9:03		8/26/2010 9:00		8/26/2010 9:00
Lmin (impulse):	54.5 dBA		65.8 dBC		67.0 dBF	
		8/26/2010 9:04		8/26/2010 9:20		8/26/2010 9:20

Spectra

Start Time:	26-Aug-10	8:50:57	Run Time:	30:00.8

Freq Hz	Leq 1/1 Oct	Max 1/1 Oct	Min 1/1 Oct
16	13	13.3	-7.4
31.5	36.5	36.9	15.3
63	51.1	55.4	31.1
125	57.5	71.6	36
250	60	74.2	43.2
500	63.3	77.9	46.5
1000	66.6	81.5	48.2
2000	63.6	81.6	42.7
4000	59.4	75.1	33.6
8000	56.4	66.8	31.5
16000	45.8	48.9	28.1

Ln Start Level:	15 dB	
L 1.00	81	dBA
L 5.00	76.7	dBA

L 50.00	65.1 dBA
L 90.00	57.9 dBA
L 10.00	57.9 dBA
L 99.00	55.4 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	85.0 dB	Exceeded:	1 times
SPL Exceedance level 2:	66 dB	Exceeded:	73 times
Peak-1 Exceedance Level:	105 dB	Exceeded:	0 times
Peak-2 Exceedance Level:	100 dB	Exceeded:	2 times
Hysteresis:	2		
Overloaded:	0 time(s)		
Paused:	0 times for 00:00:00.0		

Current Any Data		
Start Time:	26-Aug-10	8:50:57
Elapsed Time:	30:00.8	

	A Weight		C Weight		Flat	
Leq:	70.5 dBA		79.3 dBC		80.0 dBF	
SEL:	103.1 dBA		111.8 dBC		112.6 dBF	
Peak:	103.0 dBA		107.3 dBC		109.2 dBF	
		8/26/2010 9:03		8/26/2010 9:00		8/26/2010 9:00
Lmax (slow):	85.1 dBA		94.7 dBC		95.4 dBF	
		8/26/2010 9:16		8/26/2010 9:00		8/26/2010 9:00
Lmin (slow):	54.5 dBA		65.4 dBC		66.5 dBF	
		8/26/2010 9:04		8/26/2010 9:20		8/26/2010 9:20
Lmax (fast):	90.0 dBA		97.9 dBC		98.9 dBF	
		8/26/2010 9:03		8/26/2010 9:00		8/26/2010 9:00
Lmin (fast):	54.1 dBA		64.0 dBC		65.0 dBF	
		8/26/2010 9:04		8/26/2010 9:20		8/26/2010 9:20
Lmax (impulse):	92.7 dBA		98.9 dBC		100.4 dBF	
		8/26/2010 9:03		8/26/2010 9:00		8/26/2010 9:00
Lmin (impulse):	54.5 dBA		65.8 dBC		67.0 dBF	
		8/26/2010 9:04		8/26/2010 9:20		8/26/2010 9:20

Calibrated:	5/7/2000 13:44	Offset:	-46.8 dB
Checked:	8/25/2010 13:58	Level:	114.6 dB
Calibrator	not set	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Enabled	Number History Records:	1802
Run/Stop Records:		Number Run/Stop Record:	2

SLM & RTA Summary

Translated:	31-Aug-10	11:54:02	
File Translated:	C:\Wholley\Projects\New York\Noise Monitoring Data (26 Aug 2010)\26Aug10s.slmdl		
Model Number:	824		
Serial Number:	A0184		
Firmware Rev:	4.283		
Software Version:	3.12		
Name:	Enter Company Name		
Descr1:	Enter Address Line 1		
Descr2:	Enter Address Line 2		
Setup:	VHBGen1h.ssa		
Setup Descr:	VHB-Gen1hr-1sec		
Location:			
Note 1:			
Note 2:			

Overall Any Data

Start Time:	26-Aug-10	9:28:43	
Elapsed Time:	30:00.8		

	A Weight		C Weight		Flat	
Leq:	68.9 dBA		75.4 dBC		76.1 dBF	
SEL:	101.5 dBA		107.9 dBC		108.7 dBF	
Peak:	97.4 dBA		102.6 dBC		102.6 dBF	
		8/26/2010 9:36		8/26/2010 9:45		8/26/2010 9:45
Lmax (slow):	82.3 dBA		89.8 dBC		90.4 dBF	
		8/26/2010 9:39		8/26/2010 9:39		8/26/2010 9:39
Lmin (slow):	52.8 dBA		66.0 dBC		67.3 dBF	
		8/26/2010 9:28		8/26/2010 9:58		8/26/2010 9:32
Lmax (fast):	84.5 dBA		91.7 dBC		92.1 dBF	
		8/26/2010 9:36		8/26/2010 9:54		8/26/2010 9:39
Lmin (fast):	52.1 dBA		64.8 dBC		66.0 dBF	
		8/26/2010 9:28		8/26/2010 9:58		8/26/2010 9:32
Lmax (impulse):	86.4 dBA		92.7 dBC		93.1 dBF	
		8/26/2010 9:36		8/26/2010 9:54		8/26/2010 9:54
Lmin (impulse):	52.4 dBA		66.4 dBC		67.8 dBF	
		8/26/2010 9:28		8/26/2010 9:58		8/26/2010 9:32

Spectra

Start Time:	26-Aug-10	9:28:43	Run Time:	30:00.8
Freq Hz	Leq 1/1 Oct	Max 1/1 Oct	Min 1/1 Oct	
16	11.6	17	-7.4	
31.5	31.1	31.8	12.8	
63	46.8	57.4	29.5	
125	52.7	60.9	38.9	
250	57.2	81.5	41	
500	61.5	75	42.6	
1000	66.5	75.2	46.3	
2000	61.2	72.1	41.5	
4000	54.4	65.5	37.2	
8000	47.6	56.4	38.2	
16000	33.3	37.6	27.9	

Ln Start Level:	15 dB	
L 1.00	78.1	dBA
L 5.00	75	dBA
L 50.00	63.4	dBA
L 90.00	56.2	dBA
L 10.00	56.2	dBA

L 99.00		53.5 dBA		
Detector:	Slow			
Weighting:	A			
SPL Exceedance Level 1:	85.0 dB	Exceeded:	0 times	
SPL Exceedance level 2:	66 dB	Exceeded:	83 times	
Peak-1 Exceedance Level:	105 dB	Exceeded:	0 times	
Peak-2 Exceedance Level:	100 dB	Exceeded:	0 times	
Hysteresis:		2		
Overloaded:	0 time(s)			
Paused:	0 times for 00:00:00.0			
Current Any Data				
Start Time:		26-Aug-10	9:28:43	
Elapsed Time:		30:00.8		
	A Weight	C Weight	Flat	
Leq:	68.9 dBA	75.4 dBC	76.1 dBF	
SEL:	101.5 dBA	107.9 dBC	108.7 dBF	
Peak:	97.4 dBA	102.6 dBC	102.6 dBF	
		8/26/2010 9:36	8/26/2010 9:45	8/26/2010 9:45
Lmax (slow):	82.3 dBA	89.8 dBC	90.4 dBF	
		8/26/2010 9:39	8/26/2010 9:39	8/26/2010 9:39
Lmin (slow):	52.8 dBA	66.0 dBC	67.3 dBF	
		8/26/2010 9:28	8/26/2010 9:58	8/26/2010 9:32
Lmax (fast):	84.5 dBA	91.7 dBC	92.1 dBF	
		8/26/2010 9:36	8/26/2010 9:54	8/26/2010 9:39
Lmin (fast):	52.1 dBA	64.8 dBC	66.0 dBF	
		8/26/2010 9:28	8/26/2010 9:58	8/26/2010 9:32
Lmax (impulse):	86.4 dBA	92.7 dBC	93.1 dBF	
		8/26/2010 9:36	8/26/2010 9:54	8/26/2010 9:54
Lmin (impulse):	52.4 dBA	66.4 dBC	67.8 dBF	
		8/26/2010 9:28	8/26/2010 9:58	8/26/2010 9:32
Calibrated:		5/7/2000 13:44	Offset: -46.8 dB	
Checked:		8/25/2010 13:58	Level: 114.6 dB	
Calibrator	not set		Level: 114.0 dB	
Cal Records Count:		0		
Interval Records:	Enabled	Number Interval Records:		1
History Records:	Enabled	Number History Records:		1802
Run/Stop Records:		Number Run/Stop Records:		2

Appendix I

Market Analysis

Market Analysis

Ronkonkoma Hub Transit-Oriented Land Use & Implementation Plan and GEIS

Prepared For:

The Town of Brookhaven

Prepared By:

BBP & Associates, LLC
111 Annapolis Street
Annapolis, MD 21401

August 2010

Executive Summary

Overview

The Ronkonkoma TOD District area offers strong opportunities from a market perspective. The station is the most active of all rail stations in Long Island, with over 14,000 daily riders.[1] Market trends in surrounding market areas are positive, with households, household spending, and employment projected to grow – all key ingredients for residential, retail and restaurant, and office development.

Opportunities Identified by the Market Analysis

BBP LLC performed an evaluation of demand and supply characteristics of multifamily housing, retail and restaurant uses, and office uses in areas and jurisdictions surrounding the TOD District area over the next nine year period based upon the theoretical full build and theoretical maximum build out plan prepared by VHB.[2] The full build and maximum build out concepts prepared by VHB identified opportunities for:

Full Build Concept

- Residential development – 615 housing units.
- Retail and restaurant development –80,875 square feet (including 60,875 square feet of retail space and 20,000 square feet of restaurant space).
- Office development –49,375 square feet

Maximum Build Out Concept

- Residential development – 808 housing units.
- Retail and restaurant development –112,275 square feet (including 102,275 square feet of retail space and 10,000 square feet of restaurant space).
- Office development –49,375 square feet

The market analysis suggests there is support for the uses identified by the full build and maximum build out concepts.

In addition, both plans call for a two-story, 30,000 square foot health club. This type of use is not evaluated in residential, retail/restaurant, or office analyses, and has not been analyzed quantitatively given the scope of work focus on residential, retail/restaurant and office evaluations. However, from a qualitative perspective, having a health club in the TOD District area will provide synergies to support other development. The health club will be an added amenity for future residents and employees, and could bring additional visitors to the area who may then patronize retail shops and restaurants.

[1] Regional Plan Association, *Places to Grow*, January 2010.
[2] The Theoretical Full Build considers only the Brookhaven side, while the Maximum Build Out takes into consideration the Islip side as well.

Key Findings by Market Sector

The market analysis revealed a number of key findings by market sector.

Residential Market Key Findings

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. BBP LLC estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include "Pleasant-ville," "Sophisticated Squires," "Wealthy Seaboard Suburbs," and "Up and Coming Families." These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest 6 to 7 percent of household growth in the primary and secondary market areas through 2019. Such capture would support the development of the 615 residential units identified in the theoretical full build plan or the 808 units identified in the maximum build out plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the train station.

Retail and Restaurant Market Key Findings

- Two classifications of retail goods and services may be offered in the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD area is situated within four associated trade areas: the convenience goods primary trade area (3-mile radius, roughly equal to a 5-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (5-mile radius, roughly equal to a 10-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 to 0.22 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the theoretical full build plan or the 112,275 square feet identified in the maximum build out plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales “leaked” beyond the trade area, indicating unmet demand for goods and services. Such retail types may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores; jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that

offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Office Market Key Findings

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in both the theoretical full build and maximum build out plans, the TOD District area will have to capture either 2 percent of the office space supported by office employment trends or 4 percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

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Section 1 Introduction

1.1 Study Purpose

The market analysis is designed to review trends in the residential, retail and office markets in order to identify opportunities for development in the TOD District area. The evaluation includes review of the proposed conceptual plans for the area to determine whether market trends support the level of development in the theoretical full build as well as maximum build out plans.

1.2 Work Completed

The market analysis was developed through the completion of several tasks, including:

1. Economic and demographic profile – examination of existing and projected demographic and economic factors for the TOD District area and surrounding market areas. These factors are interwoven into the residential, retail and office market analysis sections of this report.

2. Residential market analysis – evaluation of demand, supply, and opportunities for transit-oriented housing development (e.g. multifamily dwellings).

3. Retail and restaurant market analysis – evaluation of demand, supply and opportunities for various types of retail uses and restaurants.

4. Office market analysis – assessment of demand, supply and opportunities for office space to accommodate different types of office-based industries.

5. Analysis of development potential – review of theoretical full build and maximum build out concepts and comparison to market opportunities to identify whether market trends support the concepts. This review and assessment is included in the residential, retail and office market analysis sections of this report.

Section 2 Residential Market Analysis

2.1 Market Area Definition

The Ronkonkoma Transit-Oriented development ("TOD") District area is situated at the border of the Towns of Brookhaven and Islip, two of many municipalities that comprise the Long Island residential market of Suffolk and Nassau Counties.

Consistent with the market analysis undertaken in 2008 as part of the *Ronkonkoma Hub Transit-Oriented Planning Study*, BBP LLC has assumed that the majority of demand for new housing will emerge from residents of local jurisdictions. An industry rule of thumb states that "between 50 to 75 percent of the buyers or renters in a new development come from the local community" (Urban Land Institute).

Using this reasoning, BBP LLC has defined the primary residential market area for the TOD District area (i.e. the geographic zone from which the majority of demand for new housing will emerge) as the Towns of Brookhaven and Islip. BBP LLC has also identified a secondary study area (i.e. the geographic zone from which the next highest proportion of demand for new housing will emerge) as the remainder of Suffolk County. This zone captures those households which currently drive to the Ronkonkoma Hub station and travel toward Manhattan via express rail service.

2.2 Target Market Profile

The target market includes households likely to reside in multi-family housing units near transit. To identify these households, BBP LLC examined the current supply of multi-family housing in the Towns of Brookhaven and Islip, including recently constructed multi-family housing in the TOD District area.

Through a reconnaissance survey of current housing supply, BBP LLC has determined that:

- The majority of rental multi-family housing units are one- and two-bedroom units;
- The average rental rate for a one-bedroom unit was $1,370, while a two-bedroom unit was $1,680 as of first quarter 2010;
- Newly constructed rental complexes in Suffolk County have been found to command a premium, with average rental rates roughly one-third higher than average rental rates for all multi-family units (according to the Suffolk County Department of Planning *Demographic, Economic and Development Trends* report dated November 2008);
- Market rental rates for multi-family housing in the two towns range, on average, from $1,110 for a studio apartment up to $2,400 for a three-bedroom unit;
- The majority of new for-sale multi-family housing units have two to three bedrooms;
- List prices for new for-sale condominiums range from approximately $270,000 to $470,000;
- The median list price of residential property in the area surrounding TOD District area was $380,000 in 2010;

- Households earning approximately $40,000 to $100,000 can afford current rental rates, assuming gross monthly housing costs (e.g. monthly rent and utilities) does not exceed 30 percent of gross income; and
- Households earning approximately $80,000 to $150,000 can afford currently listed new condominium units, assuming monthly housing costs (e.g. monthly mortgage, taxes, utilities, and HOA fees) do not exceed 30 percent of gross income and assuming a 5 percent down payment is made.

Given these current conditions, BBP LLC has identified the target market for new multi-family housing in the TOD District area as households earning $35,000 to $150,000 annually, which spans the range of households that can afford current rental rates up through current for-sale prices. We believe the majority of demand within this range will come from the middle two-thirds of the range (approximately $50,000 to $130,000).

2.3 Market Area Demographics

To evaluate the depth of potential demand for multi-family housing in the TOD District area, BBP LLC performed an overview demographic analysis of estimated existing and projected future households in the primary and secondary market areas.

Key questions addressed through the demographic analysis include:

- How many estimated existing households meet the target market definition (e.g. how many earn $35,000 to $150,000 annually)?
- How many projected future households meet the target market definition in the short-term (e.g. 5 years)? How many in the long-term (e.g. 10 years)?
- What lifestyle and housing preferences do these households share?

Existing and Future Households

In 2009, there were an estimated 337,000 “target market” households earning $35,000 to $150,000 in the primary and secondary market areas. By 2014, total households meeting the target market definition could rise to 342,000 households if households are added at an annual rate of 0.15% to 0.45%, as current projections suggest (the lower growth rate is projected for the secondary market area, while the higher growth rate is projected for the primary market area). If this annual growth continues at the same pace through 2019, target market households could increase to a total of nearly 348,000 households, as illustrated in the following table.

Existing and Future Households Target Market: Earning $35,000 to $150,000 TOD District Market Areas					
	Total			Net Increase	
Market Area	2009	2014	2019	2009-2014	2014-2019
Primary	191,592	195,973	200,454	4,381	4,481
Secondary	145,111	146,171	147,239	1,060	1,068
Total	336,702	342,144	347,693	5,442	5,550

1/ BBP LLC projected 2019 households using 0.45% annual growth rate for the primary market area, and 0.15% annual growth rate for the secondary market area, in accordance with compound growth rates projected by ESRI for the target market areas from 2009 to 2014
2/ Secondary market area excludes primary market area to avoid double-counting
Source: ESRI Business Information Solutions, BBP LLC, 2010

Given these current growth projections, the TOD District primary and secondary market areas could add a net 5,442 households earning $35,000 to $150,000 from 2009 to 2014 and another 5,550 households earning at this income range from 2014 to 2019. Therefore, the total potential market demand for multi-family housing could be up to 10,991 households.

Top Tapestry Segments

To identify the lifestyle characteristics and housing preferences of local residents, BBP LLC performed an evaluation of top household tapestry segments. ESRI Business Information Solutions uses demographic information such as labor force characteristics, median income, age, and spending habits to categorize neighborhoods according to a trademarked Community Tapestry classification system.[3] The following table identifies the top tapestry segments in the TOD District market areas, with tapestry segments grouped by common traits.

[3] ESRI is a subscription-based market research and analysis service.

TOD District Market Areas (Top Tapestry Segments)		
	Towns of Brookhaven and Islip	Suffolk County
High Society	25.7%	30.5%
Top Rung	0.6%	1.5%
Suburban Splendor	1.8%	2.6%
Connoisseurs	1.8%	4.6%
Boomburbs	0.7%	0.4%
Wealthy Seaboard Suburbs	10.1%	15.2%
Sophisticated Squires	10.4%	5.8%
Exurbanites	0.3%	0.4%
Uspcale Avenues	43.3%	40.7%
Urban Chic	0.7%	3.0%
Pleasant-Ville	37.7%	34.6%
In Style	3.0%	2.0%
Enterprising Professionals	1.4%	0.8%
Green Acres	0.1%	0.0%
Cozy and Comfortable	0.4%	0.3%
Family Portrait	17.4%	7.7%
Up and Coming Families	12.6%	0.7%
Milk and Cookies	1.4%	1.9%
Urban Villages	3.4%	5.1%
Senior Styles	5.7%	6.5%
Prosperous Empty Nesters	0.8%	1.1%
Silver and Gold	0.4%	1.1%
Retirement Communities	2.3%	2.7%
The Elders	1.4%	0.7%
Senior Sun Seekers	0.2%	0.2%
Heartland Communities	0.2%	0.1%
Simple Living	0.2%	0.5%
Social Security Set	0.2%	0.1%
Traditional Living	6.5%	5.6%
Main Street USA	6.0%	5.1%
Midlife Junction	0.5%	0.5%
TOTAL	98.6%	91.0%
Source: ESRI Business Information Solutions, BBP LLC, 2010		

The "Pleasant-ville" tapestry segment, one of several "Upscale Avenues" tapestry types, is the dominant segments in the Towns (37.7 percent) and Suffolk County (34.6 percent). "Upscale Avenues" households comprise over 40 percent of all households in the Towns and County. "High Society" tapestry types are the next most prevalent, with 25.7 percent of all Brookhaven and Islip households, and 30.5 percent of all Suffolk County households, identified as

such. The two top tapestries in this group are "Sophisticated Squires" (10.4 percent and 5.8 percent of the Towns and County households, respectively) and "Wealthy Seaboard Suburbs" (10.1 percent and 15.2 percent of the Towns and County households, respectively). The "Up and Coming Families" segment is also prevalent in the Towns, representing 12.1 percent of all households.

"Pleasant-ville" households are characterized as affluent households comprised primarily of middle-aged married couples with children; about half of households are empty nesters. Though one fifth of households receive retirement income, the majority of residents work in a variety of industries. Commuting rates are high in this tapestry segment, and an estimated 12 percent commute an hour or more. Most households currently live in single-family residences built in the decades following World War II. Favorite leisure time pursuits include dining out, watching sporting events, and traveling.

"Sophisticated Squires" households include many "baby boomer" married-couple families, including empty nesters. These households are among the most affluent tapestry segments identified by ESRI (grouped collectively as "High Society"). Residents are employed primarily in white-collar occupations, and many have long commutes to work. The majority of households reside in single-family structures, most of which were built between 1970 and 1989. Leisure time activities include playing sports, bicycling, photography, playing golf, and gardening.

"Wealthy Seaboard Suburbs" neighborhoods are characterized as affluent, married-couple families living in older communities in coastal metropolitan areas. Just under half of households have children. Approximately 25 percent of households collect retirement income, while most of the employed residents work in management or professional occupations. Of the 65 tapestry segments identified by ESRI, "Wealthy Seaboard Suburbs" residents are among the top five most likely to commute to work (including commuting out-of-state to work). Most households live in older neighborhoods comprised of single-family homes built prior to 1970. Leisure time is spent shopping, traveling, skiing, ice skating, and going to the theater. Popular retail destinations include Macy's, Nordstrom, and warehouse clubs.

"Up and Coming Families" are young and affluent with younger children. Household incomes are higher than the national median, and labor force participation is high, with many dual-income households. Most households live in new single-family housing built in the past 10 years. Leisure time activities include playing sports, dining out at family restaurants, traveling, and shopping.

Common characteristics of the tapestry segments profile above include:

- Households are relatively wealthy;
- Most households consist of married couples;
- Many households are empty nester or couples without children (with the exception of "Up and Coming Families");
- Many households are headed by baby boomers;
- Most households live in older single-family homes (with the exception of "Up and Coming Families");
- Many households commute long distances to work; and
- Most households enjoy shopping, dining out, and outdoor activities.

Since many households commute long distances, live in older homes, and are either empty nesters or couples without children, some of these households may be interested in "downsizing" from their older single-family homes to smaller homes near transit. Such relocation would afford residents more convenient access to transit and reduce the level of maintenance required on their property, freeing up more leisure time. The baby boomer segment (age 55 and older) was highlighted, along with young adults (age 25 to 34), as a group more likely than other age groups to live in downtowns across Long Island in a recent study.[4]

2.4 Potential Market Capture

Living near transit in downtown settings is becoming more desirable in Long Island and throughout the nation. This desirability is emerging in part from demographic trends, including the aging of baby boomers and the preference of younger adults for mixed-use environments.[5] These trends are borne out in Long Island, where most downtowns are comprised of slightly more baby boomers (residents over age 55) and more young adults (residents aged 25-34).[6]

The success of recent housing development at the TOD District area bodes well for future transit-oriented, multi-family housing around the station. When Fairfield at Ronkonkoma Hub was constructed in 2007, the project was quickly leased, and occupancy has remained high through 2010, indicating strong demand for multi-family housing in the area (particularly luxury rental housing).

The Ronkonkoma Hub station is also the busiest commuter train stations in Long Island, with an average daily ridership of over 14,600 riders.[7] Offering the easternmost express trains to Manhattan on the Main Line, The station has attracted tens of thousands of daily commuters from the surrounding area and eastern Suffolk County. These commuters should be targeted as one market segment for multi-family housing in the TOD District area.

Demographic trends in the Towns of Brookhaven and Islip and Suffolk County suggest households in the target market (i.e. those earning $35,000 to $150,000) will grow over the next five and ten year periods. Growth of these households could serve as a key source of demand for multi-family housing in the station area.

Given the strong commuter activity in the TOD District area, the recent successful multi-family housing development in the area, and the growth of households in surrounding towns and Suffolk County, there are strong opportunities for new multi-family housing in the TOD District area.

To support the 615 residential units identified in the theoretical full build plan, the TOD District area will need to capture a modest 6 percent of the household growth that occurs in the primary and secondary market areas over the next ten years. An additional 1 percent of this growth will need to be captured to support the 808 residential units identified in the maximum build out plan (for a total capture rate of 7 percent). BBP LLC believes these relatively

[4] Regional Plan Association, *Places to Grow*, January 2010.
5 Urban Land Institute, "Higher-Density Development: Myth and Fact," 2005.
[6] *Places to Grow,* January 2010.
[7] Ridership data provided in *Places to Grow*, January 2010.

modest capture rates are achievable in the TOD District area given the area's many strengths identified as part of the residential market assessment.

Proposed Residential Development and Required Capture of Household Growth
TOD District Area

Concept	Residential Units	Net Increase in HH (2009-2019, Primary and Secondary Market Areas)	Required Capture Rate
Full Build	615	10,991	6%
Maximum Built Out	808		7%

Source: ESRI Business Information Solutions, BBP LLC, 2010

BBP LLC recommends that these units include a balanced mix of rental and owner-occupied units. To offer a competitive edge and appeal to target households, BBP LLC recommends that new units and the surrounding TOD District area provide a rich array of amenities. According to the Urban Land Institute, households interested in transit-oriented lifestyles seek amenity-rich living environments couples with the convenience of proximity to transit. Households prefer: neighborhoods with urban-style amenities (even in suburban settings); proximity to restaurants, shops, and cultural and sporting venues; historic or architecturally unique buildings; and smaller lots.

According to the National Multi Housing Council, amenities found in innovative new housing developments include:

- Architecturally distinctive features
- Compact lots
- Private entries
- Direct-entry garage parking
- Nine-foot ceilings
- Bay windows and skylights
- Two-level units
- Gourmet kitchens
- Deluxe master baths
- Full-sized laundry facilities
- Keyless entry systems
- Units wired for integrated telephone, cable, and internet service
- In-wall speaker systems with theater-quality sound
- Business centers, conference facilities
- Media rooms
- Community gardens
- Car wash and car detailing facilities
- Daycare and children's activities
- Pet daycare and dog walking services

The TOD District area already offers several community amenities found in innovative new housing developments, including auto care and daycare services. Additional services and retail offerings would enhance the appeal of the

area to new residents. Destination shops and restaurants in particular are a type of use not well-represented in the area that would complement the existing convenience retail stores and services in the area.

2.5 Summary

The TOD District area offers a strong opportunity for multi-family housing development oriented to transit. Market trends in the surrounding towns and county are favorable, with short- and long-term household growth of the target demographic (e.g. households earning $35,000 to $150,000) projected through 2014, and from 2014 to 2019. Such growth should fuel demand for new housing units focused around the transit station in the TOD District area.

Key findings from the housing demand and opportunities analysis include:

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. BBP LLC estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include “Pleasant-ville,” “Sophisticated Squires,” “Wealthy Seaboard Suburbs,” and “Up and Coming Families.” These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest 6 to 7 percent of household growth in the primary and secondary market areas through 2019. Such capture would support the development of the 615 residential units identified in the theoretical full build plan or the 808 units identified in the maximum build out plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the train station.

Section 3 Retail and Restaurant Market Analysis

3.1 Trade Area Definition

A trade area is the geographic area from which the majority of a retail establishment's customers originate. Trade areas differ based on the type of products offered at the retail establishment. For example, the trade area for a convenience good such as milk is typically smaller than the trade area for a shoppers good, or "comparison" good, such as furniture or apparel. The distance a consumer will travel to buy a gallon of milk is significantly shorter than the travel distance tolerated to buy a new sofa.

Another factor affecting the trade areas for convenience and shoppers goods is comparison shopping. To purchase a gallon of milk, one generally does not need to compare brands or stores. To purchase a piece of furniture, consumers are willing to travel further distances to compare various merchandise.

These factors impact the designation of trade areas for the TOD District area, which currently offers a small cluster of convenience goods oriented to commuters. This current mix of stores does not, however, preclude the TOD District area from eventually adding shoppers goods. Therefore, two primary trade areas have been established for the TOD District area:

1. Convenience goods primary retail trade area – defined as all the land within a 3 mile radius of the train station, and roughly equal to an easy 5-minute drive of the train station (which is the typical drawing area of neighborhood-oriented convenience retail establishments, which often include food stores, drug stores, personal service establishments such as dry cleaning and beauty parlors, takeout food businesses, and small sit-down restaurants).

2. Shoppers goods primary retail trade area – defined as all the land within a 5 mile radius of the train station, and roughly equivalent to a 10-minute driving distance (which is the typical drawing area of community-oriented retail destinations, which often include destination restaurants, clothing and apparel stores, home furnishings and specialty stores).

Not all sales to TOD District area retail establishments (both existing and future) will draw from these primary trade areas. Establishments situated around the train station already take advantage of the high volume of commuters that patronize the station, including those that reside beyond a 5-mile radius of the station. Most of these commuters reside in eastern areas of Suffolk County; therefore, Suffolk County may be viewed as a secondary trade area for both convenience and shoppers goods.

3.2 Household Spending Profile

Convenience Goods

Residents of the convenience goods primary and secondary trade areas surrounding the TOD District area offer strong disposable income to support convenience retailers. Within a 3-mile radius of the station, approximately 27,500 households offer $439 million in annual convenience goods retail spending potential ($16,000 per household). Residents of Suffolk County, which total over 488,000, offer a combined nearly $8 billion in annual convenience goods retail spending potential ($16,400 per household).

Trade Area Household Spending Profile

Convenience Goods, 2009

	Primary Trade Area (3-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	27,514	Households:	488,298
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Grocery Stores	$166,000,000	$6,000	$3,010,000,000	$6,200
Specialty Food Stores	$14,000,000	$500	$260,000,000	$500
Beer, Wine, and Liquor Stores	$14,000,000	$500	$261,000,000	$500
Health & Personal Care Stores	$47,000,000	$1,700	$870,000,000	$1,800
Gasoline Stations	$121,000,000	$4,400	$2,197,000,000	$4,500
Florists	$2,000,000	$100	$36,000,000	$100
Office Supplies, Stationary, and Gift Stores	$10,000,000	$400	$174,000,000	$400
Limited-Service Eating Places	$55,000,000	$2,000	$1,000,000,000	$2,000
Taverns	$10,000,000	$400	$186,000,000	$400
TOTAL	$439,000,000	$16,000	$7,994,000,000	$16,400

Source: ESRI, BBP LLC, 2010

Top spending categories of households in both the convenience goods primary and secondary trade areas include: groceries, health and personal care products, gasoline, and limited-service eating places.

Convenience Goods Spending Per Household, 2009

Source: ESRI, BBP LLC, 2010

These residents' purchasing power may offer potential to support new convenience goods establishments in the TOD District area. Small-scale versions of these stores will be the most appropriate fits for the downtown scale and character envisioned for the TOD District area.

Shoppers Goods

The buying power of households for shoppers goods in the shoppers goods primary and secondary trade areas surrounding the TOD District area is also substantial. The nearly 76,000 households living within a 5-mile radius of the train station (the primary trade area) offer a combined nearly $1.6 billion in annual retail spending potential for shoppers goods ($21,000 per household). The 488,000 households in Suffolk County offer an annual potential for $10.6 billion in shoppers goods expenditures ($21,500 per household).

Trade Area Household Spending Profile

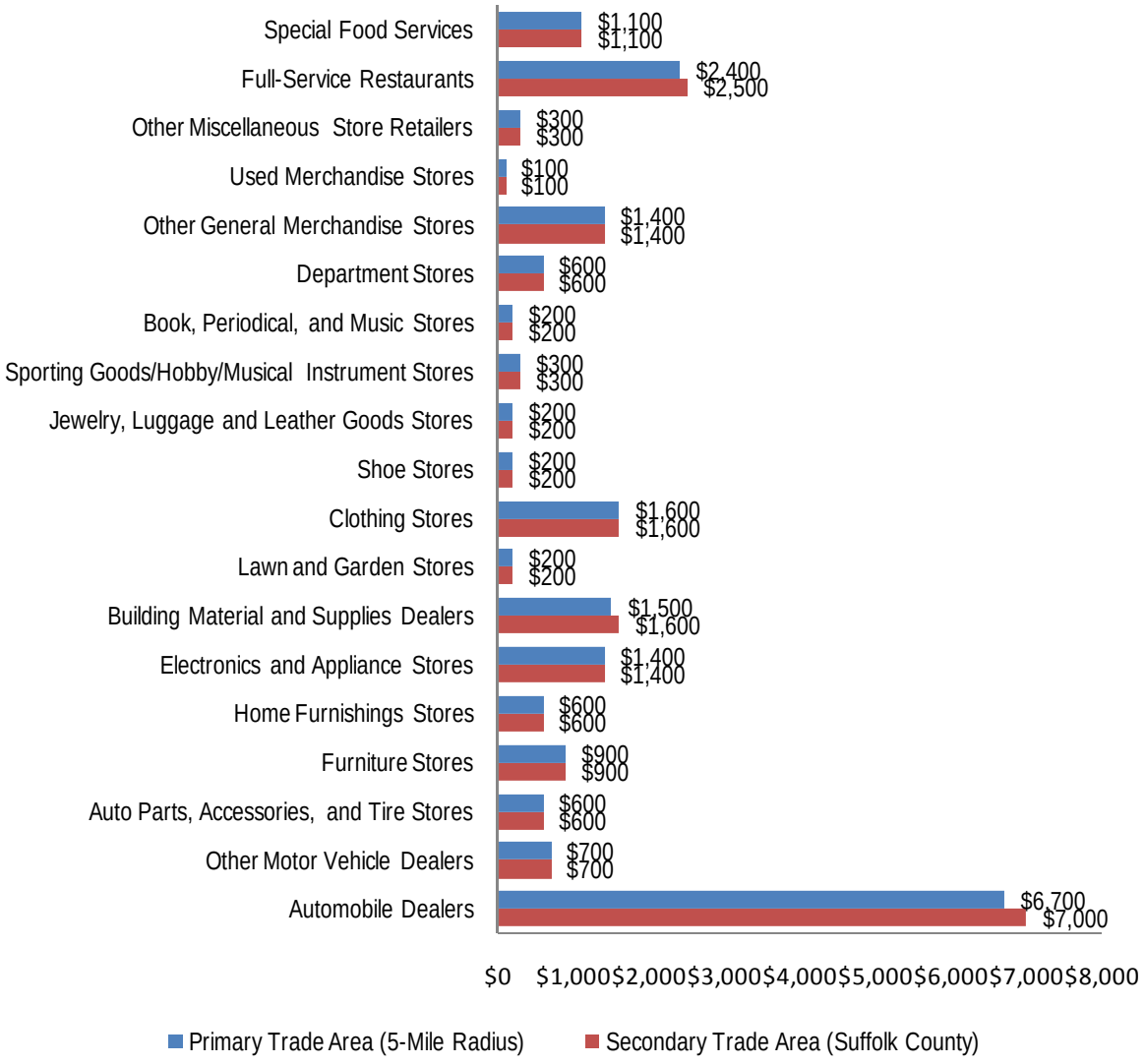
Shoppers Goods, 2009

	Primary Trade Area (5-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	75,702	Households:	488,298
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Automobile Dealers	$508,000,000	$6,700	$3,418,000,000	$7,000
Other Motor Vehicle Dealers	$50,000,000	$700	$350,000,000	$700
Auto Parts, Accessories, and Tire Stores	$44,000,000	$600	$295,000,000	$600
Furniture Stores	$65,000,000	$900	$441,000,000	$900
Home Furnishings Stores	$45,000,000	$600	$299,000,000	$600
Electronics and Appliance Stores	$106,000,000	$1,400	$707,000,000	$1,400
Building Material and Supplies Dealers	$114,000,000	$1,500	$760,000,000	$1,600
Lawn and Garden Stores	$17,000,000	$200	$114,000,000	$200
Clothing Stores	$121,000,000	$1,600	$797,000,000	$1,600
Shoe Stores	$15,000,000	$200	$97,000,000	$200
Jewelry, Luggage and Leather Goods Stores	$16,000,000	$200	$108,000,000	$200
Sporting Goods/Hobby/Musical Instrument Stores	$24,000,000	$300	$156,000,000	$300
Book, Periodical, and Music Stores	$15,000,000	$200	$102,000,000	$200
Department Stores	$46,000,000	$600	$306,000,000	$600
Other General Merchandise Stores	$104,000,000	$1,400	$692,000,000	$1,400
Used Merchandise Stores	$4,000,000	$100	$28,000,000	$100
Other Miscellaneous Store Retailers	$25,000,000	$300	$170,000,000	$300
Full-Service Restaurants	$184,000,000	$2,400	$1,212,000,000	$2,500
Special Food Services	$84,000,000	$1,100	$554,000,000	$1,100
TOTAL	$1,587,000,000	$21,000	$10,606,000,000	$21,500

Source: ESRI, BBP LLC, 2010

Households in both the shoppers goods primary and secondary trade areas offer the most potential spending on the following types of shoppers goods: automobiles, full-service restaurants, clothing, building materials, and other general merchandise.

Shoppers Goods Spending Per Household, 2009



Source: ESRI, BBP LLC, 2010

Given the downtown character of the TOD District area, small-scale specialty shops and sit-down restaurants may be the most appropriate means through which to capture a portion of the spending power of primary and secondary trade area households. These types of businesses can fit within a downtown scale and character more appropriate than, for instance, large automobile dealers or department stores.

3.3 Future Households, Income, and Retail Spending

Convenience Goods

In addition to existing households, future households offer potential to support new retail establishments in the TOD District area. Based on recent demographic trends, by 2014 there will be 27,250 households located within a 3-mile radius of the transit station (which does not take into account other, additional households that may locate in the TOD area). With a median projected income of over $94,000 in 2014, future residents offer potential to spend an average of $17,100 annually on convenience retail goods and services for a combined total of $463 million annually.

Trade Area Household Spending Profile

Convenience Goods, 2014

	Primary Trade Area (3-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	27,250	Households:	489,782
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Grocery Stores	$175,000,000	$6,400	$3,231,000,000	$6,600
Specialty Food Stores	$15,000,000	$600	$279,000,000	$600
Beer, Wine, and Liquor Stores	$15,000,000	$600	$280,000,000	$600
Health & Personal Care Stores	$49,000,000	$1,800	$934,000,000	$1,900
Gasoline Stations	$127,000,000	$4,700	$2,358,000,000	$4,800
Florists	$2,000,000	$100	$39,000,000	$100
Office Supplies, Stationary, and Gift Stores	$11,000,000	$400	$187,000,000	$400
Limited-Service Eating Places	$58,000,000	$2,100	$1,073,000,000	$2,200
Taverns	$11,000,000	$400	$200,000,000	$400
TOTAL	$463,000,000	$17,100	$8,581,000,000	$17,600

Source: ESRI, BBP LLC, 2010

In 2014, there are projected to be nearly 490,000 households in Suffolk County with a median projected income of nearly $92,000. These households bring with them potential annual spending of $17,600 per household on convenience retail goods and services for a total of over $8.6 billion per year. Such increase in potential spending offers potential to support new convenience goods establishments in the TOD District area.

Shoppers Goods

Projected increases in buying power for shoppers goods may also offer support for new shoppers goods businesses in the TOD District area. By 2014, households in the primary goods shoppers goods trade area (5-mile radius surrounding the train station) are projected to spend nearly $1.7 billion per year on shoppers goods. Households in the secondary trade area (Suffolk County) are projected to spend nearly $11.4 billion per year.

Trade Area Household Spending Profile

Shoppers Goods, 2014

	Primary Trade Area (5-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	75,670	Households:	489,782
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Automobile Dealers	$542,000,000	$7,200	$3,669,000,000	$7,500
Other Motor Vehicle Dealers	$53,000,000	$700	$376,000,000	$800
Auto Parts, Accessories, and Tire Stores	$47,000,000	$600	$317,000,000	$600
Furniture Stores	$69,000,000	$900	$473,000,000	$1,000
Home Furnishings Stores	$48,000,000	$600	$321,000,000	$700
Electronics and Appliance Stores	$113,000,000	$1,500	$759,000,000	$1,500
Building Material and Supplies Dealers	$122,000,000	$1,600	$816,000,000	$1,700
Lawn and Garden Stores	$18,000,000	$200	$122,000,000	$200
Clothing Stores	$129,000,000	$1,700	$855,000,000	$1,700
Shoe Stores	$16,000,000	$200	$104,000,000	$200
Jewelry, Luggage and Leather Goods Stores	$17,000,000	$200	$116,000,000	$200
Sporting Goods/Hobby/Musical Instrument Stores	$26,000,000	$300	$167,000,000	$300
Book, Periodical, and Music Stores	$16,000,000	$200	$109,000,000	$200
Department Stores	$49,000,000	$600	$328,000,000	$700
Other General Merchandise Stores	$111,000,000	$1,500	$743,000,000	$1,500
Used Merchandise Stores	$4,000,000	$100	$30,000,000	$100
Other Miscellaneous Store Retailers	$27,000,000	$400	$182,000,000	$400
Full-Service Restaurants	$196,000,000	$2,600	$1,301,000,000	$2,700
Special Food Services	$90,000,000	$1,200	$595,000,000	$1,200
TOTAL	$1,693,000,000	$22,300	$11,383,000,000	$23,200

Source: ESRI, BBP LLC, 2010

3.4 Supportable Retail Space

The level of retail space that may be supported in the TOD District area is a function of how many sales can be captured from the retail spending of residents in the primary and secondary trade areas. In conducting the analysis of supportable retail space based on this function, BBP LLC omitted several types of retail goods that were not consistent with the types of fine-grain uses contemplated for the downtown area. These include: gasoline stations, automobile dealers, other motor vehicle dealers, and department stores. All of these uses require larger spaces than those envisioned for the area.

Convenience Goods

Retail spending in the primary and secondary trade areas is projected to total nearly $6.6 billion in retail store group categories by 2014, consistent with Ronkonkoma's downtown character. Such spending would support nearly 19.2 million square feet of convenience space in the primary and secondary trade areas.

Future Trade Area Expenditures and Supportable Square Feet, 2015

Convenience Goods, 2014

	PTA Expenditures	STA Expenditures	Combined Expenditures	Sales Per SF	Supportable SF
Grocery Stores	$175,000,000	$3,231,000,000	$3,406,000,000	$473	7,200,846
Specialty Food Stores	$15,000,000	$279,000,000	$294,000,000	$151	1,947,020
Beer, Wine, and Liquor Stores	$15,000,000	$280,000,000	$295,000,000	$396	744,949
Health & Personal Care Stores	$49,000,000	$934,000,000	$983,000,000	$430	2,286,047
Florists	$2,000,000	$39,000,000	$41,000,000	$226	181,416
Office Supplies, Stationary, and Gift Stores	$11,000,000	$187,000,000	$198,000,000	$120	1,650,000
Limited-Service Eating Places	$58,000,000	$1,073,000,000	$1,131,000,000	$246	4,597,561
Taverns	$11,000,000	$200,000,000	$211,000,000	$358	589,385
TOTAL	$336,000,000	$6,223,000,000	$6,559,000,000	-	19,197,224

Source: ESRI, Urban Land Institute, BBP LLC, 2010

Shoppers Goods

In the shoppers goods category, retail spending by 2014 is projected to total over $8 billion. Such spending would support over 31.8 million square feet of shoppers goods space in the primary and secondary trade areas.

Future Trade Area Expenditures and Supportable Square Feet, 2014

Shoppers Goods, 2014

	PTA Expenditures	STA Expenditures	Combined Expenditures	Sales Per SF	Supportable SF
Auto Parts, Accessories, and Tire Stores	$47,000,000	$317,000,000	$364,000,000	$173	2,104,046
Furniture Stores	$69,000,000	$473,000,000	$542,000,000	$156	3,474,359
Home Furnishings Stores	$48,000,000	$321,000,000	$369,000,000	$216	1,708,333
Electronics and Appliance Stores	$113,000,000	$759,000,000	$872,000,000	$302	2,887,417
Building Material and Supplies Dealers	$122,000,000	$816,000,000	$938,000,000	$388	2,417,526
Lawn and Garden Stores	$18,000,000	$122,000,000	$140,000,000	$265	528,302
Clothing Stores	$129,000,000	$855,000,000	$984,000,000	$269	3,657,993
Shoe Stores	$16,000,000	$104,000,000	$120,000,000	$222	541,353
Jewelry, Luggage and Leather Goods Stores	$17,000,000	$116,000,000	$133,000,000	$303	438,944
Sporting Goods/Hobby/Musical Instrument Stores	$26,000,000	$167,000,000	$193,000,000	$183	1,057,534
Book, Periodical, and Music Stores	$16,000,000	$109,000,000	$125,000,000	$246	508,130
Other General Merchandise Stores	$111,000,000	$743,000,000	$854,000,000	$167	5,101,553
Used Merchandise Stores	$4,000,000	$30,000,000	$34,000,000	$206	165,049
Other Miscellaneous Store Retailers	$27,000,000	$182,000,000	$209,000,000	$206	1,014,563
Full-Service Restaurants	$196,000,000	$1,301,000,000	$1,497,000,000	$358	4,181,564
Special Food Services	$90,000,000	$595,000,000	$685,000,000	$335	2,042,431
TOTAL	$1,049,000,000	$7,010,000,000	$8,059,000,000	-	31,829,098

Source: ESRI, Urban Land Institute, BBP LLC, 2010

The theoretical full build and theoretical maximum build out plans call for 80,875 and 112,275 square feet of retail space, respectively (including restaurant space). Future retail spending patterns could support over 51 million square feet in the primary and secondary market areas, as based on spending projections for 2014. BBP LLC estimates that such demand could be absorbed in the market area by 2019. The TOD District area would therefore need to capture a modest 0.16 to 0.22 percent of this total supportable space to support the 80,875 or 112,275 square feet identified in the plans. Given the TOD District area's strong current visitation by transit riders, BBP LLC believes such modest capture rates are possible, and will only be further supported by the addition of new residents and employees to the area.

Proposed Retail Development and Required Capture of Supportable Square Feet

TOD District Area

Concept	Retail and Restaurant Square Feet	Supportable Square Feet (2009-2019, Primary and Secondary Market Areas)	Required Capture Rate
Full Build	80,875	51,026,322	0.16%
Maximum Built Out	112,275		0.22%

Source: ESRI Business Information Solutions, BBP LLC, 2010

3.5 Retail Supply

New retailers in the TOD District area can take advantage of the spending power of primary and secondary trade area residents, and even with very modest capture rates, such new businesses can be successful. However, it is important to note that these new stores will compete with other retailers in the trade areas. Given this issue, BBP LLC has performed an evaluation of retail supply, focusing on **retail leakage** in the trade areas (i.e. retail sales that are "leaked" beyond the trade areas) to understand which categories of retail are underrepresented, indicating unmet demand for retail goods and services. This analysis is meant to help focus in on which types of retail may be best positioned to succeed in the TOD District area given their underrepresentation elsewhere.

Convenience Goods

As illustrated in the following table, convenience goods are well-represented in most categories in the primary trade area, with retail sales exceeding retail spending in most categories. However, leakage does appear in three categories: beer, wine and liquor stores ($4 million in spending is leaked beyond this trade area); office supplies, stationary and gift stores ($3 million in spending is leaked); and taverns ($3 million in spending is leaked). These three categories may offer relatively stronger potential for success in the TOD District area given their underrepresentation in the primary trade area.

Trade Area Household Spending Profile

Convenience Goods, 2009

	Primary Trade Area (3-Mile Radius)			Secondary Trade Area (Suffolk County)		
	Total Expenditures	Total Sales	Leaked Sales	Total Expenditures	Total Sales	Leaked Sales
Grocery Stores	$166,000,000	$258,000,000	$92,000,000	$3,010,000,000	$3,036,000,000	$26,000,000
Specialty Food Stores	$14,000,000	$15,000,000	$1,000,000	$260,000,000	$190,000,000	($70,000,000)
Beer, Wine, and Liquor Stores	$14,000,000	$10,000,000	($4,000,000)	$261,000,000	$198,000,000	($63,000,000)
Health & Personal Care Stores	$47,000,000	$72,000,000	$25,000,000	$870,000,000	$792,000,000	($78,000,000)
Gasoline Stations	$121,000,000	$136,000,000	$15,000,000	$2,197,000,000	$1,808,000,000	($389,000,000)
Florists	$2,000,000	$2,000,000	$0	$36,000,000	$32,000,000	($4,000,000)
Office Supplies, Stationary, and Gift Stores	$10,000,000	$7,000,000	($3,000,000)	$174,000,000	$105,000,000	($69,000,000)
Limited-Service Eating Places	$55,000,000	$63,000,000	$8,000,000	$1,000,000,000	$1,040,000,000	$40,000,000
Taverns	$10,000,000	$7,000,000	($3,000,000)	$186,000,000	$87,000,000	($99,000,000)
TOTAL	$439,000,000	$570,000,000	$131,000,000	$7,994,000,000	$7,288,000,000	($706,000,000)

Source: ESRI, BBP LLC, 2010

In the convenience goods secondary trade area, more sales are leaked in almost every category, indicating that residents are underserved in many retail categories. Since this trade area was drawn to capture the residence locations of commuters from around Suffolk County that patronize the Ronkonkoma Hub station, this leakage indicates that convenience goods in the TOD District area catering to commuters should be expanded to take advantage of the relative undersupply of such goods near the homes of many commuters.

Shoppers Goods

In the shoppers goods category, several categories of retail sales are being leaked beyond the primary trade area. These underserved retail store groups include: auto parts, accessories and tire stores ($3 million leaked); furniture stores ($22 million leaked); clothing stores ($60 million leaked); shoe stores ($7 million leaked); jewelry stores ($6 million leaked); book, periodical and music stores ($4 million leaked); used merchandise stores ($1 million leaked); full-service restaurants ($71 million leaked); and special food services ($27 million leaked).

Trade Area Household Spending Profile

Shoppers Goods, 2009

	Primary Trade Area (5-Mile Radius)			Secondary Trade Area (Suffolk County)		
	Total Expenditures	Total Sales	Leaked Sales	Total Expenditures	Total Sales	Leaked Sales
Automobile Dealers	$508,000,000	$721,000,000	$213,000,000	$3,418,000,000	$3,616,000,000	$198,000,000
Other Motor Vehicle Dealers	$50,000,000	$84,000,000	$34,000,000	$350,000,000	$468,000,000	$118,000,000
Auto Parts, Accessories, and Tire Stores	$44,000,000	$41,000,000	($3,000,000)	$295,000,000	$234,000,000	($61,000,000)
Furniture Stores	$65,000,000	$43,000,000	($22,000,000)	$441,000,000	$421,000,000	($20,000,000)
Home Furnishings Stores	$45,000,000	$204,000,000	$159,000,000	$299,000,000	$392,000,000	$93,000,000
Electronics and Appliance Stores	$106,000,000	$162,000,000	$56,000,000	$707,000,000	$778,000,000	$71,000,000
Building Material and Supplies Dealers	$114,000,000	$130,000,000	$16,000,000	$760,000,000	$996,000,000	$236,000,000
Lawn and Garden Stores	$17,000,000	$24,000,000	$7,000,000	$114,000,000	$157,000,000	$43,000,000
Clothing Stores	$121,000,000	$61,000,000	($60,000,000)	$797,000,000	$617,000,000	($180,000,000)
Shoe Stores	$15,000,000	$8,000,000	($7,000,000)	$97,000,000	$74,000,000	($23,000,000)
Jewelry, Luggage and Leather Goods Stores	$16,000,000	$10,000,000	($6,000,000)	$108,000,000	$60,000,000	($48,000,000)
Sporting Goods/Hobby/Musical Instrument Stores	$24,000,000	$26,000,000	$2,000,000	$156,000,000	$308,000,000	$152,000,000
Book, Periodical, and Music Stores	$15,000,000	$11,000,000	($4,000,000)	$102,000,000	$67,000,000	($35,000,000)
Department Stores	$46,000,000	$142,000,000	$96,000,000	$306,000,000	$670,000,000	$364,000,000
Other General Merchandise Stores	$104,000,000	$157,000,000	$53,000,000	$692,000,000	$884,000,000	$192,000,000
Used Merchandise Stores	$4,000,000	$3,000,000	($1,000,000)	$28,000,000	$26,000,000	($2,000,000)
Other Miscellaneous Store Retailers	$25,000,000	$39,000,000	$14,000,000	$170,000,000	$227,000,000	$57,000,000
Full-Service Restaurants	$184,000,000	$113,000,000	($71,000,000)	$1,212,000,000	$885,000,000	($327,000,000)
Special Food Services	$84,000,000	$57,000,000	($27,000,000)	$554,000,000	$357,000,000	($197,000,000)
TOTAL	$1,587,000,000	$2,036,000,000	$449,000,000	$10,606,000,000	$11,237,000,000	$631,000,000

Source: ESRI, BBP LLC, 2010

In the shoppers goods secondary trade area, the same categories that are underrepresented in the primary trade area are undersupplied, with substantial retail sales being leaked beyond the trade area. Such leakage of these categories in both trade areas suggests their introduction in the TOD District area may prove more successful than other shoppers goods store types since they would fulfill an unmet need in the trade areas. However, it is important to note that many of these types of goods benefit from critical mass of co-location. For example, having several stores offering similar goods - such as clothing, shoes and jewelry – located together will have stronger collective drawing power for customers, since the area will become known as a destination for finding those items.

3.6 Retail Opportunities

Based on the evaluation of the current retail competition in the convenience goods and shoppers goods trade areas, we have identified a set of retail categories that have better chances for success in the TOD District area given their undersupply in the trade areas. These retail store groups are identified in the following table.

Retail Categories with Strong Potential for Success Given Current Retail Leakage
Convenience Goods, 2014
Beer, Wine, and Liquor Stores
Office Supplies, Stationary, and Gift Stores
Taverns
Shoppers Goods, 2014
Auto Parts, Accessories, and Tire Stores
Furniture Stores
Clothing Stores
Shoe Stores
Jewelry, Luggage and Leather Goods Stores
Book, Periodical, and Music Stores
Used Merchandise Stores
Full-Service Restaurants
Special Food Services
Source: BBP LLC, 2010

Additionally, retail leakage is but one indicator of the potential success of future stores. Other factors, including quality of products, customer service, marketing, and the experience offered to customers also impact the odds of success. For these reasons, a savvy entrepreneur could still open a shop in a retail category that is already well-represented in the trade areas surrounding the TOD District area (and thus faces more competition) but succeed because of the superior products, service, marketing and/or experience offered in the store.

Finally, the above analysis does not take into account the retail spending potential presented by future households of the multi-family units recommended for the study area as based on the residential analysis, nor does it include future office employees or additional transit riders generated by new development in the study area. We have omitted these potential sources of demand because we want to make sure the future retail uses will be self-sufficient (and not reliant on other new uses for their success). That being said, the presence of new residents, employees and additional transit riders that could be located in the study area could provide substantial benefits to retailers in terms of an additional local source of retail sales, thereby further encouraging retail success.

3.7 Summary

Strong opportunities exist for new retail goods and services in the TOD District area. Trends in the primary and secondary trade areas are positive, with household spending projected to increase by 2014.

Key findings from the analysis of retail demand and opportunities include:

- Two classifications of retail goods and services may be offered in the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD area is situated within four associated trade areas: the convenience goods primary trade area (3-mile radius, roughly equal to a 5-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (5-mile radius, roughly equal to a 10-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 to 0.22 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the theoretical full build plan or the 112,275 square feet identified in the maximum build out plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales “leaked” beyond the trade area, indicating unmet demand for goods and services. Such retail types may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores;

jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Section 4 Office Market Analysis

4.1 Market Area Definition

The TOD District area is located at the western fringes of the Eastern Suffolk County office market area, a broad geography that includes the County east of Central Islip. The TOD area is also located close to the neighboring Western Suffolk County office market area to the west, and is likely to be influenced by market dynamics in this area as well as Eastern Suffolk County. A new or expanding office-based business considering either the Western or Eastern Suffolk County market areas is likely to consider the Ronkonkoma area as a possible location as well.

Therefore, the primary market area for the office sector has been defined as Suffolk County to include both of these market areas. To include firms that may be seeking a Long Island location and have not identified a requirement for either Nassau or Suffolk County, the secondary market area has been defined as Long Island.

4.2 Office-Based Employment Profile

Only a handful of office-based businesses are located in the TOD District area at present. These employers together employ approximately 90 individuals. In surrounding Suffolk County, office-based businesses employ nearly 120,000 employees, and in Long Island as a whole, such businesses employ nearly 280,000 individuals. The most dominant industry in terms of employment is the professional, scientific and technical services industry, which employs the largest proportion of office-based workers in the TOD District area, Suffolk County, and Long Island. Finance and insurance is also a top employer in Suffolk County and Long Island, though not well-represented in the TOD District area. Administrative support (which includes back office functions) is a major source of employment in Long Island but less dominant in Suffolk County and in the TOD District area.

Office-Based At Place Employment, 2009

Industry	TOD District Area	Suffolk County	Long Island
Information	1	18,637	29,443
Finance & Insurance	1	24,241	60,775
Real Estate, Rental & Leasing	37	13,880	18,951
Professional, Scientific & Technical Services	40	42,780	76,015
Management of Companies & Enterprises	0	447	18,064
Administrative Support, Waste Management	9	19,257	74,373
TOTAL	88	119,242	277,621

1/ 2009 office-based employment estimated based on most recent available employment data and projected rates of growth from NYS Department of Labor

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

To gain a stronger sense of the types of office employers that comprise Long Island's economy – and thereby learn about the types of businesses that may be candidates for locating in the TOD District area – BBP LLC evaluated industry clusters provided by the NYS Department of Labor for the island. An industry cluster is a grouping of many sub-industries that are highly interrelated in the goods and services they provide. Six industry clusters comprised of at least some office-based industries are located in Long Island. These include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

Long Island Office-Based Industry Clusters, 2008

Industry Cluster	Associated Office Industries	Employment	Location Quotient
Back Office & Outsourcing Cluster	Administrative Support, Waste Management	18,800	0.54
Biomedical Cluster	Professional, Scientific & Technical Services	15,200	1.68
Communications, Software & Media Services Cluster	Information	32,300	1.04
Financial Services Cluster	Finance & Insurance; Real Estate, Rental & Leasing; Management of Companies & Enterprises	47,000	0.89
Front Office & Producer Services	Professional, Scientific & Technical Services; Management of Companies & Enterprises	73,200	1.06
Information Technology Services	Information; Professional, Scientific & Technical Services	10,100	0.54
TOTAL	-	196,600	-

Source: NYS Department of Labor, Quarterly Census of Employment and Wages, BBP LLC, 2010

These industry clusters are represented in varying degrees on Long Island, with some featuring relatively higher levels of employment compared to the industry's employment nationwide; such industries are identified by higher location quotients. Industry clusters with the highest location quotients on Long Island include: biomedical; front office and producer services; and communications, software and media services.

The biomedical cluster contains the laboratories and research offices of firms; some of these scientific researchers may opt to locate in specialized office spaces. The front office and producer services cluster includes a variety of business and environmental services (lawyers, accountants, graphic designers, architects, engineers, etc.). This cluster also includes the headquarters of companies and organizational offices of business and professional associations. The communications, software and media services cluster includes businesses and organizations engaged in publishing, broadcasting and telecommunications.

4.3 Future Employment

Employment growth in office-based industries is an important factor contributing to demand for new office space. Long Island is projected to add office-based jobs over the next six years at an annual rate of less than 1 percent, although some office-based industries will grow more rapidly than others (and some will shrink as businesses downsize).

The most job growth is projected in the administrative support industry, which is part of the back office cluster (one of the six office-based clusters present in Long Island). Professional, scientific and technical service jobs are also projected to increase; this industry is part of several of Long Island's office-based clusters: biomedical, financial services, front office and producer services, and information technology. Real estate, rental and leasing and management of companies are projected to add jobs as well. Both of these industries are represented in the financial services cluster; the management industry is also represented in the front office and producer services cluster.

Projected Changes in Office Employment by Industry Sector, Long Island, 2006 to 2016

Industry	Employment (2006)	Projected Employment (2016)	Total Employment Change	Annual Rate of Change
Information	29,740	28,760	(980)	-0.33%
Finance & Insurance	61,450	59,230	(2,220)	-0.37%
Real Estate, Rental & Leasing	18,110	21,070	2,960	1.53%
Professional, Scientific & Technical Services	74,040	80,830	6,790	0.88%
Management of Companies & Enterprises	17,420	19,660	2,240	1.22%
Administrative Support, Waste Management	71,000	82,880	11,880	1.56%
TOTAL	271,760	292,430	20,670	0.74%

Source: NYS Department of Labor, BBP LLC, 2010

Assuming Suffolk County and Long Island add jobs at the rates identified by the NYS Department of Labor, over the next four years each area will add office-based jobs, including over 3,800 jobs in Suffolk County and nearly 8,300 jobs in Long Island.

Projected Changes in Office Employment by Industry Sector, 2009 to 2014

	Suffolk County		Long Island	
Industry	Employment (2014)	Employment Change (2009-2014)	Employment (2014)	Employment Change (2009-2014)
Information	18,327	(310)	28,953	(489)
Finance & Insurance	23,799	(442)	59,667	(885)
Real Estate, Rental & Leasing	14,971	1,091	20,442	1,201
Professional, Scientific & Technical Services	44,699	1,919	79,424	2,739
Management of Companies & Enterprises	475	28	19,190	906
Administrative Support, Waste Management	20,806	1,549	80,355	4,822
TOTAL	123,077	3,835	288,031	8,295

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

4.4 Supportable Office Space

Based on the office-based employment growth projected over the next five years, Suffolk County could support the net addition of over 900,000 square feet of office space, while Long Island as a whole could support the net addition of over 1.9 million square feet of office space.

Supportable Office Space, 2014

	Suffolk County		Long Island	
Industry	Total Space	Net New Space	Total Space	Net New Space
Information	3,665,472	0	5,790,676	0
Finance & Insurance	4,759,819	0	11,933,498	0
Real Estate, Rental & Leasing	2,994,281	218,281	4,088,324	240,219
Professional, Scientific & Technical Services	8,939,719	383,719	15,884,785	547,840
Management of Companies & Enterprises	94,974	5,574	3,838,013	181,288
Administrative Support, Waste Management	4,161,159	309,759	16,070,947	964,410
TOTAL	24,615,424	917,333	57,606,243	1,933,757

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

4.5 Office Supply

Of course, office-based employment growth projections are but one source of future estimates of space. Another method of projecting future space in Suffolk County and Long Island involves using projections of new supply that could be added based on past trends in the marketplace. REIS, a company which monitors commercial real estate in Long Island as well as across the nation, provides such projections. By 2014, REIS has projected that Suffolk County could add a net over 350,000 square feet of office space, while Long Island could add over 900,000 net square feet of office space.

Projected Growth of Office Inventory, 2009 to 2014

	Suffolk County		Long Island	
Year	Total Space	Cumulative Net New Space	Total Space	Cumulative Net New Space
2009	17,760,000	-	43,494,000	-
2010	17,760,000	0	43,494,000	0
2011	17,760,000	0	43,514,000	20,000
2012	17,881,000	121,000	43,815,000	321,000
2013	18,002,000	242,000	44,115,000	621,000
2014	18,117,000	357,000	44,396,000	902,000

Source: REIS, BBP LLC, 2010

4.6 Office Opportunities

Both the theoretical full build and maximum build out plans call for 49,375 square feet of office space. To support this level of development, the TOD District area must capture 2 percent of the office space growth supportable in the primary and secondary areas as based on employment growth, or 4 percent of the office space growth supportable in the primary and secondary areas as based on supply growth. BBP LLC believes these relatively modest capture rates are achievable for the TOD District area given the area's strengths as a busy commuter hub (with access to a large labor force), and that such office development opportunities will only be further supported by the introduction of new housing, retail and restaurant choices that will make the area an even better place to conduct business.

Proposed Office Development and Required Capture of Employment and Supply Growth
TOD District Area

		Net Increase in Square Feet (2009-2019, Primary and Secondary Market Areas)		Required Capture Rates	
Concept	Office Square Feet	Employment Growth Basis	Supply Growth Basis	Employment Growth Basis	Supply Growth Basis
Full Build	49,375	2,851,090	1,259,000	2%	4%
Maximum Built Out	49,375			2%	4%

Source: NYS Department of Labor, REIS, BBP LLC, 2010

Suggested Target Office Users

Employment growth projections tell us that real estate, rental, leasing, professional, scientific, technical, management, and administrative support firms all may grow in the next several years. These types of businesses also happen to be compatible with downtown settings, as many firms in these industries are small in scale. Therefore, such businesses should be considered potential targets for new office spaces in the TOD District area.

4.7 Summary

Employment (demand) and supply trends in the TOD District area's primary and secondary market areas show promise for office development opportunities over the next several years. The TOD District area could be a participant in such office growth.

Key findings from the analysis of the office market include:

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in both the theoretical full build and maximum build out plans, the TOD District area will have to capture either 2 percent of the office space supported by office employment trends or 4 percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

Correspondence with Community Service Providers - Fire, Police and Educational Services

Appendix J

Ronkonkoma Fire Dept

Gennaro, Kim

To: 'vincent.diaz@hbo.com'

Chief Diaz:

This will confirm our telephone conversation that the Department has a new 100-foot ladder truck that can accommodate the multi-story buildings within the TOD District. Additional information pursuant to our earlier correspondence is greatly appreciated.

Thank you.

Sincerely,

Kim A. Gennaro, M.S., AICP
Director, L.I. Environmental Division

VHB Engineering, Surveying and Landscape Architecture, P.C.
Transportation | Land Development | Environmental Services

2150 Joshua's Path, Suite 300
Hauppauge, NY 11788
Phone: 631.234.3444 x3462 | Fax: 631.234.3477
Mobile: 631.316.0882
kgennaro@vhb.com <mailto:KGennaro@VHB.com>

www.vhb.com <http://www.vhb.com/>

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

August 12, 2010

Ref: 27406.02

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Mr. Vincent Diaz – Fire Chief
Ronkonkoma Fire Department
177 Portion Road
Lake Ronkonkoma, New York 11779

Re: Ronkonkoma Hub Transit-Oriented Development
Town of Brookhaven, Suffolk County

Dear Chief Diaz:

As indicated in prior correspondence dated May 28, 2010 (copy enclosed), VHB Engineering, Surveying and Landscape Architecture, P.C. ("VHB") is in the process of preparing a Draft Generic Environmental Impact Statement ("DGEIS") for the proposed Land Use Implementation Plan for the Ronkonkoma Hub Transit-Oriented-Development ("TOD"). As part of the DGEIS, the potential impacts on fire protection and ambulance services are being evaluated. As such, please accept this correspondence a formal request for information related to fire protection and ambulance services, as outlined in our May 28, 2010 letter.

Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions you may have.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Kim A. Gennaro, M.S., AICP
Director, Long Island Environmental Division

KAG/lm

enc.
cc: P. Rogalle

J:\27406.02 RONKONKOMA PHASE 3\ProjRecords\FinalDocs\FireLtr Follow up.doc

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 • FAX 631.234.3477
email: info@vhb.com
www.vhb.com

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VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

May 28, 2010

Ref: 27406.02

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Mr. Vincent Diaz – Fire Chief
Ronkonkoma Fire Department
177 Portion Road
Lake Ronkonkoma, New York 11779

Re: Ronkonkoma Hub Transit-Oriented Development
Town of Brookhaven, Suffolk County

Dear Chief Diaz:

VHB Engineering, Surveying and Landscape Architecture, P.C. is serving as the environmental consultant to the Town Board of the Town of Brookhaven for the evaluation of the proposed Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented-Development ("TOD"). The Ronkonkoma Hub TOD encompasses an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The Ronkonkoma Hub TOD is bounded by Union Avenue to the north; Village Plaza Drive to the east; the LIRR tracks (Ronkonkoma Branch) to the south; and County Road 29 (Ronkonkoma Avenue), Garrity Avenue, and Hawkins Avenue to the west (see enclosed site location map). As part of this action, a TOD zoning district would be created and the properties within the Ronkonkoma Hub TOD area would be rezoned to that zoning district.

This rezoning would allow redevelopment of the area with mixed uses. A Generic Environmental Impact Statement ("GEIS") is being prepared for this proposal, and as part of the GEIS, a conceptual redevelopment plan has been prepared (i.e., the Draft Land Use Implementation Plan, a copy of which is enclosed). The Draft Land Use Implementation Plan includes a mix of residential units, and retail, office, health club, and restaurant spaces.

As part of the GEIS for the proposed action being considered by the Town of Brookhaven, we are evaluating the potential impacts on fire protection and ambulance services. As the Ronkonkoma Hub TOD is within the service area of the Ronkonkoma Fire Department, we would appreciate your assistance in providing information to facilitate our evaluation. Please advise, in writing, as to the following:

1. Number of active members in the Ronkonkoma Fire Department;
2. Total number of fire and rescue calls responded to in 2009;
3. Estimated response time to the project area;

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 • FAX 631.234.3477
email: info@vhb.com

4. List of receiving hospitals; and
5. Any relevant information you feel would assist us in the environmental review.

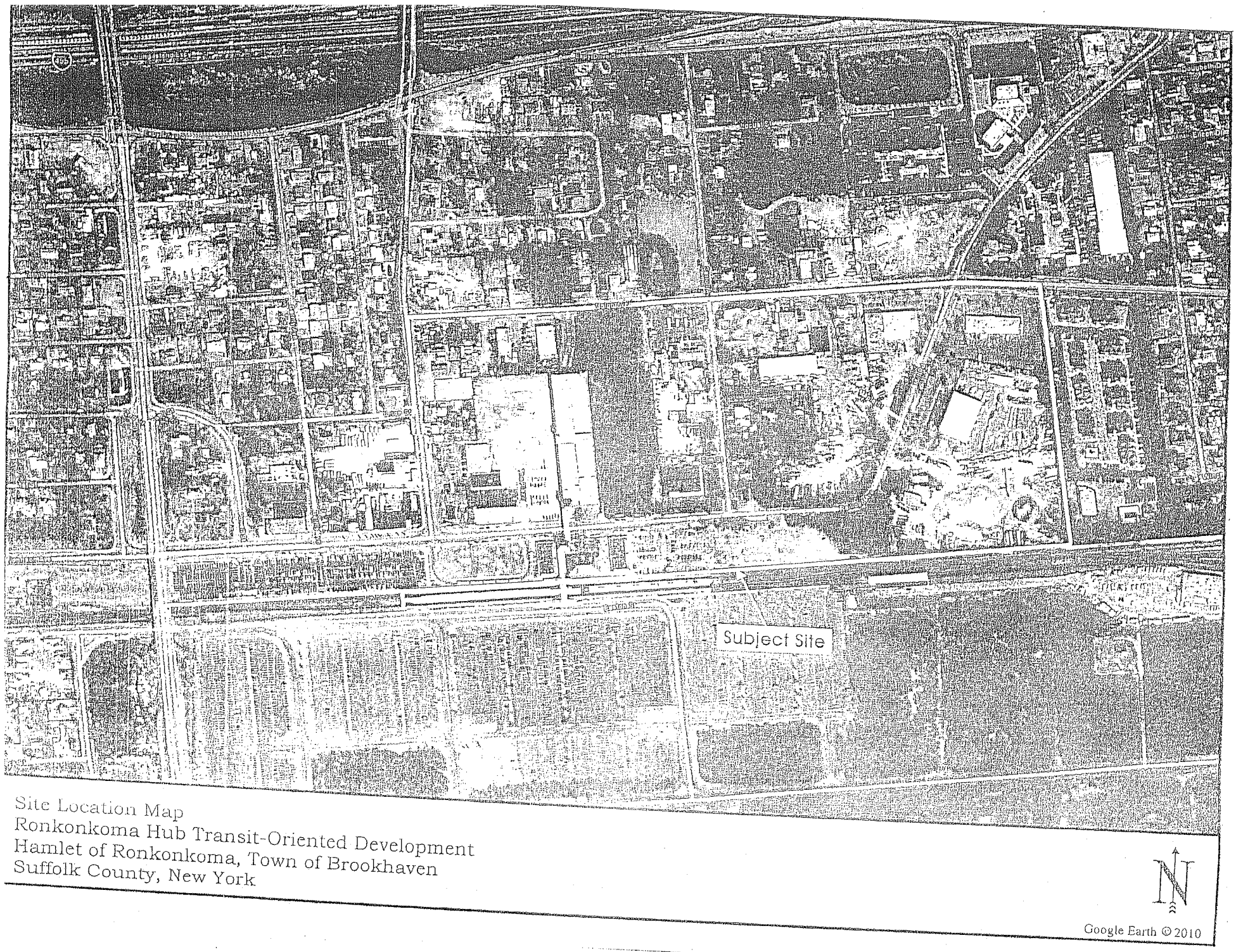
Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions you may have.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Kim A. Gennaro, M.S., AICP
Director, Long Island Environmental Division

KAG/lm
cc: P. Rogalle



Site Location Map
Ronkonkoma Hub Transit-Oriented Development
Hamlet of Ronkonkoma, Town of Brookhaven
Suffolk County, New York

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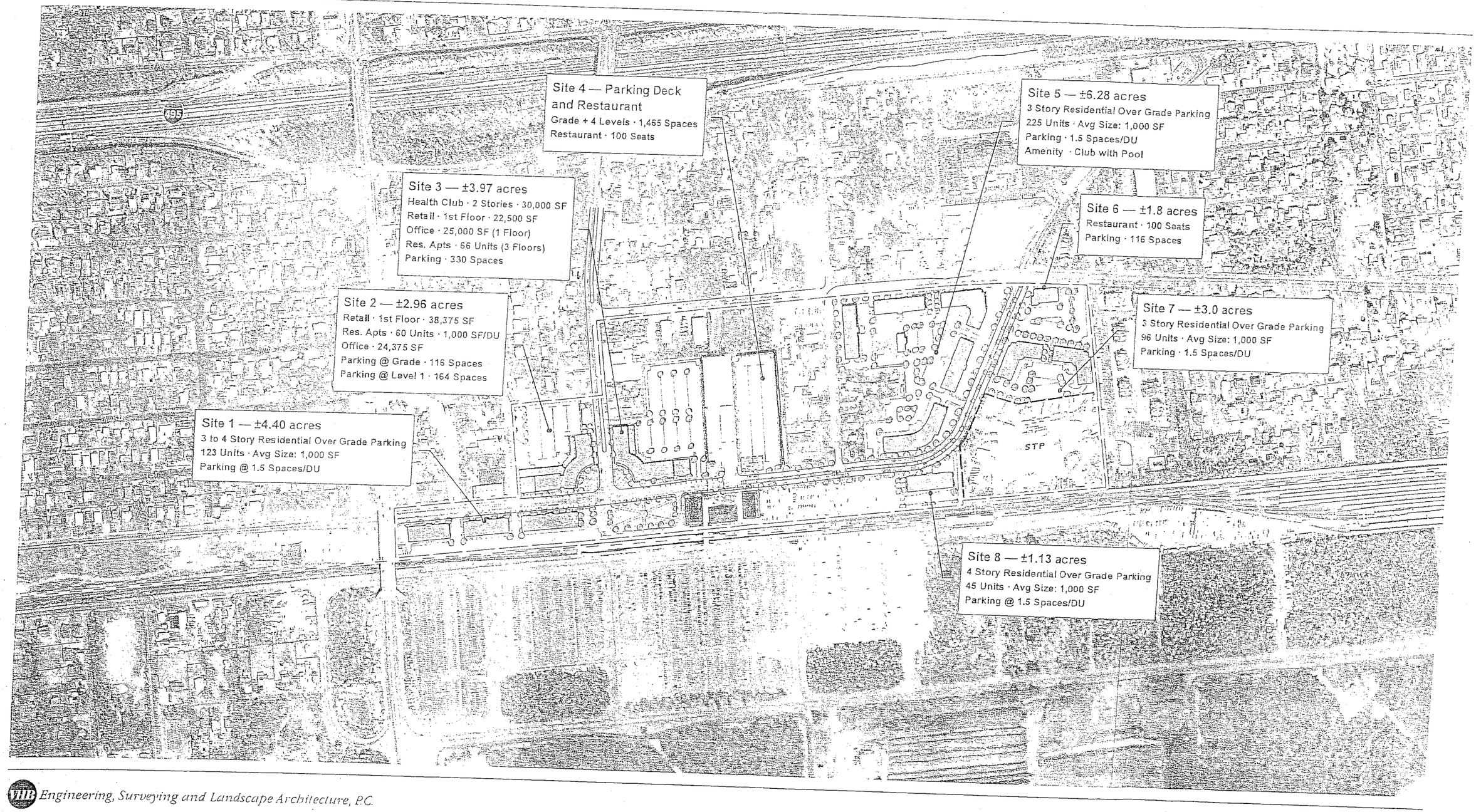

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

Data sources:
Aerial Imagery – New York State Geographic

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Draft Land Use Implementation Plan

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Sent To: Mr. Vincent Diaz Fire Chief
Street, Apt. No.; or PO Box No. 177 Portion Road
City, State, ZIP+4 Lake Ronkonkoma N.Y. 11779

PS Form 3800, August 2006 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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1. Article Addressed to:

Mr. Vincent Diaz
Ronkonkoma Fire
Dept.
177 Portion Road
Lake Ronkonkoma, NY
11779

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) JOHNSON #34 C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

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☐ Registered ☒ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7008 2810 0002 0664 2251

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

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Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

May 28, 2010

Ref: 27406.02

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Mr. Vincent Diaz – Fire Chief
Ronkonkoma Fire Department
177 Portion Road
Lake Ronkonkoma, New York 11779

Re: Ronkonkoma Hub Transit-Oriented Development
Town of Brookhaven, Suffolk County

Dear Chief Diaz:

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3. Estimated response time to the project area;

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email: info@vhb.com
www.vhb.com

4. List of receiving hospitals; and
5. Any relevant information you feel would assist us in the environmental review.

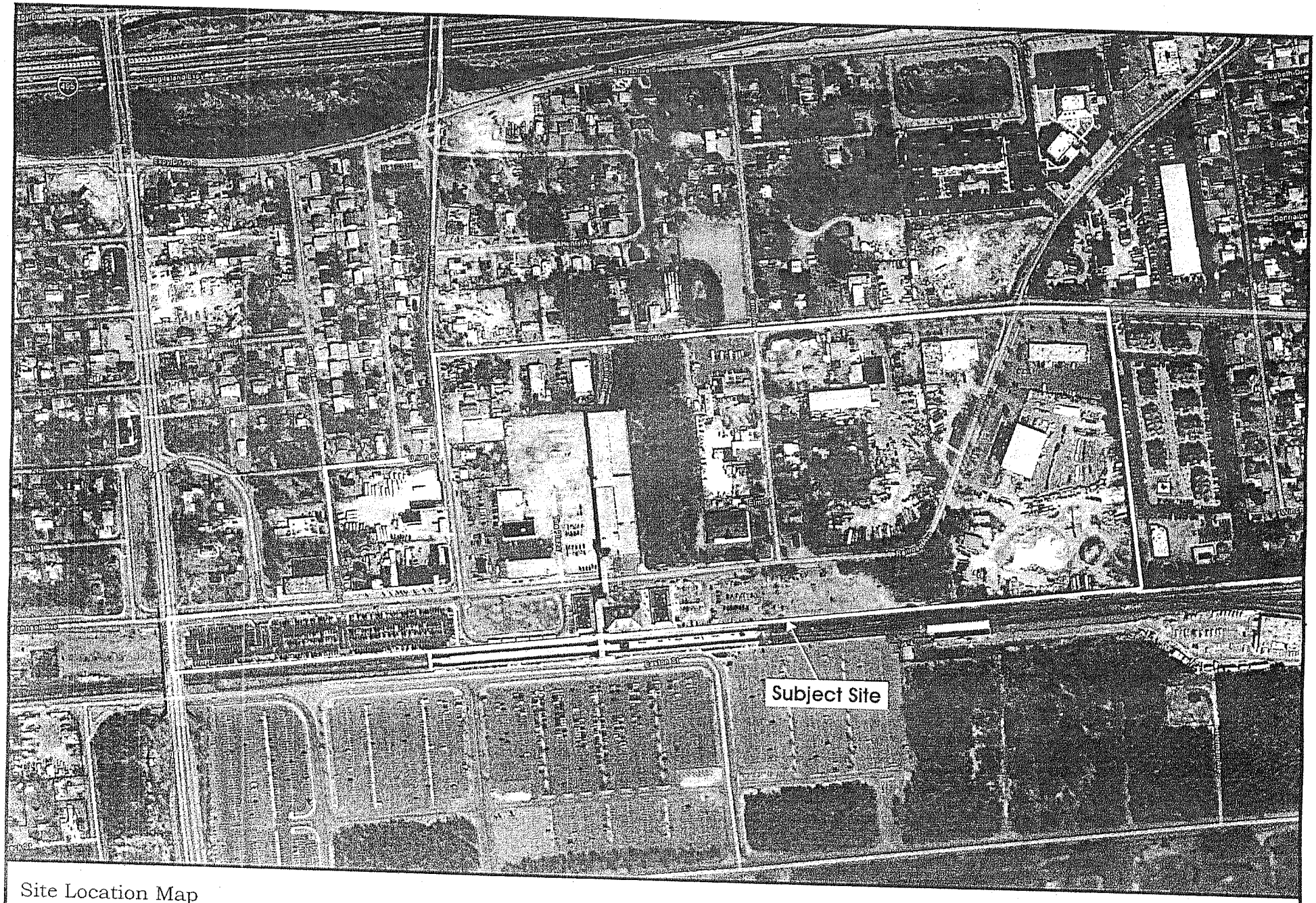
Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions you may have.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Kim A. Gennaro, M.S., AICP
Director, Long Island Environmental Division

KAG/lm
cc: P. Rogalle



Site Location Map
Ronkonkoma Hub Transit-Oriented Development
Hamlet of Ronkonkoma, Town of Brookhaven
Suffolk County, New York

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Google Earth © 2010

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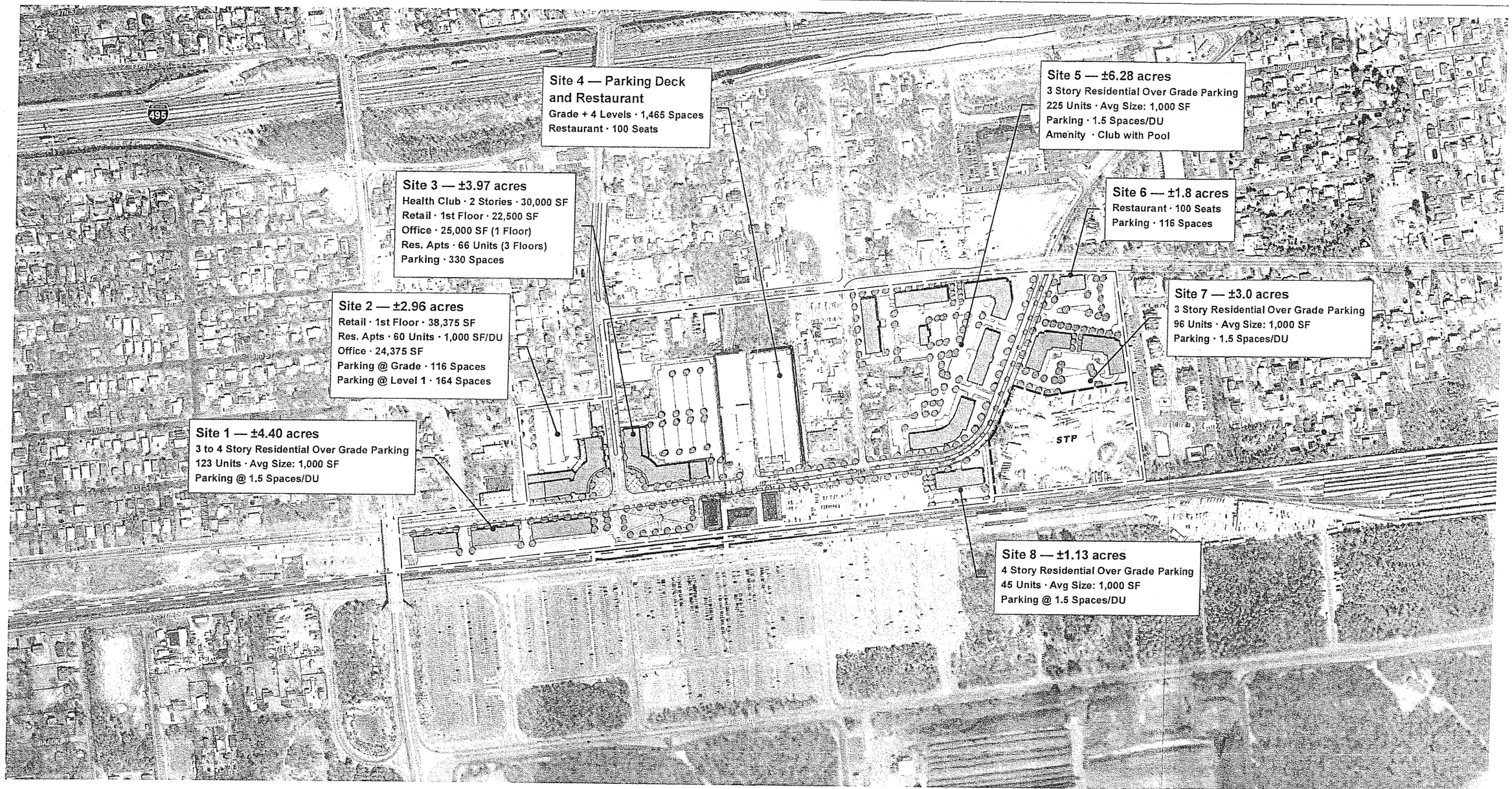

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Draft Land Use Implementation Plan

DRAFT

Prepared for the Town of Brookhaven on May 3, 2010

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Sent To: Mr. Vincent Diaz - Fire Chief
Street, Apt. No.; or PO Box No.: 177 Portion Road
City, State, ZIP+4: Lake Ronkonkoma, NY 11779

PS Form 3800, August 2006 — See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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1. Article Addressed to:

Mr. Vincent Diaz-
Fire Chief
Ronkonkoma F.D
177 Portion Road
Lake Ronkonkoma, NY
11779

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☒ Agent ☐ Addressee

B. Received by (Printed Name): BROESLER
C. Date of Delivery:

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☒ Return Receipt for Merchandise
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4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label): 7008 2810 0002 0663 8131

PS Form 3811, February 2004 — Domestic Return Receipt — 102595-02-M-1540

COUNTY OF SUFFOLK

STEVE LEVY
COUNTY EXECUTIVE

RICHARD DORMER
POLICE COMMISSIONER

POLICE DEPARTMENT

June 10, 2010

Kim A Gennaro, M.S., AICP
Director, Long Island Environmental Division
VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

Re: Ronkonkoma Hub TOD - GEIS - 27406.02

Dear Ms. Gennaro:

This is the Suffolk County Police Department's (SCPD) response to your request for information regarding SCPD facilities and services available to the referenced site. Please refer to the attached precinct information and incident statistics.

The exact impact of your planned development is difficult to determine. There is no single determining factor utilized in the decision to deploy a set number of Officers to a given area. Factors such as demographics, traffic patterns, police hazards and emergency response time are variables which require consideration. The Police Department will adapt as necessary to protect and serve the community as it grows.

If you need any further information, please contact me at 631-852-6069 or send an e-mail to william.english@suffolkcountyny.com.

