

Peter Fountaine - Ronkonkoma Hub TOD Petition

From: Debra Hughey
To: Barnes, David; Bertoli, Tullio; Eaderesto, Annette; Faulk, Bill; Fou...
Date: 02/11/2014 2:47 PM
Subject: Ronkonkoma Hub TOD Petition
Attachments: 2013 Ronkonkoma Hub.pdf

Please find attached for your information a petition concerning the Ronkonkoma Hub TOD submitted to the Town Board at the February 4, 2014, Town Board Meeting.

Debbie Hughey
Town Clerk's Office
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738
(631) 451-7146
dhughey@brookhaven.org

(K)

- Ronkonkoma Hub Petition -

We the UNDERSIGNED support redevelopment of the Ronkonkoma Train station that properly balances sustainable economic development, environmental protection and social equity, and improves the quality of life of the various communities surrounding the station in the Towns of Islip and Brookhaven. We support a review process that is open, transparent, and inclusive and which is founded upon meaningful community participation and comprehensive, independent, non-partisan information.

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We request that the Towns of Islip and Brookhaven appoint a Community Council to oversee the development of a sound, scientifically-supported and community-based plan for the Ronkonkoma Train Station. The Community Council should be composed of civic members and representatives of the various Chambers of Commerce located within the communities surrounding the Ronkonkoma Station in both Islip and Brookhaven Towns.

SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Roseanne</i>	10 Roseate Circle	516 429 3252	info@LaseeRefLT.com
<i>A. Decker</i>	Shirley, NY	631-576-6463	---
<i>[Signature]</i>	Shirley, NY	631-576-6463	---
<i>Carol Micaly</i>	2217 Chestnut Ave Ronkonkoma	588-4955	---
<i>[Signature]</i>	140 Eastern Holbrook	737 0656	Kaparin@hotmail.com
<i>[Signature]</i>	Bohemia		
<i>[Signature]</i>	15 BEVERLY CT NORFOLK 11760	631 676-1245	ERIC.HOLZMAN@AOL.COM
<i>Paula Lippman</i>	4 Alfred St Sayville NY	5879418	lippmansisters@aol.com
<i>Rosalie Dwyer</i>	2 Cleonus Bl Pt	244-2061	
<i>Nick Guarino</i>		585-4337	
<i>ANNMARIE CORWIN</i>	23 COUNTRY GRASS HILLSVILLE	631-732-2551	ACORWIN@MIZACO23COUNTRYGRASS.NET
<i>[Signature]</i>	563 Pulaski rd	631-786-3984	

Vinny Randazzo

KingsPk

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Pasquale Gucci	695 SMITH TOWN AVE ^{Bohannan}		
Wesley Perillo	43 Loop Drive, Sayville		
[Signature]	231 West St. Sayville	631 567-2303	
[Signature]	376 Vanderbilt Ave Oakdale		Shapi_73@yahoo.com
[Signature]	191 N. Ave, WISLIP	631-365-4227	SRRSPCC@yahoo.com
Sharon Appman	4 Alfred St. Sayville	631 567 9418	
[Signature]	711 [unclear]	758 92 89	
[Signature]	2235 Cedar Ave Ronk	631 626-3579	trish.giHo@yahoo.com
[Signature]	2235 cedar ave Ronk	631-670-2767	Mike.R@Itunkorp.com
[Signature]	1154 Old Nichols rd 11749	516 860-6168	2xnoth@optonline.net
Kim Santoro	33 ave C Holbrook	516 351-6923	
[Signature] Gary Stice	21 Windermere Dr Holbrook	631 472 4117	

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Andrew Pan	99 Lake Dr. Flushing (631) 88		haskwam3@optonline.net
Peg Laux	89 Canwell Ave LK Rnk		P3laux@gmail.com
Charles Laux	89 Canwell Ave LK Rnk		
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Jean Ciro	"		jeanbciro@gmail.com
ED Kmetz	1670 Hiram Ave Holbrook	5766105	
Patricia Patten	38 Thomas Rd. Seacliff Beach	849-5205	
[Signature]	104 Paul Dr Hillbrook	631-751-9521	
Angie Demeri	5 Southern Way Hillville		
Anthony Demeri	5 Southern Way Hillville		
[Signature]	5 ADRIAN DR. LK Rnk	831-3555	
Janice Wolfe	5 Adrian Dr. LK Rnk		

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	4 VIKING CT, NESCONSET		
Harold Cohen	28 Penfield Dr., E. Northport	631-368-1872	halcoh@gmail.com
Evelyn Cohen	28 Penfield Dr., E. Northport	631-368-1872	halcoh@gmail.com createevelyn@gmail.com
	42 FOREST TRAIL RIDGE 11961	631-886-1877	redwhitenblue@optonline.net
Susan E. Fleischmann	119 Ocean Ave, Ctr. Moriches 11934	631-874-3725	purplesue@icloud.com
	119 Ocean Ave C. Moriches	631-874-3725	resgrev@yahoo.com
Jennifer Pagnotta	120 Bishop Dr. Hlbk	631-767-598	
	149 Ivesel St Hlbk	1037376823	Lisafort@hotmail.com
M. Brumann	444 Clubhouse Dr		
K. Murphy	912 Spruce Dr. Hlbk		Sausman330@aol.com
LOREN WIGHT	6 Hadley Ct Stony Brook	803-2938	
Laura Persichilli	99 Luxe Dr S Patchogue		shorty628@optonline.net

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Mary L. ...	192 Colade Dr. W. Shirley	781-3276	
Theresa B. Hunt	23 Bunny Ln. S. Set	928-7800	
Edward J. Sullivan	58 CAREN DON RO LK. RONK.	988-7800	
Jan + ...	32 Ash Dr Med. NY 11763		
DANIEL VAN SACK	24 KNU LN. P. STAMKET		Vanusack1@aol.com
CAROL PREGA	LINDENHURST NY 11757		
...	89 VENETIAN PROMENADE	863 307-2619	cpd26245@aol.com
Emily ...	3 Penny La. S. James		
Steve ...	89 JAY COX AVE. ISLIP	(631) 297-3184	
...	24 Gavel Rd. S. Setauket		
...	LT THOMAS LN SET-11753	631-689-6544	
...	21 CEDAR LN, SETAUKET, NY	631 675-6822	G.KERBY@SUFFOLK.LI.B.VI.US
Domenich ...	8 Gledfeld Ave Mesconset	631 265 6847	Aeycol2@Optonline.net
Edward Kralick	13A Saturn Blvd. Hauppauge	631-225-7082	

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Kenneth Helm	Centereach, N.Y. 1 Saddleha. 11720	(631) 737-0466	
W. J. Moran	58 Liso Dr. Mt. Sinai, 11766	(631) 331-8918	
Carol Moran	58 Liso Dr. Mt. Sinai, N.Y.		
Job Goodman	3 Hallow Ct. E. Setauket		
Gina Verga	109 Thompson St P.O. Box 11777		
Nancy Agresti	9 Bridle Ct Holbrook	631-739-7332	
Gina Jesh	7 Jenn Ct Holbrook		
Jeff D'Amico	Po Box 486 Holbrook NY	631-218-1950	jemijff@co.liv.com
Jawet D'Amico	Po Box 486 Holbrook NY	631-218-1950	jemijff@val.econ
James Gully	1A Calver St Lyubrod	(516) 398-9471	
John	30 Post Ave New York		
Dawn Alexander	15 Dolores Ct. Bayport	631-472-1643	dmilligan@live.com

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SIGNATURE	ADDRESS	PHONE	E-MAIL
C De Clemente	2335 Louis/Kussuitt ^{Road}	631 981-8947	—
Frederick J. [unclear]	72 BEECHER AVE EAST ISIP		
Palmeria [unclear]	54 Willow St Sayville		
[unclear]	54 WILLOW ST SAYVILLE		
[unclear]	357 Greenway Ave	631-987-9977	—
[unclear]	257 Greely Ave	631-589-9833	
[unclear]	7 SATZ [unclear] Sayville	631-583-0558	
[unclear]	464 West End Ave Shirley	631 816 4345	
Judith [unclear]	4 Floral Pk St Islip Terrace		
Manuela [unclear]	Islip Terrace w.	650-0304	—
Paula Schreck	111 Washington Ave ^{SAYVILLE}	563-7230	paulaschreck@yahoo.com
Theresa Young	1 Pinewood Drive		Terry 482009@hotmail.com

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	1435 Lincoln Blvd Bay Shore	651-929-1733	dep.7.f.ay@gmail.com
Clara Rex	1435 Lincoln Blvd Bayshore	631 383 1194	@charely58@yahoo.com
C. VOINE	1800 NORTIC AVE	631 563 5140	N/A
<i>[Signature]</i>	20 McAfee Ct Nesconset	645-2582	N/A
<i>[Signature]</i>	103 Garfield Ave Syville	589-0550	psaj@hotmail.com
<i>[Signature]</i>	1567 Greedy Crt Holbrook		FERBGIRL43@gmail.com
Barbara Manna	403 Chelsea Cir Islip		-
<i>[Signature]</i>	1567 Greedy Ave Holbrook		LISA65@gmail.com
BARRY YESSNER	223 2nd Ave Patchogue NY		BARRY YESSNER@YAHOO.COM
melissa Bolger	342 Ave C Ronkonkoma NY 11779		melissa.bolger@gmail.com
Dorel Brooks	810 Cortes Ave Holbrook NY 11741		NVelly890@aol.com
Arnie Brooks	810 Cortes Ave Holbrook NY 11741		NauticaKidd88@aol.com

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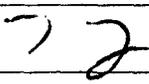
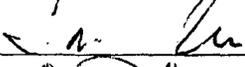
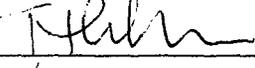
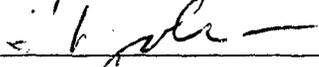
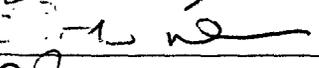
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SIGNATURE	ADDRESS	PHONE	E-MAIL
	333 Bay Ave Patchogue NY 11772	631 682 4081	TomHCAc-Elect.com
ESRAEL M. WEISS	158 OFFICIAL AVE B HOLBROOK		
	28 Summerwood Rd	516 338 6245	TSP 562@aol
	28 Summerwood	"	Patsit 57@aol
	153 Glen Summer Rd	631-472-1498	guire23@aol.com
James P. McKeene	6 Paulding St Hempstead NY	631 421 0661	
	4097 Exhursance park	631 585-4947	
Manoel	4097 Exhursance park	631 585-4947	
	2201 Vishnia Dr Farmingville 11738	631 965-8838	
	4101 W Holbrook	631-472-1223	
	23 Santa Ana Ct Holbrook	664-8036	
	148 Ave E Holbrook	631 585 4947	No email

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Edward Solomon	311 Johnson ave	631-45-6010	EdwardKingSolomon@gmail.com
Rich Goff	308 Button Woods DR ²⁴⁴	631 698 4087	RICHGOFF@OPTONLINE.NET
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Joe Jod	219 PINE DR ⁸⁰⁷³¹²⁴ 11706	631-666-9123	EJ961719@AOL
Donald L. Phipps	232 7th Ave ^{St. James} 11780	631-4331023	
MIKE GUIDO	233 111 111		
John Gordon	18 Wylder rd mt Sinai	6317932611	PERJG@AOL.COM
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Joseph A. Frohner	27 CORWELL AVE RIVERHEAD, NY	6317278569	SAAHF@AOL.COM
Victoria Woodhewer	1580 Louis Kassoff Ave	631-256-6520	

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Carol Ann Bowker	5 Oakwood Ave Ronkonkoma	631-961-1462	bowker2@verizon.net
Mike Petrows	14 Sagger Ct Melville	631 577 3467	mpetrows@verizon.net
Maria Varru	25 Cedarwood Ln Commack	-	VACLARD MJ@aol.com
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Frank DiStasio	17 Cornwallis Ct, Commack NY 11727	366-1941	FVDS10@hotmail.com
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Melanie Descovich	224N Springmeadow Dr. Holbrook, NY 11741	-	melaniedescovich@yahoo
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Deani Batten	30 Indian Run Rd, E. Commack	631-578-5744	paracil1218@yahoo.com
Lucille Ferrero	147 Lake Shore Rd, Ronkonkoma	631-2036	Joe/45860@aol.com
Josephine Mancinotto	15 Grenville Ave, Holbrook	-	-
[Signature]	298 Cessa Loop Holbrook 11742	-	eme21979@gmail.com

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Frank A. Perillo Jr.</i>	HOLTSVILLE 346 PLAD BLVD	750-1889	_____
<i>Christy Pehanic</i> Pehanic	A Monaco Ct, Lake Ronkonkoma, 11779	676-5849	Chorx7@yahoo.com.
<i>[Signature]</i>	19 Monaco Ct. Lake Ronkonkoma, 11779	676-676-5849	625R2@Aol.com.
<i>Clorvia Lewis</i>	132 Hayrick Lane	Commack NY	_____
<i>Fern Woody</i>	2202 Saddle Rock Rd. ^{Holbrook}	902 3089	_____
<i>Dorothy Mally</i>	114 Greedy Dr	_____	dymac4@gmail.com
<i>Ref</i>	"	"	"
<i>C. Sakurama</i>	908 Greenbelt ^{Holbrook}	472-9189	_____
<i>Jessica Mammelle</i>	28 Mary Ave ^{Ronkonkoma} NY 11779	902-5266	_____
<i>Charles Marinaccio</i>	28 Mary Ave Ronkonkoma 11779	" "	_____
<i>[Signature]</i>	41 Tupper Avenue	_____	_____
<i>[Signature]</i>	NECHORD	_____	_____

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	34 Stuyvesant Ave, Mastic		veterano75@gmail.com
<i>[Signature]</i>	34 Stuyvesant Ave Mastic		_____
Brian Reilly	811 blair street Holbrook	750 2729	briker1@tmail.com
Terry Savage	811 blair street	750 2729	Tatratex@yahoo.com
Josephine Scire	78 Webb AV Patchogue	654-1036	
Crystal Scire	78 Webb AV Patchogue	654-1036	
Renee D'Amico	148 Ave E Hick	—	—
Anna Doran	7 Camp Dr Selden NY	736 8662	JDoran1210@MSN.com
Dee Doran	7 Camp Dr Selden NY	631-458-3007	
<i>[Signature]</i>	35 Shastin Patchogue	631 254 7211	Cohen 510@PT-Net.com
<i>[Signature]</i>	245 Hill St	467-7522	
Jennifer Quirkus	2 Rustic Rd Yaphank	775-0851	

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Madeline Fisher</i>	3 LAKE CT Patchogue	417 1866	
<i>Kathy</i>	2573 Waverly Rd		microl863@aol.com
<i>Col Taylor</i>	12 Riverside de Slisep		
<i>M. Bell</i>	75 Fairview Ave Islip	631 224-5810	
<i>R. Fasano</i>	55 Jamaica Ave Hdtsville	631 5138908	
<i>Brian Kusel</i>	8 Eden 1 + Holbrook NY		
<i>Sam Lesser</i>	37 Barbara Road Ronkonkoma	631-804-3605	Catcrazy1129@aol.com
<i>Steven Lesser</i>	37 Barbara Road Ronkonkoma	631-988-9931	
<i>Col Taylor</i>	84 Colfax Ave Syosset	631 414-2273	gherry@sherburn.com
<i>William</i>	30 Seaboard Ct. Hicksville	431 3620	
<i>[Signature]</i>	760 PAT RD, WEST Bury	631-860-0521	
<i>[Signature]</i>	313 Lockaway St	631 834 9306	

(M)

Ronkonkoma Hub Petition

(P)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Melissa Harmon	12 Courtney Dr. Farmingville NY	880 3582	sunflowers74@hotmail.com
Charles Harmon	12 COURTNEY DR FARMINGVILLE NY	880-3582	ONYX SAUCHEZ@HOTMAIL.COM
Charles & MARIANNA	28 MARYAN Ronkonkoma NY 11771	835 1162	MARIANNA1@GMAIL.COM
MARIA Slaypoetko	46-147 W Fourth St. Paterson 11772		
James Rose	137 FairFeid Brookbrook 11741	289-27-36	
Thomas Small	269 Claret to Helbrook 11791	016-6212	
Sharon Joe Rizzo	351 Carnegie Blvd Helbrook NY		
Kenneth M Rizzo	351 Carnegie Blvd Helbrook NY		
MARLENE	125 Cherry La Medford NY	631-236-7699	MARLENE RAGONA@ADRCINORNY
M. J.	234 Elyc. Beth Ave	631 294 7430	CHASE SAVANNA@GMAIL
	635 Hickory St Westby	56291-7879	Noble6@aol.com
Cine	865 Broadway Ave	631 750-3463	LESTAT8447@GMAIL.COM

(M)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Handwritten Signature]</i>	516 Coates Ave Holbrook		
<i>[Handwritten Signature]</i>	223 S. Main St. Holbrook		
<i>[Handwritten Signature]</i>	414 Claire Blvd Holbrook	11741	
<i>[Handwritten Signature]</i>	145 Glenmore Way Holbrook	11741	
<i>[Handwritten Signature]</i>	2 Village St Holbrook	11741	
<i>[Handwritten Signature]</i>	2 Village St Holbrook	11741	
Barbara Francese	12 Santa Anita Ct Holbrook		
Rick Francese	12 Santa Anita Ct, Holbrook	11741	
<i>[Handwritten Signature]</i>	24 Trail Blazer Ct Holbrook	11741	
<i>[Handwritten Signature]</i>	24 Trail Blazer Ct Holbrook		
<i>[Handwritten Signature]</i>	22 Winding Way Holbrook	11742	
CAROL WILLIAMS	29 HARRING Rd	H. Ronk N.Y.	

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Ronkonkoma Hub Petition

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	115 Smithtown Blvd. #4 Nesconset, N.Y. 11767	631-356-6324	irocnroll116@hotmail.com
	115 Smithtown Blvd #5	780-5324	BLSL 115@hotmail.com
	115 Smithtown Blvd #5	(631) 780-5324	BLSL 115@hotmail.com
	4 Hearthstone Dr DN Hills 11716	631 513 2161	PANCYCN AOL
	15 PLANE TREE LN 11746	549 4376	_____
	31 Betty St. Seton	375-6556	_____
	77 Stoothoff Rd. East Northport	631 626 0120	Mgtbesen@gmail.com
	9 Eltona Place East Northport 11731	631-462-2803	preservingwood@gmail.com
	4 Meredith Dr. Huntington Sta.	631/478-7229	John.lavertu@yahoo.com
	15 North St Huntington Sta	631 549-3966	wheelswilly@yahoo.com
	4 meredith Dr. Huntington Station 11746	631-271-3294	Jweirdly@yahoo.com
	68 Maguire Dr King Park NY	631 656 6931	gciresi48@yahoo.com

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- Ronkonkoma Hub Petition -

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Paul Bando</i>	<i>12 Marie LA Hwy.</i>	<i>254-8638</i>	
<i>Annita Bando</i>	<i>12 Marie La Hwy</i>	<i>254-8658</i>	
<i>Lorraine Yorno</i>	<i>71 Oberleena La, New.</i>	<i>780-5206</i>	
<i>John Hurdow</i>	<i>18 Wyldo Rd MUSA</i>	<i>793 2611</i>	
<i>Edward Bosch</i>	<i>5 OAKWOOD AVE RONKONKOMA</i>	<i>981-1462</i>	
<i>John P...</i>	<i>10 LOCUST ave Miller Place</i>	<i>828 2477</i>	
<i>Janita Hill</i>	<i>867 Unionville Cir. NY</i>	<i>947-0313</i>	
<i>Jeanne Berkley</i>	<i>Lundalk Rd Merrville</i>	<i>878-0587</i>	
<i>Erin McCaulley</i>	<i>103 Bladenburgh Ave Stratton</i>	<i>724-1112</i>	
<i>Debbie Redmond</i>	<i>262 Pond View Dr. Smithton</i>	<i>979-2638</i>	
<i>John Palmer</i>	<i>360 Longfield</i>	<i>988-3627</i>	
<i>Joseph Puteleac</i>	<i>1882 Quanshii w. ISLIP</i>	<i>321-4489</i>	

(Signature)

- Ronkonkoma Hub Petition -

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	14 Holly Dr Brookhaven, NY 11717	631 435-4831	mike.m.d22120@gmail.com
	831 Montauk Ave 11752	631 877-6677	GParishly@Aol.com
John F. Fox	84 Lone Oak Dr. 11721	631-261-5879	LONE OAK 34@hotmail.com
Terence McManus	35 Amityville St 11757	(631) 224-3195	Termy McManus@Jcrizon.net
Laura Puchosta	22 Wicks Rd 11731	631-499-4686	-
Ray Puchosta	22 Wicks Rd E 11731	631-499-4686	-
Edward Krasick	13A Saturns Blvd	631-865-7082	-
Ken M. Lutz	234 LAKE DE TRAP RIDGE	631 886 1428	SPARKY 7735 @AOL.com
	25 BLUE DRIP	631-347-6220	-
	200 ATLANTIC AVE - BLUE POINT	631-363-7529	-
	Huntington NY	631-251-6178	billbo1970@btmail.com
	229 New York Ave Bay Shore NY 11706	(631) 330-5337	longisland77@gmail.com

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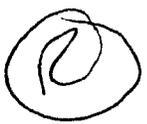
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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	9 WHEN T PATH MT, SIWA 11768		SMITH@5.GOV.TIAUUMI.NET
<i>[Signature]</i>	179 Smith rd		616213@OPTonline.net
<i>[Signature]</i>	24 Reynolds Rd		
<i>[Signature]</i>	P.O. Box 948 Shoreham		
<i>[Signature]</i>	34 Wye Ct Patchogue NY	454 4098	
<i>[Signature]</i>	3 Penny Ln St James		
<i>[Signature]</i>	51 GLENWOOD DR HARPERS		
<i>[Signature]</i>	11 Lakeview DR E. C. Moncks 11934		
<i>[Signature]</i>	18 CONCORD DR, NORTHPORT 11768	791 0069	lahmann@verizon.net
<i>[Signature]</i>	20 SANDY HILL RD COMMACK	631-543-0627	bds20@OPTONLINE.NET
<i>[Signature]</i>	20 Sandy Hill Rd Commack	631-543-0627	"
<i>[Signature]</i>	177 Cornwall Ct, Comm NY	306-1941	FWD 51@optonline.net

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- Ronkonkoma Hub Petition -



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SIGNATURE	ADDRESS	PHONE	E-MAIL
Joan A Lawlor	30 Wiggins Ave	631 714-5306	joanamills1960@aol.com
Mike Th...	3 Olga Ln Commack	631 486 2166	mikewarehouse@nbscape.net
Raymond Prochaska	22 Wicks Rd E. NpT	631 499-4686	-
Cyprus Records	81 RUMFORD RD, Kings ¹¹⁷⁵⁴ PK	631-265 6325	Dobers & eoptow@me.net
John Peter	10 Maple Ave Northport	631 754 4527	johnpeterse@verizon.net
Joan Peters	10 Maple Ave Northport ¹¹⁷⁶⁸ NY	631 754-4522	JoanLPeters@Verizon.net
PAF Rouse	75 E MAPLE Rd Greed on NY ¹¹⁷²⁰	754-2482	Pro use 75@optonline.net
Hannah Gundariga	18 Willowmere Lane Melville, Ny	11747 491-3735	- - -
Richard Schul SR	35 Fenwick Selden NY	631-698-8257	
C. F. Urcic	69 Brewster St. Great Neck NY		TRL69BRE@aol.com
Maye Bourgo	128 Irvingline Sec ¹¹⁷²⁹ Park	243-3959	maye3247@yahoo.com
Flora C. Walker	4 W Shore Dr. N Patchogue ¹¹⁷⁷²	631 758-5366	hcmart138@gmail.com

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Demi</i>	47 Milford Dr ^{CT} NY 11722	631-796-6430	EWorldTravelGuide@yahoo.com
<i>Matt Schil</i>	46 Fernwood Ave.	255-5123	-
<i>Joseph Caserta</i>	115 Brook St. ^{West Sayville} NY 11796	531-589-8291	-
<i>Lucy Ehin</i>	203 Candeo Ave ^{Sayville} NY	631-750-5575	stayliobgym@xul.com
<i>Joe Green</i>	525 Bruce ^{Brookhaven} NY		505045576@hotmail.com
<i>S Rwere</i>	15 Brooklyn St ^{Sayville} NY		sewawee@optonline.net
<i>Vince Munkids</i>	43 CANTERBURY ^{CT} Outer	567-7595	
<i>K Albini</i>	224 Dahlia Dr ^{Sayville} NY		
<i>Louise J. Maudsl.</i>	P.O. Box 521 ^{Sayville} NY	631-582-1996	LRL64@yahoo.com
<i>Dick</i>	1 Lillian Dr Apt 6	(631) 373-1038	cydamuto422@aol.com
<i>Ally Zupko</i>	178 Middle Rd ^{Sayville} NY	631-714-4375	BCorcoran2002@yahoo.com
<i>JL</i>	IFAR BANKS ST. PORT JEFF, NY		JMORLAN@OPTONLINE.NET

Ronkonkoma Hub Petition



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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	103 Garfield Ave	589-0557	ps55@westnet
<i>[Signature]</i>	250 Beachview St	598-3569	
<i>Vera Thompson</i>	1508 August Rd No. Babylon NY	576-913-4638	velocity1831@optonline.net
<i>[Signature]</i>	2335 Louis Kozuth	631-981-8947	
<i>[Signature]</i>	2366 Julia Goldbach Ave	631 981 8467	JanineTum@msn.com
<i>[Signature]</i>	2710 Catherine Pl <small>OAKLAND</small>	631 584-2538	
<i>[Signature]</i>	27 Katherine Pl	" " "	
<i>[Signature]</i>	710 S. 5th St	Spokenword	preluverna@yahoo.com
<i>[Signature]</i>	110 Rachtie Ave Miller ¹¹⁷⁶⁴	631-821-3017	
<i>[Signature]</i>	140 Ribicco Ave Patchogue		
<i>[Signature]</i>	50 Lisa Dr. Mt Sinai	631 3316558	Liba111@optonline.net
<i>Vicki Amador</i>	197 Spiral Rd Holtsville	631 5748109	MsMathTeacher@aol.com

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Ronkonkoma Hub Petition

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Joseph A. Cannon</i>	76 John St Sayville	5636764	SCANNINI@AMSH
<i>Martin</i>	200 John St	5636764	
<i>Ed Selva</i>	311 Parkwood St	631-981-1470	edglo@AMSH
<i>Lee Hudson</i>	66 Ridgeway Ave	941-4022	Vangosh@over
<i>John Van W. ...</i>	12 West Mall Dr Haverhill	(631) 367-2657	
<i>Carol Bond</i>	509 Spruce Av Sayville	631 981 6248	ess@jam@A.M.S.H.
<i>David ...</i>	19 Jerusalem Hollow Rd	631 874 7292	
<i>R. ...</i>	3 Currier Lane Sayville	244-0699	
<i>J. ...</i>	50 Carl St Sayville	-	_____
<i>J. ...</i>	18 Oak St Sayville, NY		
<i>Sarah ...</i>	62 New Ave Centereach	631 704-2026	_____
<i>Brent ...</i>	113 Brook St W Sayville	-	-

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Mark Asper</i>	137 SNEDECOR Ave <i>Raymer</i>	631-868-3446	MEKICK2@optonline.net
<i>[Signature]</i>	12 HIGHLAND CT, EMORICHES	516-982-0494	FARRELL0426@OPTONLINE.NET
<i>Sue Ferrentino</i>	251 Southport St	5855924	sueferrentino@optonline.net
<i>John Bass</i>	6 Raymer Pl. <i>Norset</i>	516-313-2098	jbassgri@gmail.com
<i>[Signature]</i>	6 Raymer Pl. <i>Norset</i>	631-874-8830	5889@optonline.net
<i>A [Signature]</i>	119 2nd St <i>Holbrook NY</i>	631-676-5459	
<i>Patricia Hackitt</i>	119 2nd St. <i>Holbrook</i>	631-676-5459	
<i>Margaret Cohen</i>	17 <i>Chapman Pl BS</i>		
<i>Ferneth Keller</i>	" " " "		
<i>Angela Costello</i>	101 <i>Bucknell Rd. W. Sayville</i>		
<i>[Signature]</i>	14 <i>Ludlow Way Carle Place NY</i>	631 589 5337	
<i>[Signature]</i>	52 <i>Johnson Sayville</i>	602-723-8880	

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- Ronkonkoma Hub Petition -

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	147 HERIDEN PL MELVILLE, NY	631-271-7422	TYOTZ@AOL.COM
<i>[Signature]</i>	27 LAMAR PLACE HUNTINGTON STATION NY	631-385-1931	McDEMONTE@PER-CONGRESS-2014 @YALTOO.COM
<i>[Signature]</i>	15 WILSHIRE DRIVE COMMACK NY 11725	631-486-8075	avaia@earthlink.net
<i>[Signature]</i>	194 Ad. J. J. Sengile	631-877-0075	elaine.hoversum.net
<i>[Signature]</i>	851 SMITHTOWN AVE Bohemia NY 11716		
RICHARD NICKLESS	1463 Hummel Ave	(631) 737-1304	—
Debra Nickless	Holbrook N.Y. 11741	4	—
<i>[Signature]</i>	192 Oak Ave Shirley		anpignataro@hotmail.com
Elaine Winowitch	7 Alder Court Selden	—	—
<i>[Signature]</i>	162 Connecticut Dr	631 648 6601	jon@visualcenter.com
<i>[Signature]</i>	271 Haven Ave Ronk.	467-1843	
<i>[Signature]</i>	124 N CLIFF AVE SAYVILLE NY 11782		CRASHFOR@GMAIL

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Ronkonkoma Hub Petition



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Debra Kiehl	11 Silver Dr. ¹¹⁷²⁰ Centeroad	981-2768	Apricotnec@optonline.net
Mary Eustace	66 Samuel St Lk Ronk	981-919T	ma1026@AOL.com
<i>[Signature]</i>	27 ¹¹⁷⁹⁹ Lawrence Place Huntington Station NY 11746	358-1931	McDermott P. Conline 25 2014 @Yan.Hoc.com
Vicki Blume	7 Henry Ave Ronkonkoma NY 11779	631-588-8269	
W. DeBl	7 Henry Ave Ronkonkoma NY 11779	631-588-8269	scoutmaster439@ Hotmail.com
Richard Boe	10 Henry Ave Ronk	631-467-1788	Richboe467@AOL.com
Toni Veprovsky	6 Thorne St Ronk	631-988-5120	FtBoeke703@yahoo.com
Elisa Morris	89 Lake Promenade	676-5686	elisamorris@rockwellmail.com
Josh Greenspan	99 Juniper St Islip	631-678-7059	
Phil ENRIKILL	104 LAKE DR	664-3151	PhilE123@AOL.com
Wendy Megaw	29 9th St Ronk.	631-737-5697	
Larry Farrell	332 Collington Dr Ronk.	631 428 4011	LFarrell@optonline.net





- Ronkonkoma Hub Petition -

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Caroline Knaell</i>	P.O. Box 2628 Huntington Station	<i>Print Name</i> Caroline Knaell	CFK0111@gmail.com
<i>Gary F Hartman</i>	146 TREE RD CENTEREACH NY 11720	GARY HARTMAN	GHARTMEN@OPTONLINE.NET
<i>Jennifer Alicandri</i>	160 Ceraway Rd Selden NY 11733	Jennifer Alicandri	Jennifer Alicandri@aol.com
<i>Judy Landsberg</i>	26 Van Buren Ave	Judy Landsberg	Lady730@aol.com
<i>Billy Balsano</i>	P.O. Box 1136 Selden, NY	Billy Balsano	bb14thirdbase@yahoo.com
<i>Lisa Sessa</i>	31 Strand Hightstown NJ	Lisa Sessa	Sess1121@verizon.net
<i>Cory Simer</i>	290 20th St Brookhaven	Cory Simer	N/A
<i>Phillip J Janusewski</i>	9 DEERFIELD DR LAKE GROVE	684-0842	PHILLIP JANUSEWSKI
<i>Liz Dratch</i>	24 CHAMPLIN ST. RONKO	468-8954	LIZDRATCH@YAHOO
<i>Michael Muls</i>	7 21st PLACE RONK.	737-3874	VALMIKE7@HOTMAIL
<i>Valerie D. Sessa</i>	7 2nd Place Ronk	737-3874	"
<i>Chris McLean</i>	17 Acorn St Ronk	737-3619	km5mrm@gmail.com



Ronkonkoma Hub Petition

(2)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Barbara Asmus	8 Laura Ave. S. P. 11772		—
MSL	908 Greenbelt Pkwy W	Holbrook NY 11741	
Linda Bello	59 VIRGINIA AVE RONK NY 1	RONK NY 11779	
Randy Bello	59 VIRGINIA AVE	Ronkonkoma 11779	
Rose D. Binda	37 WALTER ST	Holbrook, NY 11741	
Carl Catalano	17 Patchogue Rd.	Ronkonkoma 11779	
James Catalano	17 Patchogue Rd.	Ronkonkoma 11779	
Pete Ju	17 ALMA AVE	Lake Grove 11755	
Peggy Donohue	17 ALMA AVE	Lake Grove 11755	
Meaghan Donohue	17 ALMA AVE	Lake Grove 11755	
Vicki Valentini	5 Westminister Ct	Nesconset NY 11767	
Thomas Ryan	45 Hunter Lane	Centerech, NY 11720	

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- Ronkonkoma Hub Petition -

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Jessie McQueen</i>	7 Lou Court Holbrook	631-721-6374	<i>jaybagpipe@yahoo.com</i>
<i>Michelle Harris</i>	7 Lou Court Holbrook		
<i>Diane Sinatra</i>	335 Mooney Pond Rd Islip	631-736-0711	<i>just97@optonline.net</i>
<i>Jamie Cury</i>	16 Berkshire Road Holbrook	631-472-4038	<i>DCUST21@optonline.net</i>
<i>Sharon Dini</i>	109 Lolly La E	631-588-2837	
<i>Rebecca Mess</i>	12 Petersburg Rd	258 8260	—
<i>Elise Champagne</i>	16 Graces Way	738-7079	
<i>Bob Champagne</i>	16 Graces Way	738-7079	
<i>Barbara Krell</i>	44 STRATHMORE GATESS	246-5242	
<i>BILL Doyle</i>	22 CYPRESS LN SH	281-2135	
<i>Bruce Edwards</i>	2325 SYCAMORE AVE	631-848-0361	<i>edwardsba@verizon.net</i>
<i>Kevin Morello</i>	306 Ash Rd. WI, NJ	(631) 374-9483	

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Ronkonkoma Hub Petition

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Linda Rantle	11767 Nesc 115 Smithtown Blvd #2	(631) 265-3824	_____
John S. Ryan	417 Thrift St Brook NY 11729	" 766-0346	_____
John J. Ryan	115 SMITHTOWN BLVD #2 NESCONSET NY 11767	(631) 619-6067	_____
Philip M. Jerry	115 SMITHTOWN BLVD #9 NESCONSET NY 11767	(631) 619-6158	_____
James	8- Lake St Islip	924-8840	_____
J. Dwyer	9 West W Dr Centereach	(631) 732-3968	_____
in a field	16 Dogwood Hall Islip	637-7742757	_____
Sherry Griffin	199 14th Ave. Hoopville	631-758-9756	_____
John J. Ryan	10 YACIL ST	473-7056	_____
John J. Ryan	Seneca Ct Islip	845-0504	_____
Conrad Bennett	110 Mayfair Rd, Nes	631-265-0566	_____
Nick Pennetti	110 Mayfair Rd, Nes	631 265 0566	_____

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>William Sanchez</i>	<i>8 M. Cullack Dr. Dix Hills</i>	<i>499-1514</i>	
<i>Jay Deane</i>	<i>5 Vance St Comm. Bk</i>	<i>631/625992</i>	
<i>Andre Burrese</i>	<i>341 Hubbs Ave Hauppauge</i>	<i>234-5153</i>	
<i>Robert Boccia</i>	<i>341 HUBBS AVE HAUPPAUGE</i>	<i>234-5153</i>	
<i>Seth Connell</i>	<i>4 Bank St. Selden</i>	<i>631-576-6376</i>	<i>Seth Connell</i>
<i>Dr. L. Losito</i>	<i>51 Lolly Lane Centereach</i>	<i>516 617-1223</i>	<i>Losito</i>
<i>Caro</i>	<i>94 Tru berg Ave Patchogue</i>		<i>Caro</i>
<i>Andrea J. Columbus</i>	<i>7 Fairbanks St. Port Jefferson Station</i>	<i>631-494-6130</i>	<i>Andrearules48@gmail.com</i>
<i>Charles Muzic</i>	<i>1818 Spruce Dr. Hillbrook, NY</i>	<i>631-569-2947</i>	<i>cmuzic@1@optonline.net</i>
<i>Regina J. Muzic</i>	<i>54 Center Ronkoma</i>	<i>631 431-1615</i>	
<i>Charm Muzic</i>	<i>54 Center Ronkoma</i>	<i>704-6878</i>	
<i>Kenneth Smith</i>	<i>225 Shafter St. Hauppauge</i>	<i>631 806 6601</i>	<i>KSmithington1@optonline.net</i>

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Ronkonkoma Hub Petition

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Ronell Giesi	98 Samuel St	676-6578	rcrasegiri@aoptonline
Tom Dine	15 Bowdoin	737-0162	
Patricia Dunne	15 Bowdoin Rd Centraech	737-8314	
Michael Bel	12 Norma Blvd ^{NY 11720} Houbrook	676-7227	
William T...	3 Spruce Dr Nesconset	235-3654	
Robert...	38 Dorchester Rd. Ronk	467-4984	
Amara Bilgi	27 St Joseph Ave	767-4337	asweets923@yaphaw.co,
Pat Tursum	66 Oyster Cove Ln	363 3624	
Mike	66 Oyster Cove Ln		
William...	99 Blue St Arc Blue Pt		
Bernice Land	349 Merged in Wisc Sell NY	11784	
C. Vandenberg	76 WEBSTER AVE, L.R.	-11779	CPV713@OPTONLINE.NET

(M)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	Dunes St Islip	234-8828	—
J. Christ	61 Pleasure Ave	631-467-9454	
Mary Walsh	26 Jay St	631-467-1062	
	26 Jay St	—	
	73 Art # Fern	516-772-7109	
Rob Mayer	24 Ozark St.	631-672-0168	
	28 School Street	631 981 7121	
	56 S coleman RD center road	631-320-0008	
J. Bosley	64 Tamarack St Islip	631 456-2259	
Bryan Longella	8 Lake Terrace Rd	631-448-8138	
Wm McGregor	970 W Belden St Islip	631-696-4574	
	16 Mt. McKinley Ave	611 714-0722	



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SIGNATURE	ADDRESS	PHONE	E-MAIL
Thomas O'Keefe	4450 EXPRESS	588 2427	
Kevin Mattola	11 Wiggins		
Vincent S. Conway	171 Seminole		
Stewart	171 Seminole Road		
Dr. Juan	19 Cherry Hill Rd	467 2982	
Carol Shinn	58 Hawthorne Ave	588-5903	
Karen Olin	" "	" "	
James Feeley	28 Laurelton Ave	631.4465091	
Bob Kordt	14 Weldon Lane, Farmville	738-1086	
Valeria Kantakos	30 Sampson Ave	631-234-3574	
Tommy King	11 Wigan Street	631 456-2425	
James Murphy	67 Washington	417848-3711	