Sincerely,

William J. English
Principal Management Analyst
Research and Development Section **2110**

Information for General Environmental Impact Statement - Ronkonkoma Hub Transit - Oriented Development

Property is located within the Fourth Precinct:

345 Old Willets Path, Hauppauge, NY 11788 (631) 854-8400
Commanding Officer - Inspector James Rhoads
Sector 405
Personnel - 225 sworn members / 9 civilian members
Vehicles - 42 marked / 14 unmarked
Response times are not tracked

Suffolk County Police Department
Reported Non-Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
ABANDONED 911	546
ABANDONED VEH	169
ACCIDENTAL DEATH	9
AIDED CASE	8,581
ALARM - BANK/HOLDUP	423
ALARM - COMMERCIAL	7,303
ALARM - MISC	945
ALARM - RESIDENTIAL	8,407
ANIMAL BITE	13
ANIMAL INCIDENT	77
ARREST WARRANT	74
ATTEMPT SUICIDE	16
BURN INJURY	2
CHECK ON THE WELFARE	268
CIVIL DISPUTE	332
CIVIL DOCUMENTATION	452
COUNTERF CURR INVEST	5
DEATH INVESTIGA	93
DESTRUCT INJ ANIMAL	2
DISABLED MOTORI	519
DISTURBANCE	14,017
DOMESTIC	1,863
EVID IMPOUND	2
FIRE INVESTIG	580
GUN CALL	2
HOMELESS SUBJECT	3
IMPOUNDED SCOOTER	2
LANDLORD/TENANT	120
LOST/FOUND PROP	752
MISCELLANEOUS	1,645
MISSING PERSON	294

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Source: IRS 6/7/10

Suffolk County Police Department
Reported Non-Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
MVA	5,348
MVA FATAL	15
MVA INJURY	864
NATURAL DEATH	8
NON EVID IMPOUN	9
PMI-NO PSYCH TRNSPRT	68
PMI-PSYCH TRANSPORT	361
PO INFO NARCOTI	6
POLICE ASSIST	836
POLICE INFO	809
POLICE INFO - DRUGS	12
PRIVATE PROPERTY TOW	2
PROPERTY DAMAGE	512
PURSUIT	6
ROAD HAZARD	218
SCHOOL INCIDENT	57
SEARCH & RESCUE	2
SUICIDE	11
SUSP CHEM/BIO MAT	3
SUSP PERS/VEH	1,860
TRAFFIC LIGHT MALFUN	201
ZERO TOLERANCE	5
Grand Total	58,729

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Source: IRS 6/7/10

Suffolk County Police Department
Reported Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
ABUSE/NEGLECT	1
AGG CONTEMPT-VIOLATE	1
AGG HARASS 2	552
AGG UNLIC OPER 1ST	7
AGG UNLIC OPER 2ND	36
AGG UNLIC OPER 3RD	41
AGGRAV DWI: PRIOR CO	1
AGGRAVATED CRIM CONT	1
ALC BEV VIOL	4
ANIMALS VIOL	4
ARSON 2	2
ARSON 3	9
ARSON IN 5TH DEGREE	8
ASLT W/INT CAUSE PI	6
ASLT:IMPAIRMT BY DRG	1
ASSAULT	114
ASSAULT 1	1
ASSAULT 2	6
ASSLT INJ ON SCH GRD	2
AUTO STRIPPING 3RD	2
BURGLARY 1	9
BURGLARY 2	279
BURGLARY 3	112
COURSE SEX CONDUCT 2	1
CRI SEX ACT2 VIC DIS	1
CRIM CONTEMP AGG HAR	5
CRIM CONTEMP HAR PHO	2
CRIM CONTEMP HARASS	27
CRIM CONTEMP MEANACE	1
CRIM CONTEMP THREATS	3
CRIM CONTEMPT 1	4
CRIM CONTEMPT 2	98

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Source: IRS 6/07/10

Suffolk County Police Department
Reported Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
CRIM IMPERSON 1	1
CRIM IMPERSON 2	6
CRIM MISCHIEF 2	37
CRIM MISCHIEF 3	90
CRIM MISCHIEF 4	1,191
CRIM NUSANCE 2	5
CRIM POS FORG INST 1	7
CRIM POS FORG INST 2	30
CRIM POS FORG INST 3	1
CRIM POS WEAP 2ND	5
CRIM POS WEAP 3	3
CRIM POS WEAP 4	15
CRIM POSS CONT SUB 1	1
CRIM POSS CONT SUB 3	22
CRIM POSS CONT SUB 4	3
CRIM POSS CONT SUB 5	5
CRIM POSS CONT SUB 7	178
CRIM POSS HYPO INST	27
CRIM POSS MARIJNA 4	1
CRIM POSS STLN PROP 3	2
CRIM POSS STLN PROP 4	18
CRIM POSS STLN PROP 5	21
CRIM SALE CONT SUB 1	2
CRIM SALE CONT SUB 2	4
CRIM SALE CONT SUB 3	43
CRIM SALE CONT SUB 4	2
CRIM SALE CONT SUB 5	1
CRIM SALE MARIJNA 4	1
CRIM TAMPER 3	18
CRIM TRESPASS 2	24
CRIM TRESPASS 3	38
CRIMINAL SEXUAL ACT1	6

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Suffolk County Police Department
Reported Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
CRSE SEX CONDUCT 1ST	1
DISORD CONDUCT	17
DWAI COMBINED DRUGS/	2
DWAI SP VEH 1ST	4
DWI 2ND CONV	2
ELEC/PLUM WRK W/O LC	1
EMPLOY OF SCRTY GRDS	3
ENDAN WEL CHILD	5
ENDANG HEALTH 2	1
ESCAPE 2	1
ESCAPE 3	1
EXPLOSIVES VIOL	1
EXPOSURE PERSON	5
FAIL DIS REC 2	3
FAIL DISC ORIG REC-1	4
FAIL TO REG:SEX OFF	1
FALSE PERSONATION	9
FALSE REPORT INCD 2	4
FALSE REPORT INCD 3	13
FALSE REPORT INCID	3
FLEE OFFICER IN MOTO	2
FLS SWRN STMT 1	2
FLS WRIT STMNT	6
FORCIBLE TOUCHING	11
FORGERY 2	21
FORGERY 3	1
FORTUNE TELLING	4
FRAUD AND DECEIT	2
GRAND LARCENY 2	10
GRAND LARCENY 3	222
GRAND LARCENY 4	343
HARASSMENT 1	16

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Source: IRS 6/07/10

Suffolk County Police Department
Reported Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
HARASSMENT 2	929
HINDER PROSEC 2	1
HOME IMPROVE W/O LIC	1
IDENT THEFT 1ST	53
IDENT THEFT 2ND	68
IDENT THEFT 3RD	118
ILLEG POSS VIN	1
INSUR FRAUD 3	1
INSUR FRAUD 4	1
INSUR FRAUD 5	1
ISS BAD CHECK	18
J.D.	1
LEASE VIO	7
LEAV ACC W/O ID 1ST	21
LEAV INJ ACC - DEATH	2
LEAV INJ ACC 1ST OFF	3
LEAV INJ ACC PRIOR	1
LEAVE SCENE PROP DAM	1
LEAVING SCENE OF AN	1
LIC RESTRIC VIO	1
LOITERING	4
LOITERING 1	24
LV SCN ACCDNT	726
LV SCN INJ ANML	1
MAKIN TERROR THREAT	2
MAKING GRAFFITI	65
MENACING 2ND	40
MENACING 3RD	23
MFG/UNAUTH REC2	1
MURDER 2	1
OBST GVT AGY 2	9
OP MV DRUGS 1ST	24

OFFICIAL SUFFOLK COUNTY DOCUMENT

Source: IRS 6/07/10

Suffolk County Police Department
Reported Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
OP MV DRUGS 2ND	1
OP MV ILL % ALC	65
OP MV INTOX 1ST	115
OP MV INTOX 2ND	7
OP VEH IMP ALC	6
OP VEH REG SUSP	4
OPER MV INTOX 1ST	1
P.I.N.S	1
PATRON PROST 2	1
PATRONIZE PROSTITU-3	11
PEDDLING W/O A LICEN	5
PEDDLING WITHOUT A L	1
PERFORM HI W/O LIC	1
PETIT LARCENY	2,247
POSS BURG TOOLS	2
POSS MARIJNA 5	64
POSS MARIJUANA	82
PROFESSION VIOL	5
PROMOTNG GAMB 2	1
PROSTITUTION	11
PUBLIC LEWDNESS	12
RAPE 1	6
RAPE 2ND	3
RAPE 3	1
RECK ENDANG 1	3
RECK ENDANG 2	15
RECK ENDGR PROP	2
RECKLESS DRVG	8
RESIST ARREST	19
ROBBERY 1	38
ROBBERY 2	22
ROBBERY 3	9

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SUFFOLK COUNTY
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Suffolk County Police Department
Reported Criminal Incidents for the 4th Precinct
January 1 - December 31, 2009

Description	4th Precinct
SALES TAX VIOL	6
SENTENCE VIOL	1
SEXUAL ABUSE 1	3
SEXUAL ABUSE 2	3
SEXUAL ABUSE 3	1
SEXUAL MISCONDT	4
SOLICITATION	1
STALK 3/THREAT INJUR	1
STALK 4/CAUSE FEAR	2
TAMP PHYS EVID	1
TAMP WITNESS 4	1
THEFT OF SERV	24
TRDE MRK COUNTER 2ND	4
TRDE MRK COUNTER 3RD	8
TRESPASS	20
UNAUTH USE VEH 3	34
UNL BOTTLE CLUB	1
UNL POS NOX MAT	1
UNLAW DL W/CHLD	8
UNLAW IMPRIS 1	1
UNLAW IMPRIS 2	2
UNLAW POSS PERS ID	5
UNLAW USE CR CD	2
UNLIC DRIVER	6
UNLW DLNG FRWRK	1
USE DRUG PARA 2	2
VIOL BROOKH TWN CODE	1
VIOL ISLIP TOWN CODE	1
VIOL SMITHT TWN CODE	2
WILLFUL VIOLATION	3
Grand Total	8,939

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SUFFOLK COUNTY
DOCUMENT

Source: IRS 6/07/10

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VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

May 28, 2010

Ref: 27406.02

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Inspector James Rhoads
Suffolk County Police Department
Fourth Precinct
345 Old Willets Path
Hauppauge, New York 11788

Re: Ronkonkoma Hub Transit-Oriented Development
Town of Brookhaven, Suffolk County, New York

Dear Inspector Rhoads:

VHB Engineering, Surveying and Landscape Architecture, P.C. is serving as the environmental consultant to the Town Board of the Town of Brookhaven for the evaluation of the proposed Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented-Development ("TOD"). The Ronkonkoma Hub TOD encompasses an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The Ronkonkoma Hub TOD is bounded by Union Avenue to the north; Village Plaza Drive to the east; the LIRR tracks (Ronkonkoma Branch) to the south; and County Road 29 (Ronkonkoma Avenue), Garrity Avenue, and Hawkins Avenue to the west (see enclosed site location map). As part of this action, a TOD zoning district would be created and the properties within the Ronkonkoma Hub TOD area would be rezoned to that zoning district.

This rezoning would allow redevelopment of the area with mixed uses. A Generic Environmental Impact Statement ("GEIS") is being prepared for this proposal, and as part of the GEIS, a conceptual redevelopment plan has been prepared (i.e., the Draft Land Use Implementation Plan, a copy of which is enclosed). The Draft Land Use Implementation Plan includes a mix of residential units, and retail, office, health club, and restaurant spaces.

As part of the GEIS for the proposed action being considered by the Town of Brookhaven, we are evaluating the potential impacts on police protection. As the Ronkonkoma Hub TOD is within the service area of the Suffolk County Police Department – Fourth Precinct, we would appreciate your assistance in providing information to facilitate our evaluation. Please advise, in writing, as to the following:

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

1. The number of personnel and patrols in the area;
2. The number and types of equipment;
3. The number and types of calls received in 2009;
4. Estimated response time to the subject property; and
5. Any other relevant information you feel would assist in the environmental review.

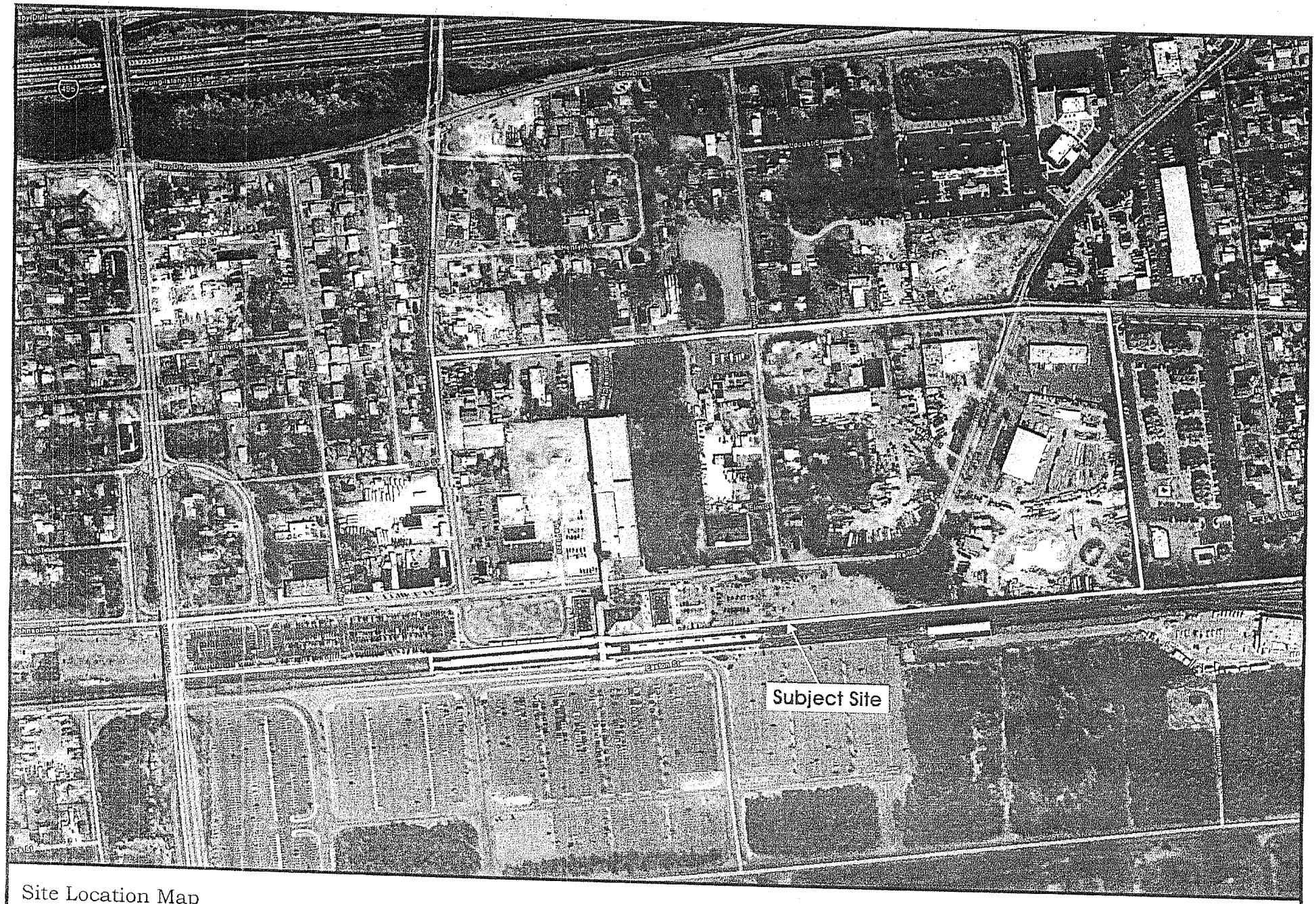
Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions you may have.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Kim A. Gennaro, M.S., AICP
Director, Long Island Environmental Division

KAG/lm
cc: P. Rogalle



Site Location Map
Ronkonkoma Hub Transit-Oriented Development
Hamlet of Ronkonkoma, Town of Brookhaven
Suffolk County, New York

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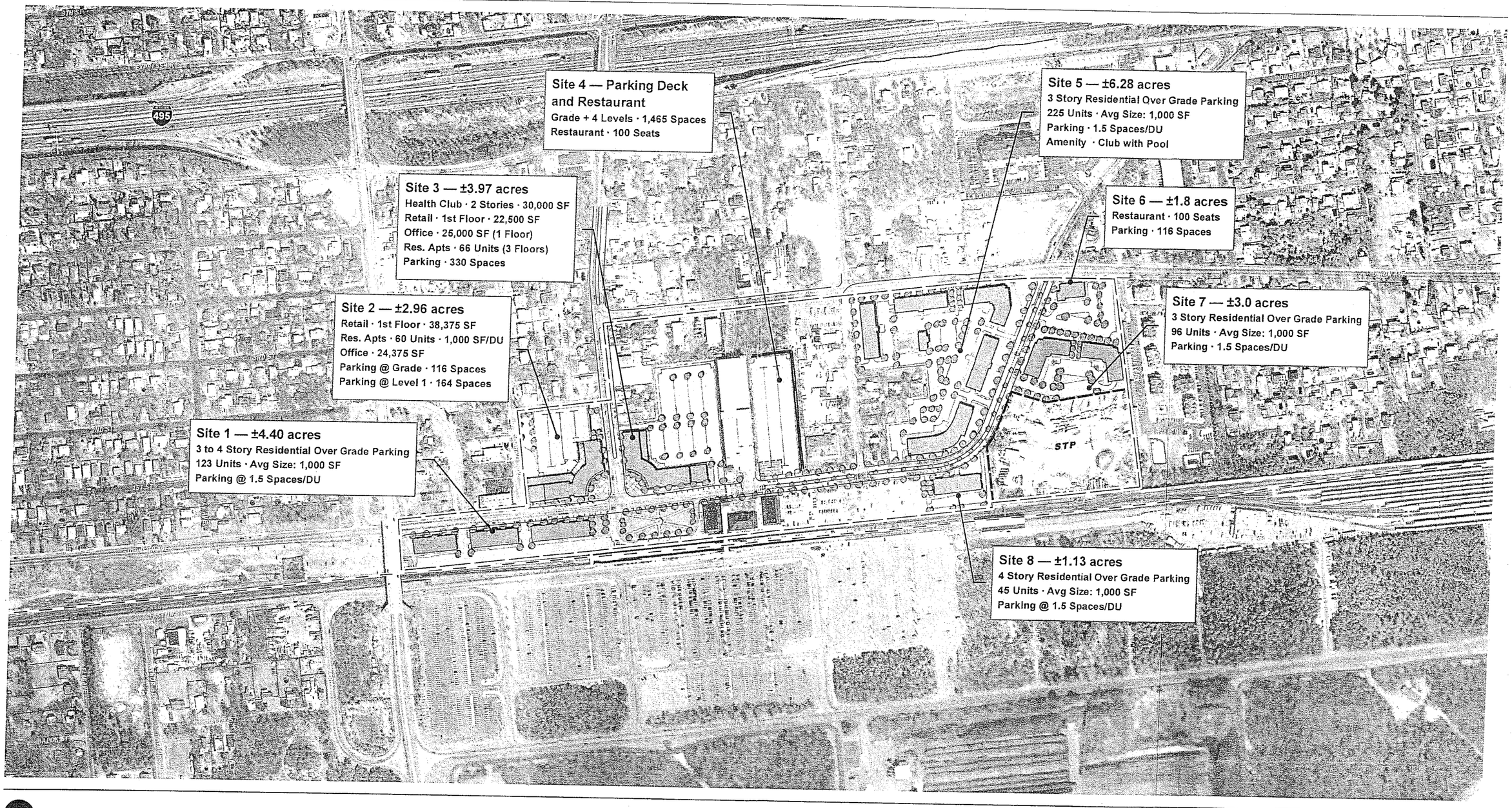

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap. Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Draft Land Use Implementation Plan

DRAFT

Prepared for the Town of Brookhaven on May 3, 2010

7008 2810 0002 0663 8124

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Sent To: Inspector James Rhoads
Street, Apt. No.; or PO Box No.: 345 Old Willets Path
City, State, ZIP+4: Hauppauge, NY 11788

PS Form 3800, August 2002 — See Reverse for Instructions

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1. Article Addressed to:
Inspector James Rhoads
SCPD - 4th Precinct
345 Old Willets Path
Hauppauge, NY
11788

COMPLETE THIS SECTION ON DELIVERY

A. Signature (X) [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name): Robert Clark

C. Date of Delivery: 6-10

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PS Form 3811, February 2004 — Domestic Return Receipt — 102595-02-M-1540

Sachem Central School District at Holbrook

James J. Nolan
Superintendent of Schools

Ronald G. Sacks
School Business Administrator
245 Union Avenue
Holbrook, NY 11741
~
(631) 471-1352
FAX (631) 471-1318

July 1, 2010

Ms. Kim A Gennaro, Ms, AICP
Transportation Land Development Environmental Services
2150 Joshua's path
Suite 300
Hauppauge, New York 11788

Re: Ronkonkoma Hub Transit-Oriented Development

1. The following 3 schools would accommodate school aged children from with in the TOD:

    a. Gatelot Elementary School, 55 Gatelot Avenue, lake Ronkonkoma NY 11779-2391 – Enrollment as of May 3, 2010 – 578
    b. Samoset Middle School, 51 School Street, Lake Ronkonkoma NY 11779-2391 – Enrollment as of May 3, 2010 – 879
    c. Sachem High School North, 212 Smith Road, Lake Ronkonkoma NY 11779-2391 – Enrollment as of May 3, 2010 – 2,248

2. 2008-2009 per pupil expenditure – 18,606.50
    % obtained from Property Tax levy (not including STAR) 47%

    Expenditures used in the calculation of the Per Pupil Expenditure include the following divided by the average daily membership:
    1. Actual General Fund Expenses
    2. State and Federal Grants
    3. Special Education Summer School

3. Availability of school busing to the residential uses within the TOD area:
    School bus routes currently exist for the 3 school mentioned above. At this time the District would not be able to determine if additional bus routes would be necessary.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Ronald G. Sacks
School Business Administrator

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

May 28, 2010

Ref: 27406.02

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Mr. James J. Nolan
Superintendent of Schools
Sachem Central School District
245 Union Avenue
Holbrook, New York 11741

Re: Ronkonkoma Hub Transit-Oriented Development
Town of Brookhaven, Suffolk County, New York

Dear Superintendent Nolan:

VHB Engineering, Surveying and Landscape Architecture, P.C. is serving as the environmental consultant to the Town Board of the Town of Brookhaven for the evaluation of the proposed Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented-Development ("TOD"). The Ronkonkoma Hub TOD encompasses an approximately 53.73±-acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The Ronkonkoma Hub TOD is bounded by Union Avenue to the north; Village Plaza Drive to the east; the LIRR tracks (Ronkonkoma Branch) to the south; and County Road 29 (Ronkonkoma Avenue), Garrity Avenue, and Hawkins Avenue to the west (see enclosed site location map). As part of this action, a TOD zoning district would be created and the properties within the Ronkonkoma Hub TOD area would be rezoned to that zoning district.

This rezoning would allow redevelopment of the area with mixed uses. A Generic Environmental Impact Statement ("GEIS") is being prepared for this proposal, and as part of the GEIS, a conceptual redevelopment plan has been prepared (i.e., the Draft Land Use Implementation Plan, a copy of which is enclosed). The Draft Land Use Implementation Plan includes a mix of residential units, and retail, office, health club, and restaurant spaces.

As part of the GEIS for the proposed action being considered by the Town of Brookhaven, we are evaluating the potential impacts on educational services. As the Ronkonkoma Hub TOD is within the Sachem Central School District, we would appreciate your assistance in providing information to facilitate our evaluation. Please advise, in writing, as to the following:

1. Enrollment and capacity of the relevant school buildings (i.e., those schools that would accommodate school-aged children from within the TOD);

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

2. Per pupil expenditure for the 2009-2010 school year and the percentage of this figure obtained from property taxes;
3. Availability of busing to the residential uses within the TOD area; and
4. Any other relevant information you feel would assist in the environmental review.

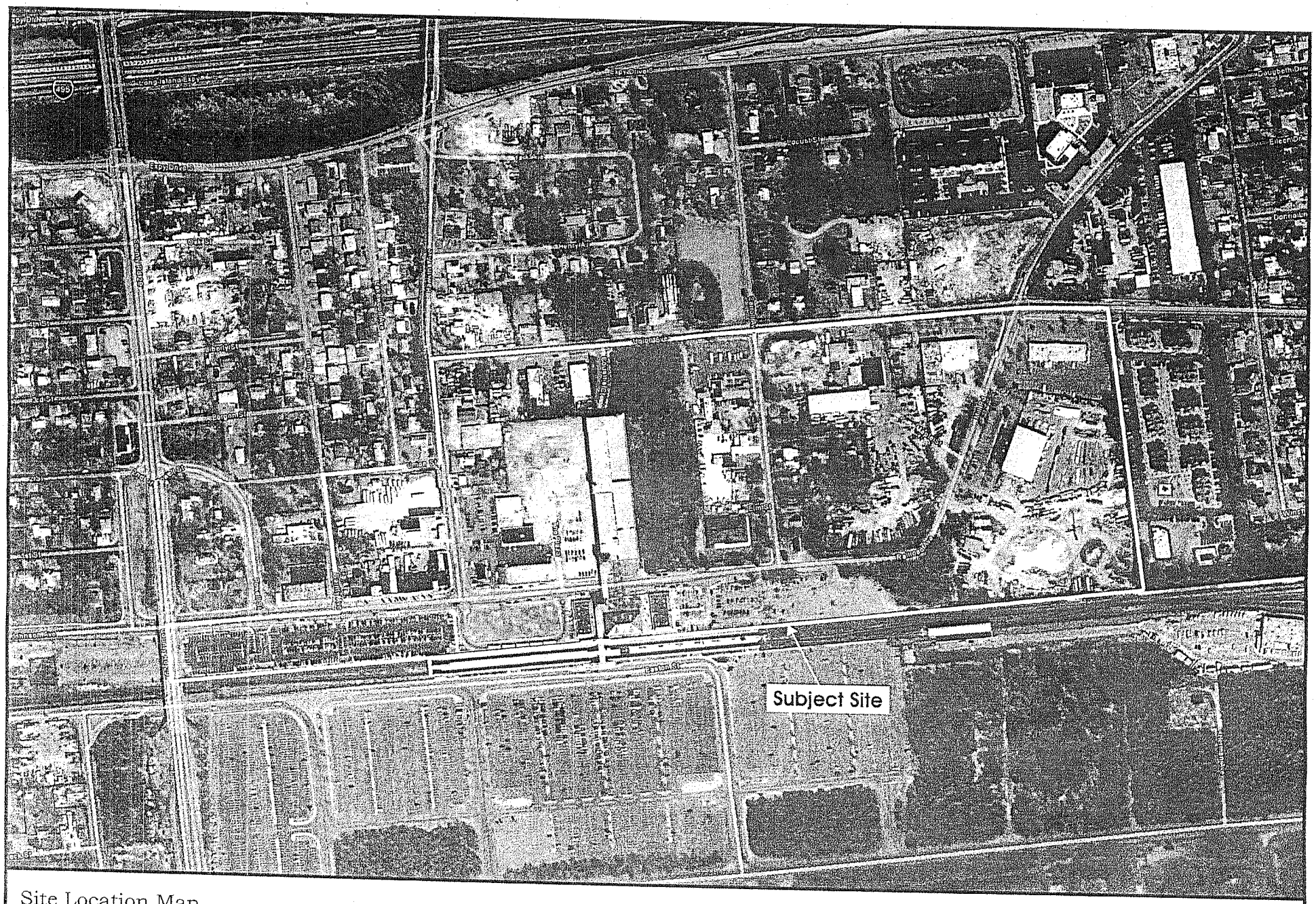
Thank you for your assistance in this matter. Please feel free to contact the undersigned with any questions you may have.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Kim A. Gennaro, M.S., AICP
Director, Long Island Environmental Division

KAG/lm
cc: P. Rogalle



Site Location Map
Ronkonkoma Hub Transit-Oriented Development
Hamlet of Ronkonkoma, Town of Brookhaven
Suffolk County, New York

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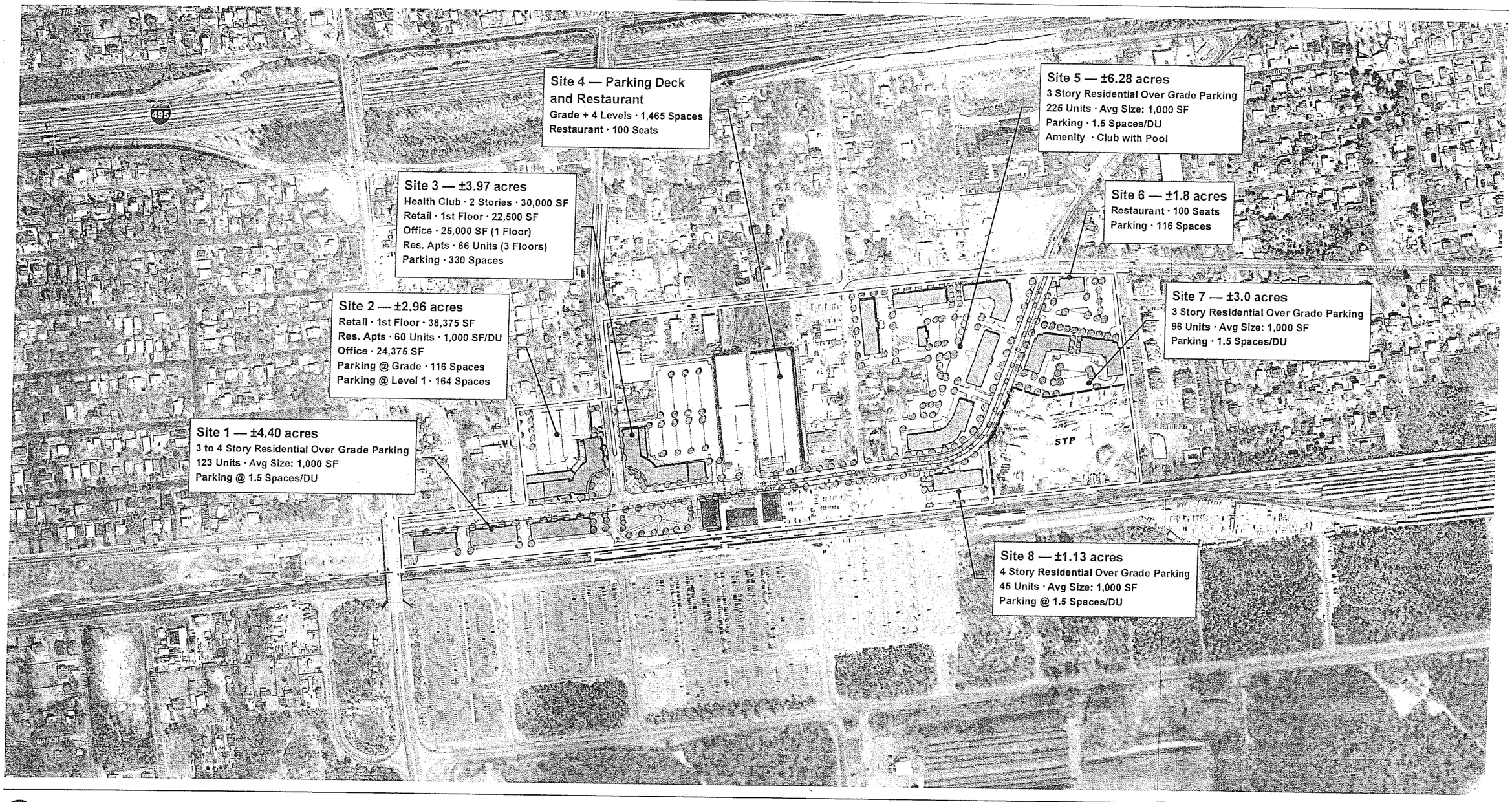

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Draft Land Use Implementation Plan

DRAFT

Prepared for the Town of Brookhaven on May 3, 2010

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Sent To: Mr. James Nolan
Street, Apt. No.; or PO Box No.: 245 Union Avenue
City, State, ZIP+4: Holbrook, N.Y. 11741

PS Form 3800, August 2006 — See Reverse for Instructions

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1. Article Addressed to:

Mr. James J. Nolan
Sachem CSD
245 Union Avenue
Holbrook, N.Y. 11741

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Barbara Waidler ☐ Agent ☐ Addressee

B. Received by (Printed Name): Barbara Waidler, secy
C. Date of Delivery: 6/1/10

D. Is delivery address different from item 1? ☐ Yes
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☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label): 7008 2810 0002 0663 8117

PS Form 3811, February 2004 — Domestic Return Receipt — 102595-02-M-1540

Correspondence with Utility Providers – Water, Electric and Natural Gas

SCWA

SUFFOLK COUNTY WATER AUTHORITY

Herman J. Miller
Deputy Chief Executive Officer for Operations

Administrative Offices: 4060 Sunrise Highway, Oakdale, NY 11769-0901
(631) 563-0203
Fax (631) 563-0358

August 30, 2010

Mr. Bruce R. Mawhirter, P.E., Leed AP
VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

Dear Mr. Mawhirter:

SCWA has reviewed the water demand requirements for the Ronkonkoma Hub Transit-Oriented Development as outlined in your letter of August 16, 2010. For the two potential scenarios outlined, SCWA can provide the volume of water requested. However, there will need to be some distribution infrastructure improvements in order to have the water available in the project area. It is estimated, at today's cost, the required improvements will cost approximately $200,000. These costs will be required to be paid upfront under standard SCWA construction contract.

I noted there are several multi-story buildings in the proposal. The pressure available from SCWA's system may not be adequate to serve the higher elevations in the building. A booster pump system should be considered during the design of the project.

SCWA has some concerns regarding the proposed sewage treatment plants (STP). The potential locations for the STP are not directly located in the area of contribution for any of our wells as identified by the Source Water Assessment Maps prepared by the County. However, the contribution area of a few of our wells are very close to these locations. It is very important that the design of these sewage treatment plants utilize all appropriate consideration to ensure the effluent from the plant always meets the recharge standard requirement. SCWA would be happy to meet with the design personnel to help in any way to ensure that these sewage treatment plants do not have a negative impact on our water supply.

This letter of availability is not to be considered an Action by the SCWA as defined by SEQRA regulations, and this response does not commit SCWA to commence, engage or otherwise participate or approve an action where SEQRA is applicable until all aspects of the SEQRA process are complete and the Lead Agency has made a final determination and finding as related to the project.

If you have any questions or would like to discuss this further, please do not hesitate to contact me.

Very truly yours,

Herman J. Miller, P.E.
Deputy CEO for Operations

AUG 31 2010

HJM:ms

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

August 16, 2010

VIA OVERNIGHT CARRIER

Ref: 27406.02

Herman Miller, P.E.
Deputy CEO/Operations
Suffolk County Water Authority
4060 Sunrise Highway
Oakdale, New York 11769

Re: Ronkonkoma Hub Transit-Oriented Development
Request for Letter of Water Availability

Dear Mr. Miller:

As discussed with Jim Morgo and Terri Elkowitz, the Town of Brookhaven is considering the adoption of a Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development ("TOD"), TOD Code and associated rezonings. The Ronkonkoma Hub TOD encompasses an approximately 53.73± acre area that includes that portion of the Long Island Railroad ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The proposed TOD is within the service area of the Suffolk County Water Authority.

VHB Engineering, Surveying and Landscape Architecture, P.C. ("VHB") is preparing a Draft Generic Environmental Impact Statement ("DGEIS") for the above-referenced project, that includes an evaluation of the proposed water requirements. For the purposes of determining the appropriate density, types of uses and the potential redevelopment sites, a "Theoretical Full Build Plan" (copy enclosed) has been prepared based on the goals and objectives of the Town of Brookhaven, and includes the following:

- 615 Residential Units (1,000 square feet in size);
- 60,875 square feet – Retail;
- 49,375 square feet – Office;
- 30,000 square feet – Health Club;
- 200 seats – Restaurant Use (Total); and
- Sewage Treatment Plant.

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

VHB utilized the Suffolk County Department of Health Services ("SCDHS") design sewage flow rates as the basis for estimating the proposed development's potable water requirements. Based on these parameters, VHB has projected the domestic water use for the above-referenced program mix to be approximately 169,000 gallons per day ("gpd"). With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the total projected potable water demand for the Theoretical Full Build Plan is 186,000 gpd. We have annexed the Design Sewage Flow Rate calculations prepared by Michael P. Chiarelli Engineer, P.C. for your review.

An alternative plan is also being evaluated to consider redevelopment of a portion of the LIRR-Ronkonkoma Station within the Town of Islip. The "Theoretical Maximum Build Out Plan" (copy enclosed) includes the following:

- 802 Residential Units;
- Six Town Houses;
- 102,275 square feet – Retail Space;
- 49,375 square feet – Office Space;
- 30,000 square feet – Health Club;
- 100 seats – Restaurant; and
- Sewage Treatment Plant.

The domestic water use (utilizing SCDHS design sewage flow rates as the basis for estimating the proposed development's potable water requirements) for the Theoretical Maximum Build Out Plan scenario is approximately 203,000 gpd. With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the total projected water demand for the Theoretical Maximum Build Out Plan is approximately 223,000 gpd. We have annexed the Design Sewage Flow Rate calculations prepared by Michael P. Chiarelli Engineer, P.C. for your review.

Finally, for both scenarios, a sewage treatment plant (STP) is being considered. VHB utilized the SCDHS design flow rates for the purpose of evaluating the maximum volume of sewage flow that could be accommodated by an STP on the land area potentially available within the TOD, which indicated that the STP would potentially be capable of accommodating a maximum sewage flow of 275,000 gpd. With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the maximum potential water demand, should the STP be developed to capacity, would be approximately 302,500 gpd. It is important to note that a portion of this projected maximum water demand consists of existing properties that are currently served by SCWA, and technically would not constitute new demand.

Fire Flow

Utilizing ISO publication "Guide for Determination of Needed Fire Flow", Edition 05-2008, VHB has estimated the Needed Fire Flow for the proposed development, under either scenario, to be 4,500 gpm.

The aforementioned information is based on conceptual plans and uses. As the TOD is advanced and finalized, a more detailed analysis of the proposed water needs and the associated infrastructure improvements will be developed and coordinated with SCWA.

We hope this information is sufficient in order for you to provide comments regarding availability of water and any infrastructure improvements that may be required. Should you have any questions or require additional information, please feel free to contact the undersigned. Thank you.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, PC

Bruce R. Mawhirter, PE, LEED AP
Chief Engineer, Long Island Office

BRW/lm
enc.
cc: J. Morgo
T. Elkowitz
P. Rogalle

Ronkonkoma HUB Project
Sewage Treatment Design Calculations
Max Build-out
July 8, 2010

Site 1

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	123 units	225 GPD/unit	27,675 GPD

Site 2

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	60 units	225 GPD/unit	13,500 GPD
Retail	38,375 sq.ft.		
1/2 Dry Store	19,188 sq.ft.	0.03 GPD/sq.ft.	576 GPD
1/2 Wet Store	19,188 sq.ft.	0.10 GPD/sq.ft.	1,919 GPD
Office	24,375 sq.ft.		
1/2 Medical	12,188 sq.ft.	0.10 GPD/sq.ft.	1,219 GPD
1/2 Non-medical	12,188 sq.ft.	0.06 GPD/sq.ft.	731 GPD
Subtotal			17,944 GPD

Site 3

Description	Count	Unit Flow	Total Flow
Health Club	30,000 sq.ft.	0.30 GPD/sq.ft.	9,000 GPD
Retail	22,500 sq.ft.		
1/2 Dry Store	11,250 sq.ft.	0.03 GPD/sq.ft.	338 GPD
1/2 Wet Store	11,250 sq.ft.	0.10 GPD/sq.ft.	1,125 GPD
Office	25,000 sq.ft.		
1/2 Medical	12,500 sq.ft.	0.10 GPD/sq.ft.	1,250 GPD
1/2 Non-medical	12,500 sq.ft.	0.06 GPD/sq.ft.	750 GPD
Housing Unit (601-1200 sq.ft.)	66 units	225 GPD/unit	14,850 GPD
Subtotal			27,313 GPD

Site 4

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	60 units	225 GPD/unit	13,500 GPD
Housing Unit (>1200 sq.ft.)	6 units	300 GPD/unit	1,800 GPD
Retail	16,400 sq.ft.		
1/2 Dry Store	8,200 sq.ft.	0.03 GPD/sq.ft.	246 GPD
1/2 Wet Store	8,200 sq.ft.	0.10 GPD/sq.ft.	820 GPD
Subtotal			16,366 GPD

Site 5

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	196 units	225 GPD/unit	44,100 GPD

Site 6

Description	Count	Unit Flow	Total Flow
Restaurant	100 seats	30 GPD/seat	3,000 GPD

Site 7

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	252 units	225 GPD/unit	56,700 GPD

Site 8

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	45 units	225 GPD/unit	10,125 GPD

Site 10

Description	Count	Unit Flow	Total Flow
Retail	25,000 sq.ft.		
1/2 Dry Store	12,500 sq.ft.	0.03 GPD/sq.ft.	375 GPD
1/2 Wet Store	12,500 sq.ft.	0.10 GPD/sq.ft.	1,250 GPD
Subtotal			1,625 GPD

Totals	
Site 1	27,675
Site 2	17,944
Site 3	27,313
Site 4	16,366
Site 5	44,100
Site 6	3,000
Site 7	56,700
Site 8	10,125
Site 10	1,625
Existing to Remain	7,701
TOTAL	212,548

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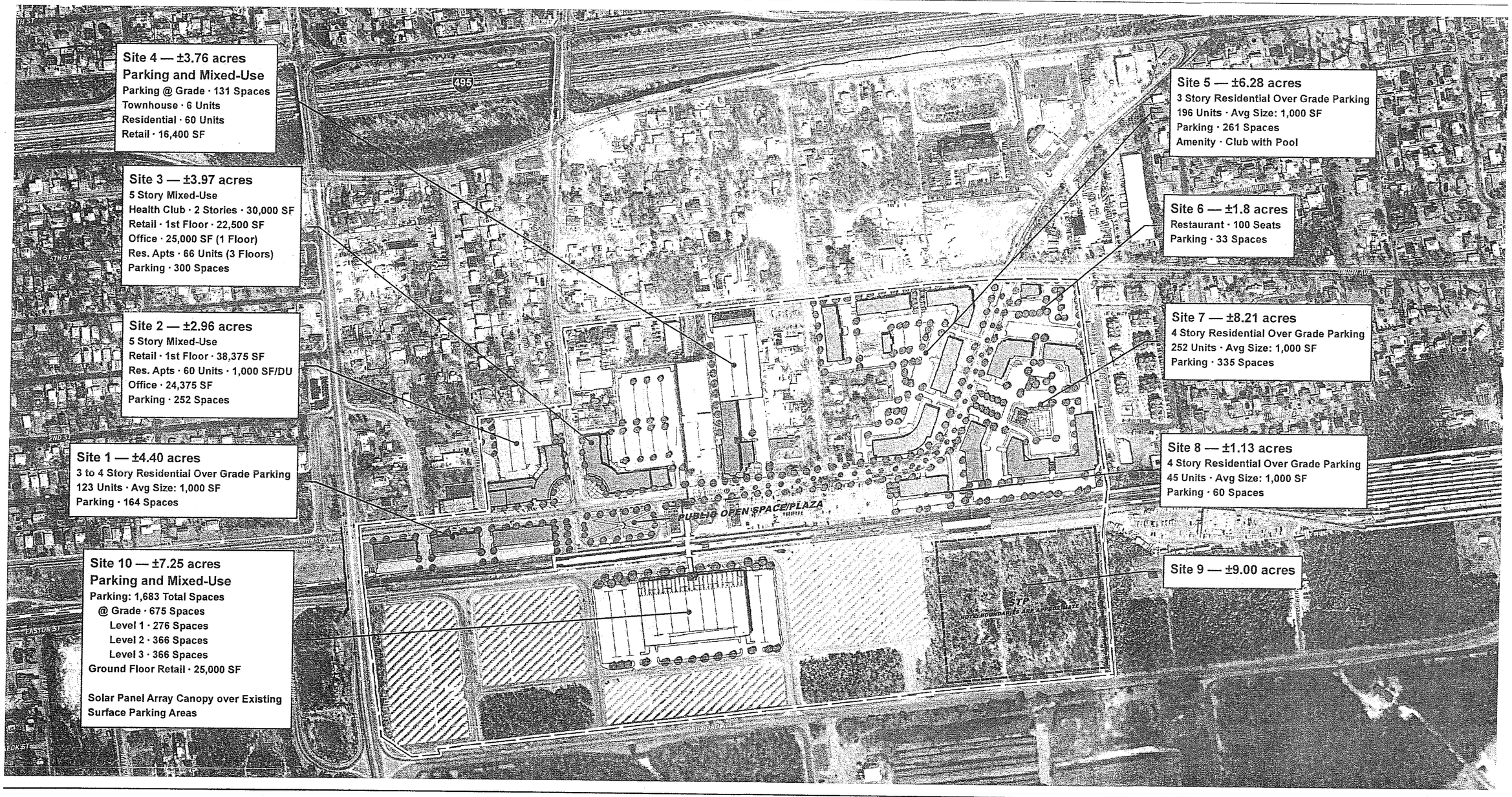


VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

- Study Area
- Long Island Rail Road
- Solar Panel Array Canopy

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Theoretical Maximum Build Out Plan

Prepared for the Town of Brookhaven on August 16, 2010

Ronkonkoma HUB Project
Sewage Treatment Design Calculations
Full Build-out
July 8, 2010

Site 1

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	123 units	225 GPD/unit	27,675 GPD

Site 2

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	60 units	225 GPD/unit	13,500 GPD
Retail	38,375 sq.ft.		
1/2 Dry Store	19,188 sq.ft.	0.03 GPD/sq.ft.	576 GPD
1/2 Wet Store	19,188 sq.ft.	0.10 GPD/sq.ft.	1,919 GPD
Office	24,375 sq.ft.		
1/2 Medical	12,188 sq.ft.	0.10 GPD/sq.ft.	1,219 GPD
1/2 Non-medical	12,188 sq.ft.	0.06 GPD/sq.ft.	731 GPD
Subtotal			17,944 GPD

Site 3

Description	Count	Unit Flow	Total Flow
Health Club	30,000 sq.ft.	0.30 GPD/sq.ft.	9,000 GPD
Retail	22,500 sq.ft.		
1/2 Dry Store	11,250 sq.ft.	0.03 GPD/sq.ft.	338 GPD
1/2 Wet Store	11,250 sq.ft.	0.10 GPD/sq.ft.	1,125 GPD
Office	25,000 sq.ft.		
1/2 Medical	12,500 sq.ft.	0.10 GPD/sq.ft.	1,250 GPD
1/2 Non-medical	12,500 sq.ft.	0.06 GPD/sq.ft.	750 GPD
Housing Unit (601-1200 sq.ft.)	66 units	225 GPD/unit	14,850 GPD
Subtotal			27,313 GPD

Site 4

Description	Count	Unit Flow	Total Flow
Restaurant	100 seats	30 GPD/seat	3,000 GPD

Site 5

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	196 units	225 GPD/unit	44,100 GPD

Site 6

Description	Count	Unit Flow	Total Flow
Restaurant	100 seats	30 GPD/seat	3,000 GPD

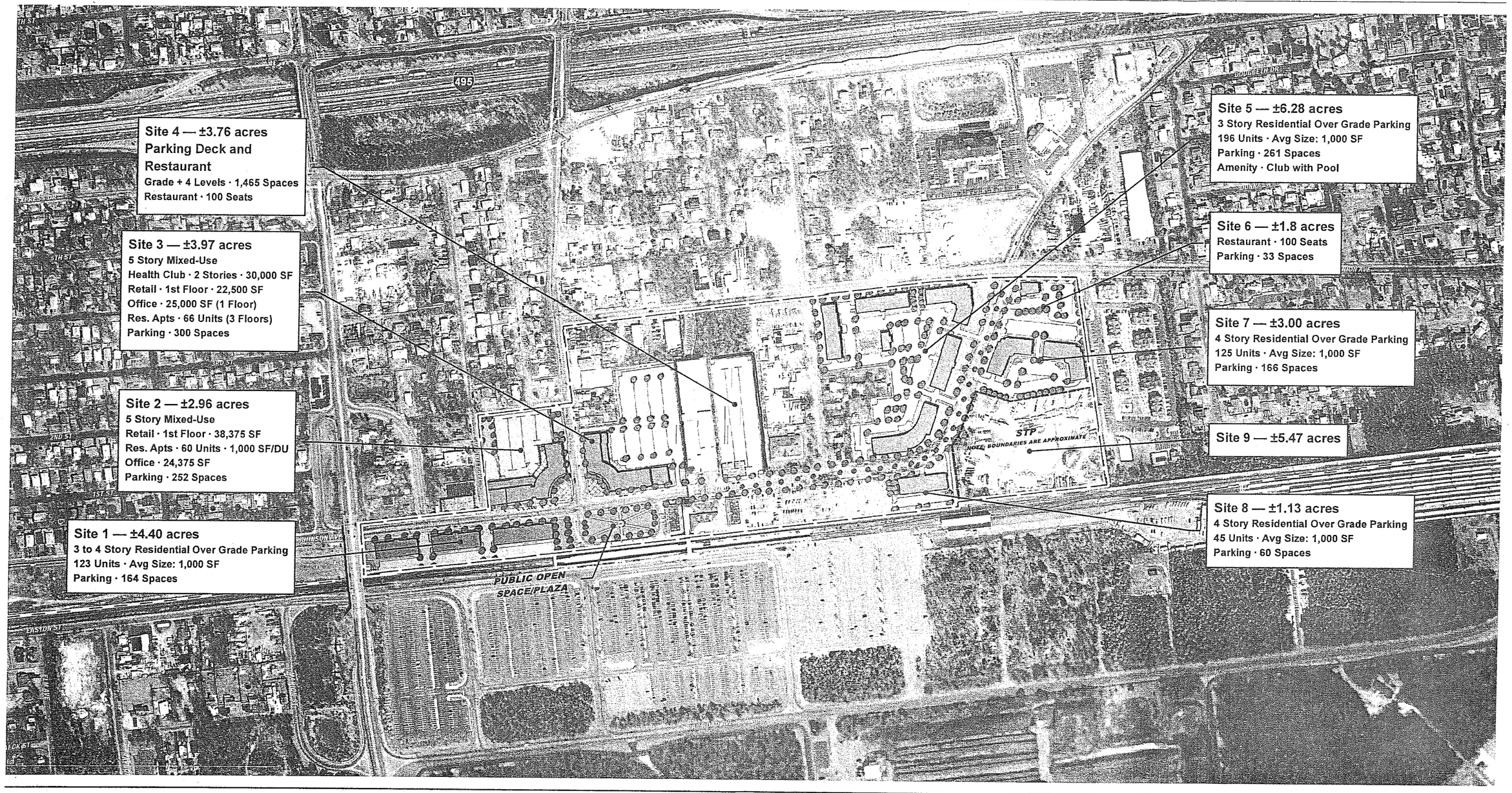
Site 7

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	125 units	225 GPD/unit	28,125 GPD

Site 8

Description	Count	Unit Flow	Total Flow
Housing Unit (601-1200 sq.ft.)	45 units	225 GPD/unit	10,125 GPD

Totals	
Site 1	27,675
Site 2	17,944
Site 3	27,313
Site 4	3,000
Site 5	44,100
Site 6	3,000
Site 7	28,125
Site 8	10,125
Existing to Remain	7,701
TOTAL	168,983



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Ronkonkoma Hub Transit-Oriented Land Use and Implementation Plan

Theoretical Full Build Plan

Prepared for the Town of Brookhaven on August 16, 2010

Long Island Power Authority

448 East Main Street
Patchogue, NY 11772

August 19, 2010

Bruce Mawhirter
VHB Engineering
215 Joshua's Path
Suite 300
Hauppauge, NY 11788

Re: Ronkonkoma Hub
Transit Oriented Land Use

Dear Sir:

As requested, please be advised that LIPA will provide electric service to the above-referenced project in accordance with our filed tariff and schedules in effect at the time service is required.

Please feel free to contact James Domozych at (631)758-5122 if you require any further information.

Very truly yours,

James Domozych
Design Engineer
Electric Design & Construction

JD/md

From: Homburger, Raymond C. [Raymond.Homburger@lipangrid.com]
Sent: Thursday, August 26, 2010 9:48 AM
To: Mawhirter, Bruce; Gennaro, Kim
Cc: Frigeria III, Vincent; dmanning@mjbradley.com; Keating, John J.
Subject: Natural Gas Availability for The Ronkonkoma Hub - Town of Brookhaven/LIRR

Hello Bruce and Kim,

I am the Major Account Executive for National Grid and LIPA for Federal, State and Public Transportation customers in our service territory on Long Island. The MTA - LIRR is one of my larger customers.

I have had our Gas Engineering department review your plans on the proposed Ronkonkoma Hub project slated for construction in 2014 through 2019. The plans detailed the approximate square footage for Residential, Retail, Office, Health Club and Restaurant use. Using approximate heating values for each specific application yields a usage of ~ 55 Decatherms of Natural gas/hour. That particular site is well suited for natural gas availability. There is a 6"- 60 pound high pressure gas main already in the ground in the area, and National Grid will be able to provide the gas for this load.

I understand you are already in receipt of a letter from LIPA confirming the availability to also provide electric for your anticipated load for the project.

Please add my contact information to your distribution list for future communication concerning the project and I will be sure to assist in any way I can.

Sincerely,
Ray

Raymond Homburger
Lead Account Executive
Major Accounts
Energy Solutions Services
National Grid LIPA
25 Hub Drive
Melville, N.Y. 11747
631 755-5349 (office)
516 807-3854 (mobile)
raymond.homburger@lipangrid.com

Please consider the environment before printing this email.

Draft Generic Environmental Impact Statement

Proposed Adoption of the Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development (TOD), TOD Code and Associated Rezonings to the TOD

Ronkonkoma, Town of Brookhaven
Suffolk County, New York

Prepared for **Town Board of the Town of Brookhaven**
One Independence Hill, Farmingville
New York 11738

Prepared by VHB *Engineering, Surveying and Landscape Architecture, P.C.*
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
(631) 234-3444

September 2010

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
TOWN BOARD OF THE TOWN OF BROOKHAVEN
PROPOSED ADOPTION OF THE LAND USE AND IMPLEMENTATION PLAN FOR THE RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT (TOD), TOD CODE AND ASSOCIATED REZONINGS TO THE TOD
HAMLET OF RONKONKOMA, SUFFOLK COUNTY

PROJECT LOCATION: 53.73± acres
Union Avenue to the north, Village Plaza Drive to the east, the LIRR tracks (Ronkonkoma Branch) to the south, and County Route 29, Garrity Avenue, and Hawkins Avenue to the west, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County

APPLICANT: Town Board of the Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

Contact: Paul G. Rogalle, AICP, PTP, Director
Division of Planning

LEAD AGENCY: Town Board of the Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

Contact: Paul G. Rogalle, AICP, PTP, Director
Division of Planning

PREPARER & CONTACT: This Draft Generic Environmental Impact Statement was prepared by:

VHB Engineering, Surveying and Landscape Architecture, P.C.

2150 Joshua's Path
Hauppauge, New York 11788

Contact: Kim A. Gennaro, AICP
Director, LI Environmental Division
(631) 234-3444

With technical input from:

Michael P. Chiarelli Engineer, P.C.
1954 New York Avenue
Huntington Station, New York 11746-2906

BBP LLC
111 Annapolis Street
Annapolis, Maryland 21401

DATE OF PREPARATION: September 2010

AVAILABILITY OF DOCUMENT: This document represents a Draft Generic Environmental Impact Statement ("DGEIS") prepared by the above-referenced applicant. Copies are available for public review and comment at the offices of the Lead Agency.

DATE OF ACCEPTANCE:

DEADLINE FOR COMMENTS:

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Appendix B	-	Land Use and Implementation Plan
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1.0

EXECUTIVE SUMMARY

This document is a Draft Generic Environmental Impact Statement ("DGEIS") for the proposed action, which consists of the adoption of a Land Use and Implementation Plan for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD") (covering 53.73±-acre area that includes the portion of the Long Island Rail Road ["LIRR"] – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station), the adoption of the TOD zoning district, the rezoning of the project area to the TOD, and the redevelopment of the area in accordance with the TOD zoning district. To ensure comprehensive environmental review in accordance with the State Environmental Quality Review Act ("SEQRA") and its implementing regulations at 6 NYCRR Part 617, the impacts associated with implementation of the proposed action will be evaluated in this DGEIS. The project area is bounded by Union Avenue to the north, Village Plaza Drive to the east, the LIRR tracks (Ronkonkoma Branch) to the south, and County Route 29, Garrity Avenue, and Hawkins Avenue to the west, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York.

As a DGEIS is being prepared, pursuant to the Positive Declaration issued by the Town Board, of the Town of Brookhaven ("Town Board"), in accordance with 6 NYCRR §617.10(c), the DGEIS sets forth conditions and/or criteria for future actions, including requisite SEQRA compliance.

Specifically, 6 NYCRR §617.10(c) states, in pertinent part:

> *"Generic EISs…should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance…"*

Accordingly, the DGEIS will evaluate the specific impacts associated with the adoption of a Land Use and Implementation Plan for the proposed Ronkonkoma Hub TOD, the adoption of the TOD zoning district, and the rezoning of the project area to the TOD, as well as a Theoretical Full Build Plan, which represents a potential redevelopment option. The DGEIS will also propose conditions and criteria for

which future actions would be undertaken and reviewed pursuant to SEQRA and its implementing regulations.

DESCRIPTION OF THE PROPOSED ACTION

Proposed Land Use and Implementation Plan and Transit-Oriented Development Zoning District

The Town Board is developing a Land Use and Implementation Plan for the proposed Ronkonkoma Hub TOD, which consists of an approximately 53.73±-acre area that includes a portion of the LIRR–Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The proposed action also includes the adoption of a TOD zoning district and the rezoning of the project area to the TOD to advance the Town's goals in creating a compact, mixed-use TOD. The proposed Ronkonkoma Hub TOD or "TOD District area" is bounded by Union Avenue to the north, Village Plaza Drive to the east, the LIRR tracks (Ronkonkoma Branch) to the south, and County Route 29, Garrity Avenue, and Hawkins Avenue to the west, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York.

The TOD District zoning code has been designed as a Form-Based Code ("FBC") with design guidelines and establishes objectives, policies, and standards to promote orderly development and redevelopment within the TOD District area for purposes of encouraging high-density, mixed-use development, housing, retail, and office uses. The overall intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

The TOD District would also encourage redevelopment of vacant and/or underutilized, blighted properties, which would enhance the tax base and compliment the surrounding communities and uses, as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership. More specifically, the purpose and intent of the TOD District zoning code is to:

- Promote compact, mixed-use development in close proximity to the commuter rail station;
- Encourage development that supports transit;
- Encourage a diverse mix of business, commercial, office, residential, institutional, and entertainment uses for workers, visitors, and residents;
- Encourage pedestrian-friendly environment and pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to bring consumers into the area;
- Encourage flexibility in site and architectural design;
- Maintain a consistently high level of design quality;
- Encourage building reuse and infill to create higher densities; and

- Promote economic development opportunities.

Project History

In 2007, the Town of Brookhaven embarked upon a two-phased planning study, known as the Ronkonkoma Hub Transit-Oriented Planning Study (herein referred to as the "*Ronkonkoma Hub Planning Study*"), aimed at revitalizing a multi-block area around the Ronkonkoma Hub, one of the busiest stations along the entire LIRR system. The area immediately surrounding the train station consists of numerous vacant/unoccupied parcels and/or structures, a number of which are in highly visible locations (i.e., Railroad Avenue), a rundown appearance of local businesses as well as large surface parking lots, a number of which are located along Railroad Avenue east and west of the existing station.

The goal of the *Ronkonkoma Hub Planning Study* was to develop a vision that includes compact, mixed-use redevelopment of underutilized land that supports and expands on the high ridership of and recent improvements made to the 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.

Phase 1 – *Ronkonkoma Hub Planning Study*

Phase 1, 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 rail line to the south, Express Drive to the north, Bay Avenue to the west and Babcock Avenue to the east.

Phase 2 – *Ronkonkoma Hub Planning Study*

Phase 2, 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 to all interested parties on potential future development around the LIRR – Ronkonkoma Station. The outcome of this planning study was a long-term development strategy that established clear and predictable guidance for the revitalization of the TOD District area.

Key goals of the *Ronkonkoma Hub Planning Study* included:

- Promote quality and healthy communities;
- Redirect growth to areas already served by existing infrastructure;
- Expand transportation choices to enhance environmental quality;
- Reduce vehicle trips around the station;

- Support compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment;
- Create a sense of place;
- Support local businesses;
- Create housing choices;
- Explore reverse commute opportunities; and
- Enhance the tax base for the Town and the region to support the variety of taxing districts.

Phase 3 – Ronkonkoma Hub Planning Study

The implementation phase, or "Phase 3," of the *Ronkonkoma Hub Transit-Oriented Planning Study* incorporated the principles of the aforesaid planning process, including the elimination of the single-family residential areas from any proposed zoning changes or development modifications. As part of the implementation strategy, the Land Use and Implementation Plan presents the criteria and process for implementing new land use legislation designed to revitalize the area surrounding the Ronkonkoma train station through the TOD District area. The proposed Land Use and Implementation Plan relies on data, assumptions and conceptual plans developed in Phase 2 of the *Ronkonkoma Hub Planning Study,* as well as a detailed market study conducted in August 2010.

Project Purpose, Needs and Benefits

Based upon the results of Phases 1 and 2 of the visioning and planning process conducted from 2007 to 2009, as described above, with the elimination of the existing single-family residential communities from the TOD District area, the 53.73±-acre area represents the area being considered for rezoning and redevelopment as identified in the Land Use and Implementation Plan, or "Phase 3." The development sites within the 53.73± acres were chosen for redevelopment mostly because they are located on key "gateway" roadways serving the train station (Railroad Avenue, Hawkins Avenue, and Mill Road), where more viable land uses and higher density development are most appropriate and complementary to existing uses within the TOD District area. Specifically along Railroad Avenue, there is potential frontage for new buildings that could help define the street edge. Also, the development sites are all within a 10-minute walk of the Ronkonkoma Station.

As indicated above, the TOD District and Theoretical Full Build Plan (as discussed below) are consistent with the stated goals of the *Ronkonkoma Hub Planning Study* as they encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed- use, self-sufficient community. The proposed action would in turn enhance the tax base through redevelopment of existing vacant/unoccupied parcels and new development by increasing the area's marketability. The TOD District aims to encourage uses that complement the surrounding existing uses as well as better utilize existing public transit infrastructure at the Ronkonkoma Station.

Existing Site Conditions

The TOD District area encompasses an approximately 53.73±-acre area, which is comprised of 54 individual tax lots. The existing land uses within the TOD District area include parking, neighborhood retail, residential, office, automotive, restaurant, warehouse general services (commercial/industrial). The TOD District area consists of numerous vacant/unoccupied parcels and/or structures, a number of which are located in highly visible locations (i.e., Railroad Avenue), a rundown appearance of local businesses as well as large surface parking lots, a number of which are located along Railroad Avenue east and west of the existing station. These large, unimproved paved parking lots fill to capacity with vehicles of daily commuters taking the train from Ronkonkoma Station, but remain mostly empty during the nighttime hours. Many of the vacant buildings are former retail users or auto-related establishments, are lacking in maintenance and are dilapidated. Also, the majority of the TOD District area lacks adequate pedestrian sidewalks or safe crossings, except in the immediate vicinity of the train station. Unregulated parking (that which exists on the side of the road) is seen predominantly adjacent to unimproved parcels because of their proximity to the Station further restricting pedestrian or bicycle access or circulation.

Description of Theoretical Full Build Plan

The Theoretical Full Build Plan includes the redevelopment of opportunity sites with preferred land uses (i.e., multi-family residential, retail, restaurant, and office). The Theoretical Full Build Plan includes the following program mix on nine defined sites:

- 615 Residential Units;
- 60,875 square feet – Retail;
- 49,375 square feet – Office;
- 30,000 square feet – Health Club;
- 200 seats – Restaurant Use (Total);
- 2,701 new parking spaces;
- Sewage Treatment Plant; and
- Plaza area for outdoor public use.

Sites 1, 2, 3, and 4 make up the TOD core due to their proximity to the Ronkonkoma Station and are anticipated to facilitate a mix of uses including, retail, restaurant, office, health club, and multi-family housing. Sites 5, 6, 7, and 8 would be redeveloped into mostly multi-family housing with amenities, a restaurant and parking within walking distance to Ronkonkoma Station. Site 9 would be redeveloped with a sewage treatment plant ("STP") that would accommodate the wastewater generated by the development proposed as part of the Theoretical Full Build Plan, and all land uses within the TOD. Additionally, public open space is

planned adjacent to the station on a currently underutilized/vacant site (approximately 0.8-acres) between the station and LIRR parking. Detailed descriptions of each site follows.

Site 1, which totals 4.40± acres and consists of LIRR surface parking for commuters is partially vacant, and controlled by the MTA. Redevelopment being considered for Site 1 includes 123 residential units in three-to-four story buildings over 164 at-grade parking spaces. Site 1 is within walking distance of the train station along Railroad Avenue and adjacent to the proposed public open space. Redevelopment of this site would require coordination with the MTA.

Site 2 consists of 2.96± acres and consists of a variety of uses, including a mix of residential and industrial, auto-body repair, and vacant/unoccupied dilapidated, commercial properties. Redevelopment being considered for Site 2 includes 38,375 square feet of ground-level retail, 24,375 square feet of office and 60 residential units on the upper floors with 252 structured parking spaces.

Site 3 currently consists of a gym and associated surface parking on 3.97± acres. Considered uses for Site 3 include a 30,000 square-foot, two-story health club, 22,500 square feet of ground-level retail, 25,000 square feet of office, and 66 residential units on the upper floors. Approximately 300 parking spaces are also included for Site 3.

Site 4 is 3.76± acres and is centrally located within the TOD District area. This site consists of undeveloped/wooded land and is considered for redevelopment into a 100-seat restaurant and 1,465 spaces of structured parking for patrons of the planned uses, as well as for existing and future commuters using the Ronkonkoma Station.

Site 5, the largest site of all the sites at 6.28± acres, is considered for redevelopment with 196 residential units in multiple three-story buildings over at-grade parking (261 spaces) with a clubhouse and pool. These uses would replace a wide mix of uses, including industrial/manufacturing, office, auto-body repair, and single-family residential.

Site 6 is a 1.8±-acre site that consists of office uses. Considered uses for Site 6 include a 100-seat restaurant with 33 surface parking spaces.

Site 7 is 3.0± acres and consists of industrial uses. Considered uses for Site 7 include two, three-story residential buildings over at-grade parking with a total of 125 units and 166 parking spaces.

Site 8 is 1.13± acres located on the eastern end (vacant/undeveloped portion) of a larger site controlled by the MTA. This site currently consists of the train

station, surface parking, commercial and vacant land. Uses considered for redevelopment of Site 8 include a four-story residential building over at-grade parking with a total of 45 units and 60 parking spaces. Redevelopment of this site would require coordination with the MTA.

Site 9 is 5.47± acres and is currently partially undeveloped consisting of industrial/manufacturing uses. Site 9 is being considered for the STP.

Under the Theoretical Full Build Plan, the remaining 21± acres of the TOD District area would generally consist of properties that remain undeveloped and/or as their current uses (not currently considered for redevelopment), roadways and/or sidewalks, or public open space.

The Theoretical Full Build Plan represents a potential redevelopment option that complies with the TOD District zoning code whereas other feasible development options are possible. It was important to develop a conceptual plan that conforms to the TOD District zoning code to ensure proper and comprehensive review of the potential significant adverse environmental impacts associated with the proposed action, in accordance with SEQRA and its implementing regulations. However, the Theoretical Full Build Plan does not dictate the specific development that will take place on each parcel, but is representative of the overall type and level of development that can take place in the TOD District area. The environmental analysis conducted, and the overall GEIS process, will culminate with a Findings Statement that will, among other things, set forth "specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance" (6 NYCRR §617.10[c]). Thus, upon ultimate adoption of a Findings Statement and the TOD District zoning code by the Town Board, there will be an established set of criteria for development/redevelopment of property within the TOD District area.

Water Supply and Sanitary Disposal

The TOD District area is situated within the service area of the Suffolk County Water Authority (SCWA). Domestic water use for the land uses identified on the Theoretical Full Build Plan is approximately 169,000 gallons per day ("gpd"). With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the total projected potable water demand for the Theoretical Full Build Plan is 186,000 gpd.

Sanitary waste from existing land uses within the TOD District area is currently discharged to on-site sanitary systems. There is no sewer infrastructure within the TOD District area. The TOD District contemplates the construction of an STP, which has been preliminarily sited in the southeast portion of the TOD (Site 9). Based on the program mix on the Theoretical Full Build Out Plan, the projected sanitary waste volume is 169,000 gpd. However, the STP would be sized to accommodate all land uses within the TOD District area. Based on the approximately five-acre land area on

which the STP could be situated, the facility could be capable of treating 275,000 gallons of sanitary waste per day.

Stormwater Management

Drainage infrastructure within the TOD District area consists of drywells, which are located on various properties throughout the TOD District. The redevelopment of properties in accordance with the proposed TOD District would be subject to compliance with the Town of Brookhaven stormwater ordinance (Chapter 86 of the Code of the Town of Brookhaven ["Town Code"]). Roadway drainage is also accommodated through subsurface leaching structures.

Utilities – Electricity and Natural Gas

Electrical service to properties within the TOD District area is provided by the Long Island Power Authority (LIPA). Natural gas is also available from National Grid.

Required Permits and Approvals

The adoption of the proposed land use plan, creation of the TOD District and zoning code, and associated change of zone of properties therein, are subject to approval by the Town Board. Approvals noted with an asterisk in the table below would be required for actual development that would occur in accordance with the TOD District. These approvals are not needed for adoption of the Land Use and Implementation Plan, TOD zoning code or associated changes of zone, which are all Town Board actions. A description of the required permits and approvals is included in below.

Required Permits and Approvals

Agency	Required Permit/Approval
Town Board	Adoption of Land Use Plan, Creation of TOD District Zoning Code and associated change of zone. Condemnation (Potential)*
Town Planning Board*	Site Plans and Potential Subdivision
County Health Department*	Water Connection and Sanitary Disposal
Local Agencies*	Town of Brookhaven Highway SCDPW – STP and Highway Work Permit Suffolk County Planning Commission – Referral
State Agencies*	NYS Department of Transportation (NYSDOT) – Highway Work Permit NYS Department of Environmental Conservation (NYSDEC) – SPDES
Other Agencies*	Metropolitan Transportation Authority – Property Disposition

PROBABLE IMPACTS OF THE PROPOSED ACTION

Soils and Topography

Soils

Redevelopment of properties within the TOD District area would result in the disturbance of soils within the TOD District area for foundation excavation, utility installation, grading, paving, and landscaping. Soils within the TOD District Area are classified as Cut and fill land, gently sloping ("CuB"), Plymouth loamy sand (Pla"), and Riverhead sandy loam, zero to three percent slopes ("RdA"). Based on the soil characteristics and the planning and engineering limitations defined in the *Soil Survey of Suffolk County*, there are no engineering or planning limitations it is not expected that the development of properties would have significant adverse soil impacts. Notwithstanding same, due to the generalities and the potential for actual on-site soils to differ from the *Soil Survey*, actual on-site investigations and mitigation measures, as necessary, would be required for future site-specific development applications.

The disturbance of soils during construction and regrading activities increases the potential for erosion and sedimentation. Any site-specific application for redevelopment within the TOD District area would be required to employ proper erosion and sedimentation controls (e.g., the strategic placement of silt fencing and hay bales to prevent overland runoff and to protect on-site drywells from siltation, maintenance of construction entrances to minimize the transport of sediment on to roadways, placement of appropriate cover over soil stockpiles to protect from wind and precipitation), in accordance with Chapter 86 of the Town Code.

With suitable and proper erosion and sedimentation controls, in accordance with Chapter 86 of the Town Code, it is not expected that site redevelopment would result in significant adverse impacts associated with ground disturbance, regrading and/or construction activities.

Topography

The topography of properties within the TOD District area is relatively flat, and thus, topographic conditions would not be expected to limit potential redevelopment. Moreover, significant regrading would not be required. As such, no significant adverse impacts to topographic features would be expected.

Water Resources and Sanitary Disposal

Water Usage

The potable water use (including irrigation domestic uses not entering the sanitary systems) for the Theoretical Full Build Plan (which includes existing properties to

remain) would be approximately186,000 gpd. Consultations were undertaken with the SCWA to evaluate the available infrastructure in the area and to identify any necessary upgrades required to meet the water demand. In a response letter dated August 30, 2010, the SCWA advised that it can provide water to the proposed TOD District area. Overall, it would not be expected that the proposed action would result in a significant adverse impact to the SCWA.

Sewage Disposal

A Preliminary Feasibility Study for Sewage Treatment and Disposal was prepared by Michael P. Chiarelli Engineer, P.C. to evaluate the feasibility of constructing an STP within the TOD District area to handle sanitary waste from all properties within the TOD District area. The design average daily flow for the Theoretical Full Build Plan, inclusive of existing properties to remain, will be approximately 169,000 gpd. The Theoretical Full Build Plan includes the construction of an STP within the boundaries of the TOD District area.

Since future development density of this area is not precisely known, the STP within the TOD District area is being evaluated as a 275,000-gpd plant as part of an overall sewer district to be created. The creation of a sewer district will require that the STP accommodate not only the redevelopment of properties identified on the Theoretical Full Build Plan, but all properties within the TOD District area.

The treated effluent from the STP will be recharged to the ground via subsurface leaching pools. Consequently, the State Pollutant Discharge Elimination System (SPDES) permit will require a daily maximum total nitrogen concentration of 10 mg/l as the limiting value and a pH limit of 5.5 to 8.5 SU. As the proposed action includes the placement of an STP within the TOD District area, such that all sewage will be accommodated and treated prior to discharge, no significant adverse groundwater impacts associated with sewage disposal would be expected.

Stormwater Runoff

All site-specific applications would be required to comply with the provisions of Chapter 86 of the Town Code, and thus, there would be no significant adverse impacts associated with stormwater runoff or erosion and sedimentation during construction. With respect to post-development management of stormwater, Chapter 86 of the Town Code also establishes minimum stormwater management requirements and controls for all land development activities. As all applications for land development are subject to compliance with Chapter 86 of the Town Code, no significant adverse impacts associated with stormwater runoff or erosion post-development would be expected.

Surface Water, Wetlands and Floodplains

There are no wetlands or surface water on or proximate to the TOD District area. The TOD District area is not located within a 100-year or 500-year flood zone. As such, implementation of the proposed action will not impact same.

Ecology

Vegetation Impacts

Much of the existing vegetation on properties within the TOD District area is comprised of non-native ornamental trees, shrubs and herbaceous plants populating the various lawn/landscaped areas associated with the developed portions of the site. The Theoretical Full-Build Plan includes the clearing of some of these areas, either for development with structures, or replacement with new landscaped areas. The ecological communities that would be most affected (i.e., Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden) are all common in the general surrounding area of the site and are considered to be demonstrably secure within New York State by the New York National Heritage Program ("NYNHP"). Further, all three communities would continue to exist on properties within the TOD District following the implementation of the Theoretical Full Build Plan, as these communities are associated with developed properties.

The Theoretical Full Build Plan would also include the clearing of some of the Successional Southern Hardwoods and most of the Successional Shrubland located on the northern portion of the TOD District. Both communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. As a result, the overall ecological value of these communities, both to the overall flora of the site and as native wildlife habitat, has been reduced. Further, the two communities are ranked by the NYNHP as "demonstrably secure" and "apparently secure," respectively, within New York State.

The small area of Pitch Pine-Oak Forest located on the eastern portion of the TOD District area would also be cleared as a result of the Theoretical Full Build Plan. However, due to the small size of the parcel and the presence of invasive/non-native species in perimeter areas, the parcel does not support a large, undisturbed block of interior woodland habitat. Further, this community is considered to be "apparently secure" in New York State by the NYNHP and is relatively common in the area to the south and southwest of the site.

Based upon the foregoing observations, the proposed action would not result in significant adverse impacts to local or regional vegetation.

Wildlife Impacts

Due to the developed nature of the TOD District area and general surrounding area, the wildlife species observed or expected on the site are those that are well-adapted to developed and/or disturbed habitats and human presence. Thus, following the construction phase, it is anticipated that suitable habitat will remain for individuals of most displaced wildlife species. It is further anticipated that individuals of most or all of these species will return to the TOD District area post-development.

The removal of Successional Shrubland, Successional Southern Hardwoods and Pitch Pine-Oak Forest will have an impact on the abundance of wildlife using the site. Individuals of a few less mobile wildlife species (i.e., some mammal and reptile species, if present) may suffer direct elimination during clearing of these habitats. More mobile animals (i.e. birds and most mammals) would be forced to emigrate to unaffected habitats, both on the site or in the general surrounding area. In the short term, it is expected that these habitats, will experience a temporary increase in the abundance of some wildlife populations. Subsequently, it is expected that inter- and intra-specific competition for available resources within these habitats will result in a minor net decrease in local population sizes for most species, as a new equilibrium is achieved. Ultimately, development within the TOD District area would not result in significant adverse impacts to the density and diversity of local or regional wildlife populations.

Rare Species/Habitat Potential

Pursuant to the NYNHP, seven records (three current and four historic) exist for vascular plant species in the vicinity of the TOD District area. However, none of these species were observed on properties within the TOD District area during field inspection, and, given the developed/disturbed habitats that currently comprise the TOD District area, the occurrence of these or other rare species is considered to be unlikely. No other NYNHP records currently exist for rare or State-listed animals, plants, significant natural communities or other significant habitats on or in the immediate vicinity of the TOD District area, and none were observed during the field inspection. Further, all of the ecological habitats supported on properties within the TOD District area are ranked as either demonstrably or apparently secure by the NYNHP. Based upon the foregoing, no significant adverse impacts to rare species or habitats are anticipated.

Land Use and Zoning

Land Use

The TOD District area encompasses approximately 53.73± acres, which are comprised of 54 individual parcels. This area is proposed to be rezoned using FBC zoning, which results in a development vision. The Theoretical Full Build Plan would implement this vision, and includes the redevelopment of key opportunity sites with

preferred land uses to achieve the goals and objectives of the visioning and planning process, including significant visual improvements and increased marketability of the land both within and surrounding the TOD District area.

The overall intent of the proposed action is to encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, self-sufficient community. Also, the proposed action encourages development that would enhance the tax base and complement the surrounding communities and uses as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership.

The Theoretical Full Build Plan represents a development option for specific portions of the TOD District area (including nine redevelopment sites) that could result upon implementation of the TOD District zoning code. The inclusion of these specific parcels would permit the currently underutilized and partially vacant parcels to be redeveloped into a vibrant Smart Growth community offering an opportunity for a mix of uses, including retail, office, restaurants, and multi-family housing at greater densities, that complement the train station by providing goods and services for commuters, workers and residents. The development sites were chosen for redevelopment mostly because they are located on key "gateway" roadways serving the train station (Railroad Avenue, Hawkins Avenue, and Mill Road), where more viable land uses and higher density development are most appropriate and complement existing uses within the TOD District area. Specifically along Railroad Avenue, there is potential frontage for new buildings that could help define the street edge. Also, the development sites are all within a 10-minute walk of the Ronkonkoma Station.

The Theoretical Full Build Plan is a potential redevelopment option that represents overall type and level of development that can take place if the TOD District is adopted and the area rezoned.

Community Character

Implementation of the proposed action would improve and enhance community character and aesthetics as opposed to conforming to the existing character of a partially-vacant, underutilized area surrounding the Ronkonkoma Station that the Town has deemed in need of revitalization. The establishment of a form-based zoning code for the TOD District allows for the construction of a mixed-use community with a range of building types and land uses including office, housing and retail with focus on their relationships to the streets and streetscapes. The key to sustaining a mix of uses of this type is to employ design control over the scale and urban form of each building regardless of use, and provide a flexible, development framework that can accommodate a range of building types. Unlike the typical suburban development patterns where separate "stand-alone" building form is the

norm, in the TOD District, the objective is to create an environment with visual continuity and a user-friendly public realm.

Zoning

The new TOD District, as proposed, includes all parcels currently zoned J Business 6, ("J-6") and LI Industrial ("L-1") that lie within the TOD District area. In addition, it includes some parcels zoned for neighborhood business ("J-2") and one that is zoned J Business 4 (Professional and Business Offices ("J-4") on Mill Road. The TOD District area was drawn to include all areas where TOD-type development would be appropriate. Permitted uses in the TOD District would include:

1. Townhouses;
2. Duplexes;
3. Multi-family housing;
4. Live/work dwelling units;
5. Mixed use developments;
6. Professional offices such as those of doctors, lawyers, architects and engineers;
7. Retail businesses such as, but not limited to grocery, drug, apparel, variety, furniture, or sporting goods store;
8. Restaurants and eating and drinking establishments where most food and drink is intended to be consumed on the premises at tables, counters, or bars;
9. Personal services such as barber shops, beauty salons, laundry and dry cleaning establishments;
10. Health club;
11. Business services such as banks and other financial institutions, real estate and insurance offices;
12. Accessory buildings and uses;
13. Home occupations;
14. Child care facilities; and
15. Museum and similar cultural facility of a non-commercial nature.

Building heights would range from three to five stories, depending upon where in the district the development would take place. The form-based code governs building form, massing, architectural design, street types, and public spaces. In contrast to a typical zoning ordinance, the form-based code for the TOD District will not specifically establish dimensional regulations for the buildings other than the height limitation. However, certain setbacks may be established to allow for public spaces and to screen parking areas, for example.

Regulating Plan

The proposed form-based code includes the Regulating Plan which would be adopted by the Town Board. The regulating plan establishes two "subzones" – Main Street and Neighborhood. The Main Street subzone is closer to the train station and would emphasize vertical mixed-use (up to five stories) with retail on the ground floor and residential or commercial above. The Neighborhood subzone would encourage medium-to-high residential density and could include some retail and live/work space. These buildings would generally be between two and four stories. The FBC focuses on three district areas of design, as follows:

1. Building Form

The building form standards identify the specific physical and functional character of the district. The form controls on building frontages work together to frame the street-space while allowing greater functional and operational freedom behind their facades. The building form standards aim for the minimum level of control necessary to meet this intent.

2. Public Space

The form-based code delineates two street types. One would include Railroad, Ronkonkoma, and Garrity Avenues, and would have a right-of-way of approximately 74 feet. The other (for Union, Elm, Maple and Mill Streets, and Union and Carroll Avenues) would have a smaller right-of-way of approximately 50 feet.

3. Architectural, Landscape, and Signage

Architectural, landscape, and signage standards are specified in the FBC and includes the siting of the buildings; location and design of parking areas; pedestrian and bicycle access; pedestrian amenities; building facades; landscape design and plantings; lighting; site furnishings; and the type, size, and materials used for signage.

If the existing zoning was allowed to remain in place, development around Ronkonkoma Station would continue to occur in a haphazard manner that encourages the proliferation of incompatible land uses. The TOD District as a FBC implements the community's vision for the area. Not only does the FBC allow for land uses that are appropriate for the area, but it does so in manner that encourages sound architectural design along with streetscape standards that promote pedestrian activity.

Land Use and Implementation Plan

The proposed Land Use and Implementation Plan provides the background and history of the planning process that the Town previously embarked on and includes

an overview of the Ronkonkoma Station, and recommended planning and zoning tools (TOD and FBC zoning). As part of the implementation strategy for the proposed action, the proposed Land Use and Implementation Plan outlines the implementation strategy for realizing the vision for Ronkonkoma Hub Transit-Oriented developed as part of the *Ronkonkoma Hub Transit-Oriented Planning Study*, including an overview of the rezoning adoption process, an updated market study, and economic incentives to encourage private development. The Land Use and Implementation Plan relies on data, assumptions and conceptual plans developed in Phase 2 of the *Ronkonkoma Hub Transit-Oriented Planning Study,* as well as a detailed market study conducted in August 2010.

Traffic and Parking

A Traffic and Parking Analysis was prepared to evaluate the future traffic conditions, both with and without the proposed action (i.e., "Build" and "No Build" conditions, respectively), to evaluate the potential impact of development within the TOD District area. The No Build condition represents the future traffic conditions that can be expected to occur, without the site-specific developments included on the Theoretical Full Build Plan. The No Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both project and non-project-generated traffic. Traffic volumes in the study area were projected to the year 2014, reflecting the year when the proposed action is expected to be completed and operational. An evaluation of the existing parking supply, the demand for parking and appropriate ratios to meet those demands, were also included.

Trip Generation

The Theroetical Full Build Plan is projected to generate 360 trips during the AM peak hour and 608 trips during the PM peak hour.

Signalized Intersection Capacity Analysis

The signalized intersections of the Long island Expressway ("LIE") North Service Road at Hawkins Avenue, LIE South Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road, and Hawkins Avenue at Railroad Avenue for the AM and PM peak hours were evaluated. The LIE North Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road, and Hawkins Avenue at Railroad Avenue, in the two time periods analyzed, the Level of Service ("LOS") remains satisfactory C or above in the Build Condition. The change from No Build to Build condition is minimal. The signalized intersection of LIE South Service Road at Hawkins Avenue operates well during AM peak in all three scenarios analyzed, but fails during the PM peak period.

The LOS at the signalized intersection of LIE South Service Road at Hawkins Avenue fails in the existing Condition and worsens in the No Build and Build Conditions. Changes in phase splits are not sufficient to address this, hence the following mitigation measures are recommended.

1. On the South Service Road, an extra through lane should be added. The new eastbound lane configuration would be an exclusive left turn lane, two through, and a shared through and right turn lane.
2. On Hawkins Avenue, an exclusive right turn lane should be added. The new northbound configuration would be two through lanes and an exclusive right turn lane.
3. Optimize the phase split to suit the new lane configurations. Since the cycle length is tied with the cycle length at the LIE North Service Road and Hawkins Avenue, it is recommended that only the phase split be changed.

Unsignalized Intersection Capacity Analysis

The capacity of the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street for the AM and PM peak hours was evaluated. At the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street, in the two time periods analyzed, the LOS remains satisfactory (C or above) in the Build Condition. The change from No Build to Build Condition is minimal.

Parking

The 2014 Build condition, which includes the construction of the parking structure, would more than accommodate the projected parking demand. By comparing the overall parking supply and demand, there are 1,040 more parking spaces (4,644 – 3,604) provided than are actually needed to accommodate the demand. As such, the proposed parking ratios in the TOD District code would accommodate the demand.

Air Quality

Short-Term Impacts - Construction/Demolition

Construction and demolition activities associated with redevelopment in accordance with the TOD District will result in a slight, short-term increase in air pollution emissions. The primary source of potential emissions is from fugitive dust resulting from construction operations (e.g., clearing, grading). Fugitive dust consists of soil particles that become airborne when disturbed by heavy equipment operations or through wind erosion of exposed soil after groundcover (either lawn or pavement) is removed. To minimize fugitive dust emissions, a water truck will be kept on construction sites during excavation activities. This construction-related air-quality impact (i.e., fugitive dust) would be of relatively short duration. Also, during construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling on-site. Overall, therefore, the

impacts on ambient air quality from construction activities associated with site-specific development are not expected to be significant.

Overall, air quality in the TOD District area would not be expected to be substantially affected by redevelopment because of emission control procedures and the temporary nature of construction activities. Emissions from the operation of construction machinery (carbon monoxide ["CO"], nitrogen oxides ["NOx"], particulate matter ["PM"], volatile organic compounds ["VOCs"], and greenhouse gases) are short-term and not generally considered substantial. With the implementation of the various mitigation measures to minimize construction-related air quality impacts, no significant adverse impacts would be expected.

Long-Term Impacts

The projected increase in traffic would likely result in only small increases in CO and PM concentrations, which would result in Ronkonkoma TOD project values that would not be expected to exceed the National Ambient Air Quality Standards ("NAAQS"). If similar increases are realized in ozone precursor emissions (VOC's and NOx), then development in accordance with the Theoretical Full Build Plan would have no impact on the ozone NAAQS because the mobile source emissions are small when compared to the total emissions for the entire nonattainment area. Ozone is a regional problem that is addressed over the nonattainment area that is much larger than the proposed project site.

Similarly for the remaining pollutants, the emissions related to the Theoretical Full Build Plan are expected to have unsubstantial increases in relation to the urban nature of the area and the corresponding background concentrations of the various study pollutants. The urban nature is supported with the Ronkonkoma TOD project situated between a major highway to the north and an airport to the south.

There are no short or long-term air quality impacts expected from development in accordance with the Theoretical Full Build Plan. The primary design intent of the proposed TOD is to create a compact, mixed-use, transit-accessible and walkable community. These types of communities make it possible to live without complete dependence on the automobile for mobility, thus; reducing vehicular emissions within the TOD District area. In addition to the TOD-nature of the project, which in itself reduces vehicular demand for a development, there are transportation-related infrastructure improvements including capacity enhancements at intersections that will reduce vehicular delays. The reduced vehicular delays equate to reduced mobile source emissions. Overall, no significant adverse long-term air quality impacts would be expected.