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SIGNATURE	ADDRESS	PHONE	E-MAIL
FRANCES MARO	12 Country Greens Dr. HATTSVILLE NY 11742	732-0023	N.A.
JOAN MANGAN	198 LORENZO CIR		
Mary Hill	264 ^{LK Ronk} No 5 TH ST Ronk, N.Y 11779	588-0725	X
Dunleavy Anne	425 PCONIC ST RONKONKOMA 11779		6314714862
Edward Scott	19 Garrity Ave Ronkonkoma NY 11779		631 738 0932
David Mella	17 Garrity Av. Ronk N.Y. 11779		(631) 981-5031
	23 Garrity Ave Ronk NY 11779		631 981 6088
Maria Graziano	27 Garrity Ave Ronk. NY 11779		631-560-3418
Ronald K...	41 Garrity Ave LK Ronkonkoma NY 11779		352-7740 631-352 8127
Dennis Mark	43 Garrity Ave Ronk	Ronk ny 11779	631-585-0242
Eileen DeSousa	23 York Ave Ronkonkoma 11779		631-676-3015

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Teresa McFadyen</i>	18 Hopkins Commons, Yaphank, 11980	(516) 993-6958	teresame110@yahoo.com
<i>John [unclear]</i>	15 Henry Ave	631-767-2788	Rick Nath 1988@aol.com
<i>Mr. Ball</i>	1150 Grundy Ave Hicksville	631-375-2666	cdortel488@yahoo.com
<i>Matthew</i>	23 Margaret Dr. Mrs.	471-1920	Dhijr60@aol.com
<i>Michele Lee</i>	35 Midwood Ave	11767 6863031	michelee@gmail.com
<i>Jean Spicker</i>	2258 Cedar ^{Road} Ave	737-6757	
<i>Nady [unclear]</i>	14 Evelyn Lane ^{Centraoh}	471-2721	
<i>Judy Holgeeson</i>	19 Van Bergen Blvd ^{Centraoh}	585-9697	
<i>Johanna [unclear]</i>	16 Bobann Drive ^{Nesconset} NY.	(631) 418-4347	Ramos, Liz@aol.com
<i>D. Santarza</i>	618 Methuen Dr. Medford	631-451-2676	Dottarize
<i>Annelle Coors</i>	18 Woods Lane ^{Centraoh}	676-6761	Jdenor@gmail.com
<i>Brooke Gray</i>	4 Callan Lane	631-648-4579	

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Robert J. Fanning	23 David Street Holbrook	631-585-2911	hdfrsic@verizon.net
Carl W. [unclear]	212 CARROLL AVE		
Timothy J. Smith	210 Carroll ave	631-585-0542	T-WOLFE@nyway.com
[unclear]	93 Franklin ave	631-223-6359	
Alece Davis	212 Carroll Ave ^{Ronkonkoma}	631-223-3765	annierosejman@aol.com
Joseph M. [unclear]	25 YERK	631-782-2427	
Ernie Boeke			
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>Ernie Boeke 20 Henry Ave. Ronkonkoma, NY 11779-5810</p> </div>			
Nichelle [unclear]	117 N. [unclear] Ave	631-76888	[unclear]
[unclear]	999 2 EXPRESS PR.	631-648-3441	
John Cook	85 Cedar St	631-585-3876	

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>William J. Henry</i>	Henry Ave. Ronk	631-767-6921	Bigbilly665@gmail
<i>R. P. ...</i>	8 Rhi Ct CENTEREACH	631-451-0808	
<i>Gale Muller</i>	110 Grandview La Smith	631-543-6540	
<i>Artie muller</i>	110 Grandview Lane Smith	631-543-6540	
<i>John ...</i>	96 PAMICO AVE. RONK	631-738-9032	
<i>Suzanne Rault</i>	2 Cornelia Lane ^{Lake} Grove	631-672-9262	
<i>Karen ...</i>	144 Cherry Lane Medford	631 379-3969	
<i>Gerard ...</i>	8 Rhi Ct, Center each	631-451-0808	
<i>KEVIN CRUSE</i>	107 DREXEL AVE MENILLE	631-293-4995	
<i>KEVIN CRUSE</i>	107 DREXEL AVE MENILLE	631-293-4995	
<i>Sharon Jennifer</i>	23 David St Holbrook	631-585-2112	
<i>Milly ...</i>	94 Samuel St Ronkonkoma	631-676-6947	

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	821 erie st Rock.	256 6585	tcool4u@aol.com
JACY A BARNES	100 hallock Ave	(516) 526 1092	TRACY-BARNES@yahoo.COM
Dina Y Rivera	48 Oceannew Ave	401-9453	trivera@trivera@yahoo.com
<i>[Signature]</i>	19 Denise Ln Hauppauge	348-0766	—
Cora Rodriguez	15 Harmon Pl Hauppauge	521-9292	coranorodriguez@gmail.com
<i>[Signature]</i>	30 Richard Rd Selden	732-1156	sumrhenk@yahoo.com
<i>[Signature]</i>	88 Cedar St	298 7371	VGP-PRASAD@YAHOO.COM
<i>[Signature]</i>	9 oakwood ave	601 4337	
<i>[Signature]</i>	11 OAKWOOD AVE	676-5919	delicious1@aol.com
KIM NEDER	19 OAKWOOD AVE	468 8747	Kimberly.a.heath@Verizon.com
Philip M Jernale	25 OAKWOOD AVE	615-6760	philjaco@optonline.net
Chris Per	25 OAKWOOD AVE	631-766-4501	(692199)@yahoo.com

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	450 ...		
	200 Russell Ave	516-707-844	
	206 Russell Ave Holbrook		
	58 Joanne Dr. Holbrook		
	10 Grennon La Farmingville	631 585-0972	
	Sayville	631-383-385	
	161 Glen Summer Rd Holbrook, NY		
	16 Jay Rd Centereach NY		
	51 Samuelton Ave Lb. Grove NY	585-6547	Beth Alpha
	1241 Brookdale Ave Bayshore	516-884-8357	
	30 Wiggins Ave Patchogue	714-5304	
	77 Hazard Ave Hunt Sth NY	631 459 1274	

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- Ronkonkoma Hub Petition -

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	292 Ontario St., Ronkonkoma NY 11771		
	11		
Bob Morgan	16 Denke Ln. Hauppauge 11788	582-3264	bankerbob55@optonline.net
Bob Morgan	132 Norwalk Ave. Medford		bmorgan44@optonline.net
Joe Glasser	196 Agnew Lane	516-840-3839	JSGlasser@optonline.net
Joe Glasser	328 Erin Lane & Seton St		jglasser1@optonline.net
Jane Bell	59 Virginia Ave Ronk NY 11779		
Camacho	2 Kristi Lane, Lake Grove NY 11755		C8297@optonline.net
Mitty Alino	905 B Round Pass		
	631 981 0544		
Christine Capone	17 Acorn Ave Farmingville	631-846-3503	
Bob Brew	370 Central Islip Blvd Ronk	631-467-1875	

①

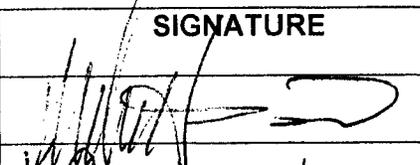
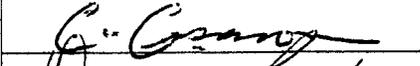
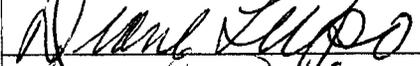
Ronkonkoma Hub Petition

(2)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
	251 Leige Dr. Farmingville	631-688-5847	Melissaharagoss@yahoo.com
K Cunningham	348 Hauser Airtel Brook HC		CunninghamKirk@aol.com
Loretta Samson	7 Plantation @ Holisville NY	631 731 760	LUSASSOCIAT@OPTIMUM.NET
Rajesh Khanna	22, Pine Street, Holbrook	631-415-2707	rajeshandkhanna@gmail.com
SARITA KHANNA	22, PINE STREET, Holbrook	631-415-7318	SantaShyAmraj@yahoo.in
Eric Albala	3 Vantage Court Holbrook	631-676-3128	mrubid0126@yahoo.com
	123 NIMBUS ROAD ^{Holbrook}	CITITY CASAVERT	JoyousLady1456@outlook.com
	77-38 Richmond Blvd, Ronkonkoma	631-335-5501	
	81 Seffen Blvd ^{Holbrook}		MELISSA1142@earthlink.net
	169 Shelly Ave Holbrook	951-9870	rose11250@verizon.net
Barbara Dastin	2341 molo - P. Key Fork	—	—
Jody Sommer	21 HAWKTON PLACE LK Brook	631 459 71 27	Heartbleeder430@aol.com yahoo.com

lmm
yahoo.com

Ronkonkoma Hub Petition

(M)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
Ashley DeHlisen	35 Wolf Hollow Rd Centereach NY 11720		
Cathleen Terrano	322 Ave C. L. Ronk, NY 11775		
JOE TERRANO	322 AVE C. LK. RONK		
Markus McDouglas	16 LAKE PARK	11779 631-981-1670	
<i>[Signature]</i>	16 LAKE PARK ST. LK RONK	631-981-1670	
Shashi	708 Johnson AV	—	
Rafael Campiano	1 William Blake Grov	220 3562	
Jackie Gugliem	"	"	
KEVIN DEBOVES	26 ANNETTE AVE SMITHTOWN	360-7490	
Jeanette deBoves	26 Annette Ave Smithtown	360-7490	
Andrew Aspris	11 4th Street Ronkonkoma ^{NSR}	580-0121	
Ellie Aspris	" " "	" "	

Handwritten notes:
 Ashley
 Ellie
 2/11

(M)

Ronkonkoma Hub Petition

(2)

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Heana Vargas</i>	14 EASY ST apt 14 SAYVILLE	(631) 575-5618	HEANA.VARGAS006@YAHOO.COM
<i>SARINA SILVERSTEIN</i>	215 CASSA LOOP, HARTSVILLE	(973) 677-4131	SK571184@GMAIL.COM
<i>Dmitry Kostitsyn</i>	" " "	" " "	" " "
<i>[Signature]</i>	143 HOLBROOK RD HOLBROOK	516-659-9343	—
<i>[Signature]</i>	1095 GRUNDY AVE HOLBROOK	631 580-6104	—
<i>Violet Verdani</i>	10 GRENDALE La FARMINGVILLE	585-0972	—
<i>Angela C. Wilson</i>	19 Goodwill Ln Holbrook		
<i>[Signature]</i>	153 Smith Ave ^{Holbrook}		
<i>Krene Meyer</i>	5 HILBERRY CIRCLE	981-8057	
<i>Richard Meyer</i>	5 HILBERRY CIRCLE	981-8057	
<i>[Signature]</i>	165 Smith Ave Holbrook		
<i>Wayne J. Capone</i>	17 ACORN AVE	631-846-3503	drums1959@live.com

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- Ronkonkoma Hub Petition -

12

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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>Robert Agallo</i>	^{NY 11957} 2 Ivy Rd. Mastic Beach	(516) 449-9437	PHREB87@GMAIL.COM
<i>Andrew Gillespie</i>	266 THRIFT ST ^{Ronkonkoma NY 11777}	-	andrewgillespie85@hotmail.com
<i>Myra Lopez</i>	75 WATSON NY 11775		
<i>William Lynch</i>	14 R4 Oliver Av 11758	877-3211	
<i>Barbara Dora</i>	96 Hettys Path	-	-
<i>Linda Luedde</i>	60 Maplewood Ave Selden	736-3520	mcslcd52@gmail.com
<i>Janette Gallo</i>	16 Canal Dr, Ronkonkoma NY	648-7697	Carmenortiz62@yahoo.com
<i>Jan Gallo</i>	16 Canal Dr Ronkonkoma NY	648-7697	galloj1956@yahoo.com
<i>Margie Lockwood</i>	2175 - Pinehills Road.	631-981-5163	
<i>Barbara Meloni</i>	9 Spruce Ave Farmingdale		
<i>Kathleen Makron</i>	94 Chlyabus Ave Farmingdale		MAMA@GLTNROAD.COM
<i>Kathleen English</i>	28 School St Ld Rock		

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- Ronkonkoma Hub Petition -

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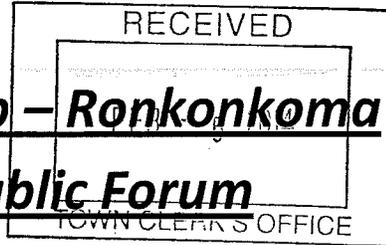
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SIGNATURE	ADDRESS	PHONE	E-MAIL
<i>[Signature]</i>	24 Richard Ave.	(631) 471-2137	agronk@gmail.com
<i>[Signature]</i>	155 Ave C Holbrook	516-637-7818	insu88@optonline.net
MARK MinLionica	25 mcGaw Ave LIC. Grove		
Nancy Hartigan	282 Leona St. Holbrook		NHartigan@verizon.net
Nicole Hartigan	" "	" "	" "
<i>[Signature]</i>	104 BREECE AVE		
<i>[Signature]</i>	3 C-1 ST		
<i>[Signature]</i>	820 Evie ST		
<i>[Signature]</i>	81 Deer Path		
Henry Melchroia	115 Port Ave Rank.	467-6091	
<i>[Signature]</i>	133-50 118th		
<i>[Signature]</i>	52 Patricia Ln	631-672-0324	JDWDANNE@gmail.com

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Town of Islip – Ronkonkoma
Hub Public Forum



February 5th, 2014

Name: Jason Vperm Phone Number: 631-672-2275

Home Address: 2110 Fenereisen Ave

Email Address: SGTJDV@Yahoo.com

Questions/Comments about the Ronkonkoma Hub Project: _____

I have been an islip resident all my life and
grew up in Ronkonkoma. Ronkonkoma is my home
and want to see it get better instead of feel
that the train station needs alot of work and this project
is the perfect thing. That whole area is a complete
eye sore and we need the revenue.

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.



Town of Islip – Ronkonkoma Hub Public Forum

February 5th, 2014

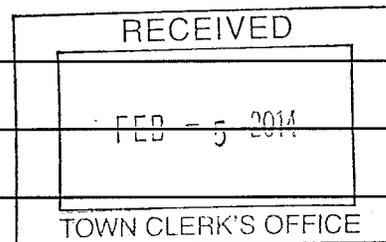
Name: ELINOR GUM Phone Number: 631 664 0825

Home Address: 239 OCEAN AVENUE #1 RONKONKOMA

Email Address: ElinorGum@Topproduce.com

Questions/Comments about the Ronkonkoma Hub Project: _____

As an Islip resident and a business person
in Ronkonkoma I am very excited that
we are moving forward on this project
that will not only revitalize the area
but Long Island will benefit as a whole!



Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.



Town of Islip – Ronkonkoma Hub Public Forum

February 5th, 2014

Name: Nick Davano Phone Number: 631-565-1240

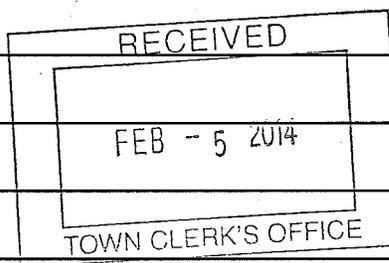
Home Address: 305-7 Knickerbocker Avenue, Bohemia, NY 11716

Email Address: ndavano@allwaysselectorsinc.com

Questions/Comments about the Ronkonkoma Hub Project: _____

I am in support of this project!

Please see my attached (1) one page letter.

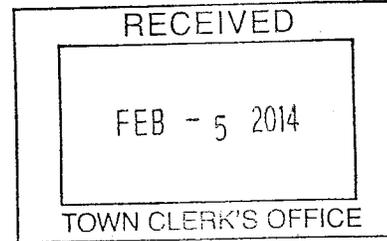


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"All-Ways At Your Service"

Islip Town Board
Islip Town Hall, 655 Main Street
Islip, NY 11751



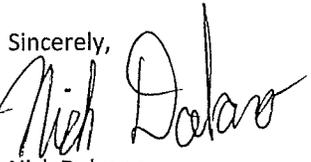
Attention: Supervisor, Steven Flotteron
Councilman, John C. Cochrane Jr.
Councilman, Anthony S. Senft Jr.
Councilwoman, Trish Bergin Weichbrodt
Olga H. Murray, Town Clerk

CC:

My name is Nick Dalvano; I am a resident of the Town of Brookhaven and the Director of Operations for our family owned business, All-Ways Elevator, Inc. Our Long Island headquarters, located in the Town of Islip, employs over 20 local residents. My father, who is unable to be here, asked me to voice our support for the designation of certain areas surrounding the Ronkonkoma Railroad Station as part of the Ronkonkoma Transit-Oriented Hub Project. The Hub Project has one goal in mind; to revitalize the community, bringing members together by creating a premier destination which offers a prime residential area, retail stores, entertainment venues, offices, and restaurants all in one place. I truly believe moving forward with this project will be for the greater good of Long Island as a whole.

As a resident of the Town of Brookhaven, I have frequented the Ronkonkoma train station many times; I can be the first to tell you the conditions there are not appealing. It is solely a place to park your car and board the train. The area is blighted to say the least, and ready for redevelopment. Members of the community have been talking about improving this area for some time, as it provides a potential for environmentally sound, and economically viable, transit-oriented growth. In our opinion, the Town Board should be commended for taking the initiative to finally get this area redeveloped in a way that the Town and its residents can take pride in.

The Ronkonkoma Hub Project will bring life to an underutilized area, providing benefits to all who are involved. Using Patchogue Village as an example, TRITEC has proven they will be a perfect fit for the construction of the project. During this phase, the project itself will offer numerous employment opportunities; but it doesn't end there. Once complete, the new development will continue to bring full time and part time opportunities to Long Island. Not only does the Ronkonkoma train station attract thousands of daily commuters, its close proximity to the expanding Islip-McArthur Airport will encourage additional consumers to its businesses to ensure the success of the Hubs goals. Upon completion, local governments will prosper with the expansion of our tax base, it will provide economic support to existing local businesses, improve infrastructure, and create a sense of community. With the success of Hub project, a thriving economy will improve the quality of life for all its residents. So I ask you to join me in supporting the Ronkonkoma Transit-Oriented Hub Project, and take the first step towards improving our community. Thank you so much for your time and consideration.

Sincerely,

Nick Dalvano
Director of Operations



Main Office: 305-7 Knickerbocker Avenue, Bohemia, New York 11716
Branch Office: 62-26 Myrtle Avenue, Suite 103, Glendale, New York 11385
Ph: 631-563-1240 Ph: 718-628-1240 Fax: 631-563-1246



RECEIVED

2014 FEB 10 PM 1 32

TOWN CLERK
TOWN OF BROOKHAVEN

February 10, 2014

Town Clerk
Town of Brookhaven
1 Independence Plaza
Farmingville, NY 11738

Re: Ronkonkoma Hub Project

Dear Councilmen:

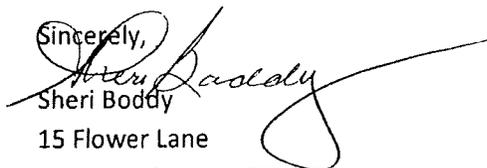
I am a resident of Brookhaven for almost 50 years, I have attended the meetings in regard to the Ronkonkoma Hub project.

I am writing to contribute that I am in favor of this project for numerous reasons. I have watched as our quality of life on Long Island for young people and retirees has deteriorated. The salaries of jobs has not kept pace with the price of housing and real estate taxes. The area around the Ronkonkoma Train Station is run down, not pedestrian or commuter friendly.

Smart growth and economic development is what is needed. This project is a mixed use, transportation oriented, gateway attraction for tourists and commuters. So many people commute from this station to Nassau County and Manhattan for work, (as well as I have) to be able to have housing right there with restaurants and shops and businesses will be an opportunity for our young people, people that want to downsize and our retirees. So many other areas of the Country have developed this type of project in their communities. To be able to walk in a mini town with access to transportation to other parts of New York and the Island is needed. Needless to say the amount of construction jobs for years to come as well as the permanent jobs this will create and the beautification this will do for an area that is lost in time.

The "Future" of the quality of life for me, my children, whether I will be able to retire here or whether my children will be able to stay here depends on the actions of our political leaders to start making changes in the way we build in our town. Please support and approve a project that will not only enhance our community but will invite more businesses to come.

Sincerely,


Sheri Boddy15 Flower Lane
Centereach, NY 11720



THE HOLBROOK CHAMBER OF COMMERCE
POST OFFICE BOX 565 * HOLBROOK * NEW YORK 11741-0565
 (631) 471-2725 *** FAX (631) 343-4816
 E-MAIL: admin@holbrookchamber.com WEBSITE: www.holbrookchamber.com

Officers

Rick Ammirati - President
Kevin Guilfoyle - Vice President
Fred Coste - Treasurer

Board of Directors

Bea Hoffer *Fern Spies*
Ken SanPedro *Debbie O' Rourke*
Joe Storzinger *Marilyn Wenz*

January 9, 2014

Honorable Edward Romaine
1 Independence Hill
Farmingville, NY 11738

Dear Ed,

Due to a previous commitment, we will not be able to attend the meeting today. However, please let this brief note represent our full support of this project.

Over the past two years, we have met numerous times with the developer as well as Brookhaven officials. We are confident that the completed plan will create an "economic engine" for the immediate area and surrounding communities.

Our Chamber looks forward to working with the Town and Tritec as the plan finally becomes a reality.

Sincerely,
Kevin Guilfoyle
Kevin Guilfoyle
Vice President

COUNTY OF SUFFOLK



STEVEN BELLONE
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

VINCENT FALKOWSKI, P.E.
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

PHILIP A. BERDOLT
DEPUTY COMMISSIONER

January 16, 2014

Town of Brookhaven
Department of Planning, Environment & Land Management
1 Independence Hill
Farmingville, NY 11738

RE: System Road 29
Ronkonkoma Hub

To Whom It May Concern:

This Department has reviewed the Draft Supplemental Generic Environmental Impact Statement and offers the following comments:

Ronkonkoma Avenue is System Road 29 not County Road 29. It is owned and maintained by the Town of Brookhaven and the Town of Islip. C7

Please keep us informed as this project moves forward.

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

Very truly yours,

William Hillman, P.E.
Chief Engineer

By:

Daniel J. Dresch, Jr.
Director of Traffic Engineering

RECEIVED

JAN 23 2014

PLANNING DIVISION

WH:DD:ln

SUFFOLK COUNTY IS AN EQUAL OPPORTUNITY / AFFIRMATIVE ACTION EMPLOYER

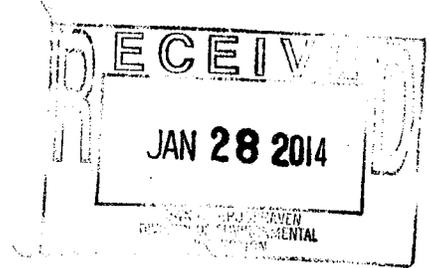
335 YAPHANK AVENUE

YAPHANK, N.Y. 11980

(631) 852-4010
FAX (631) 852-4150



STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 STATE OFFICE BUILDING
 250 VETERANS MEMORIAL HIGHWAY
 HAUPPAUGE, N.Y. 11788-5518



JOAN McDONALD
 COMMISSIONER

January 24, 2014

Mr. Peter E. Fountaine
 Division of Environmental Protection, PELM
 Town of Brookhaven
 One Independence Hill
 Farmingville, NY 11738

Dear Mr. Fountaine:

In response to your letter, the New York State Department of Transportation (NYSDOT) has reviewed the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for the Ronkonkoma Hub and offers the following comments:

a) Transportation

- Increasing density could generate additional vehicle trips. Impacts on the surrounding roadway network need to be addressed. These impacts should be studied in more detail and specific recommendations should be made. C8-1
- Converting westbound left turn lanes into shared Thru-Left at the LIE North Service Road approaches to Hawkins Ave and Ronkonkoma Ave may not be desirable as there are significant left turn volumes during AM peak. Also, the northbound left turn storage capacity needs to be evaluated for both intersections. C8-2
- LIE South Service Road at Ronkonkoma Ave: the proposed layout with additional lanes has poor lane alignment. The southbound left turn lane storage capacity needs to be evaluated. Also, under the proposed scenario it will be harder for eastbound traffic exiting LIE to make a right turn to Ronkonkoma Ave, as there is very limited space for lane changing to access the right turn lane from the ramp. C8-3
- LIE South Service Road at Hawkins Ave: the addition of new eastbound left turn lane would require relocating the southbound Stop bar, thus reducing the left turn storage. The left turn storage capacity needs to be evaluated. C8-4
- LIE ramp capacity needs to be evaluated within the study area. C8-5
- Some overhead sign structures along the Service Roads may need to be relocated as a result of the proposed road widening. C8-6

b) Air Quality/Energy

- Due to the fact that the DGEIS does not represent an application for a NYSDOT work permit, no formal comment is needed at this time on air quality or energy/Greenhouse Gas issues that are discussed within the DGEIS. If and when an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses should be submitted in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents. C8-7
- Before any NYSDOT Highway Work Permit could be issued, the air quality section must be revised to meet the requirements in the current December 2012 version of the NYSDOT Environmental Procedures Manual (EPM) Air Quality Chapter 1.1. The air quality screening and analysis presented in the DSGEIS was based on outdated requirements and obsolete methods and models recommended in the 1998 version of the EPM Chapter 1.1. C8-8
- As described in the current EPM Chapter 1.1, screening for possible microscale carbon monoxide (CO) analysis must be conducted. This process involves multiple steps that must be applied to signalized intersections affected by the project in the completion year (ETC), 10 years later (ETC + 10), and 20 years later (ETC + 20). In the DSGEIS, the ETC + 10 and ETC + 20 years were not addressed, and screening was not conducted for the ETC year. C8-9
- The obsolete MOBILE 6.2 emission model and CAL3QHC dispersion model applied in DSGEIS screening or microscale analysis must be replaced with the current MOVES and CAL3QHCR models, respectively, in screening and in any microscale CO or PM_{2.5} analysis with the updated models shown by screening to be required. C8-10
- As recommended in the current EPM Chapter 1.1, the project should be screened for possible mesoscale analysis, given the scope of the project and the road widenings that are under consideration. C8-11
- There should be a discussion of Mobile Source Air Toxics (MSATs), consistent with recommendations in the December 2012 updated FHWA Interim Guidance Update on MSATs in NEPA. C8-12
- No regionally significant project can be approved by NYSDOT unless conformity requirements are met. This project may be regionally significant according to the Federal Transportation Conformity rule at 40 CFR Part 93. The project information should be made available to the New York Metropolitan Transportation Council (NYMTC), by contacting the Nassau Suffolk Transportation Coordinating Council (N/S TCC). This will facilitate review by the Interagency Consultation Group (ICG) for regional significance and possible inclusion in the next New York Metropolitan Area regional emissions conformity analysis. C8-13

Mr. Peter E. Fountaine
January 24, 2014
Page 3

- The DSGEIS proposes mitigation that would include alterations to the Long Island Expressway (LIE) Service roads. This action would also require FHWA approval and therefore be subject to hot-spot $PM_{2.5}$ conformity requirements. As such the project needs to be reviewed by ICG to determine whether it is a project of air quality concern (40 CFR Part 93.123(1)(b)) subject to hot-spot conformity $PM_{2.5}$ analysis using currently-accepted emission and dispersion models. To facilitate this review, the DSGEIS should estimate the diesel vehicle fraction of total traffic volume at signalized intersections with Level of Service (LOS) D or worse. C8-14
- On page 133, revise the annual $PM_{2.5}$ NAAQS to the current value of $12 \mu g/m^3$. C8-15

We look forward to continuing to work with the town as it completes the transit-oriented planning study of the Ronkonkoma Long Island Railroad Hub.

Thank you for continuing to keep us informed.

Very truly yours,



Glenn R. Murrell, P.E.
Acting Regional Planning & Program Manager

cc: A. Mirsakov, Design
J. Martin, Design

GM:GR:jh



Town of Brookhaven
Long Island

Daniel P. Losquadro, Highway Superintendent

MEMO TO: Peter Fontaine, Planning Division

FROM: Jason Reznak, Division of Traffic Safety *JR*
Raymond DiBiase, PE, PTOE, L.K. McLean Associates *MD*

DATE: January 31, 2014

RE: **Ronkonkoma Hub Transit-Oriented Development (TOD)**

As requested, we have reviewed the October 2013 Traffic Impact Study (TIS) for the above mixed-use TOD, located on 53.7 acres north of the Ronkonkoma LIRR Station in Ronkonkoma. The TOD area is generally bounded by Union Street/Union Avenue to the north, Village Plaza Drive to the east, the LIRR tracks to the south and Garrity Street//Hawkins Avenue to the west.

We have the following comments:

1. *Accident History*—More than 50% of the accidents at the LI Expressway Service Road intersections on Hawkins Avenue were right-angle collisions, which are not usually the most prevalent accident type at signalized intersections. Are the durations of the signal clearance intervals, as obtained in the field, adequate? Please review the accident data in more detail for any trends (e.g. time of day, pavement condition, contributing factors) and recommend mitigation measures, if appropriate.
2. *Proposed Mitigation Measures for Full Build-out of the TOD*—The most significant roadway improvement measures involve four intersections—the LI Expressway North and South Service Road intersections with Ronkonkoma and Hawkins Avenues. The key findings of the TIS are the determination of the overall impacts associated with the TOD project, as well as their phased implementation as the project is constructed. It should be noted that these improvements will require both NYSDOT and SCDPW concurrence. The service roads are maintained by SCDPW, and NYSDOT maintains the adjacent entrance and exit ramps to the Expressway, as well as the traffic signals at the four intersections.
 - a. Proposed Mitigation
 - i. Ronkonkoma Avenue at LIE South Service Road—The first key improvement is the widening of the South Service Road west of Ronkonkoma Avenue from three to four approach lanes. The net result is an additional thru lane for the eastbound service road. The widening is adjacent to the abandoned service station at the southwest corner of the intersection as shown on Figure 12. That parcel is the subject of a pending Special Use Permit application (Log # 2012-28, Bolla Management Corporation) for a gasoline station with a convenience store. In our September 30, 2013 comments on that application, we recommended that the owner provide a property dedication for the road widening along his site frontage. If that property cannot be obtained, the widening should be constructed on the north side of the service road

C9-1

C9-2

(similar to what is being proposed at the Hawkins Avenue/South Service Road intersection).

It is difficult to see the details associated with the realignment of Ronkonkoma Avenue to the west at the intersection on Figure 12. An enlargement of the intersection, showing the lane realignments, should be provided for review.

- ii. Ronkonkoma Avenue at LIE North Service Road—Unlike the South Service Road, the North Service Road east of Ronkonkoma Avenue is located in close proximity to the noise wall/slope on the south side of the service road. A lack of available Right of Way on the north side precludes road widening here. The proposed lane modifications would not totally mitigate the project's impacts in the Build year (2020), i.e. overall average delay per vehicle will increase by approximately 15 seconds in the critical morning peak hour.
- iii. Hawkins Avenue at LIE North Service Road— The proposed mitigation will result in about a 5-second increase in average vehicle delay in the AM peak hour. As is the case at the North Service Road intersection with Ronkonkoma Avenue, there is no available ROW on the north side to widen the service road east of the intersection, and there is an existing noise wall/slope along the south side. Here too, it is proposed to alter the service road lane configuration. In addition, the center median on the Hawkins Avenue bridge would be removed to improve storage for the northbound left turn movement. With about 200 vehicles per hour making this movement in the PM peak hour, queuing can extend into the left northbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e. can northbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 120 vehicles to this movement. To mitigate this condition, consideration should be given to converting the left thru lane into a second left turn lane. An analysis of this should be provided for review.
- iv. Hawkins Avenue at LIE South Service Road—As was proposed for the South Service Road intersection with Ronkonkoma Avenue, the proposed improvements involve the widening of the eastbound service road approach to the intersection. In addition, with removal of the center median on the bridge as previously described, storage for the southbound left turn movement would be nominally increased. With over 350 vehicles per hour making this movement in the PM peak hour, queuing extends into the left southbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e. can southbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 40 vehicles to this movement.

In addition to the service road widening and median removal, mitigation includes construction of a northbound right turn lane on Hawkins Avenue approaching the intersection. Property acquisition would be required from the parcel at the southeast corner of the intersection. That parcel is the subject of a pending change of zone application (Log # 2013-02-CZ, Hawkins Avenue and Yerke Avenue Redevelopment) for a 4,200 SF restaurant. In our February 19, 2013 comments on that application, we recommended that the owner provide a property dedication along his site frontage to enable construction of the right turn lane.

C9-2
Cont'd.

b. Staging of Roadway Mitigation Improvements

In the TIS, a scenario that assesses conditions at key intersections under about 50% of the total trip generation (1,100 PM peak hour trips, compared with the estimated total generation of 2,413 trips) is presented, as a basis for developing a five-level mitigation plan to implement mitigation measures as the project develops. With a proposed development of this magnitude, given the number of variables listed below, predicting the final impacts, particularly at individual intersections, is very challenging.

- Percentage of generated trips using mass transit (25% was assumed in the TIS)
- Directional distribution of trips (auto), i.e. their orientation with respect to the site
- Assignment of trips to the roadway network, i.e. which roads/intersections will motorists utilize to travel to/from the TOD? This is typically primarily dependent upon the shortest travel time, and if congestion becomes worse on a motorist's preferred route, he may divert to a less congested alternative route.

Variations in these estimates could result increases or decreases in levels of mitigation at each of the intersections analyzed in the TIS. As a result, rather than attempting to identify a staged mitigation plan before construction begins, we recommend that an update to the TIS be conducted as the TOD is implemented. The Town has used this approach in the past (e.g. Brookhaven Walk/Yaphank Meadows). We suggest updating the TIS upon the TOD occupancy level equivalent to 1/3 of the total generated trips. At that point, motorists' actual routes to and from the site can be used to more accurately predict total numbers of trips, as well as trip assignment upon completion of the TOD.

The TOD will begin generating trips upon the initial phase of its occupancy. The four service road intersections are currently congested in the peak hour; any traffic increases will worsen this congestion. Therefore, some mitigation measures will be needed upon initial occupancy of the TOD. Following are recommendations for these measures:

- i. Ronkonkoma Avenue at LIE South Service Road—Construct the service road widening and lane configurations shown on Figure 12. If property cannot be obtained prior to initial TOD occupancy from the owner of the parcel in the southwest corner of the intersection, widen the service road on its north side. Realign Ronkonkoma Avenue as shown on Figure 12. Implement traffic signal modifications.
- ii. Ronkonkoma Avenue at LIE North Service Road—Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.
- iii. Hawkins Avenue at LIE North Service Road—Remove the center median on the Hawkins Avenue bridge. Convert the northbound left thru lane into a second left turn lane, if traffic analysis justifies. Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.
- iv. Hawkins Avenue at LIE South Service Road—Implement widening of the service road west of the intersection and the lane configurations shown on Figure 12. Implement traffic signal modifications.

C9-2
Cont'd.

3. *Other Comments:*

- a. With an estimate of 25% of the TOD trips to be made by mass transit, Suffolk County Transit should be contacted now for input. SC Transit may have initial ideas on new routes, route revisions, and service frequency that would service the TOD. C9-3
- b. If the property dedication identified for the northbound right turn lane at the southeast corner of the Hawkins Avenue/South Service Road intersection cannot be obtained from the owner of the adjacent property, that property should be acquired in conjunction with other ROW needed for the widening of Hawkins Avenue north of Union Avenue. C9-4
- c. Given the economic benefits associated with the TOD project, as well as its consistency with planning studies such as the *Long Island Sustainability Plan 2035*, public funding for roadway improvements should continue to be solicited through Federal and State (via the Consolidated Funding Application) processes. C9-5
- d. We may have additional recommendations based on the responses to this memo, or upon review of the site plan applications for the TOD project. C9-6

RD:rd

c.c.: John Schmidt, Hwy Dept.
Emilio Sosa, PE, NYSDOT Traffic
Gene Smith, NYSDOT Permits
Lynn Weyant
Robert Hillman, SCDPW Permits

From: [Cilmi, Tom](#)
To: ["townclerk@brookhaven.org"](mailto:townclerk@brookhaven.org)
Subject: Comment on the DSGEIS for the Ronkonkoma Hub TOD
Date: Thursday, January 23, 2014 2:14:18 PM

Madame Clerk,

Please enter the following into the official remarks for the DSGEIS on the Ronkonkoma Hub TOD. Please confirm receipt. Thanks Donna.

Dear Ms. Lent,

Having had an opportunity to thoroughly read the DSGEIS for the Ronkonkoma Hub TOD, several issues and concerns persist relative to density, hardscape, real affordability, marketability and the overall size of the fully built-out Hub project. The DSGEIS makes it clear, however, that the Town of Brookhaven has, as part of the development process, built in checks and balances to appropriately deal with those issues. While I am admittedly concerned about the viability of such an ambitious project, is my hope that my fears are unfounded and that the project is successful on all counts.

C10-1

One of the most significant impacts associated with the Hub proposal, as indicated in the DSGEIS, is traffic. Given the proposed number of residential units, combined with the variety of commercial, retail, institutional and entertainment-related space, there will no doubt be a significant increase in vehicular traffic, including commercial traffic, in and around the designated Hub area. This is underscored by the volume of proposed parking at the Hub which exceeds 5,000 spots, representing a more than 300 percent increase in parking capacity. Despite the nature and purpose of a "transit-oriented development," there can be no denying there will be a substantial increase in traffic.

C10-2

Based on a traffic study, the DSGEIS proposes a variety of mitigation measures at some ten different intersections to accommodate the additional traffic. The study, however, neglected to address traffic impacts on CR-93 Ocean Avenue/Lakeland Avenue which is approximately a mile due west of the western border of the Hub area within the Town of Islip. CR-93 is linked to Hawkins Avenue by way of Johnson Avenue which is just north of the LIRR tracks. CR-93 is a popular north-south artery intersecting significant east-west arteries including Sunrise Highway, Veterans Memorial Highway and the Long Island Expressway (Exit 59) and is a primary route for commercial vehicles. There is every reason to believe that CR-93 will be utilized extensively in transit to and from the Ronkonkoma Hub. This portends a significant increase in traffic on a road which is already heavily burdened. The railroad crossing poses additional cause for concern, particularly in light of the LIRR's double-track project for which construction is imminent. In fact, CR-93 is the only major north-south artery in the area which provides cross-track access. Furthermore, its proximity to a number of schools and the fact that it dissects a vibrant residential community is additional cause for concern.

C10-3

C10-4

In light of the above, I would ask that the Final Supplemental Generic Environmental Impact Statement include a study of traffic conditions on CR-93 particularly, but not exclusively, at the intersections of the LIE, Johnson Avenue and the LIRR railroad crossing. I would ask that such study should include both Build and No-Build conditions. Should such a study find that appreciable

C10-3
Cont'd.)

impacts would exist under Build conditions, then I would ask that the FSGEIS incorporates appropriate mitigation measures.

C10-3
Cont'd.

While it may be unusual for one town to acknowledge and study potential impacts of a proposed development to a neighboring town's infrastructure assets, I would suggest that the size and scope of the Ronkonkoma Hub proposal, coupled with the proximity to the Brookhaven-Islip border, warrants such an effort.

C10-5

Thank you for your attention to these matters of mutual concern.

Yours,

Tom Cilmi
Suffolk County Legislator
10th Legislative District

96 East Main Street, Suite 5
East Islip, NY 11730
(631) 854-0940
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TOWN OF ISLIP
DEPARTMENT OF PLANNING AND DEVELOPMENT

Thomas D. Croci, Supervisor
Richard J. Zapolski, P.E., Commissioner

February 10, 2014

RECEIVED

FEB 10 2014

PLANNING DIVISION

Tullio Bertoli, APA, Commissioner
Brookhaven Planning Department
1 Independence Hill
Farmingville, NY 11738

Re: Ronkonkoma Hub Transit-Oriented Development District

Dear Mr. Bertoli,

As you are aware, on February 5, 2014, the Town of Islip held a public forum on the proposed Ronkonkoma Hub Project.

To assist you, we have enclosed both the minutes of the hearing, as well as written comments from residents of the Town of Islip and the Town of Brookhaven. As Commissioner, and more importantly, on behalf of the Town Board, I will continue to work with you, your staff and your design professionals to help address concerns that may arise pertaining to this project.

Additionally, the Town of Islip requests, in response to the traffic study prepared as part of your DSGEIS, that the Traffic Impact Study prepared in October 2013 be expanded to include the following key intersections which may be impacted by the project. We would specifically like to see the evaluation of any need for traffic mitigation measures at these locations:

- LIE and Ocean Avenue, Ronkonkoma, including signals at Express Drive North and South;
- Pond Road and Express Drive South, Ronkonkoma
- Ocean Avenue and Johnson Avenue, Ronkonkoma
- Pond Road and Johnson Avenue, Ronkonkoma
- Lakeland Avenue and Smithtown Avenue, Ronkonkoma
- Railroad Avenue and Coates Avenue, Holbrook
- Railroad Avenue and Main Street, Holbrook

C11-1

Some aspects of the project include separate studies by Suffolk County -- any updated information regarding (1) the sewer main extension to Southwest Sewer District, or (2) displaced parking from the northern lots to the southern County properties, or (3) County purchase of MTA lands, would be helpful. We will also continue to communicate with the County with regard to this as well.

C11-2

Should you have any questions or need any additional information, please feel free to contact me. As always, thank you for your time and attention to this matter, and we look forward to working with you toward a successful, well coordinated project.

Very truly yours,



Richard J. Zapolski, P.E.
Commissioner
Department of Planning and Development

Enc. (To addressee only)

cc: Eric Hofmeister, Deputy Supervisor
Lynda Distler, Chief of Staff
Steven J. Flotteron, Councilman
Trish Bergin Weichbrodt, Councilwoman
John C. Cochrane, Jr., Councilman
Anthony S. Senft, Jr., Councilman
Olga H. Murray, Town Clerk
Alexis Weik, Receiver of Taxes

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NICOLE L. MILONE
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*ADMITTED

**ADMITTED IN NEW YORK, CALIFORNIA, FLORIDA, NEW JERSEY,
PENNSYLVANIA, AND DISTRICT OF COLUMBIA

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●ADMITTED IN DISTRICT OF COLUMBIA

*ADMITTED IN NEW JERSEY

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WRITER'S DIRECT DIAL:

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Email: s.fenchel@bhpp.com

January 29, 2014

Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

Attn: Supervisor Edward P. Romaine

Re: Objections to and Comments in Respect to January 9, 2014
Meeting/Introductory Local Law #1 of 2014 Amending Chapter 85
"Zoning by Enacting Article XLVII Entitled "Ronkonkoma
Hub Transit-Oriented Development District (Ronkonkoma
HUB TD District), etc.

Dear Supervisor Romaine and Members of the Town Board:

I represent the property owners as set forth on the attached schedule (the
"Mensch" and "Newman" properties) which are inside for Ronkonkoma HUB TOD
District.

A public meeting was held on January 9, 2014 before the Town Board to review
various resolutions and matters in connection with the proposed TOD District Land Use
and Implementation Plan.

A thirty (30) day period was set for submission of written objections and
comments.

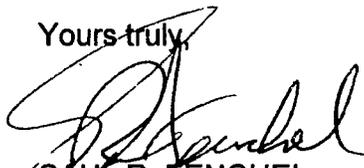
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*Supervisor Edward P. Romaine
and Members of the Town Board
January 29, 2014
Page -2-*

Attached is my letter dated January 28, 2014 setting forth my clients' objections and comments.

Thank you for your courtesy and cooperation.

Yours truly,



SAUL R. FENCHEL

SRF:jab
Encls.

CC: Annette Eaderesto, Town Attorney
Donna Lent, Town Clerk

Members of Town Board

Councilwoman Valerie M. Cartwright
Councilwoman Jane Bonner
Councilwoman Kevin J. LaValle
Councilwoman Connie Kepert
Councilman Timothy P. Mazzei
Councilman Daniel Panico

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*ADMITTED

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•ADMITTED IN FLORIDA

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*ADMITTED IN NEW JERSEY

#ADMITTED IN CONNECTICUT

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VIA FEDERAL EXPRESS and E-MAIL

Town of Brookhaven
Department of Law
One Independence Hill
Farmingville, New York 11738

Attn: Annette Eaderesto, Esq.
Town Attorney

Re: **Objections to and Comments in Respect to
January 9, 2014 Town Board Meeting on Adoption of
Ronkonkoma Hub Transit-Oriented Development, etc.**

Dear Ms. Eaderesto:

INTRODUCTION

I represent certain property owners who are inside the designated Ronkonkoma Hub development area. A schedule of each of my clients' properties is attached and are collectively referred to as the "Mensch Property" or the "Newman Property".

At a public hearing held on January 9, 2014, the agenda listed four separate matters, including consideration of the acceptance of the Supplemental Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan, the TOD Regulating Plan, which controls development in the TOD district (the "Regulating Plan"), Draft Supplemental Generic Environmental Impact Statement (DSGEIS), and various matters related to the TOD, DSGEIS, and adoption of the Ronkonkoma Hub Urban Renewal Plan (the "Urban Renewal Plan").

The Board stated that it would provide a minimum 30 day period after the hearing in which to submit written comments and statements concerning the proposed Ronkonkoma Hub Project and the related documents: TOD, Regulating Plan, DSGEIS, and Urban Renewal Plan.

I am submitting this letter accordingly.

WRITER'S DIRECT DIAL:
516-780-0250
Email: s.fenchel@bhpp.com

January 28, 2014

Annette Eaderesto, Esq.

-2-

January 28, 2014

II

EMINENT DOMAIN

I emphasize that these statements and comments do not relate to my clients' objections to the use of the eminent domain power to acquire any of their properties. The Board emphatically confirmed and represented at the inception of the hearing and throughout the hearing that the use of the eminent domain power to acquire properties was not the subject matter of the hearing and the hearing was not related to the question or appropriateness of the exercise of the power of eminent domain and further, in the event use of eminent domain was to be considered, that it would be the subject of a separate hearing.

This is consistent with the statements made in the Urban Renewal Plan itself which, while referring to the use of the eminent domain power, is only a "possibility" and that the use and authorization of eminent domain would be subject to separate consideration. See, e.g., Urban Renewal Plan (dated October 2013) p.24, Section D.¹ Therefore, the January 9, 2014 hearing, as well as any prior hearings, were not in satisfaction or in lieu of any required hearings pursuant to §§ 204 and 206 of the Eminent Domain Procedure Law (EDPL).

C12-1

In the event the Town was to consider the use of eminent domain, the Town must undertake the necessary hearings required by the EDPL (see generally, EDPL § 204, et seq.) prior to the authorization of any use of the eminent domain power, which, of course, would then be subject to review pursuant to EDPL § 207.

This submission therefore offers no specific comment on the propriety of the use of eminent domain under these circumstances, which can be raised at such subsequent hearings consistent with the EDPL.

III

TOD, REGULATING PLAN AND THE URBAN RENEWAL PLAN

The TOD and Urban Renewal Plan are specifically connected to the adoption of the "Regulating Plan" which is purportedly designed to accomplish development goals consistent with the TOD and Urban Renewal Plan. (See, e.g., DGEIS Executive Summary at XV and the TOD a/k/a "Land Use and Implementation Plan" dated October 2013 at pps. 12-14.)

C12-2

¹ "... the possible use of eminent domain by the Town of Brookhaven (as set forth in the MDDA ... Any such use of eminent domain would follow the applicable requirements of New York State law."

The Regulating Plan is the governing and implementing part of the TOD and Urban Renewal Plan. There are certain aspects of the TOD and Regulating Plan to which my clients object. The implementation of the Regulating Plan as it applies to my clients' properties would destroy the value of their properties, preclude any development of these properties, and effectively take and confiscate these properties in violation of the New York State and United States Constitution (e.g., New York Constitution Article I, § 7). The adoption of the TOD and Regulating Plan would be an unreasonable and excessive abdication of the Town's zoning power to the Designated Developer.

C12-2
Cont'd.

The TOD/Regulating Plan embodies the proposed planning concepts of the Designated Developer and, as applied to my clients, prevents them and, it would appear, any other property owner from developing and fully realizing the economic benefits of their property. The TOD/Regulating Plan limits to the Designated Developer the development potential and the realization of the market value of these properties only without the Designated Developer having acquired the properties or having paid the market value for these properties.

C12-3

The TOD/Regulating Plan contains at least two provisions to which we object and also has certain environmental (i.e. STP/Sewer) and feasibility aspects which are objectionable:

First:

The TOD/Regulating Plan requires a minimum of 10 acres for any proposed development. There is no rational basis for the imposition of such a minimum development size. As it applies to my clients, it disqualifies them from developing or even attempting to develop their own properties to realize their constitutional and protected property rights. (See Appendix A to the TOD plan at p.8.)

The Mensch Property consists of 3.6 contiguous acres, which under the J-6 zone would allow for a multitude of commercial uses, including many of the uses which are proposed by the designated developer. The 3.6 acre size of this property is of a size readily developable for any of the uses or current uses under the J-6 zone.²

C12-4

Likewise, the Newman Property, which consists of 4.6± acres, which is also in the J-6 zone and has both zoning and size requisites for major commercial development, almost all of which is the same type of development being proposed by the designated developer.

Despite the fact that both the Mensch and Newman parcels are readily developable for a wide array of commercial uses under the J-6 zone, which do not

²The Mensch property is especially affected since the TOD zoning appears to prohibit the Mensch property's current use.

contain this excessively large lot size minimum for any of the J-6 uses, the imposition of the TOD/Regulating Plan imposes a minimum of 10 acres. This plainly prohibits the development of my clients' properties. What adds to the unreasonableness of this 10 acre requirement is that many, if not all, of the uses envisioned by the TOD Plan are the same as the uses already permitted by the J-6 zone.

The Designated Developer does not own these properties. The adoption and imposition of the TOD/Regulating Plan simply acts to confiscate the property or freeze development of the property until such time as the Designated Developer deems it fit to proceed with its development. By the time the project proceeds, my clients will have already suffered irreparable harm. There is no assurance that my clients or any of the other property owners will receive from the Designated Developer the market value of their property or recover the damage suffered by reason of this delay.

The TOD/Regulating Plan places the control of all these properties, which are presently developable under the J-6 zone, into the hands of the Designated Developer.

While the Town certainly has the prerogative to consider and adopt changes of zone to accomplish public good, this draconian application of a 10 acre minimum effectively supplants the Town as a sovereign governing body surrendering to the Designated Developer the use and development of property within the Town.

The power is being given to the Designated Developer for an inordinately and unjustified twenty (20) year period. The zoning power is diluted to the point where it deprives the Town of its basic governing function: the sovereign zoning power. (See, Urban Renewal Plan, October 2013, p.26.)

Of course, the bottom line of the application of the 10 acres minimum to these properties effectively works a taking or confiscation of the property. Confiscation does not necessarily require a legal invasion or occupation of the property. It is an "inverse condemnation"; a "de facto" or "regulatory" taking which is being accomplished by imposition of a legal impediment which makes it impossible for the properties to be utilized or developed for their full market value. Such result is plainly violative of a property owner's constitutional guarantees.

New York State's highest court stated, "An exercise of the police power to regulate private property by zoning which is unreasonable constitutes a deprivation of property without due process of law." *Fred F. French Investing Co., Inc. v. City of New York*, 39 N.Y.2d 587, 595 (1976). The United States Supreme Court recognized, "[G]overnment regulation of private property may, in some instances, be so onerous that its effect is tantamount to a direct appropriation or ouster-and that such 'regulatory takings' may be compensable[.]" *Lingle v. Chevron U.S.A. Inc.*, 544 U.S. 528, 537

Annette Eaderesto, Esq.

-5-

January 28, 2014

(2005). New York State recognizes the same: "While property may be regulated to a certain extent, if regulation goes too far it will be recognized as a taking." *In re City of New York*, 35 Misc. 3d 1224(A) (Sup. Ct. Richmond Co. 2012) (citing *Pennsylvania Coal Co. v. Mahon*, 260 U.S. 393 (1922)). "Indeed, injuries which in effect deprive individuals of full or unimpaired use of their property may constitute a taking in the constitutional sense." *City of Buffalo v. J.W. Clement Co.*, 28 N.Y.2d 241, 253 (1971). "De facto taking requires ... a legal interference with the physical use, possession, or enjoyment of the property or a legal interference with the owner's power of disposition of the property." *Id.*, at 255.

In fact, the extent of the development restriction placed on my clients' properties (as well as the other property owners) is beyond a "de facto taking". They are really "per se" takings, similar to the actions invalidated by the Supreme Court of the United States in *Lucas v. South Carolina Coastal Council*, 505 U.S. 1003 (1992).

C12-4
Cont'd.

Second:

Apart from the imposition of the 10 acre minimum as an insurmountable hurdle to every property owner in the designated development area, it is compounded by the discriminatory provisions of the TOD. Under the TOD/Implementation Plan any independent effort at development, whether by my clients or, for that matter, (even if the 10 acre minimum could be achieved) any other property owner in the 54 acre Ronkonkoma Hub area, is required to undergo a regulatory process and burden greater than the Designated Developer. (See DGEIS Executive Summary XXXIV.)

Thus, even to the extent that my clients or individual property owners may choose to assemble their properties and propose their site development plan, they would be subject to a discriminatory review process - a process which is not placed on the Designated Developer.

C12-5

There is no rational basis for this, especially since it is emphasized throughout the TOD, Implementation Plan and Urban Renewal Plan that the proposed project is, in itself, conceptual and therefore, presumably, subject to change as the designated developer determines that the market dictates. Why should the designated developer's proposed use of any of the properties be exempt from this review?

The adverse discriminatory effects of the TOD is amplified by the fact that it was proudly announced by the Town that the designated developer had apparently acquired or obtained commitments for those properties inside "Phase I". Phased or staged development of the 54 acres does not seem to have been either addressed or fully considered in any of the documentation in relation to the TOD, Implementation Plan, Urban Renewal Plan or, for that matter, the DSGEIS.

C12-6

Annette Eaderesto, Esq.

-6-

January 28, 2014

To the extent it can be ascertained, it appears that Phase I encompasses the proposed apartments at the eastern end of the Ronkonkoma Hub area. Yet, in the absence of sewers or other sanitary disposal facilities, the construction of apartments would appear to be impermissible under the requirements of the Suffolk County Department of Health. It is noted that a Sewer Treatment Plant (STP) is the subject of consideration and implementation by the County of Suffolk, which is plainly not limited to this project. The sewers being considered are intended to service the entire area, including various portions of Islip.

C12-6
Cont'd.

While it is my understanding that studies have been undertaken for the implementation of this sewer project and the construction of a STP, no funding has been specifically appropriated or bonding issued. While the designated developer is likely to be contributing to the construction of a STP, there does not seem to have been any "hard look" consideration of when, or even if, this STP will be constructed or how it can be feasibly financed consistent with the economic viability of both Islip and Brookhaven.

C12-6
Cont'd.

Further, it is our understanding that the construction status of the STP itself may be questionable and that as a possible alternative, the County is considering connection to the already existing Southwest Sewer District facilities to serve the proposed project. This, of course, is a facility which should also be equally available to the current owners in formulating their development plans. It's availability should not be limited to the Designated Developer. Moreover, if use or connection of the Southwest Sewer District is under consideration, we believe it was not thoroughly reviewed ("hard look") in the EIS process.

C12-6
Cont'd.

Whatever the ultimate outcome, it works to the detriment of the Mensch and Newman properties, as well as every other property in the proposed development area. It compounds the development restrictions on my clients' properties since these properties are now subject to the implementation of the STP/Sewer construction or connection, which time frame is uncertain, especially when viewed against the background that the Designated Developer may have control over the development area for twenty (20) years.

In the recent case of In re: Develop Don't Destroy (Brooklyn). Inc. v. Empire State Development Corporation. 94 AD 3d. 508, 942 NYS2d. 477 (2nd Dept. 2012) the EIS was invalidated and remanded for further findings where the property was being developed in "Phases" and completion of these Phases was to extend over a 10 year period. The Court held in relevant part.:

"...the ESDC's use of a 10 year build out under the circumstances lacks rational basis and is arbitrary and capricious..."

Annette Eaderesto, Esq.

-7-

January 28, 2014

...ESDC knew that the then forthcoming development agreement would provide for a significantly extended substantial completion date...

... the Technical Analysis assumed that phase II construction would not be stalled or deferred for years and that it would proceed continuously on a parcel-by-parcel basis. Thus, it failed to consider an alternative scenario in which years go by before any phase II construction is commenced—a scenario in which area residents must tolerate vacant lots, above-ground arena parking, and phase II construction staging for decades...”

IV

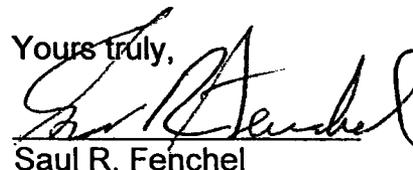
CONCLUSION

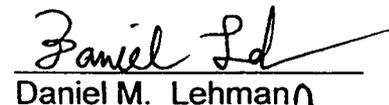
In summary, our objections to the TOD/Implementation Plan/Urban Renewal Plan are that it (i) effectively confiscates, destroys and takes my clients' properties and development potential without payment of any compensation in violation of the New York and United States Constitutions; (ii) discriminates in favor of the Designated Developer; (iii) constitutes an excessive dilution or abdication of the Town's sovereign zoning power; and (iv) has not fully reviewed the conditions and in particular the protracted construction period involved in the proposed development.

The TOD objectives, we believe, could equally be accomplished by the already existing property owners under the current J-6 zoning or by the Town providing incentives to the property owners, which could conceivably cost far less and be more practically achievable than the massive project envisioned by the TOD.

C12-7

Yours truly,


Saul R. Fenchel


Daniel M. Lehmann

SRF:rh

MENSCH/NORTH FORK EXPRESS

SCHEDULE OF PROPERTIES

1. 44 Railroad Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-3-34
2. 69 & 71 Railroad Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-2-35 & 36
3. Corner of Union Avenue and Garrity Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-2-32
4. 14 Railroad Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-3-33.1
5. 63 Railroad Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-3-39
6. 18 Garrity Avenue (Adjoining. Not in designated Hub area)
Lake Ronkonkoma, NY

NEWMAN

SCHEDULE OF PROPERTIES

1. 1 Hawkins Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-4-44

2. 15 Hawkins Avenue
Lake Ronkonkoma, NY
SCTM: 200-799-4-47.1

Diane Mottola
2381 Julia Goldbach
Ronkonkoma, NY 11779

Dear Council Member:

I would like to congratulate Tritec Developers for having interest in Ronkonkoma town and LIRR railroad station. I totally agree with with Economic Growth and wish to support! However I feel that smart Growth and planning are equally important. My community I reside in Ronkonkoma of Islip town.

We are a very active community that has approx 19,000 residents with 4 schools. Our community has a LIRR crossing at Ocean Ave/Lakeland that has approximately 33,000 cars a day! Our gate activity in peak hours causes major congestions currently. After reading the DGEIS the report fell short of evaluating the current conditions that do not incorporate the full scope of roads around the proposed HUB. We are also a corridor to the LIRR station and MacArthur Airport.

C13-1

The future of the Hub also includes the LIRR Double Track project which will include up to 17,000 commuters. Freight expansion is also going to increase radically. We hear that parking is being placed on the Islip side, which is approximately 1000 feet of your project.

C13-2

Also, you are asking Suffolk County to support your project to construct a sewer district, again on the Islip side.

C13-3

I included recent articles to remind the town of Brookhaven how this is a "Regional Project" and must be treated like such a project. Our demands to seek future protective agencies are not unreasonable. For me to even consider this project success, the infrastructure is not in any condition to support this.

C13-4

Major roadways around the hub for this size need to be re-evaluated to support this by constructing its own infrastructure without using the current situation to support this project.

- The Long Island Regional Planning Council voted unanimously Tuesday to name the 50-acre housing and retail development proposal known as the Ronkonkoma Hub a project of "regional significance," a designation sought by Brookhaven Town officials.

C13-5

The vote came after one member, Oyster Bay Town Supervisor John Venditto, said he wanted to be sure the council's action would not undermine "local determination."

Brookhaven Planning Commissioner Tullio Bertoli told the council that in the four years he's been involved in development of the Ronkonkoma Hub proposal; public outreach has been part of the process. He said there is "civic support for it, Suffolk County support [and] Town of Islip support," and that choosing a developer, Tritec, was part of the public process.

• On September 19, 2011, the Town of Brookhaven issued a Request for Qualifications (RFQ). The Civic president, George Schramm, is member of the Town's Ronkonkoma Hub Design Committee, which developed the RFQ, and will be evaluating the responses when they are received on October 28, 2011 and will make recommendations to the Town Board for selecting a Master Developer.

• The Town of Brookhaven has formed a partnership with the Town of Islip in support of their effort to seek federal, state, and local funding for the infrastructure improvements that will be necessary for the redevelopment.

• The Civic participated with the Towns of Brookhaven and Islip at the press conference held by Senator Charles Schumer at the Ronkonkoma train station on September 26. The Senator will be assisting the Towns in arranging the appropriate federal funding for the Hub development to help create jobs while improving the infrastructure. In reference to the proposed transit-oriented development around the station, the Senator stated, "We're now really thinking smart here on Long Island."

The New York Times has written an article about the Ronkonkoma Hub project, which can be read here: http://www.nytimes.com/2011/09/25/realestate/turning-a-blighted-area-in-central-suffolk-into-a-hub-in-the-region-long-island.html?_r=1&ref=realestate

The Civic has been a part of the process to redevelop the Ronkonkoma Hub from the beginning. In 2007, we started worked with the Town of Brookhaven to develop a planning study aimed at revitalizing the area. The Town has held several meetings with the community to discuss redevelopment plans and the result is the draft Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development District, which was accepted by the Town Board 2010.

C13-6

This work should have included traffic operations and mitigation, vehicular and pedestrian safety, environmental assessment, public involvement, regulatory agency coordination, and roadway and signal design to include the entire scope.

I personally followed this project since 2007. It was always understood there was a partnership between Brookhaven and Islip. This project went from 450 units and ballooned to 1,450 units. I understand the demands of housing, but cannot support the fact that residents will have 1.1 parking spaces and that children entering the Sachem schools will only be approximately 160 children. It's sad to say that this evolving project has not considered the surrounding communities, civic groups, police and fire departments. The only civic group that was considered was the Lake Ronkonkoma Civic Organization, not RCA-Islip and other local groups.

C13-7

I attended the recent Islip Public Forum, February 5 at town hall to address our concerns. I found out that there is no such thing as a Partnership between both towns. It's all visional and approved by the Town of Brookhaven. Again, this is a Regional Significant project, that even Mr. Charles Schumer has quoted.

I am personally asking the Town of Brookhaven to include the Town of Islip to commit to a partnership so that this project can be successful. By planning together the results would benefit both townships.

C13-8

The Ronkonkoma Hub Project at its current form is way too massive and should be downsized to conform to the community. I must oppose this proposal. There is a moral obligation towards the surrounding communities and the negative effects that will impact us. I feel very strong that this project is jeopardizing our health and safety to the current residents and the future occupants on this project.

C13-9

Thank you for your time and consideration and look forward to my suggestions being addressed. I would love to entertain the two townships to have a Public Forum together.

Please feel free to contact me!

Sincerely,
Diane Mottola

From: [Elkowitz, Theresa](#)
To: [Gennaro, Kim](#); [Pesner, Gail](#); [Lenihan, Patrick](#)
Subject: FW: TOD.pdf - Ronkonkoma HUB
Date: Tuesday, January 28, 2014 6:01:46 PM

FYI. Another e-mail comment.

Terri Elkowitz

Principal

631.234.3444 x3460

Direct: 631.787.3460

www.vhb.com

From: Peter Fontaine [mailto:pfontaine@BROOKHAVEN.ORG]
Sent: Tuesday, January 28, 2014 1:40 PM
To: Debra Hughey
Cc: Clifford Hymowitz; David Barnes; Elkowitz, Theresa
Subject: Fwd: TOD.pdf - Ronkonkoma HUB

Debbie,

By way of this email I am forwarding the below comments to Ms. Elkowitz. If you wouldn't mind adding this email to the Clerk's file it would be appreciated. Thank you and feel free to contact me if I can be of assistance.

Peter

Peter E. Fontaine
Sr. Environmental Analyst
Division of Environmental Protection
Town of Brookhaven
1 Independence Hill
Farmingville, NY 11738
631-451-6455

>>> David Barnes 01/28/2014 1:02 PM >>>

Pete

I got these internal comments - can you pass them on to Terri E to incorporate as appropriate

thanks

David

>>> Clifford Hymowitz 01/28/2014 12:58 PM >>>

I am not sure if my comments would even be considered, but here they are. This is the only portion of the documentation that I have reviewed. If there are others that address pedestrian access, SCT or just accessibility at all please let me know.

1. I saw a lot mentioned about pedestrian activity as a concept

- 2. The only concrete comments involved fixing of sidewalks  C14-2
- 3. I didn't see any reference to MacArthur Airport access by SCT  C14-3
- 4. No identification of need for increased or new service by SCT  C14-4
- 5. I didn't notice anything regarding the need for reverse commute  C14-5
- 6. I saw no reference at all to the keywords accessibility or disability  C14-6

These are just broad comments. If I missed something or if these are addressed somewhere else please let me know.



Town of Islip – Ronkonkoma Hub Public Forum

February 5th, 2014

Name: Alexander J Ho Phone Number: 912-526-1818

Home Address: 78 Wantagh Ave, East Islip, NY 11730

Email Address: ajho24@optonline.net

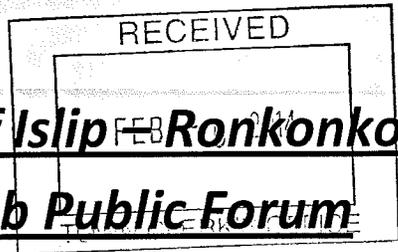
Questions/Comments about the Ronkonkoma Hub Project: _____

** Has the project looked at developing both ends
sides of the track fairly? It seems all Islip Town
will get from this development is increased traffic,
a bigger parking lot, a (possible) sewage treatment plant,
and not much else that benefits its residents.*

C15

RECEIVED
FEB - 5 2014
TOWN CLERK'S OFFICE

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.



Town of Islip Ronkonkoma
Hub Public Forum

February 5th, 2014

Name: Angel Mc Cube Phone Number: Cell 631 806 5721
Home Address: 100 Eastview Rd Ronkonkoma
Email Address: adollar@optonline.net

Questions/Comments about the Ronkonkoma Hub Project: _____

Because there will be so many apartments
I feel there will be such increased
traffic. Also the parking at the train is
already a nightmare there won't be enough
parking. They need to reduce the # of
units of residential units.

C16-1

With 1450 units you'll need at least 2000
parking spaces just for residents. Then add
in the office space + retail space. There is not
enough parking. If they reduced the # of unit
this would solve the problem.

C16-2

We need an impact study on Johnson + Ocean
as well as Lakeland + Smithtown Ave
and Pond + Railroad Ave.

C16-1

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.

If we made the Islip parking lot by permit
only (for Islip residents) they would not be able
to build so many units

C16-3



RECEIVED
FEB - 5 2014
Town of Islip - Ronkonkoma
Hub Public Forum
TOWN CLERK'S OFFICE

February 5th, 2014

Name: Christopher Locovare Phone Number: 631-647-8304

Home Address: 201 Garden Ct., Bay Shore, NY 11706

Email Address: Chris@harleyshirts.com

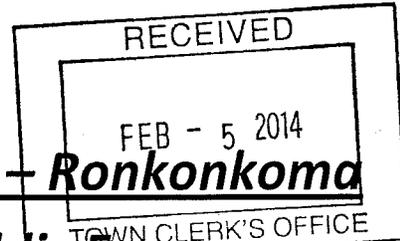
Questions/Comments about the Ronkonkoma Hub Project: _____

1. At what stage is this project?] C17-1
2. Has a critical design review been done?] C17-2
3. Who will manage the project?] C17-3
4. Who will manage (oversee) the contracts?] C17-4
5. Will any ~~of~~ of the work (contracts) be given to disadvantaged minority, women owned business?] C17-5
6. Will the Design firm be retained throughout the Project?] C17-6
7. Will the Design firm be responsible for Errors & omissions in the design?] C17-7
8. Where is the funding coming from?] C17-8
9. Will the FTA be involved?] C17-9
10. Will there be safety procedures; safety plan?] C17-10
11. Will there be Quality procedures; Quality plan?] C17-10

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.



Town of Islip - Ronkonkoma
Hub Public Forum



February 5th, 2014

Name: Jim Thompson Phone Number: 631 827 0011
Home Address: 20 Central Ave Miller Place NY 11764
Email Address: JMThompson03@OPTONLINE.NET

C18-1

Questions/Comments about the Ronkonkoma Hub Project: As a 57 yr.
resident of Suffolk county, I'm very
concerned about changing the suburban
face of my county. These "projects"
will forever alter life in Suffolk
as well as all of Long Island. There
is not a housing shortage here
but a crisis of economics which will
not be corrected by building large
unaffordable projects. Taxes and
over regulation must be a First
priority. Also the requirement of a
portion of the housing being put aside for
workforce housing which will be filled &
section 8 housing. This will cause a great

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.

financial burden of true tax payers of both
Islip & Brookhaven.



Town of Islip – Ronkonkoma

Hub Public Forum

February 5th, 2014

Name: JOE CANGELENI Phone Number: _____

Home Address: 271 HAVEN Ave Ronkonkoma, NY 11779

Email Address: JosephCangeleni @ Ibtmail -com

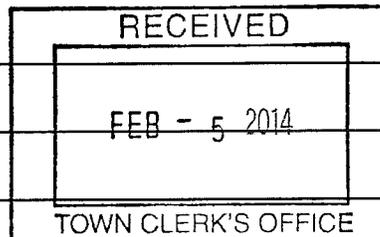
Questions/Comments about the Ronkonkoma Hub Project: _____

Are Federal funds involved at all?] C19-1

HUD? Section 8?] C19-2

Scale is way too large. Concept has not been proven a success yet.] C19-3

Market price and projected sale price is not affordable.] C19-4



Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.



Town of Islip – Ronkonkoma
Hub Public Forum

February 5th, 2014

Name: Milton Contos Phone Number: 631 921-0609

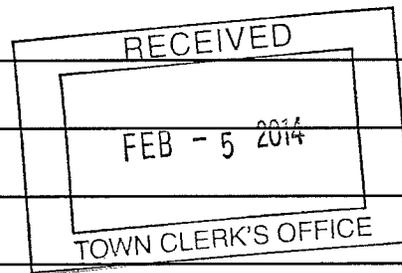
Home Address: 137 Keswick Dr. #1 11730

Email Address: _____

Questions/Comments about the Ronkonkoma Hub Project: _____

Need more affordable housing.

C20-1



Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.



Town of Islip – Ronkonkoma
Hub Public Forum

February 5th, 2014

Name: Roxana Hogan Phone Number: 631/5880933

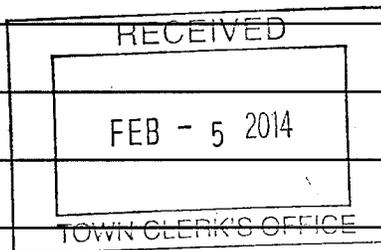
Home Address: 2050 Feuerreisen Ave

Email Address: peprymc@aol.com

Questions/Comments about the Ronkonkoma Hub Project: _____

I wanted to say I oppose the Ronkonkoma Hub
project. I want the project to stop

C21-1



Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.

RECEIVED
2014 FEB 7 AM 10 41
TOWN CLERK
TOWN OF BROOKHAVEN

Roxana Hogen
2050 Fenwick Ave
Ronkonkoma, NY 11779

Feb 5, 2014

Attention:
Town Clerk Patricia Eddington

I'm writing you concerning the Ronkonkoma Hub.
I think this is a fun title for a project that is
being controlled by Brookhaven and not Islip.
I'm totally against this project, I say NO
to the Ronkonkoma Hub. I reject this project.

I've been to Patchogue and I don't like it
at all. It reminds me of living in the city not Long
Island. You haven't considered the burden this
puts on the residents of Islip, taxes will go up
more to afford, police, schools, Road etc.

Sincerely,

Roxana Hogen

RECEIVED

FEB 10 2014

PLANNING DIVISION



Town of Islip – Ronkonkoma

Hub Public Forum

February 5th, 2014

Name: Steven Raccuglia Phone Number: 631-949-4966

Home Address: 475 Southport Street Ronkonkoma, 11778

Email Address: sracc5150@yahoo.com

Questions/Comments about the Ronkonkoma Hub Project: _____

Impact Study for Ocean Ave, Johnson Ave and Eastern Street?

C23-1

Homeland Security Study?

C23-2

Police and Fire Districts who will handle what Areas?

C23-3

Air Pollution, water pollution and sound pollution?

C23-4

If local pedestrian traffic is suppose to walk to this Hub will sidewalk be added on Johnson ave and Eastern Street?

C23-5

As per Hector Garcia (MTA) this RR crossing is the busiest in the (MTA) chain what can be done to ease local traffic in and around this area?

C23-6

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer, and planner involved with this project.

I'm sure you all know I am Diane Mottola, RCA Board Member, LIRR Double Track Committee Chair and a resident of Islip. I am here representing my neighbors and friends of Brookhaven and Islip sides. The people that are directly impacted by the entire Ronkonkoma Hub project.

I want to thank the Town of Islip and its board members for setting up this public forum and participating in the 30 day comment period and considering our comments for the Ronkonkoma Hub Project. I would also like also thank Mr. Cilmi for participating in the 30 day comment period addressing the traffic and congestion issues on Ocean Ave/Lakeland Ave.

I want to congratulate Tritec Developers for having interest in the Ronkonkoma Town and LIRR Station. I totally support Economic Growth and the needs of jobs&, housing. I feel that Smart Planning and public involvement are just as important. I wish to make the Town Of Brookhaven aware of what Ronkonkoma of Islip has inventory of presently. We are an active community with 19,000 residents. Our community has 4 schools and school bus routes. We have a commercial development and a corridor to the LIRR and Airport. Recently LIRR had conducted a traffic study on Ocean Ave/Lakeland Ave and estimated 33,000 cars per day. LIRR also currently runs 72 trains a day. Our traffic and congestion undeniably exists. With a very active railroad and gate activity our mobility is frustrating. **Our population of residential homes, schools, police, fire department and churches are to be considered and also comply with the agreement of this development.**

The lack of studies and the scope of this massive project should not be ignored!

This has been quoted:

“The Town of Brookhaven and Islip formed a partnership to support their efforts to seek Federal, State & local funding for the infrastructure improvements that will be necessary for the redevelopment.

Several enhancements should be considered for our community that would support the Ronkonkoma Hub Transit Project. The benefit of an expansion to this

capacity must be analyzed through Draft environmental Study to include a radius of both Towns.

Another Quote:

Senator Charles Schumer was at the Ronk Train Station on Sept 26, 2011 and said he was assisting the towns in arranging appropriate Federal Funding for the hub development to help create jobs while improving the infrastructure. In reference to the proposed transit-oriented development around the train station, the Senator stated "We're now really thinking smart here on Long Island".

I am asking for this project be balanced between two townships and make a commitment in addressing this important and massive project negative impacts to a community, if they can meet and exceed these requests, I would support such a project that will benefit all parties.



Town of Islip – Ronkonkoma Hub Public Forum

February 5th, 2014

Name: Theresa McNamee Phone Number: 471-0364

Home Address: 1994 Louis Kossuth Ave, Ronkonkoma NY

Email Address: Lucky1994@verizon.net

Questions/Comments about the Ronkonkoma Hub Project: _____

Families with School Age Children moving
into the Units (ex - Heatherwood Complex
on Peconic St)) having an influx into
Sachem School District. If this occurs,
Islip must prevent a redistrict to
Connetquot/Islip School.

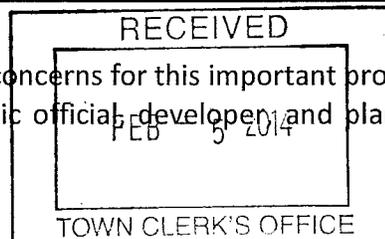
C24-1

Ronkonkoma 11779 is Islip
Lake Ronkonkoma 11779 is Brookhaven

If its called the Ronkonkoma Hub, why
has Islip been excluded?

C24-2

Thank you for taking the time to let us hear your hopes and concerns for this important project. We will ensure that your remarks are heard by every public official, developer and planner involved with this project.



February 10, 2014

Ms. Donna Lent
Town Clerk
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

RECEIVED
2014 FEB 11 AM 9 53
TOWN CLERK
TOWN OF BROOKHAVEN

Dear Ms. Lent:

As an Islip resident, I would like to express my concerns with the proposed development of the Ronkonkoma Hub. We stand to reap no benefit from the construction of this project but will bear the financial and logistical burden. We will incur a strain on our roads, our infrastructure, or public services and our schools.

While this project will be constructed entirely in Brookhaven on the north side of the Ronkonkoma LIRR station, its impact will have a direct impact on Islip taxpayers in the form of increased parking on the south side and travel to the HUB from Islip. Both add traffic to Islip roads which are maintained by the Town of Islip and paid for by Islip taxpayers. I recognize that traffic studies have been done, but have intersection within Islip been covered? Please review the Ocean Avenue route that accesses the HUB via Johnson Ave. The traffic at rush hour is horrible and would only discourage individuals to visit the HUB. Has the LIRR and Islip MacArthur been part of the planning process so as to provide the transportation hub that was originally planned for this site?

C24-3

With my Master's Degree in Operations Research and as a Professor of Statistics, I do not believe that the existing density studies are accurate with respect to the number of housing units. I understand that only 1600 parking spaces are being allocated for 1450 which accounts for ONLY 10% of the units having a 2nd car. We live on Long Island and this is not a reasonable estimate.

C24-4

I also understand that the rate for these units averages to about \$2500 per month with a smaller unit/studio going for \$1600 per month. This is NOT affordable housing for the young people of Long Island. I foresee that there will be sharing of units regardless of number of bedrooms. Maybe a young couple will move in and have children. With a child on the way, income over expenses decreases making it even more difficult to move into a home. In 5 years, that child will be school aged, but the numbers being projected are too low, approximately 200 for the entire complex. If only 1 out of 3 units have 1 school aged child, that is an influx 500 student added to Sachem district. Has a study been done on well-established complexes with respect to parking and number of school aged children? Heatherwood has many apartment complexes in the Ronkonkoma vicinity and an inquiry to the transportation department of the local school district will yield how many students are bussed out of their complex. Also a ratio of number of parking spots to number of units would be a better projection for this HUB project.

C24-5

C24-6

Low balling projections on this extremely dense housing project is not acceptable. I have searched online for accurate numbers, but had to gather my data from forums that I have attended, so I apologize if there are some inaccuracies.

I do not believe that the Brookhaven Town Board is considering accurate projections or the impact on this REGIONAL project. As a resident of Islip, I would like to request that the Islip Town Board and Islip residents have a say in the planning process before any final decisions are made. At the very least, you must consider a more REGIONAL impact that this project will have using accurate projections based upon historic data. The future of Ronkonkoma and the impact of this project on the resident who live in Islip must be considered before the Town of Brookhaven votes on this project within the next few months.

C24-7

Respectfully Submitted,



Theresa McNamee
1994 Louis Kossuth Ave.
Ronkonkoma, NY 11779



RONKONKOMA CIVIC ASSOCIATION – TOWN OF ISLIP
 PO Box 1203, RONKONKOMA, NY 11779
 www.ronkonkomacivicassociation.org

Dear Sirs and Madam,

The Ronkonkoma Civic Association has been reviewing the many reports and studies that have been put forth by the Town of Brookhaven regarding the Ronkonkoma Hub Project.