Noise

The noise impact analysis considered the mobile and stationary source sound levels to determine the potential change in the existing sound levels for sensitive locations

on and in the vicinity of the TOD District. The mobile and stationary source noise analysis typically evaluates daytime and nighttime sound levels. The future No Build and Build sound levels include cumulative impacts from traffic growth over time and increases in traffic from the proposed development and significant other projects in the study area.

Mobile Sources

Although traffic volumes on the roadways within the TOD District area are projected to increase under the 2014 Build condition, it is not expected that the proposed action would increase noise levels by more than six dBa above existing noise levels. In fact, it is expected that the 2014 Build Condition sound levels will likely remain unchanged, as compared to the Existing Conditions. As such, it is not expected that the proposed action would result in significant adverse noise impacts.

Stationary Sources

The proposed action would result in changes in sound levels due to rooftop mechanical equipment and during the nighttime period, which is expected to be the dominant noise source. Properties developed or redeveloped would be required to install rooftop equipment that does not exceed Town noise code standards. Such equipment shall be located in penthouse rooms and/or enclosures, or shall utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment. Thus, no significant adverse noise impacts from stationary sources are anticipated.

Noise Related to Facility Operations

The loading and unloading areas for properties within the TOD District area are to be designed and operated to ensure that there would be no adverse noise impacts to the existing residential receptor locations. The loading and service activities for the proposed development would be required to be internally situated or screened to minimize noise associated with loading activities; thus, resulting in no adverse noise impacts to the sensitive receptor locations. In addition, the building operations will be scheduled, to the extent practicable, to minimize noise impacts.

All uses within the TOD District area would be subject to compliance with Section 50 of the Town Code which regulates noise. Thus, required compliance with the Town's noise ordinance will minimize the potential for significant adverse noise impacts from facility operations.

Construction-Related Noise

Construction period activities may temporarily increase nearby sound levels due to the intermittent use of machinery during the construction of the project. The Town of

Brookhaven's Noise Code prohibits construction between the hours of 6:00 PM to 7:00 AM. All exterior construction activities, such as site excavation/grading and new building construction would be limited to the hours of 7:00 AM to 6:00 PM, as specified in the Town Code. All of the daytime construction sound levels are expected to be below 80 dBA. Sound levels would be evaluated at each phase of construction to determine if additional construction noise mitigation measures are necessary.

Socioeconomics

BBP LLC performed a Market Analysis to review trends in the residential, retail and office markets in order to identify opportunities for development in the TOD District. The market analysis revealed a number of key findings by market sector, as follows.

Residential Market Key Findings

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. The Market Analysis estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include "Pleasant-ville," "Sophisticated Squires," "Wealthy Seaboard Suburbs," and "Up and Coming Families." These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest six percent of household growth in the primary and secondary market areas through 2019. Such capture would support the development of the 615 residential units identified in the Theoretical Full Build Plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the LIRR station.

Retail and Restaurant Market Key Findings

- Two classifications of retail goods and services may be offered at the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD District area is situated within four associated trade areas: the convenience goods primary trade area (three-mile radius, roughly equal to a five-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (five-mile radius, roughly equal to a ten-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as population increases and disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 percent of

this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the Theoretical Full Build Plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales "leaked" beyond the trade area, indicating unmet demand for goods and services. Such retail types may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores; jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Office Market Key Findings

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services;

front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in the Theoretical Full Build Plan, the TOD District area will have to capture either two percent of the office space supported by office employment trends or four percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

Health Club Key Findings

- A health club in the TOD District area will provide synergies to support other development. From a market analysis perspective, the health club is considered an added amenity for future residents and employees, and could bring additional visitors to the area who may then patronize retail shops and restaurants. The demand for same is supported by the development within the TOD District area.

Projected Property Tax Revenues

Town and County

The estimated net increase between the total current tax revenues generated by the project area for Suffolk County ($74,408±) and the total future project-generated tax revenues for the Theoretical Full Build Plan ($352,843±) is projected to be approximately $278,435, or just under four times the tax revenues generated currently by the property. The estimated net increase between the total current tax revenues generated by the project area for the Town of Brookhaven ($40,989±) and the total future project-generated tax revenues for the proposed development ($194,367±) is projected to be approximately $153,379, also just under four times tax revenues generated currently by the property.

School and Library

The projected tax revenues in the analysis based on current 2009-2010 tax rate for the Sachem Central School District ("CSD"). With no changes in assessments, these rates

are likely to increase over time. The net increase between the total current school and library tax revenues ($366,200±) for the Sachem CSD generated by the project area and the total future project-generated school tax revenues ($1,736,519±) is projected to be approximately $1,370,319 or just under four times the level of school tax revenues generated currently by the project site.

Other Special Districts

The future tax revenues generated by the project area for the Lake Ronkonkoma Fire District and Lighting District are projected to be approximately $92,207± and $16,650±, respectively. The net increase between the total current tax revenues generated by the project area for the Lake Ronkonkoma Fire District ($19,445±) and the total future project-generated tax revenues from the proposed project ($92,207±) is projected to be approximately $72,762±, or just under four times the tax revenues generated currently by the property. The net increase between the total current tax revenues generated by the site for the Lighting District ($3,511±) and the total future project-generated tax revenues from the proposed project ($16,650±) is projected to be approximately $13,139± or just under four times tax revenues generated currently by the property.

Community Facilities and Services

Fire Protection and Ambulance Service

The TOD District is located within the jurisdiction of the Ronkonkoma Fire Department. In order to ensure that there will be no significant adverse impacts to the Ronkonkoma Fire Department, all development plans would be required to ensure compliance with New York State building and fire codes, and also be reviewed by the Brookhaven Fire Marshal. According to the tax revenue analysis, approximately $72,762 is the estimated annual net increase in revenue (from existing conditions) to the Ronkonkoma Fire Department. Overall, the proposed action and the future redevelopment of the TOD District in accordance with same would not be expected to result in significant adverse impacts to fire protection and ambulance services, which are provided by the Ronkonkoma Fire Department.

Health Care Facilities

There are health care facilities available to residents and patrons of uses within the TOD District. It is expected that many of the potential residents of the proposed development would be existing residents of the Town of Brookhaven or nearby municipalities. As both Brookhaven Hospital and Stony Brook University Medical Center are health care facilities that already serve this community, it is not anticipated that the proposed development would adversely impact health care services in the area.

Police Protection

The Fourth Precinct of the Suffolk County Police Department currently services the TOD District area. The TOD District area is an existing developed area that has been served by the Fourth Precinct and there is an existing patrol that covers the TOD District area. As such, it is not expected that the proposed action would require additional police personnel to serve the TOD District area. According to the tax revenue analysis, approximately $255,066 is the estimated annual net increase in revenue in revenue (from existing conditions) to the Suffolk County Police Department. Overall, it is not expected that redevelopment of the TOD District area would result in a demand that causes significant adverse impacts to police services.

Educational Facilities

The TOD District is within the Sachem CSD. The 615 residential units included in the Theoretical Full Build Plan could potentially generate 68 school-aged children. Based on published data (www.schooltree.org), the school enrollment is 15,311 children. Therefore, the additional 68 school-aged children would represent only a 0.4 percent increase in total enrollment. The total cost to the CSD for the 68 additional children would be $1,265,242. The Theoretical Full Build Plan would generate $1,634,007 annually to the school district. Therefore, an estimated $368,765 would be a net annual benefit to the school district. Overall, it is not expected that the proposed action would result in significant adverse impacts to the Sachem CSD.

Solid Waste (Collection and Disposal)

The Theoretical Full Build Plan would generate approximately 124.14 tons of solid waste per month. The collection and disposal of solid waste generated by commercial properties (including the retail, office, and restaurant uses included on the Theoretical Full Build Plan) is performed by licensed, private carters (which is typical practice for Long Island Towns). Also, the collection and disposal of solid waste from private, multi-family residential developments would also be performed by licensed, private carters. Thus, the ultimate disposal locations are at the discretion of the carter and would not be expected to result in significant adverse impacts to the Town's waste management facilities.

Aesthetics

Architectural Features and Streetscape Elements

A key objective of the TOD District FBC is to locate buildings close to streets and to each other as opposed to separate structures with large front and side yard areas. Parking would be in one of several forms, including; structured parking as part of the buildings, located behind the buildings and/or at the rear of lots, or on-street along the key gateway streets such as Railroad Avenue. This approach to orienting buildings and entrances towards the street and the provision of on-street parking

would give definition to the street as a public space, and create a comfortable sense of place for pedestrians. The goal is to create a development pattern that avoids the fragmented look of large-format "big-box" buildings sitting within the middle of a site, surrounded by a sea of parking. Instead, the emphasis is on visual continuity between the buildings and streets.

The proposed structures would respect the scale and massing of existing development outside of the TOD District area by transitioning down in height at the northern district boundary. However it will allow greater density, building type variety and interruptions in roof forms and skyline treatment that would enhance the visual interest within the TOD District area. The variation of building heights is part of the diversity of many attractive urban centers. There will be selected opportunities for taller signature building elements/design features that would be allowed to extend above surrounding buildings as prominent visual features within the community fabric.

High quality streetscape design and landscaping, including a landscaped median in the gateway streets is an important feature for this type of urban-style neighborhood where the public street space becomes, in effect, the place for the social interactions that builds a sense of community. The proposed public open space south of Railroad Avenue will blend with the more urban aspects of the design, to create a visually diverse community. Additionally, the form-based code contains provisions that call for landscaping of the redeveloped properties in such a way as to create visual relief and interest, provide shade for pedestrians, and to screen the parking and loading areas. The public realm street design standards will also provide for trees along the roadway in addition to the landscaped median.

Overall, the creation of the TOD District and the redevelopment of properties in accordance with the TOD District zoning code would result in beneficial impacts to the visual character of the area.

Cultural Resources

There are no cultural resources (historic or archaeological) resources on or adjacent to the TOD District. As such, the redevelopment of properties within the TOD District would not result in adverse impacts to cultural resources.

PROPOSED MITIGATION MEASURES

Soils and Topography

- Parcels developed or redeveloped within the TOD District area would employ proper erosion and sedimentation controls, in accordance with Chapter 86 of the Town Code.

- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

Water Resources and Sanitary Disposal

- Sanitary waste from newly-developed/redeveloped parcels within the TOD District area would be accommodated by the proposed STP and, therefore, would conform to the prevailing regulations of the Suffolk County Sanitary Code. Moreover, the NYSDEC will establish discharge limits in accordance with the permit ultimately issued for the STP. These measures will help mitigate potential impacts to groundwater.

- Parcels developed or redeveloped within the TOD District area would be required to implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- Parcels developed or redeveloped within the TOD District area would be required to comply with Chapter 86 of the Town Code, which is the Town's stormwater ordinance.

- Parcels developed or redeveloped within the TOD District area would be required to use native or low maintenance plantings, as included in the TOD zoning code, to reduce irrigation needs and fertilizer demand. These measures will mitigate potential impacts to water quantity and quality.

Ecology

There are no significant adverse impacts expected to result from the proposed action. However, to minimize habitat impacts, development/redevelopment would incorporate native or low maintenance species into the landscaping plan.

Land Use and Zoning

- The proposed TOD District includes the establishment of zoning criteria and design guidelines to minimize potential adverse impacts, including the following:

    1. Regulating Plan – The regulating plan establishes two "subzones" – Main Street and Neighborhood. The Main Street subzone is closer to the train station and would emphasize vertical mixed-use (up to five stories) with retail on the ground floor and residential or commercial above. The Neighborhood subzone would encourage medium-to-high residential density and could include some retail and live/work

space. Development/redevelopment would be required to conform to the regulating plan.

2. Public Space Standards - The public space includes plazas and open spaces, as well as the streets and sidewalks. The form-based code delineates two street types. One, which would include Railroad, Ronkonkoma, and Garrity Avenues, would have a right-of-way of approximately 74 feet. The other (for Union, Elm, Maple and Mill Streets, and Union and Carroll Avenues) would have a smaller right-of-way of approximately 50 feet. All improvements conducted as part of development/redevelopment would comply with the public space standards.

3. Building Form Standards - The building form standards identify the specific physical and functional character of the TOD District. The form controls on building frontages work together to frame the street-space while allowing greater functional and operational freedom behind their facades. All development/redevelopment would conform to the building form standards.

4. Architectural, Landscaping and Signage Standards - Architectural, landscape, and signage controls are specified in the TOD District zoning code and include the siting of the buildings; location and design of parking areas; pedestrian and bicycle access; pedestrian amenities; building facades; landscape design and plantings; lighting; site furnishings; and the type, size, and materials used for signage. All development/redevelopment would conform to the architectural, landscaping and signage Standards.

Traffic and Parking

To address impacts to the signalized intersection of LIE South Service Road at Hawkins Avenue, the following mitigation measures are necessary:

- On the South Service Road, a new eastbound lane configuration would be an exclusive left turn lane, two through, and a shared through and right turn lane;

- On Hawkins Avenue, a new northbound configuration would be two through lanes and an exclusive right turn lane; and

- Modification of the phase split to suit the new lane configurations.

To address potential parking losses should Sites 1 and 8 be redeveloped, alternative commuter parking locations must be identified, if determined that same is required by the MTA.

Air Quality

- During construction within the TOD District area, emission controls for construction vehicle emissions would be employed and should include, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacture's muffler equipment or other regulatory-required emissions control devices.

- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

- Regular sweeping of pavement of adjacent roadway surfaces during construction would be conducted to minimize the potential for vehicular traffic to create airborne dust and particulate matter.

Noise

- Parcels developed or redeveloped with residential land use components would be required to implement mitigation strategies such that interior noise levels do not exceed 45 dBA.

- Parcels developed or redeveloped would be required to install rooftop equipment that does not exceed Town noise code standards. Such equipment shall be located in penthouse rooms and/or enclosures, or shall utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment.

- Loading and service activities on parcels to be developed or redeveloped will be internally situated or screened to minimize noise associated with loading activities from the surrounding residential areas.

- Construction equipment would be required to have appropriate noise muffler systems. Excessive idling of construction equipment engines would be prohibited.

Socioeconomics

As there are no significant adverse demographic or economic impacts associated with the proposed action, no mitigation measures are required.

Community Facilities and Services

- Parcels developed or redeveloped will comply with New York State building and fire codes.

- All development/redevelopment applications would be required to be reviewed by the Brookhaven Fire Marshal, and would comply with all Fire Marshal requirements.

- Parcels developed or redeveloped will provide proper egress and ingress for emergency service providers.

Aesthetics

- Architectural, landscape, and signage controls are specified in the FBC Code. This includes the siting of the buildings; location and design of parking areas; pedestrian and bicycle access; pedestrian amenities; building facades; landscape design and plantings; lighting; site furnishings; and the type, size, and materials used for signage. All development/redevelopment must conform to the Architectural, Landscaping and Signage Standards.

Cultural Resources

There have been no historic or archaeological resources identified within or adjacent to the TOD District area, and thus, mitigation measures are not required.

CONDITIONS/CRITERIA UNDER WHICH FUTURE ACTIONS WILL BE UNDERTAKEN OR APPROVED INCLUDING REQUIREMENTS FOR SUBSEQUENT SEQRA COMPLIANCE

6 NYCRR §617.10(c) and (d) state, in pertinent part:

> *"(c) Generic EISs…should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance…"*
>
> *(d) When a final generic EIS has been filed under this part:*
>
> *(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
>
> *(2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*

(3) *A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*

(4) *A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."*

Based on the analyses contained in this DGEIS, the following represent the proposed conditions and thresholds, which, if met, would allow full development of the TOD District area within the Town of Brookhaven without the need for further SEQRA compliance:

- To address the impacts to the signalized intersection of LIE South Service Road at Hawkins Avenue, mitigation measures are necessary, including (1) on the LIE South Service Road, construction of a new eastbound lane configuration to function as an exclusive left turn lane, two through, and a shared through and right turn lane; (2) on Hawkins Avenue, construction of a new northbound configuration to provide two through lanes and an exclusive right turn lane; and (3) modification of the phase split to suit the new lane configurations. Developers would be required to contribute a fair share to the required improvements.

- All developers must construct or fund required off-site roadway improvements (including drainage), and streetscape enhancements (including, but not limited to sidewalks, lighting, landscaping), as set forth in the design guidelines of the TOD District zoning code, contiguous to the parcels being considered for development. In addition to said improvements, a monetary contribution to the Town of Brookhaven Highway Department may be required for roadway and related infrastructure improvements (e.g., drainage, landscaped median, bike paths, etc.).

- To address potential parking losses should Sites 1 and 8 be redeveloped, the developer(s) of Sites 1 and 8 must identify alternative commuter parking locations, if determined that same is required by the MTA.

- The traffic analysis determined that 573 additional vehicle trips during the AM peak hour (458 trips for the Theoretical Maximum Build Plan + 115 trips for Scenario 1 [Cumulative Impacts]) and 925 additional vehicle trips during the PM peak hour (787 trips for the Theoretical Maximum Build Plan + 138 trips for Scenario 1 [Cumulative Impacts]) could be accommodated without

significant adverse impacts to the roadways. In the event that development/redevelopment is proposed that would exceed this trip generation, additional traffic evaluation must be conducted. As necessary, mitigation measures would then have to be identified and employed.

- The design capacity of the STP is 275,000 gpd. Thus, sanitary discharge associated with development/redevelopment within the TOD District area cannot exceed this amount. In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity (either within or outside the TOD District area) must be secured to support the additional development.

- All developers would be required to contribute a fair-share contribution to the SCWA infrastructure improvements within the TOD District area.

- All development/redevelopment of multi-story buildings must demonstrate adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system.

- Parcels developed or redeveloped within the TOD District area would be required to implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- All development must demonstrate compliance with Section 16-4.2 of the Town Code (energy efficiency) and must incorporate energy conservation measures.

- All development must demonstrate compliance with Chapter 86 of the Town Code for stormwater management and erosion control.

- All development must implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

- All development must incorporate native or low maintenance plantings in to the landscaping plans, as provided in the TOD District zoning code, to reduce irrigation needs and fertilizer demand.

- Parcels developed or redeveloped for residential purposes within the TOD District area would be required to comply with the Long Island Workforce Housing Act.

- All development/redevelopment would be required to conform to the Regulating Plan, Public Space Standards, Building Form Standards, Architectural Standards, Landscaping Standards, and Signage Standards.

- All developers must construct and/or contribute to the construction of the public open space/plaza.

- During construction, regular sweeping of pavement of adjacent roadway surfaces must be conducted to minimize airborne dust and particulate matter.

- Parcels developed or redeveloped with residential land use components will be required to implement mitigation strategies such that interior noise levels do not exceed 45 dBA. A noise study demonstrating that such noise levels can be achieved must be submitted to the Town.

- Parcels developed or redeveloped must incorporate mitigation measures and demonstrate that rooftop equipment does not exceed Town noise code standards. Such equipment shall be located in penthouse rooms and/or enclosures, or shall utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment.

- Loading and service activities on parcels to be developed or redeveloped will be required to be internally situated or screened to minimize noise associated with loading activities from the surrounding residential areas.

In the event that any of the above conditions are proposed to be exceeded by future development, additional SEQRA compliance would be necessary in accordance with 6 NYCRR §617.10(d)(2),(3) or (4), as would be appropriate, given the actual development plan proposed and the associated potential environmental impacts associated therewith.

ALTERNATIVES AND THEIR IMPACTS

No-Action Alternative

This section examines the SEQRA-mandated No-Action alternative, which involves leaving the TOD District area in its present state. While the implementation of this alternative would leave the TOD District area unchanged and would not result in any additional environmental impacts, the Town's desire to revitalize the TOD District area would not be realized. Specifically, the No-Action alternative would result in the possible continuation of an area that consists of vacant, underutilized

and/or blighted properties. The No-action alternative would also allow the TOD District area to continue with unplanned, uncoordinated development.

The TOD District area has been the subject of planning studies and community involvement since 2007. Subsequent to the *Ronkonkoma Hub Transit-Oriented Planning Study*, the Town moved forward with the implementation phase (i.e., adoption of a Land Use and Implementation Plan for the TOD District area, TOD code and the associated rezoning of properties within the TOD District area). The intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community. As such, implementation of the No-Action alternative would be in contravention of the Town's stated goals and the community's desire to revitalize the area, as evidenced by the visioning process. Furthermore, the projected tax and employment benefits, the introduction of new multi-family housing, and the economic benefits associated with the proposed action would not occur under the No-Action alternative.

Theoretical Maximum Build-Out Plan

An alternative plan is being evaluated that considers the inclusion of property to the south of the LIRR tracks, within the Town of Islip, that is currently used for parking. This alternative would include the development of retail space, structured parking and an STP on property within the Town of Islip. Thus, for this alternative, the boundary of the TOD District area includes the 52.16± acres to the south of the LIRR tracks, within the Town of Islip. The "Theoretical Maximum Build Out Plan" includes the following within the overall 105.89±-acre area (Towns of Brookhaven and Islip):

- 802 Multi-family residential units;
- Six townhouses;
- 102,275 square feet – Retail Space;
- 49,375 square feet – Office Space;
- 30,000 square feet – Health Club;
- 100 seats – Restaurant; and
- Sewage Treatment Plant.

CUMULATIVE IMPACTS

The potential cumulative impacts of the development of properties not identified on the Theoretical Full Build or Maximum Build Out Plans were evaluated. The land use components and density of future development applications cannot be identified at this time as same will be determined by, among other things, market demand, and the intentions of property owners. As land uses and land use density cannot be specifically predicted, for the purposes of evaluating the potential cumulative

impacts, assumptions had to be made on the potential build out of these parcels. For purposes of evaluating the cumulative impacts, the following two development scenarios have been identified:

- Scenario 1: Redevelopment includes all residential; or
- Scenario 2: Redevelopment includes retail, office and residential.

For the cumulative analysis, it has been determined that the limiting factor in the redevelopment of the TOD District area will be STP capacity – i.e., 275,000 gpd. Therefore, it is the size of the STP and the ability to accommodate sanitary waste that will limit the size and type of land uses on properties that may be proposed by landowners for redevelopment at a future date.

2.0

DESCRIPTION OF THE PROPOSED ACTION

2.1 Proposed Land Use and Implementation Plan and Transit-Oriented Development Zoning District

The Town Board of the Town of Brookhaven is developing a Land Use and Implementation Plan (see Appendix B) for the proposed Ronkonkoma Hub Transit-Oriented Development ("TOD"), which consists of an approximately 53.73±-acre area that includes a portion of the Long Island Rail Road ("LIRR") – Ronkonkoma Train Station located within the Town of Brookhaven, and extends beyond the perimeter of the station. The proposed action also includes the adoption of a TOD zoning district and the rezoning of the project area to the TOD, to advance the Town's goals in creating a compact, mixed-use TOD. The proposed Ronkonkoma Hub TOD or "TOD District area" is bounded by Union Avenue to the north, Village Plaza Drive to the east, the LIRR tracks (Ronkonkoma Branch) to the south, and County Route 29, Garrity Avenue, and Hawkins Avenue to the west, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York (see Figure 1).

For the purposes of determining the appropriate density, types of uses and the potential redevelopment sites, a conceptual development plan (i.e., hereinafter identified as the "Theoretical Full Build Plan") included in Figure 2 – Theoretical Full Build has been prepared and includes the following program components:

- 615 Residential Units;
- 60,875 square feet – Retail;
- 49,375 square feet – Office;
- 30,000 square feet – Health Club;
- 200 seats – Restaurant Use (Total);
- Sewage Treatment Plant; and
- Plaza area for outdoor public use.

Note: Boundary is approximate

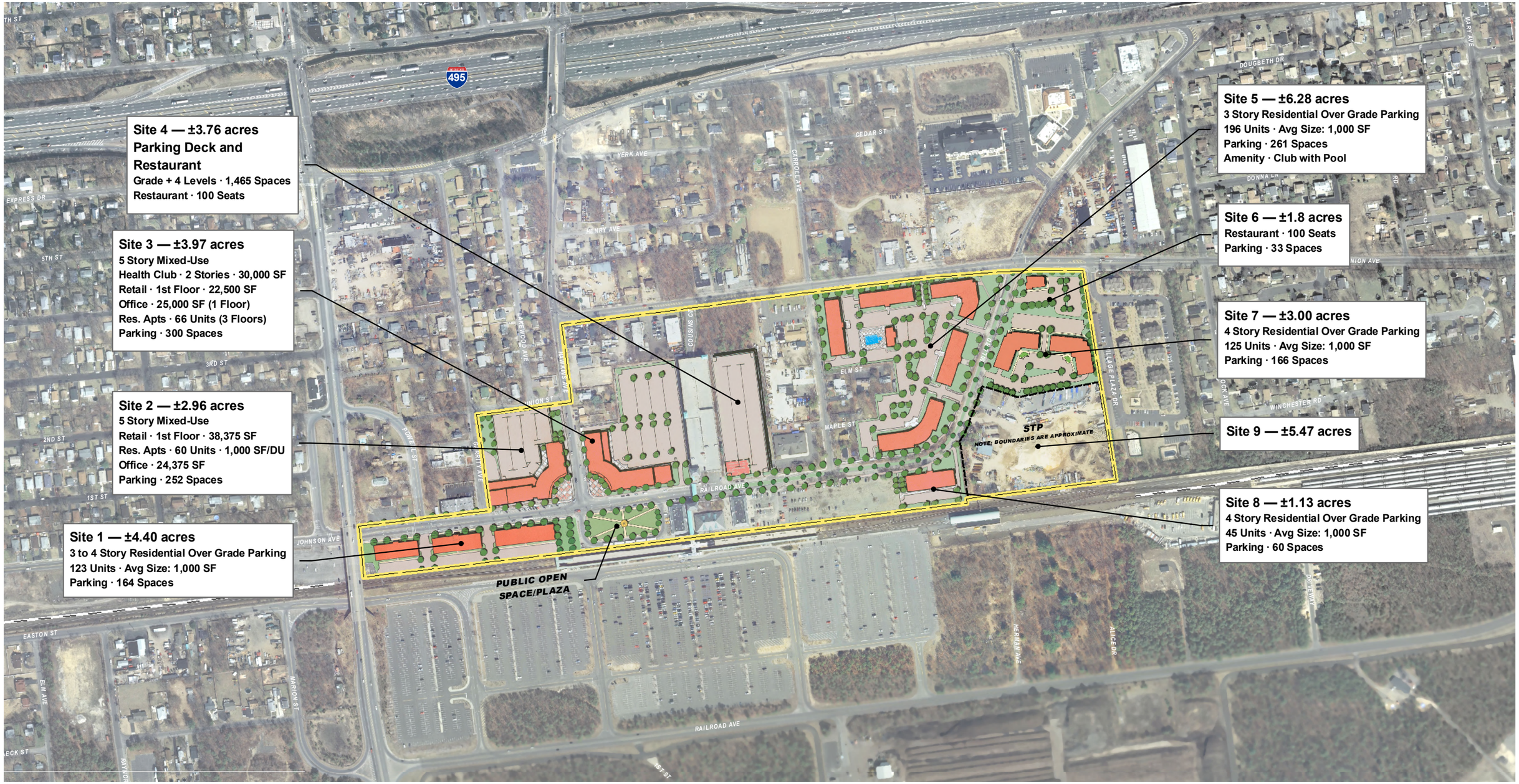
not to scale

Figure 1
TOD District Area Location Map

Ronkonkoma Hub
Transit-Oriented Development

Engineering, Surveying and Landscape Architecture, P.C.

Prepared for the Town of Brookhaven, June 2010



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

Study Area

Long Island Rail Road

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres

0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Figure 2
Theoretical Full Build Plan

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, August 2010

The Theoretical Full Build Plan is not a specific development proposal, but represents a feasible redevelopment option that achieves the goals and objectives of the Land Use and Implementation Plan and complies with the proposed TOD District. Further, the Theoretical Full Build Plan enables a comprehensive environmental review of the overall proposed action (described below) pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The proposed action includes the adoption the Land Use and Implementation Plan, the adoption of the TOD zoning district, the rezoning of the TOD District area to TOD, and the redevelopment of the area in accordance with the TOD zoning district. The TOD District zoning code has been designed as a Form-Based Code with design guidelines (see Appendix C). Form-based code zoning is different from conventional zoning in that it emphasizes building form and appearance rather than specifying and distinguishing uses or establishing set back, building height, or lot coverage restrictions. Form-based code zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. Form-based code zoning also includes an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or site.

The TOD District zoning code, included in Appendix C of this DGEIS, establishes objectives, policies, and standards to promote orderly development and redevelopment within the TOD District area for purposes of encouraging high-density mixed-use development, housing, retail, and office uses. The overall intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

The TOD District would also encourage redevelopment of vacant and/or underutilized, blighted properties, which would enhance the tax base and compliment the surrounding communities and uses as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership. More specifically, the purpose and intent of the TOD District zoning code is to:

- Promote compact, mixed-use development in close proximity to the commuter rail station;
- Encourage development that supports transit;
- Encourage a diverse mix of business, commercial, office, residential, institutional, and entertainment uses for workers, visitors, and residents;
- Encourage a pedestrian-friendly environment and pedestrian-oriented commercial enterprises and consumer services that do not rely on automobile traffic to bring consumers into the area;
- Encourage flexibility in site and architectural design;
- Maintain a consistently high level of design quality;
- Encourage building reuse and infill to create higher densities; and

- Promote economic development opportunities.

The TOD District zoning code is included in Appendix C of this DGEIS and is evaluated in Section 4.4 of this DGEIS.

2.2 Project History, Purpose, Needs and Benefits

2.2.1 Project History

In 2007, the Town of Brookhaven embarked upon a two-phased planning study, known as the Ronkonkoma Hub Planning Study (herein referred to as the "*Ronkonkoma Hub Planning Study*"), aimed at revitalizing a multi-block area around the Ronkonkoma Hub, one of the busiest stations along the entire LIRR system. The area immediately surrounding the train station consists of numerous vacant/unoccupied parcels and/or structures, a number of which are in highly visible locations (i.e., Railroad Avenue), a rundown appearance of local businesses as well as large surface parking lots, a number of which are located along Railroad Avenue east and west of the existing station. Refer to Section 3.4 – Land Use and Zoning for a more detailed description of the existing conditions of the TOD District area.

The goal of the *Ronkonkoma Hub Planning Study* was to develop a vision that includes compact, mixed-use redevelopment of underutilized land that supports and expands on the high ridership of and recent improvements made to the 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.

Phase 1, completed in April 2008, focused on documenting 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 rail line to the south, Express Drive to the north, Bay Avenue to the west and Babcock Avenue to the east.

Phase 2, 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 to all interested parties on potential future development around the LIRR – Ronkonkoma Station. The outcome of this planning study was a long-term development strategy that established clear and predictable guidance for the revitalization of the TOD District area.

Key goals of the *Ronkonkoma Hub Planning Study* included:

- Promote quality and healthy communities;
- Redirect growth to areas already served by existing infrastructure;
- Expand transportation choices to enhance environmental quality;
- Reduce vehicle trips around the station;
- Support compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment;
- Create a sense of place;
- Support local businesses;
- Create housing choices;
- Explore reverse commute opportunities; and
- Enhance the tax base for the Town and the region to support the variety of taxing districts.

Public meetings were held to gather input from local government, residents, businesses and other stakeholders throughout the planning study, including the development of a vision for the Ronkonkoma Station. Table 1 lists the multiple public meetings held throughout the development of the *Ronkonkoma Hub Planning Study* under both Phases 1 and 2.

Table 1 – Public Meetings

Meeting	Date
Stakeholder Meeting	October 18, 2007
Local Stakeholders and Civic League	November 7, 2007
Public Information Meeting	January 17, 2008
Stakeholder Meeting	June 16, 2008
Public Information Meeting	September 18, 2008

With input from local government, residents, businesses and other stakeholders, the *Ronkonkoma Hub Planning Study* included zoning recommendations, identification of transportation improvements, financial implications, and concept plans. A Vision Plan was developed that transformed Railroad Avenue into a community "Main Street" with mixed-use buildings that define the street edge, provided pedestrian amenities such as small urban plazas at study intersections, and included streetscape improvements along both sides of Railroad Avenue. The Vision Plan called for a mix of housing, retail, recreation and office space.

The highlights of that Vision Plan included:

- Urban plazas at study intersections to provide public spaces for pedestrians and help activate the street;
- Streetscape enhancements including sidewalks, signage, lighting and landscaping along Railroad Avenue, Mill Road and Hawkins Avenue;

- Orientation of buildings toward the street edge along Railroad Avenue and Hawkins Avenue to help define the "Main Street" character;
- Parking at the rear or interior of lots and seek opportunities for shared parking;
- Active pedestrian-oriented uses on the ground floor, particularly along Railroad Avenue between Garrity Avenue and the Station;
- New development on the MTA "bus loop" site;
- Buildings up to five stories on Railroad Avenue, up to four stories on Mill Road and up to 2.5 stories on Union Avenue;
- Streetscape enhancements to the Station plaza;
- Mix of uses on upper floors;
- Buildings oriented toward the street edge along Mill Road;
- Multi-family buildings oriented toward amenities such as parks or plazas;
- Residential unit types mixed within development sites;
- Pedestrian connections to Fairfield residential apartments;
- Approximately 430 residential units at densities that range from 15 to 20 units per acre; and
- Approximately 132,000 square feet of office and retail space.

Four "opportunity" sites were identified by the Town of Brookhaven early in the planning process. While these sites were the focus of the Vision Plan, it was noted that there could be other opportunity sites for development within the Ronkonkoma Hub. The four sites include: three MTA-controlled parcels that range from approximately three-quarters of an acre to three acres (two of which are within the TOD District area) (Sites 1, 8 and public plaza, as shown on Figure 2 – Theoretical Full Build Plan); and the block bounded by Garrity and Hawkins Avenues between Union Street and Railroad Avenue consisting of approximately three acres of land (within the TOD District area) (Site 2, as shown in Figure 2).

The *Ronkonkoma Hub Planning Study* identified many attributes to redeveloping these properties, including:

- The potential for Railroad Avenue to become a "Main Street" spine with buildings addressing the street;
- Opportunities to create "Gateways" along Railroad Avenue (to the east and west and at the Station) to celebrate entry to the Main Street area;
- All four opportunity sites are within a 10-minute walk of the Station;
- Large residential and mixed-use areas surround the four key sites; and
- There is potential frontage along Railroad Avenue for new buildings that could help define the street edge.

In addition to the land use goals, the *Ronkonkoma Hub Planning Study* identified numerous opportunities to enhance the streetscape and roadways to improve the public realm and plan for the anticipated growth in development within the study area. Roadway and other streetscape goals included the following:

- Potential new intersection treatment at Railroad and Hawkins Avenues;
- Potential roadway and streetscape improvements to Railroad Avenue, Mill Street, Union Street, and Hawkins Avenue;
- Streetscape amenities along Railroad Avenue including sidewalks, street trees, lighting, plazas, and landscape improvements at study intersections;
- Possible implementation of bike route connections along Railroad Avenue and Mill Road and Union Avenue; and
- Bicycle storage at the train station.

Based on the aforementioned land use goals and objectives, and to implement the Vision detailed in the *Ronkonkoma Hub Planning Study*, the Town of Brookhaven is proposing to rezone the area using a FBC incorporating TOD principles. Form-Based Code zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. Transit-Oriented Development promotes the creation or enhancement of walkable communities centered around high-quality train systems. These types of communities make it possible to live without complete dependence on the automobile for mobility. Key components of TOD include:

- Walkability with the pedestrian as the highest priority;
- A train station as a prominent feature within the community;
- A regional node containing a mix of uses including residential, office, retail and civic uses; and
- A high-density, high-quality development within a 10-to-15-minute walk surrounding the train station.

As a result of the community visioning and planning process, it was evident that the community did not want any zoning changes or development modifications to the existing single-family residential neighborhoods located in the eastern perimeter, and west and northwest portions of the 181-acre study area. Therefore, the redevelopment area was reduced to a 53.73±-acre area excluding the areas of single-family residential uses and including the core TOD area, which consists of the most severely underutilized and underdeveloped parcels with existing compatible land uses (i.e., commercial) as the intent of the action is not to redevelop thriving residential communities. The 53.73±-acre area is referred to herein as the "TOD District area." The Theoretical Full Build Plan (Figure 2) represents a potential redevelopment option that illustrates the overall type and level of development that could take place with the implementation of the TOD District and for which potential environmental impacts are analyzed.

2.2.1.1 Implementation Phase

The implementation phase, or "Phase 3," of the *Ronkonkoma Hub Planning Study* incorporated the principles of the aforesaid planning process, including the elimination of the single-family residential areas from any proposed zoning changes

or development modifications. As part of the implementation strategy, the Land Use and Implementation Plan (see Appendix B of this DGEIS) presents the criteria and process for implementing new land use legislation designed to revitalize the area surrounding the Ronkonkoma train station through the TOD District area. The proposed Land Use and Implementation Plan included in Appendix B of this DGEIS relies on data, assumptions and conceptual plans developed in Phase 2 of the *Ronkonkoma Hub Planning Study*, as well as a detailed market study conducted in August 2010.

2.2.2 Project Purpose, Needs and Benefits

Based upon the results of Phases 1 and 2 of the visioning and planning process conducted from 2007 to 2009, as described above, with the elimination of the existing single-family residential communities from the TOD District area, the 53.73±-acre area represents the area being considered for rezoning and redevelopment as identified in the Land Use and Implementation Plan, or "Phase 3." The development sites within the 53.74±-acre were chosen for redevelopment mostly because they are located on key "gateway" roadways serving the train station (Railroad Avenue, Hawkins Avenue, and Mill Road), where more viable land uses and higher density development are most appropriate and complementary to existing uses within the TOD District area. Specifically along Railroad Avenue, there is potential frontage for new buildings that could help define the street edge. Also, the development sites are all within a 10-minute walk of the Ronkonkoma Station.

As indicated above, the TOD District and Theoretical Full Build Plan (as discussed below) are consistent with the stated goals of the *Ronkonkoma Hub Planning Study* as they encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, self-sufficient community. The proposed action would in turn enhance the tax base through redevelopment of existing vacant/unoccupied parcels and new development by increasing the area's marketability. The TOD District aims to encourage uses that complement the surrounding existing uses as well as better utilize existing public transit infrastructure at the Ronkonkoma Station.

2.3 Existing Site Conditions

The TOD District area encompasses an approximately 53.73±-acre area, which is comprised of 54 individual tax lots. As identified in Figure 11 - Land Use Inventory, in Section 3.4 of this DGEIS, the existing land uses within the TOD District area include parking, neighborhood retail, residential, office, automotive, restaurant, warehouse general services (commercial/industrial), and parking areas. The TOD District area consists of numerous vacant/unoccupied parcels and/or structures, a number of which are located in highly visible locations (i.e., Railroad Avenue), a

rundown appearance of local businesses as well as large surface parking lots, a number of which are located along Railroad Avenue east and west of the existing station. These large, unimproved paved parking lots fill to capacity with vehicles of daily commuters taking the train from Ronkonkoma Station, but remain mostly empty during the nighttime hours. Many of the vacant buildings are former retail users or auto-related establishments, are lacking in maintenance and are dilapidated. Also, the majority of the TOD District area lacks adequate pedestrian sidewalks or safe crossings, except in the immediate vicinity of the train station. Unregulated parking (that which exists on the side of the road but not in lots) is seen predominantly adjacent to unimproved parcels because of their proximity to the Station further restricting pedestrian or bicycle access or circulation. Refer to Figure 14 - Views of the TOD District Area for images of the existing land use conditions.

2.4 Description of Theoretical Full Build Plan

The Theoretical Full Build Plan included in Figure 2 – Theoretical Full Build Plan has been prepared based on the *Ronkonkoma Hub Planning Study*. The Theoretical Full Build Plan includes the redevelopment of opportunity sites with preferred land uses (i.e., multi-family residential, retail, restaurant, and office). The Theoretical Full Build Plan includes the following program mix:

- 615 Residential Units;
- 60,875 square feet – Retail;
- 49,375 square feet – Office;
- 30,000 square feet – Health Club;
- 200 seats – Restaurant Use (Total);
- 2,701 new parking spaces;
- Sewage Treatment Plant; and
- Plaza area for outdoor public use.

The Theoretical Full Build Plan achieves the goals and objectives of the visioning and planning process because it would significantly visually improve the TOD District area and increase marketability of the land both within and surrounding the TOD District area.

As indicated on the Theoretical Full Build Plan (Figure 2), Sites 1, 2, 3, and 4 make up the TOD core due to their proximity to the Ronkonkoma Station and are anticipated to facilitate a mix of uses including, retail, restaurant, office, health club, and multi-family housing. Sites 5, 6, 7, and 8 would be redeveloped into mostly multi-family housing with amenities, a restaurant and parking within walking distance to Ronkonkoma Station. Site 9 would be redeveloped with a sewage treatment plant ("STP") that would accommodate the wastewater generated by the development proposed as part of the Theoretical Full Build Plan, and all land uses within the TOD.

Additionally, public open space is planned adjacent to the station on a currently underutilized/vacant site (approximately 0.8-acres) between the station and LIRR parking. Detailed descriptions of each site follows.

Site 1, which totals 4.40± acres and consists of LIRR surface parking for commuters is partially vacant, and controlled by the MTA. Redevelopment being considered for Site 1 includes 123 residential units in three-to-four story buildings over 164 grade parking spaces. Site 1 is within walking distance of the train station along Railroad Avenue and adjacent to the proposed public open space. Redevelopment of this site would require coordination with the MTA.

Site 2 consists of 2.96± acres and consists of a variety of uses, including a mix of residential and industrial, auto-body repair, and vacant/unoccupied dilapidated commercial properties. Redevelopment being considered for Site 2 includes 38,375 square feet of ground-level retail, 24,375 square feet of office and 60 residential units on the upper floors with 252 structured parking spaces.

Site 3 currently consists of a gym and associated surface parking on 3.97± acres. Considered uses for Site 3 include a 30,000 square-foot, two-story health club, 22,500 square feet of ground-level retail, and 25,000 square feet of office and 66 residential units on the upper floors. Approximately 300 parking spaces are also included for Site 3.

Site 4 is 3.76± acres and is centrally located within the TOD District area. This site consists of undeveloped/wooded land and is considered for redevelopment into a 100-seat restaurant and 1,465 spaces of structured parking for patrons of the planned uses, as well as for existing and future commuters using the Ronkonkoma Station.

Site 5, the largest site of all the sites at 6.28± acres, is considered for redevelopment with 196 residential units in multiple three-story buildings over at-grade parking (261 spaces) with a clubhouse and pool. These uses would replace a wide mix of uses, including industrial/manufacturing, office, auto-body repair, and single-family residential.

Site 6 is a 1.8±-acre site that consists of office uses. Considered uses for Site 6 include a 100-seat restaurant with 33 surface parking spaces.

Site 7 is 3.0± acres and consists of industrial uses. Considered uses for Site 7 include two, three-story residential buildings over at-grade parking with a total of 125 units and 166 parking spaces.

Site 8 is 1.13± acres located on the eastern end (vacant/undeveloped portion) of a larger site controlled by the MTA. This site currently consists of the train station, surface parking, commercial and vacant land. Uses considered for redevelopment of Site 8 include a four-story residential building over at-grade parking with a total of

45 units and 60 parking spaces. Redevelopment of this site would require coordination with the MTA.

Site 9 is 5.47± acres and is currently partially undeveloped consisting of industrial/manufacturing uses. Site 9 is being considered for the STP.

Under the Theoretical Full Build Plan, the remaining 21± acres of the TOD District area would generally consist of properties that remain undeveloped and/or as their current uses (not currently considered for redevelopment), roadways and/or sidewalks, or public open space.

The Theoretical Full Build Plan represents a potential redevelopment option that complies with the TOD District zoning code whereas other feasible development options are possible. It was important to develop a conceptual plan that conforms to the TOD District zoning code (included in Appendix C and evaluated in Section 4.4 of this DGEIS) to ensure proper and comprehensive review of the potential significant adverse environmental impacts associated with the proposed action, in accordance with SEQRA and its implementing regulations. However, the Theoretical Full Build Plan does not dictate the specific development that will take place on each parcel, but is representative of the overall type and level of development that can take place in the TOD District area. The environmental analysis conducted, and the overall GEIS process, will culminate with a Findings Statement that will, among other things, set forth "specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance" (6 NYCRR §617.10[c]). Thus, upon ultimate adoption of a Findings Statement and the TOD District zoning code by the Town Board, there will be an established set of criteria for development/redevelopment of property within the TOD District area.

2.5 Water Supply and Sanitary Disposal

The TOD District area is situated within the service area of the Suffolk County Water Authority (SCWA). Based on a land use analysis, it is estimated that the total water demand for the existing land uses within the TOD District is approximately 14,375 gallons per day ("gpd") (see Section 3.2 of this DGEIS). Domestic water use for the land uses identified on the Theoretical Full Build Plan is approximately 169,000 gallons per day. With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the total projected potable water demand for the Theoretical Full Build Plan is 186,000 gpd.

Sanitary waste from existing land uses within the TOD District area is currently discharged to on-site sanitary systems. There is no sewer infrastructure within the TOD District area. The TOD District contemplates the construction of an STP, which has been preliminarily sited in the southeast portion of the TOD (Site 9). Based on the program mix on the Theoretical Full Build Out Plan, the projected sanitary waste

volume is 169,000 gpd (see Section 4.2 of this DGEIS). However, the STP would be sized to accommodate all land uses within the TOD District area. Based on the approximately five-acre land area on which the STP could be situated, the facility could be capable of treating 275,000 gallons of sanitary waste per day. An extensive sewer analysis has been prepared by Michael P. Chiarelli Engineer, P.C. and is included in Appendix D of this DGEIS. This 275,000-gallon capacity would accommodate the Theoretical Full Build Plan as well as connection of existing uses to remain and/or redevelopment and connection of parcels not specifically identified in the Theoretical Full Build Plan.

2.6 Stormwater Management

Drainage infrastructure within the TOD District area consists of drywells, which are located on various properties throughout the TOD District. The redevelopment of properties in accordance with the proposed TOD District would be subject to compliance with the Town of Brookhaven stormwater ordinance (Chapter 86 of the Town Code) (see Sections 3.2 and 4.2 of this DGEIS). Roadway drainage is also accommodated through subsurface leaching structures.

2.7 Utilities – Electricity and Natural Gas

Electrical service to properties within the TOD District area is provided by the Long Island Power Authority (LIPA). Natural gas is also available from National Grid.

2.8 Required Permits and Approvals

The adoption of the proposed land use plan, creation of the TOD District and zoning code, and associated change of zone of properties therein, are subject to approval by the Town Board of the Town of Brookhaven. Approvals noted with an asterisk in the table below would be required for actual development that would occur in accordance with the TOD District. These approvals are not needed for adoption of the Land Use and Implementation Plan, TOD District zoning code or associated changes of zone, which are all Town Board actions. A description of the required permits and approvals is included in Table 2 below.

Table 2 – Required Permits and Approvals

Agency	Required Permit/Approval
Town Board	Adoption of Land Use Plan, Creation of District Zoning TOD Code and associated change of zone. Condemnation (Potential)*
Town Planning Board*	Site Plans and Potential Subdivision
County Health Department*	Water Connection and Sanitary Disposal
Local Agencies*	Town of Brookhaven Highway SCDPW – STP and Highway Work Permit Suffolk County Planning Commission – Referral
State Agencies*	NYS Department of Transportation (NYSDOT) – Highway Work Permit NYS Department of Environmental Conservation (NYSDEC) – SPDES
Other Agencies*	Metropolitan Transportation Authority – Property Disposition

3.0

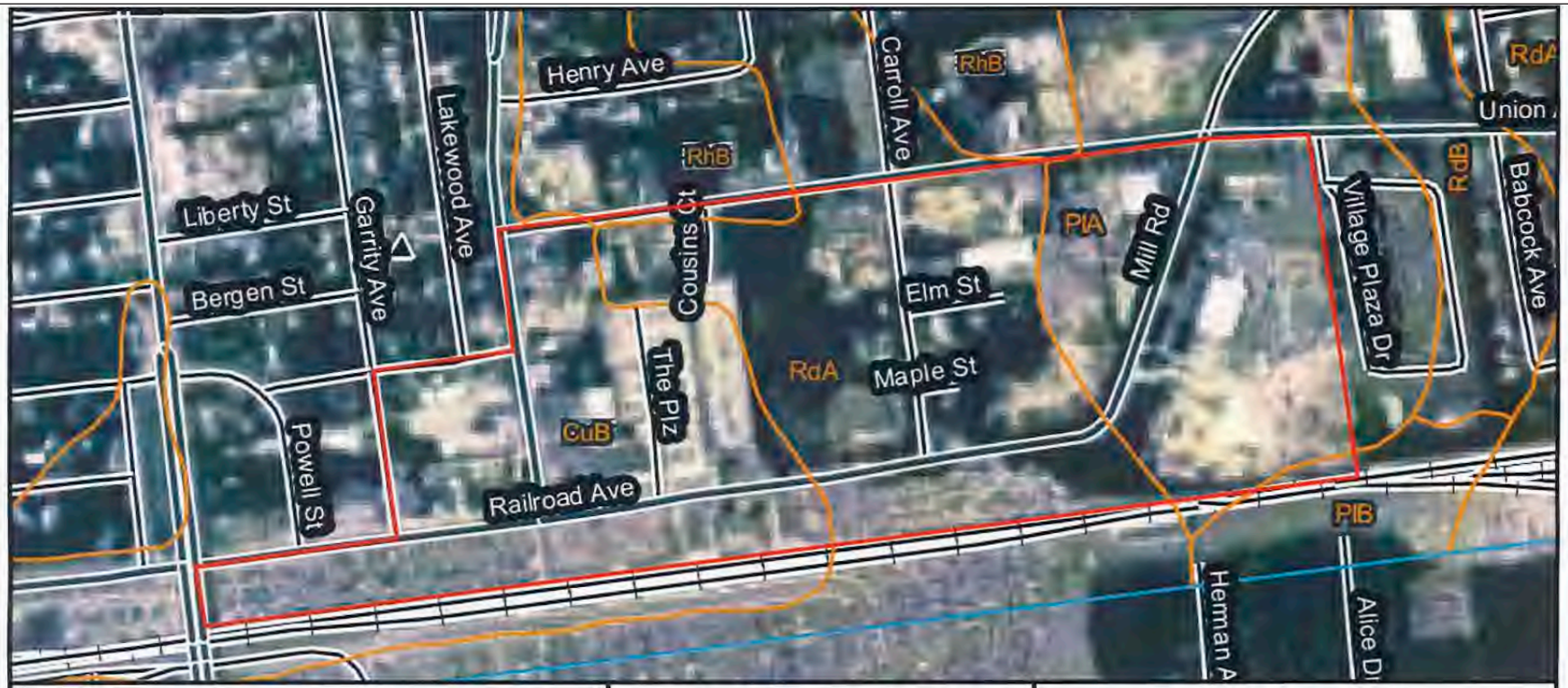
EXISTING ENVIRONMENTAL CONDITIONS

3.1 Soils and Topography

3.1.1 Soils

According to the *Soil Survey of Suffolk County, New York* (USDA, 1975), (hereinafter "*Soil Survey*") soils are classified according to distinct characteristics and placed (according to these characteristics) into "series" and "mapping units." A "series" is a group of mapping units formed from particular disintegrated and partly weathered rocks that lie approximately parallel to the surface and that are similar in arrangement and differentiating characteristics such as color, structure, reaction, consistency, mineralogical composition and chemical composition. "Mapping units" differ from each other according to slope, and may differ according to characteristics such as texture.

According to the *Soil Survey*, the predominant soils within the TOD District area are classified as Cut and fill land, gently sloping ("CuB"); Plymouth loamy sand, zero to three percent slopes ("PlA"); and Riverhead sandy loam, zero to three percent slopes ("RdA") (see Figure 3 – Soils Type Map). Roughly, the western third of the TOD District consists of CuB soils, the middle third of the TOD District area consists of RdA soils, and the eastern third of the TOD District area consists of PlA soils. The *Soil Survey* indicates a minimal area of Riverhead and Haven Soils, graded, zero to eight percent slopes ("RhB") on the northern-central periphery of the TOD District area and a minimal area of Plymouth loamy sand, three to eight percent slopes ("PlB") at the southeastern corner of the TOD District. The relevant excerpts from the *Soil Survey* relating to soil series and mapping units are presented below.



Map Unit Information

Map Unit Symbol	Map Unit Name
CuB	Cut and fill land, gently sloping
PlA	Plymouth loamy sand, 0 to 3 percent slopes
PlB	Plymouth loamy sand, 3 to 8 percent slopes
RdA	Riverhead sandy loam, 0 to 3 percent slopes
RdB	Riverhead sandy loam, 3 to 8 percent slopes
RhB	Riverhead and Haven soils, graded, 0 to 8 percent slopes

Map Legend

- TOD District Area Boundary
- Area of Interest (AOI)
- Soil Map Units
- Rails
- Major Roads
- Local Roads

Map Information

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 18N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Suffolk County, New York
Survey Area Data: Version 7, Dec 11, 2006

Date(s) aerial images were photographed: 7/31/2006

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Note: Boundary is approximate

not to scale

Figure 3
Soils Type Map

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

VHB Engineering, Surveying and Landscape Architecture, P.C.

Cut and Fill Land

Cut and fill land is made up of areas that have been altered by grading operations for housing developments, shopping centers, and similar nonfarm uses. Generally, the initial grading consists of cuts and fills for streets or parking lots. During this phase, excess soil material is stockpiled for final grading and top dressing around houses or other buildings.

Areas of cut and fill land contain deep cuts in or near the sandy substratum of the soil or sandy fills of 28 inches or more. Generally, cuts are so deep or fills so thick that identification of soils by series is not possible. The soil material making up the upper 40 inches of this unit contains as much as 12 inches of sandy loam, loam, or silt loam in some places. The 28 inches that remain are loamy fine sand or coarser textured material. Cut and fill land is generally associated with Carver and Plymouth soils.

The soil material that remains after grading operations are complete has low available moisture capacity, is droughty, and is low to very low in natural fertility.

Cut and fill land has severe limitations to use in establishing and maintaining lawns and landscaping. The areas are not suited to farming operations because of the alteration of existing soil material and the presence of buildings and other works of man.

Cut and fill land, gently sloping ("CuB")

This unit is made up of level to gently-sloping areas that have been cut and filled for non-farm uses. Slopes range from one to eight percent, and, because of final grading around houses and other buildings, slopes are generally complex.

Plymouth Series

The Plymouth series consists of deep, excessively drained, coarse-textured soils that formed in a mantle of loamy sand or sand over thick layers of stratified coarse sand and gravel. These nearly level to steep soils are throughout the County on broad, gently sloping to level outwash plains and on undulating to steep moraines. Native vegetation consists of white oak, black oak, pitch pine, and scrub oak.

In a representative profile, the surface layer is very dark grayish-brown loamy sand, about four inches thick, in wooded areas. In cultivated areas, the surface layer is mixed with materials formerly in the upper part of the subsoil, and there is a brown to dark-brown plow layer of loam about ten-inches thick. The subsoil is yellowish brown and brown, very friable and loose loamy sand to a depth of about 27 inches.

The substratum, to a depth of about 58 inches, is a yellowish-brown, loose gravelly-coarse sand.

Plymouth loamy sand, zero-to-three percent slopes (“PlA”)

This soil has the profile described as representative of the series. It is mainly on outwash plains south of the Ronkonkoma Moraine. It is also on flat hilltops and in drainageways on morainic deposits. The areas generally are nearly level, but they are somewhat undulating in some places. Areas on outwash plains are large and uniform, and areas on the moraine are small and irregular.

Included with this soil in mapping are small areas of Riverhead soils that have a texture that is marginal to loamy sand. Also included are some loamy sands that have a profile similar in appearance to the soils of the Carver series.

The hazard of erosion is slight on this Plymouth soil. This soil is fairly well suited to crops commonly grown in the County. Many areas were formerly cleared for farming, but most of these areas are idle or are in brush or trees. Small areas that are in large tracts with Riverhead or Haven soils are the only areas used for farming. In the western part of the County, most of this soil is used for housing developments and as industrial sites.

Plymouth Loamy Sand, 3 to 8 percent slopes ("PlB")

This soil is on moraines and outwash plains. Slopes are undulating, or they are single along the sides of intermittent drainageways. The undulating areas generally are large. The areas along intermittent drainageways are narrow and long, and follow the course of the drainage channel. Included with this soil mapping are small areas of Riverhead soils that are marginal to loamy sand in texture. Also included are loamy sands that have profiles similar to those of soils in the Carver series. Other inclusions on moraines are Montauk loamy sand, sand variant soils that have weak fragipan or areas that are too small to map separately. These are intergrades between Plymouth loamy sand and Montauk loamy sand, sandy variant soils. Small gravelly areas less than about two acres in size are included. Included are few small areas, particularly on Fisher's Island, that are dominantly fine sand.

The hazard of erosion is slight on this Plymouth soil. This soil tends to be droughty. This soil is fairly well suited to the crops commonly grown in the county. Some areas were formerly used for farming, but most such areas are in brush or are idle. In the western part of the county, this soil is used mainly for housing developments.

Riverhead Series

The Riverhead series consists of deep, well-drained, moderately-coarse textured soils that formed in a mantle of sandy loam or fine sandy loam over thick layers of coarse sand and gravel. These soils occur throughout Suffolk County in rolling to steep areas on moraines and in level to gently sloping areas on outwash plains. These soils range from nearly level to steep; however, they are generally nearly level to gently sloping. Native vegetation consists of black oak, white oak, red oak and scrub oak.

In a representative profile, the surface layer is brown to dark brown sandy loam about 12 inches thick. The upper part of the subsoil, to a depth of about 27 inches, is strong-brown, friable sandy loam. The lower part of the subsoil is yellowish-brown, very friable loamy sand to a depth of about 32 inches. Below is yellowish-brown, friable gravelly loamy sand to a depth of about 35 inches. The substratum is very pale brown and brown loose sand and gravel or sand to a depth of 65 inches.

Riverhead soils have moderate-to-high available moisture capacity. Internal drainage is good. Permeability is moderately rapid in the surface layer and in the subsoil and very rapid in the substratum.

Riverhead Sandy Loam, zero-to-three percent slopes ("RdA")

This soil has the profile as that described as representative of the series. It generally is on outwash plains, and the areas are large and uniform. Where this soil occurs on outwash plains, it generally has slope characteristics of this landform. Slopes are undulating in places. A few small, irregular areas are on moraines.

Included with this soil in mapping are small areas of Sudbury soils that are less than one to two acres in size. Also included are areas of soils near Bridgehampton that have a profile similar to that of this soil, except that at a depth of about 30 inches they have layers of gray and strong brown silt loam one to two feet thick. Also included are areas of Haven and Plymouth soils that have a texture of marginal to sandy loam and areas of soils that have a loam or fine sandy loam surface layer and sandy loam subsoil. Areas of Montauk soils on moraines that have a very weak fragipan formed in loose sandy till are included.

The hazard of erosion is slight on this Riverhead soil. This soil is limited only by moderate droughtiness in the moderately coarse textured solum. This soil is well suited to all crops commonly grown in Suffolk County, and it is used extensively for that purpose. Most areas in the western part of Suffolk County, however, are used for housing developments and industrial parks.

Riverhead and Haven Soils, graded, zero to eight percent slopes ("RhB")

This mapping unit consists of areas of Riverhead sandy loam, of Haven loam, or of both. The areas have been altered by grading operations for housing developments, shopping centers, industrial parks, and similar nonfarm uses. In the western part of the County, the areas of this mapping unit are very large, and large acreages are used as sites for housing developments.

Originally, the Riverhead and Haven soils in this unit each had the profile described as representative of the respective series, but grading operations have left a man-made profile that is significantly different. In places, the surface layer and the upper part of the subsoil have been removed, but in other places they have been filled with soil material cut from adjoining high spots, but the Riverhead and Haven soils can be identified because

sufficient diagnostic characteristics of the respective series remain. In some areas, Riverhead and Haven soils that have not been graded make up as much as 25 percent of this unit. In places, another 10 to 15 percent has been so deeply cut or filled that the upper 40 inches is sandy and contains no diagnostic horizons of the respective series.

Included with these soils in mapping are areas in which most or all diagnostic horizons have been destroyed, but these areas contain at least 12 inches of loam, silt loam, or sandy loam in the upper 40 inches. In places, these 12 inches of material is in one layer, and in others it is in several thinner layers. Also included are small areas of Cut and fill land and Montauk soils, graded.

These soils are suited to most grasses and shrubs generally used for lawns and landscaping. In places very deeply cut or filled areas are slightly droughty and need supplemental irrigation. The response of plants to applications of lime and fertilizer is good. The practice generally is to build on the soils immediately after grading; therefore, the number of existing buildings on areas of the soils in this unit is the main factor in determining their future uses. Capability unit not assigned; woodland suitability group not assigned.

A description of the engineering and planning limitations for the soils on the TOD District area is included in Table 3 – Engineering and Planning Limitations of On-Site Soils.

Table 3 – Engineering and Planning Limitations of On-Site Soils

Symbol	Mapping Unit	Slopes	Homesites*	Streets and Parking Lots	Lawns, Landscaping and Golf Fairways	Sewage Disposal Fields
CuB**	Cut and fill land	Gently sloping	Slight	Moderate (A)	Severe (B)	Slight
PlA**	Plymouth loamy sand	0 to 3	Slight	Slight	Severe (B)	Slight (C)
PlB	Plymouth loamy sand	3 to 8	Slight	Moderate (A)(D)	Severe (B)	Slight
RdA**	Riverhead sandy loam	0 to 3	Slight	Slight	Slight	Slight (C)
RhB	Riverhead and Haven soils	0 to 8	Slight	Moderate (A)(D)	Slight	Slight (C)

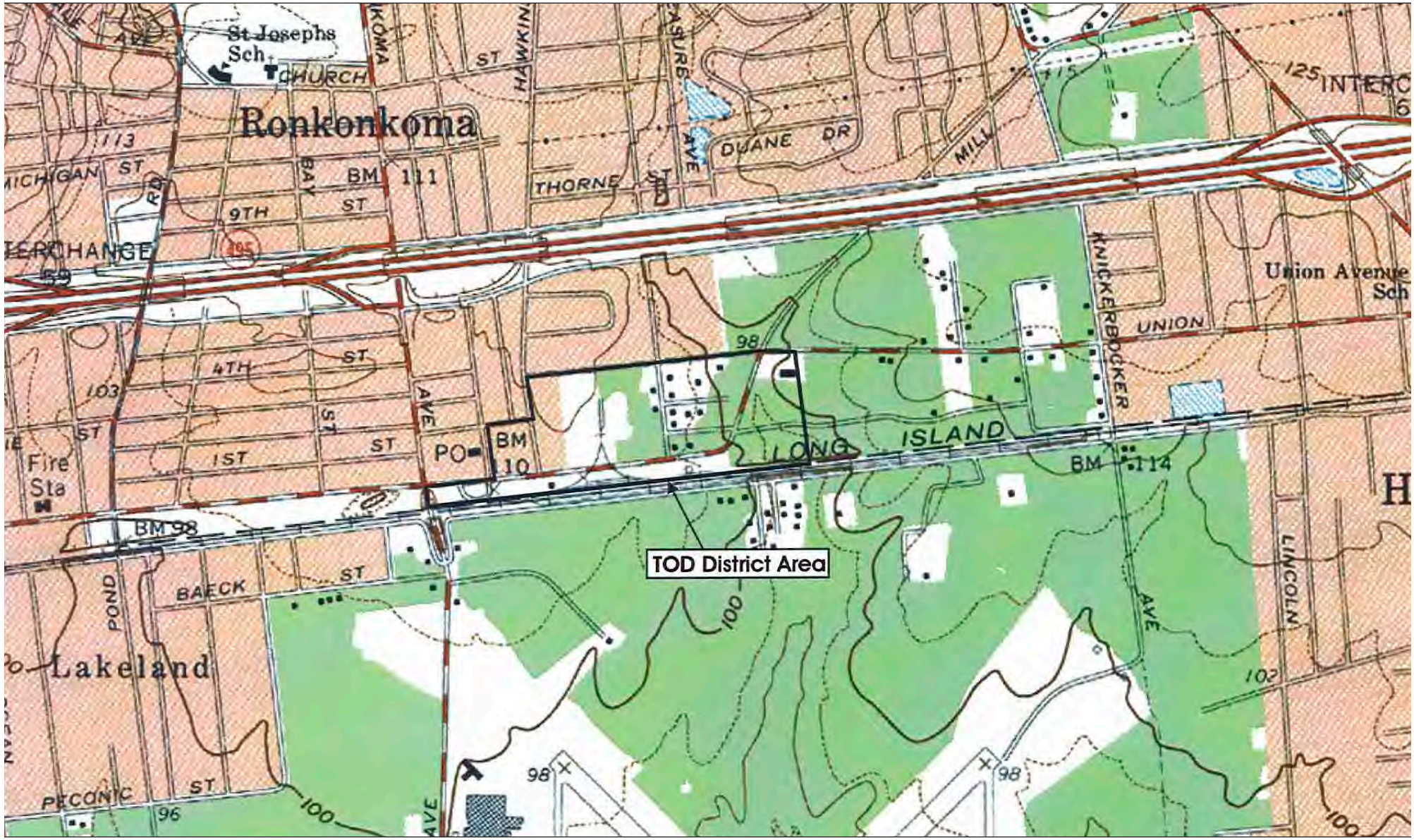
Reasons for limitations:
(A) Slopes.
(B) Sandy surface layer.
(C) Possible pollution hazard to lakes, springs, or shallow wells in these rapidly permeable soils.
(D) Slight for Town or County roads.

* The *Soil Survey* evaluates the engineering and planning limitations of soils for the development of "homesites." The *Soil Survey* does not include ratings for other types of buildings, and thus, the "homesites" evaluation is used to determine potential limitations for the development of structures.
**Represents predominant soil types mapped in the TOD District area.

Source: *Soil Survey of Suffolk County, New York (USDA, 1975)*

3.1.2 Topography

According to the United States Geological Survey ("USGS") Topographic Map, Patchogue Quadrangle (see Figure 4 – USGS Topographic Map), the elevation of the properties within the TOD District area ranges from 92± feet to 111± feet above mean sea level ("amsl"). The site elevation is highest at the western portion of the TOD District and then slopes downward to the east. Site elevation increases again at the extreme northeast corner of the TOD District area. Overall, the topography of the 54± acres that comprise the TOD District area is relatively flat.



Note: Boundary is approximate
Source: USGS Topographic Map (Patchogue Quadrangle). Earthvisions, Inc. 1996.

not to scale

Figure 4
USGS Topographic Map

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

Engineering, Surveying and Landscape Architecture, P.C.

3.2 Water Resources and Sanitary Disposal

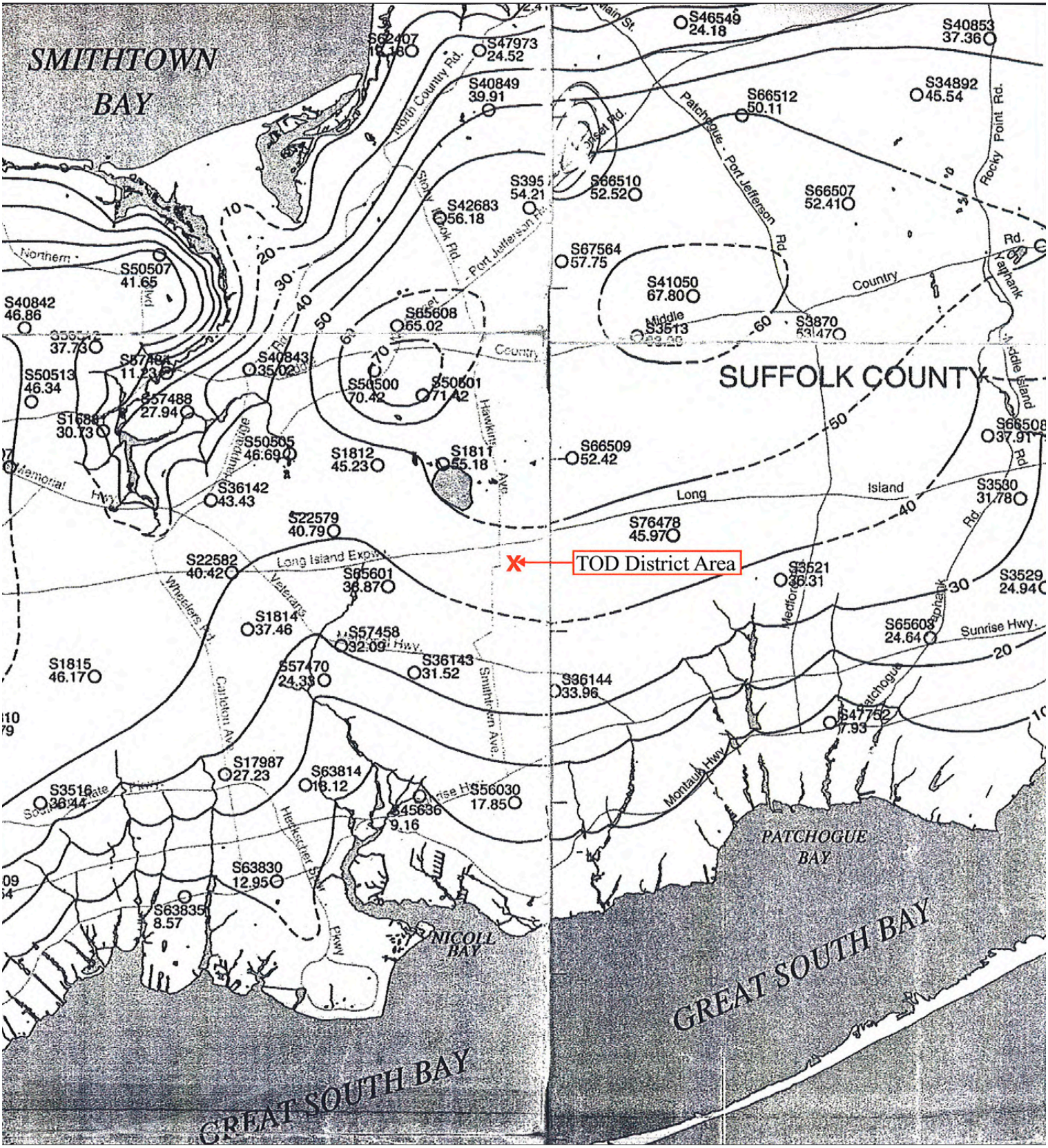
3.2.1 Groundwater

Long Island is considered a sole source aquifer region, which means that the groundwater is the single water supply source. Thus, land uses have the potential to impact the quality of the water supply.

There are three major aquifers under Long Island: the Upper Glacial, the Magothy and the Lloyd. The Upper Glacial and Magothy are the significant water supply sources for most of Long Island. In recent years, suburbanization has caused contamination in areas of the Upper Glacial aquifer, since it is closest to the surface.

Depth to Groundwater

According to the U.S.G.S. Water Table of the Upper Glacial Aquifer on Western Long Island, New York in March-April 2000 (2002), the water table in the TOD District area ranges from 45± feet to 48± feet amsl (see Figure 5 – Water Table Elevation Map). As previously discussed, the elevation of the TOD District area ranges from 92± feet to 111± feet amsl, with grades rising from generally east to west (see Figure 4 – USGS Topographic Map). Thus, depth to groundwater ranges from 47± feet to 63± feet below grade surface ("bgs"), from generally east to west. The groundwater flow direction in the area is generally to the south.



Note: Boundary is approximate
Source: Water table of the Upper Glacial Aquifer on Eastern and Western Long Island, NY 2000. 2002.

not to scale

Figure 5
Water Table Elevation Map

Ronkonkoma Hub
Transit-Oriented Development

The Long Island Comprehensive Waste Treatment Management Plan (208 Study)

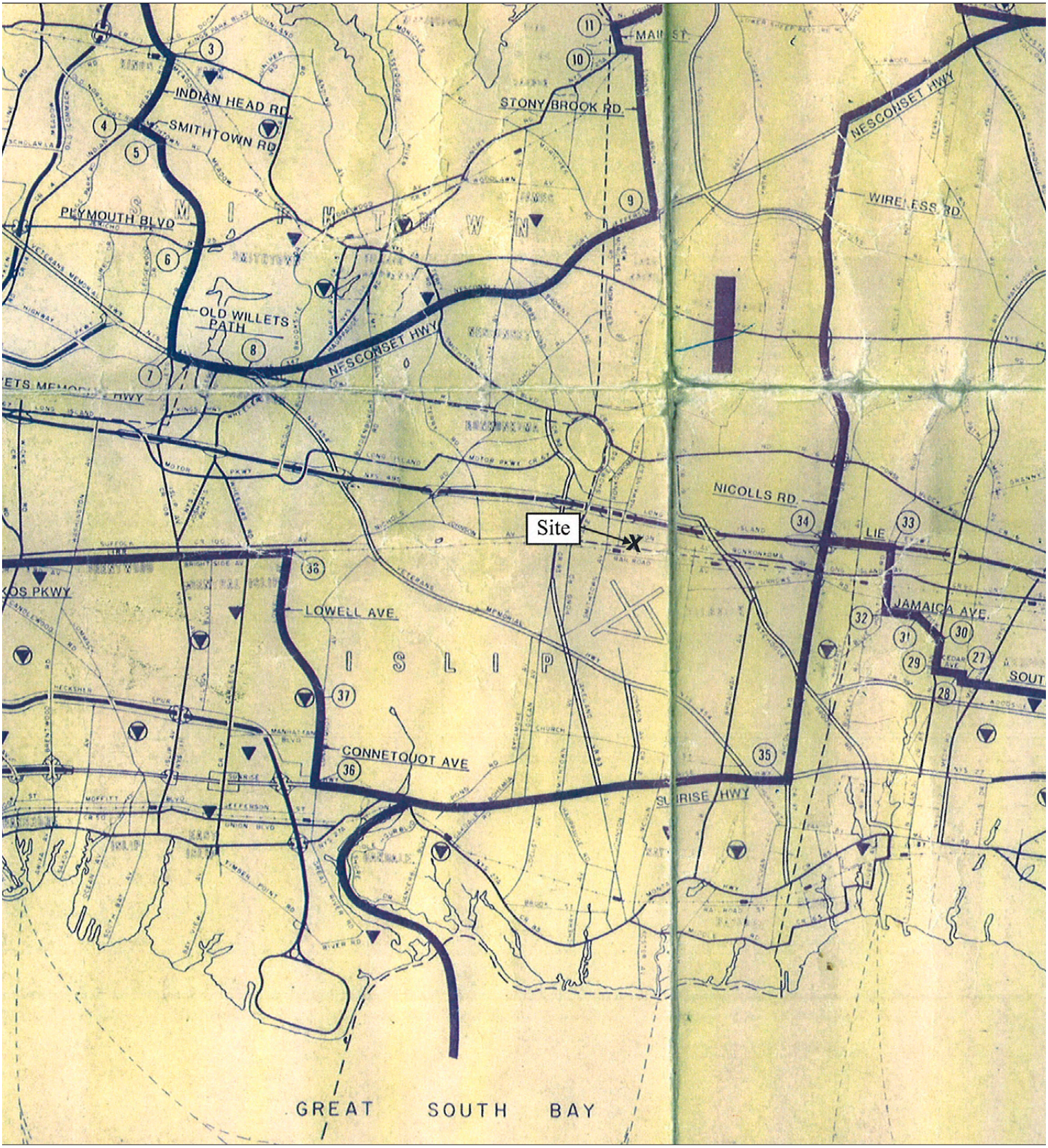
In 1978, Long Island was divided into eight hydrogeologic zones in the *Long Island Comprehensive Waste Treatment Management Plan* (hereinafter referred to as the "*208 Study*"). The site is located in Hydrogeologic Zone I: Deep Flow System (Magothy Recharge Area), according to the *208 Study* (Page 177 Volume I) (see Figure 6 – Excerpt of Hydrogeologic Zone Map). Hydrogeologic Zone I encompasses much of the residential, transport, commercial and industrial activity areas of Nassau and Suffolk Counties. It covers areas characterized by a deep flow system, which generally contribute water to the middle and lower portions of the Magothy Aquifer. As Hydrogeologic Zone I is a deep recharge area with vertical flow, materials released at the surface move downward into the Magothy Aquifer. Because of this, levels of discharge must be controlled. Zone I is a primary source of drinking water for both Nassau and Suffolk Counties. As such, point and non-point source controls should be implemented in this zone to protect the public health.

In addition to the structural, non-structural and non-point source control recommendations for wastewater management, the *208 Study* includes areawide alternatives for all hydrogeologic zones. For Zone I, the highest priority areawide alternatives relevant to the potential future redevelopment of the TOD District are as follows:

- Implement "Best Management Practices" to control runoff and remove nitrogen for treatment plants recharging effluent;
- Restrict the use of inorganic fertilizers. Promote the use of low-maintenance lawns;
- Control stormwater runoff to minimize the transport of nutrients, metals, sediments, organic chemicals; and
- Promotes water conservation to reduce overall demand on Long Island's water supply.

The Long Island Comprehensive Special Groundwater Protection Area Plan ("SGPA Plan")

Special Groundwater Protection Areas ("SGPAs") are significant, largely undeveloped, or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. They represent a unique final opportunity for comprehensive, preventative management to preclude or minimize land use activities that can have a deleterious impact on groundwater. Nine SGPAs are located on Long Island: North Hills, Oyster Bay, West Hills/Melville, Oak Brush Plains, Central Suffolk, Southold, South Fork, and Hither Hills. The TOD District is not situated within the boundaries of any of the above-mentioned SGPA's (see Figure 7 – Special Groundwater Protection Area Map).

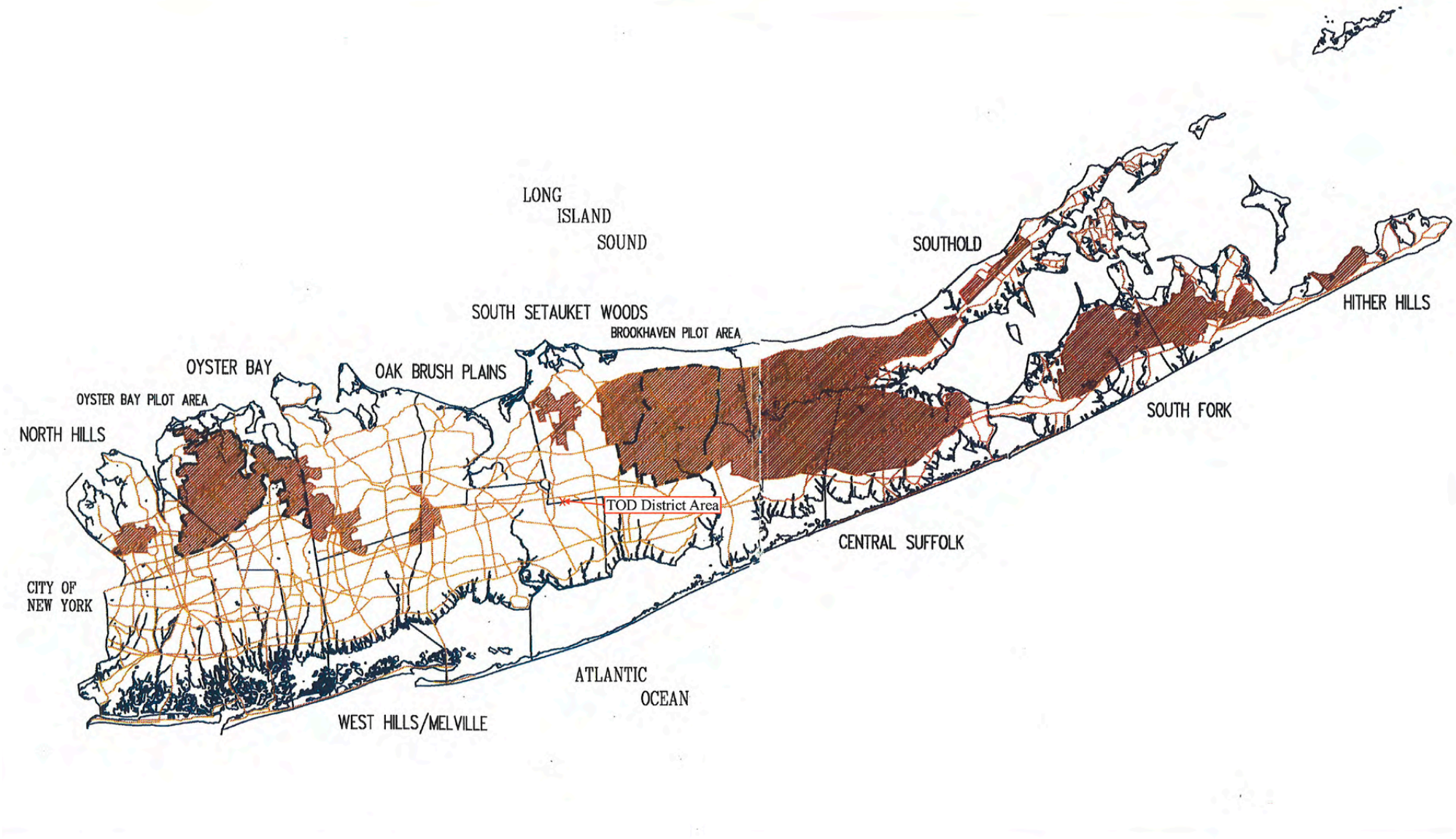


Note: Boundary is approximate
Source: Suffolk County Sanitary Code – Article 7 Groundwater Management Zones. October 1993.

not to scale

Figure 6
Excerpt of Hydrogeologic Zone Map

Ronkonkoma Hub
Transit-Oriented Development



Note: Boundary is approximate
Source: Long Island Regional Planning Board. December 17, 1991.

not to scale

Figure 7
Special Groundwater Protection Area Map

Ronkonkoma Hub
Transit-Oriented Development

Final Long Island Groundwater Management Plan

The *Final Long Island Groundwater Management Plan* (NYSDEC, 1986) is the product of a study effort, funded by a grant from the U.S. Environmental Protection Agency ("USEPA") under Section 208 of the Federal Clean Water Act ("CWA"). Under this grant, the New York State Department of Environmental Conservation ("NYSDEC"), with cooperation and advice of numerous other state, federal and local agencies involved with groundwater management on Long Island, conducted an intensive review of Long Island groundwater problems and the programs that address them, and prepared a detailed Groundwater Management Program designed to assure a viable, high quality groundwater resource for the future.

The *Final Long Island Groundwater Management Plan* was reviewed to determine whether there is any reported presence of organics, nitrates or aldicarb in groundwater. None of the three contaminants are reported as being present in wells surrounding the subject site. It should be noted, however, that the subject site is situated within a general area of shallow nitrate contamination.

Suffolk County Sanitary Code

In order to protect the groundwater quality in Suffolk County, the SCDHS adopted Articles 6, 7 and 12 of the Suffolk County Sanitary Code ("SCSC").

Article 6, Sanitary Density

Article 6, *Realty Subdivisions, Developments and Other Construction Projects*, contains several provisions relevant to this project, as summarized below.

Section 760-607(B) of Article 6 indicates that individual or subsurface sewerage systems may be approved as the method of sewage disposal for construction projects other than conventional single-family residential realty subdivisions and developments, when all of the following conditions are met:

- The construction project is located within Groundwater Management Zones III, V, or VI, and the population density equivalent is equal to or less than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 40,000 square feet;

- The construction project is located outside of Groundwater Management Zones III, V, or VI, and the population density equivalent is equal to or less than that of a realty subdivision or development of single-family residences in which all parcels consist of an area of at least 20,000 square feet;

- The construction project, or any portion thereof, is not located within an existing sewer district and is located in an area where subsoil and groundwater conditions

are conducive to the proper functioning of an individual or subsurface sewerage system; and

- The individual or subsurface systems comply with the Department's current standards and minimum State requirements as set forth in 10 NYCRR Part 75 to the extent applicable to Suffolk County.

Pursuant to Article 6 of the SCSC, sewage discharge from on-site systems in Hydrogeologic Zone I is limited to 600 gallons per day per acre. Thus, the maximum potential sanitary discharge to on-site sanitary systems for the 53.73±-acre TOD District is approximately 32,238 gallons per day. The TOD District area is not within an area served by public sewers. As indicated in the Preliminary Feasibility Study for the Sewage Treatment and Disposal included in Appendix D of this DGEIS, and summarized in Table 5, the existing land uses (including occupancy of existing structures) within the TOD District currently generate approximately 13,068± gallons of sanitary waste per day.

Article 6 also includes requirements with regard to water facilities for construction projects other than conventional single-family residential realty subdivisions and developments. This section states that a community water system method of water supply is required when any of the following conditions are present:

- the construction project, or any portion thereof, is located within an existing water district or service area;

- the construction project is reasonably accessible to an existing water district or service area (note that this requirement shall apply in the absence of proof satisfactory to the Department that the developer cannot effect arrangements for the installation and/or connection to the water system to the existing water district or service area facilities); and

- individual wells cannot provide sufficient yield of freshwater meeting Department requirements or standards, groundwaters in the area are non-potable, or potentially hazardous.

Article 7, Water Pollution Control

Article 7, *Water Pollution Control*, was adopted and added to the SCSC in 1985 to protect the groundwater of Suffolk County, especially in the deep recharge areas of Zones I, II, III and V described in the *208 Study*, from discharge of sewage, industrial wastes, toxic or other hazardous materials and stormwater runoff.

Section 760-706 provides additional restrictions for the deep recharge zones and water supply sensitive areas including stringent limitations on toxic and hazardous materials storage and discharge. Pursuant to §760-706(B)(1), it is unlawful to use or store any *restricted toxic or hazardous materials*[1] on any premises except as follows:

- The intended use of the product stored is solely for on-site heating, or intermittent stationary power production such as stand-by electricity generation or irrigation pump power;

- The facility for such storage is intended solely for the storage of kerosene, number 2 fuel oil, number 4 fuel oil, number 6 fuel oil, diesel oil or lubricating oil;

- The facility for such storage is constructed in accordance with the requirements of Article 12 of the Suffolk County Sanitary Code for new construction;

- The materials so stored are not industrial wastes from processes containing restricted toxic or hazardous materials; and

- The materials stored are not intended for resale.

As indicated earlier in this section, the TOD District area is located in a deep recharge area. As such, the storage of any *restricted toxic or hazardous materials*, as defined in the SCSC, would be regulated by the SCDHS.

Article 12, Toxic and Hazardous Materials Storage and Handling Controls

Article 12, *Toxic and Hazardous Materials Storage and Handling Controls*, relates to the storage and handling of toxic and hazardous materials. Due to the nature of the existing uses within the TOD District area (i.e., commercial properties), it is likely that underground and aboveground fuel oil storage tanks exist on many of the properties for the purpose of heating. As such, Environmental Data Resources, Inc. ("EDR") provided a computerized database search of the TOD District area (see Appendix E of this DGEIS). The search radius for each database was set at the ASTM-standard radius plus one-half mile. The database output was reviewed specific to the NYSDEC Petroleum Bulk Storage ("PBS") database.

The database report also includes a summary of "Orphan" sites. Orphan sites are those sites where due to poor or inadequate address information the location of the property cannot be determined sufficiently for it to be included on the radius map. However, sites with similar street names or zip codes are summarized in the database report as these sites may present environmental risks to the subject property. There were no listings for the project area within the Orphan Summary of the EDR database report.

[1] As defined in §760-703(P) of the SCSC.

The following sites were identified on the subject site to have been registered for above-ground and/or underground storage tanks ("ASTs" and/or "USTs").

- Ronkonkoma Lumber Company – 15 Hawkins Avenue

One (1) 18,000-gallon No. 2 fuel oil UST installed in 1965 and removed in 1990; and
One (1) 25,000-gallon No. 2 fuel oil UST installed in 1965 and removed in 1990.

- Town Bus WE Transport, 14B Hawkins Avenue

Two (2) 4,000-gallon gasoline UST installed in 1969 and removed in 1990;
One (1) 5,000-gallon diesel UST installed in 1991;
One (1) 275-gallon No. 2 fuel oil AST installed in 1980;
One (1) 100-gallon kerosene AST installed in 1970 and removed in 1991;
One (1) 275-gallon waste oil AST installed in 1991 and removed in 2001;
One (1) 275-gallon motor oil AST installed in 1991 and removed in 2001;
One (1) 2,000-gallon diesel AST installed in 1991 and removed in 2001; and
One (1) 275-gallon No. 2 fuel oil AST.