In our opinion, the Ronkonkoma Hub Project will have an adverse effect on the residents of the Hamlet of Ronkonkoma.

Due to the Form Based zoning being used by the Town of Brookhaven on this project, it will have a density that is much greater than using standard zoning. Under the guise of "Transit Oriented Development," the expectation by the Town and Developers is that there would be a reduction of traffic in the study area. This expectation is unfortunately misguided. To begin with, the study area does not include any roads outside of the Town of Brookhaven, and while this project is literally on the border of The Town of Islip, this aspect has not been taken into consideration.

C25-1

Also, as part of this project, much of the commuter parking that is currently in use on the Town of Brookhaven side, will become part of the development. This commuter parking is expected to transfer to the Islip side of the Ronkonkoma Train station, using land owned by Suffolk County adjacent to the existing commuter parking. Again, these studies have not included all the reduction of all the parking as per the Developers plans. Besides not providing enough commuter parking, the burden of additional traffic will be borne by the residents of the Hamlet of Ronkonkoma.

C25-2

These are just a few of the issues that we feel are aspects of a development that is too large, as well as being land locked by the Long Island Railroad tracks, the Ronkonkoma station and the Town of Islip.

C25-3

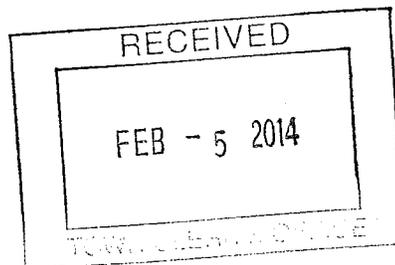
In response, we have been told the benefits to the Town of Islip and its residents will be a sewage treatment plant. However, we say no amount of sewage capacity will make up for the damage that this project will cause to the Hamlet of Ronkonkoma.

C25-4

For these reasons, the Ronkonkoma Civic Association cannot support the Ronkonkoma Hub Project in its current form, and ask for your help in addressing our concerns to the Town of Brookhaven.

C25-5

*Provided by
 Mario
 Mattera*



January 23, 2014

Ms Olga H. Murray
Town Clerk
Town of Islip
655 Main St
Islip, NY 11751

To the Members of the Islip Town Board:

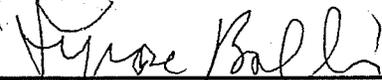
As an Islip Resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub. While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the burden.

I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. As a resident of Islip, I am urging you to please advocate for your constituents and ask that you contact Supervisor Ed Romaine and the Brookhaven town board to advocate on our behalf.

The future of Ronkonkoma and how it will affect the residents who live in Islip should be considered before the Town of Brookhaven votes on this project within the next few months.
Thank you for your assistance.

C26-1

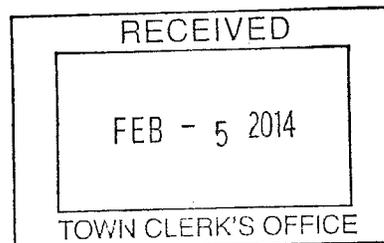
Sincerely,



Signature

Print Name
117 Hawthorne Ave Apt 382 Central Islip

Address
N.Y. 11722



January 23, 2014

Ms Olga H. Murray
Town Clerk
Town of Islip
655 Main St
Islip, NY 11751

To the Members of the Islip Town Board:

As an Islip Resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub. While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the burden.

I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. As a resident of Islip, I am urging you to please advocate for your constituents and ask that you contact Supervisor Ed Romaine and the Brookhaven town board to advocate on our behalf.

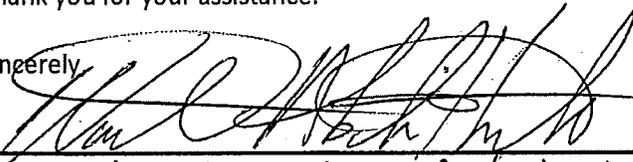
The future of Ronkonkoma and how it will affect the residents who live in Islip should be considered before the Town of Brookhaven votes on this project within the next few months.
Thank you for your assistance.

Sincerely,

Signature

Print Name

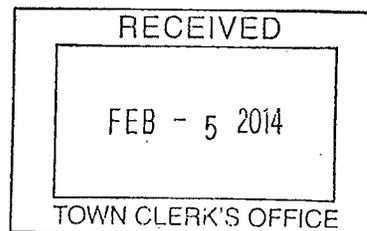
Address



Wael M. Abdelhalim

14 Garnet Dr. Brentwood, NY 11717

Address



January 23, 2014

Ms Olga H. Murray
Town Clerk
Town of Islip
655 Main St
Islip, NY 11751

To the Members of the Islip Town Board:

As an Islip Resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub. While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the burden.

I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. As a resident of Islip, I am urging you to please advocate for your constituents and ask that you contact Supervisor Ed Romaine and the Brookhaven town board to advocate on our behalf.

The future of Ronkonkoma and how it will affect the residents who live in Islip should be considered before the Town of Brookhaven votes on this project within the next few months.
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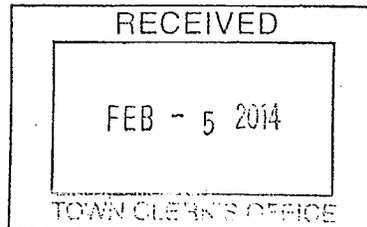
Sincerely,

Warren Wittmer

Signature
WARREN WITTMER

Print Name
665 TOWER HILLS MEDALE NY 11769

Address



February 5, 2014

Ms. Donna Lent
Town Clerk
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Dear Ms. Lent:

As an Islip resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub.

While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the financial and logistical burden. We are concerned about the strain on our roads, our schools, our infrastructure, and our public services.

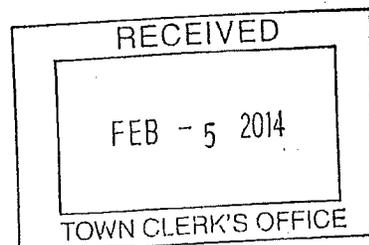
I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. As a resident of Islip, I would like to request that the Islip Town Board and Islip residents have a say in the planning process before any decisions are made.

The future of Ronkonkoma and the impact of this project on the residents who live in Islip should be considered before the Town of Brookhaven votes on this project within the next few months. Thank you for your consideration.

Sincerely,

Natalie Allegato
342 Hubbs Ave., Hauppauge 11788
348-6810

cc: Mr. Ed Romaine, Supervisor



January 23, 2014

Ms Olga H. Murray
Town Clerk
Town of Islip
655 Main St
Islip, NY 11751

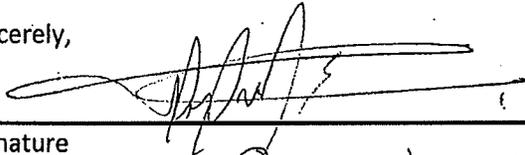
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I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. As a resident of Islip, I am urging you to please advocate for your constituents and ask that you contact Supervisor Ed Romaine and the Brookhaven town board to advocate on our behalf.

The future of Ronkonkoma and how it will affect the residents who live in Islip should be considered before the Town of Brookhaven votes on this project within the next few months.
Thank you for your assistance.

Sincerely,



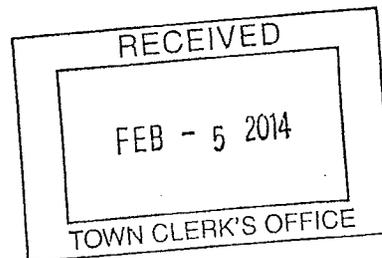
Signature

Omar Nsour

Print Name

1073 Bay Shore Ave Bay Shore NY 11706

Address



Peter Fountaine - Comments on the Ronkonkoma Hub TOD

From: Debra Hughey
To: Ronkonkoma Hub TOD
Date: 02/14/2014 4:07 PM
Subject: Comments on the Ronkonkoma Hub TOD

The following comments on the Ronkonkoma Hub TOD were forwarded to the Brookhaven Town Clerk's Office from the Islip Town Clerk's Office. Apparently, Ms. Murphy sent the comments to the Islip Town Board.

From: Jenna Murphy [jrmurph27@gmail.com]
Sent: Sunday, February 09, 2014 8:38 PM
To: townclerk; STEVE FLOTTERON; TRISH BERGIN; John Cochrane; Anthony Senft; supervisorsoffice
Subject: Say NO to the Ronkonkoma HUB

To the Members of the Islip Town Board:

As an Islip resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub. While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the burden.

I do not believe that Brookhaven is considering the concerns of the Islip residents. I am urging you to please advocate for your constituents with the members of the Brookhaven town board. Thank you for your assistance.

Sincerely,

Jenna Murphy

Islip Town Resident

Debbie Hughey
 Town Clerk's Office
 Town of Brookhaven
 One Independence Hill
 Farmingville, NY 11738
 (631) 451-7146
 dhughey@brookhaven.org

C27-1

TERESA BOGARDT

From: Olga Murray
Sent: Friday, February 07, 2014 11:36 AM
To: TERESA BOGARDT
Subject: FW: Statement to read for tonight. Not for release until tonight's public reading.

Please print and place with other written comments from 2/5/14.

Please forward to Rich

Thanks.

RECEIVED
TOWN OF ISLIP

FEB 07 2014

TOWN CLERK'S OFFICE

From: Inez Birbiglia
Sent: Friday, February 07, 2014 11:24 AM
To: Olga Murray
Subject: FW: Statement to read for tonight. Not for release until tonight's public reading.

Another Ronkonkoma HUB statement for the record

From: My Ronkonkoma [<mailto:MyRonkonkoma@optonline.net>]
Sent: Wednesday, February 05, 2014 11:14 AM
To: TRISH BERGIN; Melissa Montuori; supervisorsoffice; STEVE FLOTTERON; John Cochrane; Anthony Senft; 'Tom Cilmi'
Cc: 'Steve Raccuglia'; kmottola@verizon.net
Subject: Statement to read for tonight. Not for release until tonight's public reading.

Town of Islip - Community Forum
The Ronkonkoma Hub
February 5, 2014

Good evening. Our names are Larry Farrell, Diane Mottola and Steven Raccuglia and we are Islip residents from the greater Ronkonkoma community. We would like to first thank the Town Board for holding a forum on the Ronkonkoma Hub.

The Ronkonkoma Hub is a regionally significant development by all accounts. It has the potential based on its size and density to impact residents in Islip and Brookhaven.

We want to be very clear on this next point. We am neither opposed nor in support of the Ronkonkoma Hub. However, we are opposed to the failure on the part of the Town of Brookhaven to properly include Islip residents in the process and the failure of the Town of Brookhaven to properly analyze potential impacts to Islip residents.

Development on Long Island is littered with examples of how not to plan. IDAs shifting jobs from one town to another without any increase in the size of the economy, miles of commercial sprawl and recognized impacts to our ground and surface waters resulting from unsustainable density increases.

C28-1

The Ronkonkoma Hub provides a perfect opportunity to do things differently. It is a regionally significant application that demands a regional approach. Unfortunately, instead of recognizing the need to think regionally, Brookhaven has instead repeated the mistakes of the past and developed a plan which does not even consider impacts and land use considerations within the Town of Islip.

We are asking that Islip work with the Town to insure that whatever development is planned for the Ronkonkoma Hub is done the right way. That means that both towns must be involved in the planning process, that zoning and land use must also be considered in the Town of Islip. Half a plan, which is what we have now, makes no sense.

In addition to both towns being involved in the planning process it is essential that residents from both towns also be included in the process. The process in Brookhaven has been going on for several YEARS and this is the first time someone has asked Islip residents to participate in the process.

Finally, it is critical that any review process also properly analyze potential impacts from this massive proposal. This project involves a density of over 48 units to the acre at a time when our streets are already choked with traffic, when our air quality is already the worst in the state and at a time when impacts to our ground and surface waters are already well-documented. Development should improve our quality of life, not make it worse. The legacy we leave our children shouldn't be traffic, high taxes and beaches where the water is too polluted for swimming.

Please contact the Brookhaven Town Board. Ask them NOT to approve the Hub project until it has been expanded to include Islip residents. We are going to be impacted just like everyone in Brookhaven and we deserve to be included in the process just like Brookhaven residents. Please don't continue to repeat the mistakes of the past. We are your residents. Protect us.

C28-1
Cont'd.

Peter Fontaine - Fwd: Ronkonkoma Hub - Please include in Public Comment Period

From: Donna Lent
To: Karen Sullivan
Date: 02/07/2014 1:49 PM
Subject: Fwd: Ronkonkoma Hub - Please include in Public Comment Period

Donna Lent
Brookhaven Town Clerk

Town of Brookhaven
One Independence Hill
Farmingville, NY 11738
631 451-6944
fax 631 451-9264

>>> "Fred Coste" <fred@costeagency.com> 2/6/2014 12:58 PM >>>

Ronkonkoma Hub Project - *Please include my comments in your Public Comment Period*

Dear Supervisors Hofmeister and Romaine:

I was pleased to attend last night's presentation regarding the Ronkonkoma Hub Project. I think it was shortsighted and a somewhat arrogant posture on the part of the Town of Brookhaven, and the developer, Tritec, to not provide the residents the courtesy of attending and informing us of the actual plans for the project. That being said, I would like to offer the following comments.

I live at 1800 Lincoln Avenue, in Holbrook on property that has been in my family since 1933. My property adjoins L.I. MacArthur Airport, which was built 9 years after my grandparents built their home on Lincoln Avenue. The airport has always been a good neighbor.

During the past 62 years of my presence in Holbrook I have seen many changes. When the L. I. Expressway terminated here in 1969, we had tremendous growth in housing in both townships. With the new residents came new problems. Roads needed rebuilding to accommodate the heavier traffic flow. Patchogue Road in Holbrook (now known as Main Street) was a solid line of cars each afternoon from approximately 4 p.m. until 6 p.m., until the County of Suffolk stepped in and constructed County Road 19 – misnamed Patchogue – Holbrook Road by the NYS DOT who placed a dash, rather than a comma on the L.I.E. exits signs. CR-19 terminates in neither village. We used to have both a Patchogue Road and a Holbrook Road at that expressway exit. The name caught on with the newcomers.

With that same influx came resident organizations that were hell bent on closing our airport. The Town of Islip generously helped the newcomers in their cheaply constructed new homes by doing noise surveys and providing insulation, window and door upgrades to those in areas deemed "noisy."

I have no doubt that building new residential units to a height of 5 stories will bring a new batch of complaints to the Boards of both townships. If noise is not the issue, fears of aircraft falling out of the sky will be. It doesn't take much to find a crusader in the crowd.

As a resident of the area, I have but two concerns and two cautions with this project. I've already mentioned my concern with disgruntled homeowners suddenly discovering they had an airport nearby. The other concern is security for the airport. Any building over 2 stories will provide an unprecedented view of the airport and its operations. I am someone with an interest in this airport, I am concerned about the terrorist treat this presents for our area. Even equipment as simple as a rifle could bring down a passenger jet at this range.

C29-1

My cautions have to do with vehicular traffic and the quality of life for those who are already here. At last night's meeting there was much discussion regarding intersections around the southwest corner of the subject Hub property. I would like to add Easton Street, Railroad Avenue, Lincoln Avenue and the intersections of Knickerbocker Ave. at Railroad Avenue; Railroad Avenue at Lincoln Avenue; Coates Avenue at Railroad Avenue; and finally Railroad Avenue at Main Street. There are portions of Railroad Avenue that would be quite dangerous with even the slightest increase in traffic. I would be happy to point these out to the proper individuals at the appropriate time.

C29-2

In conclusion, there was much talk about "growth" and "opportunity" for our youth at last night's meeting. Unfortunately all of that discussion came from labor union members who may be the only true recipients of that "growth and opportunity." Our young are, in fact, leaving Long Island at unprecedented rates, as stated last evening. This project will not stem that tide. We have problems with the ways in which our school districts are run, often making up more than 65% of a residential tax bill and employing many administrators at higher salaries than those made by our own Governor and the U.S. Secretary of Defense, to name a few. In addition, we have a great deal of vacant retail space in our communities. Adding more may only temporarily shift the blighted areas around slightly.

C29-3

Should this project move forward, I would also request that the developer provide firefighting apparatus to the surrounding Fire Districts appropriate to the height of the proposed buildings, in much the same way elevators would be required. Not making this requirement would cause a change to the ISO Community Fire Rating. This will drive up the costs of all personal homeowner's policies and commercial fire rates in the surrounding communities. This is just one more hidden expense for the residents of both Townships.

C29-4

Thank you for taking the time to review my concerns.

Fred Coste, President
The Coste Agency, Inc.
1000 Main Street
Holbrook, NY 11741
(631) 588-2116
(631) 588-2147 fax
fred@costeagency.com

February 2, 2014

Mr. Dan Panico
Town Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms. Donna Lent

Dear Mr. Panico

For the record, I am opposed to the Ronkonkoma Hub as it stands right now.

The 1,450, five story units, in conjunction with over 600,000 square feet of retail and office space, in my opinion, is much too large for the area. This will increase traffic and congestion on our already crowded highways and local roads.

Just across the way from the Ronkonkoma Hub, there are several more apartment dwellings being proposed in the town of Islip. They are 350 apartment units in Holbrook, 600 apartments units in Great River and 9,000 apartment units in Brentwood, just to name a few. How can our towns even consider projects of this magnitude when we don't have the infrastructure to handle the increased traffic? Don't forget that most of these units will be able to accommodate two people, each with at least one car. We can barely get around now.

C30-1

Both Islip and Brookhaven towns need to come together and create a plan that will compliment the area and not overwhelm the system. High density leads to overcrowding in schools, more spending on social services, higher taxes, and reduced quality of life.

If "affordable housing" is the issue, then build affordable housing. Build two story garden apartments near existing downtown areas that are sustainable, affordable, and within reason.

C30-2

However, one very important component that is missing from this picture are the high paying jobs that will keep the younger people here. Jobs that will help pay the rent and other expenses. Another issue that seems to be ignored is how expensive it is to live on Long Island. Time and again, high taxes are being touted one of the biggest culprits that chasing people off the island.

If you build it, they will come, is not prudent when it comes to making your rental payments and all the other living expenses. Many of the good paying jobs are in the city. The attraction of this plan is that it's centrally located near the train station. But, during peak hours, that train commute will cost you \$9,100.00 annually. As it stands now, rents will run anywhere from \$1,300 for a studio all the way up to \$2,450 for a 2 bedroom. I'm sure those rents will rise by the time these dwellings are complete. This is just not feasible. In a real world, I don't think it can work.

C30-3

I would ask that you consider all the facts before approving this plan and consider something smaller and within reason. Thank you!

Sincerely,



Anthony Frontino
19 Alcolade Drive
Shirley, NY 11967

January 27, 2014

Mr. Kevin LaValle, Town Councilman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

Dear Mr. LaValle:

I am writing to you with regards to my concerns about the plans for the Ronkonkoma Hub. I feel that the town board is not considering all the facts when making a decision that will affect our town for years to come.

I understand that this project will consist of five story buildings, totaling 1,450 units, with an additional 195,000 square foot of retail, 360,000 square feet of office space and 60,000 feet of flex space. I am not opposed to revitalizing the area, but I am opposed to a project of this magnitude. High density leads to overcrowding of our schools, higher taxes and a lower quality of life.

Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely, *Judy Landsberg*

Judy Landsberg 26 Van Buren Ave Centereach N.Y. 11720

C31-1

January 27, 2014

Mr. Kevin LaValle, Town Councilman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

Dear Mr. LaValle:

I am writing to you with regards to my concerns about the plans for the Ronkonkoma Hub. I feel that the town board is not considering all the facts when making a decision that will affect our town for years to come.

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Therefore, I would appreciate it if you would vote No on ~~this~~ project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,


Richard J. Herbison Sr
35 Justice La Seldre, NY

January 27, 2014

Mr. Kevin LaValle, Town Councilman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

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Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,



GARY F HARTMAN 146 TREE RD CENTEREACH NY 11720

January 27, 2014

Mr. Kevin LaValle, Town Councilman
One Independence Hill
Farmingville, NY 11738

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Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely, 
Karen Hartman

146 Tree Road
Centereach, NY 11720

January 27, 2014

Mr. Kevin LaValle, Town Councilman
One Independence Hill
Farmingville, NY 11738

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Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,

Kenneth Holm
Kenneth Holm } 1 Saddle Lane
Centereach, N.Y. 11720

January 27, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

Dear Ms. Cartwright:

I am writing to you with regards to my concerns about the plans for the Ronkonkoma Hub. I feel that the town board is not considering all the facts when making a decision that will affect our town for years to come.

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Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,



THERESA BENDL 2188 NESCONSET HWY STONY BROOK NY 11790

January 27, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

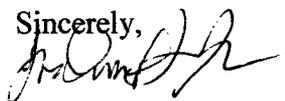
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Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,



Graham A. Keuby, 21 Cedar Lane, Setauket, NY 11733

January 27, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

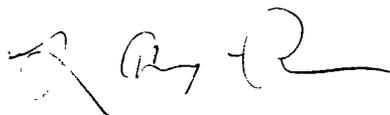
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Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,



C150 - Conway - Pius
130 02-D field rd
E. SE table + 24
11+33

January 27, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

Dear Ms. Cartwright:

I am writing to you with regards to my concerns about the plans for the Ronkonkoma Hub. I feel that the town board is not considering all the facts when making a decision that will affect our town for years to come.

I understand that this project will consist of five story buildings, totaling 1,450 units, with an additional 195,000 square foot of retail, 360,000 square feet of office space and 60,000 feet of flex space. I am not opposed to revitalizing the area, but I am opposed to a project of this magnitude. High density leads to overcrowding of our schools, higher taxes and a lower quality of life.

Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you!

Sincerely,

Donald Pius II

Donald Pius II
130 ORD field rd
S. Setauket NY
11733

January 27, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

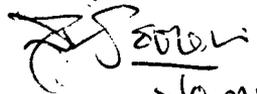
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Sincerely,


James Suviero 24 Gavioli South, E. Setauket, N.Y. 11733

January 27, 2014

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One Independence Hill
Farmingville, NY 11738

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Sincerely,

Deborah Goetz
Deborah Goetz, 9 Buckingham Mdw Rd, E. Setauket, NY 11733

January 27, 2014

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One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

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Sincerely,

 Donald Pius
130 0th Field Rd
E. SE Farmville NY
11733

January 30, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

Dear Ms. Cartwright:

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Sincerely,

 Corynn Moseley
100-9 S. Jersey Ave, E. Setauket, NY 11733

January 30, 2014

Ms. Valerie Cartwright, Town Councilwoman
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

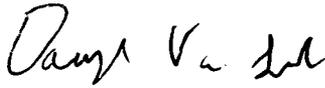
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DARRYL VANSACK
24 KZIN LA.
E. SETAKET

January 30, 2014

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One Independence Hill
Farmingville, NY 11738

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 Corynn Moseley
100-9 S. Jersey Ave, E. Setauket, NY 11733

January 22, 2014

Ms. Jane Bonner, Councilwoman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

Dear Ms. Bonner:

After doing some research regarding the Ronkonkoma Hub Plan, I feel that it's not the best concept for the Town of Brookhaven. I am concerned about the effect it will have on our quality of life. Has the Town Board taken a consensus of their voting public to see how they feel about this plan? I believe if they did, they would discover that more would be against it, than for it.

The board should be considering several issues before making a decision and giving the go ahead for these projects. I am not opposed to revitalization, if it's done in a smart and practical manner. This plan should be given more time and research before the board actually votes on it.

Therefore, at this time, I am asking that you consider the interests of your constituents and vote No for the Ronkonkoma Hub plan. Thank you for your time.

Sincerely,


Joyce A. Carrera

555 Route 25A
Miller Place, N.Y. 11764

C31-1

January 22, 2014

Ms. Jane Bonner, Councilwoman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Donna Lent, Town Clerk

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Sincerely,

Lorraine Carini
Lorraine Carini
5 Cornus Rd.
Rocky Point 11778

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

C33-1

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Though this plan may not seem excessive to you, it is to me. I represent one of the 400 employees at North Fork Express Bus Company that would be affected, displaced or perhaps worse, out of a job, if this plan is approved as it stands right now.

It doesn't make sense for the government to use eminent domain to eliminate homes and businesses in order to create "construction jobs", when in fact: they may be eliminating or destroying existing jobs.

I am not opposed to revitalization for the area, but I am opposed to urbanization of our way of life. People choose to live where they feel most comfortable. Most of my fellow employees choose to live on Long Island because they don't see high rise apartment units popping up here and there. I enjoy getting into my car and driving to the store, to the park, to the beach and to go visit my friends and family.

You should be representing the people, and not the multi-million dollar developers and labor unions. I feel our voices were not heard at the special meeting that Supervisor Romaine organized on January 9 at the Town of Brookhaven. Before the meeting began, the large meeting room was filled to capacity with tradesmen.

There were many people who are against this plan, who wished to speak and make comments, but weren't permitted to enter the building. They were turned away, they were not heard.

Therefore, please accept this letter as my statement to the board, "I oppose the Ronkonkoma Hub for multiple reasons and I am asking you to vote **NO** for this proposal."

Thank you for your time.

Sincerely,



Signature

SHAWN ABAVO

Printed Name

56 CASTLE LAKE HOLTSVILLE NY 11742

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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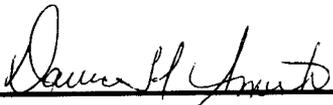
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Thank you for your time.

Sincerely,



Signature

Dawn T. Amato

Printed Name

86 Wagon Lane So. Centereach NY 11720-2530

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature


Printed Name
33 Flitlock Dr Shirley N.Y. 11967

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

Cynthia Apse

Printed Name

Brookhaven Town

Address

14 Hawkins Ave, Ronkonkoma, NY 11779

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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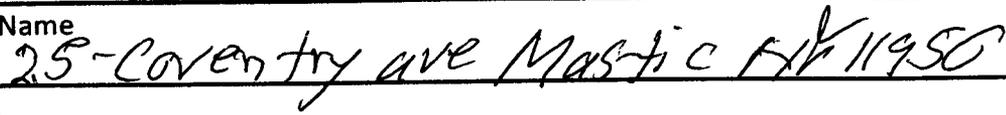
Sincerely,



Signature



Printed Name



Address

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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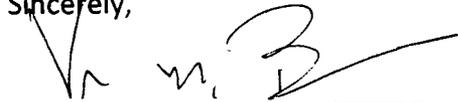
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Thank you for your time.

Sincerely,



Signature

Verg M. Backhaus

Printed Name

11 Fisk Rd. Holtsville, NY 11742

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

JOSEPH BASSO

Printed Name

480 BIRCH HOLLOW DR SHIRLEY NY 11967

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

ISABEL BAUST

Printed Name

7 MARY ELLEN CT. C. MORKHES, N.Y. 11954

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Sincerely,



Signature

FELIX BENCOSME

Printed Name

2 EXPRESSWAY DR. 50 HOLBROOK NY 11741

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,



Signature

Craig T Bohleber

Printed Name

110 W Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,



Signature

Kristen Bongiovanni

Printed Name

110 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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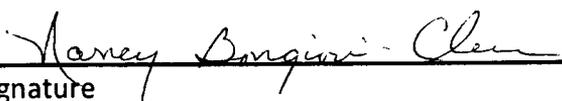
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Thank you for your time.

Sincerely,



Signature

Nancy Bongiovi-Clemas

Printed Name

C/O 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Rita Brennan

Printed Name

271 SMITH Rd Shirley NY 11967

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,

Christine Brown

Signature

Christine Brown

Printed Name

119 Panamocha Trail Bridge NY 11961

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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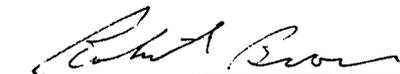
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Thank you for your time.

Sincerely,



Signature

ROBERT BROWN

Printed Name

877 SPRING LAKE DR. N.

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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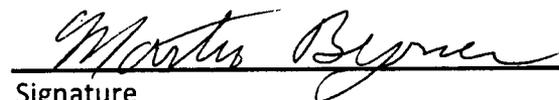
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Sincerely,



Signature

MARTIN BYRNE

Printed Name

C/O 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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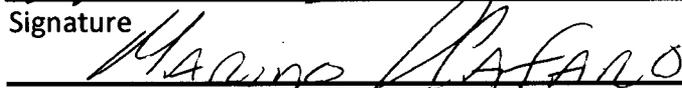
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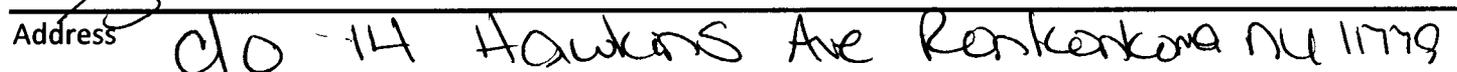
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Printed Name



Address



January 23, 2014

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Signature



Printed Name



Address

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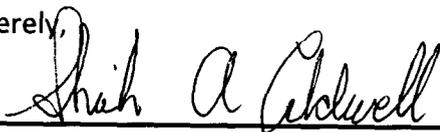
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Sincerely,



Signature

SHEILA A CALDWELL

Printed Name

Address

10114 Hawkins Ave Ronkonkoma NY 11779

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

JoAnne Campo

Printed Name

138 Maple St. Medford 11763

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

CAROLYN-C. CANTU

Printed Name

72 HESTON Rd Shirley Ny 11967

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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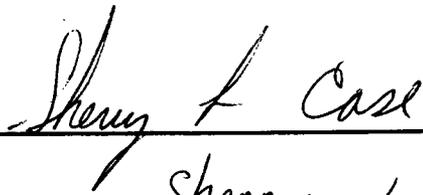
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Sincerely,



Signature

Sherry L. Case

Printed Name

110 W Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Carlos Cebalero

Printed Name

15 country in lake grove ny 11755

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

JOEL CEDENO

Printed Name

174 MASTIC BLVD SHIRLEY NY 11967

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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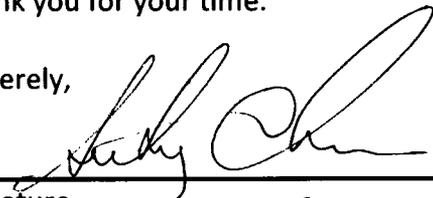
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Sincerely,



Signature

ANTHONY CERNIS

Printed Name

55 FLORADORA DR, MASTIC NY 11758

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
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One Independence Hill
Farmingville, NY 11738

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Therefore, please accept this letter as my statement to the board, "I oppose the Ronkonkoma Hub for multiple reasons and I am asking you to vote **NO** for this proposal."

Thank you for your time.

Sincerely,



Signature

5 Lee place Massic NY 11950

Printed Name

Mitchell Chinea

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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Thank you for your time.

Sincerely,



Signature

Richard G Cuneo

Printed Name

24 Tawopan St Mastic Ny 11950

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

Theresa Claudio

Printed Name

176 Burney Blvd Mastic NY 11950

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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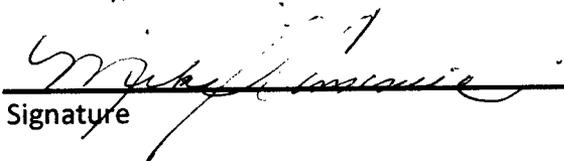
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Sincerely,


Signature

Printed Name

110 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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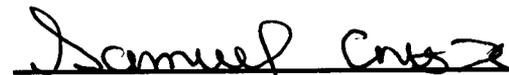
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Sincerely,



Signature



Printed Name



Address

January 23, 2014

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One Independence Hill
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Thank you for your time.

Sincerely,



Signature

MARY CRAWFORD

Printed Name

183 ELDER DR MASTIC BEACH NY 11951

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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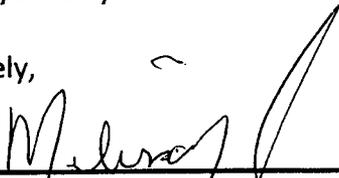
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Thank you for your time.

Sincerely,



Signature

Melissa Cunningham

Printed Name

Address

4 Coverts dr. Manorville, ny 11949

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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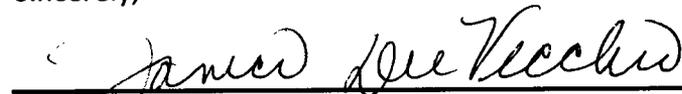
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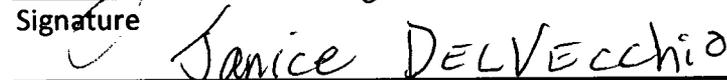
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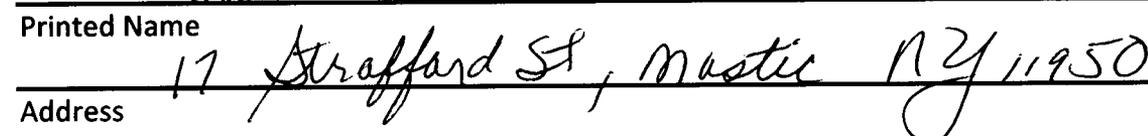
Sincerely,



Signature



Printed Name



Address

January 23, 2014

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Sincerely,



Signature

John Dennis Rogers

Printed Name

114 Hawks Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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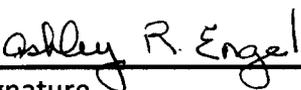
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Sincerely,



Signature

Ashley R. Engel

Printed Name

110 IH Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Theresa R Engel

Printed Name

1014 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Donna Erickson

Printed Name

PO Box 298 E Moriches NY 11948

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,

Rose Flood

Signature

ROSE FLOOD

Printed Name

140 HC Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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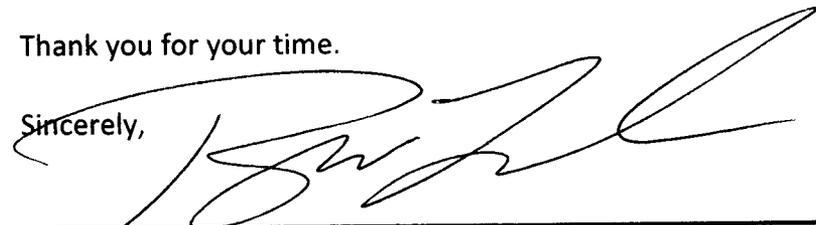
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Thank you for your time.

Sincerely,



Signature

Roy Frank

Printed Name

7 Senix Ave Center Moriches NY 11934

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,



Signature

Printed Name

Stanley Friedman

Address

110 114 Hawkins Ave Ronkonkoma NY 11779

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,

Deborah Friscia

Signature

Deborah Friscia

Printed Name

51 SYCAMORE ST, Patchogue

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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Therefore, please accept this letter as my statement to the board, "I oppose the Ronkonkoma Hub for multiple reasons and I am asking you to vote **NO** for this proposal."

Thank you for your time.

Sincerely,



Signature

EDWARD GOLOBACH

Printed Name

10 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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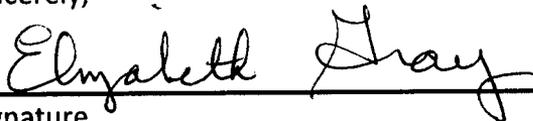
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Thank you for your time.

Sincerely,



Signature

Elizabeth Gray

Printed Name

10 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Sincerely,



Signature

Nicole Greenberg

Printed Name

10 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

THOMAS CREMPEL

Printed Name

25 TARPON RD Rocky Point N.Y. 11778

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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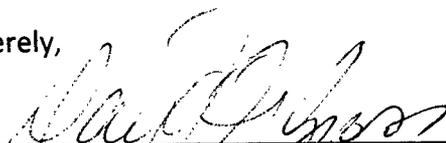
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Sincerely,



Signature *David M. Gross*

Printed Name
38 Woodcut Lane Westville Beach

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Robin Hanson

Printed Name

265 Floyd Rd Shirley NY 11967

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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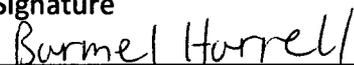
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Signature



Printed Name



Address

January 23, 2014

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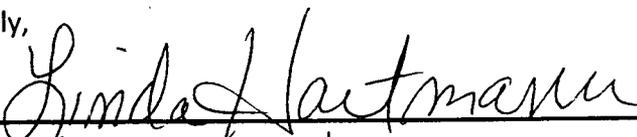
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Thank you for your time.

Sincerely,



Signature

LINDA HARTMANN

Printed Name

110 W Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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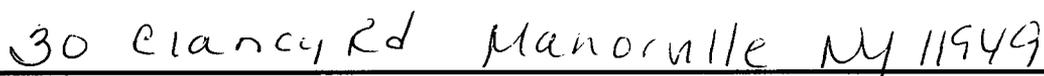
Sincerely,



Signature



Printed Name



Address

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Farmingville, NY 11738

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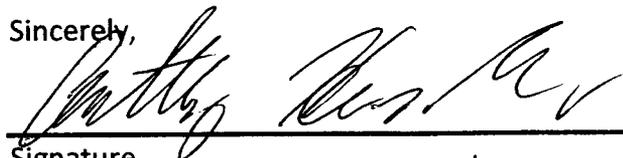
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Thank you for your time.

Sincerely,



Signature

ANTHONY HERNANDEZ

Printed Name

888 MONTAUK HWY APT# 7 E. PATCHOGUE, NY 11772

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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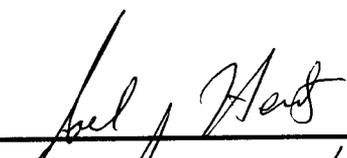
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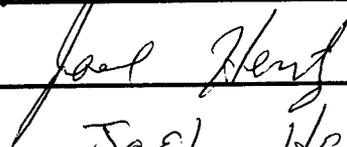
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Thank you for your time.

Sincerely,



Signature



Printed Name

JOEL HERTZ

Address
80 Middleton Rd Bohemia
NY 11716

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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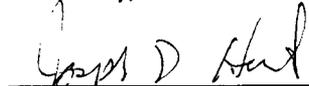
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Sincerely,



Signature

Joseph Henitz

Printed Name

14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Sincerely,



Signature June Hofer

Printed Name 79 Alcolade Dr. E. Shirley

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

Patricia Horn

Printed Name

110 W Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,



Signature

ERIC JACKSON

Printed Name

69 WOOD AVE MASTIC NY 11950

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

LINDA JOHNSON

Printed Name

24 BALSAM DR MERTON NY 11763

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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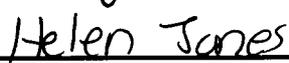
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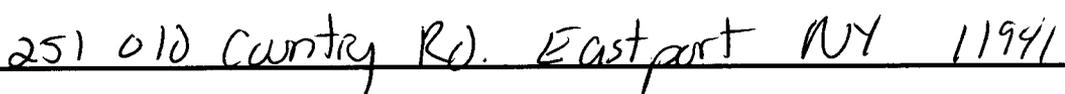
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Signature


Printed Name


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Sincerely,



Signature

Lisam Laise

Printed Name

Brookhaven Town

Address
c/o 14 Hawkins Ave Ronkonkoma NY 11779

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Signature

ATHANASIOS KARAMEERIS

Printed Name

15 WILLIAMS BLVD APT 1G LAKE GROVE N.Y. 11755

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,

Anthony Kateridge

Signature



Printed Name

31 Scout Trail

Address

Ridge NY 11961

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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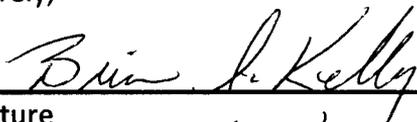
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Sincerely,



Signature

BRIAN A. KELLY

Printed Name

75 CEDARMURST AVE., SELDEN, N.Y. 11784

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Sincerely,



Signature

Christine Kendrick

Printed Name

Po Box 1576 Jamesport NY 11947

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,

Coleen Kelly

Signature

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Printed Name

1014 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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One Independence Hill
Farmingville, NY 11738

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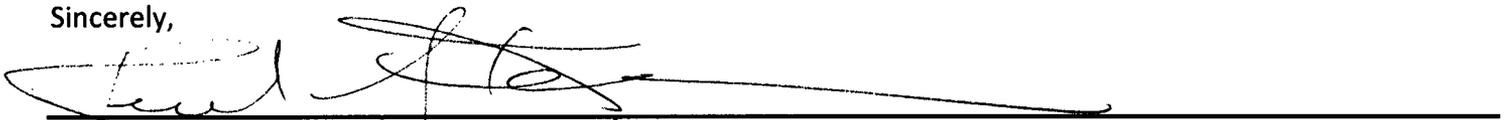
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Sincerely,



Signature

Richard G. Kiernan

Printed Name

36 Huntington Rd Sand Beach, NY 11789

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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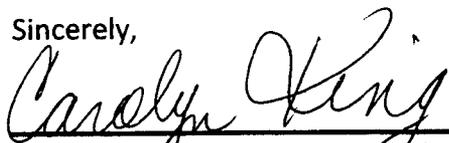
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Sincerely,



Signature

Carolyn King

Printed Name

47 Seymour Dr Shirley ny 11967

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Signature

William V Krauss

Printed Name

110 HC Hawkins Ave Ronkonkoma NY 11779

Address

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Sincerely,



Signature

Mike Kurshais

Printed Name

93 Lakewood Ave.

Address

January 23, 2014

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One Independence Hill
Farmingville, NY 11738

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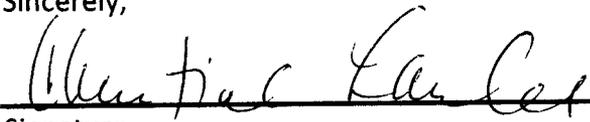
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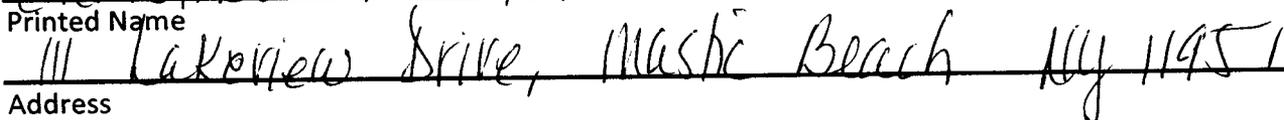
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Signature



Printed Name



Address

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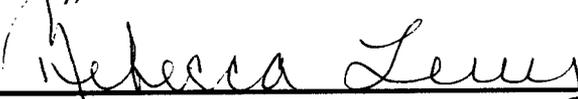
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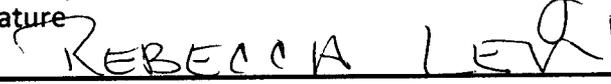
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Sincerely,



Signature


Printed Name
41 Bogota Rd Massie BCH NY 11951

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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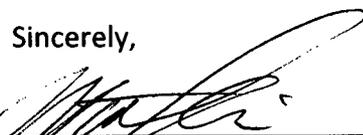
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Thank you for your time.

Sincerely,



Signature

Matthew Lukin

Printed Name

630 Bayview Ave Bellport NY 11713

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Therefore, please accept this letter as my statement to the board, "I oppose the Ronkonkoma Hub for multiple reasons and I am asking you to vote **NO** for this proposal."

Thank you for your time.

Sincerely,



Signature

Esther Lupski

Printed Name

71 Over Look dr mastic ny 11950

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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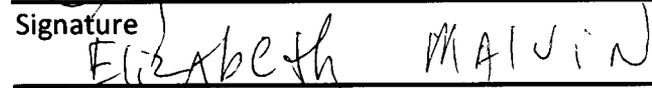
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Signature



Printed Name



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January 23, 2014

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One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,

Carol Marchese

Signature

CAROL MARCHESE

Printed Name

32 ATLANTIC AVE, EAST MORICHES, NY 11940

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,



Signature
Jodi Massey

Printed Name
20 Railroad Ave., Eastport

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Sincerely,



Signature

AL MASUCK

Printed Name

74 Apple Dr, Shirley, N.Y

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

MARGARET McCulloch

Printed Name

121 Mastic Road Mastic NY 11750

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,



Signature



Printed Name

55 weeks st, Blue Point, N.Y. 11715

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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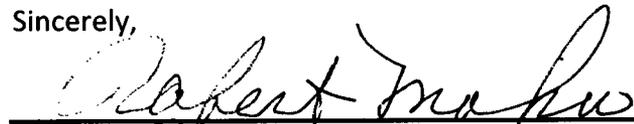
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Thank you for your time.

Sincerely,



Signature

Robert Mohr

Printed Name

68 PENNWOOD DR MASTIC BEACH NY 11951

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Margarita Montalvo

Printed Name

157 Bounslow Rd Shirley N.Y. 11967

Address

January 23, 2014

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One Independence Hill
Farmingville, NY 11738

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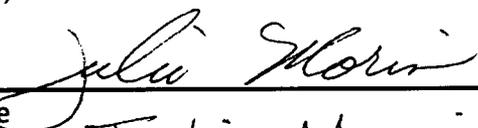
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Signature

Printed Name

Julia MORIN

76 GRAVE DRIVE, MASTIC, NY 11950

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Signature



Printed Name

95 WASHINGTON AVE EASTIC

Address

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Sincerely,



Signature

Printed Name

Address

WILLIAM MURRAY

110 W Hawkins Ave Ronkonkoma NY 11779

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,

Signature

J A NITELLO
[Handwritten Signature]

Printed Name

C/O 14 Hawkins Ave Ronkonkoma NY 11779
Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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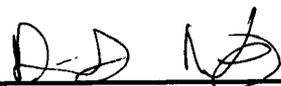
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Sincerely,



Signature

David Noto

Printed Name

28 Woodburn St Patchogue NY 11722

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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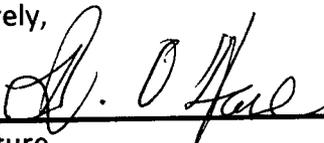
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Sincerely,



Signature

Josephine O'Hare

Printed Name

10 HESTON RD SHIRLEY, NY 11967

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,

Signature

Printed Name

Address



Raymond O'Hare

10 HESTON RD. SHIRT CREEK NY 11967

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,

Robert O'ter

Signature

ROBERT OTER

Printed Name

10 W Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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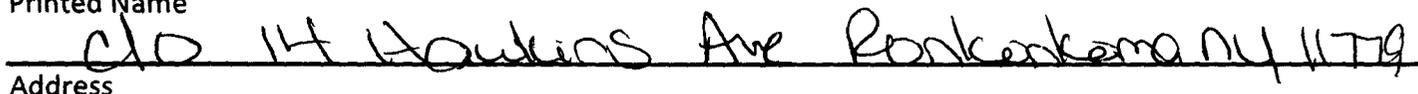
Sincerely,



Signature



Printed Name



Address

January 23, 2014

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Sincerely,



Signature

Dorothy Papanatto

Printed Name

110 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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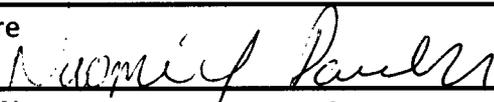
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Sincerely,

Signature



Printed Name

Naomi Parker

Address

145 Bellport Ave Bellport NY, 11713

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,

Arlene Pastore

Signature

ARLENE PASTORE

Printed Name

1 Linden Place Mastic Beach N.Y 11951

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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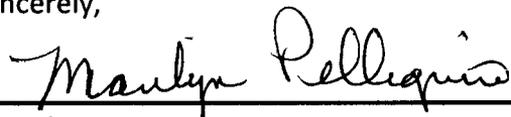
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Sincerely,



Signature

Maelyn Pellegriino

Printed Name

110 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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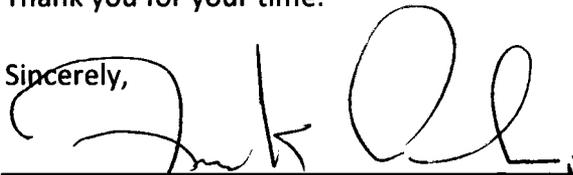
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Sincerely,



Signature

FRANK PELUSO

Printed Name

110 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Farmingville, NY 11738

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Sincerely,

Fany Petrov

Signature

FANY Petrov

Printed Name

28 W. Woodside Ave Patchogue NY 11772

Address

January 23, 2014

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Farmingville, NY 11738

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Signature

MARY F POWERS

Printed Name



Address

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Signature

Lou Ann RADIGAN

Printed Name

139 Chichester Ave Center Moriches NY 11934

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
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One Independence Hill
Farmingville, NY 11738

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Signature



Printed Name



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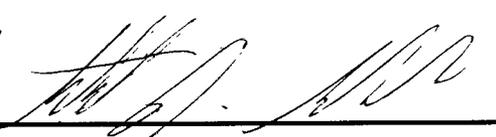
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Sincerely,



Signature

ROBERT REYNOLDS

Printed Name

110 W Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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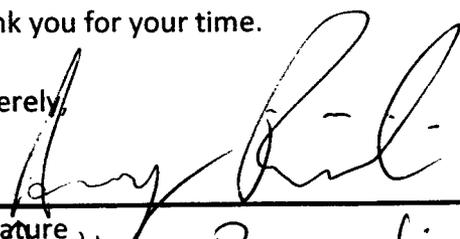
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Sincerely,



Signature

Anthony Biccardi

Printed Name

304 Monte Drive Mastic Beach N.Y. 11951

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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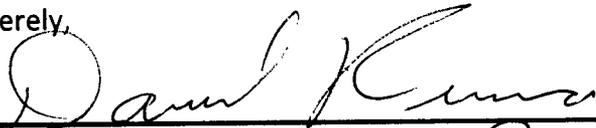
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Sincerely,



Signature

Daniel Rivera

Printed Name

1707 Phillips DR medford NY

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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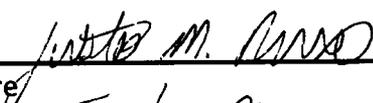
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Sincerely,


Signature

Justo Rivera
Printed Name
496 Boxwood Dr., Shirley, NY 11967
Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Therefore, please accept this letter as my statement to the board, "I oppose the Ronkonkoma Hub for multiple reasons and I am asking you to vote **NO** for this proposal."

Thank you for your time.

Sincerely,

Juliana Salcedo

Signature

Juliana Salcedo

Printed Name

P.O. Box 693 Patchogue NY 11772

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

Dear Mr. Mazzei,

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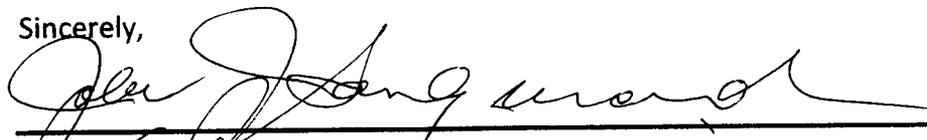
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Sincerely,



Signature

John J. SARRIRARDI

Printed Name

452 Helewe Ave

Address

Shirley ny. 11967

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

Laurie Schweig

Printed Name

156 Laurelton Ave Mastic Beach NY 11951

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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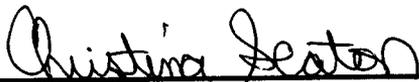
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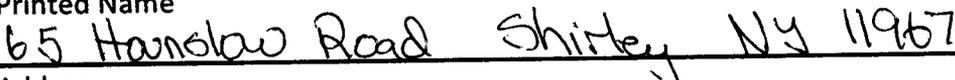
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Signature



Printed Name



Address

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Sincerely,



Signature

Printed Name

Katherine Seekan

Address

110 114 Hawkins Ave Ronkonkoma NY 11779

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

Esther Solomon

Printed Name

115 West Yaphank Rd., Coram NY 11727

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

R.T. Sanneborn

Printed Name

169 LOCUST DR MASTIC BEACH, NY 11957

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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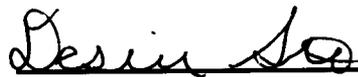
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Sincerely,



Signature



Printed Name



Address

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Sincerely,



Signature

Francis Stawski

Printed Name

88 Locust Dr. Rocky Point, 11778

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Thank you for your time.

Sincerely,



Signature

ELIZABETH TAGGART

Printed Name

5 SALTMEADOW CT. WADING RIVER, N.Y. 11792

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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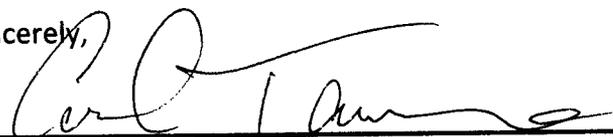
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Sincerely,



Signature

CARL TASSITANO

Printed Name

122 PAULA Blvd Selba NY 11784

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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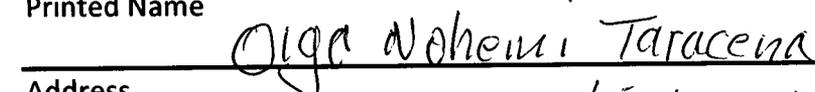
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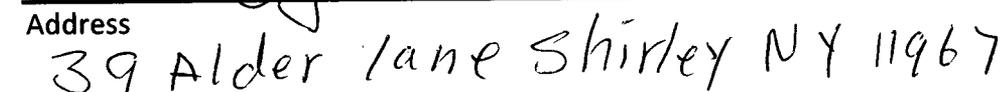
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Printed Name



Address



January 23, 2014

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One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

William Tooley

Printed Name

2909 Haeftler Ave Medford NY 11763

Address

January 23, 2014

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Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

Georgette Murphy

Printed Name

14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Attention: Ms Donna Lent, Town Clerk

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Thank you for your time.

Sincerely,

Lydia Valenti

Signature

Lydia Valenti

Printed Name

Address

114 Hawkins Ave Ronkonkoma NY 11779

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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Sincerely,



Signature

William J. Valentine

Printed Name

110 14 Hawkins Ave Ronkonkoma NY 11779

Address

January 23, 2014

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One Independence Hill
Farmingville, NY 11738

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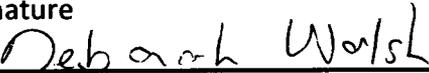
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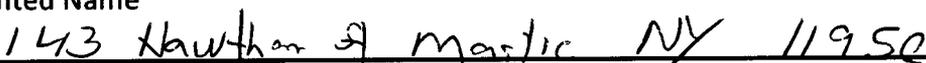
Sincerely,



Signature



Printed Name



Address

January 23, 2014

Mr. Tim Mazzei, Councilman
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

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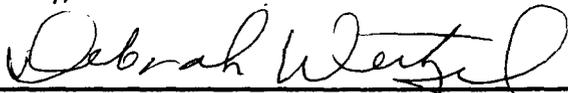
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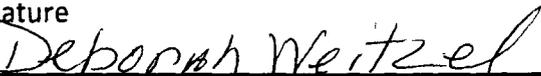
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Sincerely,



Signature



Printed Name

1410 14 Hawkins Ave Ronkonkoma NY 11779

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Farmingville, NY 11738

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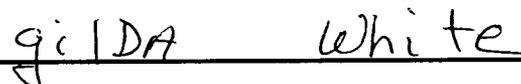
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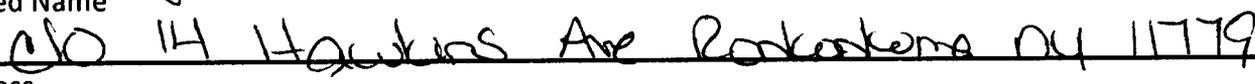
Sincerely,



Signature



Printed Name



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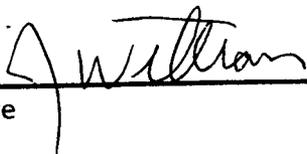
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Signature

Printed Name

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Sincerely,



Signature

David L Woodson Jr

Printed Name

123 Pointe Circle South Coram NY 11727

Address

January 23, 2014

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One Independence Hill
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Signature

HARRY YASSO

Printed Name

76- WALDEN CT. E. MORICHES, N.Y. 11940

Address

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Printed Name



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John Zafesto

Printed Name

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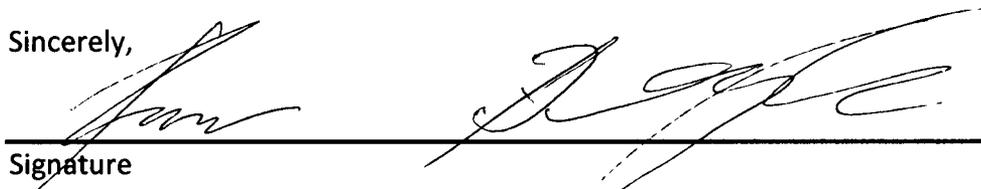
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Signature

Printed Name

Address
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Donna Lent - My Statement to Brookhaven Town board regarding the Ronkonkoma Hub project

From: JudyPepNY <judypepny@gmail.com>
To: Ed Romaine <supervisors_Office@brookhaven.org>, Jane Bonner <councilwoma...>
Date: 1/9/2014 3:58 PM
Subject: My Statement to Brookhaven Town board regarding the Ronkonkoma Hub project

First of all Happy New year to all and congrats to our newly and re elected members of the Brookhaven Town Board.

I intend to be at tonight's meeting, but not sure if I will be able to get up and speak. I am presenting the following to you as my statement against the Ron Hub project (**as planned**). Myself and others are looking forward to working with any and all of you on this issue, not as an agitator, but as a resident looking to work with you for the betterment of the entire community. Feel free to email and/or call me on my cell.

Judy

I like many here have done our homework and learned a lot about this and other developments around LI. This area does need to revitalization, but to over develop being planned is at the cost of the surrounding residents and community services. I am only addressing three of top in favor issues to build of this (and similar) projects.

Argument One. We need apartments on LI. Yes there is a need for apartments, then build apartment complexes, not these multi-story complexes that will overshadow the community.

How about building apartments that are 2 maximum 3 stories high that align with the community?

How about building garden like complexes instead of mini cities?

How about the towns changing the zoning for OWNER OCCUPIED homes to allow for studio or one bedroom apartments? Make it easier to LEGALLY do these units.

How about a test pilot program for owners over the age of 60 or homeowners who do not have children in district? Yes, think out of the box, but do not destroy the fabric of the community to do so.

C34-1

Argument Two. These units will be affordable to young people and empty-nesters. Really? How many young people or Seniors making over 50K that will be able to barely afford to live here?

In 2012, the per capital income of Suffolk Residents was 37K. Those are our young adults who have a good job. On average many have hourly waged positions, which means they make under 20K. Do the math and you will see how their income vs

C34-2

the cost of living (rent, utilities food, insurance, etc). They will not be able to afford these units without splitting/sharing expenses with one or more people per unit.

C34-2
Cont'd.

Argument Three: We need jobs on LI. The proposed businesses that will be opening in the area bring in hourly waged positions. We NEED jobs, but NEED better paying jobs than minimum wage jobs for ALL of LI. What we DO need is office like/industrial businesses to reinvest in LI.

There are ways to develop or redevelop Long Island AND maintain the beauty and life style of our family communities. This complex lends itself to the URBANIZE our communities. This and all other developments being put forth here on LI do have an agenda--their end goal is to stop and remove SPRAWL (single family homes) and to increase urbanization of LI with apartment & walkable compounds.

C34-3

The developer uses DC complexes as their comparable to this project. We are LI, NOT DC. We do NOT have the income related jobs that they have. We need to be realistic and build to what we have OR develop more businesses to sustain these developments.

I am asking you to vote NO on the current plan and to stop pushing this and other developments down the throats of residents in the surrounding communities. I am asking you to bring other groups to the table to work on the future of our community. Mark Lesko brought people to the table who are paid by the developer (to be their voice or consultants, such as legal, engineer and/or architectural design or voice on to town boards) as they vested in the monies being made, not the community they represent. Bring residential groups, community groups, parents and others to the table to discuss these developments.

C34-4

The fabric of Long Island is up for grabs folks. We the residents of these communities MUST be included in the discussion and revitalization of our Island. We too want to save our communities.

Again, I am asking the members of the Board to please vote NO to proceed with Mark Lesko's and Steve Bellone's plans to overdevelop Long Island and take a step back to rethink this project with input from NON paid (by developers and/or tax payer grants) to work together.

We must revitalize our main streets and communities, but we should not do so at the risk of losing the ambiance of family residential communities that are the fabric of Long Island.

Thank you.

Judy Pepenella
Resident of the Town of Brookhaven since 1993

Cell: 631-987-458 1



BRINGING LONG ISLAND
BUSINESS MEMBERS TOGETHER

MacArthur Business Alliance

Contact Us
Tel: 631-913-3344



VIA USPS and E-Mail

Town of Brookhaven
Attn: Town Clerk
One Independence Hill
Farmingville, NY 11738

RECEIVED
JAN FEB 13 PM 1 43
TOWN CLERK
TOWN OF BROOKHAVEN

Re: **Official Public Comment in Respect to
January 9th, 2014 Town Board Meeting on
Adoption of Ronkonkoma Hub TOD, etc.**

Brookhaven Town Ronkonkoma Hub Project:

The Ronkonkoma Hub Transit Orientated Development is a tremendous opportunity for job creation, economic growth and tax base revenue for both Brookhaven and Islip. However, this development must be planned properly and without imbalance. With joint municipal cooperation, two towns can share a vibrant, pedestrian friendly downtown. As you are aware, our board consists of various professionals encompassing many areas of business, including a local architect. We wish to formally announce our willingness to invest whatever time necessary to foster this smart growth initiative. If done correctly, it can be an enormous economic and social benefit to the business community surrounding MacArthur Airport, Bohemia Business Corridor, Veterans Highway and Foreign Trade Zone. United we can utilize the residual productive capacity of the sewage treatment facility or pump station that would be located in the Town of Islip on the south side of the railroad tracks. Our intentions are to fully utilize all the benefits that this regional infrastructure can provide. We firmly feel that expanding this proposed system would spur enormous growth in industry by retaining and attracting new businesses to Islip. The proliferation and enhancement of existing manufacturing businesses alone would sustain exponential economic growth. *"Manufacturing is the engine that drives American prosperity and is central to our economic and national security. Every \$1.00 in manufactured goods generates an additional \$1.43 worth of additional economic activity--more than any other economic sector"*. These goals can only be achieved by exploiting the regional sewer infrastructure destined to the area.

We strongly suggest and encourage that a Ronkonkoma Hub committee be formed. This council will serve the public interest by including a cross section of the community including government representatives, local civic groups, business owners, and others that could provide expertise and insight in a transparent fashion. Currently our board members have been sharpening their learning curve to accommodate future steps such as feasibility studies and Islip Town's issuance of an RFQ to potential developers.

The transit orientated development and Smart growth plan has presented an opportunity that cannot be ignored and must be pursued steadfastly. We look forward to working with the Supervisor's Office, Town Board, Civic Groups, developers and any other affiliates to make this a successful community endeavor. Again, on behalf of the Board of Directors of the MacArthur Business Alliance, we thank you for your discussions and their fruitfulness.

C35-1

P.O. Box 472, Bohemia, NY 11716
Info@MacArthurBusinessAlliance.com

Debra Hughey - Ronkonkoma Hub TOD Comments

From: Debra Hughey
To: Barnes, David; Bertoli, Tullio; Eaderesto, Annette; Faulk, Bill; Fou...
Date: 1/31/2014 10:12 AM
Subject: Ronkonkoma Hub TOD Comments

The following are comments for your information from Ms. Angela Piazza concerning the Ronkonkoma Hub TOD.

Dear Ms. Lent,

I am writing to you today, to support the revitalization of the area surrounding the Ronkonkoma train station.

However, I do not support Tritec's agenda to urbanize Long Island with high rise, high density developments. Tritec continually emphasizes "affordable housing," but building a 4-5 story development tied to 195,000 square feet of retail, 360,000 square feet of office space, and 60,000 square feet of "flex space" is not the answer.

It is not the lack of affordable housing that is making it difficult for young people to stay on Long Island, it is the high cost of living, high taxes, and the fact that they can't find high paying employment, and some cannot find employment, period.

The only jobs high-rise, high density developments will create are temporary construction jobs.

High density leads to overcrowding in schools, more spending on social services, higher taxes, and reduced quality of life.

I would appreciate if you would vote NO for this project as it stands right now and consider downsizing the plan to something that works well within the landscape of our town, such as two story garden apartments near existing downtown areas that are sustainable and affordable. Thank you!

Sincerely,

ANGELA PIAZZA

Debbie Hughey
Town Clerk's Office
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738
(631) 451-7146
dhughey@brookhaven.org

C36-1

-----X

BROOKHAVEN TOWN BOARD
SPECIAL TOWN BOARD MEETING
THURSDAY, JANUARY 9, 2014 - 5:00 P.M.
ONE INDEPENDENCE HILL, FARMINGVILLE, NEW YORK

RE: RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT
DISTRICT

-----X

MINUTES OF PROCEEDINGS

BEFORE:

BROOKHAVEN TOWN BOARD

- EDWARD P. ROMAINE, Supervisor
- DONNA LENT, Town Clerk
- ANNETTE EADERESTO, Town Attorney
- VALERIE M. CARTRIGHT, Councilmember (District 1)
- JANE BONNER, Councilmember (District 2)
- KEVIN LAVALLE, Councilmember (District 3)
- TIMOTHY MAZZEI, Councilmember (District 5)
- DANIEL PANICO, Councilmember (District 6)

Lori Anne Curtis
Court Reporter

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A P P E A R A N C E S :

CERTILMAN, BALIN, ADLER & HYMAN, LLP
Attorneys for TRITEC
100 Motor Parkway
Fifth Floor, Suite 156
Hauppauge, New York 11788
BY: DAVID SLOAN, ESQ.

ALSO PRESENT:
LEIGH RATE, Senior Assistant Town Attorney
TULLIO BERTOLI, Brookhaven Town Planner
TERRI ELKOWITZ, VHB, Inc.
ANITA LAREMONT, Harris Beach, PLLC

***Interested Members of the Public

Proceedings

1
2 SUPERVISOR ROMAINE: I will
3 call this meeting to order, and I
4 will ask our new councilwoman, Ms.
5 Cartright, to lead us in the
6 pledge of the flag.

7 (Pledge of Allegiance.)

8 SUPERVISOR ROMAINE: We
9 won't have a moment of silence
10 because this is just a public
11 hearing, not a board meeting, so
12 we'll go to roll call.

13 Ms. Lent?

14 MS. LENT: Councilmember
15 Cartright?

16 MS. CARTWRIGHT: Present.

17 MS. LENT: Councilmember
18 Bonner?

19 MS. BONNER: Here.

20 MS. LENT: Councilmember
21 LaValle?

22 MR. LAVALLE: Present.

23 MS. LENT: Councilmember
24 Mazzei?

25 MR. MAZZEI: Here.

1 Proceedings

2 MS. LENT: Councilmember
3 Panico?

4 MR. PANICO: Here.

5 MS. LENT: Supervisor
6 Romaine?

7 SUPERVISOR ROMAINE:
8 Present.

9 MS. LENT: We have a
10 quorum.

11 SUPERVISOR ROMAINE: Okay,
12 tonight we have four public
13 hearings, all dealing with the
14 similar subject proposed as the
15 Ronkonkoma Hub.

16 No decisions on any of
17 these hearings are going to be
18 made tonight. The hearings, when
19 they are concluded, will be
20 closed, and will be left open for
21 public comment for 30 days. These
22 hearings all deal with an effort
23 which several people in the Town
24 of Brookhaven, starting with
25 former Supervisor Mark Lesko, who

Proceedings

1
2 deserves a great deal of credit, I
3 guess, for the proposal for
4 Ronkonkoma Hub -- he saw an issue,
5 and had an idea for
6 transit-oriented development and
7 improvement of the area around
8 Ronkonkoma Station, and has worked
9 diligently until he left office.
10 That work continued after he left
11 office, because of the things that
12 had been put in motion.

13 Tonight, the Board will
14 hear on these things, and we will
15 start with an explanation -- we
16 will start with --

17 MS. EADERESTO: A
18 presentation tonight, and our
19 first speaker will be Leigh Rate,
20 from the Department of Law. She
21 is a Senior Assistant Town
22 Attorney working on this project.

23 MS. LENT: Mr. Supervisor,
24 should we make a motion to open
25 the public hearing?

Proceedings

1
2 SUPERVISOR ROMAINE: Yes,
3 why don't we start, before we hear
4 testimony, to open all four of the
5 hearings, so we will start.

6 MS. LENT: Public Hearing
7 Number 1, "Acceptance of the
8 Supplemental Ronkonkoma Hub
9 Transit-Oriented Development Land
10 Use and Implementation Plan and
11 Draft Supplemental Generic
12 Environmental Impact Statement and
13 the commencement of a minimum
14 30-day comment period."

15 Legal notices were
16 published no less than ten days
17 and no more than twenty days prior
18 to the public hearing in one of
19 the legal town newspapers. Our
20 office has received the signed
21 affidavit and publication from
22 that newspaper.

23 Should the Board render any
24 decision tonight, this has been
25 deemed a SEQRA Type 2 action. The

Proceedings

1
2 Town Clerk's office is in receipt
3 of two letters in support for the
4 plan and one letter in opposition.

5 SUPERVISOR ROMAINE: And
6 they will be entered into the
7 record.

8 MS. LENT: Public Hearing
9 Number 2: Introductory of Local
10 Law Number 1 of 2014, Amending
11 Chapter 85 of the Code of the Town
12 of Brookhaven, entitled "Zoning,"
13 by enacting Article 47, entitled
14 "Ronkonkoma Hub Transit-Oriented
15 Development District."

16 Legal notices of public
17 hearings were published no less
18 than ten days and no more than
19 twenty days prior to the public
20 hearing in one of the legal town
21 newspapers. Our office has
22 received the signed affidavit of
23 publication from the newspaper.
24 Should the Board render a decision
25 tonight, this has been deemed a

Proceedings

1
2 SEQRA Type 2 action. We have not
3 received a letter in response from
4 Suffolk County Planning Commission
5 at this time.

6 Public Hearing Number 3:

7 To consider a Town Board's Own
8 Motion for change of zone for
9 J-Business 2, J-Business 4,
10 J-Business 6, and L-Industrial 1
11 to Ronkonkoma Hub Transit-Oriented
12 Development District on property
13 known as Town Board's Own Motion
14 Hub 1, located in Lake Ronkonkoma,
15 New York.

16 This Town Board's Own
17 Motion was published in an
18 official town newspaper no less
19 than ten days and no more than
20 twenty days prior to the public
21 hearing as required. We are in
22 receipt of the signed affidavit of
23 publication from the town
24 newspaper.

25 The owners of the subject

Proceedings

1 property were notified by
2 certified mail, and the certified
3 mail receipts have been made part
4 of the Town's official record. A
5 SEQRA negative determination will
6 be submitted by the Board upon a
7 SEQRA resolution if applicable.
8

9 Public Hearing Number 4:

10 To Consider the Adoption of the
11 Ronkonkoma Hub Urban Renewal Plan.
12 Legal notices of public hearing
13 were published no less than ten
14 days and no more than twenty days
15 prior to a public hearing in a
16 legal town newspaper. Our office
17 has received a signed affidavit of
18 the publication from the town
19 newspaper. Our office has
20 received the signed affidavit and
21 publication from the town
22 newspaper.

23 Should the Board render a
24 decision tonight, that has been
25 deemed a SEQRA Type 2 action.

1 Proceedings

2 SUPERVISOR ROMAINE: Thank
3 you very much.

4 At this time I am going to
5 make a motion to waive the current
6 rules of public hearing to allow
7 each speaker a fully-complete
8 three minutes to address each of
9 the items of their concern.

10 I so move.

11 MR. MAZZEI: Second.

12 MS. LENT: All in favor?

13 (Whereupon, all respond in
14 the affirmative.)

15 MS. LENT: Any abstentions?

16 (No response.)

17 MS. LENT: So moved.

18 SUPERVISOR ROMAINE:

19 Accordingly, after the
20 presentations are finished that
21 put forward the facts of this
22 public hearing, the general public
23 will be called up in the order
24 that they filled out their cards
25 by the Clerk, and the general

Proceedings

1 public each will have a full three
2 minutes to discuss all that they
3 have to say.
4

5 If they can't get in all
6 they wish to say, they can submit
7 written comments for up to and
8 probably more than the next
9 30 days on this hearing.

10 And with that, we will
11 start the presentations with Leigh
12 Rate from our Town Attorney's
13 Office.

14 MS. RATE: First, I'd like
15 to please clarify the record, that
16 all of the actions are considered
17 one action, and they are a Type 1
18 action, as opposed to being deemed
19 a Type 2 action. I believe the
20 Clerk mentioned a Type 2 action.

21 SUPERVISOR ROMAINE: Okay,
22 it is a Type 1 action, just so
23 everyone understands, under the
24 SEQRA, which is the State
25 Environmental Quality Review Act,

1 Proceedings

2 is what?

3 MS. RRATE: That we have
4 pos-decked this project and an EIS
5 is being prepared.

6 SUPERVISOR ROMAINE: Okay,
7 a positive declaration means that
8 a full Environmental Impact
9 Statement has to be done and will
10 be done on this project before it
11 can move forward, even after these
12 hearings?

13 MS. RATE: That's correct.

14 SUPERVISOR ROMAINE: Thank
15 you very much.

16 MS. RATE: So for the scope
17 of the public hearing tonight,
18 there are five actions that the
19 Board will be considering. First
20 is the Supplemental Ronkonkoma Hub
21 Transit-Oriented Development Land
22 Use Plan. In connection with that
23 plan is the Draft Supplemental
24 Generic Environmental Impact
25 Statement. Both of those were the

Proceedings

1
2 subject of a public hearing in
3 October of 2010, so that's why
4 these are supplemental.

5 SUPERVISOR ROMAINE: And
6 there was a hearing on this -- I,
7 obviously, wasn't a member of town
8 government then -- in 2010 before
9 the Town Board?

10 MS. RATE: That's correct,
11 so these are supplemental to that.
12 There was also a public hearing on
13 the Transit-Oriented Development
14 District Code for Ronkonkoma, the
15 area. The Town Board's Own Motion
16 to change the zoning of the
17 property in the Ronkonkoma Hub
18 area to the TOD, Transit-Oriented
19 Development District, and also on
20 the Urban Renewal Plan.

21 And as the Supervisor
22 already stated, the Board will not
23 be making any decision tonight.
24 The Board can close the hearings.
25 The public comment period remains

Proceedings

1
2 open for 30 days. It will close
3 on February 10th, and after that
4 time, the Town can prepare and
5 file the Final Environmental
6 Impact Statement to SEQRA and
7 perhaps make a decision on all
8 these actions in the spring or
9 early summer.

10 SUPERVISOR ROMAINE: So
11 after the Final Environmental
12 Draft -- Environmental Impact
13 Statement is completed, there
14 still will be another hearing on
15 that.

16 MS. RATE: It won't be
17 another public hearing; it will
18 just be a resolution to accept the
19 documents and adopt the zoning and
20 the Urban Renewal Plan.

21 SUPERVISOR ROMAINE: So if
22 you don't get a chance to speak
23 tonight, or you don't get a
24 particular comment in, you are
25 welcome to come to the

Proceedings

1
2 regularly-scheduled Town Board
3 meetings if you want to say
4 something and have the Town Board
5 listen.

6 And I believe our next Town
7 Board meeting is January 21st.

8 MS. RATE: Yes.

9 SUPERVISOR ROMAINE: That's
10 it?

11 MS. RATE: That's it for
12 me.

13 SUPERVISOR ROMAINE: Ms.
14 Rate, thank you again for the
15 explanation.

16 Ms. Eaderesto?

17 MS. EADERESTO: Mr.
18 Supervisor, just to clarify the
19 record, what is not before this
20 board and what is not disclosed in
21 these hearings tonight is any
22 eminent domain or condemnation. I
23 know that there has been a lot of
24 talk about that. That is not
25 before the Board tonight. It

Proceedings

1
2 should really not be coming into
3 testimony at all. If and when
4 that step was ever taken by any
5 municipal authority, that would be
6 subject of a separate public
7 hearing, and that would be the
8 appropriate time to speak in
9 regards to that subject.

10 SUPERVISOR ROMAINE: If
11 it's ever considered.

12 MS. EADERESTO: That's
13 correct.

14 SUPERVISOR ROMAINE: Okay,
15 who do we have next? Our planning
16 commissioner.

17 MR. BERTOLI: Mr.
18 Supervisor, Town Board members,
19 before I begin the presentation,
20 it is true that former Supervisor
21 Mark Lesko was one of the
22 proponents, but at the same time,
23 I'd like to give credit to
24 Councilman Tim Mazzei. He was
25 very much a part of this process

Proceedings

1 even before I came here

2 four-and-a-half years ago. I

3 remember meeting with both of

4 them, and they made it clear that

5 this was a project that was meant

6 to be of regional significance, so

7 I wanted to give credit to him.

8
9 Additionally, historically

10 Long Island has always been built,

11 prior to suburbia in 1947, along

12 our train lines. Suburbia, when

13 it was first popular as the plan

14 started, presented a different

15 model. That suburbia model, as we

16 now know, has a series of issues

17 concerning it. Ronkonkoma Hub

18 would be turning back to a

19 planning model that creates town

20 centers at our train lines,

21 providing mixed-use components,

22 and, more specifically, addresses

23 the needs of two demographic

24 groups; one, the Millennial

25 kids -- kids in their twenties,

Proceedings

1
2 our sons, your sons -- and the
3 Baby Boomers. They represent now
4 50 percent of our population.
5 Transit-oriented development is
6 intended to address those
7 concerns.

8 When we began this process
9 in 2007, before I came here, this
10 (indicating) was one of the many
11 plans for this area. In fact, I
12 remember having lunch with Dr. E.
13 Koppelman, where I indicated that
14 I had worked on a plan in the
15 mid-'80s for this area, and he
16 laughed and said, "I worked on one
17 in the early '60s for this area."

18 So this represents a plan
19 that we've worked on through a
20 series of decades, I suppose, and
21 this is the latest version. If
22 you stand on top of the parking
23 garage, and you look out, you see
24 a sea of empty car lots, cars,
25 taxis, buses that come by. In

Proceedings

1
2 fact, if you have ever experienced
3 dropping somebody off at the train
4 station, you know the cars are
5 regularly doubly and triply parked
6 there. What you also witness is a
7 series of buildings and businesses
8 that have had struggles through
9 the years. They are primarily
10 single-story structures set along
11 Railroad Avenue, and going further
12 north you will see a small
13 residential community.

14 One of the key components
15 that lends itself to a
16 Transit-Oriented Development is
17 that the LIRR has 17,000 riders
18 per day; 6,500 peak-hour
19 passengers. The new third rail
20 expansion will move almost double
21 of ridership along this line, and
22 it is, of course, just merely a
23 little over an hour to Penn
24 Station.

25 You can begin to see the

Proceedings

1 regional context and the points of
2 origin of this particular area
3 when you look at the regional map
4 and you see the Long Island
5 Expressway in very close proximity
6 to the rail, as well as MacArthur
7 Airport down the Islip side. So
8 this area really is served by
9 rail, road and planes.
10

11 The original land use study
12 in 2007 considered 180 raw acres
13 slated on 349 parcels and 312
14 structures. That area was
15 approximately 1.1 million square
16 feet of village space. I will say
17 that that study has a number of
18 charettes, numerous significant
19 outreach components. It was a
20 study that went through a
21 traditional community-based
22 planning effort.

23 The zoning is an odd mix of
24 light industrial commercial, or
25 J-Commercial, and of

Proceedings

1
2 E-residential, which is small-lot
3 residential use.