- Delfern Corporation, 6B Union Avenue

One (1) 275-gallon waste oil AST removed in 1994.

- Whelen Automotive, 234 Carroll Avenue

One (1) 275-gallon waste oil AST removed in 1991

- Roadkill, 23 Hawkins Avenue

One (1) 4,000-gallon gasoline UST installed in 1950 and removed in 1990;
One (1) 1,000-gallon waste oil UST installed in 1950 and removed in 1990; and
One (1) 275-gallon No. 2 fuel oil AST.

- Affordable Cesspool, 49 Hawkins Avenue

One (1) 4,100-gallon sulfuric acid AST.

- A1 Towing, 47 Hawkins Avenue

One (1) 4,000-gallon gasoline UST installed in 1975 and removed in 1990;
Two (2) 3,000-gallon gasoline USTs installed in 1975 and removed in 1990; and
One (1) 3,000-gallon gasoline UST installed in 1979 and removed in 1990.

- KPW Enterprise, Inc., One Hawkins Avenue

One (1) 3,000-gallon gasoline UST removed in 1985; and

Two (2) 2,000-gallon gasoline USTs removed in 1985.

- Tru Green Corporation, 66 Union Avenue

One (1) 150-gallon industrial waste UST installed in 1982 and removed in 1992;
One (1) 6,400-gallon fertilizer AST removed in 1992;
One (1) 6,400-gallon methanol AST removed in 1992; and
One (1) 1,200-gallon industrial waste AST installed in 1982 and removed in 1992.

- William Mallins Cesspool, 54 Union Avenue

Two (2) 4,000-gallon gasoline USTs installed in 1979 and removed in 1990;
One (1) 8,000-gallon diesel UST installed in 1979 and removed in 1990;
Two (1) 10,000-gallon sanitary waste USTs installed in 1979;
One (1) 4,000-gallon gasoline UST;
One (1) 10,000-gallon diesel UST installed in 1991; and
One (1) 275-gallon waste oil AST installed in 1978 and removed in 2000.

- Ronkonkoma Wheel Alignment, 54 Union Avenue

One (1) 275-gallon waste oil AST installed in 1979 and removed in 1991.

It should be noted that although the EDR database indicates that the majority of the aforementioned site have removed tanks, Article 12 of the SCSC does not require registration of tanks with a combined capacity less than 1,100-gallons. As such, it is likely that there are unregistered USTs and/or ASTs within the project area that would require removal. More specifically, heating oil tanks are likely present on the 13 residential parcels and commercial properties where natural gas is not utilized.

Water Usage

Potable water is currently supplied by the SCWA. As indicated in the table below, the existing water usage by existing land uses within the TOD District area is approximately 14,375± gpd. It is important to note that for purposes of comprehensive analysis, the existing vacant developed properties were assumed to be occupied.

Table 4 – Existing Water Use

Land Use	Gross Floor Area (square feet)[1]	Design Category	Design Flow	Design Units	Total Flow (GPD)
Residential (9 Lots)	16,783.24	Residential	300	GPD/unit	2,700.00
Commercial	181,835.21	Gen. Ind.	0.04	GPD/sq. ft.	7,273.41
Office	10,555.35	Office	0.06	GPD/sq. ft.	633.32
Commercial/Vacant	17,788.16	Gen. Ind.	0.04	GPD/sq. ft.	711.53
Residential/Vacant (1 Lot)	1,893.33	Gen. Ind.	300	GPD/unit	300.00
Industrial	36,249.37	Gen. Ind.	0.04	GPD/sq. ft.	1,449.97
TOTAL SANITARY FLOW					13,068.23
ADDITIONAL 10% FOR WATER NOT ENTERING SANITARY SYSTEM					1,307±
TOTAL WATER USAGE					14,375±

1. Based on information from the Town of Brookhaven GIS Database, 2010.

Pursuant to the SCWA's 2010 Annual Drinking Water Quality Report, in 2009, the SCWA served 376,156 customers and pumped 60.7 billion gallons of water. The SCWA system includes 569 active wells.[2] As indicated in the Preliminary Feasibility Study for the Sewage Treatment and Disposal (see Appendix D of this DGEIS), there are no public water supply wells within 1,500 feet of the TOD District area. The nearest public water supply wells are:

- Lincoln Avenue Well Field 1,700 ft ± to the Southeast
- Easton Street Well Field 1,800 ft ± to the Southwest

There are six-inch, eight-inch and 12-inch public water mains owned by SCWA that serve the area within the TOD District area.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook*, which was prepared as part of the USEPA's 208 Plan Implementation Program, is divided into several elements: Land Use, Stormwater Runoff, On-site Systems, Highway Deicing, Fertilizer, Animal Waste, Wells-Water Supply, Boat Pollution, and Site Plan Review and Ordinances. The *Handbook* makes a variety of recommendations for counties, municipalities, engineers, etc., to use in the controlling of non-point sources of groundwater contamination. Relevant recommendations from this study along with a review of the project's consistency therewith are included in Section 4.2 of this DGEIS.

[2] Suffolk County Water Authority. *2010 Annual Drinking Water Quality Report*.

3.2.2 Sewage Disposal

Sanitary waste generated by properties within the TOD District area is accommodated with individual on-site sanitary systems, as there is no public sewer service. As indicated in table below, the total sanitary flow by existing land uses within the TOD District area is 13,069± gpd. It is important to note, for purposes of comprehensive analysis, the existing vacant developed properties were assumed occupied.

Table 5 – Existing Sanitary Flow

Land Use	Gross Floor Area (square feet)[1]	Design Category	Design Flow	Design Units	Total Flow (GPD)
Residential (9 Lots)	16,783.24	Residential	300	GPD/unit	2,700.00
Commercial	181,835.21	Gen. Ind.	0.04	GPD/sq. ft.	7,273.41
Office	10,555.35	Office	0.06	GPD/sq. ft.	633.32
Commercial/Vacant	17,788.16	Gen. Ind.	0.04	GPD/sq. ft.	711.53
Residential/Vacant (1 Lot)	1,893.33	Gen. Ind.	300	GPD/unit	300.00
Industrial	36,249.37	Gen. Ind.	0.04	GPD/sq. ft.	1,449.97
TOTAL					13,068.23

1. Based on information from the Town of Brookhaven GIS Database, 2010.

An extensive analysis of the sanitary demands for the TOD District area and the findings of a feasibility study prepared by Michael P. Chiarelli Engineer, P.C. is included in Section 4.2 of this DGEIS. The Preliminary Feasibility Study for the Sewage Treatment and Disposal is attached in its entirety in Appendix D of this DGEIS.

3.2.3 Stormwater Runoff

Stormwater runoff is generated by precipitation events and is divided into three components: surface runoff, interflow and base flow. Surface runoff is that portion of the stormwater that remains after a precipitation event and is not captured by depression storage or ponding, does not infiltrate the surface and is not evapotranspired from the earth's surface. Interflow is that portion of stormwater that infiltrates the surface into the soil zone and moves in a horizontal direction until reaching a surface water body. Finally, the base flow is that portion which infiltrates the surface and soil profile to reach groundwater.[3]

Stormwater Management

Several drywells exist on each of the LIRR paved parking areas in order to accommodate stormwater runoff. Drywells also exist on most of the commercial and industrial properties throughout the TOD District area. Stormwater from existing roadways is discharged to subsurface leaching structures.

Chapter 86 of the Town of Brookhaven Town Code
Stormwater Management and Erosion Control

The Town of Brookhaven has adopted a stormwater management ordinance to establish minimum stormwater management requirements and controls. The objectives of Chapter 86 of the Town Code, Stormwater Management and Erosion Control, are as follows:

"(1) Meet the requirements of minimum measures four and five of NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Municipal Separate Stormwater Sewer Systems (MS4s), Permit No. GP-02-02 or as amended or revised;

(2) Require land development activities to conform to the substantive requirements of the NYSDEC SPDES General Permit for Construction Activities GP-02-01 or as amended or revised;

(3) Minimize increases in stormwater runoff from land development activities in order to reduce flooding, siltation, increases in stream temperature, and stream bank erosion;

(4) Minimize increases in pollution caused by stormwater runoff from land development activities, which would otherwise degrade local water quality;

(5) Minimize the total annual volume of stormwater runoff, which flows from any specific site during and following development to the maximum extent practicable; and

▼

[3] *Reducing Impacts of Stormwater Runoff From New Development*, New York State Department of Environmental Conservation. As indicated on the NYSDEC website (www.dec.state.ny.us), "This document provides guidance on site planning and stormwater management including an example of a **model stormwater ordinance**. The document is out of print at this time because it is being revised and updated. Watch this web page for the update."

(6) Reduce stormwater runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through stormwater management practices and to ensure that these management practices are properly maintained and eliminate threats to public safety."

Pursuant to §86-6, as part of any land development activity, a stormwater pollution prevention plan must be filed and approved by the Town's Stormwater Management Officer. The required contents of the stormwater pollution prevention plan, pursuant to §86-6(B)(1) are as follows:

> *"(a) Background information about the scope of the project, including location, type and size of project;*
>
> *(b) The name(s), address(es), telephone and fax number(s) of the applicant, developer, and/or property owner, and the principal contact person of the retained consulting firm responsible for monitoring daily compliance in accordance with the provisions of this chapter;*
>
> *(c) Site map/construction drawing(s) for the project, including a general location map at a scale not less than one inch equals 2,000 feet. The site map shall be at a scale no smaller than one inch equals 50 feet. At a minimum, the site map should show the total site area; all improvements; areas of disturbance; areas that will not be disturbed; existing vegetation; on-site and adjacent off-site surface water(s); wetlands and drainage patterns that could be affected by the construction activity; existing and final slopes; locations of off-site material, waste, borrow or equipment storage areas; and location(s) of the stormwater discharge(s);*
>
> *(d) Description of the soil(s) present at the site;*
>
> *(e) Construction phasing plans describing the intended sequence of construction activities, including clearing and grubbing, excavation and grading, utility and infrastructure installation and any other activity at the site that results in soil disturbance. Consistent with the New York Standards and Specifications for Erosion and Sediment Control (i.e., Erosion Control Manual), not more than five acres shall be disturbed at any one time unless pursuant to an approved SWPPP;*
>
> *(f) Description of the pollution prevention measures that will be used to control litter, construction chemicals and construction debris from becoming a pollutant source in stormwater runoff;*
>
> *(g) Description of construction and waste materials expected to be stored in on-site with updates as appropriate, and a description of controls to reduce pollutants from these materials, including storage practices to minimize exposure of the materials to stormwater, and spill prevention and response;*

(h) Temporary and permanent structural and vegetative measures to be used for soil stabilization, runoff control and sediment control for each stage of the project from initial land clearing and grubbing to project close-out;

(i) A site map/construction drawing(s) specifying the location(s), size(s) and length(s) of each erosion and sediment control practice;

(j) Dimensions, material specifications and installation details for all erosion and sediment control practices, including the siting and sizing of any temporary sediment basins;

(k) Temporary practices that will be converted to permanent control measures;

(l) Implementation schedule for staging temporary erosion and sediment control practices, including the timing of initial placement and duration that each practice should remain in place;

(m) Maintenance schedule to ensure continuous and effective operation of the erosion and sediment control practice;

(n) Name(s) of the receiving water(s);

(o) Delineation of SWPPP implementation responsibilities for each part of the site;

(p) Description of structural practices designed to divert flows from exposed soil, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site to the degree attainable; [and]

(q) Any existing data that describes the stormwater runoff at the site."

Chapter 86 also sets forth required erosion and sedimentation controls. Pursuant to §86-7(A), all land development activities shall be subject to the following:

"A. Technical Standards. For the purpose of this chapter, the following documents shall serve as the specifications and standards for stormwater management. Stormwater management practices that are designed and constructed in accordance with the documents set forth in herein shall be presumed to meet the standards imposed by this chapter:

(1) The New York State Stormwater Management Design Manual (New York State Department of Environmental Conservation, or any amendments thereto, hereafter referred to as the 'Design Manual').
(2) New York Standards and Specifications for Erosion and Sediment Control (Empire State Chapter of the Soil and Water Conservation Society, 2004 (most current version), or any amendments thereto, hereafter referred to as the 'Erosion Control Manual.')

After construction, reports are to be submitted in accordance with §86-9(D), as follows:

"D. Submission of Reports.

(1) The Stormwater Management Officer may require monitoring and reporting from entities subject to this chapter as are necessary to determine compliance with this chapter.
(2) All applicants are required to submit 'as built' plans for any stormwater management practices located on-site after final construction is completed. The plans must show the final construction layout for all stormwater management facilities. The plans must also clearly display any alterations made to the original approved construction details, sections, and/or plan layout. A professional engineer must certify the as-built plans."

Long Island Segment of the Nationwide Urban Runoff Program ("NURP Study")

With regard to stormwater runoff, the *Long Island Segment of the Nationwide Urban Runoff Program* has made the following findings relating to groundwater:

Groundwater

- Most of the runoff into recharge basins is derived from rain that falls directly on impervious surfaces, except during storms of high intensity, high volume and/or long duration.

- In general, with the exception of lead and chloride, the concentrations of inorganic chemicals measured in stormwater runoff do not have the potential to adversely affect groundwater quality.

- Infiltration through the soil is generally an effective mechanism for reducing lead and probably chromium from runoff on Long Island. Although the NURP Study findings concerning chromium are not conclusive, data from a spill at Farmingdale indicate attenuation. Chloride is not attenuated. The effect of infiltration on nitrogen is undetermined.

- Coliform and fecal streptococcal indicator bacteria are removed from stormwater as it infiltrates through soil.

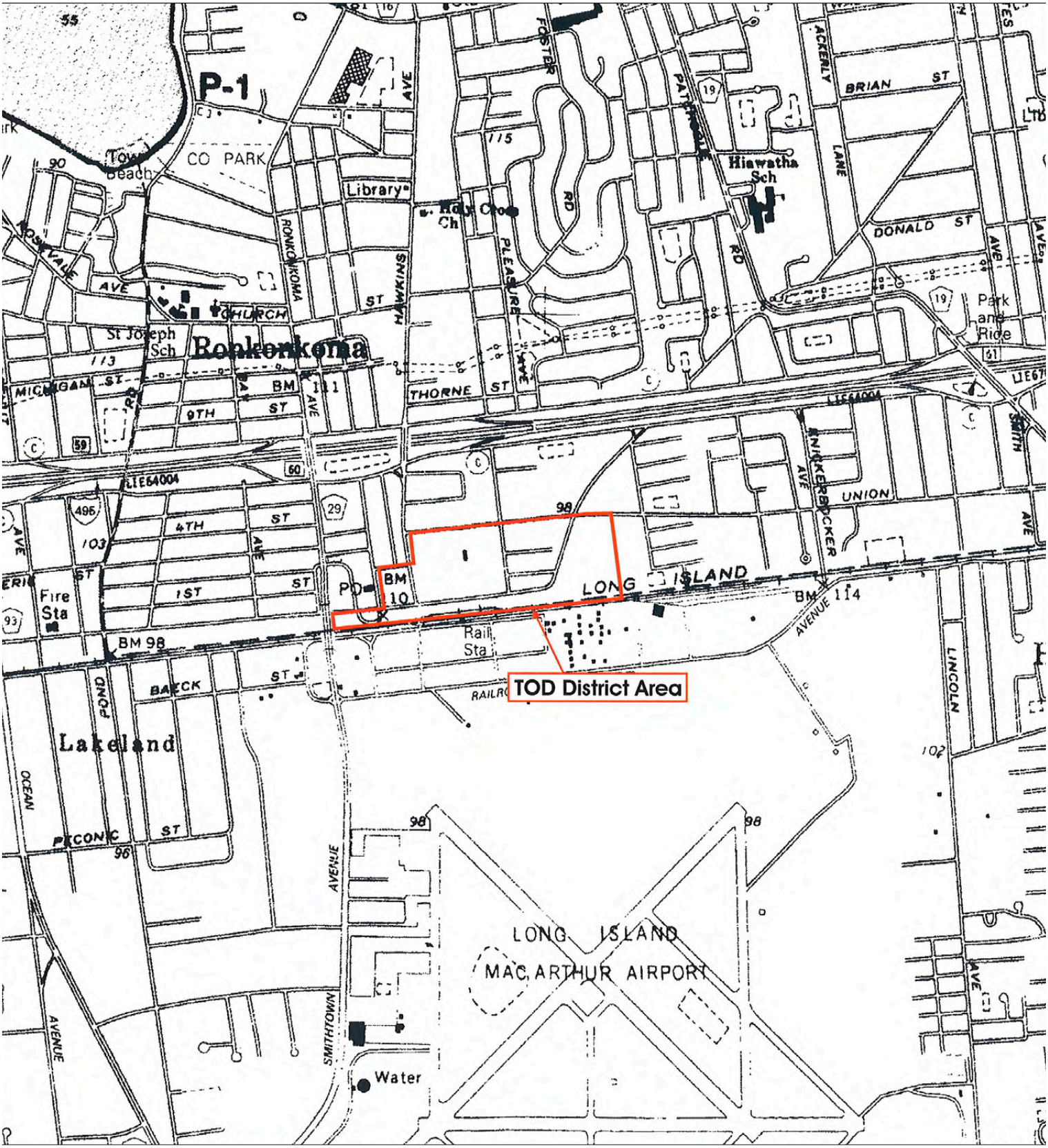
3.2.4 Surface Water, Wetlands and Floodplains

There are no surface waters on or adjoining the TOD District area. According to the NYSDEC Freshwater Wetlands Map No. 27 of 39 (Patchogue Quadrangle), there are no regulated freshwater wetlands on or adjoining the TOD District (see Figure 8 – Excerpt of NYSDEC Freshwater Wetlands Map). The National Wetland Inventory ("NWI") Map is an advisory resource prepared by the United States Fish and Wildlife Service. A review of NWI Map No. 647 (Patchogue Quadrangle) indicates that the closest wetlands feature is a recharge basin situated approximately 0.13 mile north of the eastern portion of the TOD District, between the Long Island Expressway South Service Road to the north and the Courtyard Long Island MacArthur Airport hotel to the south (see Figure 9 – Excerpt of National Wetlands Inventory Map). The TOD District area is not situated proximate to any tidal wetlands.

The Flood Emergency Management Agency ("FEMA") Flood Insurance Rate Map No. 36103C0690H was consulted to determine the flood zone in which the project site is located. No map exists for this Panel Identification Number. As such, the TOD District is not located within a 100-year or 500-year flood zone.

3.3 Ecology

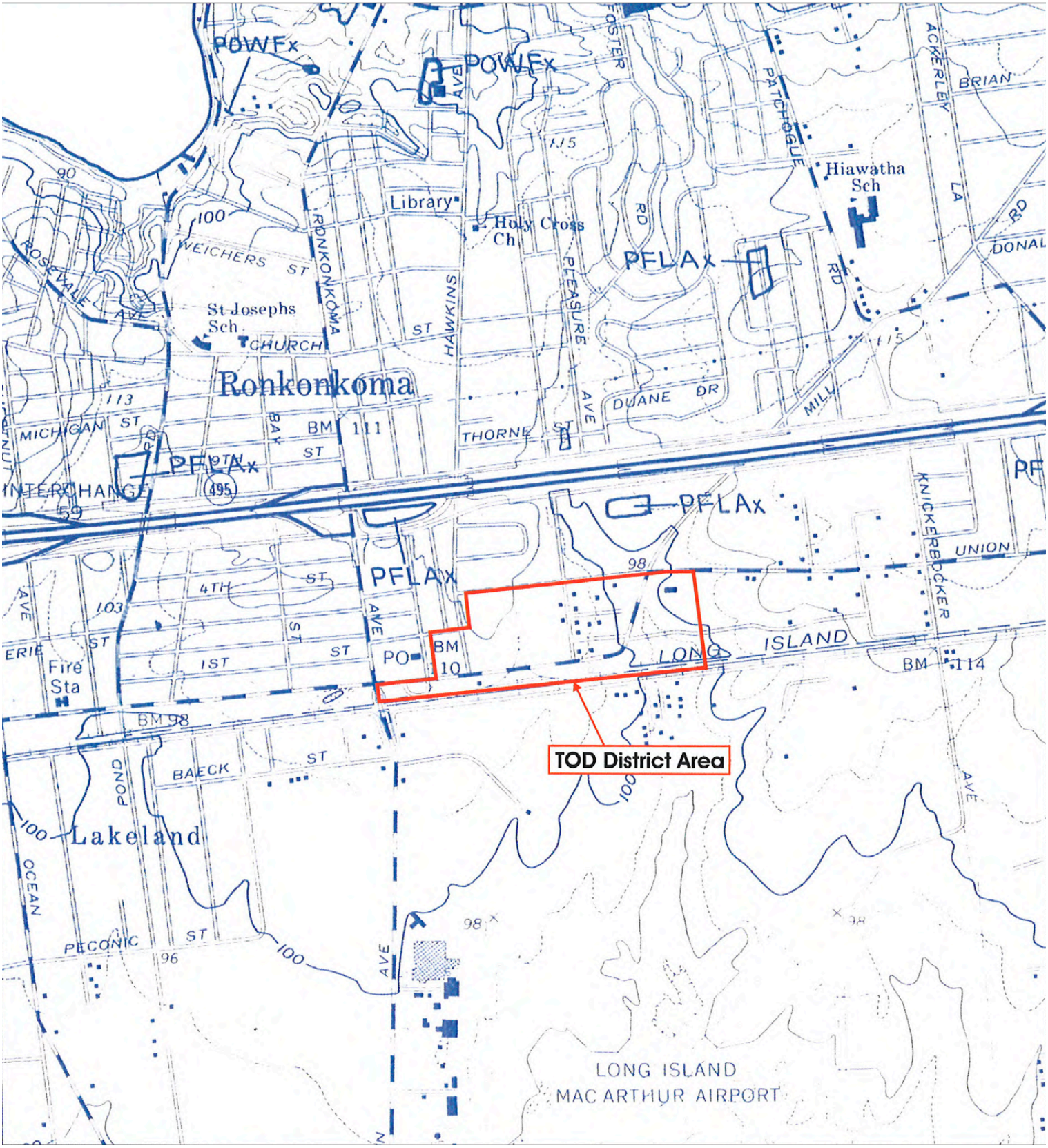
The TOD District area was inspected on June 17 and July 1, 2010, for the purposes of assessing the general ecological conditions within the TOD District area. The ecological assessment included a characterization of existing habitats, as well as an inventory of observed and expected flora and fauna. Special attention was given to the possible presence of any rare (i.e., endangered, threatened or special concern) species or ecological communities.



Note: Boundary is approximate
Source: NYSDEC Freshwater Wetlands Map (Patchogue Quadrangle). 1991.

not to scale

Figure 8
Excerpt of NYSDEC
Freshwater Wetlands Map
Ronkonkoma Hub
Transit-Oriented Development



Note: Boundary is approximate
Source: USFWS National Wetlands Inventory Map (Patchogue Quadrangle). 1994.

not to scale

Figure 9
Excerpt of National Wetlands Inventory Map

Ronkonkoma Hub
Transit-Oriented Development

3.3.1 Vegetation

The New York Natural Heritage Program's ("NYNHP") publication "Ecological Communities of New York State" (Reschke, 1990, as updated by Edinger et al., 2002) contains detailed descriptions of ecological communities found throughout New York State. This resource also provides global and state rarity rankings for each defined ecological community. Based upon the NYNHP community descriptions, the TOD District area supports nine distinct ecological communities:

(1) Paved Road/Path;
(2) Urban Structure Exterior;
(3) Railroad;
(4) Mowed Lawn;
(5) Mowed Lawn with Trees;
(6) Flower/Herb Garden;
(7) Successional Shrubland;
(8) Successional Southern Hardwoods; and
(9) Pitch Pine-Oak Forest.

The first six ecological communities were observed on the developed properties within the TOD District area. Vegetation in these areas is comprised primarily of ornamental trees, shrubs and herbaceous plants (including grasses), as well as common "weed" species. The six communities have been assigned rarity rankings of G5, S5, by the NYNHP, where "G" refers to the Global rarity ranking and "S" refers to the New York State rarity ranking. G5 indicates a community that is considered "demonstrably secure globally, though it may be quite rare in parts of its range, especially at the periphery." The S5 ranking refers to a community that is considered to be "demonstrably secure in New York State."

The latter three of the above-listed ecological communities (i.e., Successional Southern Hardwood, Successional Shrubland and Pitch Pine-Oak Forest) are restricted to two currently-undeveloped areas within the TOD District area (see Parcels "A" and "B" on Figure 10 – Existing Habitats – TOD District Area). The NYNHP has assigned rarity rankings of G5, S5 to Successional Southern Hardwoods and G4, S4 to both Successional Shrubland and Pitch Pine-Oak Forest. G4 indicates a community that is considered "apparently secure globally, though it might be quite rare in parts of its range, especially at the periphery." The S4 ranking denotes a community that is considered "apparently secure in New York State." The NYNHP descriptions for the typical vegetative associations found within the three communities follow:

Successional Southern Hardwoods

> *"A hardwood or mixed forest that occurs on sites that have been cleared or otherwise disturbed. Characteristic trees and shrubs include any of the following: American elm (Ulmus americana), slippery elm (U. rubra), white ash (Fraxinus americana), red maple*

(Acer rubrum), box elder (Acer negundo), silver maple (A. saccharinum), sassafras (Sassafras albidum), gray birch (Betula populifolia), hawthorns (Crataegus spp.), eastern red cedar (Juniperus virginiana), and choke-cherry (Prunus virginiana). Certain introduced species are commonly found in successional forests, including black locust (Robinia pseudo-acacia), tree-of-heaven (Ailanthus altissima), and buckthorn (Rhamnus cathartica). Any of these may be dominant or co-dominant in a Successional Southern Hardwoods forest. Southern indicators include American elm, white ash, red maple, box elder, choke-cherry, and sassafras. This is a broadly defined community and several seral and regional variants are known."

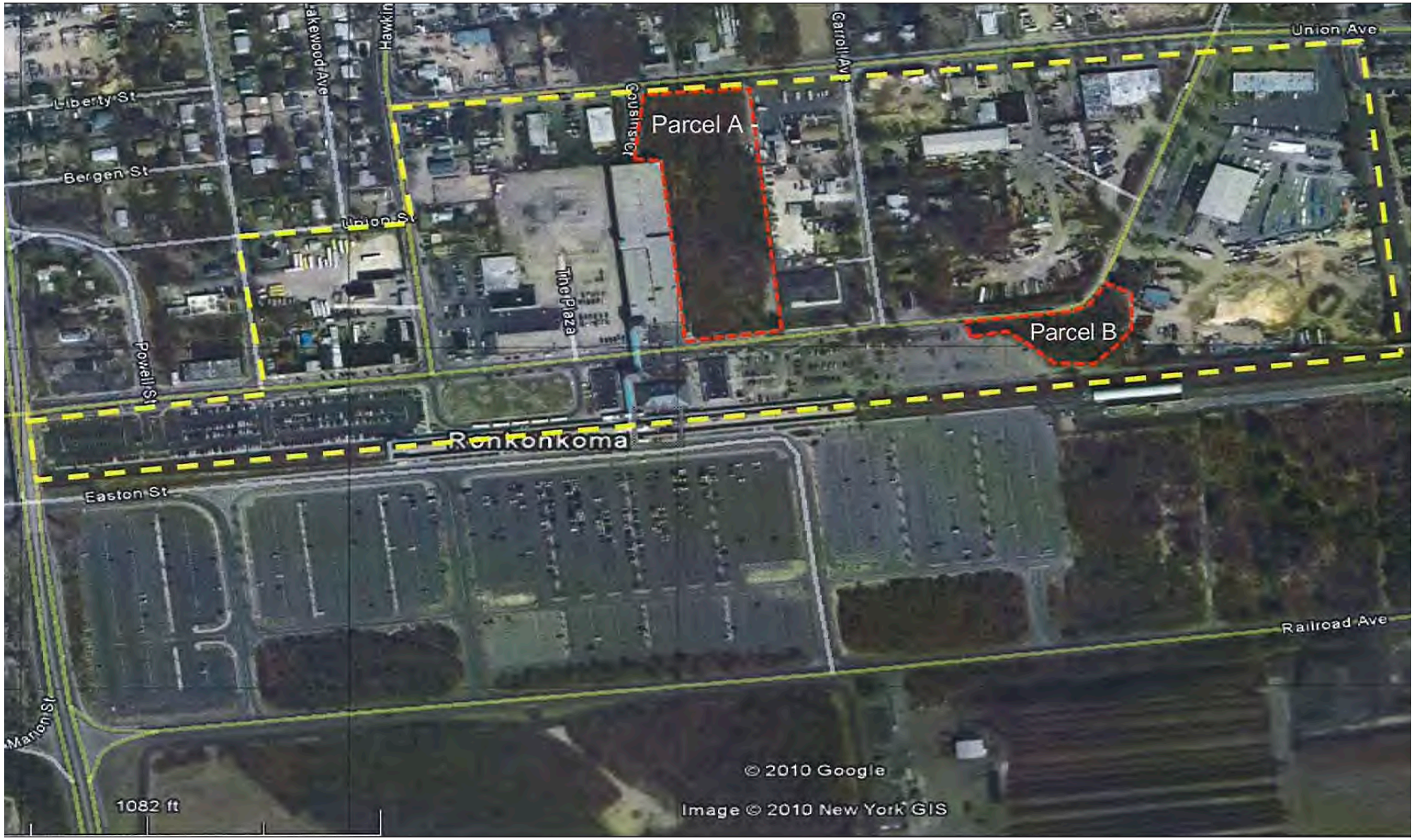
Successional Shrubland

"A shrubland that occurs on sites that have been cleared (for farming, logging, development, etc.) or otherwise disturbed. This community has at least 50% cover of shrubs. Characteristic shrubs include gray dogwood (Cornus foemina ssp. racemosa), eastern red cedar (Juniperus virginiana), raspberries (Rubus spp.), hawthorne (Crataegus spp.), serviceberries (Amelanchier spp.), choke-cherry (Prunus virginiana), wild plum (Prunus americana), sumac (Rhus glabra, R. typhina), nanny-berry (Viburnum lentago), arrowwood (Viburnum recognitum), and multiflora rose."

Pitch Pine-Oak Forest

"A mixed forest that typically occurs on well-drained, sandy soils of glacial outwash plains or moraines; it also occurs on thin, rocky soils of ridge tops. The dominant trees are pitch pine (Pinus rigida) mixed with one or more of the following oaks: scarlet oak (Quercus coccinea), white oak (Qeurcus alba), red oak (Quercus rubra), or black oak (Quercus velutina). The relative proportions of pines and oaks are quite variable within this community type. At one extreme are stands in which the pines are widely spaced amidst the oaks, in which case the pines are often emergent above the canopy of oak trees. At the other extreme are stands in which the pines form a nearly pure stand with only a few widely spaced oak trees. The shrub layer is well-developed with scattered clumps of scrub oak (Quercus ilicifolia) and a nearly continuous cover of low heath shrubs such as blueberries (Vaccinium pallidum, V. angustifolium) and black huckleberry (Gaylussacia baccata). The herbaceous layer is relatively sparse; characteristic species are bracken fern (Pteridium aquilinum), wintergreen (Gaultheria procumbens) and Pennsylvania sedge (Carex pensylvanica)."

Field observations indicate that Parcel A (see Figure 10 – Existing Habitats – TOD District Area) is in various stages of recovery from past disturbances (i.e., agricultural and/or development-related clearing). The resulting successional habitats support a variety of native and non-native vegetation. The southern portion of Parcel A supports Successional Shrubland habitat that is dominated by non-native/invasive species, including mugwort (*Artemesia vulgaris*), multiflora rose (*rosa multiflora*), autumn olive (*Elaeagnus umbellate*), Japanese honeysuckle (*Lonicera japonica)* and Asiatic bittersweet (*Celastrus obiculatus*). Scattered trees are also present, including big-tooth aspen (*Populus grandidentata*) and eastern red cedar, as well as non-native/invasive Norway maple (*acer plantanoides*) and Russian olive (*Celastrus angustifolium)*.



Note: Boundary is approximate
Source: Google. 2010.

not to scale

Legend

Parcel A: Succesional southern hardwoods and succesional shrubland

Parcel B: Pitch pine-oak forest

All Other Areas: Paved road/path, urban structure exterior, railroad, mowed lawn mowed lawn with trees, and flower/herb garden

Figure 10
Existing Habitats–TOD District Area

Ronkonkoma Hub
Transit-Oriented Development

The central portion of the parcel supports trees species typical of Successional Southern Hardwoods, including the non-native/invasive species black locust, Norway maple and tree-of-heaven. Scattered native trees, including gray birch and black cherry (*Prunus serotina*), are also present. Poison ivy (*Toxicodendron radicans*) and trumpet creeper (*Campsis radicans*) vines are dominant or co-dominant in the groundcover, shrub and canopy strata. Some vestiges of pre-disturbance Pitch Pine-Oak Forest remain in interior portions of Parcel A, as evidenced by the presence of scarlet oak (*Quercus Coccinea*) white oak (*Quercus alba*) and pitch pine (*Pinus rigida*). However, invasive shrub, vine and herbaceous plants have replaced the native species normally found within with the shrub and groundcover strata of this ecological community (i.e., blueberries, huckleberry, bearberry, bracken fern, wintergreen, etc.).

The northern portion Parcel A supports additional Successional Southern Hardwoods habitat similar to that found on the central portion of the parcel, as described previously.

Unlike Parcel A, Parcel B (see Figure 10 – Existing Habitats – TOD District Area) supports a relatively undisturbed area of Pitch Pine-Oak Forest located within interior portions of this small parcel. Similar to the NYNHP community description, dominant species include white oak, scarlet oak, scrub oak, lowbush blueberry and black huckleberry. Invasive/non-native species including mugwort, Japanese honeysuckle, common reed (*Phragmites australis*) and multiflora rose are present-to-dominant in perimeter areas of Parcel B.

As indicated by the above community descriptions, various non-native/invasive plant species are prevalent and/or dominant throughout much of the canopy, shrub and groundcover strata of Parcel A and in perimeter areas of Parcel B. In general, the presence of non-native/invasive vegetation reduces the ecological value of a habitat by out-competing native vegetation and reducing or eliminating foraging, breeding and nesting habitat for native wildlife species.

The following table provides a list of vegetation observed within the boundaries of the TOD District area during the field inspection. The list is not intended to represent an all-inclusive inventory of the vegetative species present in the area.

<u>Plant Species List</u>

Trees

big-tooth aspen	*Populous grandidentata*
black cherry	*Prunus serotina*
black locust	*Robinia pseudoacacia*
black oak	*Quecus velutina*
black walnut	*Juglans nigra*
eastern red cedar	*Juniperus virginiana*
eastern white pine	*Pinus strobus*
European white birch	*Betula pendula*

gray birch	*Betula poulifolia*
northern catalpa	*Catalpa speciosa*
northern red oak	*Quercus rubra*
Norway maple	*Acer platanoides*
pignut hickory	*Carya galbra*
quaking aspen	*Populus tremuloides*
red maple	*Acer rubrum*
Russian olive	*Elaeagnus angustifolia*
sassafras	*Sassafras albidum*
scarlet oak	*Quercus coccinea*
Scots pine	*Pinus sylvestris*
scrub oak	*Quercus illicifolia*
spruce	*Picea sp.*
tree-of-heaven	*Ailanthus altissima*
white oak	*Quercus alba*

Shrubs and Vines

Asiatic bittersweet	*Celastrus orbiculatus*
autumn olive	*Eleagnus umbellata*
black huckleberry	*Gaylussacia baccata*
dwarf sumac	*Rhus copallinum*
forsythia	*Forsythia sp.*
Japanese honeysuckle	*Lonicera japonica*
lowbush blueberry	*Vaccinium angustifolium*
multiflora rose	*Rosa multiflora*
poison ivy	*Toxicodendron radicans*
raspberries	*Rubs spp.*
round-leaved greenbrier	*Smilax rotundifolia*
smooth sumac	*Rhus glabra*
Tartarian honeysuckle	*Lonicera tatarica*
trumpet creeper vine	*Campsis radicans*
Virginia creeper	*Parthenocissus quinquefolia*

Herbaceous Plants

annual sowthistle	*Sonchus oleraceus*
broadleaf plantain	*Plantago major*
butter and eggs	*Linaria vulgaris*
common blue violet	*Viola sororia*
common chicory	*Cichorium intybus*
common fleabane	*Erigeron philadelphicus*
common mugwort	*Artemisia vulgaris*
common mullein	*Verbascum thapsus*
common purslane	*Portulaca oleracea*
common reed	*Phragmites australis*

common yarrow	*Achillea millefolium*
dandelion	*Taraxacum officinale*
deer-tongue grass	*Dichanthelium clandestinum*
deptford pink	*Dianthus armeria*
garlic mustard	*Allaria petiolata*
goldenrod	*Solidago sp.*
green foxtail	*Setaria viridis*
Japanese knotweed	*Polygonum cuspidatum*
lily-of-the-valley	*Convallaria majalis*
lowbush blueberry	*Vaccinium angustifolium*
narrowleaf plantain	*Plantago lanceolata*
perennial sowthistle	*Sonchus arvensis*
pokeweed	*Phytolacca americana*
prickly lettuce	*Lacatuca serriola*
Queen Ann's lace	*Daucus carota*
red clover	*Trifolium pratense*
rough-stemmed goldenrod	*Solidago rugosa*
spotted knapweed	*Centaurea stoebe*
spotted spurge	*Euphobia maculata*
tall goldenrod	*Soidago altissima*
timothy grass	*Phleum pratense*
white clover	*Trifolium repens*
yellow foxtail	*Setaria glauca*
yellow toadflax	*Linaria vulgaris*
yellow wood sorrel	*Oxalis stricata*

3.3.2 Wildlife

Birds

Avian species are the most common form of wildlife observed and expected within the TOD District area. Eleven bird species were observed on-site during the field inspection, including American crow (Corvus brachyrhynchos), American robin (*Turdus migratorius*), black-capped chickadee (*Poecile atricapillus*), blue jay (*Cyanocitta cristata*), European starling (*Sturnus vulgaris*), gray catbird (*Pumetella carolinensis),* mourning dove (*Zenaida macroura*), northern cardinal (*Cardinalis cardinalis*), northern mockingbird (*Mimus polyglottos*), red-winged blackbird (Agelaius phoeniceus), and song sparrow (*Melospiza melodia*). All of the above-listed birds are species that are generally well-adapted to suburban, urban and/or disturbed successional habitats.

Due to the developed nature of the TOD District area and the general surrounding area, as well as the fragmentation of the remaining woodland habitat, it is not expected that avian species that require large, undisturbed blocks of woodland habitat would frequent the area. Nevertheless, in order to provide a reasonable estimate of the avian species not

observed during the field inspection but potentially utilizing the site, "The Second Atlas of Breeding Birds in New York State" (McGowan and Corwin, 2008) was consulted. According to this resource, a total of 59 bird species were identified between 2000 and 2005 within the two survey blocks of the TOD District area is located (Blocks 6551A and 6551B). Of these species, 19 are confirmed as breeding, 31 are listed as probable breeders and nine are listed as possibly breeding (a copy of the atlas reports for Blocks 6551A and 6551B is included in Appendix F). It is important to note that the two survey blocks total 18 square miles in area and support a diverse range of habitats, many of which are not found within the TOD District area. Thus, some of the avian species recorded for Blocks 6551A and 6551B require breeding, foraging and/or nesting habitats that are not found in the TOD District area, and, therefore, these birds are not expected to utilize the area.

Mammals

Eastern gray squirrel (*Sciurus carolinensis*) was the only mammal species noted within the TOD District area during the field inspection. In order to provide an estimate of the mammal species potentially utilizing the site, "The Mammals of Long Island, New York" (Connor, 1971) was consulted. Based upon this resource, as well as an evaluation of the existing ecological conditions on the site, the following mammal species have been identified as potentially utilizing the TOD District area.

big brown bat	*Eptesicus fuscus*
eastern chipmunk	*Tamias striatus*
eastern cottontail	*Sylvilagus floridanus*
eastern gray squirrel*	*Sciurus carolinensis*
eastern mole	*Scalopus aquaticus*
house mouse	*Mus musculus*
little brown bat	*Myotis lucifugus*
masked shrew	*Sorex cinerus*
meadow vole	*Microtus pennsylvanicus*
Norway rat	*Ratus norvegicus*
raccoon	*Procyron lotor*
short-tailed shrew	*Blarina brevicauda*
Virginia opossum	*Didelphis virginialis*
white-footed mouse	*Peromyscus leucopus*

*observed on-site

Herpetofauna

No herpetofauna (amphibians and reptiles) were observed within the TOD District area, although it may support a limited number of species. In order to provide an accurate estimate of the species potentially utilizing the site, an evaluation of existing site conditions was performed and the New York State Amphibian and Reptile Atlas Project ("NYSARAP"), (available online at http://www.dec.ny.gov/animals/7140.html) was reviewed. According to NYSARAP data collected from 1990 to 1999, a total of 20

amphibian and reptile species have been identified within the area covered by the United States Geological Survey ("USGS") Patchogue, New York Quadrangle topographic map, within which the TOD District area is located (a list of these species is included in Appendix F).

It is important to note that, due to the predominantly-developed and fragmented nature of the TOD District area, most of the species on the NYSARAP list are not expected. Moreover, as indicated in Section 3.2.3 of this DGEIS, there are no surface waters or wetlands on or adjoining the properties within the TOD District area. Due to this factor, aquatic and semi-aquatic herpetofauna are not expected within the TOD District area. As also noted in Section 3.2 of this DGEIS, the nearest wetland feature is a recharge basin situated approximately 0.13 mile north of the TOD District area. Based upon observations during the field inspection and a review of aerial photographs, it appears that this feature experiences sporadic inundation during precipitation events. Thus, the possibility exists that some amphibian species could utilize the recharge basin as breeding habitat. However, as the recharge basin is separated from the TOD District area by residential/commercial development and paved roadways, no natural wildlife corridor exists that would facilitate travel to the TOD District area for breeding amphibian species, if any are present.

Based upon these considerations, it is expected that only those species that are most-adapted to human presence and developed/disturbed upland habitats might be found. Thus, the following three species are potentially expected on the site:

eastern garter snake	*Thamnophis sirtalis*
eastern milk snake	*Lampropeltis triangulatum*
northern redback salamander	*Plethodon c. cinereus*

3.3.3 Rare Species/Habitat Potential

Correspondence dated June 14, 2010 was forwarded to the NYNHP requesting whether records exist for known occurrences of rare or State-listed animals, plants, significant natural communities or other significant habitats on or in the immediate vicinity of the TOD District area (see Appendix F). In correspondence dated June 30, 2010 (see Appendix F), the NYNHP reported that records exist for three vascular plant species, northern blazing-star (*Liatris scariosa var. novae-angliae*), flax-leaf whitetop (*Sericocarpus linifolius*) and showy aster (*Eurybia spectabillis*) in fields and artificial grasslands situated adjacent to runways at Islip-MacArthur Airport, located to the south of the TOD District area, within the Town of Islip. According to the map provided by the NYNHP, the nearest field/artificial grassland is located approximately 0.37-mile south of the TOD District area. Although limited areas of potentially-suitable habitat for these plants exist on portions of the TOD District area, the three species were not observed during the field inspection. Given the condition of the ecological communities observed on the vast majority of the

TOD District area (i.e., developed, landscaped or in various stages of recovery from anthropogenic disturbance), the occurrence of these or other rare plant species is unlikely.

Additionally, four NYNHP historical records exist for vascular plants on or in the vicinity of the site: few-flowered nut rush (*Scleria pauciflora var. caroliniana*), silvery aster (*Symphyotrichum concolor var. concolor*), southern yellow flax (*Linum medium var. texanum*) and velvety bush-clover (*Lespedeza stuevei*). According to the NYNHP, a record is considered historical if the species in question has not been documented on or in the vicinity of the site since 1979 or earlier. It is important to note that the historical records for the four plants are all over 81 years old, and date from 1922, 1928, 1925 and 1928, respectively. Although limited areas of potentially-suitable habitat for these plants exist on portions of the TOD District, none of the four aforementioned species was observed during the field inspection. Further, as indicated previously, due to developed/disturbed nature of the TOD District area, the occurrence of these or other rare plant species on the site is considered to be unlikely.

According to the NYNHP response letter, no other records currently exist for rare or State-listed animals, plants, significant natural communities or other significant habitats on or in the immediate vicinity of the TOD District area.

3.4 Land Use and Zoning

The following sections describe the existing land uses and zoning, as well as land use plans relevant to the TOD District area and its intended uses.

3.4.1 Land Use

The TOD District area encompasses an approximately 53.73-acre area, which is currently comprised of 54 individual tax lots (see Figure 11 – Suffolk County Tax Map). In general, existing land uses within the TOD District area include:

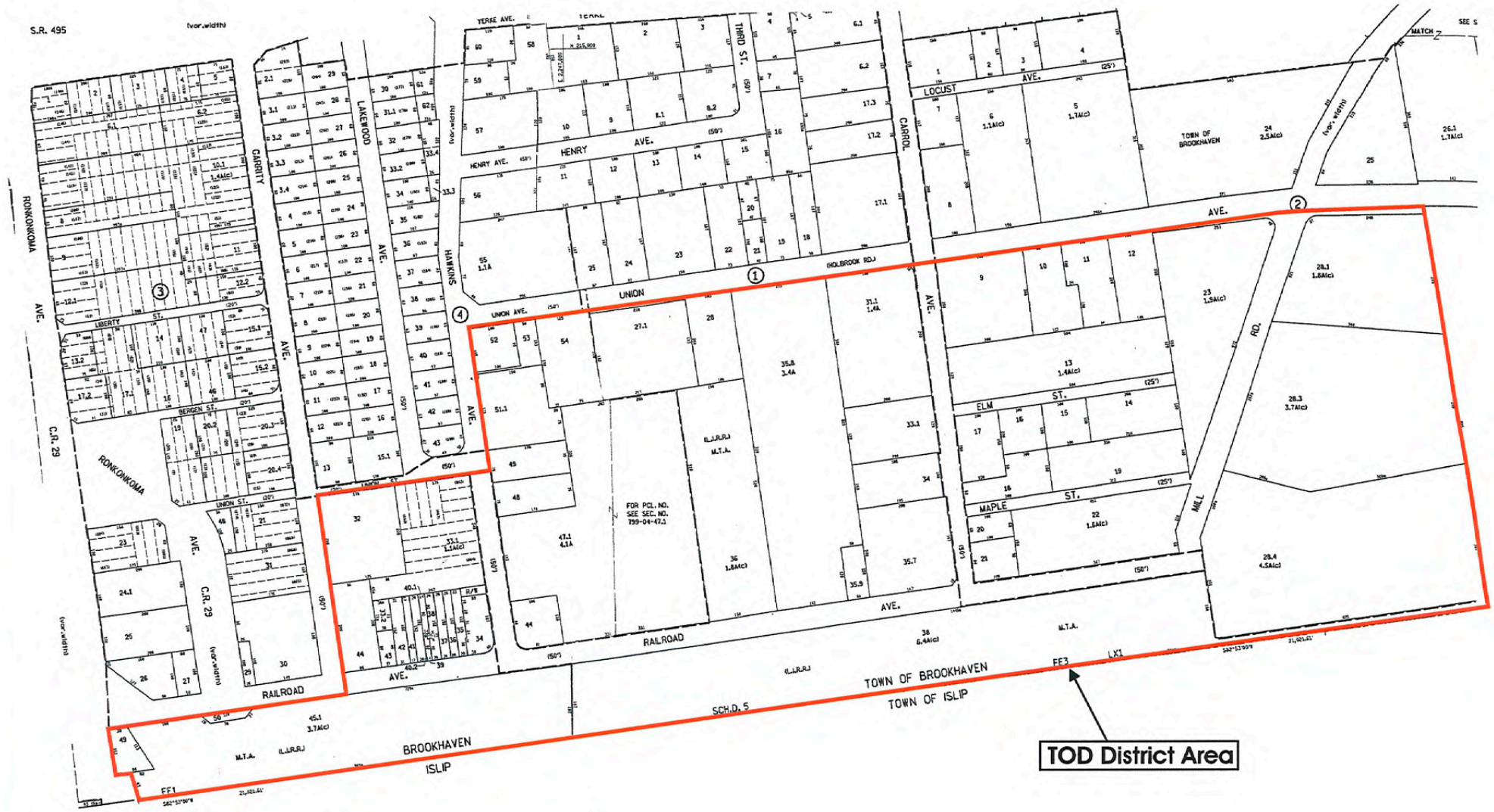
- Residential;
- Office;
- Automotive;
- Restaurant;
- Warehouse;
- General Service (Commercial and Industrial);
- LIRR parking areas (surface and structured); and
- Vacant/Unoccupied.

The TOD District area consists of numerous vacant/unoccupied parcels and/or structures, a number of which are in highly visible locations (i.e., Railroad Avenue). A number of local businesses, some of which are also in highly visible locations, lack repair and maintenance resulting in a rundown appearance. Large surface parking lots exist along

Railroad Avenue east and west of the existing station and Ronkonkoma Avenue (County Road 29), which is the western boundary of the TOD District area, is flanked with commercial development. Industrial and office uses exist within the eastern portion of the TOD District area along Mill Road. Refer to Figure 12 – Existing Land Use Inventory for the land use types within the TOD District area.

Just to the south of the TOD District area are the LIRR tracks, which is the dividing line between the Towns of Brookhaven and Islip. Just south of the LIRR tracks are the LIRR Ronkonkoma Train Station parking areas and the Town of Islip compost facility and, even further south, the Long Island MacArthur Airport. Single-family uses are located in the northwest and eastern portions of the TOD District area. Residential uses, including a multi-family apartment/condominium complex, border the eastern edge of the TOD District area.

Table 6 – Study Area Parcels Ownership, Land Use and Current Zoning lists the ownership of parcels within the TOD District area, the designated land use, according to the Town Assessor's data and field verification, and the current zoning designation.

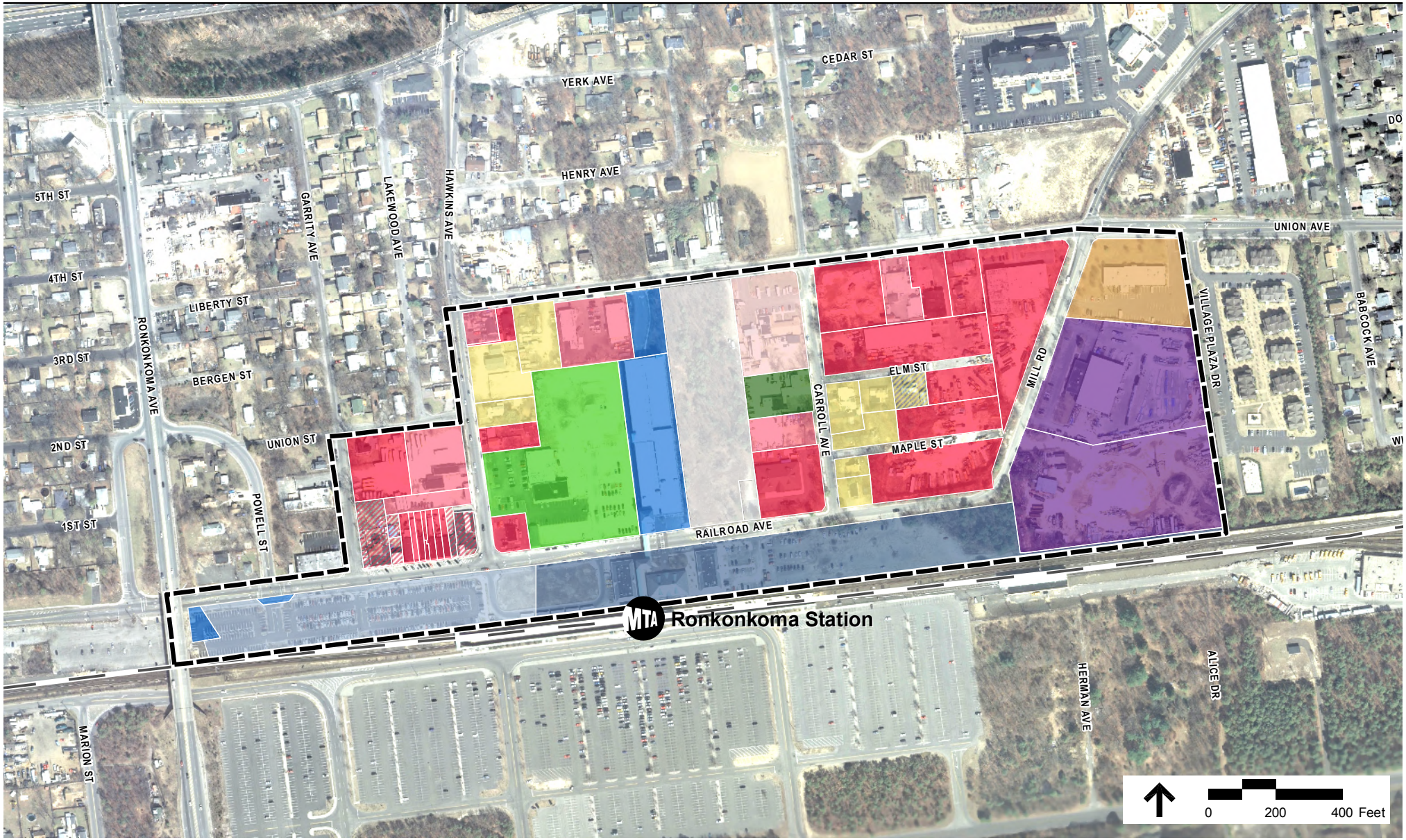


Note: Boundary is approximate
Source: County of Suffolk Real Property Tax Service Agency. District 799, Sections 799 and 800. Last Revised December 2, 2008.

not to scale

Figure 11
Suffolk County Tax Map

Ronkonkoma Hub
Transit-Oriented Development



Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

- Commercial
- Commercial (Auto-Body Repairs)
- Commercial (Vacant)
- Commercial (Wholesale/Distribution)
- Industrial/Manufacturing
- LIRR Mixed Use (Parking and Vacant)
- LIRR Mixed Use (Vacant, Parking, Train Station and Commercial)
- LIRR Parking
- Mixed Use (Parking, Gym and Commercial [Vacant])
- Mixed Use (Residential and Commercial)
- Office
- Single-Family Residential
- Single-Family Residential (Vacant)
- Wooded (Vacant)

Figure 12
Existing Land Use Inventory

Ronkonkoma Hub
Transit-Oriented Development

Table 6 – Study Area Parcels Ownership, Land Use and Current Zoning

No.	Suffolk County Tax Map Number	Name of Owner	Current Land Use	Current Zoning
1	0200 – 799.00 – 03.00 – 032.000	14 Hawkins Avenue, LLC	Mixed Use (Residential and Auto-Body Repair)	J6
2	0200 – 799.00 – 03.00 – 033.001	14 Hawkins Avenue, LLC	Commercial (Auto-Body Repair)	J6
3	0200 – 799.00 – 03.00 – 033.002	55 Property Corp.	Commercial (Vacant)[1]	J6
4	0200 – 799.00 – 03.00 – 034.000	Gregory J. Mensch	Commercial (Vacant) [1]	J6
5	0200 – 799.00 – 03.00 – 035.000	Band Construction, Inc.	Commercial (Vacant) [2]	J6
6	0200 – 799.00 – 03.00 – 036.000	Antonio Melo	Commercial	J6
7	0200 – 799.00 – 03.00 – 037.000	Micah Disipio	Commercial	J6
8	0200 – 799.00 – 03.00 – 038.000	65 Railroad Avenue, LLC	Commercial	J6
9	0200 – 799.00 – 03.00 – 039.000	63 Railroad Avenue, LLC	Commercial	J6
10	0200 – 799.00 – 03.00 – 040.001	61 Property Corp.	Commercial[3]	J6
11	0200 – 799.00 – 03.00 – 040.002	61 Properties Corp.	Commercial	J6
12	0200 – 799.00 – 03.00 – 041.000	John & Lily Bedell	Commercial	J6
13	0200 – 799.00 – 03.00 – 042.000	55 Property Corp.	Commercial	J6
14	0200 – 799.00 – 03.00 – 043.000	51 Property Corp.	Commercial (Vacant)[2]	J6
15	0200 – 799.00 – 03.00 – 044.000	Bernett & Gordon Realty Co.	Commercial (Vacant) [2]	J6
16	0200 – 799.00 – 03.00 – 045.001	M.T.A (LIRR)	LIRR Mixed Use (Parking and Vacant)[1]	L1
17	0200 – 799.00 – 03.00 – 049.000	M.T.A (LIRR)	LIRR Parking[1]	L1
18	0200 – 799.00 – 03.00 – 050.000	M.T.A (LIRR)	LIRR Parking[1]	L1
19	0200 – 799.00 – 04.00 – 044.000	NHP Realty, LLC	Commercial[1]	J6

No.	Suffolk County Tax Map Number	Name of Owner	Current Land Use	Current Zoning
20	0200 – 799.00 – 04.00 – 047.001	On-Track Realty, LLC	Mixed Use (Parking and Gym)[4]	J6
21	0200 – 799.00 – 04.00 – 048.000	Margaret Higgins & Jerome Gaynor	Mixed Use (Residential and Auto-Body Repair)[5]	J6
22	0200 – 799.00 – 04.00 – 049.000	Community Housing Innovations, Inc.	Single-Family Residential[6]	J6
23	0200 – 799.00 – 04.00 – 051.001	Marco Giangrasso	Single-Family Residential[7]	L1
24	0200 – 799.00 – 04.00 – 052.000	Hawkins & Union Avenue Realty, LLC	Commercial (Auto-Body Repair)	L1
25	0200 – 799.00 – 04.00 – 053.000	Carmine E. Dorsi	Commercial	L1
26	0200 – 799.00 – 04.00 – 054.000	Anthony & Blase Davi	Single-Family Residential	L1
27	0200 – 800.00 – 01.00 – 027.001	Anthony & Blase Davi	Commercial (Auto-Body Repair)	L1
28	0200 – 800.00 – 01.00 – 028.000	Metropolitan Transportation Authority & R. Bergen David S. Symons	LIRR Parking	L1
29	0200 – 800.00 – 01.00 – 031.001	Island Wide, LLC	Commercial (Wholesale/Distribution)	L1
30	0200 – 800.00 – 01.00 – 033.001	Carroll Properties, Inc.	Mixed Use (Residential and Auto-Body Repair)[5]	L1
31	0200 – 800.00 – 01.00 – 034.000	Nelson Fernandes & Magalhaes Americo	Commercial (Auto-Body Repair)[8]	L1
32	0200 – 800.00 – 01.00 – 035.007	Tudor Station Plaza, LLC c/o Island Estates	Commercial	L1
33	0200 – 800.00 – 01.00 – 035.008	Ronkonkoma Railroad Properties, LLC	Wooded (Vacant)	L1
34	0200 – 800.00 – 01.00 – 035.009	Tudor Station Plaza, LLC	Wooded (Vacant)	L1
35	0200 – 800.00 – 01.00 – 036.000	M.T.A (LIRR)	LIRR Parking[1]	L1
36	0200 – 800.00 – 01.00 – 038.000	M.T.A (LIRR)	LIRR Mixed Use (Vacant, Parking, Train Station, and Commercial)[1]	L1
37	0200 – 800.00 – 02.00 – 009.000	Holbrook Truck & Equipment Leasing, Inc.	Commercial[9]	L1

No.	Suffolk County Tax Map Number	Name of Owner	Current Land Use	Current Zoning
38	0200 – 800.00 – 02.00 – 010.000	William & Mildred Mallins	Commercial (Auto-Body Repair)	L1
39	0200 – 800.00 – 02.00 – 011.000	William & Mildred Mallins	Commercial	L1
40	0200 – 800.00 – 02.00 – 012.000	William & Mildred Mallins	Commercial[11]	L1
41	0200 – 800.00 – 02.00 – 013.000	Subsurface Maintenance Corp.	Commercial (storage and warehouse)	L1
42	0200 – 800.00 – 02.00 – 014.000	Subsurface Maintenance Corp.	Commercial	L1
43	0200 – 800.00 – 02.00 – 015.000	James Zambik	Single-Family Residential	L1
44	0200 – 800.00 – 02.00 – 016.000	Wiencyzyslaw & Gabriela Odynocki	Single-Family Residential[12]	L1
45	0200 – 800.00 – 02.00 – 017.000	Joseph Urban	Single-Family Residential	L1
46	0200 – 800.00 – 02.00 – 018.000	Calvin C. Lorenz	Single-Family Residential	L1
47	0200 – 800.00 – 02.00 – 019.000	William A. Mallins	Commercial[10]	L1
48	0200 – 800.00 – 02.00 – 020.000	Yashvinder & Jaspir Mahajan	Single-Family Residential	L1
49	0200 – 800.00 – 02.00 – 021.000	Anthony Mingoia	Commercial (converted residence)	L1
50	0200 – 800.00 – 02.00 – 022.000	William A. Mallins	Commercial[10]	L1
51	0200 – 800.00 – 02.00 – 023.000	John Lock & George McDowell	Comemrcial[13]	L1
52	0200 – 800.00 – 02.00 – 028.001	Lock & McDowell, Inc.	Office	J4
53	0200 – 800.00 – 02.00 – 028.003	Unified Credit Trust & G&D Oakland & C. Hill Trustee	Industrial	J2
54	0200 – 800.00 – 02.00 – 028.004	Unified Credit Trust & G&D Oakland & C. Hill Trustee	Industrial	J2

Sources: Town of Brookhaven Department of Assessor and field verification by VHB, June 2010.

Notes: Bolded items indicate conflicting land use identifications.

1. Observed land use – no tax bill available.
2. Commercial building is vacant, based upon field survey.
3. Tax bill indicates parcel is vacant residential. Field survey confirmed the parcel is undeveloped but utilized commercially in conjunction with adjoining lot 40.2.

4. Tax bill indicates parcel is developed with a lumber yard. However, field survey confirmed the parcel is developed with a gym and a parking lot.
5. Tax bill indicates parcel is developed with auto-body use. However, field survey confirmed the parcel is also developed with a residence.
6. Tax bill indicates that the parcel is developed with a two-family residence. However, field survey indicates that this is a single-family residence.
7. Tax bill indicates that the parcel is developed commercially. However, field survey indicates this parcel is developed with a residence.
8. Tax bill indicates that the parcel is vacant commercial land. While the parcel is undeveloped, it is utilized for automotive purposes.
9. Tax bill indicates parcel consists of vacant, residential land. However, the property is utilized commercially.
10. Tax bill indicates parcel is vacant, residential land. However, field survey indicates site is utilized for commercial storage.
11. Tax bill indicates parcel is developed with a residence. However, field survey confirmed the site is developed with a commercial use.
12. Tax bill indicates parcel is developed with a converted residence. However, field survey confirms that the parcel is developed with a residence.
13. Tax bill indicates parcel is developed with a neighborhood shopping center. However, field survey confirmed parcel is developed with a commercial use.

3.4.1.1 Community Character

The TOD District area is surrounded by a network of roadways that provide good access to the train station and to the areas along Railroad Avenue north of the LIRR tracks. In general, the corridors leading to the TOD District area contain buildings and development that range in character and aesthetics from unmaintained/unoccupied dilapidated structures to maintained businesses or residences to vacant/undeveloped parcels. The TOD District area is a gateway to the Town of Brookhaven from the south along Ronkonkoma Avenue, as well as from the existing Ronkonkoma Train Station and provides significant opportunities for redevelopment.

The TOD District area consists of numerous vacant/unoccupied parcels and/or structures, a number of which are in highly visible locations (i.e., Railroad Avenue), a rundown appearance of local businesses as well as large surface parking lots, a number of which are located along Railroad Avenue east and west of the existing station. These large, unimproved paved parking lots fill to capacity with vehicles of daily commuters taking the train from Ronkonkoma train station, but remain mostly empty during the nighttime hours. Many of the vacant buildings are former retail users or auto-related establishments, and are lacking in maintenance and are dilapidated. Also, the majority of the TOD District area lacks adequate pedestrian sidewalks or safe crossings, except in the immediate vicinity of the train station. Unregulated parking (that which exists on the side of the road but not in lots) is seen predominantly adjacent to unimproved parcels because of their proximity to the train station further restricting pedestrian or bicycle access or circulation. A description of existing architecture and area views along major roadways is included in

Section 3.10 of this DGEIS. Figure 14 - Views of the TOD District Area includes images of the existing land use conditions and community character throughout the TOD District area.

3.4.2 Zoning

According to the Town of Brookhaven Zoning Map (see Figure 13 – Existing Zoning Map), substantial portions of the TOD District area are zoned L1 (Light Industry) and J-6 (Main Street Business District). Other zones include J-2 (General Business) and J-4 (Professional and Business Offices).

The permitted uses within the project site zoning districts are presented in Table 7 – Current Zoning and Summary of Permitted Uses within the TOD District Area, below.

Table 7 – Current Zoning and Summary of Permitted Uses within the TOD District Area

Zoning District	Summary of Permitted Uses
L1: Light Industrial District	Agriculture; banks; churches; commercial laundry; day-care facility; health club; manufacturing; office; printing plants; research and development; veterinarian; and warehouse
J-6: Main Street Business District	Retail and personal service stores; restaurants and bars; offices; banks; museums; theaters; studios; indoor recreation; private instruction schools; institutions; and second story residential or office use
J-2: General Business	Banks (without drive-through facility); bowling alleys; places of worship; commercial centers; day care facilities; delicatessens; dry cleaners; health clubs; Laundromats; non- degree granting schools; offices; personal service shops; pharmacies (without drive-through facility); retail stores; shops for custom work; take-out restaurants; undertaking establishments; veterinarians
J-4: Business –Office Building	Offices; art galleries; banks; day care facilities; exhibit halls; undertaking establishments

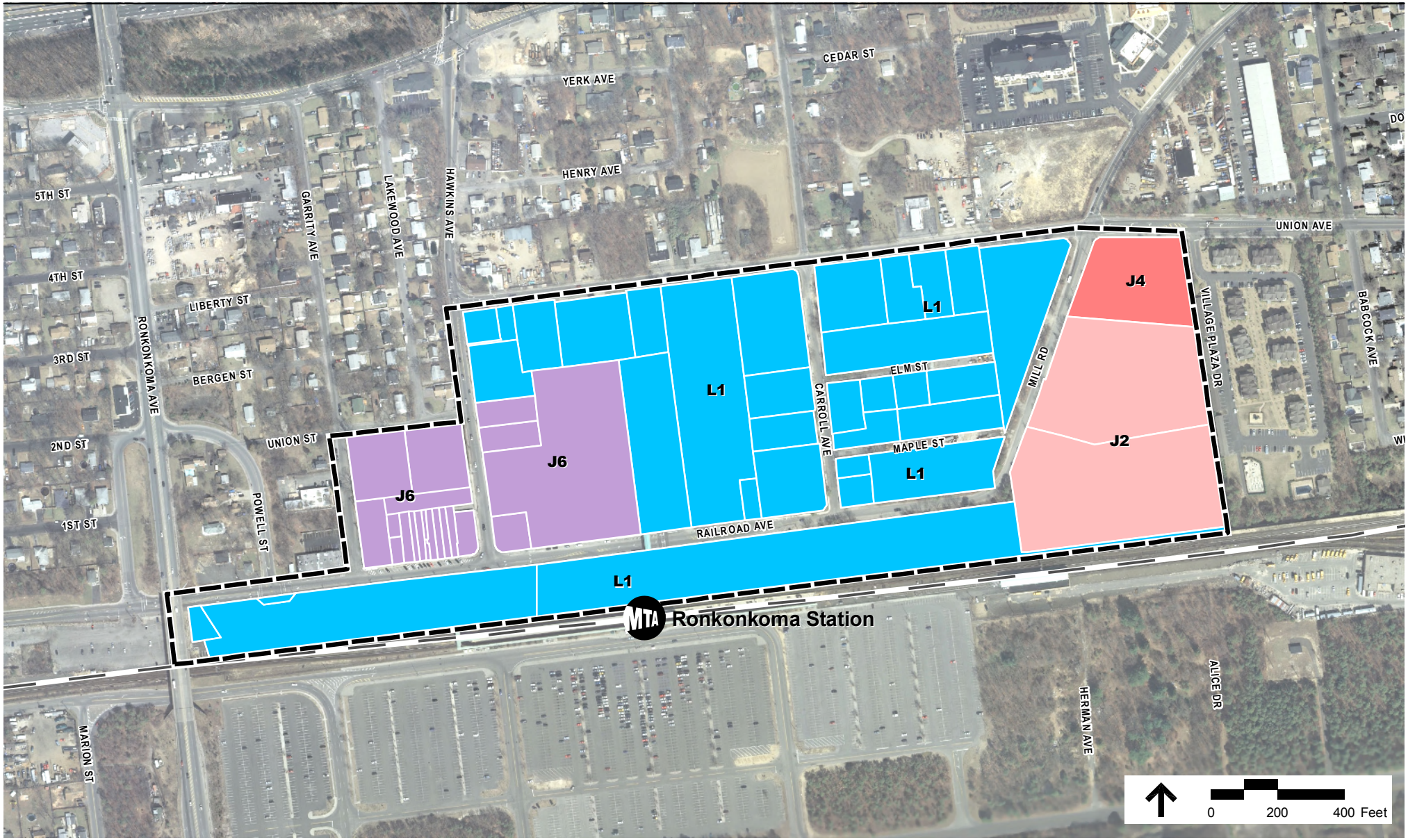
Properties surrounding and within the TOD District area are within the following zoning districts: Single-Family Residence ("C Residence"); Multi-Family Residence ("MF Residence"); J-2; J-4; J-6; Gasoline/Filling Stations ("J5 Business"); Business ("J-8 Business"); and L1 Industrial.

Permitted uses adjacent to the TOD District area to the north and west (within the C Residence [Single-Family Residence] zone), include single-family homes, churches, educational uses, agriculture, day care facilities, cemeteries; and accessory uses such as home offices. Also to the north are properties within the J-8 zoning district, which permits

hotels and motels. To the east are properties within the MF Residence zoning district, which permits multi-family rental housing and single-family dwellings.

A detailed description of the zoning districts within the TOD District area follows.

\\Mawald\admin\LD\Planning_Group\Ronkonkoma_GEIS\Report_Graphics\support\Existing Zoning.mxd



Data sources:
Assessors Parcels, LIR Rail and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Legend

Study Area

Zoning

- J2 – General Business
- J4 – Business - Office Building
- J6 – Business - Main Street
- L1 – Light Industrial

Figure 13
Existing Zoning

Ronkonkoma Hub
Transit-Oriented Development

VHB Engineering, Surveying and Landscape Architecture, P.C.

Prepared for the Town of Brookhaven, June 2010

3.4.2.1 Light Industrial District (L1)

- The land to the south of Railroad Avenue and to the east of the J-6 district is zoned L1 (see Figure 12 – Existing Land Use Inventory). Table 7 – Current Zoning and Summary of Permitted Uses within theTOD District Area above lists the permitted uses within the L1 district. Special permits can authorize an airport, electric generating facility, adult uses, private parking (structure or surface), bars/nightclubs, heavy vehicle sales, kennels, lumberyard, mini-storage warehouse, non-degree granting instruction, retail sales, transportation facility, trucking, terminal, and higher education. Drive-throughs are allowed as an accessory use by special permit for banks. Additional special permit criteria apply for specific uses.

- The maximum height in the L1 district is 50 feet, or 3 stories. Generally, the minimum lot size is 40,000 square feet, frontage is 100 feet, front and rear yard setback is 50 feet and side yard setback is 10 feet. The floor-area ratio ("FAR") is 35 percent.[4]

3.4.2.2 Main Street Business District (J-6)

The Main Street Business District zoning (J-6) is located in the western portion of the TOD District area (see Figure 13 – Existing Zoning Map). The Main Street Business District was designed to preserve the sense of place in Brookhaven's centers and traditional neighborhoods. It allows for the development of "fully integrated mixed-use pedestrian-oriented main street centers" and includes building design and architectural standards adopted as part of the zoning article by the Town in July 2003 (as specified in the July 2003 Main Street Business Design Manual) described further below. Maximum height in the district is 30 feet or two stories.

Refer to Table 7 – Current Zoning and Summary of Permitted Uses within the TOD District Area for the list of permitted uses for the J-6 District. Special permit uses include hotels and a third story for residential use. Certain accessory uses are allowed, such as outdoor seating and retail display and drive-throughs, which require a special permit. Parking garages are allowed by special permit if they are located to the rear of the district. A landscaped buffer of 25 feet is required adjacent to residential uses, and landscaping and buffering plans are required.

The Planning Board is authorized to grant zoning incentives to encourage main street center and traditional neighborhood development. Incentives include increased FAR, reduced parking, or other relief from development standards as appropriate. Such incentives could be considered if the developer provides for public parking, sewage

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[4] Note that these standards are as written in the text (§85-313) and differ from the standards in the Table of Dimensional Regulations for L Industrial Districts (§85-292). There appear to be some internal inconsistencies in the text as well.

treatment plant capacity, civic or park space, and/or downtown infrastructure improvements (street furniture, lighting, public amenities, etc.).

The July 2003 Main Street Business Design Manual design guidelines are intended to "guide the review and approval of a development plan," but for the most part do not contain specific standards. Rather, they provide conceptual guidelines with photos and graphics to illustrate the particular guideline. The guidelines cover the following:

- Building design and site layout
- Architecture
- Signage
- Parking
- Landscaping and buffering
- Lighting
- Street furniture
- Pedestrians
- Multi-family residential development
- Parks and open space

3.4.2.3 General Business (J-2)

Several individual parcels within the eastern portion of the TOD District area (between Mill Road and Village Plaza Drive and just north of the Station) are zoned J-2 (General Business) (see Figure 13 – Existing Zoning Map). Table 7 lists the permitted uses within the J-4 district. Special permit uses include college or university facilities; single- and two-family dwellings; bars and nightclubs; some limited manufacturing uses; public utilities; and restaurants. Drive-throughs may also be allowed by special permit for banks or pharmacies. Restaurants and movie theaters can be permitted as an accessory use to a commercial center if granted a special permit. Maximum height in the district is 50 feet or three stories.

3.4.2.4 Business – Office Building (J-4)

A limited amount of land within the eastern portion of the TOD District area (between Mill Road and Village Plaza Drive) is zoned J-4 (Business – Office Building) (see Figure 13 – Existing Zoning Map). Table 7 lists the permitted uses within the J-4 district. The only special permits that may be granted in the J-4 district are for drive-throughs for a bank, and restaurants as an accessory use to one of the principal uses allowed by right. The height limitation in this district is 35 feet or 2 ½ stories.

3.4.3 Relevant Land Use Plans

3.4.3.1 Ronkonkoma Hub Planning Study

In 2007, the Town of Brookhaven embarked upon a two-phased planning study, known as the *Ronkonkoma Hub Planning Study*, aimed at revitalizing a multi-block area around the Ronkonkoma Hub, one of the busiest stations along the entire LIRR system. The goal of the *Ronkonkoma Hub Planning Study* was to develop a vision that includes compact, mixed-use redevelopment of underutilized land that supports and expands on the high ridership of and recent improvements made to the 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.

Phase 1, completed in April 2008, focused on documenting existing conditions of a 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 rail line to the south, Express Drive to the north, Bay Avenue to the west and Babcock Avenue to the east.

Phase 2 of the planning study, which was 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 to all interested parties on potential future development around the Station. The outcome of this planning study is a long-term development strategy that establishes clear and predictable guidance for the revitalization of the area.

Key goals of the Ronkonkoma Hub Planning Study included:

- Promote quality and healthy communities;
- Redirect growth to areas already served by existing infrastructure;
- Expand transportation choices to enhance environmental quality;
- Reduce vehicle trips around the station;
- Support compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment;
- Create a sense of place;
- Support local businesses;
- Create housing choices;
- Explore reverse commute opportunities; and
- Enhance the tax base for the Town and the region to support the variety of taxing districts.

With input from local government, residents, businesses and other stakeholders through public meetings, the *Ronkonkoma Hub Planning Study* included zoning recommendations, identification of transportation improvements, financial implications, and concept plans. A Vision Plan was developed that transformed Railroad Avenue into a community "Main Street" with mixed-use buildings that define the street edge, provided pedestrian amenities such as small urban plazas at study intersections, and included streetscape improvements along both sides of Railroad Avenue. The Vision Plan called for a mix of housing, retail, recreation and office space. Refer to Section 2.2.1 – Project History for the highlights of the Vision Plan.

In addition to the land use goals, the *Ronkonkoma Hub Planning Study* identified numerous opportunities to enhance the streetscape and roadways to improve the public realm and plan for the anticipated growth in development within the study area. Such improvements included: intersection modifications; new/expanded sidewalks; street trees; bicycle facilities (lanes/connections and storage); lighting; public plazas/open space; and landscape improvements.

Ronkonkoma Hub Planning Study - Key Opportunity Sites

Four "opportunity" sites were identified by the Town of Brookhaven early in the planning process. While these sites were the focus of the Vision Plan, it was noted that there may be other opportunity sites for development within the Ronkonkoma Hub. The four sites include: three MTA-controlled parcels that range from approximately three-quarters of an acre to three acres (two of which are within the TOD District area) (Sites 1, 8 and public plaza, as shown on Figure 2 – Theoretical Full Build Plan); and the block bounded by Garrity and Hawkins Avenues between Union Street and Railroad Avenue consisting of approximately three acres of land (within the TOD District area) (Site 2, as shown on Figure 2 – Theoretical Full Build Plan).

The *Ronkonkoma Hub Planning Study* identified many attributes to redeveloping these properties, including:

- The potential for Railroad Avenue to become a "Main Street" spine with buildings addressing the street;
- Opportunities to create "Gateways" along Railroad Avenue (to the east and west and at the Station) to celebrate entry to the Main Street area;
- All four opportunity sites are within a 10-minute walk of the Station;
- Large residential and mixed-use areas surround the four key sites; and
- There is potential frontage along Railroad Avenue for new buildings that could help define the street edge.

Ronkonkoma Hub Planning Study – Rezoning and Implementation

Based on the above-mentioned land use goals and objectives, a key is a tool the Town has developed to implement the Vision detailed in the *Ronkonkoma Hub Planning Study* is

rezoning the area using a FBC and incorporating TOD principles. Refer to Appendix B - Land Use and Implementation Plan for background on FBC zoning and key elements of TOD.

As indicated in Section 2.0 of this DGEIS, as a result of the community visioning and planning process, it was evident that the community did not want any zoning changes or development modifications to the existing single-family residential neighborhoods located in the eastern perimeter, and west and northwest portions of the 181-acre study area. Therefore, the TOD District area was reduced to a 53.73±-acre area excluding the areas of single-family residential uses and including the core TOD area, which consists of the most severely underutilized and underdeveloped parcels with existing compatible land uses (i.e., commercial) as the intent of the action is not to redevelop thriving residential communities. The 53.73±-acre area is referred to herein as the "TOD District area."

As part of a third phase, or "Phase 3", of the planning process, the Town of Brookhaven has now decided to implement a Land Use and Implementation Plan, create a new TOD Zoning District, and rezone properties within the TOD, in accordance with the stated goals of the *Ronkonkoma Hub Planning Study*. The Land Use and Implementation Plan is provided as Appendix B to this DGEIS.

3.4.3.2 Brookhaven 1996 Comprehensive Land Use Plan

A Comprehensive Plan is a tool for guiding the future of a community. Its purpose is to establish a common vision for the future of a community and then determine policies that will help attain that vision.

In general, the *Brookhaven 1996 Comprehensive Land Use Plan* ("1996 Comprehensive Plan") includes an assessment of existing land uses; existing zoning and related codes; demographic data depicting the fullest range of population, housing, social and economic data; historical and cultural facts; previous land use plans such as Brookhaven's 1975 and 1987 plans; community services and facilities; circulation or transportation infrastructure; and environmental resources. It also identifies existing problems, deficiencies and needs- as well as community strengths and assets, and sets forth goals, aspirations and/or objectives to be achieved. Lastly, alternatives and implementation programs for achieving the plan goals and objectives are proposed.

Transportation

Under existing conditions, the 1996 Comprehensive Plan identifies the need for an increase in parking capacity at the Ronkonkoma train station.[5] A key recommendation for future improvements includes expansion of parking facilities at the Stony Brook, Port Jefferson, Ronkonkoma and Shirley train stations to provide for access by more

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[5] *Town of Brookhaven Long Island Final 1996 Comprehensive Land Use Plan*, Town of Brookhaven, 1996.

commuters and relieve overuse of Ronkonkoma. Additionally, any future development should be within the Ronkonkoma Hub District should be continued in accordance with the Town's Hub Plan, which includes widening of Hawkins Avenue, Railroad Avenue, and Union Avenue as well as improvements to the Long Island Expressway service roads.

The 1996 Comprehensive Plan also recommends that the MTA continue to obtain funding for improvements to station facilities within Brookhaven, including the feasibility of increasing freight operations to relieve some of the strain on the existing roadway infrastructure and to allow for increased access to off-Island markets for Brookhaven's manufacturers.

Land Use and Zoning

The 1996 Comprehensive Plan identified opportunities for focused commercial corridors along Ronkonkoma and Hawkins Avenues - two existing commercial roadways within the TOD District area. While Hawkins Avenue is the primary artery in the TOD District area, two shopping centers front on Ronkonkoma Avenue. The commercial use patterns on both these roads are well established and consistent with the]-2 zone; however, on Ronkonkoma Avenue there are many single-family homes in the J2 zone.

The Town envisioned a special transportation zoning district to control and permit specific uses relevant to a transportation center to support the LIRR to encourage improvement in the area near the Ronkonkoma rail station. It was envisioned that the area would develop into a hub with large attractive office buildings and industrial development, which would take advantage of the proximity of two major transportation hubs - the Long Island MacArthur Airport and the electrified Ronkonkoma station.[6] Some major improvements have already occurred, including a new multi-story parking garage and retail area associated with the train station; however, the other development proposed for the area has not yet occurred.

An update to the 1996 Comprehensive Plan is currently underway as the *Draft Brookhaven 2030 Plan* (discussed below).

3.4.3.3 Draft Brookhaven 2030 Plan

The *Draft Brookhaven 2030 Plan* is currently being prepared to guide the future of the Town of Brookhaven. The *Draft Brookhaven 2030 Plan* identifies strategies to:

- Preserve important resources and coordinate conservation activities;
- Guide future land use decisions and regulations;
- Enhance community character;
- Program public projects and meet public needs; and

[6] *Town of Brookhaven Long Island Final 1996 Comprehensive Land Use Plan*, Town of Brookhaven, 1996.

- Promote quality of life for residents.

The goals of the *Draft Brookhaven 2030 Plan* include:

- Protect open space;
- Ensure environmental protection;
- Build consensus with residents, community leaders, stakeholders and public agencies;
- Redirect growth to areas served by infrastructure, revitalize downtowns, and establish pedestrian-oriented centers that have a sense of place;
- Promote healthy communities;
- Expand the range of transportation options; and
- Ensure a sustainable tax base through business and job development.

The *Draft Brookhaven 2030 Plan* identifies Ronkonkoma Station as "the most used station, due to its electrified service as compared to diesel service on the other two routes, and is one of the most used LIRR stations overall."[7] Specifically, the *Draft Brookhaven 2030 Plan* addresses the importance of "creating transit-oriented developments surrounding Brookhaven's Long Island Railroad stations, including those in Port Jefferson Station, Patchogue, Ronkonkoma, Bellport, Medford, Mastic and Yaphank."[8]

3.4.3.4 Long Island 2035 Visioning Initiative Final Report

The Long Island Regional Planning Council is currently drafting the "Long Island 2035 Comprehensive Regional Sustainability Plan," which is intended to guide sustainable development of Long Island's economy and social and natural environment of the next 25 years.

As an integral first step, a visioning initiative has been undertaken and the "Long Island 2035 Visioning Initiative Final Report" (hereinafter referred to as the "2035 Final Report") has documented these efforts. As stated on page 4 of the 2035 Final Report, the goal of the visioning initiative was to assess "*the priorities of participants…against existing conditions and trends, translating these priorities into potential future scenarios, and evaluating these alternatives against commonly held goals and objectives. The Long Island 2035 Visioning Initiative was established to help achieve a regional public consensus on where the next generation of Long Islanders could live and work, the transportation systems needed to support these settlements and the public and private actions required to ensure a prosperous, equitable and environmentally sustainable Long Island. It was designed as a multi-phase project that would develop and*

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[7] Town of Brookhaven Department of Planning, Environment and Land Management, *Brookhaven 2030 Plan Existing Conditions and Trends Report*, Prepared by Urbitran Associates, July 2008, Page 4. (website: http://www.brookhaven2030.org/pdfs/ExistingConditionsandTrends.pdf)

[8] Town of Brookhaven Department of Planning, Environment and Land Management, *Brookhaven 2030 Plan Issues and Opportunities Outreach Report*, Prepared by Urbitran Associates, December 2007, Page 8. (website: http://www.brookhaven2030.org/pdfs/issues_and_opportunities_report.pdf)

implement a preferred vision that would be determined through extensive public input drawn from a series of workshops that would construct and rigorously evaluate alternative scenarios of how the Island could develop over the next 25 years."

Of particular importance was the identification of several common themes for sustainable development on Long Island, which were confirmed by study team analysis of workshop notes and chip allocations. The following were relevant to the proposed action:

- *"Redevelopment already-developed areas & infill.*

- *A common theme amongst almost all tables was the focus on redeveloping already-developed areas rather than developing entirely new neighborhoods in unprotected open spaces. Participants identified large-scale redevelopments, such as the Nassau Hub, Pilgrim State Psychiatric Center and unused airports, as good sites for mixed-use development. Many groups also emphasized infill development of existing neighborhoods in the chip allocation exercise. Additionally, most groups indentified existing employment centers or transit-accessible locations as targets for employment intensification in a mixed-use setting. Many focused on large-scale development and redevelopment of employment at sites including old airports, the Nassau Hub, and Pilgrim State. They also identified university neighborhoods and the Brookhaven labs as opportunities to build on existing technology-driven employment centers.*

- *Many groups expressed a particular need to develop housing accessible at a variety of income levels, in addition to housing for seniors, young people, and empty-nesters.*

- *Mixed-use in downtowns, near railroad stations & at major redevelopment sites.*

- *Most participants selected more intense mixed-use development around existing downtowns and Long Island Rail Road stations as a good way to accommodate growth, although there was variation in the degree of intensity they advocated for in these areas."*

As part of the visioning initiative, three alternative scenarios were synthesized from public workshops and, to a greater or lesser extent, they all reflect the following preferences that were common to most workshop participants:

- *Emphasize redevelopment and multi-family housing over new single-family development;*

- *Focus housing and commercial activity in existing downtowns;*

- *Make system-wide improvements to public transportation;*

- *Preserve as much open space as possible; and*

- *Avoid new commercial strip development.*

One of the three scenarios included "Concentrating Growth Around the Existing Transit

Network," ("The Transit Communities Scenario") (see page 40). As excerpted from the 2035 Final Report:

> '*It is a snowy day in 2035. You embark on the 10-minute walk from your townhouse to the Long Island Rail Road station before settling in for the 35-minute commute to your job on the east side of midtown Manhattan. The recent completion of the Long Island Rail Road east side access project has given you an extra 40 minutes each day to tend to personal affairs, while the completion of a Third Track on the LIRR Main Line allows your husband to commute eastward to his job in Ronkonkoma. On the walk to the train station, you pick up breakfast and drop some clothes off at the cleaners, a bit chilly but thankful not to have had to shovel a car out of the driveway this morning. You and your husband were able to afford your three-bedroom townhouse because you cut your expenses by sharing one car. Your yard is smaller than it was at your parents' house growing up, but it is worth it to be able to walk just a few minutes to pick up groceries or grab some dinner. Your teenage children ride their bikes to and from school, sports activities, and part-time jobs on most days, leaving you free to stop by the gym after work or pay a visit to your neighbors.*'

As stated in the 2035 Final Report, "*[a]lthough this scenario would accommodate some growth in redevelopment sites and neighborhood infill, its predominant focus is on employment and population growth in downtowns and other areas around existing transit centers, including Long Island Rail Road stations, hubs for bus service and ferry terminals. Under this scenario, more than half of the projected employment growth would occur within one-half mile of a rail station. Transportation improvements would predominantly consist of enhancements to existing rail and bus service, such as a Third Track on the LIRR Main Line, station renovations and expanded bus service.*

Some population growth under this scenario would occur in five towns in the East End; however the vast majority would occur in Nassau and the western part of Suffolk County. This distribution would enable Long Island to accommodate projected growth while consuming very little of the remaining unprotected farmland and open space.

This Transit Communities Scenario would contain a moderate amount of mixed-use development. As is the case under the other two scenarios, the bulk of housing growth would be in the form of multi-family homes. Of the three scenarios, this one would have the largest increase of employment in downtown areas. Little to no employment growth would occur along commercial strips."

3.5 Traffic and Parking

A Traffic and Parking Analysis has been prepared to evaluate the existing traffic and parking conditions and the potential impacts of the proposed Ronkonkoma Hub TOD upon the surrounding road network. The methodology employed, the study intersections and road segments, and the existing traffic conditions are discussed below. The potential impacts of the proposed action upon traffic conditions in the area are discussed in Section 4.5 of this DGEIS. The Traffic and Parking Analysis is included in its entirety in

Appendix G.

Methodology

The following methodology was employed in developing the Traffic and Parking Analysis:

- Four signalized and two unsignalized intersections (listed below) were identified as the relevant study intersections;
- The prevailing traffic conditions, geometric parameters, traffic control devices and the number and direction of travel lanes at the study intersections were observed and inventories were made;
- Manual turning movement counts were collected at the study intersections on a typical weekday during AM and PM peak periods;
- The existing traffic volumes at the previously-identified study intersections were expanded to a future No Build year assumed to be 2014;
- The traffic generated by the proposed alternatives was estimated based on recognized traffic engineering standards;
- The site-generated volumes were distributed along the adjacent roadway network and added to the 2014 No Build volumes to produce the proposed 2014 Build volumes, based on the Theoretical Full Build Plan;
- Capacity analyses were performed at the study intersections for the Existing, No Build, 2014 Build (i.e., Theoretical Full Build Plan) and 2019 Full Build (i.e., Theoretical Maximum Build Out Plan) (an alternate plan is evaluated in Section 7.2 of this DGEIS) Conditions;
- The need for traffic mitigation measures was evaluated; and
- A parking analysis was conducted to determine the existing and projected parking demands.

Study Area Roadways and Intersections

The principal roadways and intersections in the project area are described below. The descriptions of the roadways and study intersections include the geometric conditions and traffic control characteristics.

The following six intersections were analyzed for the Existing, No Build, Build and Full Build conditions:

- Long Island Expressway ("LIE") North Service Road at Hawkins Avenue (Signalized);
- LIE North Marginal Road at Hawkins Avenue (Signalized);
- Hawkins Avenue at Union Avenue (Signalized);
- Union Avenue at Mill Road (Signalized);
- Hawkins Avenue at Railroad Avenue (Currently Unsignalized); and
- Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized).

The study intersections are shown in Figure 14 – Key Intersections.

Note: Boundary is approximate

not to scale

Figure 14
Key Intersections

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

3.5.1 Roadways

3.5.1.1 LIE North and South Service Roads

LIE North Service Road runs on the north side of the LIE and allows only westbound traffic. ***LIE South Service Road*** runs on the south side of the LIE and allows only eastbound traffic. The maintenance of the LIE service roads comes under the jurisdiction of Suffolk County Department of Public Works ("SCDPW"), but the signals are maintained by New York State Department of Transportation ("NYSDOT"). Both service roads provide two travel lanes with turn lanes at the intersections. The 2010 NYSDOT counts on the LIE North Service Road show the AADT to be 13,569 vehicles per day ("vpd"). The 2008 NYSDOT hourly counts show the Average Annual Daily Traffic ("AADT") on the LIE South Service Road to be 16,741 vpd. The posted speed is 40 miles per hour.

3.5.1.2 Hawkins Avenue

Hawkins Avenue is a north-south collector distributor road under the jurisdiction of the Town of Brookhaven. The road is also on the National Highway System (NHS). It provides one travel lane in each direction, with additional turn lanes at study intersections. The AADT on Hawkins Avenue in the vicinity of the TOD District area is about 16,000 vpd. The posted speed on this roadway is 30 miles per hour.

3.5.1.3 Ronkonkoma Avenue CR 29

Ronkonkoma Avenue, County Road 29 is a north-south collector distributor road under the jurisdiction of the Town of Brookhaven. Though this roadway is designated as CR 29, it is not actually a county road, but comes under the county road system, and is maintained by the Town. It runs north from Railroad Avenue, to merge with Hawkins Avenue at a location north of CR 16 (Portion Road). South of Railroad Avenue, Ronkonkoma Avenue is designated as Smithtown Avenue. It runs along the west side of the TOD District area. In the vicinity, it provides two travel lanes in each direction to the LIE North Service Road, north of which it provides one travel lane in each direction, with additional turn lanes at study intersections. The AADT on Ronkonkoma Avenue in the vicinity of the TOD District area is about 30,000 vpd. The posted speed on this roadway is 30 miles per hour.

3.5.1.4 Railroad Avenue / Mill Road

Railroad Avenue is an east-west Town of Brookhaven road that runs east from Ronkonkoma Avenue to the LIRR - Ronkonkoma station. East of the station, it runs in the north-south direction and is designated ***Mill Road***. It terminates at the LIE South Service Road. It provides one travel lane in each direction. The posted speed on this roadway is 30 miles per hour.

3.5.1.5 Union Avenue

Union Avenue is an east-west Town of Brookhaven road that runs east from Hawkins Avenue to CR 19, Patchogue Holbrook Road. It provides one travel lane in each direction. The posted speed on this roadway is 30 miles per hour.

3.5.2 Study Intersections

3.5.2.1 LIE North Service Road and Hawkins Avenue

The signalized intersection of the LIE North Service Road and Hawkins Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the westerly direction on the LIE North Service Road that provides an exclusive left turn lane, one through lane and a shared right-turn and through-lane. Hawkins Avenue provides an exclusive left-turn lane and two through lanes in the northbound direction, and a through and a shared through-lane and right-turn lane in the southbound direction. The intersection is controlled by a three-phase actuated signal that is coordinated with the signal at the intersection of the LIE South Service Road and Hawkins Avenue. The phasing allows westbound movement followed by north-south movements with permitted northbound left turns and lastly a lagging northbound left turn and northbound movement.

3.5.2.2 LIE South Service Road and Hawkins Avenue

The signalized intersection of the LIE South Service Road and Hawkins Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the easterly direction on the LIE South Service Road that provides an exclusive left-turn lane, one through-lane and a shared right-turn and through-lane, with a right-turn channel at the stop bar. Hawkins Avenue provides a through and a shared through and right-turn lane in the northbound direction, an exclusive left-turn lane and two through-lanes in the southbound direction. The intersection is controlled by a three-phase actuated signal that is coordinated with the signal at the intersection of the LIE North Service Road and Hawkins Avenue. The phasing allows eastbound movement followed by north-south movements with permitted southbound left turns and a lagging southbound left-turn and southbound movement.

3.5.2.3 Hawkins Avenue and Union Avenue

The signalized intersection of Hawkins Avenue and Union Avenue is a three-legged intersection. The westbound Union Avenue provides a left-turn lane and a right-turn lane. Hawkins Avenue provides a shared through and right turn lane in the northbound direction, an exclusive left turn-lane and one through-lane in the southbound direction. The intersection is controlled by a three-phase actuated signal. The phasing allows southbound through and protected southbound left-turn movements followed by north-south movements with permitted southbound left turns and lastly westbound movement.

3.5.2.4 Union Avenue and Mill Road

The signalized intersection of Union Avenue and Mill Road is a four-legged intersection. The east-west Union Avenue provides a left-turn lane and shared through and right-turn lane in both directions. Mill Road provides a shared left-turn, through and right-turn lane in both northbound and southbound directions. The intersection is controlled by a two-phase actuated signal.

3.5.2.5 Hawkins Avenue and Railroad Avenue

The unsignalized intersection of Hawkins Avenue and Railroad Avenue is a four-legged intersection with three active approaches. The northbound approach is one-way southbound. Hawkins Avenue forms the southbound approach and provides a shared left-turn and through-lane and an exclusive right-turn lane. The east-west Railroad Avenue provides an exclusive left turn and a shared through and right-turn lane in the eastbound direction and an exclusive left-turn, a through and an exclusive right-turn lane in the westbound direction. The southbound approach is stop-controlled.

This intersection is being considered for signalization in the near future. Thus, in the future conditions, No Build 2014, Build 2014 and Full Build 2019, Hawkins Avenue and Railroad Avenue was analyzed as a signalized intersection.

3.5.2.6 Ronkonkoma Avenue and 2nd Street / Powell Street

The unsignalized intersection of Ronkonkoma Avenue and 2nd Street/Powell Street is a four-legged intersection. No left turns from any of the approaches or east-west through movements are allowed at these intersections. Effectively, Powell Street and 2nd Street operate as right-in, right-out only. The portion of Ronkonkoma Avenue that runs north-south provides a through and a shared through and right-turn lane in both directions. Both the westbound Powell Street and eastbound 2nd Street provide a right-turn lane. Powell Street and 2nd Street are stop-controlled.

3.5.3 Existing Traffic Volume Data

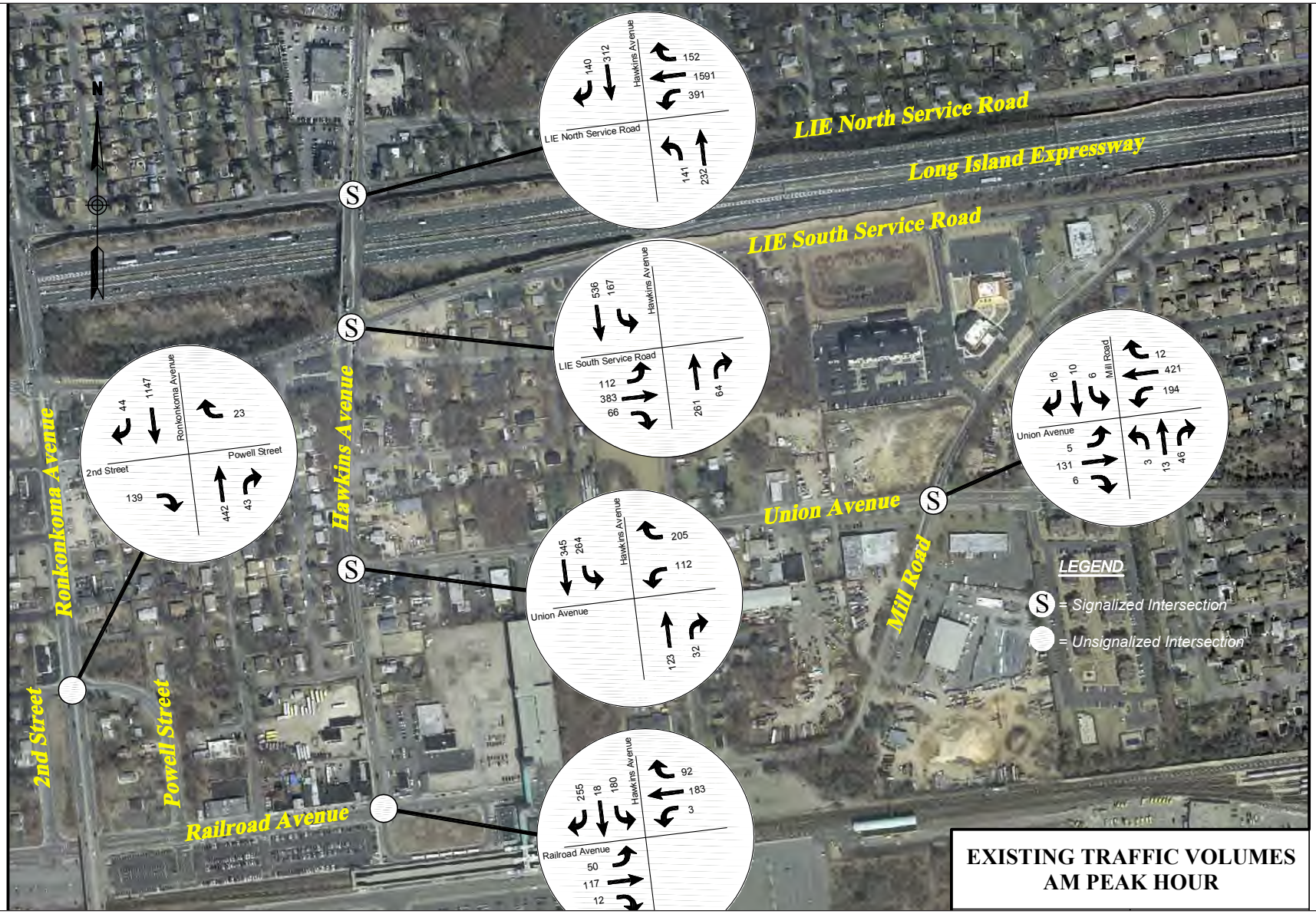
Intersection turning movement counts at the study intersections were manually collected on a typical weekday during the AM and PM peak hours. The counts were performed from 7:00 AM to 9:00 AM and from 4:00 PM to 6:30 PM, respectively. These periods typically reflect the heaviest traffic flows coinciding with commuter activity at the LIRR - Ronkonkoma station. Summaries of the turning movement counts are provided in Appendix A of the Traffic and Parking Analysis (included in Appendix G of this DGEIS).

The existing peak hour traffic volumes for the AM and PM peak hours are shown in Figure 15 – Existing Traffic Volumes – AM Peak Hour and Figure 16 – Existing Traffic Volumes – PM Peak Hour, in the Traffic and Parking Analysis, which is included in Appendix G of the DGEIS.

3.5.4 Accident History

Accident data from the most recent available NYSDOT Accident Location Information System ("ALIS") records for the three-year period from January 1, 2007 to December 31, 2009 were obtained and tabulated. Table 1 in the Traffic and Parking Analysis presents the accident data by severity and accident type on the principal roadway segments in the TOD District area including the six study intersections that were analyzed in this study. Table 2 of the Traffic and Parking Analysis presents accident data at the study intersections only. The data received from NYSDOT can be found in Appendix B of the Traffic and Parking Analysis. A summary of same follows.

On the segment of Railroad Avenue from Johnson Avenue to Mill Road, during the three-year period from January 1, 2007 to December 31, 2009, there occurred 23 accidents. These include accidents that occurred at the key intersection of Hawkins Avenue and Railroad Avenue (eight accidents). Ten of the 23 accidents involved injuries, 13 involved property damage, and there was one non-reportable accident.

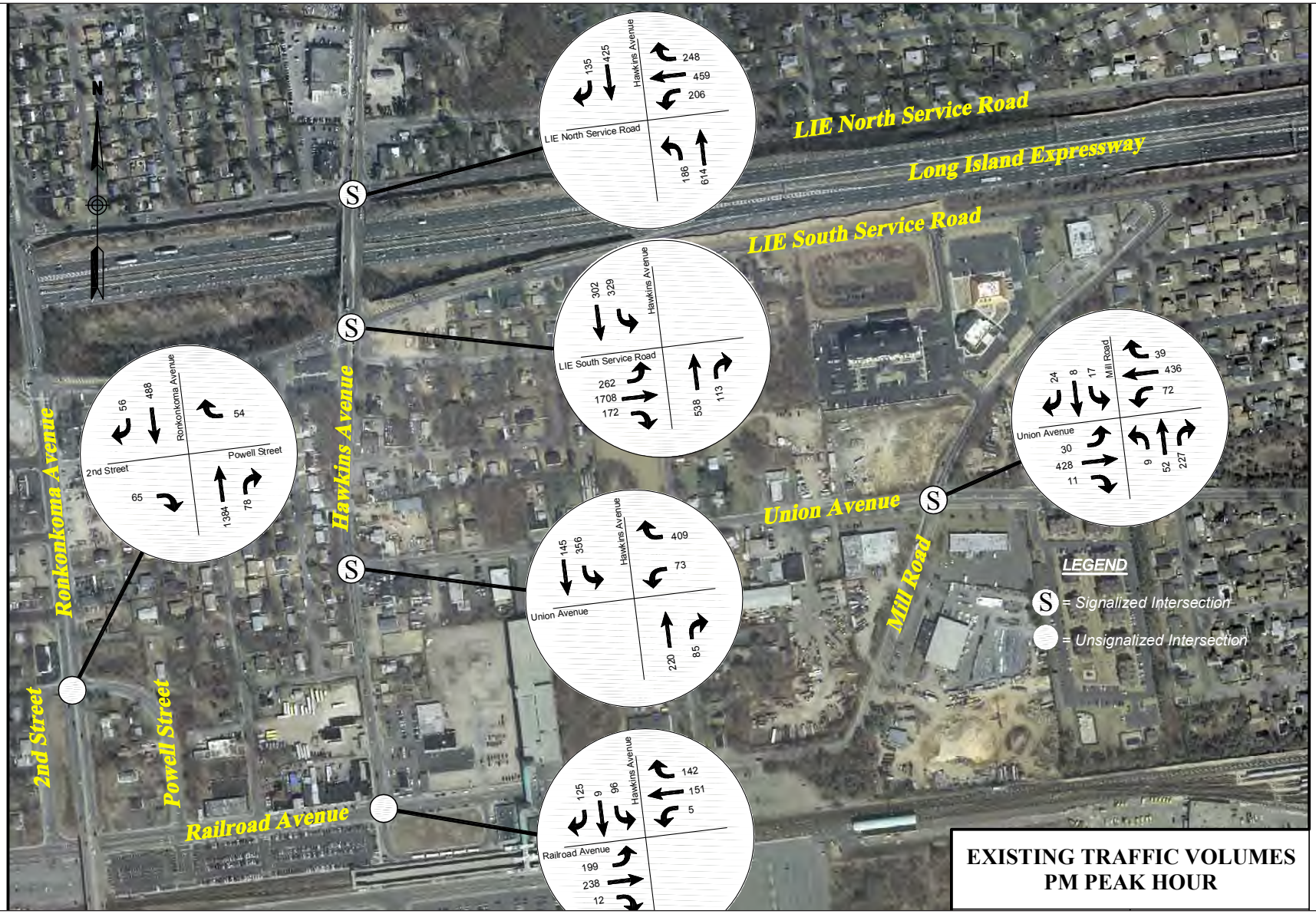


Note: Boundary is approximate

not to scale

Figure 15
Existing Traffic Volumes – AM Peak Hour

Ronkonkoma Hub
Transit-Oriented Development



Note: Boundary is approximate

not to scale

Figure 16
Existing Traffic Volumes – PM Peak Hour

Ronkonkoma Hub
Transit-Oriented Development

On the segment of Hawkins Avenue from Railroad Avenue to Irwin Place, there occurred 59 accidents in the same three-year period. These include accidents that occurred at the key intersections of Hawkins Avenue and Railroad Avenue (eight accidents), Hawkins Avenue and Union Avenue (eight accidents), Hawkins Avenue and LIE South Service Road (19 accidents) and Hawkins Avenue and LIE North Service Road (16 accidents). Thirty-two of the 59 accidents involved injuries and 27 involved property damage.

On the segment of Ronkonkoma Avenue from Waltess Road to Easton Street, there occurred 56 accidents in the same three-year period. These include accidents that occurred at the key intersections of Ronkonkoma Avenue and 2nd Street/Powell Street (one accident). Twenty-eight of the 56 accidents involved injuries, 27 involved property damage, and there was one non-reportable accident.

On the segment of Union Avenue from Hawkins Avenue to Babcock Avenue, there occurred 21 accidents in the same three-year period. These include accidents that occurred at the key intersections of Union Avenue and Hawkins Avenue (eight accidents) and Union Avenue and Mill Road (three accidents). Nine of the 21 accidents involved injuries and 12 involved property damage.

On the segment of Mills Road from Railroad Avenue to LIE South Service Road, there occurred seven accidents in the same three-year period. These include accidents that occurred at the key intersections of Union Avenue and Mill Road (three accidents). Four of the seven accidents involved injuries and three involved property damage.

On the segment of LIE North Service Road from Carroll Avenue to Bay Avenue, here occurred 41 accidents in the same three-year period. These include accidents that occurred at the key intersection of LIE North Service Road and Hawkins Avenue (16 accidents). Twenty-four of the 41 accidents involved injuries and 17 involved property damage.

On the segment of LIE South Service Road from Bay Avenue to Carroll Avenue, there occurred 48 accidents in the same three-year period. These include accidents that occurred at the key intersection of LIE South Service Road and Hawkins Avenue (19 accidents). Twenty-five of the 48 accidents involved injuries, 22 involved property damage, and there was one fatal accident.

The ALIS records show that one fatal accident occurred on the LIE South Service Road. The accident occurred on Sunday, May 4, 2008 at 22:05 hours and was assigned Case # 326060654. The vehicle involved was a Motorcycle, which collided with curbing while merging on to the South Service Road. The record mentions unsafe speed as the apparent factor for the accident.

3.5.5 Parking

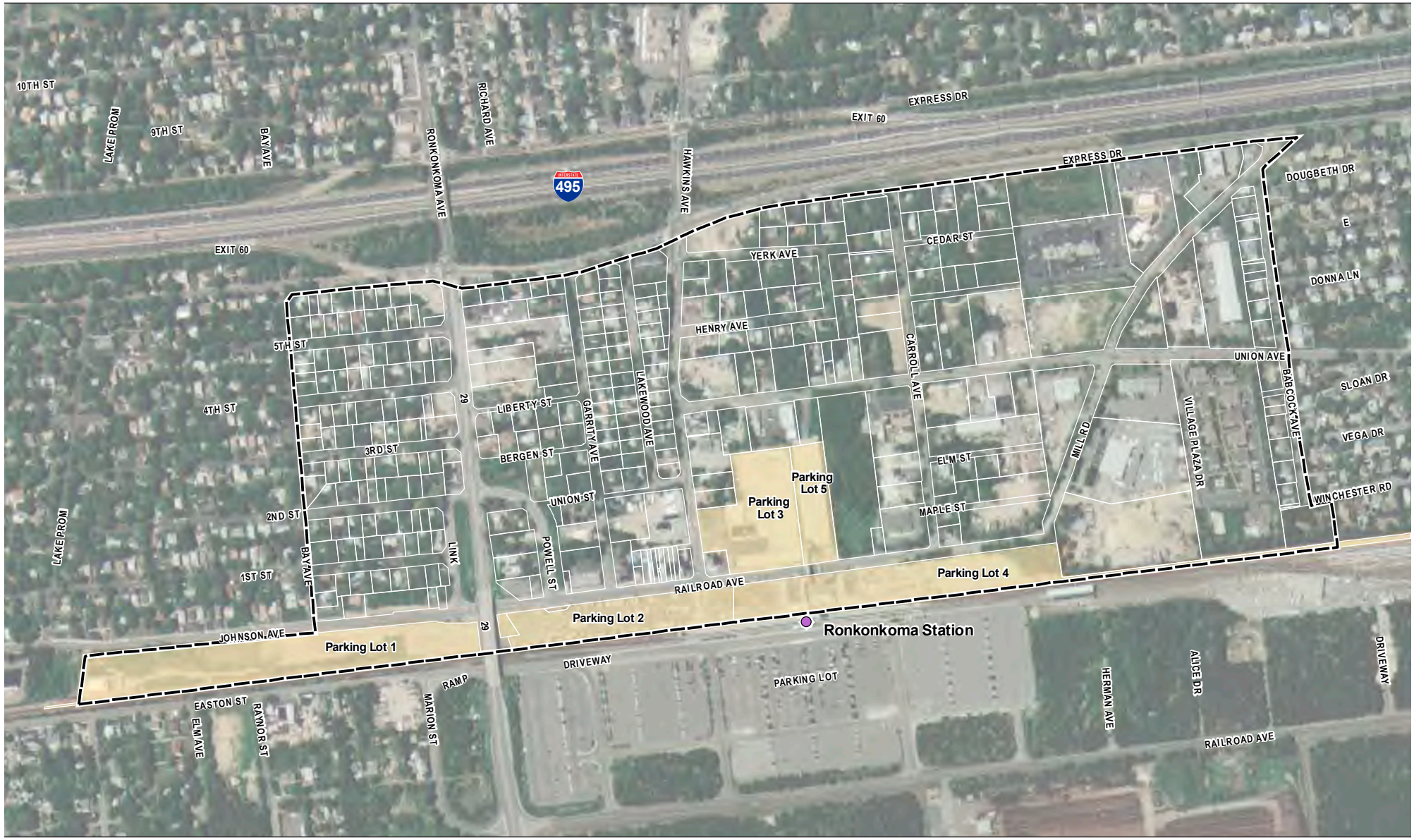
A study of the existing parking supply was conducted in November 2007 on five parcels located near the LIRR-Ronkonkoma Station as discussed in the report *Ronkonkoma Hub Planning Study* prepared by VHB in March 2009. The parking supply was established by a field count of the number of striped spaces in each improved parking area and the number of parked vehicles in each unimproved parking area (see Figure 17 – 2007 Parking Inventory).

The total existing parking supply was then compared to that reported in a study previously completed by the Metropolitan Transit Authority (MTA).[9] The MTA calculated an estimate of the parking supply of the unimproved lots by dividing the total parcel area by an assumed parking space area of 350 square feet per parking space, a typical parking standard. The parking study did not calculate new capacity values and used MTA's capacity values for the comparison.

Accumulation data was collected by driving through each individual parking field and counting the number of vehicles present on a Tuesday, a typical day of the work week. The count was conducted at 10:00 AM, considering that by this time most commuters would have already parked. The data were then compared to the MTA/LIRR June 2007 Capacity and Utilization Study.[10] The results of the utilization study of the existing parking supply are shown below in Table 8 – Utilization Data of Existing Public Parking Supply (Brookhaven).

▼

[9] LIRR Commuter Parking Capacity and Utilization by Lot and Station. Metropolitan Transit Authority, June 22, 2007.
[10] LIRR Commuter Parking Capacity and Utilization by Lot and Station. Metropolitan Transit Authority, June 22, 2007.



Note: Boundary is approximate

0 300 600 feet

VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Parking Lot Capacity and Utilization

LOT	MTA CAPACITY	MTA UTILIZATION	2007 UTILIZATION
Parking Lot 1	575	480	289
Parking Lot 2	335	335	339
Parking Lot 3	350	214	287
Parking Lot 4	379	378	287
Parking Lot 5	1043	1043	1043

Figure 17
2007 Parking Inventory

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

Table 8 – Utilization Data of Existing Public Parking Supply (Brookhaven)

Parking Field	MTA Parcel	SCTM#	MTA Capacity (June 2007 Study)	MTA Utilization (June 2007 Study)	Utilization (Nov. 13, 2007)
1	111-4; 111-4.1	0200 79900 0200 120000	575	480	289
2	111-1	0200 79900 0300 045001 0200 79900 0300 049000	335	335	339
3	111-7	0200 79900 0400 047001	350	214	287
4	111-12	0200 80000 0100 038000	379**	378	287
5	111-6	0200 80000 0100 036000	1,043	1,043	1,043
		Total	**2,682****	**2,450**	**2,245**
		Percent Utilization	**N/A**	**91%**	**84%**

* Lot 4 was recently reconstructed and has a total capacity today of 295 spaces
** Revised 2009 total is 2,598 spaces in Brookhaven.

As shown above, there are 2,598 existing parking spaces available proximate to the LIRR-Ronkonkoma Station for commuter usage. It should also be noted that the parking inventory prepared as part of the *Ronkonkoma Hub Planning Study* indicates that there are approximately 3,206 surface parking spaces in the lots directly to the south in Islip that were not included in the utilization study. The utilization percentage ranged from 84 percent to 91 percent. These data were used to estimate the demand for transit riders. It was assumed that 90 percent of the existing supply is equal to the associated demand for commuters, which is equal to 2,338 parking spaces (90 percent x 2,598) for the parking in Brookhaven only.

3.6 Air Quality

3.6.1 Background

Six principal pollutants have been designated by the United States Environmental Protection Agency (USEPA) as "criteria" pollutants that are proven detriments to public health. These air pollutants include sulfur dioxide, carbon monoxide, ozone (photochemical oxidants), particulate matter less than 10 micrometers (PM_{10}) and less than 2.5 micrometers ($PM_{2.5}$), nitrogen dioxide and lead. National Ambient Air Quality Standards (NAAQS) have been established for these pollutants.

The 1990 U.S. Clean Air Act Amendments resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Air quality control regions are classified and divided into one of three categories: attainment, unclassified, or non-attainment depending upon air quality data and ambient concentrations of pollutants. Attainment areas are regions where ambient concentrations of a pollutant are below the NAAQS; non-attainment areas are those where concentrations exceed the NAAQS. An unclassified area is a region where data are insufficient to make a determination. An unclassified area is generally considered as an attainment area for administrative purposes, and a single area can be in attainment of the standards for some pollutants while being in non-attainment for others.

Suffolk County is a "Previous Nonattainment Area" which is no longer subject to the 1-hour ozone standard as of June 15, 2005. As far as the 8-hour ozone status, Suffolk County is designated as a non-attainment area for the 8-hour ozone. Suffolk County is also in non-attainment for $PM_{2.5}$ (for the 2007 standard) as of June 7, 2010. Suffolk County is in "attainment" for all of the remaining criteria pollutants (PM_{10}, lead, nitrogen oxide, and sulfur dioxide) for ambient (outdoor) air.

3.6.2 Air Quality Standards

The USEPA has established NAAQS that set limits on air pollutants considered harmful to public health. The State of New York has adopted similar standards as those set by USEPA, with the exception of lead, total suspended particulates (TSP), particulate matter (PM_{10}, $PM_{2.5}$), and hydrocarbons (see Table 9). The predominant sources of air pollution would be emissions of CO, VOCs, NO_X, PM_{10}, $PM_{2.5}$, and GHG.

CO is a product of incomplete combustion. Over 95 percent of CO emissions come from mobile sources. It is a colorless and odorless gas that prevents the lungs from passing oxygen to the blood stream. Brief exposure to high levels of CO can also impair vision, physical coordination, and the perception of time. The air quality analysis evaluated CO.

VOCs and NO_X are important pollutants because of their role in forming ozone, which is also referred to as photochemical smog. Both of these pollutants are emitted from vehicular sources. VOCs are evaporative emissions from unburned fuel. NO_X, a brownish gas with a pungent odor, is a product of high temperature combustion. It is a pulmonary irritant and short exposure may increase susceptibility to acute respiratory disease.

Particulate matter is a term referring to particles found in the air. Some particles are large enough to be seen as dust, soot, or smoke, while others are too small to be visible. The air quality analysis evaluated PM_{10} and $PM_{2.5}$. PM_{10} refers to particulate matter that is 10 micrometers or smaller in size. Similarly, $PM_{2.5}$ refers to particulate matter that is 2.5 micrometers or smaller in size. Small particles can have adverse health effects because of their ability to reach the lower regions of the respiratory tract. Particulate matter comes from a variety of sources. Emissions from highway and non-road vehicles compose approximately 28 percent[11] of total PM emissions. Fuel combustion in power plants and industrial processes accounts for another five percent of PM. The largest direct source of PM is fugitive dust from paved and unpaved roads, agricultural and forestry activities, wind erosion, wildfires, and managed burning. PM is also formed indirectly in the atmosphere by the reaction of gaseous pollutants, such as NO_X. Table 9 presents the NAAQS for criteria pollutants.

▼

[11] Environmental Protection Agency, *National Air Quality and Emissions Trends Report, 1999*, March 2001.

Table 9 – National (and Federal) State of New York Ambient Air Quality Standards

	National (Federal) Standards				State of New York Standards	
	Primary Standards		Secondary Standards			
Pollutant	Level	Averaging Time	Level	Averaging Time	Level	Averaging Time
Carbon Monoxide	9 ppm (10 mg/m3)	8-hour[1]	None		9 ppm	8-hour
	35 ppm (40 mg/m3)	1-hour[1]	None		35 ppm	1-hour
Lead	0.15 µg/m3	Quarterly average	Same as Primary		None[2]	
Nitrogen Dioxide	53 ppb (0.053 ppm)[3]	Annual (Arithmetic mean)	Same as Primary		0.05 ppm	Annual
	100 ppb	1-hour	None			
Total Suspended Particulates (TSP)	None	12 consecutive months	None		75 µg/m3	12 consecutive months
	None		None		250 µg/m3	24-hour
Particulate Matter (PM_{10})	150 µg/m3	24-hour[3]	Same as Primary		None[4]	
Particulate Matter ($PM_{2.5}$)	15 µg/m3	Annual (Arithmetic Mean)[5]	Same as Primary		None	
	35 µg/m3	24-hour[6]	Same as Primary		None	
Ozone	0.075 ppm (2008 std)	8-hour[7]	Same as Primary		None[8]	
	0.08 ppm (1997 std)	8-hour[9]	Same as Primary		0.08 ppm	8-hour
	0.12 ppm	1-hour[10]	Same as Primary		0.12 ppm	1-hour
Sulfur Dioxide	0.03 ppm	Annual			0.03 ppm	Annual
	0.14 ppm	24-hour[1]	0.5 ppm	3-hour[1]	0.14 ppm	24-hour
	75 ppb[11]	1-hour			0.50 ppm	3-hour
Hydrocarbons (non-methane)	None		None		0.24	3-hour (6-9am)

Sources: U.S. Environmental Protection Agency and State of New York Department of Environmental Conservation.

NOTES:
(1) Not to be exceeded more than once per year.
(2) Federal standard for Lead has not yet been adopted by NYS, but is currently being applied to determine compliance status. The 0.15 µg/m3 standard is effective 1/12/2009 &replaces the previous level of 1.5 µg/m3.
(3) The 0.100 ppm standard is effective 1/22/2010. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average within an area must not exceed 0.100 ppm.
(4) Federal standard for PM10 not yet officially adopted by NYS, but it is currently being applied to determine compliance status. The 0.15 ug/m3 standard is effective 1/12/2009 and replaces the previous level of 1.5 ug/m3.
(5) To attain this standard, the 3-year average of the weighted annual mean PM2.5 concentrations from single or multiple community-oriented monitors must not exceed 15.0µg/m3.
(6) To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m3 (effective December 17, 2006).
NOTES: (Cont'd.)
(7) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 parts per million ("ppm"). (Effective 60 days after publication in the Federal Register)
(8) Former NYS Standard for Ozone of 0.08 PPM was not officially revised via regulatory process to coincide with the Federal standard of 0.12 PPM which is currently being applied by NYS to determine compliance status.
(9) (a) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm.
(b) The 1997 standard—and the implementation rules for that standard—will remain in place for implementation purposes as USEPA undertakes rulemaking to address the transition from the 1997 ozone standard to the 2008 ozone standard.
(10) (a) The standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is < 1.
(b) As of June 15, 2005 USEPA revoked the 1-hour ozone standard in all areas except the 8-hour ozone nonattainment Early Action Compact (EAC) Area
(11) Final rule signed June 2, 2010. To attain this standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75ppb.

3.6.3 Existing Conditions

The NYSDEC maintains an air quality monitoring system that collects concentrations of various pollutants within the State. These monitoring data were used to define the existing air quality levels, or background concentrations, within the site and the study area. Background concentrations are ambient pollution levels from other stationary, mobile, and area sources. The total concentrations that each receptor location would experience under future build conditions include these background concentrations from other emission sources.

The TOD District area is located in NYSDEC's Region 1. The background concentrations within the TOD District area were determined using the monitoring data collected at receptor locations closest to the Ronkonkoma Hub within Region 1. For those pollutants not monitored in Region 1, their background concentrations were determined using the monitoring data collected at the closest receptor locations to the project site from Region 2. The following summarizes the results of the air quality monitoring data within the study area.

For CO, a review of the NYSDEC monitoring data indicates that the closest monitoring site to the TOD District area which monitors CO is "Queens College 2". The latest monitoring data that has been validated is for the year 2009. In the most recent three years available (2007, 2008, 2009), the maximum one-hour and eight-hour average CO concentrations at the "Queens College 2" receptor are 3.1 and 2.0 parts per million ("ppm"), respectively, well below the 35 and 9 ppm NAAQS Standards.

For lead, also known as Pb, the closest monitoring site to the TOD District area is "JHS 126" in Region 2. At this receptor location, the maximum quarterly average background concentration over the most recent available three years (2009, 2008 and 2007) is 0.02 micrograms per cubic meter (μg/m3). This background concentration level of Pb represents approximately one eighth of the maximum lead concentration allowed by the NAAQS, well below the standard.

The closest monitoring site which monitors Nitrogen Dioxide (NO_2) is Eisenhower Park in Region 1. For NO_2, the maximum annual arithmetic mean background value is 0.018 ppm (18 ppb) for the most recent three years. The existing background concentration level of NO_2 represents approximately one-third of the maximum annual concentration of NO_2 allowed by the NAAQS. The 1-hour NAAQS NO_2 standard, effective in January 2010, is based upon the average of the 98th percentile over the most recent three years. The average 1-hour NO_2 background value over the most recent three years of data (2006-2009) is 0.075 ppm (75 ppb) which is 75 percent of the NAAQS standard.

For PM_{10}, the closest monitoring site to the TOD District area which monitors PM_{10} is Division Street (Region 2). The 24-hour background value for PM_{10} over the most recent three years (2007, 2008, 2009) is 50 μg/m3. This existing 24-hour background concentration of PM_{10} is equivalent to one-third of the maximum 24-hour levels of PM_{10} allowed by the NAAQS.

For $PM_{2.5}$, the closest monitoring site to the TOD District area which monitors $PM_{2.5}$ is Babylon (Region 1). The 24-hour $PM_{2.5}$ NAAQS is based upon the average of the 98th percentile over the most recent three years. The average 24-hour $PM_{2.5}$ background value over the most recent three years of data (2006-2009) is 25.7 μg/m3. Similarly, the average annual arithmetic mean background value for PM2.5 over the most recent three years is 9.7 μg/m3. The existing 24-hour background concentration level of $PM_{2.5}$ represents approximately 75 percent of the maximum 24-hour concentration of $PM_{2.5}$ allowed by the NAAQS. Similarly, the existing annual background concentration level of $PM_{2.5}$ is equivalent to approximately 65 percent of the maximum $PM_{2.5}$ concentration allowed by the NAAQS for a one year period. As discussed above, Suffolk County is in non-attainment for $PM_{2.5}$ (for the 2006 standard) as of June 7, 2010.

For ozone, the closest monitoring site to the TOD District area is Babylon (Region 1). The 8-hour ozone NAAQS is based upon the average of the 98th percentile of the fourth-highest daily maximum 8-hour concentrations over the most recent three years. The average 28-hour ozone background value over the most recent three years of data (2006-2009) is 0.082ppm, exceeding the NAAQS (0.075ppm for the 2008 standard as well as the 0.080 ppm for the 1997 standard) for an 8-hour concentration period. This exceedance is consistent with the Suffolk County designation as a non-attainment area for the 8-hour ozone. Suffolk County is a "Previous Nonattainment Area" which is no longer subject to the 1-hour ozone standard as of June 15, 2005 and therefore the 1-hour value is not reported.

For sulfur dioxide (SO_2), the closest monitoring site to the TOD District area is Eisenhower Park (Region 1). There are no SO_2 background concentrations available at this time to use as a base for the new June 2010 SO_2 1-hour standard of 75 ppb. The maximum annual arithmetic mean background value over the most recent three years for SO_2 is 0.005 ppm which is just over 15 percent of the NAAQS standard. Similarly, the maximum 24-hour and 3-hour background value for SO_2 is 0.020 and 0.045 ppm, respectively. These two levels of SO_2 represent less than 15 percent of the maximum concentration levels of SO_2 allowed by the NAAQS during a 24-hour period and the previous 3-hour period standard, respectively.

The background concentrations for all pollutants are summarized in Table 10.

Table 10 – Existing Pollutant Concentrations at Closest Monitoring Sites

Pollutant	Averaging Time	Existing Pollutant Concentration		NAAQS (NYSDEC)	
Carbon Monoxide (CO)	8-Hour	2.0	ppm	9	ppm
	1-Hour	3.1	ppm	35	ppm
Lead (Pb)	Quarterly Avg.	0.02	µg/m³	0.15	µg/m³
Nitrogen Dioxide (NO_2)	Annual	0.018	ppm	0.053 (0.05)	ppm
	1-Hour	75	ppb	100	ppb
Particulate Matter (PM_{10})	24-Hour	50	µg/m³	150	µg/m³
Particulate Matter ($PM_{2.5}$)	Annual	9.7	µg/m³	15	µg/m³
	24-Hour	25.7	µg/m³	35	µg/m³
Ozone	8-Hour*	0.082	ppm	0.075 (2008 std) 0.08 (1997 std)	ppm
	1-Hour	No longer applicable			
Sulfur Dioxide (SO_2)	Annual	0.005	ppm	0.03	ppm
	24-Hour	0.020	ppm	0.14	ppm
	3-Hour	0.045	ppm	0.5	ppm
	1-Hour	Not yet available		75	ppb

Note: Highlighted item(s) represent those NAAQS/NY standards that have been exceeded.

Source: 2009, 2008 and 2007 New York State Ambient Air Quality Reports (http://www.dec.ny.gov/docs/air_pdf)

ppm = parts per million, ppb = parts per billion, µg/m³= micrograms per cubic meter

3.7 Noise

3.7.1 Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. The individual human response to noise is subject to considerable variability since there are many emotional and physical factors that contribute to the differences in reaction to noise.

Sound (noise) is described in terms of loudness, frequency, and duration. Loudness is the sound pressure level measured on a logarithmic scale in units of decibels ("dB"). For community noise impact assessment, sound level frequency characteristics are based upon human hearing, using an A-weighted ("dBA") frequency filter. The A-weighted filter is used because it approximates the way humans hear sound. Table 11 – Common Outdoor and Indoor Sound Levels presents a list of common outdoor and indoor sound levels. The duration characteristics of sound account for the time-varying nature of sound sources.

Table 11 – Common Outdoor and Indoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)*		Sound Level (dBA)**	Indoor Sound Levels
Jet Over-Flight at 300 m	6,324,555	-	110	Rock Band at 5 m
		-	105	
Gas Lawn Mower at 1 m	2,000,000	-	100	Inside New York Subway Train
		-	95	
Diesel Truck at 15 m	632,456	-	90	Food Blender at 1 m
		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
		-	65	Normal Speech at 1 m
Suburban Commercial Area	20,000	-	60	
		-	55	Quiet Conversation at 1 m
Quiet Urban Area—Daytime	6,325	-	50	Dishwasher Next Room
		-	45	
Quiet Urban Area—Nighttime	2,000	-	40	Empty Theater or Library
		-	35	
Quiet Suburb—Nighttime	632	-	30	Quiet Bedroom at Night
		-	25	Empty Concert Hall
Quiet Rural Area—Nighttime	200	-	20	
		-	15	Broadcast and Recording Studios
Rustling Leaves	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

Source: *Highway Noise Fundamentals*. Federal Highway Administration, September 1980.
* μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.
** dBA – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

Sound level data can be presented in statistical terms to help describe the noise environment. A near infinite variation in sound levels (various intensities and temporal patterns) can be combined into the same value. The equivalent sound level, or L_{eq}, is used as the monitoring and modeled sound level descriptor. The L_{eq} averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

The following general relationships exist between noise levels and human perception:

- A one or two dBA increase is not perceptible to the average person;
- A three-dBA increase is a doubling of acoustic energy, but is just barely perceptible to the human ear; and
- A 10-dBA increase is a tenfold increase in acoustic energy, but is perceived as a doubling in loudness to the average person.

3.7.2 FHWA and NYSDOT Impact Criteria

Implementation of the proposed action will result in both vehicular traffic and building operation noise sources. The vehicular traffic sound levels will be compared herein to the Federal Highway Administration ("FHWA") and the NYSDOT noise impact criteria and the building operations will be compared to the Town of Brookhaven's noise impact criteria.

Traffic noise can adversely affect human activities, such as communication. The FHWA has established Noise Abatement Criteria ("NAC") to help protect the public health and welfare from excessive vehicular traffic noise. Recognizing that different areas are sensitive to noise in different ways, the NAC varies according to land use. The NAC are described in Table 12.

Table 12 – Noise Abatement Criteria, One-Hour A-Weighted Sound Levels in Decibels (dBA)

Activity Category	Leq(h)*	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.
* L_{eq}(h) is energy averaged, one-hour, A-weighted sound level in decibels (dBA).

The NYSDOT has developed noise impact criteria that establish noise thresholds deemed to result in adverse impacts for transportation (motor vehicles) and non-highway projects (building mechanical equipment). It has also established technical procedures for evaluating sound levels and potential impacts from proposed projects. The NYSDOT guidelines, presented in Table 13, set forth appropriate sound levels based upon the contemplated land uses within the TOD District area.

Table 13 – NYSDOT Noise Impact Criteria

Activity Category	Noise Impact Criteria
Overall Sound Level	Approach within one decibel of NAC.
Transportation Projects	Project increases of six (6) or more decibels
Non-highway Projects	Project increases of three (3) or more decibels

Source: New York State Department of Transportation, Environmental Procedure Manual, Chapter 3.1 August 1998.

The NYSDOT endorses the FHWA's procedures and considers adverse noise impacts to occur when existing or future sound levels approach (within one dBA) or exceed the NAC, or when future sound levels exceed the highest existing sound levels by six dBA or more. For non-highway projects (building mechanical equipment), adverse noise impacts are considered to occur when the future sound levels exceed the existing sound levels by three dBA or more. These guidance criteria are the recommended maximum levels for identifying locations that may be affected by noise and are more stringent than FHWA criteria, which considers future sound level increases of 10 dBA as a noise impact.

3.7.3 Town of Brookhaven Noise Code

The Town of Brookhaven has adopted a noise code, which regulates noise levels from different sources. Chapter 50, Section 5 of the Town of Brookhaven Town Code states that no person shall cause, suffer, allow or permit the operation of any source of sound on a particular category of property or any public land or right-of-way in such a manner as to create a sound level that exceeds the particular sound level limits set forth in Table 14 when measured at or within the real property line of the receiving property, except those acts specifically prohibited in Chapter 50, Section 6 for which no measurement of sound is required.

Table 14 – Town of Brookhaven Noise Criteria: Maximum Permissible A-Weighted Sound Pressure Levels by Receiving Property Category (dBA)

	Receiving Property Category					
	Another Apartment Within Multi-dwelling Building		Residential		Commercial	Industrial
Sound Source Property Category	7:00AM to 10:00 PM	10:00 PM to 7:000AM	7:00AM to 10:00 PM	10:00 PM to 7:000AM	All Times	All Times
Apartment within multidwelling building	45	40	55	50	65	75
Residential	--	--	55	50	65	75
Commercial or public lands or rights-of-way Industrial	--	--	65	50	65	75
Industrial	--	--	65	50	65	75

Source: Chapter 50, Attachment 1 Town of Brookhaven Code (Table I)

The noise analysis assumes that the sound data represents sound pressure levels. The noise analysis uses A-weighted decibels to evaluate project-related sound levels because it approximates the way humans hear sound and is the typical unit used to evaluate public noise exposure.

3.7.4 Existing Noise Levels

The existing noise levels within the TOD District area were evaluated to determine the ambient noise environment. The noise monitoring was conducted during the peak morning commuter hours (6:00 am to 10:00 am) on August 26, 2010. These measurements were conducted in conformance with the FHWA noise monitoring guidelines. The existing sound levels were measured using a Type 1 sound analyzer (Larson-Davis model 824). Monitoring data was collected at five locations within the TOD District area (see Figure 18), as follows:

1. LIRR West Parking Lot ("M1");
2. LIRR East Parking Lot ("M2");

Note: Boundary is approximate
Measurements conducted: 6:30–9am on 08/26/2010
Source: Google. 2010.

not to scale

Legend

1: West Parking Lot

2: East Parking Lot

3: Hawkins Avenue and Railroad Avenue

4: Mill Road and Railroad Avenue

5: Union Avenue and Carroll Avenue

Figure 18
Noise Monitoring Locations Map

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

Engineering, Surveying and Landscape Architecture, P.C.

3. Hawkins Avenue and Railroad Avenue ("M3");
4. Mill Road and Union Avenue ("M4"); and
5. Union Avenue and Carroll Avenue ("M5").

The five monitoring locations were determined based on the planned land use and to capture noise levels from areas that could be redeveloped with residential uses. M1 and M2 are within Sites 1 and 8, respectively, on the Theoretical Full Build Plan and both of these sites are considered for multi-family residential use. M3 is adjacent to Sites 2 and 3, where mixed-use buildings are being considered. M4 is adjacent to Sites 6 and 7, where restaurant and residential uses are being considered. Finally, M5 is adjacent to Site 5, where residential uses are being considered.

The measured sound level data under existing conditions was dominated by roadway noise. Intermittent train activity affected noise levels. As indicated in Table 15, the average Leq sound levels at the monitoring locations ranged from 60 dBA to 69 dBA during the daytime period.

Table 15- Average Existing Noise Monitoring (Baseline) Sound Levels (dBA)

Receptor Location	Site(s) Represented	Max	Min	Daytime Noise (L_{eq}) 6:00 AM to 10:00 AM
M1 – West Parking Lot	1	83.1	51.5	68
M2 – East Parking Lot	8	82.3	48.1	60
M3 – Hawkins Avenue and Railroad Avenue	2 and 3	84.7	55.3	69
M4 – Mill Road and Union Avenue	6 and 7	85.1	54.5	69
M5 – Union Avenue and Carroll Avenue	5	82.3	52.8	69

LIRR West Parking Lot ("M1")

Noise was monitored at M1 from 6:32 a.m. to 7:02 a.m. Noise observed at M1 can be attributed to a combination of parking lot activity, noise from traffic along Railroad Avenue and County Road 29, people talking, and noise generated by passing trains. Train activity that generated noise (i.e., arriving trains, departing trains and passing trains) occurred at 6:35 a.m. (arriving), 6:39 a.m. (departing), 6:47 a.m. (passing), and 6:56 a.m. (passing). The maximum ambient sound pressure level produced from train activity at M1 was 71± dBA. The maximum ambient sound pressure level observed at M1 was 83.1 dBA, which was attributed to a passing truck on County Road 29. The minimum ambient sound pressure level observed at M1 was 51.5 dBA. The average ambient sound pressure level observed at M1 was 68.1 dBA, which is comparable to the noise expected when standing on a sidewalk next to a roadway.

LIRR East Parking Lot ("M2")

Noise was monitored at M2 from 7:26 a.m. to 7:56 a.m. Noise observed at M2 can be attributed to a combination of parking lot activity and noise generated by passing trains. Train activity that generated noise (i.e., arriving trains, departing trains and passing trains) occurred at 7:31 a.m. (arriving) and 7:51 a.m. (arriving). No noise was observed related to the departure of either of these trains. The maximum ambient sound pressure level observed at M2 was 82.3 dBA, which was attributed to the arrival of a train at 7:31 a.m. The minimum ambient sound pressure level observed at M2 was 48.1 dBA. The average ambient sound pressure level observed at M2 was 60.3 dBA, which is typical of a suburban commercial area. The average noise level at M2 is significantly lower than at the four other monitoring locations as it does not include noise produced by traffic from surrounding roadways (e.g., no roadways exist proximate to M2).

Hawkins Avenue and Railroad Avenue ("M3")

Noise was monitored at M3 from 8:05 a.m. to 8:35 a.m. Noise observed at M3 can be attributed to surrounding development, traffic along Hawkins Avenue and Railroad Avenue, buses servicing the Ronkonkoma Train Station and train activity. The maximum ambient sound pressure level observed at M3 was 84.7 dBA, which was produced by a passing truck on Railroad Avenue. While train activity (an arriving train at 8:27 a.m. and departing at 8:31 a.m.) did generate some noise, noise attributed to train activity was well below the level of noise produced by passing trucks and buses. The minimum ambient sound pressure level observed at this location was 55.3 dBA. The average ambient sound pressure level observed at this location was 69 dBA, which is a typical sound level along a roadway.

Mill Road and Union Avenue ("M4")

Noise was monitored at M4 from 8:50 a.m. to 9:20 a.m. Noise observed at M4 was entirely related to surrounding development and traffic along Union Avenue and Mill Road. No noise associated with the LIRR operations was observed from this location. The maximum ambient sound pressure level observed at this location was 85.1 dBA, which was produced by a passing truck. The minimum ambient sound pressure level observed at this location was 54.5 dBA. The average ambient sound pressure level observed at this location was 69 dBA, which is a typical sound level along a roadway.

Union Avenue and Carroll Avenue ("M5")

Noise was monitored at M5 from 9:28 a.m. to 9:58 a.m. Noise observed at M5 was entirely related to surrounding development and traffic along Union Avenue and Carroll Avenue. No noise associated with the LIRR operations was observed from this location. The maximum ambient sound pressure level observed at this location was 82.3 dBA, which was produced by a passing truck. The minimum ambient sound pressure level observed at this location was 52.8 dBA. The average ambient sound pressure level observed at this location was 69 dBA, which is a typical sound level along a roadway.

The sound level results for monitoring locations M1, M3, M4 and M5 reflect nearby traffic and intermittent rail activity. These sound levels are typical for an urbanized area located adjacent to major roadways and a rail line.

3.8 Socioeconomics

3.8.1 Market Analysis

BBP LLC performed a market analysis to review trends in the residential, retail and office markets in order to identify opportunities for development in the TOD District. The Market Analysis is included in its entirety in Appendix H of this DGEIS.

The Market Analysis includes review of the Theoretical Full Build Plan for the TOD District area to determine whether market trends support the level of development in the Draft Land Use Implementation Plan. The market analysis was developed through the completion of several tasks, including:

- Economic and demographic profile – examination of existing and projected demographic and economic factors for the TOD District area and

surrounding market areas. These factors are interwoven into the residential, retail and office market analysis sections of this report;

- Residential market analysis – evaluation of demand, supply, and opportunities for transit-oriented housing development (e.g. multifamily dwellings);

- Retail and restaurant market analysis – evaluation of demand, supply and opportunities for various types of retail uses and restaurants;

- Office market analysis – assessment of demand, supply and opportunities for office space to accommodate different types of office-based industries; and

- Analysis of development potential – review of the Draft Land Use Implementation Plan and comparison to market opportunities to identify whether market trends support the concept.

Residential Market Analysis

Consistent with the market analysis undertaken in 2008 as part of the *Ronkonkoma Hub Planning Study*, the majority of demand for new housing will emerge from residents of local jurisdictions. An industry rule of thumb states that "between 50 to 75 percent of the buyers or renters in a new development come from the local community" (Urban Land Institute).

Using this reasoning, BBP LLC has defined the primary residential market area for the Ronkonkoma Hub TOD (i.e. the geographic zone from which the majority of demand for new housing will emerge) as the Towns of Brookhaven and Islip. BBP LLC has also identified a secondary study area (i.e. the geographic zone from which the next highest proportion of demand for new housing will emerge) as the remainder of Suffolk County. This zone captures those households that currently drive to the LIRR-Ronkonkoma station and travel toward Manhattan via express rail service.

The target market includes households likely to reside in multi-family housing units near transit. To identify these households, BBP LLC examined the current supply of multi-family housing in the Towns of Brookhaven and Islip, including recently constructed multi-family housing in the TOD District area.

Through a reconnaissance survey of current housing supply, BBP LLC has determined that:

- The majority of rental multi-family housing units are one- and two-bedroom units;
- The average rental rate for a one-bedroom unit was $1,370, while a two-bedroom unit was $1,680 as of first quarter 2010;

- Newly constructed rental complexes in Suffolk County have been found to command a premium, with average rental rates roughly one-third higher than average rental rates for all multi-family units (according to the Suffolk County Department of Planning Demographic, Economic and Development Trends report dated November 2008);
- Market rental rates for multi-family housing in the two towns range, on average, from $1,110 for a studio apartment up to $2,400 for a three-bedroom unit;
- The majority of new for-sale multi-family housing units have two to three bedrooms;
- List prices for new for-sale condominiums range from approximately $270,000 to $470,000;
- The median list price of residential property in the area surrounding the TOD District area was $380,000 in 2010;
- Households earning approximately $40,000 to $100,000 can afford current rental rates, assuming gross monthly housing costs (e.g. monthly rent and utilities) does not exceed 30 percent of gross income; and
- Households earning approximately $80,000 to $150,000 can afford currently listed new condominium units, assuming monthly housing costs (e.g. monthly mortgage, taxes, utilities, and HOA fees) do not exceed 30 percent of gross income and assuming a five percent down payment is made.

Given these current conditions, BBP LLC has identified the target market for new multi-family housing in the TOD District area as households earning $35,000 to $150,000 annually, which spans the range of households that can afford current rental rates up through current for-sale prices. Based on BBP's report, the majority of demand within this range will come from the middle two-thirds of the range (approximately $50,000 to $130,000).

To evaluate the depth of potential demand for multi-family housing in the TOD District, BBP LLC performed an overview demographic analysis of estimated existing and projected future households in the primary and secondary market areas.

Existing and Future Households

In 2009, there were an estimated 337,000 "target market" households earning $35,000 to $150,000 in the primary and secondary market areas. By 2014, total households meeting the target market definition could rise to 342,000 households if households are added at an annual rate of 0.15 percent to 0.45 percent, as current projections suggest (the lower growth rate is projected for the secondary market area, while the higher growth rate is projected for the primary market area). If this annual growth continues at the same pace through 2019, target market households could increase to a total of nearly 348,000 households, as illustrated in the following table.

Table 16 – Existing and Future Households

Existing and Future Households Target Market: Earning $35,000 to $150,000 Ronkonkoma Hub TOD Market Areas					
	Total			Net Increase	
Market Area	2009	2014	2019	2009-2014	2014-2019
Primary	191,592	195,973	200,454	4,381	4,481
Secondary	145,111	146,171	147,239	1,060	1,068
Total	336,702	342,144	347,693	5,442	5,550

1/ BBP LLC projected 2019 households using 0.45% annual growth rate for the primary market area, and 0.15% annual growth rate for the secondary market area, in accordance with compound growth rates projected by ESRI for the target market areas from 2009 to 2014
2/ Secondary market area excludes primary market area to avoid double-counting

Source: ESRI Business Information Solutions, BBP LLC, 2010

Given these current growth projections, the TOD District area primary and secondary market areas could add a net 5,442 households earning $35,000 to $150,000 from 2009 to 2014 and another 5,550 households earning at this income range from 2014 to 2019. Therefore, the total potential market demand for multi-family housing could be up to 10,991 households.

Retail and Restaurant Market Analysis

A trade area is the geographic area from which the majority of a retail establishment's customers originate. Trade areas differ based on the type of products offered at the retail establishment. For example, the trade area for a convenience good such as milk is typically smaller than the trade area for a shoppers good, or "comparison" good, such as furniture or apparel. The distance a consumer will travel to buy a gallon of milk is significantly shorter than the travel distance tolerated to buy a new sofa.

Another factor affecting the trade areas for convenience and shoppers goods is comparison shopping. To purchase a gallon of milk, one generally does not need to compare brands or stores. To purchase a piece of furniture, consumers are willing to travel further distances to compare various merchandise.

These factors impact the designation of trade areas for the TOD District area, which currently offers a small cluster of convenience goods oriented to commuters. This current mix of stores does not, however, preclude the TOD District area from eventually adding shoppers goods. Therefore, two primary trade areas have been established for the TOD District:

Convenience goods primary retail trade area – defined as all the land within a three-mile radius of the train station, and roughly equal to an easy five-minute drive of the

train station (which is the typical drawing area of neighborhood-oriented convenience retail establishments, which often include food stores, drug stores, personal service establishments such as dry cleaning and beauty parlors, takeout food businesses, and small sit-down restaurants).

Shoppers goods primary retail trade area – defined as all the land within a five-mile radius of the train station, and roughly equivalent to a 10-minute driving distance (which is the typical drawing area of community-oriented retail destinations, which often include destination restaurants, clothing and apparel stores, home furnishings and specialty stores).

Not all sales to TOD District area retail establishments (both existing and future) will draw from these primary trade areas. Establishments situated around the train station already take advantage of the high volume of commuters that patronize the station, including those that reside beyond a five-mile radius of the station. Most of these commuters reside in eastern areas of Suffolk County. Therefore, Suffolk County may be viewed as a secondary trade area for both convenience and shoppers goods.

Convenience Goods

Residents of the convenience goods primary and secondary trade areas surrounding the TOD District area offer strong disposable income to support convenience retailers. Within a three-mile radius of the station, approximately 27,500 households offer $439 million in annual convenience goods retail spending potential ($16,000 per household). Residents of Suffolk County, which total over 488,000, offer a combined nearly $8 billion in annual convenience goods retail spending potential ($16,400 per household).

Table 17 – Trade Area Household Spending Profile

Trade Area Household Spending Profile Convenience Goods, 2009				
	Primary Trade Area (3-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	27,514	Households:	488,298
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Grocery Stores	$166,000,000	$6,000	$3,010,000,000	$6,200
Specialty Food Stores	$14,000,000	$500	$260,000,000	$500
Beer, Wine, and Liquor Stores	$14,000,000	$500	$261,000,000	$500
Health & Personal Care Stores	$47,000,000	$1,700	$870,000,000	$1,800
Gasoline Stations	$121,000,000	$4,400	$2,197,000,000	$4,500
Florists	$2,000,000	$100	$36,000,000	$100
Office Supplies, Stationary, and Gift Stores	$10,000,000	$400	$174,000,000	$400
Limited-Service Eating Places	$55,000,000	$2,000	$1,000,000,000	$2,000
Taverns	$10,000,000	$400	$186,000,000	$400
TOTAL	$439,000,000	$16,000	$7,994,000,000	$16,400

Source: ESRI, BBP LLC, 2010

Top spending categories of households in both the convenience goods primary and secondary trade areas include: groceries, health and personal care products, gasoline, and limited-service eating places.

These residents' purchasing power may offer potential to support new convenience goods establishments in the TOD District area. Small-scale versions of these stores will be the most appropriate fits for the downtown scale and character envisioned for the TOD District area.

Shoppers Goods

The buying power of households for shoppers goods in the shoppers goods primary and secondary trade areas surrounding the TOD District area is also substantial. The nearly 76,000 households living within a five-mile radius of the train station (the primary trade area) offer a combined nearly $1.6 billion in annual retail spending potential for shoppers goods ($21,000 per household). The over 488,000 households in Suffolk County offer an annual potential for $10.6 billion in shoppers goods expenditures ($21,500 per household).

Table 18 – Trade Area Household Spending Profile

Trade Area Household Spending Profile Shoppers Goods, 2009				
	Primary Trade Area (5-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	75,702	Households:	488,298
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Automobile Dealers	$508,000,000	$6,700	$3,418,000,000	$7,000
Other Motor Vehicle Dealers	$50,000,000	$700	$350,000,000	$700
Auto Parts, Accessories, and Tire Stores	$44,000,000	$600	$295,000,000	$600
Furniture Stores	$65,000,000	$900	$441,000,000	$900
Home Furnishings Stores	$45,000,000	$600	$299,000,000	$600
Electronics and Appliance Stores	$106,000,000	$1,400	$707,000,000	$1,400
Building Material and Supplies Dealers	$114,000,000	$1,500	$760,000,000	$1,600
Lawn and Garden Stores	$17,000,000	$200	$114,000,000	$200
Clothing Stores	$121,000,000	$1,600	$797,000,000	$1,600
Shoe Stores	$15,000,000	$200	$97,000,000	$200
Jewelry, Luggage and Leather Goods Stores	$16,000,000	$200	$108,000,000	$200
Sporting Goods/Hobby/Musical Instrument Stores	$24,000,000	$300	$156,000,000	$300
Book, Periodical, and Music Stores	$15,000,000	$200	$102,000,000	$200
Department Stores	$46,000,000	$600	$306,000,000	$600
Other General Merchandise Stores	$104,000,000	$1,400	$692,000,000	$1,400
Used Merchandise Stores	$4,000,000	$100	$28,000,000	$100
Other Miscellaneous Store Retailers	$25,000,000	$300	$170,000,000	$300
Full-Service Restaurants	$184,000,000	$2,400	$1,212,000,000	$2,500
Special Food Services	$84,000,000	$1,100	$554,000,000	$1,100
TOTAL	$1,587,000,000	$21,000	$10,606,000,000	$21,500

Source: ESRI, BBP LLC, 2010

Households in both the shoppers goods primary and secondary trade areas offer the most potential spending on the following types of shoppers goods: automobiles, full-service restaurants, clothing, building materials, and other general merchandise.

Office Market Analysis

The TOD District area is located at the western fringes of the Eastern Suffolk County office market area, a broad geography that includes the County east of Central Islip. The TOD District area is also located close to the neighboring Western Suffolk County office market area to the west, and is likely to be influenced by market dynamics in this area as well as Eastern Suffolk County. A new or expanding office-based business considering either the Western or Eastern Suffolk County market areas is likely to consider the Ronkonkoma area as a possible location as well.

Therefore, the primary market area for the office sector has been defined as Suffolk County to include both of these market areas. To include firms that may be seeking a Long Island location and have not identified a requirement for either Nassau or Suffolk County, the secondary market area has been defined as Long Island.

Only a handful of office-based businesses are located in the TOD District area at present. These employers together employ approximately 90 individuals. In surrounding Suffolk County, office-based businesses employ nearly 120,000 employees, and in Long Island as a whole, such businesses employ nearly 280,000 individuals. The most dominant industry in terms of employment is the professional, scientific and technical services industry, which employs the largest proportion of office-based workers in Ronkonkoma Hub, Suffolk County, and Long Island. Finance and insurance is also a top employer in Suffolk County and Long Island, though not well-represented in the TOD District area. Administrative support (which includes back office functions) is a major source of employment in Long Island but less dominant in Suffolk County and the Ronkonkoma Hub.

Table 19 – Office-Based At Place Employment, 2009

Office-Based At Place Employment, 2009			
Industry	TOD District	Suffolk County	Long Island
Information	1	18,637	29,443
Finance & Insurance	1	24,241	60,775
Real Estate, Rental & Leasing	37	13,880	18,951
Professional, Scientific & Technical Services	40	42,780	76,015
Management of Companies & Enterprises	0	447	18,064
Administrative Support, Waste Management	9	19,257	74,373
TOTAL	88	119,242	279,638

1/ 2010 office-based employment estimated based on most recent available employment data and projected rates of growth from NYS Department of Labor

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

To gain a stronger sense of the types of office employers that comprise Long Island's economy – and thereby learn about the types of businesses that may be candidates for locating in TOD District area, BBP LLC evaluated industry clusters provided by the NYS Department of Labor for the Island. An industry cluster is a grouping of many sub-industries that are highly interrelated in the goods and services they provide. Six industry clusters comprised of at least some office-based industries are located in Long Island. These include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

These industry clusters are represented in varying degrees on Long Island, with some featuring relatively higher levels of employment compared to the industry's employment nationwide; such industries are identified by higher location quotients. Industry clusters with the highest location quotients on Long Island include:

biomedical; front office and producer services; and communications, software and media services.

The biomedical cluster contains the laboratories and research offices of firms; some of these scientific researchers may opt to locate in specialized office spaces. The front office and producer services cluster includes a variety of business and environmental services (lawyers, accountants, graphic designers, architects, engineers, etc.). This cluster also includes the headquarters of companies and organizational offices of business and professional associations. The communications, software and media services cluster includes businesses and organizations engaged in publishing, broadcasting and telecommunications.

3.8.2 Existing Real Property Tax Revenues

The TOD District area is comprised of 54 individual tax lots. Based on property data on record in the Town of Brookhaven's Tax Receiver's Office, the 54 individual parcels and the structures situated on them represent a total assessed valuation of approximately $206,180 (see Table 20) and generate a total of approximately $522,376 in total tax revenues (see Table 21).

Table 20 – Total Assessed Value of Existing Parcels within TOD District Area

No.	Suffolk County Tax Map Number	Assessed Value
1	0200 – 799.00 – 03.00 – 032.000	$1,400
2	0200 – 799.00 – 03.00 – 033.001	$2,350
3	0200 – 799.00 – 03.00 – 033.002	$0
4	0200 – 799.00 – 03.00 – 034.000	$5,000
5	0200 – 799.00 – 03.00 – 035.000	$1,700
6	0200 – 799.00 – 03.00 – 036.000	$1,700
7	0200 – 799.00 – 03.00 – 037.000	$1,710
8	0200 – 799.00 – 03.00 – 038.000	$1,700
9	0200 – 799.00 – 03.00 – 039.000	$1,340
10	0200 – 799.00 – 03.00 – 040.001	$20
11	0200 – 799.00 – 03.00 – 040.002	$2,200
12	0200 – 799.00 – 03.00 – 041.000	$1,270
13	0200 – 799.00 – 03.00 – 042.000	$3,000
14	0200 – 799.00 – 03.00 – 043.000	$1,170
15	0200 – 799.00 – 03.00 – 044.000	$8,000
16	0200 – 799.00 – 03.00 – 045.001	$0
17	0200 – 799.00 – 03.00 – 049.000	$0
18	0200 – 799.00 – 03.00 – 050.000	$0
19	0200 – 799.00 – 04.00 – 044.000	$3,100

No.	Suffolk County Tax Map Number	Assessed Value
20	0200 – 799.00 – 04.00 – 047.001	$13,400
21	0200 – 799.00 – 04.00 – 048.000	$2,750
22	0200 – 799.00 – 04.00 – 049.000	$0
23	0200 – 799.00 – 04.00 – 051.001	$2,650
24	0200 – 799.00 – 04.00 – 052.000	$3,500
25	0200 – 799.00 – 04.00 – 053.000	$2,800
26	0200 – 799.00 – 04.00 – 054.000	$1,760
27	0200 – 800.00 – 01.00 – 027.001	$7,425
28	0200 – 800.00 – 01.00 – 028.000	$0
29	0200 – 800.00 – 01.00 – 031.001	$4,875
30	0200 – 800.00 – 01.00 – 033.001	$3,200
31	0200 – 800.00 – 01.00 – 034.000	$300
32	0200 – 800.00 – 01.00 – 035.007	$19,300
33	0200 – 800.00 – 01.00 – 035.008	$2,065
34	0200 – 800.00 – 01.00 – 035.009	$80
35	0200 – 800.00 – 01.00 – 036.000	$0
36	0200 – 800.00 – 01.00 – 038.000	$0
37	0200 – 800.00 – 02.00 – 009.000	$600
38	0200 – 800.00 – 02.00 – 010.000	$4,800
39	0200 – 800.00 – 02.00 – 011.000	$2,300
40	0200 – 800.00 – 02.00 – 012.000	$2,500
41	0200 – 800.00 – 02.00 – 013.000	$2,000
42	0200 – 800.00 – 02.00 – 014.000	$400
43	0200 – 800.00 – 02.00 – 015.000	$2,200
44	0200 – 800.00 – 02.00 – 016.000	$2,200
45	0200 – 800.00 – 02.00 – 017.000	$1,500
46	0200 – 800.00 – 02.00 – 018.000	$1,200
47	0200 – 800.00 – 02.00 – 019.000	$420
48	0200 – 800.00 – 02.00 – 020.000	$2,475
49	0200 – 800.00 – 02.00 – 021.000	$1,220
50	0200 – 800.00 – 02.00 – 022.000	$1,800
51	0200 – 800.00 – 02.00 – 023.000	$16,000
52	0200 – 800.00 – 02.00 – 028.001	$9,800
53	0200 – 800.00 – 02.00 – 028.003	$19,000
54	0200 – 800.00 – 02.00 – 028.004	$36,000
	TOTAL	$206,180

Source: Town of Brookhaven Office of the Assessor. 2009.

Table 21 – TOD District Area – Existing Property Tax Revenues

Taxing Jurisdiction	Total Assessed Value	Tax Rate per $100 AV	Taxable Projected Tax Revenues
Suffolk County Taxes			
County of Suffolk	$206,180	2.861	$5,899
County of Suffolk – Police	$206,180	33.060	$68,163
New York State MTA Tax	$206,180	0.168	$346
Total Suffolk County Taxes			$74,408
Town of Brookhaven Taxes			
Town General - Town Wide Fund	$206,180	4.464	$9,204
Highway - Town Wide Fund	$206,180	2.590	$5,340
Town General - Part Town Fund	$206,180	1.390	$2,866
Highway - Part Town Fund	$206,180	11.436	$23,579
Total Town of Brookhaven Taxes			$40,989
School Taxes - Sachem Central School District			
Net School tax	$206,180	167.127	$344,583
Net Library tax	$206,180	10.485	$21,618
Total School Taxes			$366,200
Other Taxes			
$100M Bond Act of 2004	$206,180	1.588	$3,274
Fire District - Lake Ronkonkoma	$206,180	9.431	$19,445
Lighting District	$206,180	1.703	$3,511
Real Property Tax Law - Article 7	$206,180	0.935	$1,928
Real Property Tax Law	$206,180	6.121	$12,620
Total Other Taxes			$40,778
		TOTAL	$522,376

Source: Town of Brookhaven Office of the Assessor. 2009.

As indicated in Table 21 – TOD District Area – Existing Property Tax Revenues, the parcels comprising the TOD District area pay taxes to the following taxing jurisdictions:

- Suffolk County;
- Suffolk County Police;
- New York State Metropolitan Transportation Authority ("MTA");
- Town of Brookhaven General Fund;
- Town of Brookhaven Highway Fund;
- Sachem Central School District;
- Lake Ronkonkoma Fire District; and
- Lighting District

As indicated in Table 21 – TOD District Area – Existing Property Tax Revenues, the total tax revenue for the existing land uses within the TOD District area, based on the

Statement of Taxes for 2009 – 2010 for each parcel, is approximately $522,376 annually. The existing land uses in the TOD District area generated $5,899, $68,163 and $346 in tax revenue for Suffolk County, Suffolk County Police and New York State MTA, respectively, equaling a total of $74,408 to Suffolk County. The Town of Brookhaven received a total of $40,989, while the Sachem Central School District ("CSD") received $366,200. The lighting district and Ronkonkoma Fire District received a total of $3,511 and $19,445 in 2009 – 2010 tax revenues, respectively.

3.9 Community Facilities and Services

3.9.1 Fire Protection and Ambulance Services

The TOD District area is located within the jurisdiction of the Ronkonkoma Fire Department. The Ronkonkoma Fire Department maintains one fire house, located at 177 Portion Road, in the hamlet of Lake Ronkonkoma, Town of Brookhaven, The Ronkonkoma Fire Department also provides ambulance services to the area. Correspondence was sent to the Ronkonkoma Fire Department on May 28, 2010 to request information on existing services, operations and equipment (see Appendix I). As no response was received, follow-up correspondence was sent to the Ronkonkoma Fire Department on July 29, 2010. No response has been received.

3.9.2 Health Care Facilities

Brookhaven Memorial Hospital Medical Center ("Brookhaven Hospital"), located at 101 Hospital Road in East Patchogue, is a voluntary, not-for-profit community hospital. Brookhaven Hospital has 321 beds, and is comprised of a main campus, two community multi-disciplinary health centers, and a facility located in downtown Patchogue, which provides a full range of health care services.[12] Brookhaven Hospital is approximately 6.67 miles from the TOD District area.

Stony Brook University Medical Center ("SBUMC"), located on East Loop Road in Stony Brook, is also a viable health care service provider for the TOD District area. SBUMC is Suffolk County's only tertiary hospital and Level 1 Trauma Center, and is the only academic medical center on Long Island. Certified for 571 beds, with more than 4,800 employees, it is the largest hospital in Suffolk County. SBUMC treats approximately 30,000 inpatients, more than 250,000 outpatients and is where more than 15,000 surgical cases are performed.[13] SBUMC is approximately 6.45 miles from the TOD District area.

[12] http://www.brookhavenhospital.org/aboutus/

[13] http://www.stonybrookmedicalcenter.org/regionalresource/

3.9.3 Police Protection

The TOD District area is within the jurisdiction of the Suffolk County Police Department - Fourth Precinct ("SCPD – Fourth Precinct"). The precinct is located at 345 Old Willets Path in the hamlet of Hauppauge. Correspondence was sent to the SCPD – Fourth Precinct on May 28, 2010 requesting information on existing services. According to correspondence dated June 10, 2010 from William J. English, Principal Management Analyst of the SCPD, the TOD District area is located within Section 405 of the Fourth Precinct (see Appendix I). The SCPD – Fourth Precinct personnel includes approximately 225 sworn officers and nine civilians, with 56 vehicles (i.e., 42 marked, 14 unmarked). While response times are not tracked by the SCPD, Mr. English indicated that there were approximately 8,939 service calls in 2009 (see correspondence in Appendix I). Call data specific to the TOD District area was not provided.

3.9.4 Educational Facilities

The TOD District area is located within the Sachem Central School District ("Sachem CSD"). The Sachem CSD is comprised of 12 elementary schools, four middle schools and two high schools. Correspondence was sent to the Sachem CSD on May 28, 2010 requesting information about existing enrollment and capacity, expenditures, and school bus routes. In a response dated July 1, 2010 (see Appendix I), Ronald G. Sacks, School Business Administrator, advised that the TOD District area is within the service area of the Gatelot Elementary School, Samoset Middle School and Sachem North High School. Enrollment information for these three schools were provided and included in Table 22 – Enrollment of School Properties within Service Area of TOD District Area (as of May 2010).

Table 22 – Enrollment of School Properties within Service Area of TOD District Area (as of May 2010)

Name and Address of School	Enrollment
Gatelot Elementary School 55 Gatelot Avenue Lake Ronkonkoma, New York 11779-2391	578
Samoset Middle School 51 School Street Lake Ronkonkoma, New York 11779-2391	879
Sachem High School North 212 Smith Road Lake Ronkonkoma, New York 11779-2391	2,248

According to information provided by the Sachem CSD, per pupil expenditure for the 2008-2009 school year was $18,606.50. This figure represents the total of Actual General Fund Expenses, State and Federal Grants, and Special Education Summer School, divided by the average daily attendance.

With respect to the availability of busing in the area, Mr. Sacks indicated that bus routes currently exist that service the three above-mentioned schools.

3.9.5 Solid Waste (Collection and Disposal)

The collection and disposal of solid waste generated by commercial and industrial properties in the TOD District area is performed by licensed, private carters, and not by the Town (which is typical practice for Long Island Towns). Thus, the ultimate disposal locations are at the discretion of the carter. The collection of solid waste generated by private residences is performed by the Town of Brookhaven Department of Waste Management and is carted to the Town of Brookhaven landfill, located between Horseblock Road to the north and Sunrise Highway to the south, east of Sundial Lane, in the hamlet of Yaphank.

The Town of Brookhaven GIS was consulted to determine the number of single-family households as well as the total gross floor area of apartment buildings, automotive facilities, general service facilities, office buildings and industrial/warehouse buildings within the TOD District area. Solid waste generation factors were then applied to these figures in order to determine the total amount of solid waste currently generated by properties within the TOD District area, based on existing land use. As indicated in Table 23 – Existing Solid Waste Generation below, approximately 54.26 tons of solid waste per month is generated by the existing land uses within the TOD District area. It is important to note that for purposes of comprehensive analysis, the existing vacant developed properties were assumed occupied.

Table 23 – Existing Solid Waste Generation

Land Use	Gross Floor Area (square feet)[1]	Solid Waste Generation Factor	Waste Generated (tons/month)
Residential (9 Lots)	16,783.24	4.62 lbs/person/day[2]	1.93
Commercial	181,835.21	13 lbs/1,000 sf/day[3]	35.95
Office	10,555.35	1 lb/100 sf/day[4]	1.61
Commercial/Vacant	17,788.16	13 lbs/1,000 sf/day[3]	3.52
Residential/Vacant (1 Lot)	1,893.33	4.62 lbs/person/day[2]	0.22
Industrial	36,249.37	2 lbs/100 sf/day[5]	11.03
TOTAL			54.26

1. Based on information from the Town of Brookhaven GIS Database, 2010.

2. Source: U.S. Environmental Protection Agency. *Municipal Solid Waste Generation, Recycling, and Disposal in the United States: Facts and Figures for 2007*. November 2008. Assumes 3.06 people per house.

3. Source: Salvato, Joseph A. et al, *Environmental Engineering*, Fifth Edition. 2003. The factor of 13 lbs/1,000 sf/day is for "retail and service facilities," as published in Environmental Engineering, 2003.

4. The factor of 1 lb/100 sf/day is for "commercial office building," as published in Environmental Engineering, 2003.

5. The factor of 2 lbs/100 sf/day is for "industrial/warehouse," as published in *Environmental Engineering*, 2003.

3.10 A esthetics

The following describes the visual characteristics and architecture of the existing land uses along each of the key corridors within the TOD District area. As identified previously in Section 3.4.1 –Land Use, the TOD District area consists of numerous vacant and unoccupied land and/or buildings as well as large surface parking lots (a number of which are located along Railroad Avenue). Many of the vacant buildings are former retail users or auto-related establishments. Figure 19 – Views of the Project Site District Area presents photographs of the existing land uses, community character and architecture throughout the TOD District area.

3.10.1 Railroad and Ronkonkoma Avenues

Views from the direction of the rail bridge overpass and the easterly side of Ronkonkoma Ave are to the Ronkonkoma Train Station, its surrounding surface parking lots and the one-story commercial uses that form the northern edge of Railroad Avenue. A five-story parking garage is seen in the distance, from Ronkonkoma Avenue, which is the tallest structure in the TOD District area.

The east-west views along Railroad Avenue include the train station and surface parking lots that serve the station. The train station facilities include a covered pedestrian bridge that links the station to the five-story parking structure on the north of Railroad Avenue. Also included in the train station facility are existing plazas and retail uses. The station was designed as a complex of buildings that share a similar architectural style with hip roofs and brick and glass facades. The north side of the street includes older one-story neighborhood-oriented retail with several outdated or vacant storefronts. The vacant buildings are in need of repair and detract from the visual aesthetic of the streetscape. Other buildings in the area show signs of the need for maintenance. Across from the train station (to the north) is a vacant lot that that is vegetated and undeveloped. The piece of land west of the station that is within the bus drop-off loop is undeveloped.

The photographs in Figure 19 – Views of the Project Site show that many of the vacant buildings appear to be lacking in maintenance. The vacant lots are generally vegetated. There is a vacant lot that is approximately 0.8 acres located south of Railroad Avenue and west of the train station that contains a grassed land. Along Railroad Avenue there are large surface parking lots that serve the daily commuters taking the train from Ronkonkoma train station. These parking lots are east and west of the existing station.

3.10.2 Hawkins Avenue

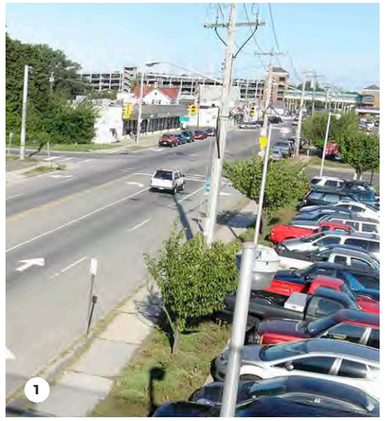
Hawkins Avenue includes a mix of one-story retail establishments and a few single family homes. In addition, a taxi company and bus depot are located on the east and west sides of Hawkins Avenue. The bus depot has areas for storing buses on gravel and paved parking lots.

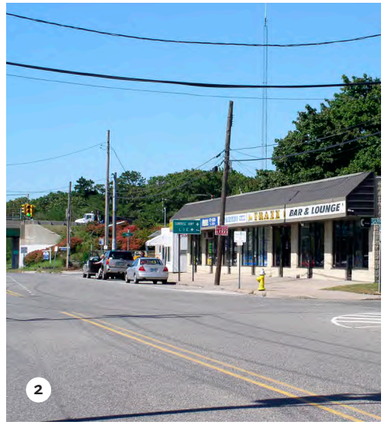
3.10.3 Union Avenue and Northern Portion of the TOD District Area

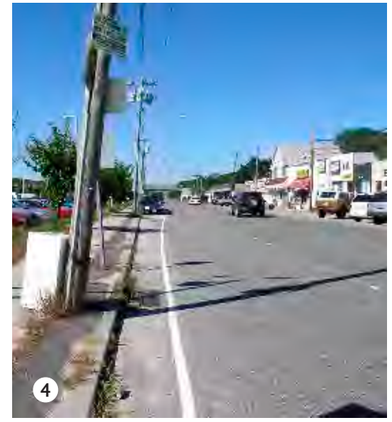
The northern portion of the TOD District area consists of a large number of automotive uses, specifically located along Union Avenue. Most buildings located within this area are one-to-two stories high with some single-family residential, a number of which are located on Elm and Maple Streets in the center of the TOD District area.

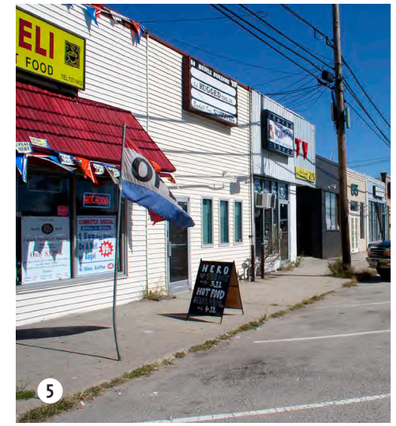
3.10.4 Mill Road

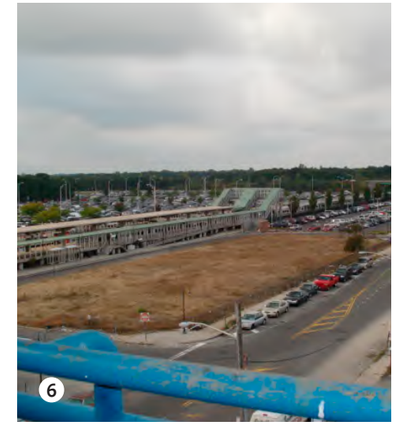
The views on either side of Mill Road include commercial and light industrial uses. The street has areas that are vegetated. The areas adjacent to the road include land that is used for storing materials and/or equipment and machinery. Buildings in this area are commercial office uses that are generally one story in height. Surface parking lots support the uses within this area.