4 What we started to do
5 internally within the Planning
6 Department is to look at the
7 components of access, point nodes
8 that would become of significance.
9 This is a diagram where you see
10 three starlight structures, which
11 begin to highlight those areas
12 that are significant; one being
13 the train station and the other to
14 stars are the entrance point, and
15 we began to see how traffic flowed
16 in and out of this particular
17 area.

18 Some of the earlier
19 sketches that we did internally,
20 again, was a Railroad Avenue Main
21 Street component with a larger
22 residential component to the
23 easterly side. We went through a
24 series of these diagrammatic
25 sketches internally until we

Proceedings

1
2 arrived with a plan that became
3 part of the land use plan that VHB
4 did in the beginning of 2010. You
5 can see a three-dimensional
6 representation of those earlier
7 sketches; below the area you will
8 see two sketches to show a Main
9 Street effect and a more quiet
10 residential four-story over to the
11 easterly side.

12 As we started our efforts,
13 we also saw that we wanted to
14 create a walkable community. One
15 of the first sketches that
16 certainly I was looking at was to
17 see how everything worked within a
18 quarter-mile distance of the train
19 station. And instead of looking
20 at zones, we looked at districts.
21 And districts, relative to
22 heights, and forms, components and
23 structures of buildings entirely
24 interwoven throughout the site.

25 Those series of studies led

Proceedings

1
2 to a series of additional studies
3 where we started to look at where
4 it was appropriate to have
5 five-story buildings and where it
6 was more appropriate to have
7 three-story buildings which
8 matched the existing community
9 which was primarily one- or
10 two-story structures.

11 Out of that grew a concern
12 that traditional zoning districts
13 which separates uses out was not
14 something that we were looking
15 for. As I mentioned, our earliest
16 communities on Long Island were
17 built, and they were built or
18 organically. They were built out
19 of what currently now is what we
20 call form-based codes, which are a
21 way of de-emphasizing the uses and
22 emphasizing more the particular
23 forms; not just the buildings, but
24 streetscapes, build-to lines, a
25 line of criteria. So that what we

Proceedings

1
2 were looking to do is de-emphasize
3 the uses, let the market
4 conditions drive the uses, but
5 concentrate on the form and
6 texture components of the project.

7 The form-based code, which
8 is unique to code writing here in
9 New England, has a series of
10 components. It has first a
11 regulating plan, which separates
12 out the particular area into a
13 series of districts, and it
14 creates a series of graphical
15 writing of pages which represents
16 in a very graphic manner a
17 criteria under which you can build
18 in those districts. You will
19 notice the packet that's been sent
20 to you which has the form-based
21 code. If you look at that you
22 will see 20 pages of the code, 17
23 graphical representations, only
24 three of which are legalese. So,
25 it's a whole different way to look

Proceedings

1
2 at land use.

3 At about this time -- one
4 of the concerns that we had was
5 one, we wanted to make this
6 project real. We wanted to have
7 the implementation of a plan and
8 the plans that coincide. We went
9 out in a public process to select
10 a master developer. That process,
11 on December 7th selected --
12 unanimously selected TRITEC
13 Development Group as our master
14 developer. At that point, we set
15 out jointly, in partnership, to
16 look at the conceptual components
17 that came out in the planning and
18 their concern as to how the
19 project was to be developed, and
20 the plan then kind of melded
21 together in those two elements.

22 Here (indicating) we
23 started to study how the
24 circulation would be formed and
25 how we'd separate taxis, buses and

Proceedings

1 trains, and there were a number of
2 studies that related to this.

3
4 Additionally, we looked at tying
5 in the streetscapes. We wanted,
6 for example, to have short blocks.
7 We did a maximum amount of living
8 within the blocks. In all of them
9 you have pedestrian walkability.
10 We did not want huge blocks that
11 pedestrians could not walk
12 through.

13 Additionally, we looked at
14 phasing, how this project rendered
15 itself to being built in segments
16 as particular parts of the project
17 would be there through the
18 acquisition of private property.
19 We certainly focused a great deal
20 of attention to the Main Street
21 component, to the centerpiece of
22 the train station.

23 Here (indicating) again we
24 see two sheets from that code, and
25 we're always separating things out

Proceedings

1
2 to districts. And within the
3 context of that district, you have
4 a criteria of the place, you have
5 a form of that building; heights,
6 build-to lines, landscaping plans,
7 everything needed to create and
8 craft a project.

9 Two more pages
10 (indicating). The one on the
11 right represents street sections.
12 You will note that we actually
13 reduce streets. It's our way of
14 tightening those streets to safer
15 streets, because drivers are
16 driving slower, we are creating
17 bike lanes and pedestrian
18 walkways. There are no streets
19 that have driveways in front of
20 them. Buildings are tight to the
21 street, to that degree.

22 This was the plan that was
23 finally arrived at with the
24 form-based code that governs
25 heights, with a greater height

Proceedings

1
2 around the train station and
3 five-story heights around Union
4 Avenue. As you go to a particular
5 area, you look at that particular
6 district, you will have all the
7 criteria to build that.

8 The final, the color and
9 scheme you see shows the varying
10 districts. There's about six of
11 them, as represented, as will be
12 done. Most of the parcels will be
13 then rezoned to fit the criteria
14 of this form-based zone.

15 And finally, out of this
16 process we created a nice series
17 of pictures which are meant to
18 give architectural representation
19 to the process. Here
20 (indicating), Main Street, looking
21 down towards the east, you will
22 see a series of buildings that are
23 tending to be mixed use. Some may
24 be office on top, some may be
25 residential. The market will

Proceedings

1 drive that component.

2
3 One of the things we are
4 always concerned about is the
5 arrival point. Here (indicating)
6 you will come off the train
7 station, the context of this is a
8 larger plaza that we wanted to
9 have individuals come experience.
10 There's a microbrewery in front of
11 the train station, a series of
12 stores to both sides.

13 Looking down Railroad
14 Avenue (indicating) you begin to
15 see a mix of residential, office
16 and retail.

17 Along the more
18 pedestrian-based streets, we were
19 looking at a series of prototypes.
20 There is no historical prototype
21 in Ronkonkoma, so we tried to
22 parody this. This is looking
23 down, walking down towards the
24 train station. To the right you
25 see a three-story element; to the

1 Proceedings

2 left you see residential above
3 retail.

4 Along Hawkins and Union is
5 strictly a residential
6 development, three stories.

7 Again, an historical element is
8 meant to complement but not
9 overwhelm. Another intersection
10 of Union and Carroll (indicating)
11 has another feel and look to it.

12 The final slide
13 (indicating) is looking from the
14 bridge of Ronkonkoma Avenue
15 looking back to the complex.

16 Now, at this time, I would
17 like to introduce Terri Elkowitz
18 of VHB.

19 SUPERVISOR ROMAINE: Terri,
20 welcome. Before you start, I just
21 want to point out there are a
22 number of vacant seats in the
23 front. If you would like to sit
24 down, please do. The fire marshal
25 has indicated that we are at full

Proceedings

1
2 capacity in this room, and I
3 believe arrangements are being
4 made to pipe, by sound system, the
5 hearing into supplemental rooms,
6 if I'm not mistaken. So, we will
7 do that.

8 And again, many people have
9 signed up on cards, but if you do
10 want to speak -- we have several
11 cards already, a stack of cards
12 already that thick, but if you
13 want to speak, there are cards
14 there and you will get a full
15 three minutes to express your
16 opinion. And, of course, you are
17 always invited to give anything
18 you want to express your views.

19 Terri, please.

20 MS. ELKOWITZ: Good
21 evening, Mr. Supervisor, members
22 of the Board. For those of you
23 who don't know me, my name is
24 Terri Elkowitz, and I am a
25 principal at VHB Engineering. And

Proceedings

1
2 VHB has been fortunate enough to
3 be working with the Town since
4 2007 when it embarked on this
5 planning process.

6 Now, I'm just going to take
7 a few minutes to go over the
8 substance of some of these studies
9 and the zoning form that is before
10 you tonight. And also the
11 extensive public processes that
12 the Town --

13 SUPERVISOR ROMAINE: Terri,
14 I'm going to have to interrupt
15 you. Attorneys don't have to take
16 an oath, but non-attorneys, when
17 testifying at a public hearing,
18 have to take an oath.

19 MS. ELKOWITZ: Okay.

20 SUPERVISOR ROMAINE: So I
21 will ask the Clerk to administrate
22 that.

23 MS. LENT: Do you swear to
24 tell the truth, the whole truth
25 and nothing but the truth so help

Proceedings

1
2 you God?

3 MS. ELKOWITZ: Yes, I do.

4 Thank you.

5 So I'll take the next few
6 minutes to go over the substance
7 of the studies that the Town has
8 embarked upon and completed and
9 then the Board reviewed and worked
10 on for the past seven years, and
11 then also just go over the
12 extensive public process that the
13 Town Board has gone through to
14 realize what really is the
15 community's vision for this area,
16 because for our office -- I think
17 this is the tenth public meeting
18 that our office has participated
19 with with the Town on this
20 project.

21 The redevelopment of the
22 Ronkonkoma Hub -- if you look at
23 your existing 1996 comprehensive
24 plan, redevelopment of this area
25 is cited in there. But in 2007 --

Proceedings

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SUPERVISOR ROMAINE: This is the Town's comprehensive plan?

MS. ELKOWITZ: The Town's 1996 existing comprehensive plan talks about redevelopment of the Hub.

SUPERVISOR ROMAINE: Thank you.

MS. ELKOWITZ: And as Commissioner Bertoli said, in 2007 the Town decided that based upon market conditions and based upon the ridership, that this area presented a very good opportunity for Transit-Oriented Development. And the Town embarked with us on a number of visioning activities with the community. And as part of that, we worked with the Town to do two plans set forth in the 2007 document, "Existing Conditions," and one in 2008 that talked about the opportunities for redevelopment of what the Town

Proceedings

1
2 might consider, and Commissioner
3 Bertoli showed you some of those
4 preliminary sketches.

5 In 2010, we worked with the
6 Town to prepare the initial Draft
7 Land Use Implementation Plan and
8 initial Draft Generic
9 Environmental Impact Statement, a
10 document that looks very much like
11 the supplemental that's before you
12 today. But what that GEIS, that
13 initial draft study, was was your
14 initial concepts.

15 Since that time, as you
16 know, the Town has done some other
17 studies. The Town did a 2010
18 Blight to Light study, and the
19 Town determined on its own that
20 the Ronkonkoma Hub was an area,
21 among other areas in the town,
22 that was blighted. As the
23 Supervisor heard before, the prior
24 Town Board held a public hearing
25 on the initial DGEIS and the

1 Proceedings

2 initial Land Use Implementation
3 Plan on October 19, 2010.

4 Thereafter, because the
5 Town wanted to ensure that this
6 plan get implemented, it went and
7 they initiated a request for a
8 public process for a master
9 developer, and it selected one.

10 Thereafter, after the
11 Town's selection of the master
12 developer and after the Town
13 reviewed all of its submissions
14 that it had received, the Town
15 prepared its own Blight study in
16 this specific area in Ronkonkoma.
17 And based upon that Blight study,
18 the Town Board, on September 28,
19 2012 determined that in accordance
20 with Article 15 --

21 MS. LENT: Excuse me.

22 MS. ELKOWITZ: Yes?

23 MS. LENT: Can I ask up
24 there (indicating), the noise is
25 really drowning you out. Would

Proceedings

1
2 you please...

3 (Audience members quiet
4 down.)

5 MS. ELKOWITZ: After the
6 Town did its Blight study, it
7 determined that in accordance with
8 Article 15 of the General
9 Municipal Law that an Urban
10 Renewal Plan should be prepared,
11 and we worked with the Town and
12 Harris Beach -- and Anita Laremont
13 from Harris Beach, who is next to
14 me, will be presenting to the
15 Board. We worked with you and
16 them to prepare the Urban Renewal
17 Plan, and what both the Blight
18 study and Urban Renewal Plan found
19 was that there were numerous
20 vacant properties and buildings,
21 underutilized properties and
22 buildings, deteriorated
23 properties, inadequate
24 infrastructure, inadequate
25 sidewalks and curbs, as well as

Proceedings

1
2 incompatible land uses and a mix
3 of zoning that really didn't lend
4 itself to cohesive development.

5 So, the Urban Renewal Plan
6 recommended revitalization through
7 a number of measures. The first
8 one, of course, was through the
9 Board's consideration of the
10 adoption of the Transit-Oriented
11 Development District, which is
12 before you tonight, and
13 Commissioner Bertoli summarized.

14 The other things that the
15 Urban Renewal Plan recommended
16 were that there would be publicly
17 designated outdoor spaces, there
18 would be sufficient parking
19 facilities, a mixture of
20 structures and service, and then
21 there had to be an upgrade of
22 public facilities and
23 infrastructure. And, of course,
24 these goals, and the Town has said
25 this many times, would be

Proceedings

1
2 accomplished primarily through the
3 adoption of the TOD, the rezoning
4 and the private acquisition and
5 redevelopment of properties.

6 Now, with regard to the
7 environmental review, because the
8 Urban Renewal Plan and Land Use
9 and Implementation Plan as it
10 evolved changed the mix and level
11 of potential development that
12 could occur, the Town Board
13 determined that in accordance with
14 SEQRA, it should prepare a
15 supplement, a Supplemental Draft
16 Environmental Impact Statement to
17 evaluate the impact of the zoning
18 mode that's before you. And it's
19 important that everyone
20 understands that what the Town
21 Board was obligated to do and what
22 the Town Board chose to do was to
23 have us assist the Town in
24 determining what was the maximum
25 development that could ever happen

Proceedings

1
2 under that zoning. Because, as
3 the Supervisor well knows and as
4 the Board members well know, SEQRA
5 requires that you evaluate the
6 worst case impacts that could
7 happen, whether or not they
8 happen, and then to devise
9 mitigation measures that would be
10 necessary to be implemented by the
11 developer if -- as the developer
12 were to develop various aspects of
13 the project. So that's exactly
14 what your Supplemental Draft
15 Environmental Impact Statement
16 does. It identifies maximum
17 zoning potential and it evaluates
18 the impact of it.

19 Now, obviously I'm not
20 going to go through everything
21 that's in the Supplemental EIS,
22 but I will tell you that it
23 thoroughly evaluates soil,
24 topography, water resources and
25 sanitary disposal, ecology, land

Proceedings

1 use and zoning, traffic and
2 parking, air quality noise,
3 socioeconomics, community
4 facilities and services,
5 aesthetics and cultural resources.
6

7 And because this is a
8 Generic Environmental Impact
9 Statement and because you are
10 evaluating the impact of a
11 theoretical maximum density
12 development, this Generic
13 Environmental Impact Statement
14 also sets forth conditions and
15 thresholds. So in layman's terms,
16 it's those mitigation measures
17 that would have to be employed for
18 any developer to achieve certain
19 levels of development. So if you
20 are building a hundred units, you
21 may have to do X and Y. If you
22 are building 200 units and 100,000
23 square feet of retail, you may
24 have to do mitigation measures X,
25 Y and Z, and this Generic Draft

Proceedings

1 Environmental Impact Statement
2 targets required mitigation
3 measures, including traffic, to
4 various levels of development.
5

6 So, as you have heard, the
7 Town Board accepted this Draft
8 Supplemental GEIS proposed review
9 on November 12th, and set this
10 public hearing tonight. The Town
11 Board also established a period
12 where it would receive comments
13 through February 10th, and my
14 purpose here tonight is to sit
15 with you and to listen to the
16 public's comments so that I can
17 assist the Board in preparing a
18 Final Generic Environmental Impact
19 Statement that responds to all
20 comments.

21 So unless you have
22 questions for me, that concludes
23 my presentation.

24 SUPERVISOR ROMAINE: Thank
25 you very much.

Proceedings

1
2 We'll move then to -- does
3 the attorney from Harris Beach
4 wish to comment?

5 MS. LAREMONT: Good
6 afternoon, everyone. My name is
7 Anita Laremont, and I'm a partner
8 in the law firm Harris Beach, and
9 I represent the Town in connection
10 with the Ronkonkoma Hub project.
11 In addition to our work on this
12 project, we also serve as counsel
13 to the Town of Babylon in
14 connection with the Wyandanch
15 Rising project, which is another
16 TOD project, and also to the Town
17 of Hempstead with their
18 transit-oriented development
19 project.

20 Prior to joining Harris
21 Beach, though, I served as the
22 General Counsel of the Empire
23 State Development Corporation for
24 over 16 years. During my tenure,
25 I was responsible for a number of

Proceedings

1 transformative land use projects
2 in the State, ranging from the
3 42nd Street Development project to
4 the redevelopment of Lower
5 Manhattan in the aftermath of the
6 9/11 attacks to the Empire
7 Development Projects.
8

9 The use of Urban Renewal
10 designations in connection with
11 such large-scale development
12 projects is not unusual. The
13 designation, made in accordance
14 with New York State's General
15 Municipal Laws, gives
16 municipalities the tools to carry
17 out new development projects. It
18 is permissible for municipalities
19 to establish a coherent
20 development scheme for an Urban
21 Renewal Development and to
22 facilitate site assemblage.

23 The General Municipal Law
24 provisions regarding Urban Renewal
25 projects lay out the procedural

Proceedings

1
2 steps that must be followed in
3 order to establish an Urban
4 Renewal Project. The process
5 requires, as Terri said, the
6 preparation of a Blight study,
7 which is to establish that the
8 project area is substandard and
9 insanitary.

10 VHB previously considered
11 this study, as you just heard, and
12 the necessary determination as an
13 area appropriate for Urban Renewal
14 has been made. Subsequently, the
15 Planning Board held a public
16 hearing on the Urban Renewal Plan
17 and certifies that the plan
18 complies with the criteria set
19 forth in the General Municipal
20 Law, and determines that the plan
21 that conforms to the findings
22 previously made, that the area is
23 appropriate for Urban Renewal.

24 Today you are holding a
25 public hearing that, among other

Proceedings

1 things, is to consider the
2 Ronkonkoma Hub Urban Renewal Plan.
3 At the conclusion of the
4 Environmental Review process, you
5 will be asked to adopt that plan.
6 Absolutely no action by the Town
7 with respect to implementation of
8 the project may take place until
9 the Supplemental Generic
10 Environmental Impact Statement is
11 adopted, the zoning changes are
12 approved and the Urban Renewal
13 Plan is adopted.

14 I also would be happy to
15 answer any questions that you may
16 have.

17 SUPERVISOR ROMAINE: Thank
18 you very much.

19 Are there any questions
20 from members of the Board?

21 (No response.)

22 SUPERVISOR ROMAINE: There
23 being none, at this point in time
24 we'll move into public comment.
25

Proceedings

1
2 Let me just reiterate some
3 of the things I said earlier. To
4 begin with, we will treat these
5 four public hearings as one, as we
6 must under SEQRA, so feel free to
7 comment on any of them.

8 Number two, no decisions on
9 any of the hearings will be made
10 other than closing the public
11 hearing tonight. Once the public
12 hearing is closed, you will be
13 able to submit written comments up
14 to and including February 10th,
15 and the Board voted earlier to
16 amend its procedure to allow a
17 full three minutes to everyone
18 speaking at the public hearing
19 tonight.

20 So, we will start. The
21 Clerk will call the cards, and we
22 will listen very carefully, and
23 I'm sure with great intent, and I
24 expect the audience will afford
25 the same respect to those

Proceedings

1
2 commenting.

3 Thank you very much.

4 MS. LENT: We have Saul
5 Fenchel, and Mr. Fenchel will be
6 representing -- he's an attorney,
7 and he's representing two
8 entities, so he's filled out two
9 cards. Amy Engel, Marianne
10 Garvin --

11 MR. FENCHEEL: Good
12 evening. My name is Saul --

13 MS. LENT: Sorry, not yet.

14 SUPERVISOR ROMAINE: Let me
15 make clear a couple of other
16 things. One card, one speaker, no
17 matter how many people you are
18 representing; number two, you
19 cannot assign your time. Everyone
20 gets up to three minutes to fully
21 present, and then they can present
22 any written documents to the
23 Clerk's Office. Those ladies
24 there (indicating) will be happy
25 to get them.

Proceedings

1
2 MS. LENT: And at this
3 time, Len Axinn, and I need to
4 swear everybody in.

5 I know you are an attorney,
6 but I'm going to do everybody at
7 one time.

8 Do you swear to tell the
9 truth, the whole truth, and
10 nothing but the truth, so help you
11 God?

12 (Whereupon, Mr. Saul
13 Fenchel, Ms. Amy Engel, Ms.
14 Marianne Garvin and Mr. Len Axinn
15 respond in the affirmative.)

16 MS. LENT: Before you
17 speak, let us know your name, the
18 hamlet you live in, the Town --
19 Oyster Bay, whatever it may be --
20 before you begin with your
21 remarks.

22 Mr. Fenchel, you may start.

23 SUPERVISOR ROMAINE:

24 Unfortunately, with that
25 microphone, you have to hold it

Proceedings

1
2 very close.

3 MR. FENCHEL: First, good] H1
4 evening. My name is Saul Fenchel.
5 I'm from the law firm Berkman,
6 Henoch, Peterson, Peddy & Fenchel.
7 I'm a Long Islander; I happen to
8 live in Huntington. I have --
9 though I do have a great interest
10 in this Ronkonkoma Hub development
11 simply as a Long Islander and
12 simply because as a Long Islander,
13 I do support development. I think
14 it is important that we begin to
15 change the way define business in
16 the past, and to encourage
17 development. So my position here
18 tonight, although I am
19 representing two people, two
20 clients who have expressed a great
21 deal of questions about this
22 project, is that, in fact, it's
23 not an opposition to development.

24 So I am representing
25 Mr. Greg Mensch, he's the

Proceedings

1
2 principal at North Fork Express,
3 and across the street, Mr. Newman
4 from -- who is the principal of
5 the Worldwide Gym and also the
6 owner of various parcels and
7 property. The first property is
8 about 3.6 acres, the second is
9 about 4.6 acres, and these
10 properties are on part of the
11 proposed development.

12 Before this whole thing
13 began, I was admonished to be very
14 short and not to speak about
15 eminent domain, which seems to be
16 the consensus of attention, but
17 whether we'd like to or not, the
18 fact is that this hearing
19 tonight -- well, not the hearing,
20 but this meeting tonight is for
21 the purpose of considering things
22 which are things which are
23 implementing -- or preliminary to
24 implementing the Urban Renewal
25 Plan and the TOD, and

Proceedings

1
2 specifically, the Urban Renewal
3 Plan refers to the unspeakable
4 world of the use of eminent
5 domain.

6 At Page 24 of the Urban
7 Renewal Plan, it says, "The
8 possible use of eminent domain by
9 the Town of Brookhaven (as set
10 forth in the MDDA, a copy of which
11 is included [sic])," which is to
12 be made part of this Urban Renewal
13 Plan, "Any such use of eminent
14 domain would follow the applicable
15 requirements of New York State
16 law."

17 Does this mean, and I think
18 this would satisfy a great deal of
19 concerns of my clients, is: Will
20 there be a separate hearing on the
21 appropriate use of eminent domain?

22 SUPERVISOR ROMAINE: That
23 already was announced earlier. If
24 eminent domain was to be
25 considered, it would have to be a

H1-1

Proceedings

1
2 separate hearing, number one;
3 number two, the report that you
4 read out of said "possible use of
5 eminent domain"; and number three,
6 in the Urban Renewal it may refer
7 to, but it doesn't mandate or
8 require eminent domain. I want to
9 be absolutely clear about that.

10 MR. FENCHEL: Then, in that
11 case, I simply have to inquire as
12 to what would be the consequences
13 of the inability of the sponsor,
14 the designated developer, TRITEC,
15 to purchase a certain property --

H1-2

16 MS. LENT: I'm sorry, sir,
17 but your time is up.

18 MS. EADERESTO: I would
19 just like to state for the record,
20 that in Phase 1, TRITEC has
21 negotiated with and has a contract
22 with all owners of Phase 1. That
23 is an arm's length contract. So
24 Phase 1 can be completed, to
25 answer your question, based on

Proceedings

1 negotiated purchase.

2 MR. FENCHEL: Can I just
3 ask --

4 MS. LENT: Mr. Fenchel,
5 your time is up and you can
6 speak --

7 MS. EADERESTO: If you call
8 my office, I'd be happy to speak
9 to you tomorrow.

10 MR. FENCHEL: Well, in that
11 case --

12 MS. LENT: I'm sorry, sir,
13 your time is up.

14 Ms. Engle?

15 MS. ENGLE: Hi. My name is
16 Amy Engel. I'm the Executive
17 Director of Sustainable Long
18 Island, and Sustainable Long
19 Island's mission is to promote
20 economic development,
21 environmental health, and social
22 equity for all Long Islanders.
23

24 As part of our mission, we
25 support comprehensive

H2

Proceedings

1
2 community-based planning, mixed
3 use and Transit-Oriented
4 Development. We strongly support
5 the Ronkonkoma Hub project. I
6 believe it will greatly enhance
7 the local area and facilitate
8 revitalization.

9 We believe Transit-Oriented
10 Development is needed, because by
11 focusing development around
12 existing transportation
13 infrastructure, municipalities
14 place transportation within reach
15 of citizens, all citizens, who
16 cannot afford to drive or don't
17 have access to transit, creating
18 more equitable communities.

19 TODs also reduce traffic
20 congestion, air pollution and
21 energy consumption, as well as the
22 need for costly roadway
23 improvements. TODs increase
24 transportation towards gaining
25 access, and the enhanced mobility

Proceedings

1
2 for all community members while
3 creating compact mixed-use
4 neighborhoods.

5 For these reasons,
6 Sustainable Long Island supports
7 the Ronkonkoma Hub and all of the
8 changes necessary to the Town Code
9 and zoning to allow for this plan
10 to move forward. Thank you.

11 And, I'm sorry, I forgot to
12 mention, I reside in Holtsville
13 within the Town of Brookhaven.
14 I'm in District 5.

15 SUPERVISOR ROMAINE: Thank
16 you.

17 MS. LENT: Ms. Garvin?

18 MS. GARVIN: My name is
19 Marianne Garvin. I live in Stony] H3
20 Brook, in the Town of Brookhaven.
21 I'm also the president and CEO of
22 CDC Development Corporation of
23 Long Island, a 45-year-old
24 regional non-profit whose mission
25 it is to create vibrant,

Proceedings

1
2 sustainable communities throughout
3 the region.

4 I am here today as an
5 expert in housing and economic
6 development, but perhaps more
7 importantly, as a 36-year resident
8 of the Town of Brookhaven. I
9 moved to Setauket in 1978 as a
10 newly-married woman, and rented
11 for ten years, as my husband and I
12 made the transition from students
13 to joining the workforce, to
14 eventually having two children.

15 Once our children were
16 approaching school age, we decided
17 it was time to move to the next
18 phase of our lives, and we
19 purchased a house in Stony Brook.
20 Well, children would ride their
21 bikes in the street, play catch in
22 the backyard, and run around the
23 property with their friends. Our
24 single-family home and
25 neighborhood were perfect for

Proceedings

1
2 raising our family. Now, after 26
3 years in the same house, we are
4 empty-nesters. We still love our
5 house, but we are in the next
6 phase of our lives, and wonder if
7 we need or want it. Just as when
8 we were young and we had no
9 interest in owning a house, now
10 other housing options are more
11 attractive to us.

12 My story is not unique.
13 And it is because of the natural
14 life cycles of people that we
15 should provide a diversity of
16 housing opportunities for them in
17 order to meet their needs and
18 encourage them to remain on Long
19 Island. Long Island's housing is
20 predominately single-family and
21 owner occupied. Having these
22 wonderful neighborhoods is a
23 strength and an asset, but not
24 sufficient to create a region that
25 is economically vibrant and

Proceedings

sustainable.

According to the five-year strategic plan developed by the Long Island Regional Economic Development Council, it is essential for our economy to develop higher-density housing around transit hubs like Ronkonkoma, combined with retail and other commercial establishments to create a sense of place, and a destination for our young people and empty-nesters. This certainly does not threaten our suburban way of life nor threaten our form of present neighborhoods; it does offer a diversity of options so we can attract new people to live and work on the Island and to encourage others to stay on the Island after their single-family home no longer meets their needs.

I encourage this Town Board

Proceedings

1
2 to give the necessary approvals to
3 allow this very important regional
4 priority project to advance. I
5 thank you for allowing me to speak
6 today.

7 SUPERVISOR ROMAINE: Thank
8 you.

9 (Applause.)

10 MS. LENT: I will just ask,
11 along the balcony, if you are
12 going to speak, step away from the
13 wall. The noise is traveling
14 down. Thank you.

15 MR. AXINN: My name is Len] H4
16 Axinn. I am a business owner in
17 Ronkonkoma, with our main office
18 being approximately a quarter-mile
19 outside of the Hub. We've been
20 there for nearly 40 years, and I'm
21 speaking in favor of the
22 development with concern as a
23 local business as well.

24 I've heard some concerns of
25 others that they don't like this

Proceedings

1
2 development conceptually. Are you
3 kidding? Have you seen Railroad
4 and Union and Hawkins and Mill
5 lately? Do we want that to be the
6 view that people see in
7 Ronkonkoma? I don't think so.
8 I'd much rather see new
9 construction that replaces the
10 current blighted areas with
11 much-needed housing, commercial
12 and office development.

13 Another thing I hear is
14 that traffic is going to be a
15 nightmare. Are you kidding? Have
16 you tried to drive on Union or
17 Hawkins when the train arrives in
18 the station? It's impossible
19 today to make a turn onto one of
20 those streets, and I have to do it
21 every night because I'm there
22 every night.

23 I think our focus as
24 neighbors should be to make sure
25 the new development takes into

H4-1

Proceedings

1
2 account new road construction and
3 infrastructure, so that they take
4 care of our own newly-created
5 traffic, as well as our current
6 situation should be improved.

H4-1
Cont'd.

7 Another thing I heard in
8 the papers is that people don't
9 want Saudi Arabian interest
10 involved in our the Town. I
11 didn't want to be the first one to
12 bring this up, but I guess I am.

13 Perhaps those who feel that
14 way don't get gas at Shell or
15 Exxon or Mobil stations. I
16 personally don't use those
17 stations. What I do know is this:
18 It takes money to build a
19 development like this, a lot of
20 money. I would much rather see
21 that Saudi monies is invested here
22 improving our area, than me
23 sending my money over there.

24 So I also want to say that
25 I own a property within the Hub.

Proceedings

1
2 It's improved with a modern
3 building. It has a long-term
4 lease with a pie-credit tenant,
5 and so I have concerns about my
6 own property and how it will be
7 affected by the ultimate
8 development. I just want to make
9 sure we're treated properly, that
10 there's concern for the existing
11 buildings and residents there
12 during the construction period for
13 access and minimization of the
14 noise and dust and all that, and
15 if there is a condemnation
16 proceeding, I'm sure it will be
17 conducted after this hearing you
18 mentioned, Mr. Romaine, and with
19 all due respect to the property
20 owners.

H4-2

21 Thank you.

22 (Applause.)

23 SUPERVISOR ROMAINE: To
24 those involved in the development,
25 I hope you are making notes,

Proceedings

1
2 because those are the type of
3 questions we want to address as to
4 the impacts.

5 Call the next card, please.

6 MS. LENT: Phil Sorrentino,]^{H5}
7 Steve Jensen, Debbie Davey and
8 Lenney Minervini.

9 Please raise your right
10 hand.

11 (All comply.)

12 MS. LENT: Do you swear to
13 tell the truth, the whole truth
14 and nothing but the truth, so help
15 you God?

16 (Whereupon, Mr. Phil
17 Sorrentino, Mr. Steve Jensen, Ms.
18 Debbie Davey and Mr. Lenney
19 Minervini respond in the
20 affirmative.)

21 MS. LENT: State your name,
22 the hamlet you come from and town
23 you live in, Brookhaven, Oyster
24 Bay, whatever it may be.

25 Thank you.

Proceedings

1
2 MR. SORRENTINO: Good
3 evening, Supervisor and Council.
4 Thank you very much for allowing
5 me some time to voice my opinion
6 on this matter.

7 My name is Phil Sorrentino.
8 I live in Lake Grove, in the Town
9 of Brookhaven, and I utilize
10 Ronkonkoma Station several times a
11 week, and I'm for this project.
12 For me, it's a point of pride
13 living in this town. It's a point
14 of wanting to stay here and be a
15 part of it and feel like the Town
16 itself wants to keep us here.

17 I have children of my own.
18 They will be graduating and going
19 off into the business world, maybe
20 working in the City, and the
21 prospects of my daughter leaving
22 the area is kind of hard for me to
23 wrap my head around. And this
24 project, giving the opportunity of
25 her possibly living in the area

Proceedings

1
2 and still being able to work in
3 the City, brings my wife and
4 myself a smile to our faces. And
5 I think it's a shot in the arm to
6 the community business-wise, and I
7 think it's a great thing.

8 Thank you for the time.

9 SUPERVISOR ROMAINE: Thank
10 you very much.

11 (Applause.)

12 MR. JENSEN: Good evening, H6
13 Mr. Supervisor, Town Board
14 members. My name is Steve Jensen.
15 I'm the chairman of the Long
16 Island Builders Institute
17 Community Outreach Committee. I
18 own a business, and I live in the
19 Town of Islip. My business is a
20 stone's-throw away from the future
21 Ronkonkoma Hub.

22 I applaud the Board for the
23 great work they have done with the
24 TRITEC organization on the
25 Patchogue project. That was a

Proceedings

1
2 beautiful project that we are
3 involved with now. The Ronkonkoma
4 Hub is going to be another bright
5 spot on the map of Long Island,
6 and a model for other towns as
7 well. Most people know the area
8 we are discussing because of the
9 Long Island Rail Road station in
10 Ronkonkoma. It's no secret the
11 area is in need of revitalization.

12 TRITEC should be welcomed
13 with open arms because of its
14 resum◆ of successful projects.
15 It's not "if" they can build a
16 bustling, vibrant Transit-Oriented
17 Development; it should be "when"
18 they would start.

19 Yes, it's an exciting time
20 for the people of Ronkonkoma,
21 creating jobs, housing, new
22 businesses, broadening the tax
23 base and creating a new
24 destination where people want to
25 work and play. I'm confident the

Proceedings

1
2 Brookhaven Board will do the right
3 thing for the people of
4 Ronkonkoma, and I'm very much in
5 support of the Ronkonkoma Hub.
6 Thank you for allowing me to
7 speak.

8 MS. LENT: Thank you.

9 (Applause.)

10 MS. DAVEY: Good evening,] H7

11 Mr. Supervisor and Town Board
12 members. My name is Debbie Davey,
13 and I reside at 210 11th Avenue,
14 Holtsville, Town of Brookhaven. I
15 have resided in the Town of
16 Brookhaven for more than 30 years.
17 I have had a business in the Town
18 of Brookhaven for 23 years.

19 I am here tonight to give
20 support of the Ronkonkoma Hub
21 Transit-Oriented Development for
22 multiple reasons. This property
23 surrounding the Ronkonkoma train
24 station is severely blighted, and
25 it desperately needs a

Proceedings

1 transformation to create a safer
2 environment to all the residents.
3

4 I can honestly say I
5 currently take the train at
6 Ronkonkoma train station with
7 trepidation because of the present
8 unsafe condition of the area. Not
9 only will this project create safe
10 surroundings, but it will create
11 and generate 5,100 jobs, providing
12 opportunities for our employees
13 and family members.

14 Simultaneously, it will be
15 giving a much-needed boost to our
16 economy and to our community. It
17 will help keep our young people
18 here on Long Island where they
19 belong. It will create millions
20 of dollars in new tax revenues for
21 our local governments. It will
22 provide a variety of new housing,
23 including office and hotel
24 opportunities. It will transform
25 our community in every area and be

Proceedings

1
2 a better place for all our
3 residents.

4 I want to commend the Town
5 Board for choosing TRITEC
6 Development as the master builder
7 for this project. TRITEC has a
8 proven track record and has set a
9 high water mark for others. I
10 truly believe it is of great
11 importance for all of us that
12 reside and do business in the Town
13 of Brookhaven to support this
14 redevelopment project.

15 Hence, I am 100 percent for
16 the project and would like to see
17 it move forward in a positive
18 direction; helping our economy,
19 helping our community, and keeping
20 our families together, here, in
21 the Town of Brookhaven. I ask
22 that you vote in favor of the
23 Ronkonkoma Hub Transit-Oriented
24 Development, and I thank you for
25 the opportunity to speak tonight

1 Proceedings

2 in support of this project.

3 (Applause.)

4 SUPERVISOR ROMAINE: Thank
5 you very much.

6
7 MR. MINERVINI: Thank you,] H8
8 Mr. Supervisor, and Town Board,
9 for giving me the opportunity to
10 speak tonight. My name is Lenney
11 Minervini. I live in East Meadow,
12 in the Town of Hempstead. I'm
13 also a member of the Long Island
14 Builders Institute, and I see this
15 as a very positive thing for Long
16 Islanders in general.

17 I have a daughter who
18 graduated college and left the
19 Island, which, we miss her, and
20 having said that, it would make me
21 an empty-nester to look for a
22 place that's affordable and where
23 we can stay on the Island, also.

24 There are other
25 communities, like Patchogue, that

Proceedings

1
2 TRITEC worked at, that seem to be
3 quite successful on the Island
4 here. And just today there was an
5 article in the Newsday about a
6 Huntington project that was deemed
7 to be quite successful after all
8 was said and done.

9 It's also an opportunity
10 for employment for the people that
11 work for us, and I would like to
12 see this move forward.

13 SUPERVISOR ROMAINE: Thank
14 you very much for your comments.

15 (Applause.)

16 MS. LENT: Next speakers
17 are William Hubbs, Brian Boker,
18 Larry Davis and Denise Schwarz.

19 Please raise your right
20 hand.

21 (All comply.)

22 MS. LENT: Do you swear to
23 tell the truth, the whole truth
24 and nothing but the truth so help
25 you God?

Proceedings

(Whereupon, Mr. William Hubbs, Mr. Brian Boker, Mr. Larry Davis and Ms. Denise Schwarz respond in the affirmative.)

MS. LENT: And do the same, state your name, town you reside in, et cetera.

MR. HUBBS: Thank you, H9
Mr. Supervisor, and Town Council.
My name is William Hubbs. I reside in Huntington Station in the Town of Huntington.

For decades the areas surrounding our transit hubs have suffered from neglect and despair. This project will be a prime incentive for residents, commuters and businesses alike. It will provide hundreds of construction jobs, create a revival of a currently blighted area, and provide a much-needed diversity of housing. Similar projects in Hempstead, Patchogue and

Proceedings

1
2 Huntington are underway, and have
3 demonstrated that these types of
4 Transit-Oriented Development can
5 and do work. The developer has
6 demonstrated on other projects
7 that they are fully competent to
8 complete this project. I would
9 urge you to support this project,
10 and thank you very much for the
11 opportunity to speak.

12 MS. LENT: Thank you.

13 (Applause.)

14 MR. BOKER: My name is H10

15 Brian Boker. I'm a Ronkonkoma
16 resident. As a matter of fact, I
17 live two blocks from the railroad
18 station with my family. I've been
19 there for eight years, and prior
20 to that, in Brookhaven Town in
21 Port Jefferson. One of my sons
22 graduated from Sachem North, and
23 the other one is still in Sachem
24 North, and in the past five years,
25 enrollment has dropped over -- I

Proceedings

1
2 believe it was over 400 students
3 plus that it dropped. With this
4 project, student enrollment will
5 increase.

6 I'm here both as a resident
7 and as a real estate professional.
8 I've spoken to my neighbors who
9 live right -- I live off of
10 Ronkonkoma Avenue, just as a point
11 of reference.