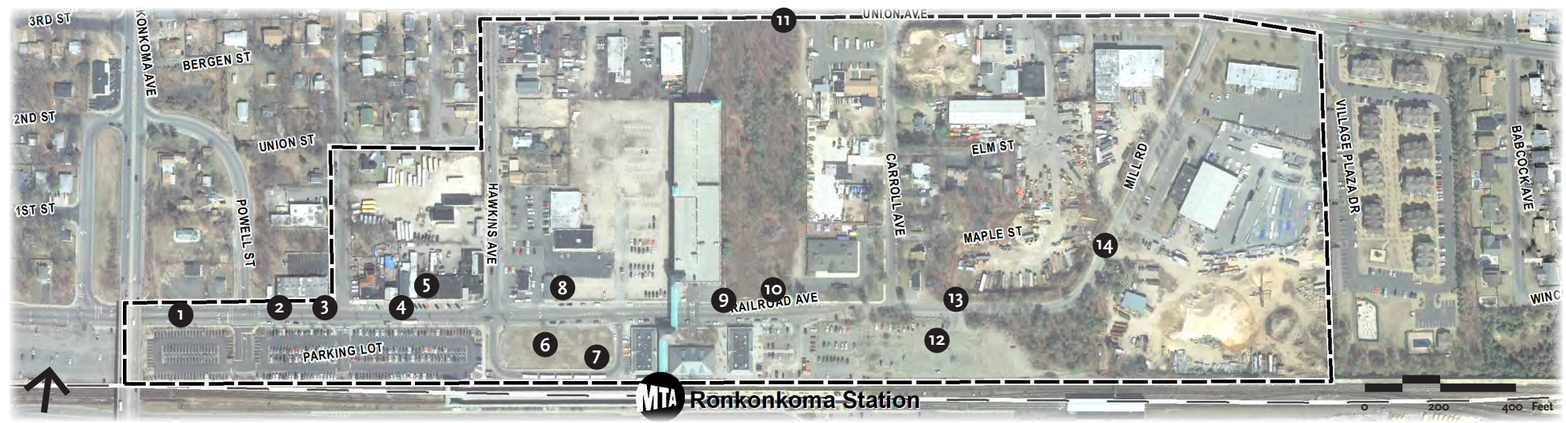


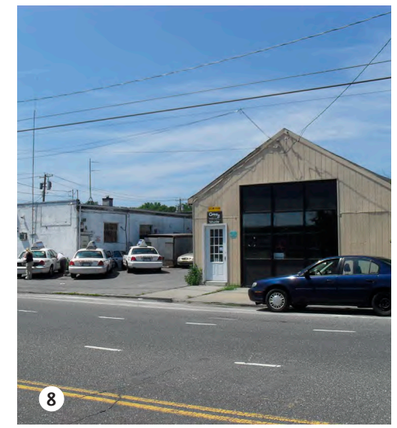


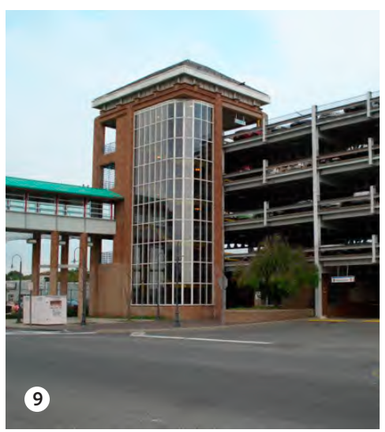


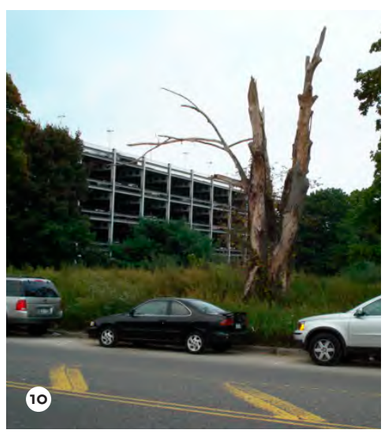


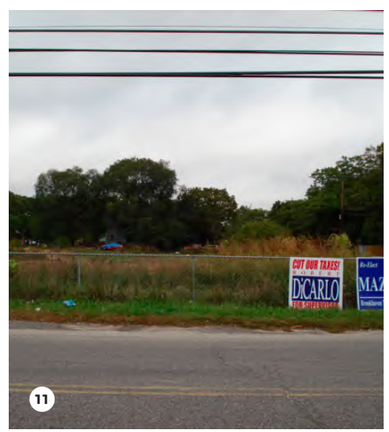


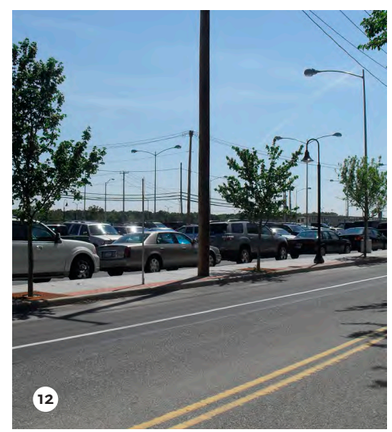


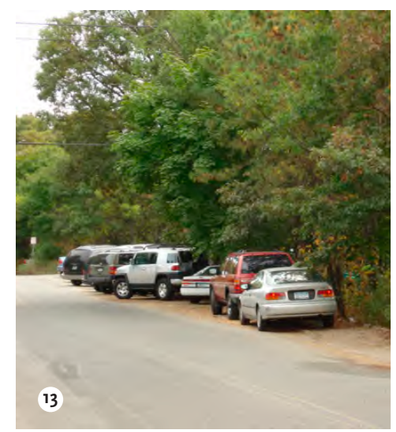












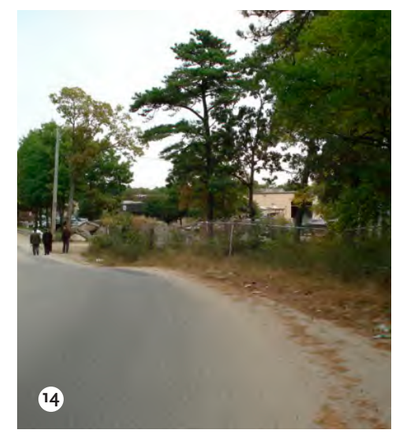


Figure 19
Views of the TOD District Area

Ronkonkoma Hub
Transit-Oriented Development

As identified in Figure 12 – Existing Land Use Inventory, the project site consists of numerous vacant/unoccupied land and/or structures and large surface parking lots, a number of which are located along Railroad Avenue. Many of the vacant buildings are from former retail users or auto-related establishments. The photographs in Figure 19 – Views of the Project Site show that many of the vacant buildings appear to be lacking in maintenance. The vacant lots are generally vegetated. There is a vacant lot that is approximately 0.8 acres located south of Railroad Avenue and west of the train station that contains a grassed land. Along Railroad Avenue there are large surface parking lots that serve the daily commuters taking the train from Ronkonkoma train station. These parking lots are east and west of the existing station.

3.11 Cultural Resources

The New York State Office of Parks, Recreation and Historic Preservation's ("OPRHP") GIS map of properties included in the National and State Registers of Historic Places was consulted and no listed properties exist within or adjacent to the TOD District area. This GIS map also indicates that the TOD District area is not situated within an archaeologically-sensitive area. The National Park Service website, which contains a list of properties listed on the National Register of Historic Places, was also examined and no historic properties exist on or adjacent to the TOD District area.

A review of the Town of Brookhaven Historic Landmarks List was conducted and no Town-designated Historic Landmarks are situated within or adjacent to the TOD District area. The Town of Brookhaven Historic District Advisory Committee's ("HDAC") list of Town-designated historic districts was also consulted and no historic districts exist within or adjacent to the TOD District area.

4.0

PROBABLE IMPACTS OF THE PROPOSED ACTION

4.1 Soils and Topography

4.1.1 Soils

Redevelopment of properties within the TOD District area would result in the disturbance of soils within the TOD District area for foundation excavation, utility installation, grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. As indicated in the *New York Guidelines for Urban Erosion and Sediment Control*, the erosion potential of a site is determined by five factors: soil erodibility, vegetative cover, topography, climate, and season. Soil erodibility is dependent on the structure, texture and percentage of organic matter in the soil. The presence of vegetation on a site protects soils from the erosive forces of precipitation and overland flow, as top growth vegetation shields the soil surface from precipitation while the root mass holds soil particles in place. Also, grasses limit the speed of runoff and help to maintain the infiltration capacity of the soil. The topography of a site, including slope length and steepness, influences the volume and velocity of surface runoff. Long slopes carry more volume to the base of the slope, and steep slopes increase runoff velocity.

As indicated in Section 3.1.1 of this DGEIS, the predominant soils mapped in the TOD District area are CuB, RdA, and PlA soils. The *Soil Survey* defines potential planning and engineering limitations for soils and these limitations are summarized in Table 3 in Section 3.1.1. However, information contained in the *Soil Survey* is general data that is useful for preliminary assessments and guidelines as to the characteristics of the soil to depths of approximately five feet. For all site-specific applications for redevelopment, actual on-site soil investigations would be required.

As indicated on the *Soil Survey*, CuB soil is mapped in the western third of the TOD District area. CuB soils are mapped in areas that have been substantially altered in grading operations and/or covered with impervious surface, as is characteristic of much of the TOD District area. As indicated in Table 3 – Engineering and Planning Limitations of On-Site Soils in Section 3.1.1 of this DGEIS, there are only slight engineering limitations associated with the development of homesites and sewage disposal fields on CuB soils. According to the *Soil Survey*, which provides general soils information, there are moderate development limitations for roads and streets on CuB soils due to associated slopes. However, all slopes within the TOD District area are within the zero to ten percent range. Also, the road system within the TOD District area has already been established, and thus, the development of new roads would be not required. The *Soil Survey* also notes potentially severe development limitations are associated with lawns and landscaping on CuB soils due to a sandy surface layer. The sandy surface layer allows for the rapid movement of water without the adequate capacity to hold water available for vegetation. However, topsoil is a common method to help address the potential limitation associated with proposed landscaping, as necessary.

RdA soils are mapped in the central third of the TOD District area. RdA soils are noted as having few or no engineering limitations for homesites, lawns, landscaping, streets or parking lots. There is a slight limitation for sewage disposal fields because of the rapidly permeability in the substratum of RdA soils. The substratum in the *Soil Survey* is defined to 65 inches. This limitation is overcome with soil mixing or soil removal and replacement with engineered fill material. It is noted that the Theoretical Full Build Plan does not cite the STP in an area mapped with RdA soils.

PlA soils are mapped in the eastern third of the TOD District area. PlA soils are noted as having few or no engineering limitations for homesites, sewage disposal fields, streets and parking lots. There is a slight limitation for sewage disposal fields and a severe limitation for lawns and landscaping because of rapid permeability and a sandy surface layer. With regard to limitations for sewage disposal fields, as indicated in the Preliminary Feasibility Study for Sewage Treatment and Disposal (see Appendix D of this DGEIS), PlA soils are an ideal type of soil for disposing of sewage treatment plant effluent, because it allows for recharge beyond the minimum leaching rate required by the SCDHS for the disposal of effluent. With respect to the limitations for the establishment of lawns and landscaping, soil mixing and the placement of topsoil is a common method to help address this limitation.

Based on the soil characteristics and the planning and engineering limitations defined in the *Soil Survey*, it is not expected that development of properties would have significant adverse soil impacts. Notwithstanding same, due to the generalities and the potential for actual on-site soils to differ from the *Soil Survey*, actual on-site investigations and mitigation measures, as necessary, would be required for future site-specific development applications.

The disturbance of soils during construction and regrading activities increases the potential for erosion and sedimentation. Any site-specific application for redevelopment within the TOD District area would be required to employ proper erosion and sedimentation controls (e.g., the strategic placement of silt fencing and hay bales to prevent overland runoff and to protect on-site drywells from siltation, maintenance of construction entrances to minimize the transport of sediment on to roadways, placement of appropriate cover over soil stockpiles to protect from wind and precipitation), in accordance with Chapter 86 of the Town Code (see Section 3.2 of this DGEIS).

Dust control measures would also be required, as necessary, during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water with spray adhesives, the use of stone in construction roads, and vegetative cover.

With suitable and proper erosion and sedimentation controls, in accordance with Chapter 86 of the Town Code, it is not expected that site redevelopment would result in significant adverse impacts associated with ground disturbance, regrading and/or construction activities.

4.1.2 Topography

The topography of properties within the TOD District area is relatively flat, and thus, topographic conditions would not be expected to limit potential redevelopment. Moreover, significant regrading would not be required. As such, no significant adverse impacts to topographic features would be expected.

4.2 Water Resources and Sanitary Disposal

4.2.1 Groundwater

The Long Island Comprehensive Waste Treatment Management Plan

The TOD District area is located in Hydrogeologic Zone I, which is characterized as a deep flow, Magothy Recharge Area. In order to ensure the protection of groundwater, future site-specific development applications in accordance with the TOD zoning code will be required to comply with the relevant recommendations of the "Wastewater Management Alternatives" and the "Highest Priority Areawide Alternatives" of the *208 Study.*

1. *Implement "Best Management Practices" to control runoff and remove nitrogen for treatment plants recharging effluent.* The proposed action includes the construction and utilization of a sewage treatment system (see Section 4.2.2 of this DGEIS for sewer analysis) that would address nitrogen. To control runoff, all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 86 of the Town Code), which requires a stormwater pollution prevention plan that includes all necessary controls. Thus, the proposed action conforms to this recommendation.

2. *Restrict the use of inorganic fertilizers. Promote the use of low-maintenance lawns.* The amount of fertilizer-dependent vegetation will be minimized and indigenous species will be used, to the maximum extent practicable, to allow for a low-maintenance landscape. Thus, the proposed action complies with this recommendation.

3. *Control stormwater runoff to minimize the transport of nutrients, metals, sediments, organic chemicals*. As stated, development within the TOD District would be subject to compliance with Chapter 86 of the Town Code – Stormwater Management and Erosion Control. It is likely that stormwater will be contained and recharged on the site through the use of drywells and catch basins, which are proper drainage methods. The installation of adequate drainage structures and the regrading of sites to direct stormwater would minimize the transport of sediments, nutrients, metals, organic chemicals and bacteria to ground and surface waters. Thus, the proposed action conforms to this recommendation.

Promote water conservation to reduce overall demand on Long Island's water supply. Water conservation methods would be used to the maximum extent practicable to decrease overall water usage.

Suffolk County Sanitary Code

Article 6

As indicated in Section 3.2 of this DGEIS, Suffolk County promulgated various regulations and standards that are designed to protect the water resources of Long Island. Article 6 of the SCSC specifically governs sanitary wastewater discharges. The TOD District area is situated within Groundwater Management Zone I. Pursuant to Article 6 of the SCSC, the maximum permissible flow for the TOD District area is 600 gallons per day per acre or approximately 32,238 gallons per day (based on 53.73 acres). All sanitary waste generated by new development within the TOD District area is proposed to be accommodated by an STP to be constructed within the TOD District. Thus, the sanitary density limitations are not applicable to the development of the site(s) in conformance with the TOD District.

Article 12

The relevant aspect of Article 12 for site-specific applications for development in the TOD District relates to the storage of fuel oil in above ground or underground storage tanks. All redevelopment of properties within the TOD District area, in accordance with the proposed TOD zoning code, where underground or above ground storage tanks are proposed in quantities with a combined capacity greater than 1,100-gallons, the applicant would be required to secure the appropriate permits under Article 12 from the SCDHS. Compliance with these regulations would help ensure that no significant adverse impacts would occur.

Water Usage

Utilizing the SCDHS design sewage flow rates as the basis for estimating potable water requirements, the domestic water use for the Theoretical Full Build Plan (which includes existing properties to remain) would be approximately 169,000 gpd (see Table 24 below). With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the total projected potable water demand for the Theoretical Full Build Plan is 186,000 gpd.

Consultations were undertaken with the SCWA to evaluate the available infrastructure in the area and to identify any necessary upgrades required to meet the water demand. In a response letter dated August 30, 2010, the SCWA advised that it can provide water to the proposed TOD District area (see Appendix J).

An estimate of the Needed Fire Flow (NFF) at a representative location within the Theoretical Full Build Plan was computed based on the Insurance Service

Organization (ISO) publication "Guide for Determination of Needed Fire Flow," Edition 05-2008. Site 2, which consists of a five-story mixed use building, was selected as the representative location based on its size and occupancy, two key components considered when estimating the NFF. Based on conceptual plans and uses, the NFF has been determined to be 4,500 gpm. In correspondence dated August 30, 2010, the SCWA indicated that the pressure available from SCWA's system may not be adequate to serve the higher elevations in multi-story buildings and, therefore, a booster pump system should be considered during the design of the project.

Overall, it would not be expected that the proposed action would result in a significant adverse impact to the SCWA.

4.2.2 Sewage Disposal

A Preliminary Feasibility Study for Sewage Treatment and Disposal was prepared by Michael P. Chiarelli Engineer, P.C. (see Appendix D of this DGEIS) to evaluate the feasibility of constructing an STP within the TOD District area to handle sanitary waste from all properties within the TOD District area.

As indicated in Section 3.2 of this DGEIS, the TOD District area is located in Groundwater Management Zone I. In this zone, the maximum allowable sewage flow is 600 gallons per acre per day without formal sewage treatment with nitrogen removal. As will be explained below, the Theoretical Full Build Plan is greater than the 32,328 gpd of allowable flow for this area, and, therefore formal sewage treatment including nitrogen removal is required.

Based on SCDHS design flow rates, the design average daily flow for the Theoretical Full Build Plan, inclusive of existing properties to remain, will be approximately 169,000 gpd (see Table 24 – Projected Sanitary Flow for Theoretical Build Out Plan below). The Theoretical Full Build Plan includes the construction of an STP within the boundaries of the TOD District area.

Table 24 – Projected Sanitary Flow for Theoretical Build Out Plan

Totals	
Site 1	27,675± gpd
Site 2	17,944± gpd
Site 3	27,313± gpd
Site 4	3,000± gpd
Site 5	44,100± gpd
Site 6	3,000± gpd
Site 7	28,125± gpd
Site 8	10,125± gpd
Existing to Remain	7,701± gpd
TOTAL	168,983± gpd

Since future development density of this area is not precisely known, the STP within the TOD District area is being evaluated as a 275,000-gpd plant as part of an overall sewer district to be created. The boundaries of the sewer district would be the TOD District area. The creation of a sewer district will require that the STP accommodate not only the redevelopment of properties identified on the Theoretical Full Build Plan, but all properties within the TOD District area. This 275,000-gallon capacity would accommodate the Theoretical Full Build Plan as well as connection of existing uses to remain and/or redevelopment and connection of parcels not specifically identified in the Theoretical Full Build Plan.

Influent Sewage Characteristics

The influent raw sewage characteristics used for the purpose of designing the proposed STP, as required by SCDHS, are as follows:

BOD5: 272 mg/l
SS: 320 mg/l
TKN: 65 mg/l
Alkalinity: 250 mg/l

Based on the above influent sewage characteristics and influent flow of 275,000 gallons per day, the influent loads are expected to be as follows:

Lbs. of pollutants = mg/ l pollutant x 8.34 lb./gal. X flow in MGD

272 mg/l x 8.34 lb./gal. X 275,000 gpd x 10-6 = 623.8 lb. BOD5/day
320 mg/l x 8.34 lb./gal. X 275,000 gpd x 10-6 = 733.9 lb. S.S./day
65 mg/l x 8.34 lb./gal. X 275,000 gpd x 10-6 = 149.1 lb. TKN/day
250 mg/l x 8.34 lb./gal. X 275,000 gpd x 10-6 = 573.4 lb. Alk./day

Effluent Requirements

The treated effluent from the STP will be recharged to the ground via subsurface leaching pools. Consequently, the State Pollutant Discharge Elimination System (SPDES) permit will require a daily maximum total nitrogen concentration of 10 mg/l as the limiting value and a pH limit of 5.5 to 8.5 SU. The 30-day arithmetic average flow limit will be the design flow of 275,000 gpd.

The following effluent quality is anticipated:

BOD5	< 10 mg/l
TSS	< 10 mg/l
Total N	< 10 mg/l
pH	5.5 to 8.5 SU

The effluent quality is expected to meet or do better than the effluent requirements.

Treatment Options

Based on density restrictions, formal sewage treatment must be provided for the proposed project. Generally, two options are available:

- Off-Site Treatment; and
- On-Site Treatment.

Off-Site Treatment

Off-site treatment requires that there be an existing STP which:

- Is sufficiently close to the project site to allow for economical transfer of sanitary sewage flow from the project site to the host STP;
- Has sufficient uncommitted excess capacity for the expected proposed and future sanitary sewage flow for this project;
- Is capable of treating the sewage to the required effluent quality; and
- The owner of a host STP must be amenable to accepting sewage from the proposed project.

The following three STP's were investigated for the possibility of receiving sanitary sewage flows generated within the TOD District area and are outlined below as "Name/Permitted Flow/Distance to Proposed District/SPDES Permit No."

1. Browning Hotel/56,000 gpd/1,100 ft. ±/NY 0253162;
2. Waverly Park Condominium/60,000 gpd/3.3 mi. ±/NY 0077381; and
3. Heatherwood House @ Lake Ronkonkoma/30,000 gpd/2.1 mi. ±/NY 0079375.

Review of the above STPs indicates that no nearby STP has enough uncommitted excess capacity to treat an additional 275,000 gpd flow.

In addition, several STPs exist within the Town of Islip, proximate to the TOD District area. These STPs also do not have enough uncommitted excess capacity to treat an additional 275,000 gpd flow. It is also noted that the SCDPW is planning to award Capital Project No. 8185, in which six areas within Suffolk County are to be studied with respect to districting and combining contributing areas for the purpose of sewage treatment. One of those six areas is in a similar area to the TOD District area being analyzed here. However, the study has not yet been implemented. Based upon the above, the off-site treatment option is not viable.

<u>On-Site Treatment</u>

Many treatment plants have been constructed in Suffolk County using the extended aeration process followed by a deep bed Denitrification filter. Some treatment plants use rotating biological contactors ("RBCs") followed by a deep bed Denitrification filter. Other STPs use Sequencing Batch Reactors ("SBR") and the Biologically Engineered Single Sludge Treatment ("BESST") process.

The BESST process is considered to be the best method for the TOD District area because of its process stability and ability to constantly achieve design goals.

Description of BESST Treatment Process:

The BESST Process is a continuous flow modified extended aeration process. Sewage enters first into the anoxic chamber where it mixes with return activated sludge (RAS) from the clarifier. The nitrogen removal process is completed here as nitrite (NO2-N) and Nitrate (NO3-N) produced in the aeration zone are converted to Nitrogen gas (N2). Some of the influent BOD5 is consumed in this denitrification process. The dissolved oxygen (DO) level is maintained below 0.2 mg/l, and submerged mixers keep MLSS in suspension.

The mixed liquor is transferred by gravity from the anoxic chamber to the far end of the aeration chamber through a submerged transfer pipe. BOD5 removal and nitrification take place here as the mixed liquor is aerated by fine bubble air diffusers. The aerated mixed liquor then flows into the bottom of the clarifier by means of a uniquely designed baffle.

In the clarifier, solids settle to the bottom as the supernatant flows over the overflow weir and is gravity fed to the micro screen drum filters. Unfiltered sludge and backwash waste are returned to the sludge holding tank. Clean filtered effluent flows by gravity to the effluent leaching pools.

STP Siting

For the Theoretical Full Build Plan, the STP is proposed in the southeast corner of the TOD District area. This parcel is a 5.47± acre site, which will accommodate at least the 275,000 gpd-capacity-STP being proposed, pending analysis of soil characteristics and potential hydrogeological effects of effluent on drinking water supplies. The soil type for this site is Plymouth loamy sand, 0 to 3 percent slopes (PlA), which is a rapidly permeable soil. This is an ideal type of soil for disposing of sewage treatment plant effluent, because it allows for recharge beyond the minimum leaching rate required by the SCDHS for the disposal of effluent. The site is relatively flat, with little concern for grading issues. The site is generally clear, and would require minimal removal of trees to complete the construction of the STP building and the effluent leaching pools. Overall, the soil and site conditions are adequate for development of the STP.

As the proposed action includes the placement of an STP within the TOD District area, such that all sewage will be accommodated and treated prior to discharge, no significant adverse groundwater impacts associated with sewage disposal would be expected.

Nonpoint Source Management Handbook

The *Nonpoint Source Management Handbook* was reviewed as to recommendations related to the proposed action. Discussion of the proposed project's consistency with the relevant recommendations follows:

Land Use

Limit new development, particularly industrial uses, in the deep recharge and critical shallow recharge areas.

Although the subject parcel is located in a deep recharge area, the proposed TOD zoning code does not permit new construction of industrial uses. The purpose of the proposed action is to facilitate the redevelopment of under utilized or vacant parcels within the TOD District with residential, retail, office and restaurant uses. Thus, the proposed project complies with this recommendation.

Limit the removal of natural vegetation and the creation of lawn areas.

The majority of the properties identified for redevelopment on the Theoretical Full Build Plan are sites that are paved or otherwise impervious with weedy vegetation. Other areas of the TOD District are largely comprised of ecological communities that are considered to be demonstrably secure within New York State by the NYNHP, including Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden. There are all common in the general surrounding area of the site.

There are areas witin the TOD District area that contain Successional Southern Hardwoods and Successional Shrubland (see Section 3.3 of this DGEIS). However, both communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. There is also a small area of Pitch Pine-Oak Forest located on the eastern portion of the TOD District area (see Section 3.3 of this DGEIS). However, due to the small size of the parcel and the presence of invasive/non-native species in perimeter areas, the parcel does not support a large, undisturbed block of interior woodland habitat.

The creation of lawn areas would be limited on most building sites to building perimeters and planting areas along the road frontage and site interiors. The open space area/public plaza would be comprised of native or low maintenance species, as included in the TOD zoning code, to reduce irrigation needs and fertilizer demand. Thus, the proposed project complies with this recommendation.

Stormwater Runoff

Minimize grade changes and site clearing. Preserve swales in their natural state. Avoid disturbance of existing grades, vegetation or soils and the alteration of surface hydrology.

As indicated in Section 4.1 of this DGEIS, the topography of the TOD District area is relatively flat, and thus, the regrading of properties within the TOD would be minimal. Also, the majority of the properties identified for redevelopment on the Theoretical Full Build Plan are sites that are paved or otherwise impervious with weedy vegetation. Overall surface hydrology would not, therefore, significantly change. The redevelopment of properties would require minimal grading to direct stormwater into on-site drainage structures (e.g., drywells). As part of the Town's stormwater ordinance, all stormwater would be required to be contained and recharged on-site. There are no swales within the TOD District area. Overall, while minimal grade changes would be required for site redevelopment, drainage would be provided to minimize potential adverse impacts associated with stormwater runoff. As such, the project complies with the intent of this recommendation.

Provide temporary on-site areas to receive stormwater runoff flows that are generated by construction and other site development activities. Do not allow increased sediment resulting from the construction or operation phase of site development to leave the site or to be discharged into stream corridors, marine or freshwater wetlands. Minimize the amount of soil area exposed to rainfall and the period of exposure. Cover or plant exposed soils as soon as possible.

In accordance with Town's stormwater ordinance requirements, a stormwater pollution prevention plan would be required before any land development activity is undertaken. Pursuant to §86-6(B)(1), the stormwater pollution prevention plan is required to contain, among other things, "temporary and permanent structural and vegetative measures…for soil stabilization, runoff control and sediment control for each stage of the project from initial land clearing and grubbing to project close-out."

As such, the proposed action complies with this recommendation.

Detain runoff and direct stormwater from road surfaces to sediment basins before discharge to a sump wherever topography limits or precludes on-site recharge.

The topography of the TOD District area is relatively flat. Therefore, on-site leaching structures are feasible methods of stormwater control. Stormwater from road surfaces would continue to be handled with drywell and catch basins. Thus, this recommendation is not applicable to the proposed action, as on-site recharge is feasible.

Stabilize exposed slopes during and after construction by using temporary and/or permanent structural or nonstructural stabilization measures.

The topography of the TOD District area is relatively flat. If on-site topography is proposed to be regraded to create slopes in excess of 10 percent, slope stabilization methods during and after construction would be required in accordance with Town Code. As such, the proposed action complies with this recommendation.

<u>Fertilizer</u>

Retain as much of the natural vegetation of the site as possible. Minimize grade changes and site clearing.

As indicated earlier, the majority of the properties identified for redevelopment on the Theoretical Full Build Plan are sites that are paved or otherwise impervious with weedy vegetation. Other areas of the TOD District are largely comprised of ecological communities that are considered to be demonstrably secure within New York State by the NYNHP, including Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden. There are areas within the TOD District that contain Successional Southern Hardwoods and Successional Shrubland, although these communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. There is also an area of Pitch Pine-Oak Forest located on the eastern portion of the TOD District area, but it is small in size and due to the presence of invasive/non-native species in perimeter areas, the parcel does not support a large, undisturbed block of interior woodland habitat.

Grade changes would not be expected to be significant due to existing conditions (i.e., sites are primarily developed and the topography is relatively flat). As such, the project complies with the intent of this recommendation.

Use native plants for the planting of areas that have been disturbed by grading. Consider the use of alternative types of groundcover and other plant materials to avoid or reduce lawn area and the consequent need for fertilizer applications, extensive watering and maintenance.

All lawn and landscaping would to be planted with native or low-maintenance species, as required in the TOD zoning code. As such, the project complies with this recommendation.

4.2.3 Stormwater Runoff

Stormwater Runoff and Management During Construction Activities

As indicated in Section 3.2.2 of this DGEIS, pursuant to §86-6 of the Town's stormwater ordinance, as part of any land development activity, a stormwater pollution prevention plan must be filed and approved by the Town's Stormwater Management Officer.

The required contents of the stormwater pollution prevention plan, pursuant to §86-6(B)(1), include, but are not limited to:

> *"(c) Site map/construction drawing(s) for the project, including a general location map at a scale not less than one inch equals 2,000 feet. The site map shall be at a scale no smaller than one inch equals 50 feet. At a minimum, the site map should show the total site area; all improvements; areas of disturbance; areas that will not be disturbed; existing vegetation; on-site and adjacent off-site surface water(s); wetlands and drainage patterns that could be affected by the construction activity; existing and final slopes; locations of off-site material, waste, borrow or equipment storage areas; and location(s) of the stormwater discharge(s);*
>
> *(d) Description of the soil(s) present at the site;*
>
> *(e) Construction phasing plans describing the intended sequence of construction activities, including clearing and grubbing, excavation and grading, utility and infrastructure installation and any other activity at the site that results in soil disturbance. Consistent with the New York Standards and Specifications for Erosion and Sediment Control (i.e., Erosion Control Manual), not more than five acres shall be disturbed at any one time unless pursuant to an approved SWPPP;*
>
> *(f) Description of the pollution prevention measures that will be used to control litter, construction chemicals and construction debris from becoming a pollutant source in stormwater runoff;*
>
> *(g) Description of construction and waste materials expected to be stored in on-site with updates as appropriate, and a description of controls to reduce pollutants from these materials, including storage practices to minimize exposure of the materials to stormwater, and spill prevention and response;*

(h) Temporary and permanent structural and vegetative measures to be used for soil stabilization, runoff control and sediment control for each stage of the project from initial land clearing and grubbing to project close-out;

(i) A site map/construction drawing(s) specifying the location(s), size(s) and length(s) of each erosion and sediment control practice;

(j) Dimensions, material specifications and installation details for all erosion and sediment control practices, including the siting and sizing of any temporary sediment basins;

(k) Temporary practices that will be converted to permanent control measures;

(l) Implementation schedule for staging temporary erosion and sediment control practices, including the timing of initial placement and duration that each practice should remain in place;

(m) Maintenance schedule to ensure continuous and effective operation of the erosion and sediment control practice;

(n) Name(s) of the receiving water(s);

(o) Delineation of SWPPP implementation responsibilities for each part of the site;

(p) Description of structural practices designed to divert flows from exposed soil, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site to the degree attainable;

(q) Any existing data that describes the stormwater runoff at the site."

Chapter 86 also sets forth required erosion and sedimentation controls. Pursuant to §86-7(A), all land development activities are subject to compliance with the following:

(1) The New York State Stormwater Management Design Manual (New York State Department of Environmental Conservation, or any amendments thereto,..).

(2) New York Standards and Specifications for Erosion and Sediment Control (Empire State Chapter of the Soil and Water Conservation Society, 2004 (most current version)…

Finally, the Town's stormwater ordinance requires construction reports to be filed after land development activities cease, and such reports are to include: *"'as built' plans for any stormwater management practices located on-site after final construction is completed. The plans must show the final construction layout for all stormwater management facilities. The plans must also clearly display any alterations made to the*

original approved construction details, sections, and/or plan layout. A professional engineer must certify the as-built plans."

All site-specific applications would be required to comply with the provisions of Chapter 86 of the Town Code, and thus, there would be no significant adverse impacts associated with stormwater runoff or erosion and sedimentation during construction.

Post-Development Stormwater Runoff Management

With respect to post-development management of stormwater, Chapter 86 of the Town Code establishes minimum stormwater management requirements and controls, and, requires that land development activities:

> *"(3) Minimize increases in stormwater runoff from land development activities in order to reduce flooding, siltation, increases in stream temperature, and stream bank erosion;*
>
> *(4) Minimize increases in pollution caused by stormwater runoff from land development activities, which would otherwise degrade local water quality;*
>
> *(5) Minimize the total annual volume of stormwater runoff, which flows from any specific site during and following development to the maximum extent practicable; and*
>
> *(6) Reduce stormwater runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through stormwater management practices and to ensure that these management practices are properly maintained and eliminate threats to public safety."*

As all applications for land development are subject to compliance with Chapter 86 of the Town Code, no significant adverse impacts associated with stormwater runoff or erosion post-development would be expected.

4.2.4 Surface Water, Wetlands and Floodplains

As indicated in Section 3.2 of this DGEIS, there are no wetlands or surface water on or proximate to the TOD District area. The TOD District area is not located within a 100-year or 500-year flood zone. As such, implementation of the proposed action will not impact same.

4.3 Ecology

4.3.1 Vegetation Impacts

As indicated in Section 3.3.1 of this DGEIS, much of the existing vegetation on properties within the TOD District area is comprised of non-native ornamental trees, shrubs and herbaceous plants populating the various lawn/landscaped areas associated with the developed portions of the site. The Theoretical Full-Build Plan includes the clearing of some of these areas, either for development with structures, or replacement with new landscaped areas. The ecological communities that would be most affected (i.e., Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden) are all common in the general surrounding area of the site and are considered to be demonstrably secure within New York State by the NYNHP. Further, all three communities would continue to exist on properties within the TOD District following the implementation of the Theoretical Full Build Plan, as these communities are associated with developed properties.

The Theoretical Full Build Plan would also include the clearing of some of the Successional Southern Hardwoods and most of the Successional Shrubland located on the northern portion of the TOD District area (see Parcel A in Figure 10). As detailed previously, both communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. As a result, the overall ecological value of these communities, both to the overall flora of the site and as native wildlife habitat, has been reduced. Further, the two communities are ranked by the NYNHP as "demonstrably secure" and "apparently secure," respectively, within New York State.

The small area of Pitch Pine-Oak Forest located on the eastern portion of the TOD District area (see Parcel B in Figure 10) would also be cleared as a result of the Theoretical Full Build Plan. However, due to the small size of the parcel and the presence of invasive/non-native species in perimeter areas, the parcel does not support a large, undisturbed block of interior woodland habitat. Further, this community is considered to be "apparently secure" in New York State by the NYNHP and is relatively common in the area to the south and southwest of the site.

Based upon the foregoing observations, the proposed action would not result in significant adverse impacts to local or regional vegetation.

4.3.2 Wildlife Impacts

As detailed in Section 3.3.2 of this DGEIS, due to the developed nature of the TOD District area and general surrounding area, the wildlife species observed or expected on the site are those that are well-adapted to developed and/or disturbed habitats and human presence. Thus, following the construction phase, it is anticipated that suitable habitat will remain for individuals of most displaced wildlife species. It is further anticipated that individuals of most or all of these species will return to the TOD District area post-development.

The removal of Successional Shrubland, Successional Southern Hardwoods and Pitch Pine-Oak Forest will have an impact on the abundance of wildlife using the site. Individuals of a few less mobile wildlife species (i.e., some mammal and reptile species, if present) may suffer direct elimination during clearing of these habitats. More mobile animals (i.e. birds and most mammals) would be forced to emigrate to unaffected habitats, both on the site or in the general surrounding area. In the short term, it is expected that these habitats, will experience a temporary increase in the abundance of some wildlife populations. Subsequently, it is expected that inter- and intra-specific competition for available resources within these habitats will result in a minor net decrease in local population sizes for most species, as a new equilibrium is achieved.

Ultimately, development within the TOD District area would not result in significant adverse impacts to the density and diversity of local or regional wildlife populations.

4.3.3 Rare Species/Habitat Potential

As detailed in Section 3.3.3 of this DGEIS, the NYNHP provided correspondence indicating that seven records (three current and four historic) exist for vascular plant species in the vicinity of the TOD District area. However, none of these species were observed on properties within the TOD District area during the June 17 and July 1, 2010 field inspection, and, given the developed/disturbed habitats that currently comprise the TOD District area, the occurrence of these or other rare species is considered to be unlikely. No other NYNHP records currently exist for rare or State-listed animals, plants, significant natural communities or other significant habitats on or in the immediate vicinity of the TOD District area, and none were observed during the field inspection. Further, all of the ecological habitats supported on properties within the TOD District area are ranked as either demonstrably or apparently secure by the NYNHP.

Based upon the foregoing, no significant adverse impacts to rare species or habitats are anticipated.

4.4 Land Use and Zoning

4.4.1 Land Use

The TOD District area encompasses approximately 53.73± acres, which are comprised of 54 individual parcels. This area is proposed to be rezoned using FBC zoning (described in detail in Section 4.4.2 below), which results in a development vision. The Theoretical Full Build Plan would implement this vision, and includes the redevelopment of key opportunity sites with preferred land uses to achieve the goals and objectives of the visioning and planning process, including significant visual improvements and increased marketability of the land both within and surrounding the TOD District area.

The overall intent of the proposed action is to encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed-use, self-sufficient community. Also, the proposed action encourages development that would enhance the tax base and complement the surrounding communities and uses as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership.

The Theoretical Full Build Plan represents a development option for specific portions of the TOD District area (including nine redevelopment sites) that could result upon implementation of the TOD District zoning code, as presented in Figure 2 - Theoretical Full Build Plan. The inclusion of these specific parcels would permit the currently underutilized and partially vacant parcels to be redeveloped into a vibrant Smart Growth community offering an opportunity for a mix of uses, including retail, office, restaurants, and multi-family housing at greater densities that complement the train station by providing goods and services for commuters, workers and residents. The development sites were chosen for redevelopment mostly because they are located on key "gateway" roadways serving the train station (Railroad Avenue, Hawkins Avenue, and Mill Road), where more viable land uses and higher density development are most appropriate and complement existing uses within the TOD District area. Specifically along Railroad Avenue, there is potential frontage for new buildings that could help define the street edge. Also, the development sites are all within a 10-minute walk of the Ronkonkoma Station.

The Theoretical Full Build Plan is a potential redevelopment option that represents overall type and level of development that can take place if the TOD District is adopted and the area rezoned.

The Theoretical Full Build Plan (Figure 2) has been designed to conform to the requirements (e.g., height and setback) set forth in the TOD District zoning (described in Section 4.4.2 below). Table 25, Theoretical Full Build Plan Program provides a summary of the proposed uses by sub-site.

Table 25 – Theoretical Full Build Plan – Summary of Land Uses

Proposed Land Use	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Total
Residential	123 units	60 units	66 units	-	196 units	-	125 units	45 units	-	615 units
Retail	-	38,375 sf	22,500 sf	-	-	-	-	-	-	60,875 sf
Restaurant	-	-	-	100 seats	-	100 seats	-	-	-	200 seats
Office	-	24,375 sf	25,000 sf	-	-	-	-	-	-	49,375 sf
Health Club	-	-	30,000 sf	-	-	-	-	-	-	30,000 sf
Parking	164 spaces	252 spaces	300 spaces	1,465 spaces	261 spaces	33 spaces	166 spaces	60 spaces	-	2,701 spaces
Sewer Treatment Plant (STP)	-	-	-	-	-	-	-	-	±5 acres	±5 acres

Sites 1, 2, 3, and 4 make up the TOD core due to the proximity to the Ronkonkoma Station and are anticipated to facilitate a mix of uses including, retail, restaurant, office, health club and multi-family housing. Sites 5, 6, 7, and 8 would be redeveloped into mostly multi-family housing with amenities, a restaurant and parking within walking distance to Ronkonkoma Station. Site 9 would be redeveloped with an STP that would accommodate the wastewater generated by the development as part of the proposed action.

Site 1, which totals approximately 4.40 acres and consists of LIRR surface parking for commuters is partially vacant, and controlled by the MTA. Redevelopment being considered for Site 1 includes 123 residential units in three-to-four story buildings over 164 grade parking spaces. Site 1 is within walking distance of the train station along Railroad Avenue and adjacent to the proposed public open space. Redevelopment of this site would require coordination with the MTA.

Site 2 consists of 2.96± acres and consists of a variety of uses, including a mix of residential and industrial, auto-body repair, and vacant/unoccupied dilapidated commercial properties. Redevelopment being considered for Site 2 includes 38,375 square feet of ground-level retail, 24,375 square feet of office and 60 residential units on the upper floors with 252 structured parking spaces.

Site 3 is an approximately 3.97-acre site that currently consists of a gym and associated surface parking. Considered uses for Site 3 include a 30,000 sf two-story health club, 22,500 square feet of ground-level retail, and 25,000 square feet of office

and 66 residential units on the upper floors. Approximately 300 parking spaces are also included for Site 3.

Site 4, an approximately 3.76-acre site, is centrally located within the TOD District area. This site consists of undeveloped/wooded land and is considered for redevelopment into a 100-seat restaurant and 1,465 spaces of structured parking for patrons of the planned uses, as well as for existing and future commuters using the Ronkonkoma Station.

Site 5, the largest site of all the sites at approximately 6.28 acres, is considered for redevelopment with 196 residential units in multiple three-story buildings over at-grade parking (261 spaces) with a clubhouse and pool. These uses would replace a wide mix of uses, including commercial, office, auto-body repair, and single-family residential.

Site 6 is an approximately 1.8-acre site that consists of office uses. Considered uses for Site 6 include a 100-seat restaurant with 33 surface parking spaces.

Site 7 is approximately 3.0 acres and consists of industrial uses. Considered uses for Site 7 include two, three-story residential buildings over at-grade parking with a total of 125 units and 166 parking spaces.

Site 8 is approximately 1.13 acres located on the eastern end (vacant/undeveloped portion) of a larger site controlled by the MTA. This site currently consists of the train station, surface parking, commercial and vacant land. Uses considered for redevelopment of Site 8 include a four-story residential building over at-grade parking with a total of 45 units and 60 parking spaces. Redevelopment of this site would require coordination with the MTA.

Site 9 is approximately 5.47 acres and is currently partially undeveloped consisting of industrial/manufacturing uses. Site 9 is being considered for the STP.

Under the Theoretical Full Build Plan, the remaining 20.96 acres of the TOD District area would generally consist of properties that remain undeveloped and/or with their current uses (not currently considered for redevelopment), and roadways and/or sidewalks. Additionally, public open space is planned adjacent to the station on a currently underutilized/vacant approximately 0.8-acre site between the station and LIRR parking.

4.4.1.1 Land Use Trends

Based upon November 2008 *Demographic, Economic and Development Trends* report published by the Suffolk County Planning Commission, development, in general, has

remained stable in Suffolk County over the last few years.[14] The population has continued to increase and continues to become more racially diverse. The population age groups of 65 and above and 20 to 24 years old have both increased while young children (ages 0-4 years old) have declined. The average household size in Suffolk County has decreased significantly in recent decades.

While homeownership has remained steady over the years at approximately 80 percent housing prices have declined by 10 percent; however, Suffolk County's housing prices are still 90 percent higher than the national median. The number of homes bought and sold as well as construction of new homes in Suffolk County has slowed significantly.

Overall, Suffolk County has continued to experience stable economic conditions. The office market in Suffolk County remains stable while the industrial market remains very strong. The value of agricultural production in Suffolk County is the highest of any county in New York State. Suffolk County also has a large tourism market especially during the summer months with attractions such as beaches, golfing, wineries, and variety of lodging, including major hotel chains, boutique hotels, Bed and Breakfast (B&Bs)/inns and affordable motels.

Suffolk County is a major retail market and, as of 2007, Suffolk County had 39 million square foot of space in planned shopping centers, and 8 million square feet of space in its downtowns, many of which continue to emerge as strong dining and entertainment centers. Large-scale, mixed-use developments incorporating smart-growth principles appear to be a land use trend that is occurring throughout the region. The proposed TOD redevelopment continues this trend.

4.4.1.2 Community Character

The TOD District area consists of numerous vacant/unoccupied parcels and/or structures and a number of these parcels are located in highly visible locations (i.e., Railroad Avenue). The rundown appearance of buildings as well as large surface parking lots, characterize the TOD District area. The proposed action seeks to transform the TOD District area from a largely underutilized and unkempt area to a vibrant, compact, mixed-use community. As indicated in Section 2.3 of this DGEIS, the conceptual design and layout of the Theoretical Full Build Plan (Figure 2) is based on broader goals and objectives of the proposed TOD District, including the creation of an efficient, transportation-served multi-use environment that mixes employment, shopping and housing.

Specifically, the proposed TOD District currently contains a mix of commercial (auto-body repair; wholesale/distribution; gym), surface parking, office,

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[14] Suffolk County Department of Planning, *Demographic, Economic and Development Trends*, November 2008. (website: http://www.co.suffolk.ny.us/upload/planning/pdfs2/reports/2009/demoecon_all_12309.pdf)

industrial/manufacturing, and LIRR-related parking, train station and commercial uses as well as single-family residential. This is proposed to be replaced with TOD development that would provide aesthetic enhancement, new housing and housing type options, and employment opportunities for a vibrant live-work environment. Moreover, the proposed TOD District will help the Town achieve its objectives for upgrading the area as a "gateway" to the Ronkonkoma Station. Accordingly, implementation of the proposed action would improve and enhance community character and aesthetics as opposed to conforming to the existing character of a partially-vacant, underutilized area surrounding the Ronkonkoma Station that the Town has deemed in need of revitalization.

As discussed above in Section 4.4.2, establishing a form-based zoning code for the TOD District allows for the construction of a mixed-use community with a range of building types and land uses including office, housing and retail with focus on their relationships to the streets and streetscapes. The key to sustaining a mix of uses of this type is to employ design control over the scale and urban form of each building regardless of use, and provide a flexible, development framework that can accommodate a range of building types. Unlike the typical suburban development patterns where separate "stand-alone" building form is the norm, in the TOD District, the objective is to create an environment with visual continuity and a user-friendly public realm.

4.4.2 Zoning

4.4.2.1 Overview of Form-Based Code Zoning

The key goal of FBC zoning is to meet community visions not achievable through existing or conventional zoning. Form-based code zoning is different from conventional zoning in that it emphasizes building form and appearance rather than specifying and distinguishing uses or establishing set back, building height, or lot coverage restrictions. Form-based codes commonly include the following elements:

- Regulating Plan. A plan or map of the regulated area designating the locations where different building form standards apply based on clear community intentions regarding the physical character of the area being code.
- Public Space Standards. Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- Building Form Standards. Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.

- Architectural Standards. Regulations controlling external architectural materials and quality.
- Landscaping Standards. Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.).
- Signage Standards. Regulations controlling allowable signage sizes, materials, illumination, and placement.
- Annotation. Text and illustrations explaining the intentions of specific code provisions.[15]

These form-based code elements are described in relation to the TOD District below.

4.4.2.2 Proposed TOD District

The new TOD District, as proposed, includes all parcels currently zoned J Business 6, ("J-6") and LI Industrial ("L-1") that lie within the TOD District area. In addition, it includes some parcels zoned for neighborhood business ("J-2") and one that is zoned J Business 4 (Professional and Business Offices ["J-4"] on Mill Road. The TOD District area was drawn to include all areas where TOD-type development would be appropriate. The TOD District follows property lines so that no existing lot is split into two zoning districts. The TOD District area also includes MTA-controlled parking areas along Railroad Avenue to accommodate development in the future in the event that those lots are released as well as the proposed site for the STP (Site 9).

The TOD District includes several provisions that are not part of the existing J-6 zoning district. As an example, for mixed-use projects, residential use is specifically excluded from the ground floor, as the ground floor should be occupied by retail uses and the floors above are to be developed for either residential or office use. Other permitted uses need to be incorporated such as:

- Multi-family dwellings (apartments, duplexes, condominiums, townhouses);
- Service-oriented offices (could be allowed on a street level);
- Civic, cultural and community facilities; and
- Live/work dwelling units.

A portion of the TOD District area includes parcels zoned for L-1. The new zoning does not permit the development of industrial uses, such as manufacturing and warehousing.

More specifically, the following uses are proposed as permitted uses:

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[15] Form-Based Code Institute, *Definition of a Form-Based Code*, Draft Date: February 17, 2009. (website: http://www.formbasedcodes.org/definition.html).

16. Townhouses;
17. Duplexes;
18. Multi-family housing;
19. Live/work dwelling units;
20. Mixed use developments;
21. Professional offices such as those of doctors, lawyers, architects and engineers;
22. Retail businesses such as, but not limited to grocery, drug, apparel, variety, furniture, or sporting goods store;
23. Restaurants and eating and drinking establishments where most food and drink is intended to be consumed on the premises at tables, counters, or bars;
24. Personal services such as barber shops, beauty salons, laundry and dry cleaning establishments;
25. Health club;
26. Business services such as banks and other financial institutions, real estate and insurance offices;
27. Accessory buildings and uses;
28. Home occupations;
29. Child care facilities; and
30. Museum and similar cultural facility of a non-commercial nature.

Building heights would range from three to five stories, depending upon where in the district the development would take place. The form-based code governs building form, massing, architectural design, street types, and public spaces. In contrast to a typical zoning ordinance, the form-based code for the TOD District will not specifically establish dimensional regulations for the buildings other than the height limitation. However, certain setbacks may be established to allow for public spaces and to screen parking areas, for example.

The proposed form-based TOD code is annexed as Appendix C.

Regulating Plan

The proposed form-based code includes the Regulating Plan which would be adopted by the Brookhaven Town Board. As shown in Figure 20 – Regulating Plan, the regulating plan establishes two "subzones" – "Main Street" and "Neighborhood." The Main Street subzone is closer to the train station and would emphasize vertical mixed-use (up to five stories) with retail on the ground floor and residential or commercial above. The "Neighborhood" subzone would encourage medium-to-high residential density and could include some retail and live/work space. These buildings would generally be between two and four stories.

Building Form

The building form standards identify the specific physical and functional character of the district. The form controls on building frontages work together to frame the street-space while allowing greater functional and operational freedom behind their facades. The building form standards aim for the minimum level of control necessary to meet this intent.

Public Space

In a form-based code, the public space includes plazas and open spaces, as well as the streets and sidewalks. It is envisioned that the form-based code delineates two street types, as shown on Figure 21 – Street Types. One which would include Railroad, Ronkonkoma, and Garrity Avenues, would have a right-of-way of approximately 74 feet. The other (for Union, Elm, Maple and Mill Streets, and Union and Carroll Avenues) would have a smaller right-of-way of approximately 50 feet. Typical cross sections and standards for the Type 1 street type are shown in Figure 22 – Street Design (Street Type 1).

Architectural, Landscape, and Signage

Architectural, landscape, and signage standards are specified in the code. This includes the siting of the buildings; location and design of parking areas; pedestrian and bicycle access; pedestrian amenities; building facades; landscape design and plantings; lighting; site furnishings; and the type, size, and materials used for signage.

4.4.2.3 Local Approval Process

The mechanisms for site plan and subdivision approval are laid out in the Town Zoning Code. The Planning Board has jurisdiction over the review and approval of residential and commercial site plans. This would include the architectural, landscaping, signage, lighting, and other details of any proposed development as detailed in the land development standards and the TOD District. In making its decisions, the Planning Board must consider the general health, safety and welfare of the Town, whether the uses are consistent with the approved conceptual development plan and whether the uses are in harmony with and would promote the general purposes and intent of the TOD, among other things.

4.4.2.4 Proposed Impacts of TOD District

As discussed in Section 3.4.2 – Current Zoning, the existing zoning is a mix of several zoning districts with different purposes that does not present a cohesive vision plan for the TOD District area. Land uses typically associated with transit-oriented

development are not specifically permitted within the existing zoning districts. Moreover, the existing zoning allows for industrial development in the area, which is not compatible with the proposed residential and commercial mixed-use environment around the train station. When such an area is rezoned, current uses may continue to exist and become non-conforming uses if they are no longer permitted under the new zoning district. This is a common by-product of rezoning efforts.

The proposed TOD District has been drafted, as presented in Appendix C, to establish the tools necessary for implementing the Vision for the area. This is accomplished by creating opportunities for residential and commercial mixed-use so that people can live, work, shop, and play while having easy access to a major commuter rail line.

The current zoning for each existing zoning district is summarized in Table 4 - Current Zoning and Summary of Permitted Uses within the TOD District Area. A list of allowed uses in the proposed Ronkonkoma TOD District is outlined previously in this section. As illustrated in Table 26 below, there are a number of key differences between the existing mix of zoning districts and the proposed TOD District contemplated for the TOD District area.

Table 26 – Comparative Assessment: Existing Zoning vs. TOD District

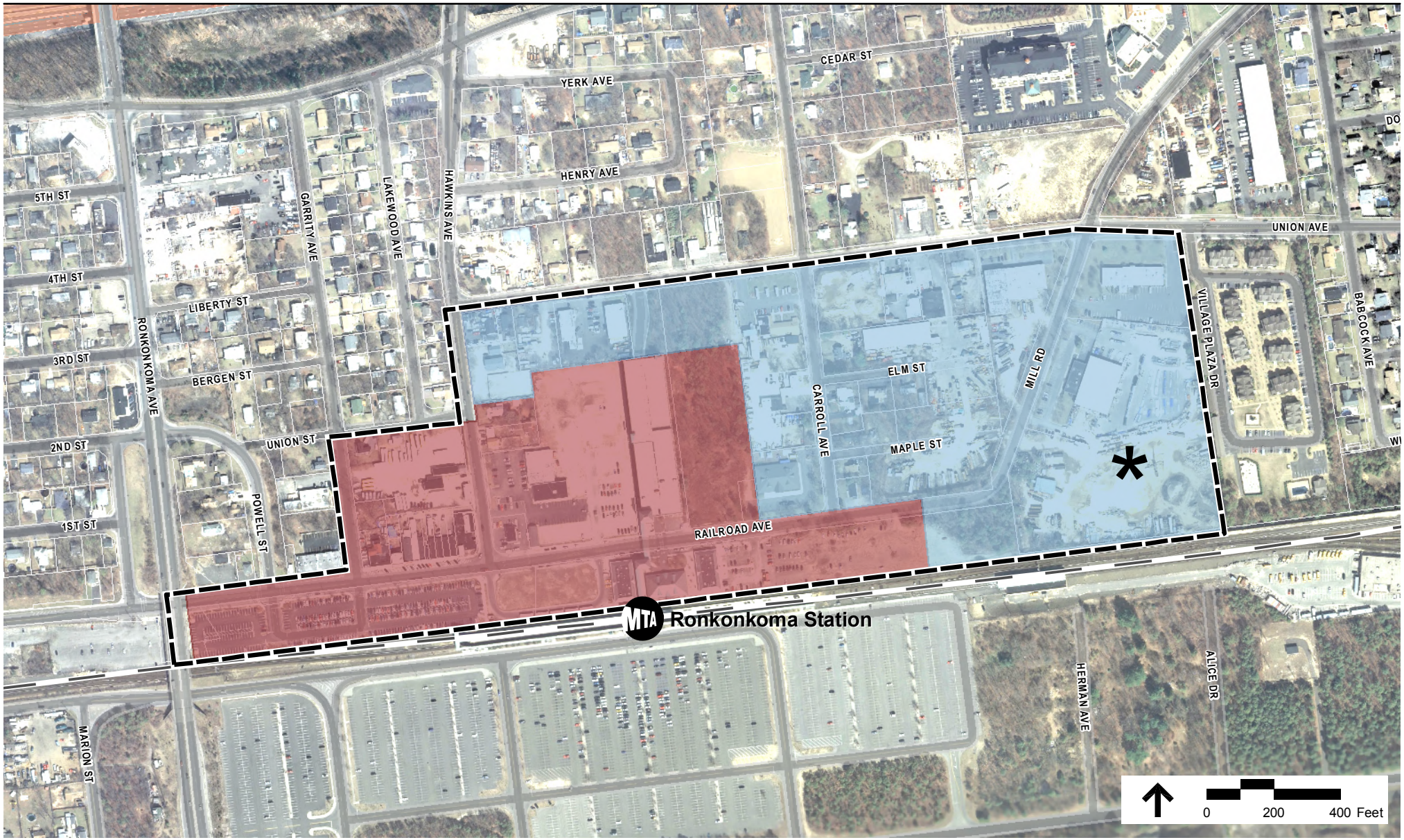
Zoning Provision	Existing Zoning	Proposed Zoning
Zoning districts	J-2, J-4, J-6, and L1	Ronkonkoma TOD District
Allowed uses	Includes a variety of uses; however, they occur in a haphazard manner due to the variety of zoning districts	More specifically delineated list of uses
Mixed-uses	Limited or not allowed in most zoning districts. Allowed by right in the Main Street Business District (J-6)	Allowed by right
Building Height	Up to fifty feet or three stories in most zoning districts. Building height is limited to two stories in J-6	Up to five stories depending upon location
Minimum lot size and setbacks	4,000 sq. ft. in J-6 and larger in L1; variety of setback requirements	No minimum lot size; form-based code regulates building location and form
Accessory uses (i.e. outdoor seating)	Special permit	Allowed by right and written into form-based code in public space standards
Amenities and design standards	Apply to the J-6 zoning district, but not entire TOD District area	Apply throughout the entire area for buildings and streetscapes
Parking	Outdated standards not based on technical studies	Standards based upon the Institute of Traffic Engineers parking manual

If the existing zoning was allowed to remain in place, development around Ronkonkoma Station would continue to occur in a haphazard manner that encourages the proliferation of incompatible land uses. The TOD District as a FBC

implements the community's vision for the area. Not only does the FBC allow for land uses that are appropriate for the area, but it does so in manner that encourages sound architectural design along with streetscape standards that promote pedestrian activity.

The key elements of the Theoretical Full Build Plan, as described in Section 2.0 – Description of the Proposed Action, are incorporated into the components of the proposed form-based code for the TOD District area. The Theoretical Full Build Plan includes land uses not currently allowed in the existing zoning for the area and the form-based zoning emphasizes the design and placement of the buildings and streets over the land use types. While the current zoning for the J-6 district includes design standards, they primarily focus on the design of the buildings and less on the public realm. The TOD District aims to regulate the buildings and the public realm in a more comprehensive manner and, therefore, the code is the tool that is most useful in implementing the community's vision for the Ronkonkoma Hub.

\\VHB\homedir\Watertown\LD\Planning_Group\Ronkonkoma_GEIS\Report_Graphics\support\regulating plan.mxd



Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

Legend

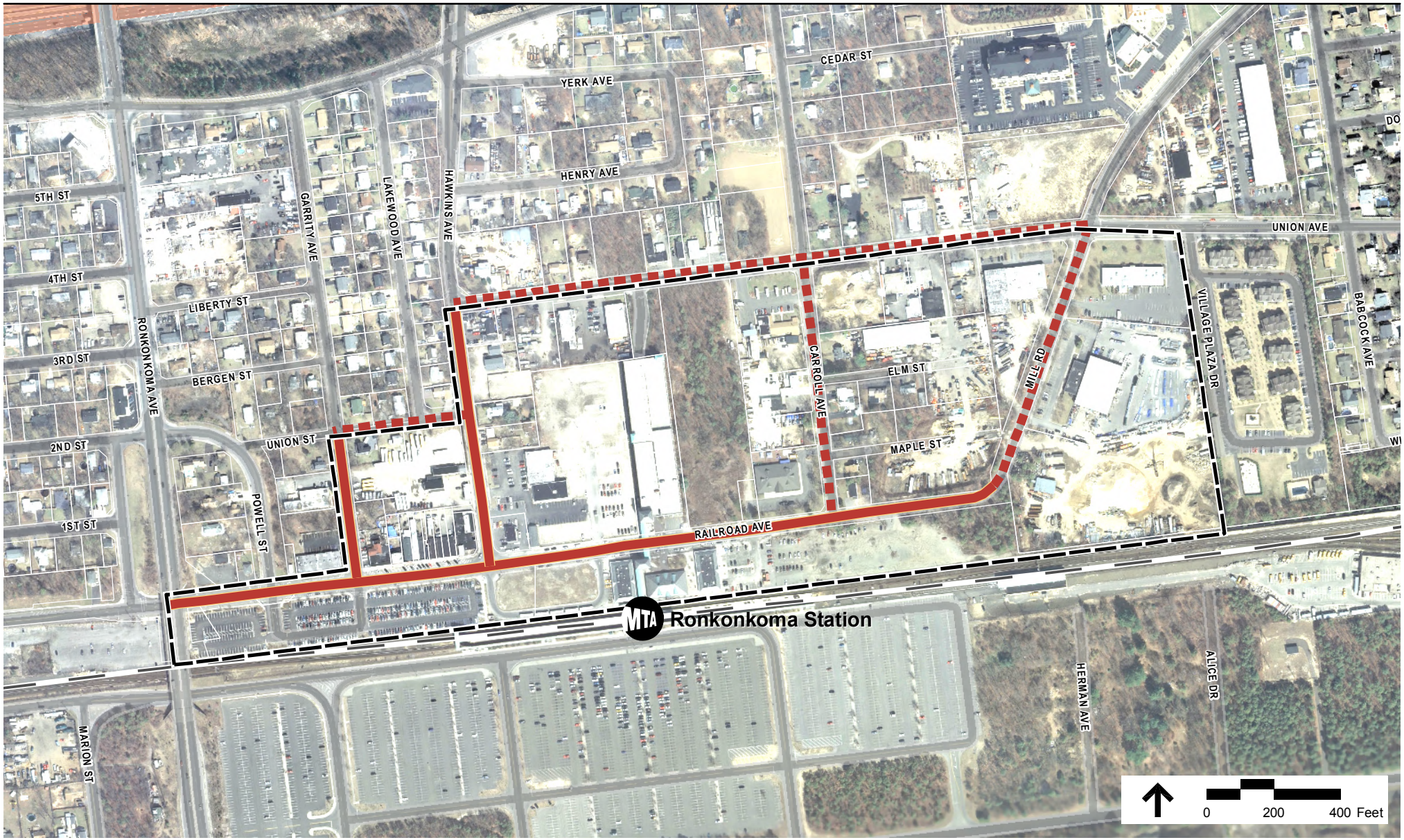
Main Street Zone

Neighborhood Zone

* Note that if this site is not used for the Sewage Treatment Plant (STP), it will be developed in conformance with the Neighborhood Zone.

Figure 20
Regulating Plan

Ronkonkoma Hub
Transit-Oriented Development



Data sources:
Assessors Parcels, LIRR and Zoning – Suffolk County GIS
Basemap – Town of Brookhaven, Long Island, NY
Land Use – Field verification by VHB, Inc., 2010.

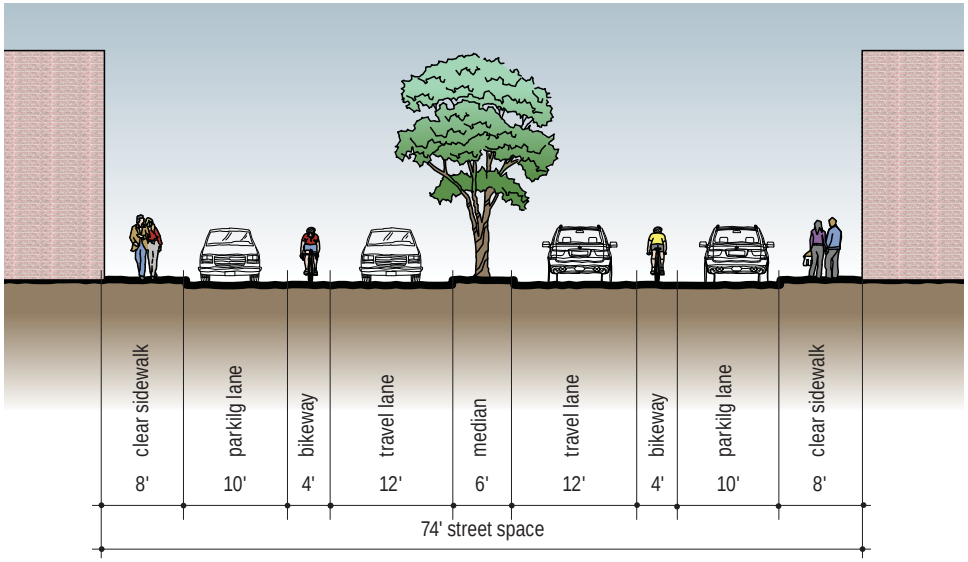
Legend

Street Type 1
Street Type 2

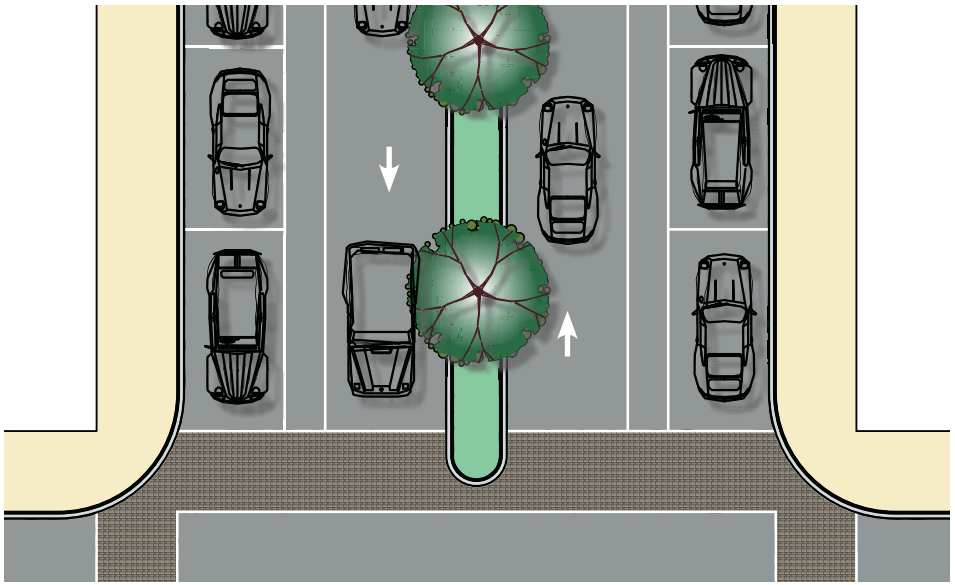
Figure 21
Street Types

Ronkonkoma Hub
Transit-Oriented Development

Section ►



Plan ►



Street Elements

GENERAL	
Right of Way	74'
Curb-to-Curb Width	58'
TRAVEL LANE	
Number of Lanes	2
Width	12'
BICYCLE LANES	
Number of Lanes	2
Width	4'
PARKING LANES	
Number of Lanes	2
Width	10'
MEDIAN	
(Y/N)	Y
Width	Variable – up to 6'
SIDEWALK	
Both Sides (Y/N)	Y
Width	8'

Figure 22
Street Design of Railroad, Garrity and Hawkins Ave (Street Type 1)

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

4.4.3 Land Use and Implementation Plan

The proposed Land Use and Implementation Plan provides the background and history of the planning process that the Town previously embarked on and includes an overview of the Ronkonkoma Station, and recommended planning and zoning tools (TOD and FBC zoning). As part of the implementation strategy for the proposed action, the proposed Land Use and Implementation Plan outlines the implementation strategy for realizing the vision for Ronkonkoma Hub developed as part of the *Ronkonkoma Hub Planning Study*, including an overview of the rezoning adoption process, an updated market study, and economic incentives to encourage private development. The Land Use and Implementation Plan relies on data, assumptions and conceptual plans developed in Phase 2 of the *Ronkonkoma Hub Planning Study*, as well as a detailed market study conducted in August 2010.

Appendix B includes the proposed Land Use and Implementation Plan.

4.4.4 Relevant Land Use Plans

This section discusses how the proposed action is consistent with relevant comprehensive plans and planning studies, in addition to the Land Use and Implementation Plan developed in support of the proposed action.

4.4.4.1 Ronkonkoma Hub Transit-Oriented Planning Study

As discussed in Sections 2.2.1 – Project History and 3.4 – Land Use and Zoning of this DGEIS, in 2007, the Town of Brookhaven embarked upon a two-phased planning study aimed at revitalizing a multi-block area around the Ronkonkoma Train Station. The goal was to develop a vision that supports compact, mixed use, transit-oriented redevelopment. As previously discussed, the outcome of the *Ronkonkoma Hub Planning Study* was a long-term development strategy that established clear and predictable guidance for the revitalization of the TOD District area.

As part of Phase 2, a Vision Plan was developed that called for the transformation of Railroad Avenue into a community "Main Street" with mixed-use buildings with housing, retail, recreation and office space and defined the street edge as well as pedestrian amenities such as small plazas at key intersections and streetscape improvements along both sides of Railroad Avenue. In summary, the highlights of that Vision Plan included:

- Public plazas at key intersections to provide public spaces for pedestrians and help activate the street;

- Streetscape enhancements including sidewalks, signage, lighting and landscaping along Railroad Avenue, Mill Road and Hawkins Avenue;
- Orient buildings towards the street edge along Railroad Avenue and Hawkins to help define the "Main Street" character;
- Parking at the rear or interior of lots and seek opportunities for shared parking;
- Active pedestrian-oriented uses on the ground floor, particularly along Railroad Avenue between Garrity Avenue and the Station;
- New development on the MTA "bus loop" site;
- Buildings up to 5 stories on Railroad Avenue, up to 4 stories on Mill Road and up to 2.5 stories on Union Avenue;
- Streetscape enhancements to the Station plaza;
- Mix of uses on upper floors;
- Buildings oriented toward the street edge along Mill Road;
- Multi-family buildings oriented toward amenities such as parks or plazas;
- Residential unit types mixed within development sites; and
- Pedestrian connections to Fairfield residential apartments.

The implementation phase, or "Phase 3," of the *Ronkonkoma Hub Planning Study* incorporated the principles of the aforesaid planning process, including the elimination of the single-family residential areas from any proposed zoning changes or development modifications. As part of the implementation strategy, the Land Use and Implementation Plan (see Appendix B of this DGEIS) presents the criteria and process for implementing new land use legislation designed to result in the revitalization of the area surrounding the Ronkonkoma train station through the TOD District zoning. The Land Use and Implementation Plan relies on data, assumptions and conceptual plans developed in Phase 2 of the *Ronkonkoma Hub Planning Study,* as well as a detailed market study conducted in August 2010.

The Theoretical Full Build Plan (Figure 2) is a potential redevelopment option that illustrates overall type and level of development that could take place with the application of the TOD District – a tool the Town creates to implement the Ronkonkoma Hub Vision. Other types and combinations of mixed use development are possible and allowed. Also, the Theoretical Full Build Plan is a concept plan created for the purpose of evaluating potential impacts associated with the TOD District.

The proposed action – the TOD District and resulting Theoretical Full Build Plan – are consistent with the goals and objectives of the visioning and planning process because it would significantly visually improve the TOD District area and increase marketability of the land both within and surrounding he TOD District area. The TOD District aims to significantly improve land use conditions through the redevelopment of vacant, underutilized and/or blighted properties, encourage the efficient use of land, provide for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, self-sufficient community. This

development would in turn enhance the tax base, complement the surrounding uses and better utilize existing public transit infrastructure at Ronkonkoma Station.

4.4.4.2 Brookhaven 1996 Comprehensive Land Use Plan

Section 3.4.3.2 - Brookhaven 1996 Comprehensive Land Use Plan describes the 1996 Comprehensive Plan as it relates to the TOD District area. While the 1996 Comprehensive Plan is the current official comprehensive plan for the Town (updates are currently being made as part of the *Draft Brookhaven 2030 Plan* described below), over the last 15 years, land use trends have changed and, therefore, the existing conditions of the Ronkonkoma Hub have been studied. The proposed action responds the more recent land use trends. This section describes those 1996 Comprehensive Plan goals and/or recommendations that are relevant to current conditions.

In general, the 1996 Comprehensive Plan recommends that the Town continue to pursue redevelopment of the Ronkonkoma Hub to take advantage not only of the Hub's location adjacent to the Ronkonkoma rail station, but also its location adjacent to Islip MacArthur Airport. Also, the 1996 Comprehensive Plan recommends that "to promote the goal of creating a 'sense of place' rezonings should be required to meet certain standards."[16]

Transportation

As previously discussed, the 1996 Comprehensive Plan identifies the need for an increase in parking capacity at the Ronkonkoma train station. The proposed action would result in new opportunities for parking throughout the TOD District area to accommodate the future development as well as spaces for daily commuters. Each development site as part of the Theoretical Full Build Plan includes on-site parking to meet demand for specific uses. The Theoretical Full Build Plan also includes a parking structure to accommodate those spaces lost on Site 1 and to increase MTA parking capacity.

Roadway improvements such as new sidewalks and other pedestrian accommodations, bike lanes and landscaped medians are proposed for parts of Hawkins Road, Railroad Avenue and Mill Road as gateways to the TOD District area, which is generally consistent with the 1996 Comprehensive Plan.

Land Use and Zoning

As stated in the 1996 Comprehensive Plan, it was envisioned that the Ronkonkoma Hub area would be redeveloped with large attractive office buildings and industrial

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[16] *Town of Brookhaven Long Island 1996 Comprehensive Land Use Plan*, Town of Brookhaven, 1996.

development, which would take advantage of the proximity the Long Island MacArthur Airport and Ronkonkoma station. However, the proposed TOD District seeks to take advantage of the Long Island MacArthur Airport and the LIRR-Ronkonkoma Station by promoting a compact, mixed-use community including residential, retail and restaurant uses for a "live.work, play" environment. Access to the LIRR-Ronkonkoma Station allows for railroad commuters to live within the TOD District area to reduce automobile dependence. Since the preparation of the 1996 Comprehensive Plan and based on more recent land use studies, it has been determined that large office buildings and industrial uses would not be consistent with the area or the community vision for the area (TOD uses) and, therefore, are not proposed as part of the TOD District.

4.4.4.3 Draft Brookhaven 2030 Plan

As discussed in Section 3.4.3.2 of this DGEIS, the *Draft Brookhaven 2030 Plan* is being prepared to guide the future of the Town of Brookhaven. The following two key goals of the *Draft Brookhaven 2030 Plan* are consistent with the proposed action:

- Redirect growth to areas served by infrastructure, revitalize downtowns, and establish pedestrian-oriented centers that have a sense of place; and
- Expand the range of transportation options.

Specifically, the *Draft Brookhaven 2030 Plan* calls for the creation of transit-oriented development surrounding Brookhaven's Long Island Railroad stations. As described herein, the TOD District aims to accomplish the above-referenced goals of the *Draft Brookhaven 2030 Plan* through development of a new transit-oriented, mixed use, self-sufficient community that better utilizes existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership. The proposed action provides for new housing job opportunities within walking distance of public transit; thereby, expanding the range of alternative transportation options (non-single-occupant vehicle).

4.4.4.4 Long Island 2035 Visioning Initiative Final Report

The Long Island Regional Planning Council is currently drafting the "Long Island 2035 Comprehensive Regional Sustainability Plan," which is intended to guide sustainable development of Long Island's economy and social and natural environment of the next 25 years. As an integral first step, a visioning initiative has been undertaken and the "Long Island 2035 Visioning Initiative Final Report" ("2035 Final Report") has documented these efforts. As part of the visioning initiative, three alternative scenarios were synthesized from public workshops and, to a greater or lesser extent, they all reflect the following preferences that were common to most workshop participants:

- Emphasize redevelopment and multi-family housing over new single-family development;
- Focus housing and commercial activity in existing downtowns;
- Make system-wide improvements to public transportation;
- Preserve as much open space as possible; and
- Avoid new commercial strip development.

One of the three scenarios included "Concentrating Growth Around the Existing Transit Network," ("The Transit Communities Scenario")As discussed in Section 3.4 of this DGEIS, one of these alternative scenarios included in the 2035 Final Report included "The Transit Communities Scenario," which includes commercial, multi-family residential, and retail development within a 10-minute walk of transit centers, such as Long Island Rail Road stations, and downtown areas, particularly in Nassau and western Suffolk County.

The TOD District is an example of the Transit Communities Scenario, as the goals of this District are to:

1. Promote compact, mixed-use development in close proximity to the LIRR – Ronkonkoma Station;

2. Redevelop undeveloped, under-utilized and blighted properties;

3. Develop multi-family residential units, both rental and ownership;

4. Encourage building reuse and infill to create higher densities;

5. Encourage a diverse mix of residential, retail, and restaurant uses for a "live, work, play" community;

6. Encourage a pedestrian-friendly environment;

7. Encourage flexibility in site and architectural design with a Form-Based Code;

8. Construction of a sewage treatment plant to achieve higher densities; and

9. Promote economic development opportunities.

Based on the foregoing, the TOD District represents an example of the type of development recognized in the 2035 Final Report as a desired alternative for development on Long Island.

4.5 Traffic and Parking

4.5.1 Introduction

The Traffic and Parking Analysis in Appendix G of this DGEIS includes an analysis of future traffic conditions, both with and without the proposed action (i.e., "Build" and "No Build" conditions, respectively), to evaluate the potential impact of development within the TOD District area. The No Build condition represents the future traffic conditions that can be expected to occur, without the site-specific developments included on the Theoretical Full Build Plan. The No Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both project and non-project-generated traffic. Traffic volumes in the study area were projected to the year 2014, reflecting the year when the proposed action is expected to be completed and operational. An evaluation of the existing parking supply, the demand for parking and appropriate ratios to meet those demands are also included.

4.5.2 No Build Condition

The No Build traffic volumes include all existing traffic and any new traffic due to background traffic growth and any new traffic due to other planned developments in the area.

Background Traffic Growth

To account for increases in general population and background growth not related to the proposed action, an annual growth factor was applied to the existing traffic volumes. Based on the study data and the findings of New York Metropolitan Transportation Council (NYMTC) the growth rate anticipated for Suffolk County of 0.63% per annum. For presenting a more conservative analysis, a growth rate of 0.65% per annum was adopted. A total growth rate of 2.6 percent was applied to the existing traffic data to develop the background traffic based on the anticipated Build year of 2014.

Other Planned Developments

No Other Planned Developments were identified by the Town of Brookhaven that would impact the study intersections in the analysis.

The No Build traffic volumes for the AM and PM peak hours are shown in Figures 5 and 6, respectively, in the Traffic and Parking Analysis in Appendix G of this DGEIS.

4.5.3 Build Condition

To estimate the traffic impact of the site-specific developments include on the Theoretical Full Build Plan, available trip generation data sources were reviewed, including the reference published by the ITE, Trip Generation, 8th Edition. This widely utilized reference source contains trip generation rates for related uses, "Apartments" (Land Use Code #220), "Residential Condos" (Land Use Code #230), "Retail Space" (Land Use Code #820) "General Office Building" (Land Use Code #710), "Health Club" (Land Use Code #492), and "Quality Restaurant" (Land Use Code #931). Table 27 summarizes the trip generation data for the land uses identified on the Theoretical Full Build Plan.

Table 27 – Trip Generation – Build 2014

Project Component	Component Size	AM Peak Hour		PM Peak Hour	
APARTMENTS **ITE # 220** **Rental Apartment**	**308 Units**	Rate = 0.51 Entering 20% 32 Total = **158**	 Exiting 80% 126	Rate = 0.62 Entering 65% 124 Total = **191**	 Exiting 35% 67
RESIDENTIAL **ITE # 230** **Condos/Townhouses**	**307 Units**	Rate = 0.44 Entering 17% 23 Total = **136**	 Exiting 83% 113	Rate = 0.52 Entering 67% 107 Total = **160**	 Exiting 33% 53
RETAIL SPACE **ITE # 820** **Shopping Center**	**60,875 SF**	Rate = 1.00 Entering 61% 37 Total = **61**	 Exiting 39% 24	Rate = 3.73 Entering 49% 112 Total = **228**	 Exiting 51% 116
OFFICE/COMMERCIAL **ITE # 710** **General Office Building**	**49,375 SF**	Rate = 1.55 Entering 88% 68 Total = **77**	 Exiting 12% 9	Rate = 1.49 Entering 17% 13 Total = **74**	 Exiting 83% 61
HEALTH CLUB **ITE # 492** **Health/Fitness Club**	**30,000 SF**	Rate = 1.38 Entering 45% 19 Total = **42**	 Exiting 55% 23	Rate = 3.53 Entering 57% 60 Total = **106**	 Exiting 43% 46
RESTAURANT **ITE # 931** **Quality Restaurant**	**200 Seats**	Rate = 0.03 Entering 67% 4 Total = **6**	 Exiting 33% 2	Rate = 0.26 Entering 67% 35 Total = **52**	 Exiting 33% 17
TOTALS		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		183	297	451	360
		480		**811**	

Source: *Trip Generation* (ITE, Eight Edition, 2009). Rates are for weekday AM and PM peak hours of adjacent street traffic. Rates for building areas are per 1,000 square feet.

Transit-Oriented Development

In addition to rail service, the TOD District area is well served by Suffolk Transit Bus Routes S57 (Sayville to Smithhaven Mall), S59 (Sayville to Smithhaven Mall), 6A (Ronkonkoma Railroad to Coram), and 7A (Ronkonkoma Railroad to Patchogue Railroad) with convenient connections to all over Nassau, Suffolk and Queens Counties.

The availability of mass transit helps in reducing vehicle trips, as a large percentage of people would use the train and bus services for their commute to and from work. A good percentage of those that reside in the development would use mass transit to commute to and from work. Similarly, a good percentage of people employed in the retail and office portion of the development would arrive and leave by transit. The residents may choose to shop at the retail stores located within the development, thus reducing the vehicle trips. It is also possible that a percentage of people would both live and work within the development, further reducing the vehicle trips.

To estimate the reduction in vehicle trips in a transit-oriented development, various studies were reviewed. The available studies on transit-oriented developments show a reduction in vehicle trips by almost as high as 50 percent. In order to take a conservative approach, this study assumes only a 25 percent reduction in trip generation. Table 28 shows trip generation factored for transit-orientation.

Table 28 – TOD District Area Trip Generation – Theoretical Full Build Plan (2014)

	AM Peak Hour Trips		PM Peak Hour Trips	
ITE Trip Generation	Entering	Exiting	Entering	Exiting
	183	297	451	360
	480		811	
	AM Peak Hour Trips		PM Peak Hour Trips	
Trip generation adjusted for Transit Oriented Development at 75% of the normal rate	Entering	Exiting	Entering	Exiting
	137	223	338	270
	360		608	

As shown in Table 28, the program mix for the Theoretical Full Build Plan is projected to generate 360 trips during the AM peak hour and 608 trips during the PM peak hour.

Trip Distribution and Assignment

The trips originating from and destined to the TOD District area were assigned to the adjacent roadways based on characteristics of the roadway network. Figure 7, of the Traffic and Parking Analysis in Appendix G of this DGEIS, shows the trip distribution percentages. These distribution percentages were then applied to the site-generated traffic volumes and assigned to the local roadway network. The resulting project-generated traffic volumes for the AM and PM peak hours are shown

in Figures 8 and 9, respectively, of the Traffic and Parking Analysis in Appendix G of this DGEIS.

To determine the future Build traffic volumes, the project-generated trips were added to the No Build traffic volumes at the study intersections. The resulting Build traffic volumes for the AM and PM peak hours are shown in Figures 10 and 11, respectively, of the Traffic and Parking Analysis in Appendix G of this DGEIS.

4.5.4 Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing condition and No Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 Highway Capacity Manual ("HCM"). The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delay at unsignalized intersections in the study area.

Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Level of Service Analysis

LOS analyses were conducted for the Existing condition, No Build and future Build conditions for each of the study intersections.

The results of the capacity analyses for the signalized intersections of LIE North Service Road at Hawkins Avenue, LIE South Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road, the signalized Hawkins Avenue at Railroad Avenue for the AM and PM peak hours are summarized in Table 29 and Table 31, respectively. The results for the unsignalized intersections of Hawkins Avenue at Railroad Avenue (in the existing condition) and Ronkonkoma Avenue at 2nd Street/Powell Street for the AM and PM peak hours are summarized in Table 30 and Table 32, respectively. The tables show results for Existing, No Build and Build conditions. The detailed capacity analysis worksheets are contained in Appendix C of the Traffic and Parking Analysis.

Table 29 – Signalized Intersections – Level of Service Summary – AM Peak

Intersection	Movement	Lane Group	EXISTING 2010		NO BUILD 2014		BUILD 2014	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road & Hawkins Avenue	WB	L	15	B	15.3	B	16.2	B
		T	26.2	C	28.1	C	29.2	C
		R	9.5	A	9.6	A	9.7	A
		Approach	22.9	C	24.5	C	25.3	C
	NB	L	33.3	C	35.9	D	47.6	D
		T	15.3	B	15.3	B	14.4	B
		Approach	22.1	C	23.1	C	27.5	C
	SB	TR	44.7	D	46.8	D	50.6	D
		Approach	44.7	D	46.8	D	50.6	D
Overall Intersection			26.5	C	28.0	C	29.9	C
LIE South Service Road & Hawkins Avenue	EB	L	18.4	B	18.5	B	18.4	B
		TR	19.4	B	19.7	B	19.6	B
		Approach	19.2	B	19.4	B	19.3	B
	NB	T	25	C	25.2	C	26.5	C
		Approach	25	C	25.2	C	26.5	C
	SB	L	26.3	C	26.8	C	32.3	C
		T	21.9	C	21.9	C	23.4	C
		Approach	23.0	C	23.1	C	25.4	C
Overall Intersection			22.0	C	22.2	C	23.6	C
Hawkins Avenue & Union Avenue	WB	L	35.9	D	37.3	D	37.5	D
		R	3.8	A	3.5	A	3.6	A
		Approach	15.2	B	15.4	B	14.7	B
	NB	TR	10.6	B	10.9	B	13	B
		Approach	10.6	B	10.9	B	13	B
	SB	L	5.6	A	6.3	A	7.5	A
		T	5.3	A	5.9	A	6.6	A
		Approach	5.5	A	6.1	A	7.0	A
Overall Intersection			8.9	A	9.4	A	10.1	B
Union Avenue & Mill Road	EB	L	3.8	A	3.8	A	4.5	A
		TR	3.6	A	3.6	A	4.4	A
		Approach	3.6	A	3.6	A	4.4	A
	WB	L	4.6	A	4.6	A	6.1	A
		TR	4.7	A	4.7	A	6.2	A
		Approach	4.6	A	4.7	A	6.2	A
	NB	LTR	11.8	B	11.9	B	18.4	B
		Approach	11.8	B	11.9	B	18.4	B
	SB	LTR	15.7	B	16.0	B	15.1	B
		Approach	15.7	B	16.0	B	15.1	B
Overall Intersection			5.5	A	5.6	A	7.8	A
Hawkins Avenue & Railroad Avenue	EB	L			11.8	B	11	B
		TR			15.3	B	15.1	B
		Approach			14.3	B	14.2	B
	WB	L			10.2	B	9.2	A
		T			25.5	C	25.5	C
		R			6.5	A	5.1	A
		Approach			19	B	16.8	B
	SB	LT			13.5	B	17.6	B
		R			3.7	A	4.3	A
		Approach			8.0	A	11.0	B
Overall Intersection					12.5	B	13.7	B

The intersection of Hawkins Avenue & Railroad Avenue is not signalized in the Existing Conditions.

Table 30 – Unsignalized Intersections – Level of Service Summary – AM Peak

INTERSECTIONS	CRITICAL APPROACH	EXISTING 2010		NO BUILD 2014		BUILD 2014	
		Delay	LOS	Delay	LOS	Delay	LOS
Hawkins Avenue & Railroad Avenue	SB	14.7	B	Signalized			
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	21.7	C	22.9	C	28.0	D
	WB	10.5	B	10.6	B	11.2	B

Table 31 – Signalized Intersections – Level of Service Summary –PM Peak

Intersection	Movement	Lane Group	EXISTING 2010 Delay	EXISTING 2010 LOS	NO BUILD 2014 Delay	NO BUILD 2014 LOS	BUILD 2014 Delay	BUILD 2014 LOS
LIE North Service Road & Hawkins Avenue	WB	L	19.9	B	20.1	C	22.4	C
		T	19.6	B	19.8	B	19.8	B
		R	10.9	B	11.2	B	12.3	B
		Approach	17.3	B	17.5	B	18.7	B
	NB	L	22.3	C	23.6	C	24.8	C
		T	11.6	B	11.6	B	11.5	B
		Approach	14.1	B	14.4	B	14.9	B
	SB	TR	27.9	C	28.3	C	29.3	C
		Approach	27.9	C	28.3	C	29.3	C
Overall Intersection			18.7	B	19.0	B	19.8	B
LIE South Service Road & Hawkins Avenue	EB	L	18.4	B	18.5	B	18.5	B
		TR	133.4	F	147.2	F	167.6	F
		Approach	119.3	F	131.5	F	149.9	F
	NB	T	99.5	F	108.8	F	205.2	F
		Approach	99.5	F	108.8	F	205.5	F
	SB	L	78.6	E	86.0	F	86.4	F
		T	11.7	B	11.6	B	13.2	B
		Approach	46.6	D	50.4	D	45.5	D
Overall Intersection			101.8	F	111.8	F	141.0	F
Hawkins Avenue & Union Avenue	WB	L	32.5	C	32.8	C	33.9	C
		R	4.8	A	4.8	A	11.6	B
		Approach	9.0	A	9.1	A	14.8	B
	NB	TR	10.4	B	10.6	B	13.6	B
		Approach	10.4	B	10.6	B	13.6	B
	SB	L	5.9	A	6.2	A	10.4	B
		T	3.2	A	3.2	A	3.5	A
		Approach	5.1	A	5.3	A	7.4	A
Overall Intersection			7.8	A	8.0	A	11.4	B
Union Avenue & Mill Road	EB	L	6.5	A	6.7	A	7.5	A
		TR	8.5	A	8.8	A	10.8	B
		Approach	8.3	A	8.7	A	10.6	B
	WB	L	7.2	A	7.5	A	10.8	B
		TR	10	A	10.5	B	12.5	B
		Approach	9.6	A	10.1	B	12.2	B
	NB	LTR	17.8	B	19.3	B	51.2	D
		Approach	17.8	B	19.3	B	51.2	D
	SB	LTR	16.8	B	16.8	B	14.0	B
		Approach	16.8	B	16.8	B	14.0	B
Overall Intersection			11.5	B	12.2	B	22.5	C
Hawkins Avenue & Railroad Avenue	EB	L			21.0	C	26.3	C
		TR			17.5	B	20.1	C
		Approach			19.0	B	22.3	C
	WB	L			9.7	A	9.0	A
		T			24.7	C	27.3	C
		R			3.6	A	3.2	A
		Approach			14.3	B	14.8	B
	SB	LT			15.0	B	21.3	C
		R			4.4	A	4.9	A
		Approach			9.3	A	15.9	B
Overall Intersection					15.4	B	18.0	B

The intersection of Hawkins Avenue & Railroad Avenue is not signalized in the Existing Conditions.