12 They realize their property
13 values will go up because of this
14 project, and that's something that
15 is very close to everybody's heart
16 in my neighborhood. I also work
17 in shopping realty. We are the
18 retail real estate brokers for the
19 Patchogue project. Just by
20 coincidence, I live by the
21 Ronkonkoma Rail Road station, and
22 I've been doing retail leasing for
23 39 years in Brookhaven, and I feel
24 that, you know, living in the area
25 where the blight is, retail is --

Proceedings

1
2 it's a shame.

3 In Patchogue alone, there
4 was a 40 percent vacancy rate
5 before TRITEC built New Village.
6 The modules hadn't even been
7 started to be fully occupied yet,
8 and they are down to a 5 percent
9 vacancy rate in the Town of
10 Patchogue. That's amazing.

11 Now, the retail that was
12 spoken for that's blighted, I've
13 seen delis, at least five delis,
14 go in and out of there. Just by
15 the virtue of this project
16 existing, those stores will get
17 rented, and I'm confident of that.
18 And I passionately believe that
19 you have chosen the right
20 developer. In Patchogue, TRITEC
21 was so neat and clean about it.
22 They spent more money being
23 concerned about the residents, and
24 making sure that the residents and
25 town retail that were existing

Proceedings

1
2 were not disturbed, and I believe
3 the same thing will be done here
4 in Ronkonkoma.

5 Thank you.

6 (Applause.)

7 MR. DAVIS: Good evening, H11

8 Mr. Chairman and members of the
9 Board. My name is Larry Davis,
10 and I am the chairman of the Long
11 Island Builders Institute, the
12 largest residential trade
13 association here in New York
14 State. I'm here this evening to
15 speak in favor of all four
16 resolutions which are the subject
17 of this public hearing in relation
18 to the development of the
19 Ronkonkoma Hub Transit-Oriented
20 Development project in the area
21 around the Long Island Rail Road
22 station in Ronkonkoma.

23 I'm also a resident of the
24 Town of Brookhaven, and I reside
25 in the hamlet of Miller Place.

Proceedings

1
2 For many years, Long Islanders
3 have been talking about how best
4 to use the properties around the
5 Long Island Rail Road station in a
6 productive manner which would
7 encompass both the need for
8 diversity of residential
9 properties, as well as a mixed-use
10 development, which would encourage
11 a pedestrian-friendly design for
12 additional commercial and retail
13 activities.

14 Now, with this hearing
15 tonight, the Town of Brookhaven
16 and their master developer, TRITEC
17 Real Estate, are taking the
18 necessary steps to make such a new
19 type of development a reality, a
20 reality not only for the current
21 residents of the Town of
22 Brookhaven, but also for those
23 residents to come who will be
24 living and working within the new
25 redevelopment area.

Proceedings

The Ronkonkoma Hub

Transit-Oriented Development will provide much needed redevelopment to the area around the railroad station. It would also provide new housing opportunities for our young people who desperately want to stay on Long Island, but do not want to purchase a single-family home. It will provide much needed revenues to the local school district, it will create hundreds of new jobs in the community, will provide much needed customers to our existing businesses in that area, and will encourage the use of mass transit options within our community.

In addition, the development of this area in a manner that will complement our single-family communities in the Town of Brookhaven, and will provide new and existing housing

Proceedings

1 options for our young residents
2 and senior citizens. It will
3 provide new tax revenues for our
4 local governments, thus reduce the
5 burden of real property taxes on
6 the current residents.
7

8 In addition, by keeping our
9 young people on Long Island, it
10 substantially increases their
11 option to raise their family on
12 Long Island, at which time, they
13 will want to purchase the
14 single-family homes which already
15 exist in our community. Our
16 seniors who want to downsize their
17 living space will also be able to
18 find new customers to sell their
19 homes to, thus increasing the
20 price at which they believe they
21 will be able to sell their current
22 homes.

23 The Town of Brookhaven has
24 already selected one of Long
25 Island's great development

Proceedings

1
2 companies, TRITEC Real Estate, to
3 be the master developer for the
4 project. TRITEC has a great
5 business plan, as is shown by the
6 great work in the Village of
7 Patchogue and other locations on
8 Long Island. TRITEC is the
9 perfect company to ensure that the
10 plan created by the Town of
11 Brookhaven will be completed to
12 the benefit everyone.

13 In conclusion, the Long
14 Island Builders Association
15 strongly supports the
16 redevelopment of the Ronkonkoma
17 Hub area, both for what it will
18 mean to the Town of Brookhaven,
19 but what it will also mean to our
20 residents and communities. Now is
21 the perfect time, and the
22 Ronkonkoma Hub area is the perfect
23 place to bring a new type of
24 development opportunity to our
25 community --

Proceedings

1
2 MS. LENT: Sorry, your time
3 is up.

4 MR. DAVIS: -- and we urge
5 the support of all these
6 resolutions.

7 Thank you.

8 SUPERVISOR ROMAINE: Thank
9 you.

10 (Applause.)

11 MS. SCHWARZ: Good evening,]H12
12 Mr. Supervisor and Town Board
13 members. My name is Denise
14 Schwarz. I am the president of
15 the Ronkonkoma Chamber of
16 Commerce, whose businesses reside
17 in both the Towns of Brookhaven
18 and Islip. I reside in the Town
19 of Islip.

20 The Ronkonkoma Chamber of
21 Commerce is to make certain and
22 create economic prosperity among
23 local businesses, as well as the
24 quality of life in the greater
25 Ronkonkomas. As the Chamber of

Proceedings

1
2 Commerce, we need the benefit of a
3 successful Ronkonkoma Hub project.

4 The project can revitalize
5 the blighted area which now
6 surrounds the Ronkonkoma train
7 station. We hear the concerns of
8 the local business owners as well
9 as residents from the surrounding
10 areas, who are worried about how a
11 project of this size will affect
12 them. We feel this project will
13 provide much needed housing, as
14 well as employment opportunities.
15 If we had a crystal ball, the
16 discussion would be much easier.
17 We don't have a crystal ball, but
18 the next best thing is to look to
19 our friends in Patchogue.

20 The development on Main
21 Street in Patchogue has changed
22 their town around, and if you have
23 ever spent a day or evening
24 shopping or dining out in the
25 area, you would understand what I

Proceedings

1
2 mean. The desire to live there
3 has increased substantially, be it
4 through rentals or through the
5 purchase of home, condo or co-op.
6 The housing growth comes full
7 circle, bringing in businesses,
8 rejoining the community to make a
9 better, more desirable place to
10 live. We desire that same growth,
11 and want our residents to be able
12 to enjoy their community here in
13 Ronkonkoma.

14 Currently, the area around
15 the proposed Hub location is not
16 much to enjoy. The Ronkonkoma
17 Chamber of Commerce only wishes
18 the best for the residents and
19 businesses of Ronkonkoma. The
20 Chamber feels that the project
21 will only brighten our way of
22 living and give new opportunities
23 to residents and businesses who
24 want to call Ronkonkoma "home."

25 Ultimately, we support the

1 Proceedings

2 all respond in the affirmative.)

3 MS. LENT: Mr. Enders, you
4 will be first.

5 MR. ENDERS: Thank you.]H13

6 Good evening, Supervisor
7 Romaine and Board members. My
8 name is Edward Enders. I'm with
9 the council rep for the Northeast
10 Regional Council of Carpenters. I
11 reside in Riverhead, however many
12 of my members reside the Town of
13 Brookhaven and in the Ronkonkoma
14 area.

15 I would just like to
16 congratulate the Town, the
17 engineers, the planners, TRITEC.
18 It is a beautiful plan. Nobody
19 can argue that. The Ronkonkoma
20 area has -- I've taken the train
21 out of there many times. It is
22 not one of the garden spots of
23 Long Island. This will make it
24 one of the garden spots of Long
25 Island.

1 Proceedings

2 Myself and my members urge
3 the Board to move this project
4 forward, and let's just move this
5 plan forward.

6 Thank you.

7 (Applause.)

8 SUPERVISOR ROMAINE: Thank
9 you.

10 Good luck to your members.

11 MS. PASSEGGIO: Thank you, H14

12 Mr. Supervisor and members of the
13 Board. My name is Rita Passeggio.
14 I live in Shoreham, in the Town of
15 Brookhaven, and I'm speaking to
16 you as a resident. I can only
17 speak from my heart; I don't have
18 any technical data to give you.

19 I do use the train station
20 all the time, and I've been a Long
21 Islander for 30 years, but before
22 that, I was in Canada, I'm
23 Canadian. So, I have a lot of
24 international friends that come
25 in, and they come to the city, but

Proceedings

1
2 I always invite them to my home,
3 and they always offer to take the
4 train so that I don't have to pick
5 them up from the city. And their
6 first view of Long Island is
7 always the Ronkonkoma train
8 station. And I keep telling them
9 how beautiful Long Island is, and
10 that first impression is a little
11 bit of embarrassment. And the
12 first time I even viewed the train
13 station, I thought I made a wrong
14 turn into th parking lot because
15 it was in such disarray.

16 When I bring my daughters
17 here, I always make sure that I'm
18 early to pick them up, or I make
19 sure the other trains are going,
20 because I don't think the area is
21 safe. And so having this to come
22 to in the future is just -- it
23 would be a dream come true, and I
24 support this project, definitely.
25 Thank you.

1 Proceedings

2 (Applause.)

3 SUPERVISOR ROMAINE: Thank
4 you for your comments.

5 MR. LAW: Good evening. My H15
6 name is Kevin Law. I'm the
7 president and CEO of Long Island
8 Association out of Melville in
9 Suffolk County. I live in the
10 Town of Smithtown.

11 I'm here this evening --
12 I'm wearing a couple of hats -- on
13 behalf of Long Island Association,
14 which is the Island's largest
15 business group, representing about
16 two-thirds of the Island's
17 workforce, including many small,
18 medium and large businesses in the
19 Town of Brookhaven.

20 We wholeheartedly support
21 your efforts here to take a
22 different look at how we address
23 our land use challenges facing us
24 today. So, we are in total
25 support of what you are trying to

Proceedings

1
2 do here, as well as the overall
3 Ronkonkoma Hub project.

4 I also co-chair the
5 Regional Economic Development
6 Council here for Long Island,
7 where our legal board issued two
8 separate rounds of \$4 million to
9 your efforts here, because we
10 believe this will be a shot in the
11 arm for our economy, and will put
12 men and women in the trades back
13 to work, will create and diversify
14 our housing supply, and will
15 create short- and long-term
16 economic benefits for our region.

17 These types of projects, we
18 support throughout the Island.
19 I've testified on projects in the
20 Town of Huntington, in Glen Cove,
21 in Hempstead, in Babylon, and we
22 believe that the business
23 community needs to show its
24 support, because we understand the
25 challenges that you as

Proceedings

1
2 decisionmakers have to make when
3 it comes to big projects like
4 this.

5 We wholeheartedly support
6 your efforts. We think it is the
7 way to go, it is the way to
8 address our future land use
9 challenges, and I commend you for
10 your efforts here this evening.

11 Thank you.

12 (Applause.)

13 SUPERVISOR ROMAINE: Thank
14 you.

15 MS. LENT: Mr. Mattera, you
16 can begin.

17 MR. MATTERA: Good evening,]H16
18 Supervisor Romaine and
19 Councilmembers. Congratulations,
20 by the way, on everybody's
21 election, and I know that we are
22 going to be looking forward to
23 working with everybody on the
24 Board.

25 My name is Mario Mattera.

Proceedings

1
2 I'm the business agent for
3 Plumbers Local 200. I'm a
4 resident of Smithtown, with my
5 neighbor, Mr. Law, here.

6 I just wanted to say, I
7 represent approximately 1,100
8 members, 85 percent of them which
9 live in Suffolk, and 50 percent
10 live in the Town of Brookhaven, so
11 I am here again speaking on behalf
12 of the residents of Brookhaven.

13 I'm here to speak on a
14 great project, the newly proposed
15 Ronkonkoma Hub, which is
16 desperately needed for the future
17 of smart growth in the Town of
18 Brookhaven and in Suffolk County.
19 We need this project just for our
20 children, our middle age, our
21 seniors. You know, everyone says,
22 "What about our children?" What
23 about our seniors?

24 It's very, very important
25 for the future of us keeping our

Proceedings

1
2 growth here, to have smart growth.
3 This project, where it's located,
4 is amazing; mass transit, Long
5 Island Expressway, go to the city
6 in 60 minutes, go out to the
7 Hamptons, go out to Montauk. You
8 couldn't ask for a better
9 location.

10 Not for anything, the
11 residents that will be pretty much
12 living there, a lot of them, you
13 have 5,000 permanent jobs. I'm
14 not just talking about the
15 construction. 5,000 permanent
16 jobs. They can work, eat and
17 sleep there, and how important
18 that is. It's that village-type
19 concept that we need, that's going
20 to be built all over for smart
21 growth.

22 The construction jobs we
23 need desperately, local jobs for
24 local people, and for even our
25 members that right now are working

Proceedings

1
2 on the job in Patchogue -- which I
3 commend our mayor, Mayor Pontieri,
4 for his vision, and then TRITEC
5 coming and getting involved with
6 that job. Look at Patchogue. The
7 last ten years -- ten years ago,
8 you wouldn't even really go there,
9 and look at what you do today.
10 You are going to go there for
11 lunch, you are going to go there
12 and meet people -- our members
13 right now that are working there
14 are already putting in
15 applications to try to live there,
16 which they are. There's over
17 2,000 applicants right now for
18 that project that's been given out
19 for 350 apartments. What does
20 that tell everybody? We need
21 smart growth. It's very, very
22 important.

23 I was listening to our
24 great Supervisor Romaine at his
25 speech the other day for his

Proceedings

1 swearing in, and he's very
2 concerned about the environment.
3 Everybody needs to know,
4 \$42 million project that's going
5 to be coming out of the sewage
6 treatment plant that will handle
7 not only that project, but it will
8 handle a lot of Islip's problems
9 that they have right around that
10 area, for the future. So there it
11 is, environmental-friendly right
12 away.
13

14 I want to commend the
15 developers, which I work with very
16 close, the TRITEC builders, for
17 the job that they -- you know, for
18 their vision. You know,
19 Patchogue, the worst economy that
20 we've had --

21 MS. LENT: Your time is up.

22 MR. MATTERA: Oh, my
23 goodness, you have to give me more
24 than three minutes.

25 Okay, you know what? Thank

Proceedings

1
2 you so much. This is a great
3 project. We need to vote "yes"
4 for this, and you can hear
5 everybody how they feel about this
6 project. We have a great
7 response.

8 Thank you.

9 (Applause.)

10 MS. LENT: Nick Dalvano,
11 Vince Lancelli and Bruce Edwards.

12 I'm missing one -- Grant
13 Hendricks.

14 Okay, please all raise your
15 right hand.

16 (All comply.)

17 MS. LENT: Do you swear to
18 tell the truth, the whole truth,
19 nothing but the truth, so help you
20 God?

21 (Whereupon, Mr. Nick
22 Dalvano, Mr. Vince Lancelli, Mr.
23 Bruce Edwards and Mr. Grant
24 Hendricks all respond in the
25 affirmative.)

Proceedings

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2 MS. LENT: Okay, do the
3 same; state your name, town you
4 live in, and township.

5 Mr. Hendricks, you are
6 first.

7 MR. HENDRICKS: Good H17
8 evening, Supervisor Romaine and
9 members of the Town Board. Thank
10 you for allowing me to address you
11 regarding the proposed Ronkonkoma
12 Hub project. My name is Grant
13 Hendricks. I reside in Bay Shore,
14 in the Town of Islip. I serve as
15 a member of the Board of Directors
16 for the Long Island Pine Barrens
17 Association. I am also a board
18 member of the Suffolk County
19 Industrial Development Agency, as
20 well as a former board member of
21 the Long Island Regional Planning
22 Council.

23 Today I'm here representing
24 the Long Island Contractors
25 Association, whose members

Proceedings

1
2 comprise the heart and soul of the
3 local heavy construction industry.
4 We employ thousands of union men
5 and women here on Long Island, and
6 play a pivotal role in building
7 and strengthening the region's
8 infrastructure.

9 We are no strangers to the
10 project. In fact, we consider it
11 an economic priority for the town
12 and its taxpayers. LICA appeared
13 before the Brookhaven Planning
14 Board at its November 18th meeting
15 to stress our strong support for
16 the proposed project, the
17 Ronkonkoma Hub Transit-Oriented
18 Development and Urban Renewal
19 Plan.

20 We were reassured when the
21 Planning Board carefully reviewed
22 and considered the application
23 including supporting testimony
24 offered by many that evening.
25 This evening, LICA continues to

Proceedings

1
2 articulate our support, as the
3 Town Board now considers this
4 project of regional significance.

5 But words alone will not
6 create the type of economic
7 activity that will protect the
8 future of homeowners and
9 businesses in central Suffolk
10 County. LICA's mission is to
11 advocate in word and in deed on
12 behalf of those projects that
13 threaten our region. Accordingly,
14 LICA wishes to report that
15 thousands of men and women in the
16 Long Island heavy construction
17 industry stand ready to assist the
18 Town in making this project a
19 welcome reality.

20 You may remain confident
21 that the required manpower and
22 equipment will be available to
23 construct the necessary
24 infrastructure required to support
25 a project that can become the

Proceedings

1
2 transformative symbol of Long
3 Island's ability to grow and
4 prosper, as well as be the best
5 place to live and work.

6 Long Island is at a cross
7 roads where the economic future is
8 being decided now. With your
9 community leadership, the tools
10 necessary for success will be
11 there for the Brookhaven Town
12 taxpayer. We are excited to be
13 part of a project that will bring
14 economic development to our region
15 that it so desperately needs.

16 In addition to the
17 immediate job creation, this
18 proposal will provide a needed
19 mixture of 21st Century housing
20 integrated with retail
21 opportunities. Its unique
22 proximity to transportation will
23 allow Long Island to enjoy the
24 Transit-Oriented Development
25 successes that are now being

Proceedings

1
2 enjoyed in other parts of our
3 nation.

4 The Town of Brookhaven has
5 the opportunity to demonstrate
6 that public policy leadership will
7 get the job done, whether it's
8 generating new jobs and
9 investment, preserving our quality
10 of life, strengthening our real
11 estate values --

12 MS. LENT: Mr. Hendricks,
13 I'm sorry, your time is up.

14 MR. HENDRICKS: Thank you
15 for the opportunity to speak in
16 favor of this project.

17 SUPERVISOR ROMAINE: Thank
18 you for your comments.

19 If you have written
20 comments, you can certainly hand
21 it over to the Clerk, and it will
22 be shared with the Board members.
23 I'm sorry you didn't have enough
24 time.

25 MR. HENDRICKS: Thank you.

Proceedings

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MR. DALVANO: Thank you, H18
Supervisor Romaine and Town Board
members. My name is Nick Dalvano,
and I am a resident of Brookhaven
in the town of Medford. I am the
director of operations for a
family-owned business, which is
Always Elevators, which is located
here on Long Island just on the
other side of MacArthur Airport.
We employ over 20 local residents
who are young, like myself, and
would love to be able to live and
work right here.

My father was unable to
attend, and asked me to support
the designation of certain areas
surrounding Ronkonkoma railroad
station as part of the Ronkonkoma
Transit-Oriented Development
project. The Hub project has one
goal in mind; bringing members
together by creating a commuter
destination which offers a prime

Proceedings

1 residential area, retail stores,
2 entertainment venues, offices,
3 restaurants, all in one place. I
4 truly believe moving forward with
5 this project would be good for
6 greater Long Island.
7

8 The Ronkonkoma Hub project
9 will bring life to an
10 underutilized area, providing
11 benefits to all who are involved.
12 Using Patchogue Village, as
13 everybody else has talked about,
14 you can clearly see what's going
15 on here and how it will benefit
16 us, without any negatives. It
17 will attract hundreds of daily
18 commuters in close proximity to
19 Islip MacArthur Airport, which my
20 business uses daily.

21 So I ask you to support the
22 Ronkonkoma Transit-Oriented Hub
23 project, and take this first step
24 in improving the community. Thank
25 you for your time.

1 Proceedings

2 (Applause.)

3 MR. LANCELLA: Good H19

4 evening, Mr. Supervisor, Town
5 Board members.

6 I can't give you the
7 technical aspect of this project.
8 I'm going to -- but I'm going to
9 give you what I have from my heart
10 on this. I've been a resident of
11 Town of Brookhaven for the past
12 50 years. I've had my business in
13 the Town of Brookhaven for the
14 past 37 years. One of the biggest
15 issues -- I have three children;
16 one child that went to college out
17 of state and remained there for
18 six years. I've spoken to a
19 multitude of young adults, who say
20 the same exact thing in
21 conversation when speaking about
22 Long Island. They say that it's
23 the same old Long Island. No
24 jobs, no housing.

25 Now, I walk through the

1 Proceedings

2 Town of Riverhead and Town of
3 Patchogue and I see a breath of
4 fresh air. I see a
5 revitalization. And it's not just
6 that our children are coming home
7 for the holidays that I am talking
8 about. It's all the little
9 moments that you miss, whether
10 your daughter is cooking with her
11 mom, or your son is fishing with
12 his dad. These are the most
13 important things in life. If we
14 could keep our youth here, I
15 believe that's one of the most
16 important parts of this project.
17 I see the revitalization as
18 creating jobs in the poor economy
19 here, and I see it as housing to
20 keep -- even if it's just a
21 handful more children to stay with
22 their families and grow up on Long
23 Island as I did.

24 I feel that's one of the
25 important issues of this project.

Proceedings

1
2 I was alerted to this project
3 because I belong to Long Island
4 Business Institute, and I've seen
5 what's going on in Patchogue, and
6 as I said before, I can't give you
7 the technicalities, but I believe
8 it's going to be a rebirth and
9 save our children from leaving,
10 and to me -- it's heartbreaking.
11 It destroys families when you see
12 these children leave New York. It
13 seems to be the sign of the times
14 for this area.

15 Thank you very much for
16 your time.

17 SUPERVISOR ROMAINE: Thank
18 you for your comments.

19 (Applause.)

20 MR. EDWARDS: Thank you, H20
21 Town Board, for this opportunity
22 to speak. My name is Bruce
23 Edwards. I'm a resident of
24 Ronkonkoma in the Town of Islip.

25 This project has had quite

Proceedings

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a long life. It has outlasted the administration that originally proposed it, which is one of the reasons I believe this project, I will quote our U.S. Senator Schumer, stated "Ronkonkoma Hub has the potential to change the face of Ronkonkoma."

This should carefully be reviewed by a Town Board that has had almost half of its members just sworn in or not in place. The project itself is not what troubles me. As said by the Planning Department, there is a need for this type of project. However, the density of this project is off the charts. I would like to see a more reasonable density.

] H20-1

(Applause.)

MR. EDWARDS: I hear what the Town of Brookhaven is doing to its commuter residents is a

Proceedings

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disservice, because the plan has no commuter parking in the plan in its current state. Where will the people park? The former Hub project by the Long Island Rail Road had done a study, and in it they noted that the Ronkonkoma parking lot is now at 105 percent capacity.

H20-2

Due to the proximity of the Ronkonkoma Hub, literally on the border of the Town, studies that were done did not include the surrounding areas, which are in the different jurisdiction. By not including the larger area, these studies are incomplete and faulty.

H20-3

(Applause.)

MR. EDWARDS: The company of VHP did a traffic study, and they used the morning rush hour between 7 a.m. and 9 a.m. Now, I was a commuter at Ronkonkoma for

H20-4

Proceedings

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over 25 years, and if you go into the station at 7:00, you walk there. Without the inclusion of the Town of Islip it is problematic.

H20-4
Cont'd.

Now, as far as the face of Ronkonkoma goes, since there is no ownership component in the residential sections of this project, which could take 10 percent of the Town population, we feel that it's a problem. There should be some sort of ownership involved, and I think the tag line in real estate introduced it as "pride of ownership," and there will be none there.

H20-5

Lastly, just as a matter of transparency, I would like to note that the first speaker, or one of the first speakers, Marianne Garvin, president and CEO of the CDC Long Island, neglected to mention that James Coughlan -- I

Proceedings

1
2 believe he's the CEO of TRITEC --
3 is also the chair of CDC Long
4 Island.

5 Thank you.

6 (Applause.)

7 MS. LENT: Next we have
8 Mr. Thomas Herron, Dale Spencer,
9 Elissa Kyle and Artie Cipoletti.

10 If you will raise your
11 right hand.

12 (All comply.)

13 MS. LENT: Do you swear to
14 tell the truth, whole truth,
15 nothing but the truth, so help you
16 God?

17 (Whereupon, Mr. Thomas
18 Herron, Mr. Dale Spencer, Ms.
19 Elissa Kyle and Mr. Artie
20 Cipoletti respond in the
21 affirmative.)

22 MS. LENT: You will speak,
23 state your name, town you reside
24 in.

25 Mr. Herron, you are going

Proceedings

1
2 to start.

3 MR. HERRON: Good evening.] H21

4 I'd like to thank the Town of
5 Brookhaven for letting me speak
6 tonight. I'd like to commend the
7 Town and Planning Board on this
8 progressive and forward-thinking
9 project. I represent the
10 Northeast Regional Council of
11 Carpenters. I am from Bay Shore,
12 in the Town of Islip.

13 I'd like to take a minute
14 of your time and just take a look
15 at that Patchogue project that our
16 members have been able to work on.
17 That will give you an idea of what
18 a nice product we do put out. Our
19 members that live in the Town of
20 Brookhaven will also be driving
21 the economy forward, because they
22 will be working here, also. If
23 you take a look at the other
24 projects on the Island also, the
25 Wyandanch Rising project, another

1 Proceedings

2 transit-oriented project, this is
3 the way Long Island was meant to
4 go forward.

5 Historically we've all had
6 the work in hamlets around the
7 transit-oriented areas, and this
8 is just a natural progression for
9 Long Island.

10 I would also like to say
11 that we're very fortunate to have
12 these elected boards doing these
13 projects, and we look forward to a
14 quick passage of this project.

15 Thank you.

16 (Applause.)

17 SUPERVISOR ROMAINE: Thank
18 you for your comments.

19 MR. SPENCER: Thank you,] H22
20 Mr. Supervisor, Town Board. My
21 name is Dale Spencer. I live in
22 town of Ronkonkoma in Brookhaven
23 Town. I'm also a curator for the
24 Lake Ronkonkoma Historical
25 Society.

Proceedings

1
2 We very much support this
3 project. Personally, when I first
4 looked at the project, when it
5 first came up, I kind of laughed,
6 because doing history in the Town,
7 we had over the years -- we've had
8 many attempts to do the project.
9 Well, upon further examination of
10 this and watching what happened
11 with the Patchogue project, and
12 talking to officials in Patchogue,
13 including the historical society
14 officials, we found that the
15 TRITEC people -- we met with them
16 also -- were very open and
17 transparent about the project.

18 We really like the way that
19 it ties in with the Town, and that
20 it's guaranteed that the whole
21 project will be done. We feel
22 that Ronkonkoma's economy is
23 slightly depressed. We've seen
24 some of our bigger businesses in
25 town go out, because we don't

1 Proceedings

2 really feel we have the proper
3 amount of residents to keep the
4 Town viable. This is an exciting
5 plan for us, and we think it will
6 be good for the Town. We think
7 the increasing number of residents
8 in the Town is going to help all
9 the businesses in town, and help
10 the vibrancy of the whole town.

11 We are very excited about
12 it. We don't want to see our
13 young people leave, and the old
14 economy of Long Island definitely
15 contributed to that. My own niece
16 who recently came back from
17 college with a degree is bemoaning
18 the fact that Long Island is a
19 cultural wasteland for her, and
20 that she can't do any of the
21 projects she wants to do here.

22 Going forward in the
23 future -- Ronkonkoma once used to
24 be one of the shining jewels of
25 Long Island when it was a resort

Proceedings

1
2 area. It fell in the '60s and the
3 '70s, and the Ronkonkoma project
4 to us seems like a chance to start
5 Ronkonkoma on the road back to
6 becoming one of the shining jewels
7 of Long Island, and we feel that
8 this project is really going to
9 contribute to that.

10 Ronkonkoma is a town with a
11 lot of great people and a lot of
12 pride in its town, and we look
13 forward to the project going
14 forward and hope all the people on
15 the Town Board will vote for the
16 advance of this project.

17 Thank you very much.

18 (Applause.)

19 SUPERVISOR ROMAINE: Thank
20 you for your comments, and thank
21 you for what the historical
22 society does.

23 MS. KYLE: Hi. My name is] H23
24 Elissa Ward Kyle. I'm the
25 sustainability director for Vision

Proceedings

1
2 Long Island, a smart-growth
3 planning organization, and our
4 offices are located in downtown
5 Northport off of Main Street, and
6 I happen to live two blocks from
7 the Huntington train station.

8 There are many good things
9 to be said about this project.
10 Many people have said them, and I
11 don't want to repeat what other
12 people have said, and certainly
13 three minutes cannot touch upon
14 all of them. I just want to talk
15 mostly on the review process, the
16 community aspect, that has taken
17 place so far and should continue
18 to take place in the future as
19 this goes forward.

20 Just to let you know,
21 several years ago, in 2009 Vision
22 Long Island honored this project
23 at our annual Smart-Growth Awards
24 for its right to transportation
25 option, and provided more of that

1 Proceedings

2 sort of environment that we
3 believe have choices of different
4 types of transportation to use.
5 That is lacking on Long Island.

6 Overall, you know, the
7 form-based code helps to really
8 make this a quality project, a
9 real sense of place, focusing on
10 different scales of development,
11 you know, with the highest close
12 to the train station and stepping
13 down the further away, and really
14 focusing on the public realm that
15 really helps create identity for a
16 neighborhood and really helps make
17 that place walkable.

18 Simply being adjacent to a
19 train station doesn't make people
20 want to walk there. Having people
21 come there with attractive and
22 safe sidewalks are things that
23 factor into that greatly.

24 Though the parking and
25 traffic are items of concern, this

Proceedings

1 type of project, because of its
2 nature, has much lower impact than
3 other types of development of this
4 scale. The people who live there
5 will either be commuting by train
6 -- which means they won't be
7 driving anywhere -- they will
8 work, perhaps, in the
9 development -- again, not driving
10 -- or if they do have to drive to
11 their job, they will be leaving
12 when everyone else is arriving, to
13 offset that peak time. The
14 commuter parking is going to
15 remain, as it is, with the parking
16 structure and everything. There
17 is going to be additional parking
18 for the additional uses that can
19 be shared, so that when residents
20 leave, employees will come into
21 that particular spot and reduce
22 the overall need in the area for
23 massive parking lots.
24

25 It's also our understanding

1 Proceedings

2 that the double track, which
3 will -- which, is a separate
4 independent project, but they will
5 benefit from each other, whether
6 or not the double track -- you
7 know, the double track happening
8 does not -- is not necessary for
9 this project to be successful.

10 I will submit a written
11 copy of this testimony, since I
12 have five seconds left.

13 Vision Long Island has
14 never supported eminent domain --

15 MS. LENT: Sorry, that's
16 it.

17 SUPERVISOR ROMAINE: Thank
18 you for your comments.

19 MR. CIPOLETTI: Thank you,] H24
20 Mr. Supervisor and members of the
21 Board. Artie Cipoletti. I live
22 in Islip. My business is based in
23 Islip. I work in the construction
24 industry. I work hand in hand
25 with the Long Island Initiative.

1 Proceedings

2 This TRITEC is a visionary
3 company. It's an excellent choice
4 that you made in picking them as a
5 master developer. I totally
6 support it. My employees reside
7 in Brookhaven as well as in Islip,
8 and we look forward to moving
9 forward on this project. The
10 selection, once again, is
11 phenomenal on your part.

12 The job, as you can see, is
13 visionary. The proof is in
14 Patchogue. Just go by there. I
15 know I'm being repetitive to what
16 other people have said, but being
17 on that job myself and seeing
18 what's happened in the community,
19 you can see it will be such an
20 uplift for Ronkonkoma, and it can
21 become again what it once was,
22 which is a destination location.

23 Thank you.

24 SUPERVISOR ROMAINE: Thank
25 you for your comments.

1 Proceedings

2 (Applause.)

3 MS. LENT: Jim Morgo,
4 Charles Barredo, Lois Fricke, and
5 Lenny Levy. Lenny Levy, is he
6 still here?

7 BOARD MEMBERS: He left.

8 MS. LENT: Okay, Cara
9 Longworth.

10 Do you swear to tell the
11 truth, the whole truth, and
12 nothing but the truth, so help you
13 God?

14 (Whereupon, Mr. Jim Morgo,
15 Mr. Charles Barredo, Ms. Lois
16 Fricke and Ms. Cara Longworth
17 respond in the affirmative.)

18 MS. LENT: State your name,
19 hamlet you live in and the Town
20 you reside in.

21 MR. MORGO: Good evening,] H25
22 Supervisor Romaine and members of
23 the Town Board. I'm Jim Morgo,
24 and I live in Bayport, Town of
25 Islip. Up front, I want to

Proceedings

1
2 disclose my contract with CJ2
3 Communications that has a contract
4 with TRITEC, the master developers
5 on this project. The principal
6 reason, the only reason, I agreed
7 to the contract was to try to be
8 helpful in advancing the Town's
9 vision for the 50 acres
10 surrounding the Ronkonkoma train
11 station.

12 As many of you know, I
13 served as the first president and
14 CEO of the Long Island Housing
15 Partnership, but I want to focus
16 on the time I spent as Suffolk's
17 first Commissioner of Economic
18 Development and Workforce Housing,
19 and then as Chief County
20 Executive. In both of those
21 positions, I was charged with
22 attracting new businesses and
23 retaining them here, along with
24 the taxes that pay our schools,
25 the jobs they provide with our

Proceedings

1
2 citizens, and the economic
3 activity the businesses generate
4 for the mom-and-pop stores in our
5 local communities. I was part of
6 the team that brought Canon USA's
7 western hemisphere's headquarters
8 and its nearly 2,000 high-paying
9 jobs to Suffolk County for the
10 significant benefit to all
11 involved.

12 But in dealing with Canon,
13 and, in fact, in all the
14 businesses I worked with, the ones
15 that stayed, the ones that left,
16 and the ones that never came to a
17 business, all mentioned a lack of
18 appropriate homes for the young,
19 upwardly mobile professionals.
20 And the businesses mentioned that
21 their young professionals have
22 personally few options on Long
23 Island.

24 And I'm -- and in talking
25 about housing options, the

Proceedings

1
2 business owners weren't just
3 talking about homes their workers
4 couldn't afford. Many earned
5 significant salaries. No, they
6 were talking about places that
7 their young workers wanted to
8 live, vibrant neighborhoods where
9 they could walk to restaurants,
10 stores, entertainment and
11 transportation. Countless
12 neighborhoods, some on Long
13 Island, have been brought back to
14 life by an influx of young
15 professionals. I was going to
16 cite Patchogue, but Pontieri's
17 head is too big already.

18 Who knew that the New
19 Village neighborhood could be such
20 a neighborhood. And if I was
21 still working to attract and
22 retain businesses, you could bet I
23 would be featuring its promise.

24 Finally, as far back as I
25 could remember, Long Island has

1 Proceedings

2 been touted as the next Silicone
3 Valley -- and I see my time is
4 close, so let me sum up.

5 We should be the next
6 Silicone Valley. In fact, in this
7 town, you have two of the nation's
8 leading ones; you have Stony Brook
9 and you have Brookhaven National
10 Lab. With Stony Brook, it's
11 trying to build its reputation as
12 a center of high-tech science
13 research. They are having a
14 terrible problem attracting
15 people, and they pay \$80,000 a
16 year for new --

17 MS. LENT: Sorry, your time
18 is up.

19 MR. MORGO: Okay, I think
20 you got my point. Thank you.

21 SUPERVISOR ROMAINE: Jim,
22 thank you for your comments.

23 (Applause.)

24 MR. BARREDO: Good evening, H26
25 Mr. Supervisor and Brookhaven Town

Proceedings

1
2 Board members. My name is Charles
3 Barredo. I am a resident of
4 Wantagh, in the Town of Hempstead.
5 I am 58 years old, and I have
6 grown up and raised my family on
7 Long Island. I am a Long Island
8 businessman, and I have traveled
9 the Long Island Rail Road many
10 times, and have used the
11 Ronkonkoma Hub enough to watch it
12 deteriorate and become an
13 uncomfortable environment to pass
14 through. And most recently, as my
15 18-year-old daughter travels back
16 and forth on the train, it makes
17 me even more uncomfortable. I am
18 always concerned about her safety
19 traveling through there. This
20 being one of many reasons I would
21 like to state for the record my
22 support of the Ronkonkoma
23 Transit-Oriented Hub project.

24 I think we all know that it
25 will beautify the currently

Proceedings

1
2 blighted area. It will create
3 more jobs and, no pun intended,
4 will spur the economy for Suffolk
5 County and also Long Island. I
6 want to applaud the Brookhaven
7 Board's selection of TRITEC as the
8 master developer. They have
9 earned a stellar reputation in our
10 industry, and all you have to do
11 is visit Patchogue to know that.

12 It is my request, very
13 simply, that the Board members
14 vote "Yes" to approve this
15 project.

16 Thank you.

17 (Applause.)

18 MS. FRICKE: Good evening,] H27

19 Mr. Supervisor and Council Board
20 members. My husband and I are
21 residents of Brookhaven for 49
22 years. We reside at 22 New York
23 Avenue in Port Jeff Station. I am
24 here today to speak on the
25 Ronkonkoma Hub Transit-Oriented

Proceedings

1 Development project's four
2 resolutions on today's agenda.
3

4 Since the opening of
5 Ronkonkoma railroad station in
6 1988, I must have been to that
7 area at least a hundred times over
8 the years, and taken the train at
9 least half of those times. The
10 condition today at the station is
11 not appealing. It is a place that
12 you go to park, take the train,
13 and leave. This is a blighted
14 area, ready for redevelopment.

15 Many people have been
16 talking through the years about
17 redeveloping this area for some
18 time, as the area provides the
19 potential for an environmentally
20 sound and economically viable
21 transit-oriented development.
22 This Town Board should be
23 commended for taking the
24 initiative to finally get this
25 area redeveloped in a way the Town

Proceedings

1
2 and its residents can be proud of
3 and feel safe to frequent.

4 Lastly, we would like to
5 fully support the choice of this
6 Board of TRITEC as the master
7 builder of this project. Their
8 reputation, as has been said many
9 times before this evening, and
10 proven record, is well known in
11 the building industry as well as
12 the communities they have worked
13 in. Their current project in the
14 Village of Patchogue will serve as
15 a model for future development
16 projects across Long Island, and
17 the Ronkonkoma Hub will do the
18 same.

19 Thank you very much for
20 listening.

21 SUPERVISOR ROMAINE: Thank
22 you for your comments.

23 (Applause.)

24 MS. LONGWORTH: Good
25 evening, Supervisor and

☐ H28

1 Proceedings

2 Councilmembers. My name is Cara
3 Longworth. I am the Executive
4 Director of the Long Island
5 Regional Planning Council. I'm
6 here tonight to speak on behalf of
7 the council and Chairman John
8 Cameron.

9 Recently the Long Island
10 Regional Planning Council
11 published a Long Island Regional
12 Comprehensive Sustainability Plan.
13 The plan was a culmination of
14 months of work with planners,
15 environmentalists, economists and
16 local stakeholders. We studied
17 the challenges we face in the
18 region, and developed the
19 strategies to guide the region to
20 make Long Island economically,
21 environmentally and equitably
22 sustainable for the next 25 years.

23 We all know Long Island
24 faces challenges, and the plan
25 targets several. The Long Island

1 Proceedings

2 Regional Planning Council feels
3 the greatest impediment for Long
4 Island's future economic viability
5 is the unsustainable taxes and
6 lack of diverse housing stock that
7 the region is presently
8 experiencing.