Table 32 – Unsignalized Intersections – Level of Service Summary – PM Peak

INTERSECTIONS	CRITICAL APPROACH	EXISTING 2010		NO BUILD 2014		BUILD 2014	
		Delay	LOS	Delay	LOS	Delay	LOS
Hawkins Avenue & Railroad Avenue	SB	37.4	E	Signalized			
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	11.5	B	11.7	B	13.3	B
	WB	20.7	C	21.6	C	32.3	D

The tables show that at all four signalized intersections, LIE North Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road, and Hawkins Avenue at Railroad Avenue and at the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street, in the two time periods analyzed, the LOS remains satisfactory C or above in the Build Condition. The change from No Build to Build Condition is minimal. The signalized intersection of LIE South Service Road at Hawkins Avenue operates well during AM peak in all three scenarios analyzed, but fails during the PM peak period. Mitigation is proposed for this intersection, as experienced in the next section of this report.

4.5.5 Traffic Mitigation

The LOS at the signalized intersection of LIE South Service Road at Hawkins Avenue fails in the existing condition and worsens in the No Build and Build Conditions. Changes in phase splits are not sufficient to address this, hence the following mitigation measures are recommended.

1. On the South Service Road, an extra through lane should be added. The new eastbound lane configuration would be an exclusive left turn lane, two through, and a shared through and right turn lane;
2. On Hawkins Avenue, an exclusive right turn lane should be added. The new northbound configuration would be two through lanes and an exclusive right turn lane; and
3. Optimize the phase split to suit the new lane configurations. Since the cycle length is tied with the cycle length at the LIE North Service Road and Hawkins Avenue, it is recommended that only the phase split be changed.

The changes were incorporated into the AM and PM models and Table 33 presents the analysis results comparing the Build results to the results with Mitigation.

Table 33 – Mitigation Results & Comparison – Level of Service Summary – AM & PM Peaks

Intersection	Movement	Lane Group	AM PEAK				PM PEAK			
			BUILD 2014		BUILD MITIGATED		BUILD 2014		BUILD MITIGATED	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
LIE South Service Road & Hawkins Avenue	EB	L	18.4	B	18.4	B	18.5	B	22.2	C
		TR	19.6	B	16.3	B	167.6	F	51.1	D
		Approach	19.3	B	16.7	B	149.9	F	47.7	D
	NB	T	26.5	C	27.5	C	205.2	F	53.3	D
		R			27.8	C			42.4	D
		Approach	26.5	C	27.6	C	205.5	F	50.8	D
	SB	L	32.3	C	26	C	86.4	F	53.2	D
		T	23.4	C	22.8	C	13.2	B	12.7	B
		Approach	25.4	C	23.5	C	45.5	D	30.5	C
Overall Intersection			23.6	C	22.2	C	141.0	F	44.9	D

Table 33 shows the effectiveness of the mitigation, especially during the PM peak period. The intersection runs at an overall LOS D after the mitigation.

4.5.6 Parking

In order to assess if the available parking can accommodate the associated demand, an analysis of the parking demand versus the supply was performed. The parking demand was estimated using the widely utilized reference published by the ITE known as *Parking Generation*, 3rd Edition. The rates for average peak parking demand are provided in this reference source based on land use and are also presented in Table 34 below. The required parking was calculated based on the proposed TOD parking ratios that were developed for transit oriented developments, which are also shown the table below. The parking provided on the Theoretical Full Build Plan was determined to be equal to the parking demand (based on analyses), and at a minimum, equal to the required parking per the TOD District zoning code.

Table 34 – Average ITE Peak Parking Demand

Use	Average ITE Peak Parking Demand[1, 2]	
Residential[3]	1.20	spaces/unit (Apartments)
	1.46	spaces/unit (Condo/Townhouse)
Retail[4]	2.65	spaces/1000 SF
Office	2.84	spaces/1000 SF
Restaurant	1	spaces/3 seats

Sources: 1) Proposed TOD parking ratios
2) *Parking Generation* (ITE, 3th Edition, 2004)
3) Used an average of 1.33 spaces/unit for Residential
4) Retail rate was applied to Health Club

It should be noted that the average peak parking demand rates are not specifically related to TODs. As such, the parking analysis is conservative because, in actuality, the rates would be lower for a TOD. The ratios provided in the above table were applied to the land use components for the 2014 Build scenario, to obtain the associated required parking and parking demand. As shown in Table 35 below, 1,225 parking spaces are required, based on the proposed TOD shared parking ratios, for the TOD in the 2014 Build scenario. The associated demand for the TOD is equal to 1,266 spaces. The provided parking is equal to the demand (1,266 spaces) and is 41 spaces (1,266 – 1,225) in excess of the shard parking requirement.

Table 35 – Parking Analysis for 2014 Build Condition

Site #	Use	Size		Number of Spaces	
				Shared Parking Requirements	Spaces Provided based on Average Peak Parking Demand (ITE)
1	Residential	123	units	154	164
2	Retail	38,375	SF	115	102
	Office	24,375	SF	73	70
	Residential	60	units	75	80
3	Retail	22,500	SF	68	60
	Office	25,000	SF	75	71
	Residential	66	units	83	88
	Health Club	30,000	SF	90	80
4	Restaurant	100	seats	N/A	33
5	Residential	196	units	245	261
6	Restaurant	100	seats	33	33
7	Residential	125	units	157	166
8	Residential	45	units	57	60
T O T A L S				**1,225**	**1,266**

As indicated in Section 3.5 of this DGEIS, there are 2,598 existing parking spaces proximate to the LIRR-Ronkonkoma Station for commuter usage. According to the *Ronkonkoma Hub Planning Study*, there are approximately 3,206 surface parking spaces in the lots directly to the south in Islip that were not included in the utilization study. The utilization percentage when the 2007 study was completed ranged from 84 percent to 91 percent. This data was used to estimate the demand for transit riders. It was assumed that 90 percent of the existing supply is equal to the associated demand for commuters, which is equal to 2,338 parking spaces (90 percent x 2,598) for the parking in Brookhaven only.

The total parking demand for the area is equal to the parking demand for the TOD plus the demand for commuters, which is equal to 3,604 spaces (1,266 + 2,338) under the 2014 Build scenario.

After the TOD is constructed, some of the existing parking supply will be affected. The changes that will be made to these parking areas are shown below.

Table 36 – Public Parking Supply

Parking Field	Existing Brookhaven MTA Capacity	Changes to Existing with Introduction of 2014 Build TOD	Theoretical Build Capacity
1 (Brookhaven)	575	0	575
2 (Brookhaven)	335	-335	0
3 (Brookhaven)	350	-350	0
4 (Brookhaven)	295	0	295
5 (Brookhaven)	1,043	0	1,043
Islip Surface Parking Lots	(3,206)	N/A	N/A
New Parking Garage (Located on Site 4, just east of Parking Field 5)	N/A	N/A	+1,465
New Parking Garage (Located on Site 10, south of Max Build study area)	N/A	N/A	N/A
Total	**2,598**	**-685**	**3,378**

The total parking supply for the TOD District area and commuters is equal to the parking provided for the TOD (Table 14) plus the public parking supply in the Build scenario, which is equal to 4,644 spaces (1,266 private for TOD + 3,378 public).

Conclusion

The 2014 Build condition, which includes the construction of the parking structure, would more than accommodate the projected parking demand. By comparing the overall parking supply and demand, there are 1,040 more parking spaces (4,644 – 3,604) provided than are actually needed to accommodate the demand. As such, the proposed parking ratios in the TOD District code would accommodate the demand.

4.6 Air Quality

The air quality assessment included below was performed to evaluate the impacts associated with redevelopment within the TOD, in compliance with the 1990 CAA Amendments, the NYSDOT, and the USEPA policies and procedures. The air quality assessment has reviewed if the project will interfere with the attainment or maintenance of the New York and/or National Ambient Air Quality Standards (NAAQS) established by the 1990 CAAA. The primary pollutants of concern include:

- Ozone;
- Volatile organic compounds;
- Oxides of nitrogen;
- Carbon monoxide;
- Sulfur dioxide;
- Particulate matter;
- Greenhouse gas; and
- Lead.

4.6.1 Short-Term Impacts - Construction/Demolition

Construction and demolition activities associated with redevelopment in accordance with the TOD District will result in a slight, short-term increase in air pollution emissions. The primary source of potential emissions is from fugitive dust resulting from construction operations (e.g., clearing, grading). Fugitive dust consists of soil particles that become airborne when disturbed by heavy equipment operations or through wind erosion of exposed soil after groundcover (either lawn or pavement) is removed. To minimize fugitive dust emissions, a water truck will be kept on construction sites during excavation activities. This construction-related air-quality impact (i.e., fugitive dust) would be of relatively short duration. Also, during construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling on-site. Overall, therefore, the impacts on ambient air quality from construction activities associated with site-specific development are not expected to be significant.

Overall, air quality in the TOD District area would not be expected to be substantially affected by redevelopment because of emission control procedures and the temporary nature of construction activities. Emissions from the operation of construction machinery (carbon monoxide [CO], nitrogen oxides [NOx], particulate matter [PM], volatile organic compounds [VOCs], and greenhouse gases) are short-term and not generally considered substantial. With the implementation of the various mitigation measures to minimize construction-related air quality impacts, no significant adverse impacts would be expected.

4.6.2 Long-Term Impacts

The predominant source of air pollution that would be anticipated from development within the TOD District area would be emissions from project-related motor vehicle traffic and building operations. The air quality assessment for motor vehicle traffic included a "hot spot" analysis of the site-specific concentrations of CO, PM_{10}, and $PM_{2.5}$ from vehicles traveling through the study intersections assessed as part of the Traffic and Parking Analysis for this project.

The 2014 No-Build Condition results for all mobile source pollutants (CO, VOC, NOx, PM_{10}, and $PM_{2.5}$) will be lower than the Existing Conditions emissions due to the implementation of emission control programs, such as the Federal Motor Vehicle Emission Control Program, the Stage II Vapor Recovery System, and the New York Vehicle Inspection and Maintenance program.

The change in motor vehicle emissions is directly related to the change in traffic parameters. The projected intersection volumes and vehicular delays that are projected under the Build with Mitigation scenario are approximately seven percent higher in volume (vehicles per hour) and approximately 14 percent higher in delay (seconds per vehicle) on a particular movement at the study intersections.

The projected increase in traffic would likely result in only small increases in CO and PM concentrations, which would result in Ronkonkoma TOD project values that would not be expected to exceed the NAAQS. If similar increases are realized in ozone precursor emissions (VOC's and NOx), then development in accordance with the Theoretical Full Build Plan would have no impact on the ozone NAAQS because the mobile source emissions are small when compared to the total emissions for the entire nonattainment area. Ozone is a regional problem that is addressed over the nonattainment area that is much larger than the proposed project site.

Similarly for the remaining pollutants, the emissions related to the Theoretical Full Build Plan are expected to have unsubstantial increases in relation to the urban nature of the area and the corresponding background concentrations of the various study pollutants. The urban nature is supported with the Ronkonkoma TOD project situated between a major highway to the north and an airport to the south.

The NYSDEC has taken the lead on assessing and potentially mitigating for impacts related to GHG emissions from new developments by establishing a Greenhouse Gas Emissions Policy issued in July 15, 2009. The policy calls for proponents of projects to quantify GHG emissions (mobile, direct, and indirect sources) and to identify measures to avoid, minimize, and mitigate those emissions. With mitigation measures such as the installation of high-efficiency heating, ventilating and air conditioning systems, the mobile source GHG emissions would be expected to meet the NYSDEC GHG policy.

There are no short or long-term air quality impacts expected from development in accordance with the Theoretical Full Build Plan. The primary design intent of the proposed TOD is to create a compact, mixed-use, transit-accessible and walkable community. These types of communities make it possible to live without complete dependence on the automobile for mobility, thus; reducing vehicular emissions within the TOD District area. In addition to the TOD-nature of the project, which in itself reduces vehicular demand for a development, there are transportation-related infrastructure improvements including capacity enhancements at intersections that will reduce vehicular delays. The reduced vehicular delays equate to reduced mobile source emissions.

The TOD project goals that will help to reduce vehicular demand and therefore reduce air quality impacts include:

- Redirected growth to the TOD District are, which is already served by existing infrastructure;
- Expanded transportation choices to reduce automobile dependence;
- Reduced vehicle trips around the station; and
- Compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment.

Site-specific applications for redevelopment may be subject to air discharge permit requirements for fossil fuel burning emission sources, such as heating boilers and emergency diesel generators. Air regulations in the area of the TOD District area are administered through and enforced by the NYSDEC, and thus, all site-specific applications involving such systems would be subject to the review and permitting of the NYSDEC.

Overall, based on the foregoing analysis, no significant adverse long-term air quality impacts would be expected.

4.7 Noise

4.7.1 Introduction

The noise impact analysis considered the mobile and stationary source sound levels to determine the potential change in the existing sound levels for sensitive locations on and in the vicinity of the TOD District. The mobile and stationary source noise analysis typically evaluates daytime and nighttime sound levels. The future No Build and Build sound levels include cumulative impacts from traffic growth over time and increases in traffic from the proposed development and significant other projects in the study area.

The TOD District is located in an urbanized area and, therefore, the existing noise environment is largely affected by sound levels from vehicular traffic on surrounding roadways (the Long Island Expressway, LIE North and South Service Roads, Hawkins Avenue, Ronkonkoma Avenue CR29, Railroad Avenue/Mill Road, Union Avenue, other local roadways), commercial activities, the Islip MacArthur Airport, and the Long Island Railroad.

4.7.2 Mobile Sources

The NYSDOT requires that the proposed action not approach (within one dBA) or exceed the NAC criteria of 66 dBA for a one-hour period and that it not increase sound levels by more than six dBA above existing sound levels. As indicated in Section 3.7 of this DGEIS, monitoring locations M1, M3, M4 and M5 currently experience sound levels that are equal to or exceed the NYSDOT/FHWA highway criteria of 66 dBA or the Town of Brookhaven criteria of 65 dBA (for Residential). The noise levels at these four monitoring locations largely reflect roadway noise, with intermittent rail activity.

It is noted, however, that roadway sound levels are a function of traffic volumes and vehicle speeds. Although traffic volumes on the roadways within the TOD District area are projected to increase under the 2014 Build condition, it is not expected that the proposed action would increase noise levels by more than six dBa above existing noise levels. In fact, it is expected that the 2014 Build Condition sound levels will likely remain unchanged, as compared to the Existing Conditions. As such, it is not expected that the proposed action would result in significant adverse noise impacts.

For applications involving residential components, appropriate noise mitigation measures, including building materials, to mitigate interior noise levels would likely be required. The USEPA recommends a residential interior noise impact criterion of L_{dn} 45 dBA. The existing exterior sound levels ranged from 60 to 69 dBA. Appropriate interior noise mitigation could include double pane glass windows, which can attain a 40 to 55 dBA reduction in noise levels.

4.7.3 Stationary Sources

The proposed action would result in changes in sound levels due to rooftop mechanical equipment and during the nighttime period, which is expected to be the dominant noise source. Properties developed or redeveloped would be required to install rooftop equipment that does not exceed Town noise code standards. Such equipment shall be located in penthouse rooms and/or enclosures, or shall utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment.

Thus, no significant adverse noise impacts from stationary sources are anticipated.

4.7.4 Noise Related to Facility Operations

The loading and unloading areas for properties within the TOD District area to be designed and operated to ensure that there would be no adverse noise impacts to the existing residential receptor locations. The loading and service activities for the proposed development would be required to be internally situated or screened to minimize noise associated with loading activities; thus, resulting in no adverse noise impacts to the sensitive receptor locations. In addition, the building operations will be scheduled, to the extent practicable, to minimize noise impacts.

All uses within the TOD District area would be subject to compliance with Section 50 of the Town Code, which states:

> *"No person shall cause, suffer, allow or permit the following acts:*
>
> > *Loading and unloading: loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, liquids, garbage cans, refuse or similar objects or the pneumatic or pumped loading or unloading of bulk materials in liquid, gaseous, powder or pellet form or compacting refuse by persons engaged in the business of scavenging or garbage collection, whether private or municipal, between the hours of 10:00 p.m. and 6:00 a.m. and the following day when the latter is a weekday and between the hours of 10:00 p.m. and 7:00 a.m. the following day when the latter is on a holiday, except by permit, when the sound there from creates a noise disturbance across a residential real property line."*

As such, required compliance with the Town's noise ordinance will minimize the potential for significant adverse noise impacts from facility operations.

4.7.5 Construction-Related Noise

The Town of Brookhaven's noise code was used as guidance for construction-related noise evaluation. The Town's Code Section 50-6 *Prohibited Acts* (Part B7) states:

> *"No person shall cause, suffer, allow or permit the following acts:*
>
> *Construction: operating or permitting the operation of any tools or equipment used in construction, drilling, earth moving, excavating or demolition work between the hours of 6:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on weekends or legal holidays,"*

The NYSDOT has established procedures for evaluating sound levels and potential impacts from construction of proposed projects. These procedures state that "construction noise impact will not normally occur at levels under L_{eq} = 80 dBA".

Construction period activities may temporarily increase nearby sound levels due to the intermittent use of machinery during the construction of the project. The Town's noise code prohibits construction between the hours of 6:00 PM to 7:00 AM. All exterior construction activities, such as site excavation/grading and new building construction would be limited to the hours of 7:00 AM to 6:00 PM, as specified in the Town of Brookhaven's Noise Code. All of the daytime construction sound levels are expected to be below 80 dBA. Sound levels would be evaluated at each phase of construction to determine if additional construction noise mitigation measures are necessary.

Equipment likely to be used during each phase of construction include impact pile drivers, front end loaders, grader, bull dozers, backhoes, dump trucks, concrete mixer trucks, concrete pump trucks, cranes, flat bed trucks, pavement scarifier, pavers, and pick-up trucks. However, due to the urban nature of the TOD District area, the study area is not anticipated to experience a noticeable change in sound levels (three dBA or more) from their existing daytime levels due to construction activities.

4.7.6 Summary of Findings

The noise impact analysis considered the impacts of the mobile and stationary source impacts of redevelopment within the TOD District area. The redevelopment of properties, with appropriate mitigation measures, is not anticipated to result in long term adverse noise impacts. In the short term, construction noise is expected to result in temporary increases in ambient noise at some sensitive receptor locations. The future sound levels represent the total sound levels that are expected to occur in the study area and are expected to meet the Town of Brookhaven, NYSDOT, and FHWA noise impact criteria.

4.8 Socioeconomics

4.8.1 Market Analysis

Residential Market Analysis

Living near transit in downtown settings is becoming more desirable in Long Island and throughout the nation. This desirability is emerging in part from demographic trends, including the aging of baby boomers and the preference of younger adults for

mixed-use environments.[17] These trends are borne out in Long Island, where most downtowns are comprised of slightly more baby boomers (residents over age 55) and more young adults (residents aged 25-34).[18]

The success of recent housing development at the Ronkonkoma Hub area bodes well for future transit-oriented, multi-family housing around the station. When Fairfield at Ronkonkoma was constructed in 2007, the project was quickly leased, and occupancy has remained high through 2010, indicating strong demand for multi-family housing in the area (particularly luxury rental housing).

The LIRR-Ronkonkoma station is also the busiest commuter train stations in Long Island, offering the easternmost express trains to Manhattan on the Main Line. These commuters should be targeted as one market segment for multi-family housing at the TOD District area.

Demographic trends in the Towns of Brookhaven and Islip and Suffolk County suggest households in the target market (i.e. those earning $35,000 to $150,000) will grow over the next five and ten year periods. Growth of these households could serve as a key source of demand for multi-family housing in the station area.

Given the strong commuter activity at the TOD District area, the recent successful multi-family housing development in the area, and the growth of households in surrounding towns and Suffolk County, there are strong opportunities for new multi-family housing at the TOD District area.

As indicated in the Market Analysis included in Appendix H of this DGEIS, to support the 615 residential units identified in the theoretical full build plan, the TOD District area will need to capture a modest six percent of the household growth that occurs in the primary and secondary market areas over the next ten years. In order to do so, based on the demographic profiles and market demands, it is recommended that these units include a balanced mix of rental and owner-occupied units. To offer a competitive edge and appeal to target households, new units and the surrounding TOD District area should provide a rich array of amenities. According to the Urban Land Institute, households interested in transit-oriented lifestyles seek amenity-rich living environments couples with the convenience of proximity to transit. Households prefer: neighborhoods with urban-style amenities (even in suburban settings); proximity to restaurants, shops, and cultural and sporting venues; historic or architecturally unique buildings; and smaller lots.

The TOD District area already offers several community amenities found in innovative new housing developments, including auto care and daycare services. Additional services and retail offerings would enhance the appeal of the area to new residents. Destination shops and restaurants in particular are a type of use not well-

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[17] Urban Land Institute, "Higher-Density Development: Myth and Fact," 2005.
[18] *Places to Grow,* January 2010.

represented in the area that would complement the existing convenience retail stores and services in the area.

The TOD District area offers a strong opportunity for multi-family housing development oriented to transit. Market trends in the surrounding towns and county are favorable, with short- and long-term household growth of the target demographic (e.g. households earning $35,000 to $150,000) projected through 2014, and from 2014 to 2019. Such growth should fuel demand for new housing units focused around the transit station in the TOD District area.

Key findings from the housing demand and opportunities analysis include:

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. The Market Analysis estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include "Pleasant-ville," "Sophisticated Squires," "Wealthy Seaboard Suburbs," and "Up and Coming Families." These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest 6 percent of household growth in the primary and secondary market areas through 2014. Such capture would support the development of the 615 residential units identified in the Theoretical Full Build Plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child

care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the train station.

Retail and Restaurant Market Analysis

Convenience Goods

In addition to existing households, future households offer potential to support new retail establishments in the TOD District area. Based on recent demographic trends, by 2014 there will be 27,250 households located within a three-mile radius of the LIRR station (which does not take into account other, additional households that may locate in the TOD District area). With a median projected income of over $94,000 in 2014, future residents offer potential to spend an average of $17,100 annually on convenience retail goods and services for a combined total of $463 million annually.

In 2014, there are projected to be nearly 490,000 households in Suffolk County with a median projected income of nearly $92,000. These households, bring with them potential annual spending of $17,600 per household on convenience retail goods and services for a total of over $8.6 billion per year. Such increase in potential spending offers potential to support new convenience goods establishments in the TOD District area.

Shoppers Goods

Projected increases in buying power for shoppers goods may also offer support for new shoppers goods businesses in the TOD District area. By 2014, households in the primary goods shoppers goods trade area (five-mile radius surrounding the train station) are projected to spend nearly $1.7 billion per year on shoppers goods. Households in the secondary trade area (Suffolk County) are projected to spend nearly $11.4 billion per year.

Table 37 – Trade Area Household Spending Profile

Trade Area Household Spending Profile Shoppers Goods, 2014				
	Primary Trade Area (5-Mile Radius)		Secondary Trade Area (Suffolk County)	
	Households:	75,670	Households:	489,782
	Total Expenditures	Spending Per Household	Total Expenditures	Spending Per Household
Automobile Dealers	$542,000,000	$7,200	$3,669,000,000	$7,500
Other Motor Vehicle Dealers	$53,000,000	$700	$376,000,000	$800
Auto Parts, Accessories, and Tire Stores	$47,000,000	$600	$317,000,000	$600
Furniture Stores	$69,000,000	$900	$473,000,000	$1,000
Home Furnishings Stores	$48,000,000	$600	$321,000,000	$700
Electronics and Appliance Stores	$113,000,000	$1,500	$759,000,000	$1,500
Building Material and Supplies Dealers	$122,000,000	$1,600	$816,000,000	$1,700
Lawn and Garden Stores	$18,000,000	$200	$122,000,000	$200
Clothing Stores	$129,000,000	$1,700	$855,000,000	$1,700
Shoe Stores	$16,000,000	$200	$104,000,000	$200
Jewelry, Luggage and Leather Goods Stores	$17,000,000	$200	$116,000,000	$200
Sporting Goods/Hobby/Musical Instrument Stores	$26,000,000	$300	$167,000,000	$300
Book, Periodical, and Music Stores	$16,000,000	$200	$109,000,000	$200
Department Stores	$49,000,000	$600	$328,000,000	$700
Other General Merchandise Stores	$111,000,000	$1,500	$743,000,000	$1,500
Used Merchandise Stores	$4,000,000	$100	$30,000,000	$100
Other Miscellaneous Store Retailers	$27,000,000	$400	$182,000,000	$400
Full-Service Restaurants	$196,000,000	$2,600	$1,301,000,000	$2,700
Special Food Services	$90,000,000	$1,200	$595,000,000	$1,200
TOTAL	$1,693,000,000	$22,300	$11,383,000,000	$23,200

Source: ESRI, BBP LLC, 2010

The level of retail space that may be supported in the TOD District area is a function of how many sales can be captured from the retail spending of residents in the primary and secondary trade areas. In conducting the analysis of supportable retail space based on this function, the Market Analysis committed several types of retail goods that were not consistent with the types of fine-grain uses contemplated for the downtown area. These include: gasoline stations, automobile dealers, other motor vehicle dealers, and department stores. All of these uses require larger spaces than those envisioned for the area.

Given the downtown character of the TOD District area, small-scale specialty shops and sit-down restaurants may be the most appropriate means through which to capture a portion of the spending power of primary and secondary trade area households. These types of businesses can fit within a downtown scale and character more appropriate than, for instance, large automobile dealers or department stores.

Convenience Goods

Retail spending in the primary and secondary trade areas is projected to total nearly $6.6 billion in retail store group categories by 2014, consistent with Ronkonkoma's downtown character. Such spending would support nearly 19.2 million square feet of convenience space in the primary and secondary trade areas.

Shoppers Goods

In the shoppers goods category, retail by 2014 is projected to total over $8 billion. Such spending would support over 31.8 million square feet of shoppers goods space in the primary and secondary trade areas.

The Theoretical Full Build Plan includes 80,875 square feet of retail space (including restaurant space). Future retail spending patterns could support over 51 million square feet in the primary and secondary market areas, as based on spending projections for 2014. The TOD District area would therefore need to capture a modest 0.16 percent of this total supportable space to support the 80,875 square feet identified in the plan. Given strong current visitation by transit riders, the Market Analysis finds that such modest capture rates are possible, and will only be further supported by the addition of new residents and employees to the area.

New retailers at the TOD District area can take advantage of the spending power of primary and secondary trade area residents, and even with very modest capture rates, such new businesses can be successful. However, it is important to note that these new stores will compete with other retailers in the trade areas. Given this issue, the Market Analysis included an evaluation of retail supply, focusing on retail leakage in the trade areas (i.e. retail sales that are "leaked" beyond the trade areas) to understand which categories of retail are underrepresented, indicating unmet

demand for retail goods and services. This analysis is meant to help focus in on which types of retail may be best positioned to succeed in the TOD District area given their underrepresentation elsewhere.

Convenience Goods

As illustrated in Table 38, convenience goods are well-represented in most categories in the primary trade area, with retail sales exceeding retail spending in most categories. However, leakage does appear in three categories: beer, wine and liquor stores ($4 million in spending is leaked beyond this trade area); office supplies, stationary and gift stores ($3 million in spending is leaked); and taverns ($3 million in spending is leaked). These three categories may offer relatively stronger potential for success in the TOD District area given their underrepresentation in the primary trade area.

In the convenience goods secondary trade area, more sales are leaked in almost every category, indicating that residents are underserved in many retail categories. Since this trade area was drawn to capture the residence locations of commuters from around Suffolk County that patronize the TOD District area, this leakage indicates that convenience goods at the TOD District area catering to commuters should be expanded to take advantage of the relative undersupply of such goods near the homes of many commuters.

Shoppers Goods

In the shoppers goods category, several categories of retail sales are being leaked beyond the primary trade area. These underserved retail store groups include: auto parts, accessories and tire stores ($3 million leaked); furniture stores ($22 million leaked); clothing stores ($60 million leaked); shoe stores ($7 million leaked); jewelry stores ($6 million leaked); book, periodical and music stores ($4 million leaked); used merchandise stores ($1 million leaked); full-service restaurants ($71 million leaked); and special food services ($27 million leaked).

In the shoppers goods secondary trade area, the same categories that are underrepresented in the primary trade area are undersupplied, with substantial retail sales being leaked beyond the trade area. Such leakage of these categories in both trade areas suggests their introduction in the TOD District area may prove more successful than other shoppers goods store types since they would fulfill an unmet need in the trade areas. However, it is important to note that many of these types of goods benefit from critical mass of co-location. For example, having several stores offering similar goods - such as clothing, shoes and jewelry – located together will have stronger collective drawing power for customers, since the area will become known as a destination for finding those items.

Based on the evaluation of the current retail competition in the convenience goods and shoppers goods trade areas, we have identified a set of retail categories that have

better chances for success in the TOD District area given their undersupply in the trade areas. These retail store groups are identified in the following table.

Table 38 – Retail Categories with Strong Potential for Success Given Current Retail Leakage

Retail Categories with Strong Potential for Success Given Current Retail Leakage
Convenience Goods, 2014
Beer, Wine, and Liquor Stores
Office Supplies, Stationary, and Gift Stores
Taverns
Shoppers Goods, 2014
Auto Parts, Accessories, and Tire Stores
Furniture Stores
Clothing Stores
Shoe Stores
Jewelry, Luggage and Leather Goods Stores
Book, Periodical, and Music Stores
Used Merchandise Stores
Full-Service Restaurants
Special Food Services

Source: BBP LLC, 2010

Additionally, retail leakage is but one indicator of the potential success of future stores. Other factors, including quality of products, customer service, marketing, and the experience offered to customers also impact the odds of success. For these reasons, a savvy entrepreneur could still open a shop in a retail category that is already well-represented in the trade areas surrounding the TOD District area (and thus faces more competition) but succeed because of the superior products, service, marketing and/or experience offered in the store.

Finally, the above analysis does not take into account the retail spending potential presented by future households of the multi-family units recommended for the study area as based on the residential analysis, nor does it include future office employees or additional transit riders generated by new development in the study area. BBP has omitted these potential sources of demand to ensure the future retail uses will be self-sufficient (and not reliant on other new uses for their success). That being said, the presence of new residents, employees and additional transit riders that could be located in the study area could provide substantial benefits to retailers in terms of an additional local source of retail sales, thereby further encouraging retail success.

Strong opportunities exist for new retail goods and services in the TOD District. Trends in the primary and secondary trade areas are positive, with household spending projected to increase by 2014.

Key findings from the analysis of retail demand and opportunities include:

- Two classifications of retail goods and services may be offered at the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD District is situated within four associated trade areas: the convenience goods primary trade area (three-mile radius, roughly equal to a 5-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (five-mile radius, roughly equal to a ten-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 to 0.22 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the theoretical full build plan or the 112,275 square feet identified in the maximum build out plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales "leaked" beyond the trade area, indicating unmet demand for goods and services. Such retail types may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores; jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Office Market Analysis

Employment growth in office-based industries is an important factor contributing to demand for new office space. Long Island is projected to add office-based jobs over the next six years at an annual rate of less than 1 percent, although some office-based industries will grow more rapidly than others (and some will shrink as businesses downsize).

The most job growth is projected in the administrative support industry, which is part of the back office cluster (one of the six office-based clusters present in Long Island). Professional, scientific and technical service jobs are also projected to increase; this industry is part of several of Long Island's office-based clusters: biomedical, financial services, front office and producer services, and information technology. Real estate, rental and leasing and management of companies are projected to add jobs as well. Both of these industries are represented in the financial services cluster; the management industry is also represented in the front office and producer services cluster.

Table 39 – Projected Changes in Office Employment by Industry Sector, Long Island, 2006 to 2016

Projected Changes in Office Employment by Industry Sector, Long Island, 2006 to 2016				
Industry	Employment (2006)	Projected Employment (2016)	Total Employment Change	Annual Rate of Change
Information	29,740	28,760	(980)	-0.33%
Finance & Insurance	61,450	59,230	(2,220)	-0.37%
Real Estate, Rental & Leasing	18,110	21,070	2,960	1.53%
Professional, Scientific & Technical Services	74,040	80,830	6,790	0.88%
Management of Companies & Enterprises	17,420	19,660	2,240	1.22%
Administrative Support, Waste Management	71,000	82,880	11,880	1.56%
TOTAL	271,760	292,430	20,670	0.74%

Source: NYS Department of Labor, BBP LLC, 2010

Assuming Suffolk County and Long Island add jobs at the rates identified by the NYS Department of Labor, over the next four years each area will add office-based jobs, including over 3,800 jobs in Suffolk County and nearly 8,300 jobs in Long Island.

Table 40 – Projected Changes is Office Employment by Industry Sector, 2009 to 2014

Projected Changes in Office Employment by Industry Sector, 2009 to 2014				
Industry	Suffolk County Employment (2014)	Employment Change (2009-2014)	Long Island Employment (2014)	Employment Change (2009-2014)
Information	18,327	(310)	28,953	(489)
Finance & Insurance	23,799	(442)	59,667	(885)
Real Estate, Rental & Leasing	14,971	1,091	20,442	1,201
Professional, Scientific & Technical Services	44,699	1,919	79,424	2,739
Management of Companies & Enterprises	475	28	19,190	906
Administrative Support, Waste Management	20,806	1,549	80,355	4,822
TOTAL	123,077	3,835	288,031	8,295

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

Based on the office-based employment growth projected over the next five years, Suffolk County could support the net addition of over 900,000 square feet of office space, while Long Island as a whole could support the net addition of over 1.9 million square feet of office space.

Table 41 – Supportable Office Space, 2014

Supportable Office Space, 2014				
	Suffolk County		Long Island	
Industry	Total Space	Net New Space	Total Space	Net New Space
Information	3,665,472	0	5,790,676	0
Finance & Insurance	4,759,819	0	11,933,498	0
Real Estate, Rental & Leasing	2,994,281	218,281	4,088,324	240,219
Professional, Scientific & Technical Services	8,939,719	383,719	15,884,785	547,840
Management of Companies & Enterprises	94,974	5,574	3,838,013	181,288
Administrative Support, Waste Management	4,161,159	309,759	16,070,947	964,410
TOTAL	24,615,424	917,333	57,606,243	1,933,757

Source: ESRI, NYS Department of Labor, BBP LLC, 2010

Of course, office-based employment growth projections are but one source of future estimates of space. Another method of projecting future space in Suffolk County and Long Island involves using projections of new supply that could be added based on past trends in the marketplace. REIS, a company which monitors commercial real estate in Long Island as well as across the nation, provides such projections. By 2014, REIS has projected that Suffolk County could add a net nearly over 350,000 square feet of office space, while Long Island could add over 900,000 net square feet of office space.

Table 42 – Projected Growth of Office Inventory, 2009 to 2014

Projected Growth of Office Inventory, 2009 to 2014				
	Suffolk County		Long Island	
Year	Total Space	Cumulative Net New Space	Total Space	Cumulative Net New Space
2009	17,760,000	-	43,494,000	-
2010	17,760,000	0	43,494,000	0
2011	17,760,000	0	43,514,000	20,000
2012	17,881,000	121,000	43,815,000	321,000
2013	18,002,000	242,000	44,115,000	621,000
2014	18,117,000	357,000	44,396,000	902,000

Source: REIS, BBP LLC, 2010

The Theoretical Full Build Plan includes 49,375 square feet of office space. To support this level of development, the TOD District area must capture two percent of the office space growth supportable in the primary and secondary areas as based on employment growth, or 4 percent of the office space growth supportable in the primary and secondary areas as based on supply growth. The Market Study concludes that these relatively modest capture rates are achievable for TOD District area given the area's strengths as a busy commuter hub (with access to a large labor

force), and that such office development opportunities will only be further supported by the introduction of new housing, retail and restaurant choices that will make the area an even better place to conduct business.

Employment growth projections tell us that real estate, rental, leasing, professional, scientific, technical, management, and administrative support firms all may grow in the next several years. These types of businesses also happen to be compatible with downtown settings, as many firms in these industries are small in scale. Therefore, such businesses should be considered potential targets for new office spaces in the TOD District area.

Employment (demand) and supply trends in the TOD District area's primary and secondary market areas show promise for office development opportunities over the next several years. The TOD District area could be a participant in such office growth.

Key findings from the analysis of the office market include:

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in the Theoretical Full Build Plan, the TOD District area will have to capture either 2 percent of the office space supported by office employment trends or 4 percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

Conclusions

The market analysis revealed a number of key findings by market sector, as follows.

Residential Market Key Findings

- The TOD District area is situated within a primary and secondary market area: the Towns of Brookhaven and Islip (the primary market) and Suffolk County (the secondary market). It is assumed that the majority of demand for new housing will emerge from the primary market area, with the next largest source of demand coming from the secondary market area.

- The target market of households most likely to prefer multi-family housing near transit includes households earning $35,000 to $150,000. This income range includes households that can afford current market rate rents and purchase prices. The Market Analysis estimates that the majority of demand will emerge from the middle two-thirds of this range (households earning between approximately $50,000 to $130,000).

- There were an estimated 337,000 target market households in the primary and secondary study areas in 2009. By 2019, it is projected that nearly 11,000 households will be added in these areas.

- Top tapestry segments (i.e. socioeconomic groups) in the market areas include "Pleasant-ville," "Sophisticated Squires," "Wealthy Seaboard Suburbs," and "Up and Coming Families." These groups are similar in that most households are relatively affluent; consists of married couples; are headed by empty nesters, couples without children, and baby boomers; live in older single-family homes; commute; and enjoy shopping, dining out, and outdoor activities.

- The TOD District area could capture a modest six percent of household growth in the primary and secondary market areas through 2019. Such capture would support the development of the 615 residential units identified in the Theoretical Full Build Plan.

- To appeal to the target demographic, new units should offer a broad range of amenities. These include both in-unit amenities (e.g. architecturally distinctive features, private entries, gourmet kitchens, etc.) and community/station area amenities (e.g. convenient services such as child care, pet care, and auto care, as well as destination shops and restaurants).

- Developers of new housing units may look to the proximate Fairfield at Ronkonkoma development, a rental townhouse community situated to the east of the transit station, as a model for relatively higher density housing

catering to the needs and preferences of target market households. This community offers a variety of amenities, including recreational facilities, landscaping, optional detached garages, and gourmet kitchen and designer bath features. The development has enjoyed an extremely high occupancy rate and high rental rates (in the range of $1,875 to $2,480), which suggest demand is strong for this type of housing near the LIRR station.

Retail and Restaurant Market Key Findings

- Two classifications of retail goods and services may be offered at the TOD District area: convenience (e.g. food stores, limited service eating places, etc.) and shoppers goods (e.g. clothing, home furnishings, etc.). The TOD District area is situated within four associated trade areas: the convenience goods primary trade area (three-mile radius, roughly equal to a five-minute drive), the convenience goods secondary trade area (Suffolk County), the shoppers goods primary trade area (five-mile radius, roughly equal to a ten-minute drive), and the shoppers goods secondary trade area (Suffolk County).

- Retail spending in each trade area is strong and projected to grow as population increases and disposable income rises.

- Estimated 2009 retail spending levels on convenience goods were as follows: $439 million in the convenience goods primary trade area and nearly $8 billion in the convenience goods secondary trade area. By 2014, these figures are projected to increase to $463 million in the primary trade area and nearly $8.6 billion in the secondary trade area.

- In 2009, shoppers goods retail spending levels were as follows: nearly $1.6 billion in the shoppers goods primary trade area and over $10.6 billion in the shoppers goods secondary trade area. By 2014, spending is projected to rise to nearly $1.7 billion in the primary trade area and $11.4 billion in the secondary trade area.

- Future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). The TOD District area could capture a modest 0.16 percent of this supportable space over the next nine years. Such capture would support the development of the 80,875 square feet identified in the Theoretical Full Build Plan.

- New retailers in the TOD District area will face competition from other retailers currently located in the trade areas. An analysis of retail leakage was undertaken to understand which categories of retail are underrepresented, as illustrated by retail sales "leaked" beyond the trade area, indicating unmet demand for goods and services. Such retail types

may offer relatively stronger potential for success in the TOD District area given their underrepresentation elsewhere.

- Retail store groups with current sales leakage include: beer, wine and liquor stores; office supplies, stationary, and gift stores; taverns; auto parts, accessories and tire stores; furniture stores; clothing stores; shoe stores; jewelry, luggage and leather goods stores; book, periodical and music stores; used merchandise stores; full-service restaurants; and special food services.

- Factors beyond retail leakage will impact the odds of success of any particular store, including quality of products, customer service, marketing, and the experience offered to customers. A savvy entrepreneur that offers superior products, service, marketing and/or experience may succeed in opening a type of store that is already well-represented in the trade areas by being a strong competitor.

- Future households, employees and transit riders generated by new development in the study area will also offer potential sources of demand for retail, but have been omitted from the analysis because it is important that the future retail uses are self-sufficient (and not reliant on the success of other types of new development). These other sources of demand instead should be viewed as an important additional source of sales that will enhance their opportunity to thrive, but not be the primary reason for such success.

Office Market Key Findings

- A new or expanding business considering Suffolk County or Long Island is likely to consider Ronkonkoma; therefore the primary and secondary market areas have been defined as Suffolk County and Long Island, respectively.

- Existing office uses are few within the TOD District area, and represent a very small proportion of the office uses present in Suffolk County and Long Island.

- Top industry clusters in Long Island include: back office and outsourcing; biomedical; communications, software and media services; financial services; front office and producer services; and information technology services.

- Office-based employment and associated demand for office space is projected to grow in Suffolk County and Long Island by 2014.

- Office supply is also projected to grow based on past trends in supply.

- To support the 49,375 square feet of office space called for in the Theoretical Full Build Plan, the TOD District area will have to capture either two percent

of the office space supported by office employment trends or four percent of the office space supported by supply trends.

- Businesses in growth industries that are compatible with downtown settings should be considered targets for office space in the TOD District area. Such industries include: real estate, rental and leasing; professional, scientific and technical services; management; and administrative support.

Health Club Key Findings

- A health club in the TOD District area will provide synergies to support other development. From a market analysis perspective, the health club is considered an added amenity for future residents and employees, and could bring additional visitors to the area who may then patronize retail shops and restaurants. The demand for same is supported by the development within the TOD District area.

4.8.2 Projected Population

With the addition of the new residential units, the proposed TOD District will revitalize the TOD District area and create positive growth by attracting more businesses, residents, and visitors to the area. The Theoretical Full Build Plan is estimated to generate a population of 1,058 residents.

Table 43 - Projected Residential Population (Theoretical Full Build Plan)

Type of Unit	# of Units	Persons Per Units	Total Persons
Ownership	308	1.77	545
Rental	307	1.67	513
			1,058

Source: Development Impact Assessment Handbook, Urban Land Institute, 1994.

4.8.3 Projected Property Tax Revenues

Consistent with fiscal impact methodology[19], the property tax revenues have been determined by considering what would be generated if the proposed development were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and

[19] The Fiscal Impact Handbook, Robert Burchell and David Listokin, 1978

revenues over time. It assumes that the rising costs of public services will be matched by an essentially comparable increase in revenues through increases in the tax rate, all other things held constant.

The proposed project would result in the conversion of 54 underutilized parcels in the rezoning area into a mixed-use TOD. The increased market value of the project area with these improvements would result in an increase in property tax revenues. The proposed development is, therefore, expected to generate higher revenues to various taxing jurisdictions in Suffolk County and the Town of Brookhaven.

The Theoretical Full Build Plan would introduce 615 Residential Units (1,000 square feet in size; 50 percent rental and 50 percent ownership); 60,875 square feet of retail; 49,375 square feet of office; a 30,000 square feet health club; and a 200 seat restaurant.

Tax revenues to the various taxing jurisdictions into which the proposed project falls will take the form of increased property tax revenues. In order to estimate the project's assessed value, the assessed value of comparable new commercial and residential properties in the Town of Brookhaven were reviewed. For the purpose of this analysis, and based on the market study for the project area (see Appendix H), it is assumed that the 308 for sale units would each have a purchase price of approximately $250,000, and the 307 rental apartment units would rent for approximately $1,600 per month. For the purpose of projecting assessed value of the retail component, an average market rent of $25 per square foot[20] is assumed, with 10 percent of total annual rent discounted for maintenance costs. The asking rent for office space in Suffolk County ranges from $20 per square foot to $30 per square foot.[21] Therefore for the purposes of this analysis an average office rent of $25 per square foot has been used. An estimated capitalization rate of 9 percent[22] has been applied, along with the Town of Brookhaven's 2009 equalization rate of 0.77 percent. Therefore, the total projected future assessed value of the proposed development in the project area would be $977,704.

Table 44 summarizes the projected property tax revenues and net increase in property taxes generated by the Theoretical Full Build Plan. The projected revenues presented are based on 2009 tax rates. With no changes in assessments, these rates are likely to increase over time.

[20] Retail rent per square foot based on current retail trends in the project area - http://www.loopnet.com/New-York/Suffolk-County-Commercial-Real-Estate/

[21] Demographic, Economic and Development Trends, Suffolk County, New York, prepared by the Suffolk County Department of Planning, April 2005, Page 7; and Grubb & Ellis Office Trends Report – Third Quarter 2009 http://www.grubb-ellis.com/SitePages/GetFileFromDB.ashx?type=9&id=313

[22] Capitalization rate from the Town of Brookhaven Receiver of Taxes

Table 44 – Projected Property Tax Revenues, Town of Brookhaven (Theoretical Full Build Plan)

Taxing Jurisdiction	2009 Tax Rate (per $100 AV)	Projected Taxable Value	Projected Taxes	Net Increase
Suffolk County				
County of Suffolk	2.861	$977,704	$27,972	$22,073
County of Suffolk - Police	33.060	$977,704	$323,229	$255,066
New York State MTA Tax	0.168	$977,704	$1,643	$1,296
Total taxes paid to Suffolk County			**$352,843**	**$278,435**
Town of Brookhaven				
Town General - Town Wide Fund	4.464	$977,704	$43,645	$34,441
Highway - Town Wide Fund	2.590	$977,704	$25,323	$19,982
Town General - Part Town Fund	1.390	$977,704	$13,590	$10,724
Highway - Part Town Fund	11.436	$977,704	$111,810	$88,231
Total taxes paid to the Town of Brookhaven			**$194,367**	**$153,379**
School taxes – Sachem CSD				
Net School tax	167.127	$977,704	$1,634,007	$1,289,424
Net Library tax	10.485	$977,704	$102,512	$80,894
Total taxes paid to the South Country CSD			**$1,736,519**	**$1,370,319**
Other Taxes				
$100M Bond Act of 2004	1.588	$977,704	$15,526	$12,252
Fire District – Lake Ronkonkoma	9.431	$977,704	$92,207	$72,762
Lighting District	1.703	$977,704	$16,650	$13,139
Real Property Tax Law - Article 7	0.935	$977,704	$9,142	$7,214
Real Property Tax Law	6.121	$977,704	$59,845	$47,225
Total Other Taxes			**$193,370**	**$152,592**
Total Existing Property Tax Revenues			**$2,477,100**	**$1,954,725**

Sources: Town of Brookhaven Receiver of Taxes, 2009; Assessed value calculated by VHB Engineering, Surveying and Landscape Architecture, P.C.

Projected Property Tax – Town and County

The estimated net increase between the total current tax revenues generated by the project area for Suffolk County ($74,408±) and the total future project-generated tax revenues for the Theoretical Full Build Plan ($352,843±) is projected to be approximately $278,435, or just under four times the tax revenues generated currently by the property.

The estimated net increase between the total current tax revenues generated by the project area for the Town of Brookhaven ($40,989±) and the total future project-generated tax revenues for the proposed development ($194,367±) is projected to be approximately $153,379, also just under four times tax revenues generated currently by the property.

Projected Property Tax – School and Library

The projected tax revenues presented are based on current 2009-2010 tax rate for the Sachem CSD. With no changes in assessments, these rates are likely to increase over time. The net increase between the total current school and library tax revenues ($366,200±) for the Sachem CSD generated by the project area and the total future project-generated school tax revenues ($1,736,519±) for the project are projected to be approximately $1,370,319 or just under four times the level of school tax revenues generated currently by the project site.

Projected Property Tax – Other Special Districts

The future tax revenues generated by the project area for the Lake Ronkonkoma Fire District and Lighting District are projected to be approximately $92,207± and $16,650±, respectively. The net increase between the total current tax revenues generated by the project area for the Lake Ronkonkoma Fire District ($19,445±) and the total future project-generated tax revenues from the proposed project ($92,207±) is projected to be approximately $72,762±, or just under four times the tax revenues generated currently by the property. The net increase between the total current tax revenues generated by the site for the Lighting District ($3,511±) and the total future project-generated tax revenues from the proposed project ($16,650±) is projected to be approximately $13,139± or just under four times tax revenues generated currently by the property.

4.8.4 Conclusion

As shown in Table 20 above in Section 3.8, the current taxable valuation (Assessed Value) of the project/rezoning area is $206,180, and the entire area generates a total of $494,760 in real property taxes, including taxes for Suffolk County.

The above estimation of future property tax generation (as shown in Table 21) resulting from the implementation of the conceptual development plan in the rezoning area will clearly result in the creation of significantly greater taxable assessed value, representing a significant positive impact of the Proposed Action.

Ultimately, as rezoning development parcels are assembled, and changes or improvements are made in the form of buildings, parking garages, and private and public amenities, the Town of Brookhaven's Tax Assessors Office would be responsible for determining the taxable valuation of these improvements based on the prevailing methodologies in use at the time of assessment. The tax levy would then be calculated based on applicable equalization and real property tax rates, as well as any special assessments. Further, potential for tax abatements, tax credits, or payments in lieu of taxes ("PILOTS"), or other factors that may affect tax revenue cannot be predicted at this time. The estimation of such taxes should be conducted as part of the assessment of individual applications.

The Proposed Action is expected to dramatically improve the economic conditions of the TOD District area, and improve the overall economic conditions of the Town of Brookhaven and Suffolk County as a whole. The increased number of jobs made possible as a result of the project, as well as on- and off-site spending by the TOD's new residents and employees is expected to have a substantial positive effect on Ronkonkoma's businesses, and there is an expected increase in the generation of sales taxes resulting from increased resident and consumer spending resulting from the proposed action. The increase in property values resulting from the proposed action would be expected to generate substantial new property tax revenues for the Town and County. In sum, economic benefits would be expected to result as a consequence of implementing the proposed action.

4.9 Community Facilities and Services

4.9.1 Fire Protection and Ambulance Service

The TOD District is located within the jurisdiction of the Ronkonkoma Fire Department. In order to ensure that there will be no significant adverse impacts to the Ronkonkoma Fire Department, all development plans would be required to ensure compliance with New York State building and fire codes, and also be reviewed by the Brookhaven Fire Marshal. As indicated in Section 4.2 of this DGEIS, the greatest NFF has been calculated at 4,500 gpm, which is not considered to be a significant flow rate.

An analysis of the potential impacts on fire and ambulance services is included in the table below

Table 45 - Impact on Community Services and Facilities

Public Safety Service	Demand Projection Rate	Projected Increased Demand for 1,512 persons
Ambulance Services		
Calls per year	36.5 per 1,000 population	55.19
Vehicles	1 per 30,000 population	0.05
Full-time Personnel	1 per 30,000 population	0.05
Fire Protection Services		
Personnel	1.65 per 1,000 population	2.49
Vehicles	0.2 per 1,000 population	0.30
Facilities	250 square feet per 1,000 population	378.00
Police Services		
Personnel	2 per 1,000 population	3.02
Vehicles	2 per 1,000 population	3.02
Facilities	200 square feet per 1,000 population	302.40

Source: ULI, *Development Impact Assessment Handbook*, 1994

Based on published factors by the Urban Land Institute (*Development Impact Assessment Handbook*, 1994), the projected demand on fire, ambulance and ambulance services is determined by the projected increase in population. As indicated in Section 4.8 of this DGEIS, the Theoretical Full Build Plan is projected to increase population by 1,512 persons. Published factors indicate that for a population of this size, there is a potential demand for less than three full-time equivalents for fire and ambulance services. An additional 55± ambulance calls per year is also projected. The potential increased demand for vehicles includes approximately three for fire services and less than one for ambulance services. There is a minimal impact on resultant facilities needs for fire protection (i.e., 378± square feet). However, fire and ambulance services are already provided to the TOD District area, and thus, it is not expected that the proposed action would require additional personnel, vehicles or facility improvements. Also, pursuant to a telephone conversation on September 1, 2010, Chief Vincent Diaz advised that the Department has a new 100-foot ladder truck that can accommodate the multi-story buildings within the TOD District area (see electronic mail confirmation in Appendix J). According to the tax revenue analysis in Section 4.8 of this DGEIS, approximately $72,762 is the estimated annual net increase (from existing conditions) to the Ronkonkoma Fire Department.

Overall, the proposed action and the future redevelopment of the TOD District in accordance with same would not be expected to result in significant adverse impacts to fire protection and ambulance services, which are provided by the Ronkonkoma Fire Department.

4.9.2 Health Care Facilities

There are health care facilities available to residents and patrons to uses within the TOD District. It is expected that many of the potential residents of the proposed development would be existing residents of the Town of Brookhaven or nearby municipalities. As both Brookhaven Hospital and Stony Brook University Medical Center are health care facilities that already serve this community, it is not anticipated that the proposed development would adversely impact health care services in the area.

4.9.3 Police Protection

The Fourth Precinct of the Suffolk County Police Department currently services the TOD District area. As indicated in Section 3.9 of this DGEIS, correspondence dated June 10, 2010 from William J. English, Principal Management Analyst of the SCPD, indicated that there were approximately 8,939 service calls in 2009 (see correspondence in Appendix I). However, call data specific to the TOD District area was not provided.

As indicated in Table 45 above, there is a potential demand for three additional personnel and vehicles to serve a population of 1,512 persons. It is important to note that the TOD District area is an existing developed area that has been served by the Fourth Precinct and there is an existing patrol that covers the TOD District area. There is a minimal impact on resultant facilities needs for fire protection (i.e., 303± square feet). As such, it is not expected that the proposed action would require additional police personnel to serve the TOD District area.

According to the tax revenue analysis in Section 4.8 of this DGEIS, approximately $255,066 is the estimated annual net increase (from existing conditions) to the Suffolk County Police Department.

Overall, it is not expected that redevelopment of the TOD District area would result in a demand that causes significant adverse impacts to police services.

4.9.4 Educational Facilities

The 615 residential units included in the Theoretical Full Build Plan could potentially generate 68 school-aged children (see Table 46 – Projected School-Aged Children Population below) that would attend public school. Based on published data (www.schooltree.org), the school enrollment is 15,311 children. Therefore, the additional 68 school-aged children would represent only a 0.4 percent increase in total enrollment.

Table 46 – Projected School-Aged Children Population

Type of Unit	# of Units	School-aged children per unit	Total School-aged children
Multifamily - ownership	308	0.14	43
Multifamily – rental	307	0.08	25
		Total School-aged Children	68

Sources: Rutgers University, Center for Urban Policy Research - Residential Demographic Multipliers, Estimates of the Occupants of New Housing.

With respect to the availability of busing in the area, Mr. Sacks indicated that bus routes currently exist that service the three above-mentioned schools. However, the school district is unable to determine at this time whether additional bus routes would be needed to serve the TOD District area.

Based on correspondence received from Sachem CSD's School Business Administrator Ronald G. Sacks, per pupil expenditure in the district was $18,606.50 for the 2008-2009 school-year. Therefore, while the total cost to the Sachem CSD for the 68 additional children would be $1,265,242, the Theoretical Full Build Plan would generate $1,634,007 annually to the school district (see the tax revenue analysis in Section 4.8 of this DGEIS). Therefore, an estimated $368,765 would be a net annual benefit to the school district.

Overall, it is not expected that the proposed action would result in significant adverse impacts to the Sachem CSD.

4.9.5 Solid Waste (Collection and Disposal)

As indicated in Table 47 below, the Theoretical Full Build Plan would generate approximately 124.14 tons of solid waste per month. As indicated in Section 3.9.5 of this DGEIS, the existing properties within the TOD District area generate approximately 54.26 tons of solid waste per month.

Table 47 – Projected Solid Waste Generation (Theoretical Full Build Plan)

Use	Area (sf)	No. Units	Occupancy[1]	Solid Waste per day	Solid Waste Unit	Total (lbs/day)
Residential/Rental	<1200 sf	307	1.67	4.62	lbs/capita[2]	2,368.63
Residential/Condo	<1200 sf	308	1.77	4.62	lbs/capita	2,518.64
subtotal		**615**				**4,887.27**
Retail	60,875			13.00	lbs/1000sf[3]	791.38
Restaurant	200 seats			2.00	lbs/meal[4]	1,600.00
Health Club	30,000			13.00	lbs/1,000sf[5]	390.00
subtotal						**2,781.38**
Office	49,375			1.00	lbs/100sf	493.75
				TOTAL (lbs/day)		**8,162.40**
				TOTAL (tons/month)		**124.14**

Notes:
1. Rutgers coefficients of occupancy used for residential population.
2. Environmental Protection Agency. "Municipal Solid Waste in the United States: 2007 Facts and Figures." November 2008.
3. Salvato et al. Environmental Engineering, Fifth Edition. 2003. Solid waste generation factor for "Retail and Service."
4. Salvato et al. Environmental Engineering, Fifth Edition. 2003. Solid waste generation factor for "Restaurant." Assumes full occupancy (200 seats) for two seatings at lunch, and two seatings at dinner. Total meals = 800.
5. Salvato et al. Environmental Engineering, Fifth Edition. 2003. Solid waste generation factor for "Retail and Service."

As indicated in Section 3.9.5 of this DGEIS, the collection and disposal of solid waste generated by commercial properties (including the retail, office, and restaurant uses included on the Theoretical Full Build Plan) is performed by licensed, private carters, (which is typical practice for Long Island Towns). Also, the collection and disposal of solid waste from private, multi-family residential developments would also be performed by licensed, private carters. Thus, the ultimate disposal locations are at the discretion of the carter and would not be expected to result in significant adverse impacts to the Town's waste management facilities.

4.10 Aesthetics

4.10.1.1 Architectural Features and Streetscape Elements

A key objective of the TOD District FBC is to locate buildings close to streets and to each other as opposed to separate structures with large front and side yard areas. Parking would be in one of several forms, including; structured parking as part of the buildings, located behind the buildings and/or at the rear of lots, or on-street along the key gateway streets such as Railroad Avenue. This approach to orienting buildings and entrances towards the street and the provision of on-street parking

would give definition to the street as a public space, and create a comfortable sense of place for pedestrians. The goal is to create a development pattern that avoids the fragmented look of large-format "big-box" buildings sitting within the middle of a site, surrounded by a sea of parking. Instead, the emphasis is on visual continuity between the buildings and streets.

The proposed structures would respect the scale and massing of existing development outside of the TOD District area by transitioning down in height at the northern district boundary. However it will allow greater density, building type variety and interruptions in roof forms and skyline treatment that would enhance the visual interest within the TOD District area. The variation of building heights is part of the diversity of many attractive urban centers. There will be selected opportunities for taller signature building elements/design features that would be allowed to extend above surrounding buildings as prominent visual features within the community fabric.

High quality streetscape design and landscaping, including a landscaped median in the gateway streets is an important feature for this type of urban-style neighborhood where the public street space becomes, in effect, the place for the social interactions that builds a sense of community. The proposed public open space south of Railroad Avenue will blend with the more urban aspects of the design, to create a visually diverse community. Additionally, the form-based code contains provisions that call for landscaping of the redeveloped properties in such a way as to create visual relief and interest, provide shade for pedestrians, and to screen the parking and loading areas. The public realm street design standards will also provide for trees along the roadway in addition to the landscaped median.

The Theoretical Full Build Plan situates the STP at the southeast corner of the TOD District area, and in this location, it would not be visible from Railroad Avenue or Mill Road. All of the tanks are sub-grade and any STP control building would be only approximately 10 feet in height with a pitched roof. Also, landscaping at the building, within the STP site and along the road frontage will provide some visual buffering.

4.10.1.2 Visual Assessment

Two viewpoints were chosen to describe the general character and scale of the future development potential in the TOD District area, as depicted in Figure 23 – Renderings of Railroad Avenue and Mill Road. The first viewpoint is taken along Railroad Avenue looking east towards Hawkins Avenue. The second viewpoint is located along Mill Road looking southwest towards Railroad Avenue. The character sketches are mean for illustrative purposes only and are meant to convey broad goals and objectives that relate to building placement, height, form and a general sense of the potential public realm.

4.10.1.3 Railroad Avenue

The character sketch along Railroad Avenue depicts numerous design elements that contribute towards creating an active community "main street" (see Figure 23 – Renderings of Railroad Avenue and Mill Road). Buildings along Railroad Avenue are located close to the street to help define the street edge and public realm. Buildings in this area are generally four-to-five stories in height. The ground floors of buildings on the north side of the street could potentially contain active uses such as restaurants and retail uses, and hence would have storefronts. The upper-level stories could accommodate a mix of uses such as housing and office. The corner of Hawkins Avenue and Railroad Avenue is targeted for an urban plaza or public space that could accommodate outdoor sitting areas, outdoor dining, and public art. South of Railroad Avenue is targeted as a public space with a gazebo-like structure and landscaped areas. This area could accommodate outdoor functions such as a farmers market, or small gatherings for outdoor venues.

4.10.1.4 Mill Road

The character sketch along Mill Road depicts a residential street with sidewalks, landscaping, and buildings that have small front yard setbacks (see Figure 23 – Renderings of Railroad Avenue and Mill Road). The two-lane road would have on-street parking and a landscaped median strip in the middle of the road. The buildings along Mill Road front the street. Entrees to the buildings are oriented towards the street as well. Buildings in this area are generally up to four stories tall. The conceptual land use plan for this portion of the TOD District area contemplates that some buildings would have parking at the ground level with residential uses above. If parking is included at the ground floor of buildings, landscaping and architectural treatments of the lower parking level will be included in the form-based code to limit (or mask) views to the lower level parking areas.

Based on the renderings, and the analyses presented above, the creation of the TOD District and the redevelopment of properties in accordance with the TOD District zoning code would result in beneficial impacts to the visual character of the area.

4.11 Cultural Resources

As indicated in Section 3.10, there are no cultural resources (historic or archaeological) resources on or adjacent to the TOD District. As such, the redevelopment of properties within the TOD District would not result in any adverse to cultural resources.

Railroad Avenue

Mill Road

Figure 23
Renderings of Railroad Ave and Mill Road

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

5.0

PROPOSED MITIGATION MEASURES

5.1 Soils and Topography

- Parcels developed or redeveloped within the TOD District area would employ proper erosion and sedimentation controls, in accordance with Chapter 86 of the Town Code.

- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

5.2 Water Resources and Sanitary Disposal

- Sanitary waste from newly-developed/redeveloped parcels within the TOD District area would be accommodated by the proposed STP and, therefore, would conform to the prevailing regulations of the Suffolk County Sanitary Code. Moreover, the NYSDEC will establish discharge limits in accordance with the permit ultimately issued for the STP. These measures will help mitigate potential impacts to groundwater.

- Parcels developed or redeveloped within the TOD District area would be required to implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- Parcels developed or redeveloped within the TOD District area would be required to comply with Chapter 86 of the Town Code, which is the Town's stormwater ordinance.

- Parcels developed or redeveloped within the TOD District area would be required to use native or low maintenance plantings, as included in the TOD zoning code, to reduce irrigation needs and fertilizer demand. These measures will mitigate potential impacts to water quantity and quality.

5.3 Ecology

There are no significant adverse impacts expected to result from the proposed action. However, to minimize habitat impacts, development/redevelopment would incorporate native or low maintenance species into the landscaping plan.

5.4 Land Use and Zoning

- The proposed TOD District includes the establishment of zoning criteria and design guidelines to minimize potential adverse impacts, including the following:

    1. Regulating Plan – The regulating plan establishes two "subzones" – Main Street and Neighborhood. The Main Street subzone is closer to the train station and would emphasize vertical mixed-use (up to five stories) with retail on the ground floor and residential or commercial above. The Neighborhood subzone would encourage medium-to-high residential density and could include some retail and live/work space. Development/redevelopment would be required to conform to the Regulating Plan.

    2. Public Space Standards - The public space includes plazas and open spaces, as well as the streets and sidewalks. The form-based code delineates two street types. One, which would include Railroad, Ronkonkoma, and Garrity Avenues, would have a right-of-way of approximately 74 feet. The other (for Union, Elm, Maple and Mill Streets, and Union and Carroll Avenues) would have a smaller right-

of-way of approximately 50 feet. All improvements conducted as part of development/redevelopment would comply with the Public Space Standards.

3. Building Form Standards - The building form standards identify the specific physical and functional character of the TOD District. The form controls on building frontages work together to frame the street-space while allowing greater functional and operational freedom behind their facades. All development/redevelopment would conform to the Building Form Standards.

4. Architectural, Landscaping and Signage Standards - Architectural, landscape, and signage controls are specified in the TOD District zoning code and includes the siting of the buildings; location and design of parking areas; pedestrian and bicycle access; pedestrian amenities; building facades; landscape design and plantings; lighting; site furnishings; and the type, size, and materials used for signage. All development/redevelopment would conform to the Architectural, Landscaping and Signage Standards.

5.5 Traffic and Parking

To address impacts to the signalized intersection of LIE South Service Road at Hawkins Avenue, the following mitigation measures are necessary:

- On the South Service Road, a new eastbound lane configuration would be an exclusive left turn lane, two through, and a shared through and right turn lane;

- On Hawkins Avenue, a new northbound configuration would be two through lanes and an exclusive right turn lane; and

- Modification of the phase split to suit the new lane configurations.

To address potential parking losses should Sites 1 and 8 be redeveloped, alternative commuter parking locations must be identified, if determined that same is required by the MTA.

5.6 Air Quality

- During construction within the TOD District area, emission controls for construction vehicle emissions would be employed and should include, as appropriate, proper maintenance of all motor vehicles, machinery, and equipment associated with construction activities, such as, the maintenance of manufacture's muffler equipment or other regulatory-required emissions control devices.

- Parcels to be developed or redeveloped would implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

- Regular sweeping of pavement of adjacent roadway surfaces during construction would be conducted to minimize the potential for vehicular traffic to create airborne dust and particulate matter.

5.7 Noise

- Parcels developed or redeveloped with residential land use components would be required to implement mitigation strategies such that interior noise levels do not exceed 45 dBA.

- Parcels developed or redeveloped would be required to install rooftop equipment that does not exceed Town noise code standards. Such equipment shall be located in penthouse rooms and/or enclosures, or shall utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment.

- Loading and service activities on parcels to be developed or redeveloped will be internally situated or screened to minimize noise associated with loading activities from the surrounding residential areas.

- Construction equipment would be required to have appropriate noise muffler systems. Excessive idling of construction equipment engines would be prohibited.

5.8 Socioeconomics

As there are no significant adverse demographic or economic impacts associated with the proposed action, no mitigation measures are required.

5.9 Community Facilities and Services

- Parcels developed or redeveloped will comply with New York State building and fire codes.
- All development/redevelopment applications would be required to be reviewed by the Brookhaven Fire Marshal, and would comply with all Fire Marshal requirements.
- Parcels developed or redeveloped will provide proper egress and ingress for emergency service providers.

5.10 Aesthetics

- Architectural, landscape, and signage controls are specified in the FBC Code. This includes the siting of the buildings; location and design of parking areas; pedestrian and bicycle access; pedestrian amenities; building facades; landscape design and plantings; lighting; site furnishings; and the type, size, and materials used for signage. All development/redevelopment must conform to the Architectural, Landscaping and Signage Standards.

5.11 Cultural Resources

There have been no historic or archaeological resources identified within or adjacent to the TOD District area, and thus, mitigation measures are not required.

6.0

UNAVOIDABLE ADVERSE EFFECTS

The environmental impacts associated with the implementation of the proposed action have been described in Section 4.0 of this DGEIS, and mitigation measures for most of these impacts have been discussed in Section 5.0. Those impacts that cannot be either entirely avoided or fully mitigated are described below.

6.1 Short-Term Impacts

The proposed adoption of a Land Use and Implementation Plan, creation of the TOD District, and the rezoning of the properties therein to TOD, would not have any physical short-term impacts. However, development within the TOD District area, in accordance with the TOD zoning district, will have several temporary construction-related impacts that cannot be completely mitigated. These impacts are associated with the site preparation and development (including demolition, grading, excavation, installation of utilities and construction of building and parking facilities). It is anticipated that these impacts will cease upon completion of the construction. Specific impacts are identified below:

- Soils will be disturbed by grading, excavation, and mounding activities during construction and ultimate site development;
- Despite the use of extensive and strategically-placed erosion control devices, minor occurrences of erosion may occur;
- During demolition and construction, there is the potential for minor releases of fugitive dust during dry periods;

- There may be a temporary impact to roadways due to the movement of construction vehicles associated with site development activities;

- Slight increases in noise levels at the site boundary may result from construction activities; and

- Temporary increases in noise levels and vibrations may result during demolition activities.

It is anticipated that these impacts will be of short duration, that is, they will cease upon project completion.

6.2 Long-Term Impacts

Several long-term impacts associated with development/redevelopment in accordance with the TOD District zoning code have been identified. Mitigation measures have been proposed to reduce or eliminate most of these long-term adverse impacts. Those adverse long-term impacts, which cannot be fully mitigated, are set forth below, namely:

- Redevelopment activities would potentially increase the area of impervious surfaces (buildings and pavement), which would increase runoff on the subject properties. However, stormwater will be contained and recharged within property boundaries, as required by Chapter 86 of the Town Code;

- Although the traffic study has determined that the surrounding roadways can accommodate the increases in traffic that will result from implementation of the proposed action, with the implementation of mitigation measures, additional vehicle trips will result from this action;

- There will be an increase in sanitary discharge within the TOD District area. However, a new STP would accommodate all sanitary waste; and

- There will be an increase in the amount of potable water used within the TOD District area.

7.0

CONDITIONS/CRITERIA UNDER WHICH FUTURE ACTIONS WILL BE UNDERTAKEN OR APPROVED INCLUDING REQUIREMENTS FOR SUBSEQUENT SEQRA COMPLIANCE

6 NYCRR §617.10(c) and (d) state, in pertinent part:

> *"(c) Generic EISs…should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance…"*
>
> *(d) When a final generic EIS has been filed under this part:*
>
> *(1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;*
>
> *(2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;*
>
> *(3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;*

(4) *A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."*

Based on the analyses contained in this DGEIS, the following represent the proposed conditions and thresholds, which, if met, would allow full development of the TOD District area within the Town of Brookhaven without the need for further SEQRA compliance:

- To address the impacts to the signalized intersection of LIE South Service Road at Hawkins Avenue, mitigation measures are necessary, including (1) on the LIE South Service Road, construction of a new eastbound lane configuration to function as an exclusive left turn lane, two through, and a shared through and right turn lane; (2) on Hawkins Avenue, construction of a new northbound configuration to provide two through lanes and an exclusive right turn lane; and (3) modification of the phase split to suit the new lane configurations. Developers would be required to contribute a fair share to the required improvements.

- All developers must construct or fund required off-site roadway improvements (including drainage), and streetscape enhancements (including, but not limited to sidewalks, lighting, landscaping), as set forth in the design guidelines of the TOD District zoning code, contiguous to the parcels being considered for development. In addition to said improvements, a monetary contribution to the Town of Brookhaven Highway Department may be required for roadway and related infrastructure improvements (e.g., drainage, landscaped median, bike paths, etc.).

- To address potential parking losses should Sites 1 and 8 be redeveloped, the developer(s) of Sites 1 and 8 must identify alternative commuter parking locations, if determined that same is required by the MTA.

- The traffic analysis determined that 573 additional vehicle trips during the AM peak hour (458 trips for the Theoretical Maximum Build Plan + 115 trips for Scenario 1 [Cumulative Impacts]) and 925 additional vehicle trips during the PM peak hour (787 trips for the Theoretical Maximum Build Plan + 138 trips for Scenario 1 [Cumulative Impacts]) could be accommodated without significant adverse impacts to the roadways. In the event that development/redevelopment is proposed that would exceed this trip generation, additional traffic evaluation must be conducted. As necessary, mitigation measures would then have to be identified and employed.

- The design capacity of the STP is 275,000 gpd. Thus, sanitary discharge associated with development/redevelopment within the TOD District area

cannot exceed this amount. In the event that development/redevelopment is proposed that would cause this capacity to be exceeded, additional evaluation must be conducted and additional sewage capacity (either within or outside the TOD District area) must be secured to support the additional development.

- All developers would be required to contribute a fair-share contribution to the SCWA infrastructure improvements within the TOD District area.

- All development/redevelopment of multi-story buildings must demonstrate adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system.

- Parcels developed or redeveloped within the TOD District area would be required to implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.

- All development must demonstrate compliance with Section 16-4.2 of the Town Code (energy efficiency) and must incorporate energy conservation measures.

- All development must demonstrate compliance with Chapter 86 of the Town Code for stormwater management and erosion control.

- All development must implement dust control measures during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

- All development must incorporate native or low maintenance plantings in to the landscaping plans, as provided in the TOD District zoning code, to reduce irrigation needs and fertilizer demand.

- Parcels developed or redeveloped for residential purposes within the TOD District area would be required to comply with the Long Island Workforce Housing Act.

- All development/redevelopment would be required to conform to the Regulating Plan, Public Space Standards, Building Form Standards, Architectural Standards, Landscaping Standards, and Signage Standards.

- All developers must construct and/or contribute to the construction of the public open space/plaza.

206 Conditions/Criteria Under Which Future Actions will be Undertaken or Approved

- During construction, regular sweeping of pavement of adjacent roadway surfaces must be conducted to minimize airborne dust and particulate matter.

- Parcels developed or redeveloped with residential land use components will be required to implement mitigation strategies such that interior noise levels do not exceed 45 dBA. A noise study demonstrating that such noise levels can be achieved must be submitted to the Town.

- Parcels developed or redeveloped must incorporate mitigation measures and demonstrate that rooftop equipment does not exceed Town noise code standards. Such equipment shall be located in penthouse rooms and/or enclosures, or shall utilize the building height and geometry to create building blockage for receptor locations, and/or install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment.

- Loading and service activities on parcels to be developed or redeveloped will be required to be internally situated or screened to minimize noise associated with loading activities from the surrounding residential areas.

In the event that any of the above conditions are proposed to be exceeded by future development, additional SEQRA compliance would be necessary in accordance with 6 NYCRR §617.10(d)(2), (3) or (4), as would be appropriate, given the actual development plan proposed and the associated potential environmental impacts associated therewith.

207 Conditions/Criteria Under Which Future Actions will be Undertaken or Approved

8.0

ALTERNATIVES AND THEIR IMPACTS

This section of the DGEIS evaluates the following alternatives to the proposed action:

- No Action; and
- Theoretical Maximum Build Out Plan.

A comparative analysis of the Theoretical Full Build Plan, Theoretical Maximum Build Out Plan and the No-Action Alternative is included below.

Table 48- Comparative Analysis of the Theoretical Full Build Plan, Theoretical Maximum Build Out Plan and the No-Action Alternative

		No Action Plan	Full Build Plan	Max Build Out Plan
Land Use		Residential; Office; Automotive; Restaurant; Warehouse; General Service (Commercial and Industrial); LIRR parking areas (surface and structured); and Vacant/Unoccupied.	615 Residential Units; 60,875 square feet – Retail; 49,375 square feet – Office; 30,000 square feet – Health Club; 200 seats – Restaurant Use (Total); Sewage Treatment Plant; and Plaza area for outdoor public use.	802 Multi-family residential units; Six townhouses; 102,275 square feet – Retail Space; 49,375 square feet – Office Space; 30,000 square feet – Health Club; 100 seats – Restaurant; and Sewage Treatment Plant.
Sanitary Generation (gallons per day)		13,068±	169,000±	213,000±
Water Usage (gallons per day)		14,375±	186,000±	223,000±
Solid Waste Generation (tons per month)		54.26±	124.14±	143.54±
Additional Vehicular Trips (during AM and PM peak hours)		N/A	360 (AM peak hour)/608 (PM peak hour)	458 (AM peak hour)/787 (PM peak hour)
Total Public Parking Inventory		2,598	4,063	5,985
Additional Projected Residential Population		N/A	1,058	1,397
Additional School Aged Children		N/A	68	91
Property Tax Revenue	**County**	$74,408	$352,843	$424,132 (Brookhaven)/ $17,368 (Islip)
	Town	$40,989	194,367	$233,638 (Brookhaven)/ $5,575 (Islip)
	School	$366,200	$1,736,519	$2,087,366 (Brookhaven)/ $98,886 (Islip)
	Other Special Districts	$40,778	$193,370	$232,439 (Brookhaven)/ $10,229 (Islip)

8.1 No-Action Alternative

This section examines the SEQRA-mandated No-Action alternative, which involves leaving the TOD District area in its present state. While the implementation of this alternative would leave the TOD District area unchanged and would not result in any additional environmental impacts, the Town's desire to revitalize the TOD District area would not be realized. Specifically, the No-Action alternative would result in the possible continuation of an area that consists of vacant, underutilized and/or blighted properties. The No-action alternative would also allow the TOD District area to continue with unplanned, uncoordinated development.

The TOD District area has been the subject of planning studies and community involvement since 2007. The goal of the *Ronkonkoma Hub Planning Study* completed in March 2009, was to develop a vision that includes compact, mixed-use redevelopment of underutilized land that supports and expands on the high ridership of and recent improvements made to the train station. Subsequent to the *Ronkonkoma Hub Planning Study*, the Town moved forward with the implementation phase, (i.e., adoption of a Land Use and Implementation Plan for the TOD District area, TOD code and the associated rezoning of properties within the TOD District area). The intent of the TOD District is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

As such, implementation of the No-Action alternative would be in contravention of the Town's stated goals and the community's desire to revitalize the area, as evidenced by the visioning process. Furthermore, the projected tax and employment benefits, the introduction of new multi-family housing, and the economic benefits associated with the proposed action would not occur under the No-Action alternative.

8.2 Theoretical Maximum Build-Out Plan

An alternative plan is being evaluated that considers the inclusion of property to the south of the LIRR tracks, within the Town of Islip, that is currently used for parking. This alternative would include the development of retail space, structured parking and an STP within the Town of Islip. Thus, for this alternative, the boundary of the TOD District area includes the 52.16± acres to the south of the LIRR tracks, within the Town of Islip. The "Theoretical Maximum Build Out Plan" (see Figure 24 – Theoretical Maximum Build Out Plan), includes the following within the overall 105.89±-acre area (Towns of Brookhaven and Islip):

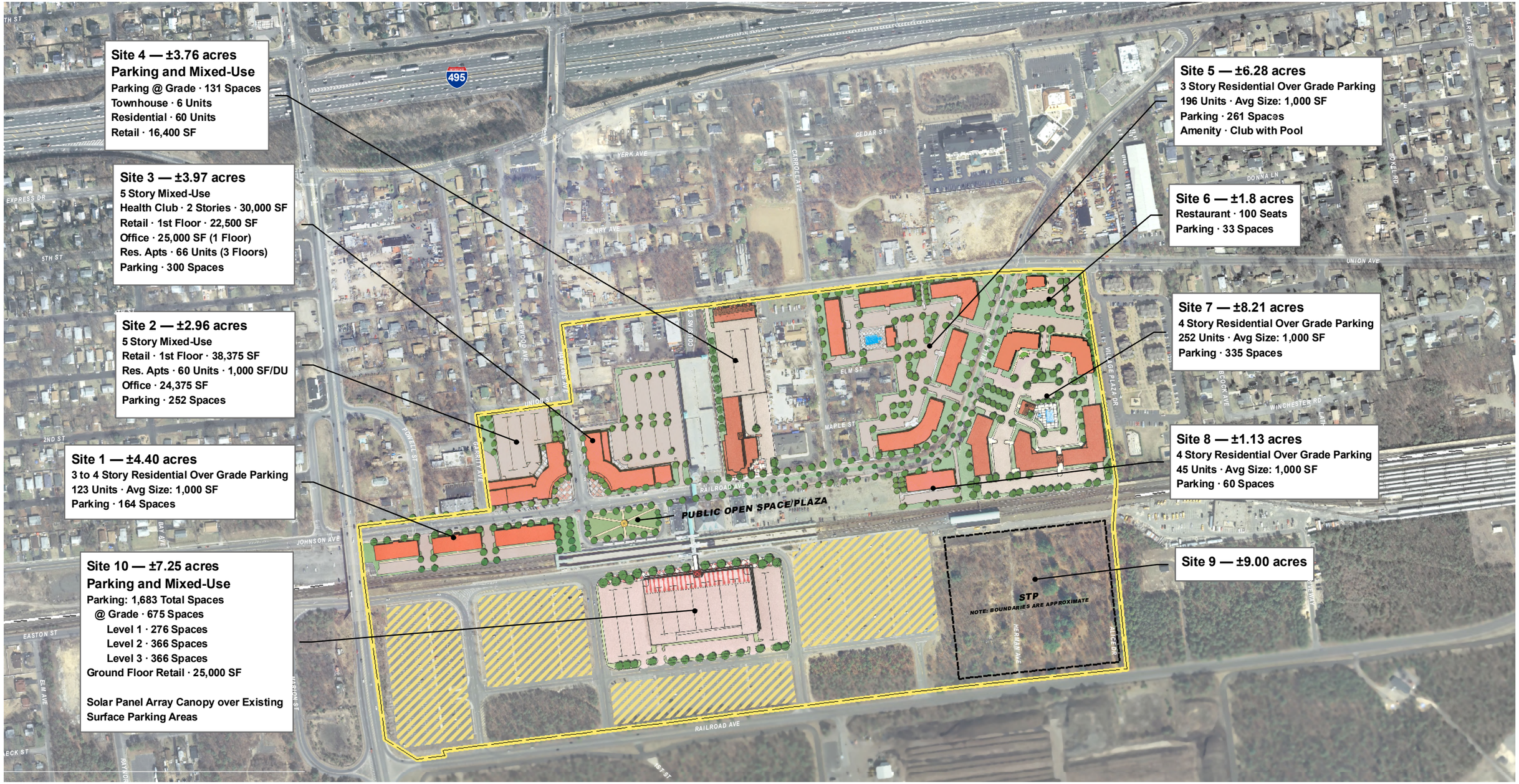
- 802 Multi-family residential units;
- Six townhouses;
- 102,275 square feet – Retail Space;
- 49,375 square feet – Office Space;
- 30,000 square feet – Health Club;
- 100 seats – Restaurant; and
- Sewage Treatment Plant.

The Theoretical Maximum Build Out Plan would result in additional development and land uses when compared to the Theoretical Full Build Plan, including:

- An additional 25,000 square feet of ground-floor retail and 1,683 structured parking spaces on the new Site 10 (Town of Islip);
- A relocated Sewage Treatment Plant (south of the LIRR train tracks within the Town of Islip);
- An additional 66 units of residential (townhouses and apartments) and 16,400 square feet of retail as well as reduced parking (131 spaces) on Site 4 (Town of Brookhaven);
- An additional 127 residential units and 169 parking spaces on Site 7 (Town of Brookhaven); and
- Solar panel array canopies above all existing surface lot parking surrounding Site 4B within the Town of Islip.[23]

Because the Town of Brookhaven does not have the authority to implement a TOD District in the Town of Islip, it would be at the discretion of the Town of Islip to either approve the proposed redevelopment under the existing zoning, rezone the parcels, or adopt Brookhaven's proposed form-based code (with appropriate modification) for the property within the Town of Islip. Under the Islip Zoning Ordinance, parking and certain retail uses are permitted by special permit from the Planning Board after a public hearing.[24]

[23] This component is not proposed as part of the Theoretical Maximum Build Out Plan, but is a planned action by Suffolk County.
[24] Town of Islip, *Town of Islip Zoning Ordinance*, Article XXV, § 68-340.1.



VHB *Engineering, Surveying and Landscape Architecture, P.C.*

Legend

- Study Area
- Long Island Rail Road
- Solar Panel Array Canopy

Note: Parking based on ITE parking generation rates as follows:

Res:	1.33 Spaces/Unit
Office:	2.84 Spaces/Unit
Retail:	2.65 Spaces/Unit
Restaurant:	1 Space/3 Seats

Note: Study Area totals are as follows...

Brookhaven: 53.73 Acres
Islip: 52.16 Acres

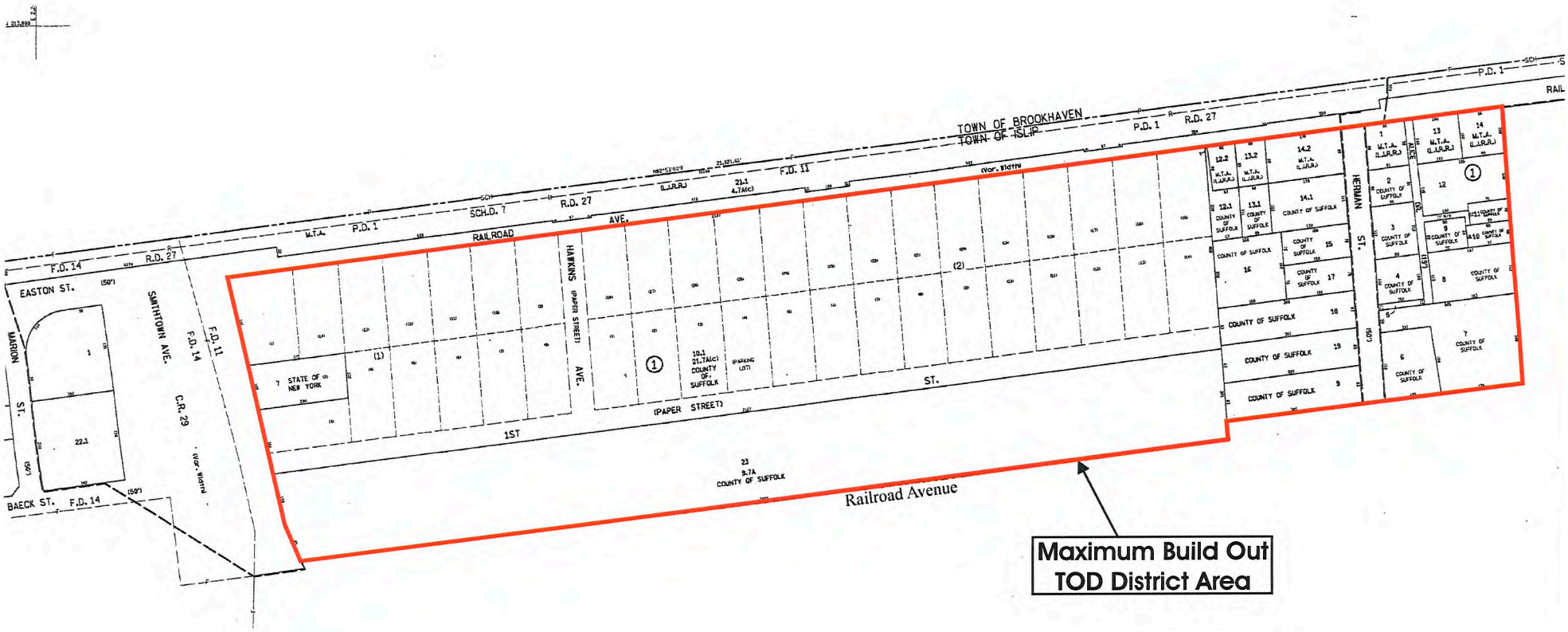
0 250 500 Feet

Data sources:
Aerial Imagery – New York State Geographic Information Systems
Assessors Parcels, LIR Rail, Land Use and Zoning – Suffolk County GIS Basemap, Town of Brookhaven, Long Island, NY

Figure 24
Theoretical Maximum Build Out Plan

Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, August 2010



Note: Boundary is approximate
Source: County of Suffolk Real Property Tax Service Agency. District 500, Sections 064. Last Revised March 2, 2001.

not to scale

Figure 25
Suffolk County Tax Map – Town of Islip Parcels
Ronkonkoma Hub
Transit-Oriented Development

8.2.1 Soils and Topography

The Theoretical Maximum Build Out Plan includes development on properties on the south side of the LIRR railroad tracks. The 9.0±-acre area where the STP has been cited is undeveloped. The *Soil Survey* maps the soils within the 9.0±-acre STP area as RdA and PlB soils (see As indicated in Figure 26 – Soils Type Map for Islip Area – Theoretical Maximum Build Out Plan). As indicated in Table 3 – Engineering and Planning Limitations of On-Site Soils in Section 3.1 of this DGEIS, RdA and PlB soils are noted as having slight limitations for sewage disposal fields because of rapid permeability. As indicated in the Preliminary Feasibility Study in Appendix D of this DGEIS, these are ideal types of soils for disposing of sewage treatment plant effluent, because they allow for recharge beyond the minimum leaching rate required by the SCDHS for the disposal of effluent. As such, on-site soils are suitable for the placement of the STP.

The *Soil Survey* maps the soils within the Town of Islip-parking area as RdA, which have slight or no engineering limitations for development. As such, on-site soils are suitable for the development of structured parking with retail uses on the ground floor within the existing Town of Islip parking lot.

The disturbance of soils during construction and regrading activities increases the potential for erosion and sedimentation. However, proper erosion and sedimentation controls (e.g., the strategic placement of silt fencing and hay bales to prevent overland runoff and to protect on-site drywells from siltation, maintenance of construction entrances to minimize the transport of sediment on to roadways, placement of appropriate cover over soil stockpiles to protect from wind and precipitation) would minimize impacts. Also, dust control measures during dry or windy periods, including the application of water, the use of stone in construction roads, and/or vegetative cover, would minimize wind erosion. As such, with suitable and proper erosion and sedimentation controls, it is not expected that site redevelopment would result in significant adverse impacts associated with ground disturbance, regrading and/or construction activities.

The topography of the TOD District area as well as the areas proposed for redevelopment in the Town of Islip is relatively flat, with little concern for grading issues.

Overall, the Theoretical Maximum Build Out Plan would result in a greater area of land disturbance due to the inclusion of the 9.0±-acre site and the Town of Islip surface parking area. However, there would be no significant adverse impacts associated with on-site soils or topography. Moreover, with proper erosion and sedimentation controls, there would be no significant adverse impacts associated with land disturbance.

Map Unit Information

Map Unit Symbol	Map Unit Name
CuB	Cut and fill land, gently sloping
PlA	Plymouth loamy sand, 0 to 3 percent slopes
PlB	Plymouth loamy sand, 3 to 8 percent slopes
RdA	Riverhead sandy loam, 0 to 3 percent slopes

Map Legend

- TOD District Area Boundary for the Maximum Build Out
- Area of Interest (AOI)
- Soil Map Units
- Rails
- Major Roads
- Local Roads

Map Information

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 18N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Suffolk County, New York
Survey Area Data: Version 7, Dec 11, 2006

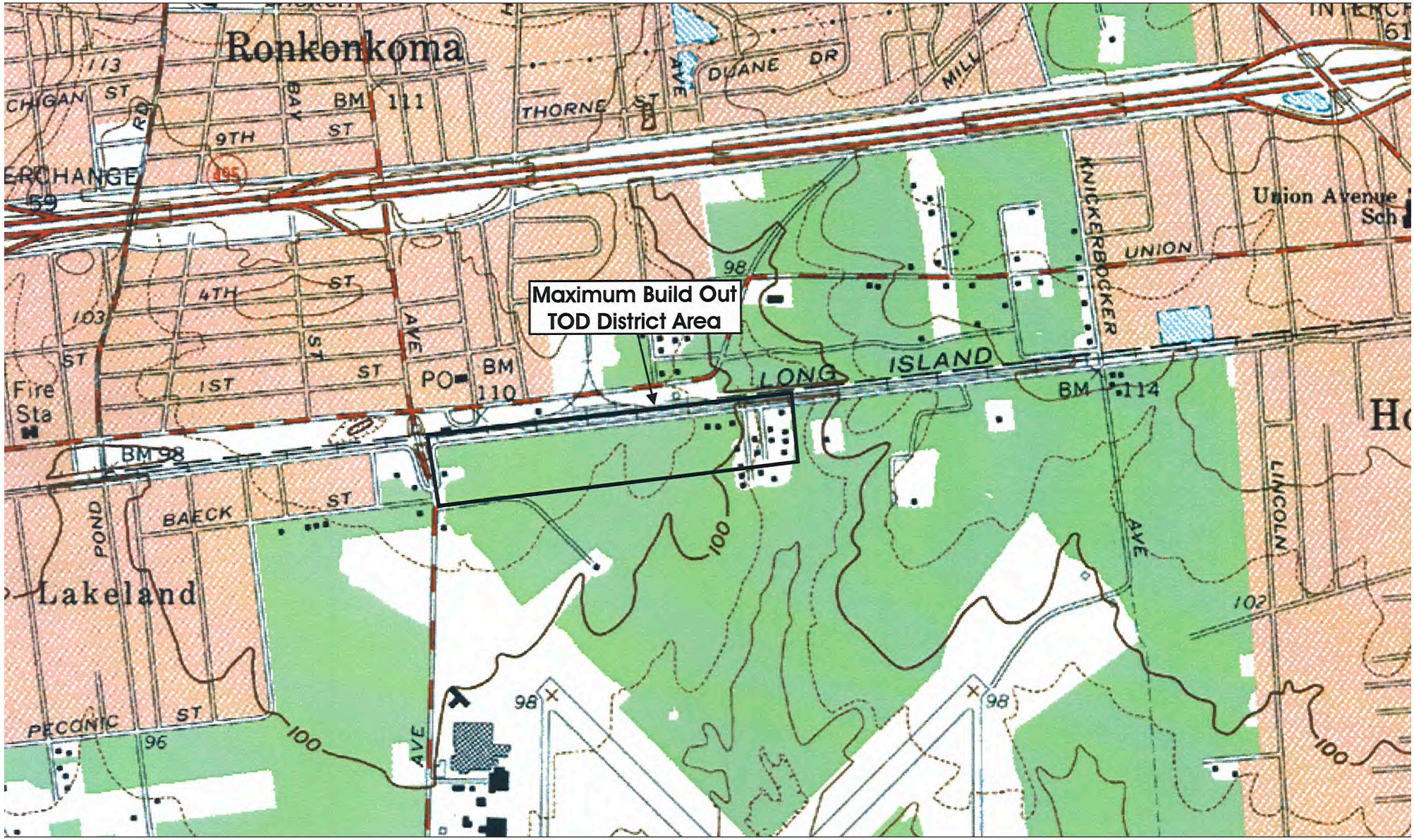
Date(s) aerial images were photographed: 7/31/2006

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Note: Boundary is approximate

not to scale

Figure 26
Soils Type Map for Islip Area – Theoretical Maximum Build Out Plan
Ronkonkoma Hub
Transit-Oriented Development



Note: Boundary is approximate
Source: USGS Topographic Map (Patchogue Quadrangle). Earthvisions, Inc. 1996.

not to scale

Figure 27
USGS Topographic Map for Islip Area – Theoretical Maximum Build Out Plan
Ronkonkoma Hub
Transit-Oriented Development

8.2.2 Water Resources and Sanitary Disposal

Groundwater

Water Usage

The domestic water use (utilizing SCDHS design sewage flow rates as the basis for estimating potable water requirements) for the Theoretical Maximum Build Out Plan scenario is approximately 203,000 gpd (see Table 49 below). With an additional 10 percent estimated for irrigation and domestic uses not entering the sanitary system, the total projected water demand for the Theoretical Maximum Build Out Plan is approximately 223,000 gpd. As indicated in Section 4.2 of this DGEIS, the total projected potable water demand for the Theoretical Full Build Plan is 186,000 gpd. As such, this alternative would increase water usage by 37,000 gpd.

Table 49 – Projected Sanitary Flow for Theoretical Maximum Build Out Plan

Totals	
Site 1	27,675± gpd
Site 2	17,944± gpd
Site 3	27,313± gpd
Site 4	16,366± gpd
Site 5	44,100± gpd
Site 6	3,000± gpd
Site 7	56,700± gpd
Site 8	10,125± gpd
Site 10	1,625± gpd
Existing to Remain	7,701± gpd
TOTAL	212,548± gpd

In a response letter dated August 30, 2010, the SCWA advised that it can provide water to the proposed TOD District area (see Appendix J). However, the SCWA advised that distribution infrastructure improvements would be required in order to have the water available in the project area.

It is also noted that the SCWA indicated that the pressure available from SCWA's system may not be adequate to serve the higher elevations in multi-story buildings included on Theoretical Full Build and Maximum Build Out Plans and, therefore, the need for a booster pump system must be evalauted during the individual project design process.

Sanitary Disposal

As indicated in Section 4.2 of this DGEIS, a Preliminary Feasibility Study for Sewage Treatment and Disposal was prepared by Michael P. Chiarelli Engineer, P.C. (see Appendix D of this DGEIS) to evaluate the feasibility of constructing a sewage treatment plant within the TOD District area to handle sanitary waste from all properties within the TOD District area. Since future development density is not precisely known, the proposed STP capacity will be 275,000 GPD.

The Theoretical Maximum Build Out Plan includes the 52.16± acres on the south side of the LIRR tracks, within the Town of Islip within the sewer district. Under this scenario, the TOD District area would be expanded to 105.89± acres to include the area utilized by the STP and the LIRR Station parking lot. If this plan is followed, the design average daily flow required will be approximately 213,000 GPD, inclusive of existing properties to remain (see Table 49 – Projected Sanitary Flow for Theoretical Maximum Build Out Plan below).

For the Theoretical Maximum Build Out Plan, the STP will be sited within the Town of Islip. Alternatively, this parcel, and the parcel containing the parking garage and shops on the Islip side would expand the sewer district and sewage flow. This parcel is a 9.00± acre site, which will accommodate the 275,000 gpd capacity STP being proposed, pending analysis of soil characteristics and potential hydrogeological effects of effluent on drinking water supplies. As indicated earlier, the soil types for this site are ideal for disposing of sewage treatment plant effluent, because they allow for recharge beyond the minimum leaching rate required by the SCDHS for the disposal of effluent. The site is relatively flat, with little concern for grading issues. The site is generally wooded, and would require clearing of the existing trees to allow for the construction of the STP building as well as placement of the subsurface leaching pools.

In comparing the two alternatives (Theoretical Full Build Plan and Theoretical Maximum Build Out Plan), both sites are generally similar. The basic differences include the size of each parcel (5.47± Ac. vs. 9.00± Ac.) and the existing terrain of each parcel (generally cleared vs. generally wooded). The primary site (Town of Brookhaven) is within the proposed TOD District area, and the alternative site would either be outside the sewer district or would require the expansion of the sewer district to 106± acres.

Also, the alternative site is significantly larger than the primary site (i.e., 9.00± acres vs. 5.47± acres), offering greater opportunity for expansion of the STP in the future to accommodate, for example, increased development in the Town of Islip.

<u>Stormwater Runoff</u>

The Theoretical Maximum Build Out Plan would result in a greater area of land disturbance due to the inclusion of the 9.0±-acre site and the Town of Islip surface

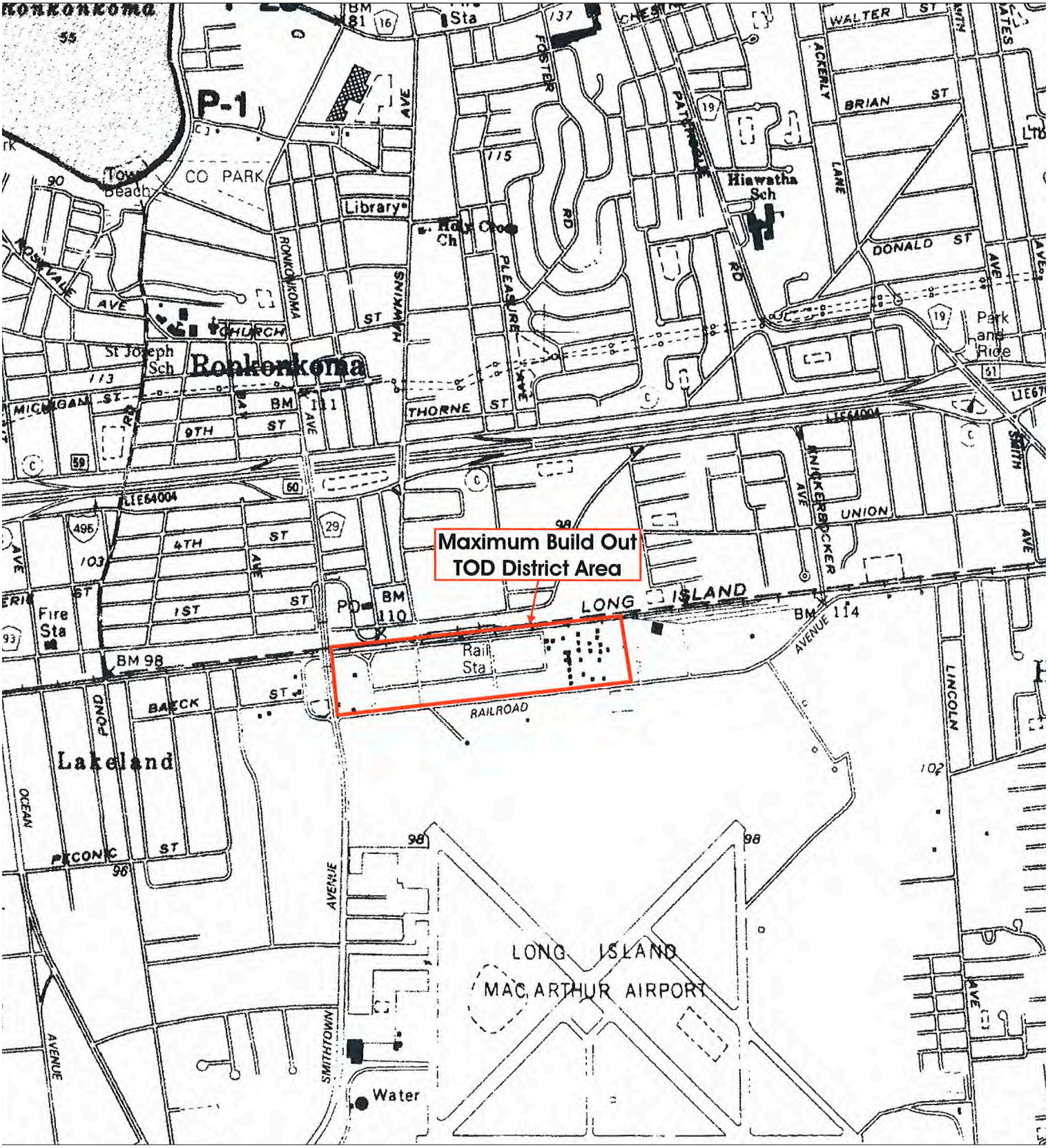
parking area. However, there would be a very small area of impervious cover associated with the STP site and the structured parking with retail space would be constructed within an existing paved parking lot. As such, the development on the Town of Islip side would be expected to result in only minor increases in impervious surface area. Notwithstanding, all applications would be required to comply with the provisions of Chapter 86 of the Town Code (Stormwater Runoff and Erosion Control), and thus, no significant adverse impacts associated with stormwater runoff or erosion post-development would be expected. It is expected that all applications for development within the Town of Islip would also be subject to the Town's local stormwater ordinance. Overall, therefore, it would not be expected that implementation of the Theoretical Maximum Build Out Plan would result in significant adverse impacts associated with stormwater runoff.

Surface Waters

There are no wetlands or surface water on or proximate to the TOD District area (see Figure 28 – Excerpt of NYSDEC Freshwater Wetlands Map for Islip Area – Theoretical Maximum Build Out Plan and Figure 29 – Excerpt of National Wetlands Inventory Map for Islip Area – Theoretical Maximum Build Out Plan). As such, implementation of the proposed action will not impact same.

8.2.3 Ecology

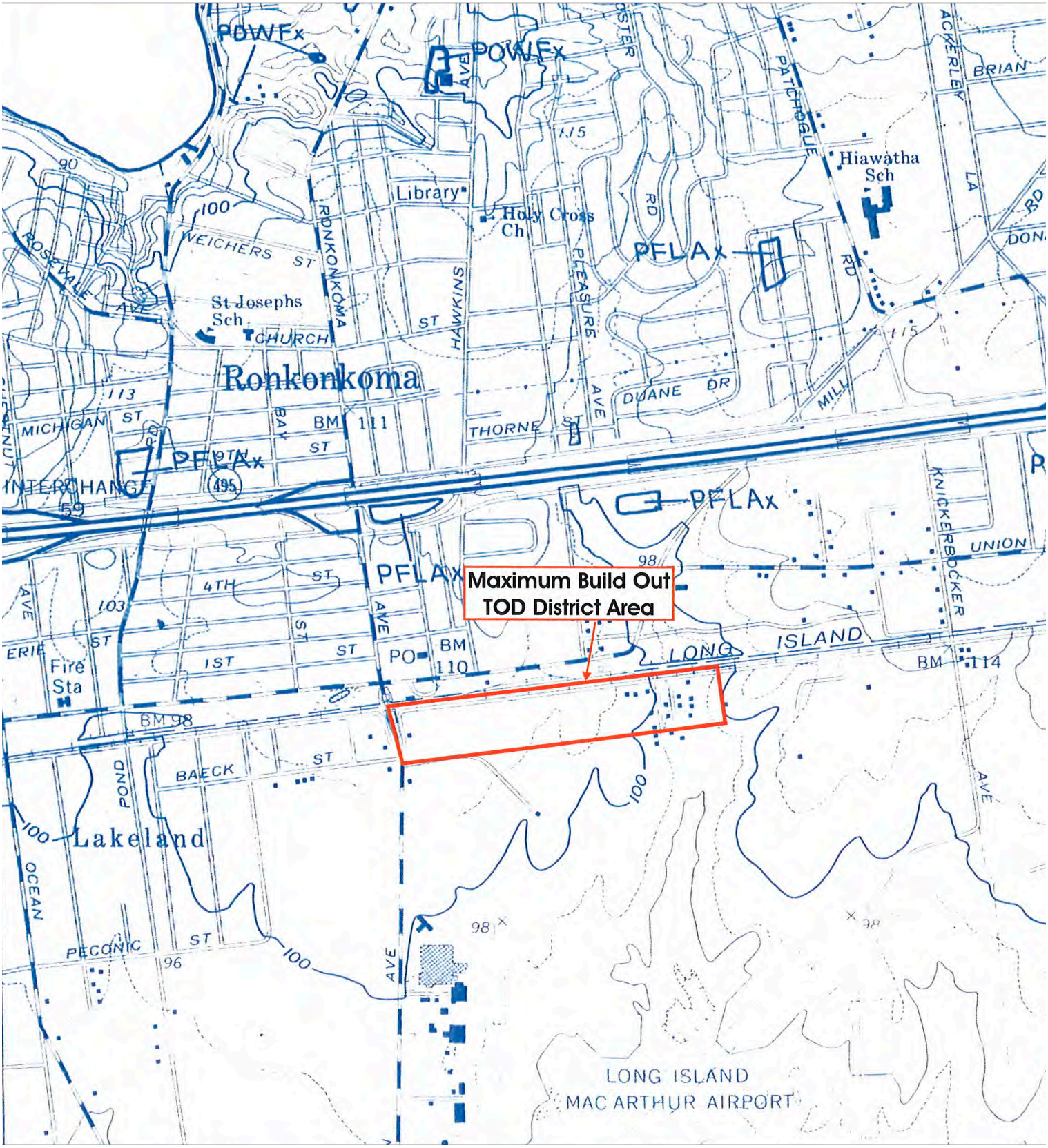
A detailed description of the existing ecological conditions and the potential impacts of the Thereotical Full Build Plan have been provided in Sections 3.3 and 4.3 of this DGEIS. As this alternative plan includes the improvements of properties on the south side of the LIRR tracks, within the Town of Islip, the existing ecological conditions on the Town of Islip property (hereinafter referred to as the "southern property") were evaluated and are as follows.



Note: Boundary is approximate
Source: NYSDEC Freshwater Wetlands Map (Patchogue Quadrangle). 1991.

not to scale

Figure 28
Excerpt of NYSDEC Freshwater Wetlands Map for Islip Area – Theoretical Maximum Build Out Plan
Ronkonkoma Hub
Transit-Oriented Development



Note: Boundary is approximate
Source: USFWS National Wetlands Inventory Map (Patchogue Quadrangle). 1994.

not to scale

Figure 29
Excerpt of National Wetlands Inventory Map for Islip Area – Theoretical Maximum Build Out Plan
Ronkonkoma Hub
Transit-Oriented Development

Vegetation

The majority of the Town of Islip-owned property is comprised of paved parking areas associated with the LIRR station. The Town of Islip's area supports four NYNHP ecological communities: Paved Road/Path, Railroad, Mowed Lawn and Mowed Lawn with Trees. Vegetation in these areas is comprised primarily of ornamental trees, shrubs and herbaceous plants (including grasses), as well as common "weed" species.

The eastern portion of the southern property (see Parcel C in Figure 30 – Existing Habitats – TOD District Area – Theoretical Maximum Build Out Plan) is presently undeveloped and is comprised primarily of Successional Southern Hardwoods. A variety of native and non-native trees species are co-dominant within this community, including Norway maple, black locust, Russian olive, big-tooth aspen, black cherry and American basswood (*Tilia americana*). The shrub stratum is generally sparse, except in perimeter areas. Trumpet creeper vine and poison ivy are prevalent throughout much of the shrub, groundcover and canopy strata within this community. Evidence of prior residential development is apparent on the northern and central portions of Parcel C (see Figure 30) in the form of fences, driveways, columns and patches of ornamental plantings, including lilies (*Lilium* spp.) lily-of-the-valley (*Convallaria majalis*) and English ivy (*Hedera helix*). Scattered patches of Successional Shrubland are present throughout the interior of the parcel, and also along portions of the perimeter areas. Dominant species in these patches include multiflora rose, raspberries (*Rubus* sp.), smooth sumac (*Rhus glabra*) goldenrods, mullein, sowthistles (*Sonchus* spp.), Queen Anne's lace (*Daucus carota*), poison ivy and Japanese honeysuckle. Similar to Parcel A, some scattered remnants of pre-disturbance Pitch Pine-Oak Forest tree species amid atypical (non-native) shrub and groundcover species remain on the southern portion of the parcel.

The NYNHP considers the six communities described above to be either "demonstrably secure" or "apparently secure," within New York State.

Note: Boundary is approximate
Source: Google. 2010.

not to scale

Legend

Parcel A: Succesional southern hardwoods and succesional shrubland

Parcel B: Pitch pine-oak forest

Parcel C: Pitch southern hardwoods and succesional shrubland

All Other Areas: Paved road/path, urban structure exterior, railroad, mowed lawn mowed lawn with trees, and flower/herb garden

Figure 30
Existing Habitats – TOD District Area – Theoretical Maximum Build Out Plan
Ronkonkoma Hub
Transit-Oriented Development

Prepared for the Town of Brookhaven, June 2010

VHB Engineering, Surveying and Landscape Architecture, P.C.

The vegetative species observed on the southern property is markedly similar to that observed on the Town of Brookhaven side (or "northern property") (see the Plant Species list included in Section 3.3.1 of this DGEIS). The following additional species were also observed.

Trees

American basswood	*Tilia americana*
American holly	*Ilex opaca*
northern white cedar	*Thuja occidentalis*
Norway spruce	*Picea abies*
pin oak	*Quercus palustris*
red mulberry	*Morus rubra*
silver maple	*Acer saccarinum*

Shrubs and Vines

English ivy	*Hedera helix*
summer grape	*Vitis aestivalis*
sweet pea	*Lathyrus latifolius*

Herbaceous Plants

daisy fleabane	*Erigeron strigosus*
hemp dogbane	*Apocynum cannabinum*
Japanese knotweed	*Polygonum cuspidatum*
lilies	*Lillium spp.*

The STP, if constructed, would involve the clearing of some Successional Southern Hardwoods and Successional Shrubland. However, both communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. As a result, the overall ecological value of these communities has been diminished. Further, the two communities are ranked by the NYNHP as "demonstrably secure" and "apparently secure," respectively, within New York State, and thus, removal of same on the 9.0±-acre parcel would not result in significant adverse ecological impacts.

<u>Wildlife</u>

Given that all of the ecological communities observed on the southern property are also supported on the northern property, as well as in proximity of these two areas, the wildlife species expected on both are anticipated to be similar (see Section 3.3.2 of this DGEIS and Appendix F).

With respect to observed wildlife, the same species assemblage of birds observed on the northern property was also observed on the southern property, with the

exception of song sparrow and red-winged blackbird. One mammal species, (eastern gray squirrel) was observed within the Successional Southern Hardwoods community on the eastern portion of the southern property. Similar to the northern property, no herpetofauna were observed on the southern property.

The removal of Successional Shrubland and Successional Southern Hardwoods during the clearing/construction phase of the proposed STP expansion would have a direct impact on the abundance of wildlife using these areas. Individuals of a few less mobile wildlife species (i.e., some mammal and reptile species, if present) may suffer direct elimination during clearing of these habitats. More mobile animals (i.e. birds and most mammals) will be forced to emigrate to unaffected habitats, both on the southern property or in the general surrounding area. In the short term, it is expected that these habitats will experience a temporary increase in the abundance of some wildlife populations. Subsequently, it is expected that inter- and intra-specific competition for available resources within these habitats will result in a minor net decrease in local population sizes for most species, as a new equilibrium is achieved. As detailed previously, due to the developed/disturbed conditions on the southern property and in the general surrounding area, the wildlife species observed or expected are those that are well-adapted to developed and/or disturbed habitats and human presence. Thus, following construction of the STP, it is anticipated that suitable habitat will remain for individuals of most displaced wildlife species. Therefore, it is further anticipated that individuals of most or all of these species will return to the southern parcel. Ultimately, no significant adverse impacts are anticipated for the density and diversity of local or regional wildlife populations are expected as a result of construction activities on the southern parcel.

Rare Species/Habitat Potential

As both the northern and the southern properties were included in VHB's June 14, 2010 request letter to the NYNHP (see Section 3.3.3 of this DGEIS and Appendix F), the NYNHP's June 30, 2010 response letter is also applicable to the southern property. As such, three current and four historic NYNHP records exist for rare vascular plants in the vicinity of the southern property. Although limited areas of potentially-suitable habitat for these plants exist on portions of the southern property, none of the seven species were observed during the field inspection. Given the nature of the ecological communities observed on the southern property during the field inspection (i.e., paved, landscaped or successional habitats in various stages of recovery from anthropogenic disturbance), the occurrence of these or other rare plant species on the southern is considered to be unlikely. According to the NYNHP response letter, no other records currently exists for rare or State-listed animals, plants, significant natural communities or other significant habitats on or in the immediate vicinity of the southern property.

8.2.4 Land Use and Zoning

Land Use and Zoning

The Theoretical Maximum Build Out Plan builds on the Theoretical Full Build Plan by expanding the TOD District south of Ronkonkoma Station and the LIRR tracks to include Suffolk County-controlled parcels within the Town of Islip. For the portion of the TOD District area within Brookhaven, the proposed form-based code would be implemented resulting in generally the same development plan as for the Theoretical Full Build Plan with the exception of Sites 4, 7 and 9, as described below.

The Theoretical Maximum Build Out Plan, as presented in Figure 2, situates development for specific portions of the expanded TOD District area (ten development sites total). The inclusion of these specific parcels, including parcels within the Town of Islip, would permit currently underutilized and partially vacant parcels as well as surface parking to be redeveloped into a cohesive transit-oriented community.

The Theoretical Maximum Build Out Plan would result in additional development and land uses when compared to the Theoretical Full Build Plan (see Table 25 – Theoretical Full Build Plan – Summary of Land Uses), including:

- An additional 60 units of residential (six townhouses and 60 apartments) and 16,400 square feet of retail as well as reduced parking (131 spaces) on Site 4;
- An additional 127 residential units and 169 parking spaces on Site 7;
- A new Site 10 with an additional 25,000 square feet of ground-floor retail and 1,683 at-grade and structured parking spaces in three levels (located south of the LIRR train tracks within the Town of Islip); and
- Relocation of the STP to the south of the LIRR train tracks within the Town of Islip.

Like the Theoretical Full Build Plan, the overall intent of this alternative is the efficient use of land to serve as a catalyst for revitalization, to foster a sense of place through development of a new transit-oriented, mixed use, self-sufficient community. Redevelopment under this alternative is expected to encourage development that would enhance the tax base, in this case for two municipalities – Brookhaven and Islip – and complement the surrounding communities and uses as well as better utilize existing public transit infrastructure at the LIRR Ronkonkoma Station through improved access and increased ridership.

The expanded TOD District area boundaries were drawn to include all areas where TOD-type development would be appropriate. The TOD District area, as proposed, includes parcels currently zoned J-2, J-4, J-6, and L-1 by the Brookhaven Zoning Code. Parcels zoned Industrial 1 District (Ind. 1) by the Islip Zoning Code also lie within the expanded TOD District area for this alternative.

Because the Town of Brookhaven does not have the authority to implement a TOD District in the Town of Islip, it would be at the discretion of the Town of Islip to either approve the proposed redevelopment under the existing zoning, rezone the parcels, or adopt Brookhaven's proposed form-based code (with appropriate modification) for the property within the Town of Islip. Under the Islip Zoning Ordinance, parking and certain retail uses are permitted by special permit from the Planning Board after a public hearing.[25]

8.2.5 Traffic and Parking

The Traffic and Parking Analysis in Appendix G of this DGEIS evaluated the Theoretical Maximum Build Out Plan, including the projected number of vehicular trips it may generate, the impact on the surrounding roadways, the impact on the available public parking supply and on-site required parking to accommodate the land uses included in the program mix.

Trip Generation

Table 50 summarizes the trip generation data for the proposed land uses.

[25] Town of Islip, *Town of Islip Zoning Ordinance*, Article XXV, § 68-340.1.

Table 50 – Trip Generation – Maximum Build 2019 Program Mix

Project Component	Component Size		AM Peak Hour		PM Peak Hour	
APARTMENTS ITE # 220 Rental Apartment	401	Units	Rate = 0.51 Entering Exiting 20% 80% 41 164 Total = 205		Rate = 0.62 Entering Exiting 65% 35% 162 87 Total = 249	
RESIDENTIAL ITE # 230 Condos/Townhouses	407	Units	Rate = 0.44 Entering Exiting 17% 83% 31 149 Total = 180		Rate = 0.52 Entering Exiting 67% 33% 142 70 Total = 212	
RETAIL SPACE ITE # 820 Shopping Center	102,275	SF	Rate = 1.00 Entering Exiting 61% 39% 63 40 Total = 103		Rate = 3.73 Entering Exiting 49% 51% 187 195 Total = 382	
OFFICE/COMMERCIAL ITE # 710 General Office Building	49,375	SF	Rate = 1.55 Entering Exiting 88% 12% 68 9 Total = 77		Rate = 1.49 Entering Exiting 17% 83% 13 61 Total = 74	
HEALTH CLUB ITE # 492 Health/Fitness Club	30,000	SF	Rate = 1.38 Entering Exiting 45% 55% 19 23 Total = 42		Rate = 3.53 Entering Exiting 57% 43% 60 46 Total = 106	
RESTAURANT ITE # 931 Quality Restaurant	100	Seats	Rate = 0.03 Entering Exiting 67% 33% 2 1 Total = 3		Rate = 0.26 Entering Exiting 67% 33% 17 9 Total = 26	
TOTALS			AM Peak Hour Trips		PM Peak Hour Trips	
			Entering	Exiting	Entering	Exiting
			224	386	581	468
			610		1,049	

As done in the 2014 Build conditions section, the ITE estimates were adjusted for the Transit Oriented Development with a reduction of 25 percent. Table 51 shows trip generation factored for transit-orientation.

Table 51 – TOD Trip Generation – Proposed Mix 2019

ITE Trip Generation	AM Peak Hour Trips		PM Peak Hour Trips	
	Entering	Exiting	Entering	Exiting
	224	386	581	468
	610		1,049	
Trip generation adjusted for Transit Oriented Development at 75% of the normal rate	AM Peak Hour Trips		PM Peak Hour Trips	
	Entering	Exiting	Entering	Exiting
	168	290	436	351
	458		787	

As shown in Table 51, the 2019 program mix for this alternative plan is projected to generate 458 trips during the AM peak hour and 787 trips during the PM peak hour.

Capacity Analysis

A capacity analysis was performed for the Theoretical Maximum Build Out Plan. The results of the capacity analyses for the signalized intersections of LIE North Service Road at Hawkins Avenue, LIE South Service Road at Hawkins Avenue, Hawkins Avenue at Union Avenue, Union Avenue at Mill Road and Hawkins Avenue at Railroad Avenue for the AM and PM peak hours are summarized in Table 52. The results for the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street for the AM and PM peak hours are summarized in Table 53. The detailed capacity analysis worksheets are contained in Appendix C of the Traffic and Parking Analysis.

Table 52 – Signalized Intersections Level of Service Summary – Maximum Build Out 2019

Intersection	Movement	Lane Group	MAX BUILD 2019			
			AM PEAK		PM PEAK	
			Delay	LOS	Delay	LOS
LIE North Service Road @ Hawkins Avenue	WB	L	18.1	B	22.0	C
		T	43.3	D	20.4	C
		R	11.0	B	13.1	B
		Approach	36.3	D	19.0	B
	NB	L	44.1	D	55.9	E
		T	11.6	B	10.3	B
		Approach	25.1	C	22.4	C
	SB	TR	48.5	D	29.9	C
		Approach	48.5	D	29.9	C
Overall Intersection			36.6	D	22.7	C
LIE South Service Road @ Hawkins Avenue	EB	L	18.5	B	22.6	C
		TR	16.6	B	61.8	E
		Approach	17.0	B	57.2	E
	NB	T	27.7	C	57.9	E
		R	27.4	C	41.1	D
		Approach	27.6	C	54.4	D
	SB	L	26.4	C	59.6	E
		T	22.5	C	12.1	B
		Approach	23.4	C	33.4	C
Overall Intersection			22.2	C	51.8	D
Hawkins Avenue @ Union Avenue	WB	L	37.8	D	34.5	C
		R	3.6	A	12.1	B
		Approach	14.8	B	15.3	B
	NB	TR	13.2	B	13.8	B
		Approach	13.2	B	13.8	B
	SB	L	7.9	A	11.7	B
		T	6.7	A	3.5	A
		Approach	7.2	A	8.4	A
Overall Intersection			10.3	B	12.0	B
Union Avenue @ Mill Road	EB	L	4.7	A	10.4	B
		TR	4.7	A	14.8	B
		Approach	4.7	A	14.5	B
	WB	L	6.5	A	17.8	B
		TR	6.6	A	17.0	B
		Approach	6.5	A	17.1	B
		LTR	21.0	C	41.3	D
	NB	Approach	21.0	C	41.3	D
	SB	LTR	14.9	B	11.9	B
		Approach	14.9	B	11.9	B
Overall Intersection			8.5	A	23.0	C
Hawkins Avenue @ Rail Road Avenue	EB	L	11.4	B	22.7	C
		TR	15.1	B	18.1	B
		Approach	14.2	B	19.9	B
	WB	L	9.8	A	9.2	A
		T	25.3	C	24.8	C
		R	5.7	A	5.3	A
		Approach	16.3	B	13.7	B
	SB	LT	15.9	B	19.5	B
		R	4.1	A	4.7	B
		Approach	9.9	A	14.2	A
Overall Intersection			12.9	B	16.3	B

Table 53 – Unsignalized Intersection Level of Service Summary – Maximum Build Out 2019

INTERSECTIONS	CRITICAL APPROACH	AM PEAK		PM PEAK	
		Delay	LOS	Delay	LOS
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	28.4	D	13.3	B
	WB	11.3	B	28.4	D

As indicated in Table 52, the overall LOS is a C or better during the two peak periods analyzed at the signalized intersections of Hawkins Avenue at Union Avenue, Union Avenue at Mill Road and Hawkins Avenue at Railroad Avenue,. The signalized intersection of LIE North Service Road at Hawkins Avenue shows a LOS D during the AM Peak period and LOS C during the PM Peak period. The signalized intersection of LIE South Service Road at Hawkins Avenue shows LOS C during the AM Peak period and a LOS D during the PM Peak period.

Table 53 shows that at the unsignalized intersection of Ronkonkoma Avenue at 2nd Street/Powell Street, the eastbound approach shows a LOS D during the AM Peak period and a LOS B during the PM Peak period. The westbound approach shows a LOD B during the AM peak period and a LOS D during the PM Peak period.

Table 54 and Table 55 show a comparison between the Build 2014 Condition, Build 2014 Mitigated Condition and Theoretical Maximum Build Out 2019 Condition for the AM and PM peak periods, respectively, for the signalized intersections, and Table 56 and Table 57 show the same comparison for the unsignalized Ronkonkoma Avenue and 2nd Street/Powell Street for AM and PM peak periods, respectively.

Table 54 – Signalized Intersections Level of Service Summary Comparison – AM Peak

Intersection	Movement	Lane Group	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road @ Hawkins Avenue	WB	L	16.2	B			18.1	B
		T	29.2	C			43.3	D
		R	9.7	A			11	B
		Approach	25.3	C			36.3	D
	NB	L	47.6	D			44.1	D
		T	14.4	B			11.6	B
		Approach	27.5	C			25.1	C
	SB	TR	50.6	D			48.5	D
		Approach	50.6	D			48.5	D
Overall Intersection			29.9	C			36.6	D
LIE South Service Road @ Hawkins Avenue	EB	L	18.4	B	18.4	B	18.5	B
		TR	19.6	B	16.3	B	16.6	B
		Approach	19.3	B	16.7	B	17	B
	NB	T	26.5	C	27.5	C	27.7	C
		R			27.8	C	27.4	C
		Approach	26.5	C	27.6	C	27.6	C
	SB	L	32.3	C	26	C	26.4	C
		T	23.4	C	22.8	C	22.5	C
		Approach	25.4	C	23.5	C	23.4	C
Overall Intersection			23.6	C	22.2	C	22.2	C
Hawkins Avenue @ Union Avenue	WB	L	37.5	D			37.8	D
		R	3.6	A			3.6	A
		Approach	14.7	B			14.8	B
	NB	TR	13	B			13.2	B
		Approach	13	B			13.2	B
	SB	L	7.5	A			7.9	A
		T	6.6	A			6.7	A
		Approach	7	A			7.2	A
Overall Intersection			10.1	B			10.3	B
Union Avenue @ Mill Road	EB	L	4.5	A			4.7	A
		TR	4.4	A			4.7	A
		Approach	4.4	A			4.7	A
	WB	L	6.1	A			6.5	A
		TR	6.2	A			6.6	A
		Approach	6.2	A			6.5	A
		LTR	18.4	B			21	C
	NB	Approach	18.4	B			21	C
	SB	LTR	15.1	B			14.9	B
		Approach	15.1	B			14.9	B
Overall Intersection			7.8	A			8.5	A
Hawkins Avenue @ Rail Road Avenue	EB	L	11	B			11.4	B
		TR	15.1	B			15.1	B
		Approach	14.2	B			14.2	B
	WB	L	9.2	A			9.8	A
		T	25.5	C			25.3	C
		R	5.1	A			5.7	A
		Approach	16.8	B			16.3	B
	SB	LT	17.6	B			15.9	B
		R	4.3	A			4.1	A
		Approach	11	B			9.9	A
Overall Intersection			13.7	B			12.9	B

No mitigation was necessary at Intersections 1, 3, 4 & 5 in Build 2014 Condition are therefore left blank in the Build Mitigated 2014 Column.

Table 55 – Signalized Intersections Level of Service Summary Comparison – PM Peak

Intersection	Movement	Lane Group	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
			Delay	LOS	Delay	LOS	Delay	LOS
LIE North Service Road @ Hawkins Avenue	WB	L	22.4	C			22.0	C
		T	19.8	B			20.4	C
		R	12.3	B			13.1	B
		Approach	18.7	B			19.0	B
	NB	L	24.8	C			55.9	E
		T	11.5	B			10.3	B
		Approach	14.9	B			22.4	C
	SB	TR	29.3	C			29.9	C
		Approach	29.3	C			29.9	C
Overall Intersection			19.8	B			22.7	C
LIE South Service Road @ Hawkins Avenue	EB	L	18.5	B	22.2	C	22.6	C
		TR	167.6	F	51.1	D	61.8	E
		Approach	149.9	F	47.7	D	57.2	E
	NB	T	205.2	F	53.3	D	57.9	E
		R			42.4	D	41.1	D
		Approach	205.5	F	50.8	D	54.4	D
	SB	L	86.4	F	53.2	D	59.6	E
		T	13.2	B	12.7	B	12.1	B
		Approach	45.5	D	30.5	C	33.4	C
Overall Intersection			141.0	F	44.9	D	51.8	D
Hawkins Avenue @ Union Avenue	WB	L	33.9	C			34.5	C
		R	11.6	B			12.1	B
		Approach	14.8	B			15.3	B
	NB	TR	13.6	B			13.8	B
		Approach	13.6	B			13.8	B
	SB	L	10.4	B			11.7	B
		T	3.5	A			3.5	A
		Approach	7.4	A			8.4	A
Overall Intersection			11.4	B			12.0	B
Union Avenue @ Mill Road	EB	L	7.5	A			10.4	B
		TR	10.8	B			14.8	B
		Approach	10.6	B			14.5	B
	WB	L	10.8	B			17.8	B
		TR	12.5	B			17.0	B
		Approach	12.2	B			17.1	B
		LTR	51.2	D			41.3	D
	NB	Approach	51.2	D			41.3	D
	SB	LTR	14.0	B			11.9	B
		Approach	14.0	B			11.9	B
Overall Intersection			22.5	C			23.0	C
Hawkins Avenue @ Rail Road Avenue	EB	L	26.3	C			22.7	C
		TR	20.1	C			18.1	B
		Approach	22.3	C			19.9	B
	WB	L	9.0	A			9.2	A
		T	27.3	C			24.8	C
		R	3.2	A			5.3	A
		Approach	14.8	B			13.7	B
	SB	LT	21.3	C			19.5	B
		R	4.9	A			4.7	B
		Approach	15.9	B			14.2	A
Overall Intersection			18.0	B			16.3	B

No mitigation was necessary at Intersections 1, 3, 4 & 5 in Build 2014 Condition are therefore left blank in the Build Mitigated 2014 Column.

Table 56 – Unsignalized Intersection Level of Service Summary Comparison – AM Peak

INTERSECTIONS	CRITICAL APPROACH	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
		Delay	LOS	Delay	LOS	Delay	LOS
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	28.0	D			13.3	B
	WB	20.7	C			32.3	D

Table 57 – Unsignalized Intersection Level of Service Summary Comparison – PM Peak

INTERSECTIONS	CRITICAL APPROACH	BUILD 2014		BUILD MITIGATED 2014		MAX BUILD 2019	
		Delay	LOS	Delay	LOS	Delay	LOS
Ronkonkoma Avenue & 2nd Street / Powell Street	EB	13.3	B			13.3	B
	WB	32.3	D			28.4	D

Conclusion

The traffic volumes in the 2019 Max Build are reduced on Hawkins Avenue and Railroad Avenue due to the placement of the parking structure in the Town of Islip. However, the traffic volumes on Ronkonkoma Avenue increase as commuters find additional spaces on the Town of Islip-portion of the LIRR station. The traffic impacts were, however, similar for the 2014 Build and 2019 Max Build conditions.

Also, the analysis shows that the change in operations from No Build to Build Condition is minimal. Four of the five signalized intersections included in the study and the one unsignalized will operate at a LOS C or better in the 2014 Build Condition. The signalized intersection of LIE South Service Road at Hawkins Avenue operates at an acceptable LOS during AM peak but is a LOS F in the PM peak period. Mitigation has been proposed for this intersection. With the proposed mitigation measures, this intersection will operate in the 2014 Build Condition at an overall LOS of D. The analysis for the 2019 Max Build condition showed similar operational conditions as the 2014 Build condition and the same level of mitigation would be required. Overall, with the mitigation measures ourlined in Section 4.5 of this DGEIS, the Theoretical Maximum Build Out Plan would not result in significant adverse traffic impacts.

8.2.5.1 Parking

The available parking supply, current utilization, and potential changes in the supply and demand have been evaluated for this alternative. As indicated in Table 58, under the 2019 Max Build condition, there is a parking surplus of 761 spaces (7,584 – 6,823) for transit riders. As such, this alternative would not result in significant adverse parking impacts.

Table 58 - Parking Supply (Theoretical Maximum Build Out Plan)

Parking Field	Number of Parking Spaces				
	Existing MTA Capacity	Changes to Existing with Introduction of 2014 Build TOD	Theoretical Build Capacity[1]	Changes to Existing with Introduction of 2019 Max Build TOD	2019 Max Build Capacity[2]
1 (Brookhaven)	575	0	575	-685	870
2 (Brookhaven)	335	-335	0		
3 (Brookhaven)	350	-350	0		
4 (Brookhaven)	295	0	295		
5 (Brookhaven)	1,043	0	1,043	0	1,043
Islip Surface Parking Lots	3,206	N/A	N/A	-675	2,531
New Parking Garage (Located on Site 4, just east of Parking Field 5)	N/A	N/A	+1,465	N/A	N/A
New Parking Garage (Located on Site 10, south of Max Build study area)	N/A	N/A	N/A	+1,683	1,541
Total	**5,804**	**-685**	**4,063**	**323**	**5,985**

Note: The parking supply for the new parking garage in the 2014 Build scenario was determined to be its maximum capacity (1,683 spaces) with a deduction of 75 spaces for the retail located on Site 10 and a deduction of 67 spaces for the residences on Site 8.

1) Only Includes Brookhaven spaces
2) Includes Brookhaven and Islip spaces

8.2.6 Air Quality

Similar to that of the Theoretical Full Build Plan, the construction-related impacts for this alternative would be short term. Construction and demolition activities will result in a slight short-term increase in air pollution emissions. The spraying of water during excavation activities would minimize fugitive dust emissions. This construction-related air-quality impact (i.e., fugitive dust) would be of relatively short duration. Also, during construction, emission controls from construction vehicles and machinery would include proper maintenance and reduced idling on-site. Overall, with the implementation of the various mitigation measures to minimize construction-related air quality impacts, no significant adverse impacts would be expected.

Emissions from project-related motor vehicle traffic and building operations would include mobile source pollutants (CO, VOC, NOx, PM_{10}, and $PM_{2.5}$). As stated in Section 4.6 of this DGEIS, the change in motor vehicle emissions is directly related to the change in traffic parameters. The projected intersection volumes and vehicular delays associated with the Theoretical Maximum Build Out Plan are similar to that of the Theoretical Full Build Plan, and thus, would not be expected to result in significant increases in CO and PM concentrations. As indicated in Section 4.6 of this DGEIS, motor vehicle traffic emissions would not be expected to exceed the NAAQS. If similar increases are realized in ozone precursor emissions (VOC's and NOx), then development in accordance with the Theoretical Maximum Build Out Plan would have no impact on the ozone NAAQS because the mobile source emissions are small when compared to the total emissions for the entire nonattainment area.

Similarly for the remaining pollutants, the emissions related to the Theoretical Maximum Build Out Plan are expected to have unsubstantial increases in relation to the urban nature of the area and the corresponding background concentrations of the various study pollutants.

Also, site-specific applications for redevelopment may be subject to air discharge permit requirements for fossil fuel burning emission sources, such as heating boilers and emergency diesel generators. Air regulations in the area of the TOD District area are administered through and enforced by the NYSDEC, and thus, all site-specific applications involving such systems would be subject to the review and permitting of the NYSDEC.

Overall, based on the foregoing analysis, the impacts associated with the Theoretical Maximum Build Out Plan are similar to that of the Theoretical Full Build Plan, As such, no significant adverse long-term air quality impacts would be expected.

8.2.7 Noise

Similar to the Theoretical Full Build Plan, the Theoretical Maximum Build Out Plan would be expected to comply with the Town of Brookhaven and Town of Islip noise ordinances, as well as the NYSDOT and FHWA noise impact criteria. It is also important to note that development within the Town of Islip, as shown on the Theoretical Maximum Build Out Plan, would not adjoin any sensitive receptors (e.g., residential properties).

The NYSDOT requires that the proposed action not approach (within one dBA) or exceed the NAC criteria of 66 dBA for a one-hour period and that it not increase sound levels by more than six dBA above existing sound levels. As indicated in Section 3.7 of this DGEIS, monitoring locations M1, M3, M4 and M5 currently experience sound levels that are equal to or exceed the NYSDOT/FHWA highway criteria of 66 dBA or the Town of Brookhaven criteria of 65 dBA (for Residential). The noise levels at these four monitoring locations largely reflect roadway noise, with intermittent rail activity. Although traffic volumes on the roadways within the TOD District area are projected to increase under the 2019 Build condition, it is not expected that the Theoretical Maximum Build Out Plan would increase noise levels by more than six dBa above existing noise levels. As such, it is not expected that this alternative would result in significant adverse noise impacts.

The dominant stationary noise source has been determined to be rooftop mechanical equipment. However, proper design to reduce noise to meet the local, state and federal impact criteria, including the use of locating rooftop mechanical equipment in penthouse rooms and/or enclosures, locating rooftop mechanical equipment to utilize the building height and geometry in order to create building blockage for receptor locations, and install, as necessary to attenuate noise, screening around the externally-located rooftop mechanical equipment. Thus, no significant adverse noise impacts from stationary sources are anticipated.

In the short term, construction noise is expected to result in temporary increases in ambient noise at some sensitive receptor locations. Sound levels would be evaluated at each phase of construction to determine if additional construction noise mitigation measures are necessary.

Overall, no significant adverse noise impacts would be expected if the Theoretical Maximum Build Out Plan were implemented.

8.2.8 Socioeconomics

BBP LLC performed a market analysis to review trends in the residential, retail and office markets in order to identify opportunities for development in the TOD District area. The Market Analysis (see Appendix H) included review of the Theoretical Maximum Build Out Plan to determine whether market trends would support the level of development included in the program mix.

Residential Market Analysis

In 2009, there were an estimated 337,000 "target market" households earning $35,000 to $150,000 in the primary and secondary market areas. By 2014, total households meeting the target market definition could rise to 342,000 households if households are added at an annual rate of 0.15 percent to 0.45 percent. If this annual growth continues at the same pace through 2019, target market households could increase to a total of nearly 348,000 households.

Given the current growth projections, the primary and secondary areas could add a net 5,442 households earning $35,000 to $150,000 from 2009 to 2014 and another 5,550 households earning at this income range from 2014 to 2019. Therefore, the total potential market demand for multi-family housing could be up to 10,991 households.

Therefore, based on the market analysis, the TOD District area would capture seven percent of the projected household growth in the primary and secondary market areas through 2019 to support the 808 residential units identified in the Theoretical Maximum Build Out Plan. The market analysis concluded that these relatively modest capture rates are achievable given the area's many strengths identified as part of the residential market assessment.

Retail and Restaurant Market Analysis

As indicated in Section 4.8 of this DGEIS, future retail spending patterns could support over 55 million square feet in the primary and secondary market areas. As such, the 112,275 square feet of retail space (including restaurant space) included in this alternative plan, which represents only 0.22 percent of this total supportable space of 55 million square feet, can be achieved.

Office Market Analysis

This alternative plan calls for the same area of office space as that of the Theoretical Full Build Plan (i.e., 49,375 square feet). As indicated in Section 4.8 of this DGEIS, this area of office space can be supported based on projected employment growth and demand for office space.

8.2.8.1 Population Projection

With the addition of the new residential units, the Theoretical Maximum Build Out Plan is estimated to generate a population of 1,397 residents. As indicated in Section 3.8 of this DGEIS, the Theoretical Full Build Plan is estimated to generate 1,058 residents. As such, the maximum build-out plan would generate 339 additional residents.

Table 59 - Projected Residential Population (Theoretical Maximum Build Out Plan)

Type of Unit	# of Units	Persons Per Units	Total Persons
Ownership	401	1.77	710
Rental	401	1.67	670
Townhomes	6	2.83	17
		Total	1,397

Source: Development Impact Assessment Handbook, Urban Land Institute, 1994.

8.2.8.2 Property Tax Analysis

For the purposes of estimating the assessed value of the Theoretical Maximum Build Out Plan, it is assumed that the 401 for sale units would each have a purchase price of approximately $250,000, while the six town houses would have a purchase price of $300,000, and the 401 rental apartment units would rent for approximately $1,600 per month. For the purpose of projecting assessed value of the retail component, an average market rent of $25 per square foot[26] is assumed, with 10 percent of total annual rent discounted for maintenance costs. The asking rent for office space in Suffolk County ranges from $20 per square foot to $30 per square foot.[27] Therefore, for the purposes of this analysis, an average office rent of $25 per square foot has been used. An estimated capitalization rate of 9 percent[28] has been applied, along with the Town of Brookhaven's 2009 equalization rate of 0.77 percent and the Town of Islip's equalization rate of 10.3 percent. Therefore, the total projected future assessed value of the Theoretical Maximum Build Out Plan would be $1,818,990 ($1,175,240 would be the assessed value of the development in the Town of Brookhaven, while $643,750 would be the assessed value of the development in the Town of Islip).

Table 60 below summarizes the projected property tax revenues and net increase in property taxes generated by the Theoretical Maximum Build Out Plan.

[26] Retail rent per square foot based on current retail trends in the project area - http://www.loopnet.com/New-York/Suffolk-County-Commercial-Real-Estate/

[27] Demographic, Economic and Development Trends, Suffolk County, New York, prepared by the Suffolk County Department of Planning, April 2005, Page 7; and Grubb & Ellis Office Trends Report – Third Quarter 2009 http://www.grubb-ellis.com/SitePages/GetFileFromDB.ashx?type=9&id=313

[28] Capitalization rate from the Town of Brookhaven Receiver of Taxes

Table 60 – Projected Property Tax Revenues, Town of Brookhaven (Theoretical Maximum Build Out Plan)

Taxing Jurisdiction	2009 Tax Rate (per $100 AV)	Projected Taxable Value	Projected Taxes	Net Increase
Suffolk County				
County of Suffolk	2.861	$1,175,239	$33,624	$27,725
County of Suffolk - Police	33.060	$1,175,239	$388,534	$320,371
New York State MTA Tax	0.168	$1,175,239	$1,974	$1,628
Total taxes paid to Suffolk County			**$424,132**	**$349,724**
Town of Brookhaven				
Town General - Town Wide Fund	4.464	$1,175,239	$52,463	$43,259
Highway - Town Wide Fund	2.590	$1,175,239	$30,439	$25,099
Town General - Part Town Fund	1.390	$1,175,239	$16,336	$13,470
Highway - Part Town Fund	11.436	$1,175,239	$134,400	$110,822
Total taxes paid to the Town of Brookhaven			**$233,638**	**$192,649**
School taxes – Sachem CSD				
Net School tax	167.127	$1,175,239	$1,964,142	$1,619,560
Net Library tax	10.485	$1,175,239	$123,224	$101,606
Total taxes paid to the South Country CSD			**$2,087,366**	$1,721,166
Other Taxes				
$100M Bond Act of 2004	1.588	$1,175,239	$18,663	$15,389
Fire District	9.431	$1,175,239	$110,837	$91,392
Lighting District	1.703	$1,175,239	$20,014	$16,503
Real Property Tax Law - Article 7	0.935	$1,175,239	$10,988	$9,061
Real Property Tax Law	6.121	$1,175,239	$71,936	$59,316
Total Other Taxes			**$232,439**	**$191,661**
Total Existing Property Tax Revenues			**$2,977,575**	$2,455,199

Sources: Town of Brookhaven Receiver of Taxes, 2009; Assessed value calculated by VHB Engineering, Surveying and Landscape Architecture.

Table 61 – Projected Property Tax Revenues, Town of Islip (Theoretical Maximum Build Out Plan)

Taxing Jurisdiction	2009 Tax Rate (per $100 AV)	Projected Taxable Value	Projected Taxes	Net Increase
Suffolk County				
County of Suffolk	0.221	$643,750	$1,423	$1,423
County of Suffolk - Police	2.477	$643,750	$15,946	$15,946
Total taxes paid to Suffolk County			**$17,368**	**$17,368**
Town of Islip				
Town General	0.555	$643,750	$3,573	$3,573
Town - Excluding Villages	0.030	$643,750	$193	$193
Combined Highway	0.281	$643,750	$1,809	$1,809
Total taxes paid to the Town of Islip			**$5,575**	**$5,575**
School Taxes – Sachem CSD				
Net School tax	14.63	$643,750	$94,181	$94,181
Net Library tax	0.731	$643,750	$4,706	$4,706
Total taxes paid to the South Country CSD			**$98,886**	**$98,886**
Other Taxes				
NYS Real Property Tax	0.43	$643,750	$2,768	$2,768
Lakeland Fire District	0.812	$643,750	$5,227	$5,227
Street Lighting District	0.095	$643,750	$612	$612
Town Water	0.04	$643,750	$258	$258
Townwide Water Supply	0.212	$643,750	$1,365	$1,365
Total Other Taxes			$10,229	**$10,229**
Total Existing Property Tax Revenues			**$132,059**	**$132,059**

Sources: Town of Brookhaven & Town of Islip Receiver of Taxes, 2009; Assessed value calculated by VHB Engineering, Surveying and Landscape Architecture, P.C.

Projected Property Tax – Town and County

The estimated net increase between the total current tax revenues generated by the project area for Suffolk County ($74,408±) and the total future project-generated tax revenues for the Theoretical Maximum Build Out Plan ($441,500±) is projected to be approximately $367,092, or five times the tax revenues generated currently by the property.

The estimated net increase between the total current tax revenues generated by the project area for the Town of Brookhaven ($40,989±) and the total future project-generated tax revenues for the Theoretical Maximum Build Out Plan ($243,205±) is projected to be approximately $202,216, also five times tax revenues generated currently by the property.

Projected Property Tax – Sachem Central School District and Connetquot School District

The projected revenues presented are based on current 2009-2010 tax rate for the Sachem CSD. With no changes in assessments, these rates are likely to increase over time. The net increase between the total current school tax revenues ($366,200±) for the Sachem CSD generated by the project area and the total future project-generated school tax revenues ($2,087,366±) for the project are projected to be approximately $1,721,166 or five times the level of school tax revenues generated currently by the project site.

The Theoretical Maximum Build Out Plan would generate $98,886 in tax revenues to the Connetquot UFSD.

Projected Property Tax – Other Special Districts

The future tax revenues generated by the project area for the Lake Ronkonkoma Fire District and Lighting District is projected to be approximately $115,376± and $20,834±, respectively. The net increase between the total current tax revenues generated by the project area for the Lake Ronkonkoma Fire District ($19,445±) and the total future project-generated tax revenues from the Theoretical Maximum Build Out Plan ($115,376±) is projected to be approximately $95,931±, or five times the tax revenues generated currently by the property. The net increase between the total current tax revenues generated by the site for the Lighting District ($3,511±) and the total future project-generated tax revenues from the Theoretical Maximum Build Out Plan ($20,834±) is projected to be approximately $17,323± or five times tax revenues generated currently by the property.

Overall, similar to that of the Theoretical Full Build Plan, the Theoretical Maximum Build Out Plan is expected to dramatically improve the economic conditions of the TOD District area, and improve the overall economic conditions of the Town of Brookhaven and Suffolk County as a whole. The increase in property values resulting from the proposed action would be expected to generate substantial new property tax revenues for the Town and County. In sum, economic benefits would be expected to result as a consequence of implementing the proposed action.

8.2.9 Community Facilities and Services

Fire Protection and Ambulance Services

The Town of Islip portion of the LIRR-Ronkonkoma Station is within the service area of the Holbrook Fire Department, which also provides ambulance service. This alternative plan situates a STP and structured parking with ground-level retail space on the Town of Islip property. This type of development is not expected to create a significant demand for fire and ambulance services.

Using published factors (Urban Land Institute), the projected demand on community services and facilities has been estimated.

Table 62 - Impact on Community Services and Facilities (Theoretical Maximum Build Out Plan)

Public Safety Service	Demand Projection Rate	Projected Increased Demand for 1,937 persons
Ambulance Services		
Calls per year	36.5 per 1,000 population	70.70
Vehicles	1 per 30,000 population	0.06
Full-time personnel	1 per 30,000 population	0.06
Fire Protection Services		
Personnel	1.65 per 1,000 population	3.20
Vehicles	0.2 per 1,000 population	0.39
Facilities	250 square feet per 1,000 population	484.25
Police Services		
Personnel	2 per 1,000 population	3.87
Vehicles	2 per 1,000 population	3.87
Facilities	200 square feet per 1,000 population	387.40

Source: ULI Development Impact Assessment Handbook, 1994

As indicated in Table 62, the Theoretical Maximum Build Out Plan is projected to increase population by 1,937 persons. Published factors indicate that for a population of this size, there is a potential demand for less than four full-time equivalents for fire and ambulance services. An additional 71± ambulance calls per year is also projected. The potential increased demand for vehicles includes approximately three for fire services and less than one for ambulance services. There is a minimal impact on resultant facilities needs for fire protection (i.e., 485± square feet). However, the TOD District area is currently developed and serviced by the Holbrook Fire Department and Ronkonkoma Fire Department.

This alternative plan increases the land use density on the Town of Brookhaven portion of the LIRR-Ronkonkoma Station, including an additional 66 units of residential (townhouses and apartments) and 16,400 square feet of retail on Site 4, and an additional 127 residential units on Site 7. Each of the buildings will be constructed in accordance with New York State building and fire codes. As indicated in Section 4.2 of this DGEIS, the greatest NFF for both plans (i.e., Theoretical Full Build and Maximum Build Out Plans) have been calculated at 4,500 gpm, which is not considered to be a significant flow rate.

As indicated in Table 60 and Table 61 above, the estimated benefit to the

Ronkonkoma Fire Department and Holbrook Fire Department is $110,837 and $5,227, respectively. Overall, this alternative plan would not be expected to result in significant adverse impacts to fire protection and ambulance services.

Health Care Facilities

Brookhaven Memorial Hospital Medical Center and Stony Brook University Medical Center are the health care facilities proximate to the TOD District area. Implementation of the Theoretical Maximum Build Out Plan would not result in a significant demand for services.

Police Protection

Properties within the Town of Islip are under the jurisdiction of the Fifth Precinct of the Suffolk County Police Department. As the Theoretical Maximum Build Out Plan places structured parking with 25,000 square feet of retail space in the ground level and a STP on the east side of the surface parking area, no significant demand for service from the Fifth Precinct would result. The alternative plan situates an additional 66 units of residential (townhouses and apartments) and 16,400 square feet of retail on Site 4, and an additional 127 residential units on Site 7.

As indicated in Table 62 above, there is a potential demand for four additional personnel and vehicles to serve a population of 1,937 persons. It is important to note that the TOD District area is an existing developed area that is served by the Fourth Precinct (Town of Brookhaven) and Fifth Precinct (Town of Islip). As such, it is not expected that the proposed action would require additional police personnel to serve the TOD District area. There is a minimal impact on resultant facilities needs for police protection (i.e., 388± square feet).

As seen in Tables 60 and 61 above, the proposed project would generate $404,480 in property tax revenues to Suffolk County Police, a net increase of $336,317± over existing revenues generated by the project site. This additional revenue could be used to augment the Department's capabilities, if necessary.

Based on the above, it is not expected that the Theoretical Maximum Build Out Plan would result in significant adverse impacts to the Suffolk County Police Department.

Educational Facilities

Properties within the Town of Islip are situated within the Connetquot Union Free School District ("UFSD"). There are no uses within the Theoretical Maximum Full Build Plan that would generate school-aged children for attendance at the Connetquot UFSD. The alternative plan includes an additional 193 residential units in the Town of Brookhaven, which would potentially generate, in total, 91 number of school-aged children. Based on published data (www.schooltree.org), the school enrollment is 15,311. Therefore, the additional 91 school-aged children would

represent only a 0.6 percent increase in total enrollment.

Of the $3,109,634 in annual property tax revenues generated by the Theoretical Maximum Build Out Plan, $2,087,366, is the estimated revenues to the Sachem CSD and $98,886 to the Connetquot UFSD. This represents a net increase of $1,721,166 to the Sachem CSD and $98,886 to the Connetquot UFSD.

Solid Waste

As indicated below, the program mix for the Theoretical Maximum Build Out Plan would generate approximately 143.54 tons of solid waste per month. As compared to the Theoretical Full Build Plan (i.e., 124.14 tons per month), this alternative plan would generate approximately 20 additional tons of solid waste per month.

Table 63 – Solid Waste Generation (Theoretical Maximum Build Out Plan)

Use	Area (sf)	No. Units	Occupancy[1]	Solid Waste per day	Solid Waste Unit	Total (lbs/day)
Residential/Rental	<1200 sf	401	1.67	4.62	lbs/capita[2]	3,093.88
Residential/Condo	<1200 sf	401	1.77	4.62	lbs/capita	3,279.14
Residential/Condo	>1200 sf	6	1.88	4.62	lbs/capita	52.11
Subtotal		**808**				**6,425.11**
Retail	102,275			13.00	lbs/1,000sf[3]	1,329.58
Restaurant	100 seats			2.00	lbs/meal[4]	800.00
Health Club	30,000			13.00	lbs/1,000sf[5]	390.00
Subtotal						**2,519.58**
Office	49,375			1.00	lbs/100sf	493.75
				TOTAL (lbs/day)		**9,438.44**
				TOTAL (tons/month)		**143.54**

Notes:

1. Rutgers coefficients of occupancy used for residential population.
2. Environmental Protection Agency. "Municipal Solid Waste in the United States: 2007 Facts and Figures." November 2008.
3. Salvato et al. Environmental Engineering, Fifth Edition. 2003. Solid waste generation factor for "Retail and Service."
4. Salvato et al. Environmental Engineering, Fifth Edition. 2003. Solid waste generation factor for "Restaurant." Assumes full occupancy (100 seats) for two seatings at lunch, and two seatings at dinner. Total meals = 400.
5. Salvato et al. Environmental Engineering, Fifth Edition. 2003. Solid waste generation factor for "Retail and Service."

The Towns of Brookhaven and Islip provide municipal carting services to single-family residential properties. However, private carters are contracted for retail, commercial and private multi-family residential developments. As such, the development/redevelopment within the TOD District area would rely on private, licensed carters and not municipally-provided carting services. Overall, therefore, solid waste generation from the TOD District area would not result in adverse

impacts to the Town's handling and disposal facilities.

8.2.10 Aesthetic Resources

As with the Theoretical Full Build Plan, this alternative would allow for greater density, building type variety and diversity in roof forms and skyline treatment that would enhance the visual interest and is a key characteristic to of many attractive urban centers.

Visually, the Theoretical Maximum Build Out Plan would not adversely affect abutting parcels within the Town of Islip. The three-story parking structurewould be visible along Railroad Avenue and County Road 29, but neither roadway has residences or businesses in the immediate vicinity. The STP would not be visible from Railroad Avenue. All of the tanks are sub-grade and any STP control building would be only approximately 10 feet in height with a pitched roof. Also, landscaping at the building, within the STP site and along the road frontage will provide some visual buffering. Railroad Avenue in Islip abuts Islip MacArthur Airport property and there no residences or businesses are located in the vicinity that could be visually impacted.

This alternative would alter Sites 4 and 7 within the Town of Brookhaven, as the structured parking and STP would be situated south of the LIRR tracks, within the Town of Islip. However, the building design, architectural design, building heights, landscaping, and signage, would be consistent with the TOD District form-based code. This alternative, as it would be consistent with the design guidelines and zoning criteria set forth in the proposed TOD District zoning code would not result in significant adverse visual impacts.

8.2.11 Cultural Resources

There have been no historic or archaeological resources identified within or adjacent to the TOD District area, including areas within the Town of Islip. As such, the Theoretical Maximum Build-Out Plan would not result in any adverse impacts to cultural resources.

9.0

CUMULATIVE IMPACTS

The Theoretical Full Build Plan situates new development on the key opportunity sites identified in the *Ronkonkoma Hub Planning Study*. However, it is recognized that properties within the TOD District area that are not specifically identified for redevelopment could be redeveloped in accordance with the TOD District at some point in the future. Therefore, this section evaluates the potential cumulative impacts of the development of properties not identified on the Theoretical Full Build or Maximum Build Out Plans.

Parcels Currently Not Identified for Redevelopment

Of the 54 parcels located within the TOD District area, the following 22 parcels have not been specifically identified for redevelopment:

Table 64 – Properties Not Identified for Redevelopment in TOD District Area

Suffolk County Tax Map Number	Observed Land Use[1]	Estimated Acreage[2]
0200 – 799.00 – 04.00 – 048.000	Commercial	0.25±
0200 – 799.00 – 04.00 – 049.000	Single-Family Residential	0.25±
0200 – 799.00 – 04.00 – 051.001	Single-Family Residential	0.66±
0200 – 799.00 – 04.00 – 052.000	Commercial (Auto-Body Repair)	0.24±
0200 – 799.00 – 04.00 – 053.000*	Commercial	0.13±
0200 – 799.00 – 04.00 – 054.000	Single-Family Residential	0.60±
0200 – 800.00 – 01.00 – 027.001	Commercial (Auto-Body Repair)	0.96±
0200 – 800.00 – 01.00 – 028.000	LIRR Parking	0.46±
0200 – 800.00 – 01.00 – 031.001	Commercial (Wholesale Distribution)	1.38±
0200 – 800.00 – 01.00 – 033.001	Mixed Use Commercial and Residential	0.60±
0200 – 800.00 – 01.00 – 034.000	Commercial (Auto-Body Repair)	0.45±
0200 – 800.00 – 01.00 – 035.007	Commercial	0.92±
0200 – 800.00 – 01.00 – 035.008	Wooded (Vacant)	3.40±
0200 – 800.00 – 01.00 – 036.000*	LIRR Parking	1.82±
0200 – 800.00 – 01.00 – 038.000*	LIRR Mixed Use (Train)	6.40±
0200 – 800.00 – 02.00 – 015.000	Single Family Residential (Vacant)	0.23±
0200 – 800.00 – 02.00 – 016.000	Single Family Residential	0.23±
0200 – 800.00 – 02.00 – 017.000	Single Family Residential	0.33±
0200 – 800.00 – 02.00 – 018.000	Single Family Residential	0.37±
0200 – 800.00 – 02.00 – 019.000	Commercial	0.70±
0200 – 800.00 – 02.00 – 020.000	Single Family Residential	0.14±
0200 – 800.00 – 02.00 – 021.000	Commercial	0.20±
	ESTIMATED TOTAL AREA	**21.0±**

Notes:
1. Observed land uses based on field survey in June 2010.
2. Parcel acreage based on Town of Brookhaven Tax Bills, 2010.
3. Land use descriptions are as defined by Town of Brookhaven Assessor's Office, 2010.
*Acreage based on Suffolk County Tax Map.

The land use components and density of future development applications cannot be identified at this time as same will be determined by, among other things, market demand, and the intentions of property owners. As land uses and land use density cannot be specifically predicted, for the purposes of evaluating the potential cumulative impacts, assumptions had to be made on the potential build out of these parcels. For purposes of evaluating the cumulative impacts, the following two development scenarios have been identified:

- Scenario 1: Redevelopment includes all residential; or
- Scenario 2: Redevelopment includes retail, office and residential.

For this analysis, it has been determined that the limiting factor in the redevelopment of the TOD District area will be STP capacity. As indicated in Section 4.2 of this DGEIS and in the Preliminary Feasibility Study for Sewage Treatment and Disposal included in Appendix D, the STP is being planned at 275,000 gpd. Therefore, it is the size of the STP and the ability to accommodate sanitary waste that will limit the size and type of land uses on properties that may be proposed by landowners for redevelopment at a future date.

As evaluated in Section 7.2 of this DGEIS and in the Preliminary Feasibility Study for Sewage Treatment and Disposal (see Appendix D), the Theoretical Maximum Build Out Plan (which includes a greater density than the Theoretical Full Build Plan) would generate approximately 203,000 gpd. As such, the STP would have an excess capacity of 72,000± gpd for the remaining parcels within the TOD District area. An analysis of the potential yield of the two scenarios follows.

Soils and Topography

The soil types within the TOD District area have been identified and evaluated in Sections 3.1 and 4.1 of this DGEIS, respectively. As indicated in Section 4.1, on-site soils, as mapped on the *Soil Survey*, do not present planning or engineering limitations that cannot be overcome from a cumulative perspective. Other than an increase in the area of soils to be disturbed, there would be no qualitative differences in cumulative soils impacts. Also, all applications for redevelopment on parcels currently not identified for redevelopment would be subject to the review and approval by the Town of Brookhaven, and the implementation of appropriate mitigation measures (e.g., erosion and sedimentation controls). Overall, therefore, no significant adverse impacts to soils and topography would be expected.

Water Resources

Water Demand

As indicated in Section 4.2 of this DGEIS, the maximum potential water demand, should the STP be developed to capacity, would be approximately 302,500 gpd. Both of these scenarios assume the TOD District area is developed to the capacity of the STP and the 10 percent additional volume of domestic water for irrigation. The SCWA provided a service availability letter confirming supplies for both the Theoretical Full Build Plan and the Theoretical Maximum Build Out Plan, which is projected to require approximately 223,000 gpd. For the build-out of parcels that are not currently occupied, any additional water use that may be required would represent a net increase (i.e., these sites are already being supplied with potable water). Also, all applications for redevelopment on parcels currently not identified for redevelopment would be subject to the review and approval by the Town of Brookhaven, and confirming the availability of adequate water supply and suitable infrastructure, and the implementation of appropriate mitigation measures (e.g., watr conservation measures). As such, the build-out of the remaining parcels would not be expected to result in significant adverse water usage impacts.

Stormwater Runoff

All applications would be required to comply with the provisions of Chapter 86 of the Town Code (Stormwater Runoff and Erosion Control), and thus, no significant adverse impacts associated with stormwater runoff or erosion post-development would be expected.

Land Use and Zoning

The cumulative land use impacts of Scenarios 1 and 2 would be an increased number of residential units, and retail and office space (Scenario 2 only). All applications for redevelopment would be subject to compliance with TOD District zoning code, and thus, would be consistent in building design, among other things. As the intent of the proposed action is to revitalize the area by promoting redevelopment in the TOD District area, the additional development as part of Scenarios 1 or 2 would be consistent with the Town's goals. Overall, therefore, no significant adverse impacts associated with new land uses on these remaining parcels or the character of the TOD District will result.

Traffic and Parking

As indicated in Table 65, Scenario 1 (320 multi-family residential units) would generate 115 trips in the AM Peak Hour and 138 trips in the PM Peak Hour.

Table 65 – Scenario 1: Trip Generation (Cumulative Impacts)

Project Component	Component Size	AM Peak Hour		PM Peak Hour	
APARTMENTS **ITE # 220** **Rental Apartment**	**160 Units**	Rate =	0.51	Rate =	0.62
		Entering	Exiting	Entering	Exiting
		20%	80%	65%	35%
		16	66	65	35
		Total =	**82**	Total =	**100**
RESIDENTIAL **ITE # 230** **Condos/Townhouses**	**160 Units**	Rate =	0.44	Rate =	0.52
		Entering	Exiting	Entering	Exiting
		17%	83%	67%	33%
		12	59	56	28
		Total =	**71**	Total =	**84**
TOTALS		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		28	125	121	63
		153		**184**	
Trip generation adjusted for Transit Oriented Development at 75% of the normal rate		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		21	94	91	47
		115		**138**	

Cumulatively, in 2014, for the PM Peak Hour, Scenario 1 would result in a 23 percent increase over the 2014 Build Condition. In 2019, also for the PM Peak Hour, Scenario 1 would result in an 18 percent increase over the 2019 Max Build trips. These increases would have a slight impact on traffic conditions, but would be expected to be absorbed without roadway mitigation.

As indicated in Table 66, the parking demand, based on the TOD District parking ratio of 1.33 spaces per unit, as set forth in the TOD District zoning code, would be 426 spaces.

Table 66 – Scenario 1: Parking Demand (Cumulative Impacts)

Project Component	Component Size	Rate	Peak Parking Demand
RESIDENTIAL **ITE # 220 & 230** **Rental Apartment & Condo/Townhouses**	**320 Units**	**1.33 per unit**	**426**

As indicated in Table 67, Scenario 2 (280 multi-family residential units, 100,000

square feet of retail space and 100,000 square feet of non-medical office space) would generate 292 trips in the AM Peak Hour and 512 trips in the PM Peak Hour.

Table 67 – Scenario 2: Trip Generation (Cumulative Impacts)

Project Component	Component Size	AM Peak Hour		PM Peak Hour	
APARTMENTS **ITE # 220** **Rental Apartment**	**140 Units**	Rate = 0.51		Rate = 0.62	
		Entering	Exiting	Entering	Exiting
		20%	80%	65%	35%
		14	58	57	30
		Total =	**72**	Total =	**87**
RESIDENTIAL **ITE # 230** **Condos/Townhouses**	**140 Units**	Rate = 0.44		Rate = 0.52	
		Entering	Exiting	Entering	Exiting
		17%	83%	67%	33%
		11	51	49	24
		Total =	**62**	Total =	**73**
RETAIL SPACE **ITE # 820** **Shopping Center**	**100,000 SF**	Rate = 1.00		Rate = 3.73	
		Entering	Exiting	Entering	Exiting
		61%	39%	49%	51%
		61	39	183	190
		Total =	**100**	Total =	**373**
OFFICE/COMMERCIAL **ITE # 710** **General Office Building**	**100,000 SF**	Rate = 1.55		Rate = 1.49	
		Entering	Exiting	Entering	Exiting
		88%	12%	17%	83%
		136	19	25	124
		Total =	**155**	Total =	**149**
TOTALS		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		222	167	314	368
		389		**682**	
Trip generation adjusted for Transit Oriented Development at 75% of the normal rate		**AM Peak Hour Trips**		**PM Peak Hour Trips**	
		Entering	Exiting	Entering	Exiting
		167	125	236	276
		292		**512**	

Cumulatively, in 2014, for the PM Peak Hour, Scenario 2 would result in a 90 percent increase over the 2014 Build Condition. In 2019, also for the PM Peak Hour, Scenario 2 would result in a 65 percent increase over the 2019 Max Build trips. This projected increase in traffic would likely result in significant adverse traffic impacts, and thus,

would require either traffic mitigation or a reduction in density.

As indicated in Table 68, the parking demand, based on the TOD District parking ratios set forth in the TOD District zoning code,would be 922 spaces.

Table 68 – Scenario 2: Parking Standard (Cumulative Impacts)

Project Component	Component Size	Rate	Peak Parking Demand
RESIDENTIAL ITE # 220 & 230 Rental Apartment & Condo/Townhouses	280 Units	1.33 per unit	373
RETAIL SPACE ITE # 820 Shopping Center	100,000 SF	2.65 per thousand SF	265
OFFICE/COMMERCIAL ITE # 710 General Office Building	100,000 SF	2.84 per thousand SF	284
TOTAL			922

Socioeconomic Impacts

The Market Analysis in the Appendix H evaluated the future demands for retail, office and residential space in the primary and secondary areas. As indicated in Section 4.8 of this DGEIS, in 2014 and 2019, the following market trends were identified:

- By 2019 future retail spending could support over 51 million square feet of convenience and shoppers goods retail space in the primary and secondary trade areas (in retail store group categories conducive to downtown development). Therefore Scenario 2, which includes an additional 100,000 square feet of retail space, for a total of 202,275 square feet of retail space

could be supported by the Ronkonkoma TOD's market area.

- Based on the office-based employment growth projected over the next five years, Suffolk County could support the net addition of over 900,000 square feet of office space, while Long Island as a whole could support the net addition of over 1.9 million square feet of office space. Therefore Scenario 2, which includes an additional 100,000 square feet of office space, for a total of 149,375 square feet of office space could be supported by the Ronkonkoma TOD's market area.

- Given the current growth projections, the primary and secondary areas could add a net 5,442 households earning $35,000 to $150,000 from 2009 to 2014 and another 5,550 households earning at this income range from 2014 to 2019. Therefore, the total potential market demand for multi-family housing could be up to 10,991 households.

As indicated above, based on the market analysis, the additional residential, retail and office uses could be supported.

Community Facilities and Services

Fire, Ambulance and Police Protection

The build-out of the remaining parcels would increase the demand for services from the Ronkonkoma Fire Department as well as the Fourth Precinct of the Suffolk County Police Department. It is important to note that many of the parcels that could be redeveloped are already occupied with functioning businesses or residential uses. Thus, the demand for services would not be new to the TOD District area.

To mitigate the impacts on the Ronkonkoma Fire Department, all new buildings will comply with the current NYS building and fire codes. All applications will be reviewed for adequate internal circulation to provide appropriate access and movement on-site for emergency equipment.

Overall, the build-out of the remaining parcels within the TOD District area would not be expected to result in significant adverse impacts to the local fire and police departments.

Educational Services - School-aged children

As indicated below, Scenarios 1 and 2 would be expected to generate 36 and 32 school-aged children, respectively. This projected increase is not considered to be substantial. However, consultations with the Sachem CSD would be required as part of any site-specific application to advise of a projected increase in school-aged children. The Theoretical Maximum Build Out Plan is projected to generate 91 school-aged children. As such, the total number of school-aged children, including

Scenarios 1 and 2, would be 127 and 123, respectively. Based on published data (www.schooltree.org), the school enrollment is 15,311. Therefore, the additional 127 and 123 school-aged children for Scenarios 1 and 2, respectively, would represent only a 0.8 percent increase in total enrollment.

Table 69 – School-Aged Children Generation (Cumulative Impacts)

Type of Unit	# of Units	School-aged children per unit	Total School-aged children
Scenario 1:			
Multifamily – ownership	160	0.14	23
Multifamily - rental	160	0.08	13
Total	320		36
Scenario 2:			
Multifamily – ownership	140	0.14	20
Multifamily – rental	140	0.08	12
Total	280		32

Sources: Rutgers University, Center for Urban Policy Research - Residential Demographic Multipliers, Estimates of the Occupants of New Housing.

Solid Waste

Solid waste generation would increase with the build-out of parcels. However, it is important to note that many of the parcels that could be redeveloped are already occupied with functioning businesses or residential uses. Thus, solid waste is already being generated. As indicated below, the projected volume of solid waste associated with Scenarios 1 and 2 would be 38.7 and 68.8 tons per month, respectively. The Theoretical Maximum Build Out Plan is projected to generate 143.54 tons per month. As such, the total volume of solid waste, including Scenarios 1 and 2, would be 182.2 and 212.3 tons per month, respectively.

Table 70 – Solid Waste Generation (Cumulative Impacts)

Use	Area (sf)	No. Units	Occupancy	Solid Waste		Total (lbs/day)
Scenario 1:						
Residential/Rental	<1200 sf	160	1.67	4.62	lbs/capita/day	1,234± lbs/day
Residential/Condo	<1200 sf	160	1.77	4.62	lbs/capita/day	1,309± lbs/day
Total		**320**				**2,543 lbs/day (38.7 tons/month)**
Scenario 2:						
Residential/Rental	<1200 sf	140	1.67	4.62	lbs/capita/day	1,080± lbs/day
Residential/Condo	<1200 sf	140	1.77	4.62	lbs/capita/day	1,145± lbs/day
Retail	100,000 sf			13.00	lbs/1000sf/day	1,300 lbs/day
Office	100,000 sf			1.0	lb/100 sf/day	1,000 lbs/day
Total						**4,525 lbs/day (68.8 tons/month)**

All solid waste from the retail, office and multi-family residential properties would be handled by private carters hired by building managers or tenants. As such, the increase in solid waste would not result in significant adverse impacts on the Town's waste disposal facilities.

10.0

IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

The redevelopment of properties within the TOD District area in accordance with the Land Use and Implementation Plan and TOD District zoning code, would preclude other uses of the property (e.g., industrial use, which is not a permitted use in the TOD District). Also, the limited areas of Successional Shrubland, Successional Southern Hardwoods, and Pitch Pine-Oak Forest would likely be removed in their entirety from within the TOD District area property to accommodate proposed development.

Certain additional resources related to the construction aspects of the development would be committed. These resources include, but are not limited to, concrete, asphalt, lumber, paint and topsoil. Mechanical equipment resources would be committed to assist personnel in the construction at the property. The operation of construction equipment will require electricity, water resources and fossil fuels. Furthermore, the construction phase of the proposed project would require the commitment of manpower resources, as well as time.

11.0

GROWTH-INDUCING IMPACTS

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. The TOD District is proposed by the Town of Brookhaven to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, self-sufficient community. This development would in turn enhance the tax base and complement the surrounding uses as well as better utilize existing public transit infrastructure at Ronkonkoma Station through improved access and increased ridership. In essence, the proposed TOD District will facilitate growth.

The proposed action contemplates the construction of a 275,000-gpd STP, which, if the Theoretical Maximum Build Out Plan were constructed would offer 72,000 gpd in excess capacity. The excess capacity of the STP would be a growth-inducing component for the TOD District area.

With the addition of the new residential units, retail and office space, and restaurants, the proposed TOD District will revitalize the Ronkonkoma Hub area and create positive growth by attracting more businesses, residents, and visitors to the area. The Theoretical Full Build Plan is estimated to generate a population of 1,058 residents, with approximately 314 persons (30 percent) being between the ages of 25 and 44.

Also, as discussed in Sections 3.8 and 4.8 of this DGEIS, the Theoretical Full Build Plan would provide approximately 454 permanent jobs[29] to local residents, based on the proposed square footage of the development. In addition, the permanent jobs that would be generated would create more secondary jobs in and around the TOD district. Thus, employment opportunities will be created for professionals, young adults, part-time workers, college students, senior citizens and those who wish to

▼

[29] One employee per 400 sf of retail space; one employee per 250 sf of office space; one employee per 1,000 sf of community space and one employee per 25 residential units – Based on the Urban Land Institute's Development Impact Assessment Handbook, 1994.

supplement a current salary.

It is important to note that, as a portion of the TOD District area is currently developed, the potential growth associated with the proposed action would be through in-fill and redevelopment. As such, the potential growth-inducing aspects of the proposed action are consistent with the Town's objectives for revitalization.

12.0

USE AND CONSERVATION OF ENERGY

Currently, the Long Island Power Authority ("LIPA") and National Grid provide electricity and natural gas service, respectively, to the TOD District area, and would continue to do so under the proposed redevelopment. As the proposed redevelopment would increase the demand for both electricity and natural gas, consultations were undertaken with LIPA and National Grid for review of the both plans. In correspondence dated August 19, 2010, LIPA confirmed its ability to provide electric service to the properties within the TOD District area. By electronic mail on August 26, 2010, National Grid confirmed its ability to supply natural gas to the properties, based on the Theoretical Full Build Plan and Theoretical Maximum Build Out Plan (see correspondence from LIPA and National Grid in Appendix J).

For all site-specific applications under the TOD District, both LIPA and National Grid would be consulted to confirm service availability and to identify potential site improvements. Also, the Town of Brookhaven has energy conservation standards that will be required for the multi-story residential buildings. Pursuant to the Section 16-4.2 of the Town Code,

> *"..no building permit shall be issued for any multiple-family dwelling, PRC or PRCHC in buildings more than three stories in height, or more than four units, or where the units share a common egress unless a NYS licensed architect or engineer certifies that the plans submitted demonstrate compliance with:*
>
> *A. The thermal envelope requirements (R-values and U values only); and*
> *B. The electrical savings and ventilation requirements; and*
> *C. The equipment efficiency requirements of the Long Island Power Authority Builder Option Package prescriptive standards. No third-party verification or field-testing shall be required under this method.*

All site-specific residential applications including dwelling units in buildings more than three stories in height or where four or more units are proposed (as comtemplated on the Theoretical Full Build Plan and the Theoretical Maximum Build

Out Plan), compliance with Section 16-4.2 of the Town Code would be required. As such, it would not be expected that the proposed action would result in a significant adverse impact due to increased energy demands.

13.0

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