9 The plan identifies 39
10 strategies we need to undertake to
11 overcome our current challenges,
12 and several of the strategies are
13 satisfied by projects like the
14 proposed Ronkonkoma Hub. We
15 support the development of
16 communities and job sites around
17 train stations, expansion of the
18 transit system, and development of
19 diverse housing options, making
20 residences and homes that are
21 affordable for young workers,
22 professionals and empty-nesters.

23 The Long Island Regional
24 Planning Council recognizes that
25 large-scale development

Proceedings

1 transit-oriented projects have the
2 potential to affect the quality of
3 life for Long Islanders in a
4 regional significant way in areas
5 of economic development, housing,
6 transportation, energy,
7 environment, education, public
8 health, emergency service and
9 social and economic equity.
10

11 The potential project meets
12 many of these criteria. The
13 Regional Planning Council
14 designates this project as a
15 project of regional significance,
16 because the Ronkonkoma Hub project
17 has such a potential progress, and
18 the council is scheduled to vote
19 on the application next Tuesday.

20 Although it's only required
21 that a potential project meets one
22 of the criteria, this project
23 meets several. The economic
24 impacts of the project, including
25 the capital investments and the

Proceedings

1 thousands of jobs, permits and
2 construction jobs projected as
3 well as the housing, affordable
4 housing project, and
5 transportation criteria being
6 built near transportation hubs
7 satisfies at least three of our
8 criteria.
9

10 Finally, when the Regional
11 Council considers this project,
12 this Board is going to have final
13 support from both Suffolk County
14 and New York State. The County
15 has agreed to support the design
16 of new sewage facilities. As
17 Kevin Law mentioned earlier, the
18 Long Island Regional Economic
19 Development Council has identified
20 this project as a project of
21 significance, and has awarded
22 significant money in both Round 1
23 and 2 of its funding, and the
24 Regional Planning Council has
25 named this project viable in

Proceedings

1
2 accordance with its comprehensive
3 sustainability.

4 MS. LENT: I am sorry, but
5 your time is up.

6 MS. LONGWORTH: Thank you.

7 MS. LENT: Gregg Freedner,
8 Bud Cipoletti, George Schramm, and
9 David Kapell.

10 If there is anything that
11 you want to leave for the Board,
12 you can hand it to the side.
13 Please raise your right hand.

14 (All comply.)

15 MS. LENT: Do you swear to
16 tell the truth, the whole truth
17 and nothing but the truth, so help
18 you God?

19 (Whereupon, Mr. Gregg
20 Freedner, Mr. Bud Cipoletti,
21 Mr. George Schramm and Mr. David
22 Kapell respond in the
23 affirmative.)

24 MS. LENT: Mr. Freedner,
25 you are first.

Proceedings

MR. FREEDNER: Good

] H29

1
2
3 evening, Mr. Supervisor and Board
4 members. My name is Gregg
5 Freedner. I'm a resident of
6 Ronkonkoma on the Brookhaven side,
7 and I've been a member of Lake
8 Ronkonkoma Civic Organization
9 board for over ten years.

10 I'm a very proud person who
11 lives in Ronkonkoma, and I am a
12 lifelong resident, and I was never
13 proud of the area around the
14 railroad station for obvious
15 reasons. My concerns with this
16 project -- which I do support,
17 because anything is better than
18 what is there -- but one of the
19 concerns is that 20 years ago, I
20 brought my wife out from Brooklyn
21 to live with me in Ronkonkoma,
22 because I loved it so much, and in
23 these 20 years, she's noted that
24 the Town is getting more crowded
25 and there's more traffic. And

Proceedings

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then when she heard about this project, she said, "Gregg, please don't let Brooklyn come out to here." And that's --

(Applause.)

MR. FREEDNER: Again, I support the project, because I want something better than what's there, but a couple of things I do have reservations about.

Number one, I don't believe we should have five-story buildings in Ronkonkoma. I don't think our fire departments can safely handle that, and I've been told by an expert that they can't.

H29-1

I'm concerned about density, what can our streets handle. It was mentioned before that there is going to be a second track put on the MTA. You need to keep that into consideration with all the people coming out on those new trains, when you are going to

H29-2

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Proceedings

have all these people working in this area. It's going to add a lot of people, a lot of traffic, so it's a concern of mine.

H29-2
Cont'd.

I'd like to see most of the apartments in there be one bedroom, so we don't overcrowd the schools. I would like to see a lot of the apartments be 55 and over. My biggest concern is that their marketing fails them.

H29-3

There's a lot of empty buildings in Ronkonkoma right now, and I'm sure the people that built them planned on filling them, and I'm sure TRITEC plans on filling this project, too, and I hope they do; however, my concern is that a small blighted area becomes a giant monstrosity.

H29-4

Thank you.

(Applause.)

MR. CIPOLETTI: Mr.

H30

Supervisor, Board, thank you for

Proceedings

1
2 the opportunity to speak. My name
3 is Bud Cipoletti. I'm a member of
4 the Town of Islip. I believe I am
5 the first of the real youths of
6 Long Island to come up and speak.
7 I commend the parents that are
8 here and the people that have had
9 long careers and have been able to
10 buy houses, and I wanted to make
11 sure that I came to this hearing
12 to be heard from the youth side.
13 My main concern on Long Island is
14 the staggered neighborhoods. My
15 approach to this is twofold. I --
16 first of all, I'm concerned about
17 the evolution of the place I grew
18 up and lived and got an education
19 in college. Looking for jobs has
20 been tough. I graduated in 2010,
21 when we were in the midst of a
22 recession, and got one job and
23 had to kind of fiddle around, but
24 what I'm seeing in the past year,
25 past six months is the

Proceedings

1
2 revitalization of certain
3 neighborhoods.

4 Being from Islip, usually I
5 recreate in the immediate area. I
6 have since gone to Patchogue, and
7 it's become my new beacon of
8 recreation. The other thing I'm
9 surprised nobody mentioned is the
10 lake in Ronkonkoma. It's the
11 largest of the lakes on Long
12 Island, and if any of you have
13 never been there, it's a beautiful
14 place. I'm a boat-owner, and I am
15 able to take my boat out on the
16 concrete ramp there. It's one of
17 the only concrete ramps in Long
18 Island. And being a wildlife
19 advocate, I know that I studied
20 the plan that is being proposed,
21 and with the sewage and with the
22 pollution problems in the lake
23 currently, the sewage will do
24 nothing but clean up the lake and
25 restore a vibrant fishery, if any

Proceedings

1 of you out there are into fishing.

2 I know I want to stay on Long
3 Island and go fishing with my
4 father for years to come, and
5 hopefully raise a family.
6

7 Just to harp on something a
8 man said in the last panel, he
9 said something about our youth
10 looking -- not that we aren't able
11 to afford a single-family home,
12 but it's the places that I am
13 forced to look. I grew up on the
14 south shore of Long Island, and I
15 want to live in a place that is
16 evolving, that feels current,
17 because I want to not only impress
18 my children, I want to impress my
19 parents. I want to show them that
20 my generation has a chance to live
21 in a place that wants evolution.
22 I want to live in a place that
23 wants evolution, not stagnant, as
24 Ronkonkoma is right now.

25 Bringing projects like

Proceedings

1
2 this, you will bring minds like
3 myself -- I am representing a
4 massive general populus of
5 youth -- I want to go fishing on a
6 lake, I want to wine and dine my
7 future wife in a place like this.

8 Thank you.

9 (Applause.)

10 MR. SCHRAMM: Good evening.]H31

11 My name is George Schramm. I am a
12 resident of Ronkonkoma in the Town
13 of Brookhaven, and I'm the
14 president of the Lake Ronkonkoma
15 Civic Organization. In 2007, the
16 Town of Brookhaven hired a
17 consultant to explore the various
18 possibilities for revitalization
19 around the railroad station.

20 These findings were presented to
21 the community in a series of
22 public meetings in 2007 and 2008.

23 The Civic helped facilitate
24 those meetings, because we were
25 officially notifying our

Proceedings

1
2 community. If after attending,
3 they clearly indicated they
4 preferred no development or
5 limited development, then that's
6 what would have been the Civic's
7 goal; we would have worked to
8 achieve that. But that's not what
9 happened.

10 Those meetings revealed
11 that there was overwhelming
12 support for a mixed-use
13 development in a blighted
14 industrial area near Ronkonkoma
15 train station, and that the nearby
16 neighborhood and single-family
17 homes should be served and
18 protected.

19 Through discussions with
20 the planning consultants and the
21 Town, it became perfectly clear
22 that for this special project, we
23 would need the use of a master
24 developer and Transit-Oriented
25 Development. By using a master

Proceedings

1
2 developer instead of waiting for a
3 developer to become interested in
4 developing the project, the Town
5 selected a developer and entered
6 into an agreement with that
7 developer. Both the Civic and
8 Chamber of Commerce participated
9 in the selection process. So,
10 this situation is very different
11 from the typical relationship on
12 development projects. The
13 developer isn't a firm that showed
14 up one day and decided it was
15 going to undertake the project.
16 The master developer arrangement
17 was specifically chosen so that
18 the community would always be
19 involved in the project, as it
20 proceeded at a deliberate pace.

21 The second component of the
22 project was the choice of a
23 Transit-Oriented Development. TOD
24 is a mixed-use pedestrian-friendly
25 project. It is accessible via a

Proceedings

1
2 variety of transportation options,
3 and typically contains storage
4 services, office space and housing
5 for starting-off young
6 professionals and seniors. We
7 believe the community's first
8 choice of developer was a wise
9 one. The Ronkonkoma Hub project
10 will provide housing opportunities
11 for these well-educated
12 professional residents, while
13 creating new, revitalized stores
14 and services that spur economic
15 development.

16 Developers required to work
17 with the communities developed
18 design standards to ensure that
19 the architecture is appropriate,
20 high quality and in keeping with
21 the character of Lake Ronkonkoma.
22 As such, the Civic would not
23 support eminent domain.

24 Approval of tonight's
25 resolutions will facilitate the

Proceedings

1
2 development the community has
3 chosen for the railroad station.
4 Thank you.

5 (Applause.)

6 SUPERVISOR ROMAINE: Thank
7 you for your comments, and for the
8 work of the Civic Association.

9 MR. KAPPELL: Good evening,
10 Mr. Supervisor, members of the
11 Town Board. Thank you for the
12 opportunity to speak. My name is
13 David Kapell. I live in Greenport] H32
14 in the Town of Southold, and I'm
15 here on behalf of the Rauch
16 Foundation of Garden City. The
17 Rauch Foundation publishes the
18 Long Island Index, which many of
19 you may be familiar with. It's a
20 project that's been in place now
21 for 11 years. Our first report
22 was -- documented the phenomenon
23 that we call the "brain drain,"
24 which is a steady loss of youth on
25 Long Island, youth that we've

Proceedings

1
2 taken great pains to educate and
3 raise, but due to certain housing
4 opportunities and employment
5 opportunities, in many cases,
6 forces them to leave the Island.
7 This is a process that dooms us in
8 the long run if we don't respond
9 to it.

10 Further research has
11 demonstrated that this is a result
12 of a lack of housing alternatives,
13 unrealistic tax burdens,
14 inadequate transit connections and
15 underutilized downtowns. The
16 action that this Board proposes to
17 take tonight will address these
18 issues in a severe way, in this
19 particular location, and to that
20 extent it's consistent with the
21 priorities of the Rauch
22 Foundation.

23 In sum, the current
24 scenario on Long Island makes this
25 a place for young people to leave.

Proceedings

1 The rubber hits the road when
2
3 Boards like yours pick up the
4 challenge to do something about
5 that, and I know it's a difficult
6 decision for you to make. It's
7 going to have negative
8 consequences for some, but in
9 balancing the equities, I think
10 it's important for this Board to
11 move this process ahead and to
12 vote yes to the resolutions before
13 you.

14 Thank you.

15 (Applause.)

16 SUPERVISOR ROMAINE: Thank
17 you. I would mention David is the
18 former mayor of Greenport, and led
19 a massive revitalization there.

20 MS. LENT: Next we have Ken
21 Kellaner, Debbie Goetz, Joseph
22 Urban, and Dawn Hopkins.

23 Raise your right hand.

24 (All comply.)

25 MS. LENT: Do you swear to

1 Proceedings

2 tell the truth, the whole truth,
3 and nothing but the truth, so help
4 you God?

5 (Whereupon, Mr. Ken
6 Kellaner, Ms. Debbie Goetz, Mr.
7 Joseph Urban and Ms. Dawn Hopkins
8 respond in the affirmative.)

9 MS. LENT: Mr. Kellaner,
10 you will go first.

11 MR. KELLANER: Good] H33
12 evening. My name is Ken Kellaner.
13 I live in the hamlet of
14 Farmingville in the Town of
15 Brookhaven.

16 Most of the points I was
17 going to make tonight have already
18 been covered, so I'll just try to
19 highlight on some of them.

20 I support the project
21 fully, and urge your approval to
22 move it forward as quickly as
23 possible. The project will
24 certainly clean up what was well
25 documented today as a blighted

Proceedings

1
2 area. I was particularly touched
3 by the lady who came from Canada
4 and said she was embarrassed when
5 she brought friends and relatives
6 to visit Long Island, and they had
7 to suffer by going to Ronkonkoma
8 train station.

9 There's great trains
10 bringing you out here, and then
11 you get shocked by a very poor
12 environment, so this project will
13 clean that up.

14 There's been a lot of
15 discussion about housing, about
16 the need for housing for our young
17 people, to retain them on Long
18 Island and to provide good housing
19 options for our seniors. I don't
20 think it was discussed enough,
21 though, the problem that that one
22 speaker that brought up new
23 businesses coming to Long Island
24 but not being able to bring their
25 people with them because the

Proceedings

1 housing options are lacking. Both
2 the price and choice of housing,
3 that's a big problem that needs to
4 be addressed, and I think it could
5 be addressed with this project.
6

7 I think we spoke of a
8 problem with parking that was
9 mentioned by one gentleman. We
10 have basically a farm of parking
11 laid out as far as the eye can
12 see, so retaining that is not
13 good. I think if the developer is
14 creative, he will come up with a
15 system that integrates structural
16 parking to create more land for
17 better purposes, and also try to
18 utilize the parking so when the
19 residents leave to go to jobs
20 elsewhere in the morning, the
21 commuters commuting can reuse
22 those parking spaces. We don't
23 need spots for everybody. I think
24 they could be cross-utilized
25 throughout the day and over the

H33-1

Proceedings

H33-1
Cont'd.

1
2 weekend.

3 We also talked about Lake
4 Ronkonkoma as being a destination.
5 Many of us go to Port Jefferson,
6 Sayville, we go to Northport,
7 because it's a nice place. Now
8 everybody is going to Patchogue.
9 It would be nice in the future if
10 we could stay here and go to Lake
11 Ronkonkoma for dinner and to
12 entertain friends, and go to
13 dinner for special occasions.

14 Also, this project will fit
15 nicely with some of the other
16 things taking place in Lake
17 Ronkonkoma. It was mentioned by
18 one of the previous speakers, the
19 revitalization of the lake, and
20 some member of the Lake Ronkonkoma
21 Civic Organization mentioned about
22 10 years ago when we envisioned a
23 good design for Portion Road.
24 That was the beginning of the
25 Smart Growth discussion and

Proceedings

1 designing for pedestrians. So all
2
3 of those elements will fit
4
5 together with this project to make
6
7 Lake Ronkonkoma a community that
8
9 we could be proud of. I urge you
10 to approve all the resolutions
11 that are before you tonight.
12
13 Thank you.

14 (Applause.)

15 MS. GOETZ: Good evening.] H34

16 My name is Debbie Goetz. I'm from
17 the Town of Brookhaven. First
18 off, I'd like to thank the Board
19 and Supervisor Romaine for the
20 meeting. For the record, I am
21 opposed to the Ronkonkoma Hub plan
22 for several reasons.

23 First of all, I'm wondering
24 how many families really would
25 want to live that close to the
26 train tracks. I am just curious.] H34-1

27 And the impact it would have on
28 the local communities in the
29 surrounding areas would be] H34-2

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Proceedings

tremendous regarding the amount of traffic it would create considering 1,450 apartments could have at least one car per unit or more to the already overcrowded highways and local roadways.

H34-2
Cont'd.

Where are the jobs to sustain 3,000 more people in the area? There are several more

H34-3

apartment dwellings being proposed in the Town of Islip. They are proposing 250 apartments in the Holbrook area, 600 in Great River, and 9,000 units in Brentwood. How do we sustain all this; you know, sewer, water? What about the cost of hiring more police, fire and EMTs to the area? And I have heard some speakers say that it will increase the tax revenue; however, I believe TRITEC has received \$5 million in tax rate necessities and IDA tax abatements as well.

H34-4

H34-5

Proceedings

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2 Also, there's an article in
3 Newsday on Monday that was posted
4 on the Internet that was a total
5 of 228 comments. Of course, they
6 closed the commenting. It was a
7 hundred pages or so, and I have a
8 couple of comments from the
9 article. One of them is "The
10 young people can't afford to live
11 in these places. Rents will start
12 at \$1,300 for a studio apartment."
13 Another is "There's two pages of
14 sewer and waste treatment plan
15 construction. Where do they plan
16 on dumping waste from washers,
17 dryers, toilets by the thousands,
18 dishwashers, dumpster juice? It
19 all has to go someplace." Another
20 person said, "'If you build it,
21 they will come' is not working,
22 once you add in rental payments
23 and all the other living expenses.
24 Many of the good paying jobs are
25 in the city, and during peak hours

1 Proceedings

2 the train commute costs \$35 a day,
3 which equates to \$9,000 a year."
4 And the last comment I have, "It's
5 a bad idea," and I think that
6 pretty much sums up the whole
7 idea.

8 Thank you.

9 (Applause.)

10 MS. LENT: What hamlet --

11 MS. GOETZ: Oh, sorry.

12 East Setauket.

13
14 MS. LENT: Thank you.

15 Mr. Urban?

16 MR. URBAN: Good evening, H35

17 ladies and gentlemen. My name is
18 Joseph Urban, and I live in the
19 area of the Ronkonkoma railroad
20 station, the area that TRITEC is
21 looking to develop into a village.

22 I bought my property about
23 40 years ago. I chose my property
24 because it's located around the
25 corner of the railroad station,

Proceedings

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which allows me to walk to the station, take the train into the city, see a show, have dinner, and come home without having to worry about driving or parking. I also chose the property for its size, which is one-third of an acre. I now have full-grown trees, a large area for a garden. My property is nicely landscaped in the front, which took me years to accomplish. I'm 70 years old now, and retired. I am comfortable in my home and did not expect my life to be disrupted by having to relocate. What are my options?

H35-1

I have attended all the meetings regarding this project. At every meeting, the question was asked about eminent domain. We were told by TRITEC and Mr. Bertoli, the Commissioner of Planning, that would not be the case; eminent domain would not be

H35-2

Proceedings

1
2 used. At this point in time in my H35-2
Cont'd.
3 life, I may be told to pick up and
4 relocate. Where do I go that has
5 the location, convenience, size in
6 property that I now enjoy in my
7 retirement?

8 Since the planning for this
9 project began eight years ago, I
10 have not been contacted by anyone
11 from TRITEC or anyone else
12 involved. The first
13 correspondence that I received in
14 all that time came a short time
15 ago in the form of a certified
16 letter regarding a changed zoning.
17 The zoning had been changed from
18 J-7 to L-1, and now it's being
19 changed again.

20 TRITEC said it wanted to
21 work with the residents, but that
22 doesn't seem to be the case. In
23 my opinion, their only interest
24 seems to be their own. I would
25 like to ask the members of this

1 Proceedings

2 Board, what would you say if I
3 told you I was taking your home
4 and property? And I know you
5 can't answer that, but give it
6 some serious thought.

7 (Applause.)

8 AUDIENCE MEMBER: Yeah.

9 SUPERVISOR ROMAINE: I
10 would ask the audience, if you are
11 going to applaud for someone,
12 please do it at the end, because
13 when you do it in the middle, we
14 can't hear the comments.

15 MR. URBAN: Thank you.

16 MS. HOPKINS: My name is] H36

17 Dawn Hopkins. I live in
18 Ronkonkoma, in the Town of
19 Brookhaven. I am also the vice
20 president for the Lake Ronkonkoma
21 Civic Organization. I am here to
22 speak in support of the
23 redevelopment plan of the
24 Ronkonkoma Hub.

25 Earlier in this process,

Proceedings

1
2 the Town of Brookhaven and the
3 Lake Ronkonkoma Civic Organization
4 came together to facilitate a
5 visioning process to allow our
6 community members to express what
7 they wanted in the area of the
8 Ronkonkoma Hub. I participated in
9 that visioning, and I can say that
10 the current plan is conceptually
11 consistent with the ideas that the
12 community expressed in that
13 vision. So, once again, I ask for
14 your support in this project.

15 Thank you.

16 (Applause.)

17 SUPERVISOR ROMAINE: Thank
18 you.

19 MS. LENT: Slav Odynocki,
20 MaryAnn Johnston, Annette Gatow
21 (phonetic spelling), and Jennifer
22 Appel.

23 Okay, there's only three of
24 you. You must be Mr. Odynocki.
25 What is your name?

Proceedings

1
2 MS. JOHNSTON: MaryAnn
3 Johnston.

4 MS. APPEL: Jennifer Appel.

5 MS. LENT: Okay, Ms. Gatow
6 isn't here. We'll call Robert
7 Morano.

8 Do you swear to tell the
9 truth, the whole truth, and
10 nothing but the truth, so help you
11 God?

12 (Whereupon, Mr. Slav
13 Odynocki, Ms. MaryAnn Johnston,
14 Ms. Jennifer Appel and Mr. Robert
15 Morano respond in the
16 affirmative.)

17 MS. LENT: State your name,
18 hamlet you live in, town you
19 reside in.

20 Mr. Odynocki, you will go
21 first.

22 MR. ODYNOCKI: My name is]H37
23 Slav Odynocki. I'm a resident of
24 Ronkonkoma. I have a business
25 there since '89. The whole reason

1 Proceedings

2 why I purchased that particular
3 property was because of
4 approximation to the railroad. I
5 own a dental laboratory there.
6 That was very convenient for my
7 employees to come and go, and for
8 my patients, whether they come
9 from New Jersey or Manhattan.

10 Plan also included after I
11 finish my career as a dental
12 technician, I will convert my
13 building into a residence. The
14 property is small enough for an
15 older person to take care of. We
16 like to go to the city to enjoy
17 the city, go to events, easy to
18 walk to train station and back to
19 the house. That was plan back in
20 about '88, '87. And now this
21 (indicating) is the first letter
22 that I'm getting from anybody that
23 something is going on in the area.

24 For all the planning I've
25 done for all these years, I would

H37-1

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Proceedings

like to have more information as far as what is being done with the property with eminent domain. Will be enforced or not? And would be nice to be get information as soon as possible, so I can continue whatever I need to do.

H37-1
Cont'd.

Thank you.

SUPERVISOR ROMAINE: Thank you for your comments. I will tell you now, sir, this Board has made absolutely no decision about eminent domain at this point.

MS. LENT: Ms. Johnston?

MS. JOHNSTON: MaryAnn Johnston.

H38

Speaking as a matter of process, when I arrived here, it was while people were being held in the lobby because the room was overcrowded. Several of the speakers who spoke earlier while I stood up there with scores of

Proceedings

1
2 other people, had been signed up
3 in advance. That's not right.

4 MS. LENT: No one was
5 signed up in advance.

6 MS. JOHNSTON: They were.
7 They stated it to me. I watched
8 them arrive, and they were signed
9 up in advance by others, whether
10 or not you asked for ID's on them,
11 I don't know --

12 MS. LENT: I'm going to
13 stop the clock for a minute, and
14 I'm going to tell you that no one
15 signed up ahead of time.

16 MS. JOHNSTON: I'm sorry,
17 they were. Mr. Hendricks said he
18 was signed up in advance. So was
19 Mr. Law. Anyway, that being said,
20 that is a single problem.

21 Secondly, we have a room
22 behind this room, and there isn't
23 any reason why people are excluded
24 on a regular basis, when this
25 building is overflowing. We have

Proceedings

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2 a room that you can be heard, and
3 they can watch, and you have the
4 technology to facilitate. People
5 were turned away in the lobby, and
6 they shouldn't have been.

7 SUPERVISOR ROMAINE: I
8 would ask you to speak to the
9 purpose of the public hearing.

10 MS. JOHNSTON: The purpose
11 of the public hearing is for the
12 public to be heard, Mr. Romaine.

13 AUDIENCE MEMBER: Yeah.

14 (Applause.)

15 MS. JOHNSTON: Secondly, I
16 have concerns as to this hearing
17 that there is a resolution tonight
18 on designating this for Urban
19 Renewal; is that correct?

20 MS. EADERESTO: It's on the
21 Urban Renewal Plan itself.

22 MS. JOHNSTON: Exactly.
23 And Urban Renewal requires some
24 kind of removal to renew; doesn't
25 it? Can't do renewal without

H38-1

Proceedings

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removing. And I'm not opposed to
blight. I'm opposed to the
density of this project
personally, and to the height of
five stories. I've watched what
TRITEC did in Patchogue, and with
all due respect, it's a stick
building; no concrete, no steel.
Sticks. That's not what we want
to see being built in our town.

H38-1
Cont'd.

H38-2

And as far as remediating a
blighted situation, you don't have
enough parking for commuters as it
is in that train station. I'm
concerned. How do you propose to
facilitate Transit-Oriented
Development when the train only
moves east and west? It doesn't
move north and south. Everyone
who lives there needs to have a
car unless the only places they
want to go are east and west.

H38-3

This is not the 1980s
before we rid ourselves of the

Proceedings

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north and south, south railroad tracks. We need to have that. We need to have better transit options in this town, I'm not opposed to doing so. I'm opposed to the density and the scope of the Ronkonkoma Hub. It is entirely too large, and, yes, it is something that is being footed by the taxpayer.

] H38-4

MS. LENT: Sorry, your time is up.

MS. JOHNSTON: Thank you.
(Applause.)

SUPERVISOR ROMAINE: Thank you for sharing your thoughts.

MS. APPEL: Good afternoon -- good evening, Supervisor Romaine and members of the Board. My name is Jennifer Appel, and I'm general counsel and program advisor to the Long Island Housing Partnership, 180 Oser Avenue, Hauppauge, New York.

] H39

Proceedings

1
2 The Long Island Housing
3 Partnership, for the past 25
4 years, has tried to ensure that
5 all Long Islanders have access to
6 decent, safe and affordable
7 housing. One of the ways we
8 accomplish this is through showing
9 our support for diversified,
10 innovative housing proposals like
11 the one being considered tonight
12 by this Board.

13 I don't want to be
14 repetitive, but I think it can't
15 be stressed enough how important
16 it is for these developments and
17 for the community to thrive to
18 have a mix of housing developments
19 such as what is being proposed at
20 the Ronkonkoma Hub. Both
21 homeownership and rentals, which
22 are available to people of all
23 income rates, is necessary for
24 Long Island to thrive.

25 Another component is that

Proceedings

1
2 people have access; they have
3 access to walk to a supermarket,
4 to a restaurant, to entertainment,
5 and that they have the ability to
6 access mass transit if they need
7 it. This is all encompassed in
8 the plan that is being proposed
9 tonight. And it's not just a plan
10 in theory. There's evidence of
11 successful developments all over
12 Long Island. People referenced
13 the Village of Patchogue. There's
14 also the Village of Farmingdale,
15 which is actually just starting
16 construction on a very similar
17 proposal by its train station.
18 There's the town of Bay Shore,
19 which has also has experienced a
20 renaissance based on similar
21 proposals. At Avalon in
22 Huntington Station, which was
23 fought and fought for years, is
24 just about near completion, and
25 they are starting to rent up.

Proceedings

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2 So it's just not a theory
3 or a pie-in-the-sky proposal.
4 These developments happen, and
5 they are successful. That is why
6 Long Island Housing Partnership is
7 here tonight to show our support
8 for this proposal.

9 Thank you.

10 SUPERVISOR ROMAINE: Thank
11 you for your comments.

12 MR. MORANO: Good evening.] H40
13 Robert Morano. I reside in Islip
14 town. I would like to disclose
15 that I'm a private mortgage
16 banker, so being for this project,
17 I will get zero business from it.

18 However, I never spent any
19 money in Patchogue before that
20 project there. My friends and
21 family never spent one minute in
22 Patchogue before all of that
23 renaissance, if you will, came
24 about. I want the opportunity to
25 spend some time, to spend some

Proceedings

1 money, in Ronkonkoma.

2
3 A young man had said that
4 he believes there should be an
5 ownership going into this. As
6 somebody that makes money in
7 homeownership, there are buyers
8 and there are renters. My first
9 apartment was \$1,000 in a
10 basement. For \$1,300, I'd be more
11 than happy to go above a
12 subterranean line in a beautiful
13 location such as this.

14 Going back to Patchogue for
15 one second, you know, the young
16 lady said that who would want to
17 live next to a train station. I
18 believe there's just about
19 300 units in Patchogue. TRITEC, I
20 believe, received almost 2,000
21 applications. I think there's
22 plenty of people that would be
23 more than happy to live above the
24 Town which they spend time in.
25 Thank you for hearing my thoughts.

1 Proceedings

2 (Applause.)

3 SUPERVISOR ROMAINE: Thank
4 you for your comments.

5 MS. LENT: Maria Graziano,
6 Larry Farrell, John Kelly or
7 Kealy, Philip Sanchez.

8 I'm sorry, John Kelly?

9 (No response.)

10 MS. LENT: Okay, we'll go
11 to the next, Nancy Gamby.

12 Raise your right hand,
13 please.

14 (All comply.)

15 MS. LENT: Do you swear to
16 tell the truth, the whole truth
17 and nothing but the truth, so help
18 you God?

19 (Whereupon, Ms. Maria
20 Graziano, Mr. Larry Farrell, Mr.
21 Philip Sanchez and Ms. Nancy Gamby
22 respond in the affirmative.)

23 MS. LENT: State your name,
24 hamlet you come from, and township
25 you reside in, please.

Proceedings

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2 And we have Ms. Graziano
3 first.

4 MS. GRAZIANO: Good
5 evening. My name is Maria
6 Graziano. I live in Ronkonkoma.
7 I just wanted to state I have many
8 concerns in regard to this
9 project, and one of them is the
10 builders -- I understand that the
11 builders are getting a tax
12 abatement, which means -- I'm
13 thinking it means that, you know,
14 our school taxes -- what happens
15 to our school taxes, who pays
16 them?

H41-1

17 And I have two children
18 that go to Sachem, and they have
19 had numerous cuts already, and
20 they have taken away
21 extracurricular activity, they
22 have taken away late buses, they
23 have laid off teachers. That's
24 affecting my child's quality of
25 education. As it is, you know, we

Proceedings

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2 have parents that have gotten
3 together, and -- you know, we want
4 to keep our kids off the street.
5 It's important that they get a
6 good education, and it's important
7 that they have extracurricular
8 activities so they do stay off the
9 streets.

10 I come from Brooklyn. I
11 came out here so that I could have
12 a better quality of life and I
13 don't have to have people living
14 on top of me, and I can come to my
15 home, and I can have my children
16 have a good education. As far as
17 the tax abatement, it seems
18 like -- and the affordable
19 housing, it seems that us as
20 homeowners are going to be the
21 ones who are going to be picking
22 up that bill.

H41-1
Cont'd.

23 I -- our taxes, by them --
24 we're going to pick up that bill
25 by the taxes being -- I can't even

1 Proceedings

2 think of the word.

3 SUPERVISOR ROMAINE: By
4 their abatement?

5 MS. GRAZIANO: Right, by
6 raising our taxes.

7 Also, the property
8 situation, I live a couple of
9 blocks from the train station, and
10 my block looks like I live in
11 Manhattan. There are cars
12 parked -- and they are not
13 resident vehicles -- parked all
14 over the block. There are times I
15 can't even get into my driveway.
16 I really don't know how that
17 problem is going to be solved by
18 adding more people with this
19 housing project.

H41-2

20 Okay, that's it. Thank
21 you.

22 (Applause.)

23 SUPERVISOR ROMAINE: Thank
24 you for sharing your concerns. We
25 appreciate it.

Proceedings

MR. FARRELL: My name is

]H42

Larry Farrell, and I am a resident of Ronkonkoma on the Islip side, Lake Hills Ronkonkoma, been there for 15 years. I think the biggest thing, when we talk about Brooklyn, and the difference between Brooklyn and Long Island, is that in Brooklyn and the city there's a difference between homeownership and private homeownership, and equity in your community. And when you live in an apartment complex, you don't have that equity. And I come from Brooklyn, also. We wanted to live in a community where we had equity in the community, but that's not my point, so I guess I'll move on.

Ronkonkoma -- this project is unique because Ronkonkoma is unique. We share a zip code, 11779. We share everything. Most of my neighbors who live on

Proceedings

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2 Hawkins Avenue think it's the same
3 town as on Main Street. They
4 don't know the difference. You
5 are on Ronkonkoma Avenue, you are
6 Lake Ronkonkoma. Our deed says,
7 Lake Ronkonkoma, but we're in
8 Ronkonkoma. Islip people didn't
9 know, and just recently I
10 installed a sign on the corner of
11 Johnson Avenue and Ocean Avenue
12 identifying the Town of Islip's
13 hamlet in the town of Ronkonkoma.
14 We don't have that.

15 Now, Mr. Romaine, I was
16 there the day at the Bavarian Inn,
17 on that very hot day that you did
18 the demolition, and you mentioned,
19 or instituted a multiyear
20 jurisdictional project where all
21 the towns came together, and Steve
22 Bellone said this is the
23 MegaCenter or epicenter of Suffolk
24 County. Well, this project is the
25 epicenter of Islip and Brookhaven;

Proceedings

it's right on the edge.

So what I'm suggesting is based upon the way the project is now, and the closed-door dealings we've dealt with with TRITEC on the Islip side, that we have to oppose this project as it is. So what I am suggesting is, is to create an inter-municipal agreement that can work with both the Town of Islip, the Town of Brookhaven, Suffolk County and New York State, and get the citizens' committee on that Board so we can all work together, and make sure this is a project that we can be proud of and make sure it works.

H42-1

This is a huge project, 1,450 apartments. I've seen projects in Farmingdale where they fought over 30 units, 50 units, 60 units. This is 1,450 units.

TRITEC started telling us it was 450, then 850, then 1,450, and now

Proceedings

1
2 we're hearing this is just Phase
3 1. How much further can it go?

4 So we would like to see a
5 citizen -- or I would like to see
6 a citizens' committee board with
7 Brookhaven, Islip, Suffolk County
8 and New York State.

H42-1

9 (Applause.)

10 SUPERVISOR ROMAINE: Thank
11 you for your comments.

12 Boundary lines have been
13 drawn long ago, unfortunately, to
14 determine jurisdictions. I can
15 guarantee you the Islip Town has
16 not asked Brookhaven to share on
17 any of their large projects they
18 are proposing on our border.

19 I just want to make you
20 aware that that may be a good
21 idea. Obviously --

22 MR. FARRELL: But it
23 impacts our community. The
24 parking is on the Islip side,
25 water treatment on the Islip side.

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Proceedings

MS. LENT: Sorry, your time is up.

SUPERVISOR ROMAINE: I appreciate your comments.

MR. SANCHEZ: Philip Sanchez. My firm is Sanchez & Polovetsky. I do not live on the Island; my partner does. We represent Dr. Odynocki, who spoke earlier. We also represent Manny Construction, as well as 51 or 55 properties for our clients. And I'm not here being antidevelopment. I'm not coming out opposed to the project. My concern is that our clients be treated fairly, and at a certain point -- and it was discussed here before -- in the first phase, TRITEC did negotiate, they did work with the property owners in the first phase, and they acquired the property.

] H43

] H43-1

Now my concern is that

Proceedings

moving into the second phase, that our clients are treated fairly, meaning that they receive just compensation, and this cloud of possibility of eminent domain, as Dr. Odynocki mentioned before, does not continue to hang over them.

H43-1
Cont'd.

The 50 acres that's identified in the project is not all blighted. There are thriving businesses there, there are residents there, and my clients have been here a very long time and invested a lot of money into these businesses, and a lot of money in their residences. And they are going to be negatively impacted when the project comes along, and all the benefits of the project go to TRITEC and everybody else right down the line, whereas my clients who have been here, been in this community for a very

H43-2

Proceedings

1
2 long time, will be displaced.

3 What I'm talking about is
4 not just my clients, but the
5 homeowners who don't want to move,
6 and will be forced to move. And
7 the undercurrent here is eminent
8 domain. Once the first phase is
9 done, and we go to the second
10 phase, and they don't want to go,
11 TRITEC hasn't contacted them, and
12 the only way you can get someone
13 out who doesn't want to go is
14 eminent domain. So if the Board
15 is going to do that, TRITEC, then
16 sooner, rather than later, let's
17 know what is going to happen.

18 The second thing is when --
19 someone mentioned this earlier as
20 well. What is the next step?

21 It's obvious that when the
22 redevelopment project moves
23 forward, and they burn the
24 properties they can't take, they
25 are not going to just go around --

Proceedings

1 this is a 53-plus-acre project --
2 they will have to use eminent
3 domain. The entire area is not
4 blighted. We need to treat the
5 clients fairly. We need to treat
6 the owners fairly, the property
7 owners, the businesses, the
8 residents. They have to be
9 treated fairly, they have to
10 receive just compensation, and
11 they really, really have to know
12 what is going to happen.

13 The uncertainty hanging out
14 there for a number of years is
15 unfortunate. It's detrimental to
16 the businesses; it's detrimental
17 to the residences, and does no one
18 any good.

19 (Applause.)

20 SUPERVISOR ROMAINE: Thank
21 you for your comments.

22 MS. GAMBY: I'm Nancy]
23 Gamby, I live in Commack, in
24 Huntington. I also was a
25

H44

Proceedings

Brookhaven resident for 16 years.

Also, my sister lives in

Brookhaven, so I have a very

vested interest in Brookhaven.

First of all, on the

eminent domain, I happened to be

the one to ask the question of

TRITEC at an open meeting at

Windows on the Lake, where I asked

that if somebody doesn't want to

sell -- and well, TRITEC said they

had three years to sell their

property. And at that point, they

said that if they didn't want to

sell their property for whatever

TRITEC was going to offer them,

that they would elicit eminent

domain. That is a Newsday paper

report, so that is public record.

That was from TRITEC's mouth.

SUPERVISOR ROMAINE: I will

simply state that this Board has

not even taken up the issue of

eminent domain, so that is not on

H44-1

Proceedings

1
2 anyone's radar, and the hearing
3 tonight is to speak to the
4 proposed project, which, if you
5 have comments on that, would be
6 helpful.

7 MS. GAMBY: I do.

8 Okay, you have the
9 ridership of the LIRR. They said
10 their ridership would double.
11 That brings 34,000 riders; okay?
12 Then you have the 1,450 units,
13 which at the beginning, when it
14 was originally introduced, it was
15 450 units of proposed housing. So
16 you have the ridership from those
17 people, plus they only have 1.1 or
18 1.2 parking spaces per unit. If
19 somebody wants to have a birthday
20 party, where are they going to
21 park? They have to have at least
22 30 of their neighbors give them
23 the tenth of a car so they can
24 have somebody over for a birthday
25 cake.

H44-2

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Proceedings

You also have businesses that are going to open there. The businesses that open there will take away from the other businesses around in the area. There's businesses that are vacant all over the county.

H44-3

And what gives TRITEC the right to acquire property over a prior property owner who is already there? Because they are going to be the owner of 50 acres?

H44-4

These people who have bought their private property originally, we owe it to them, their right to their property. Now, TRITEC told me also at that same meeting that they weren't allowed to build the property as per the plan the exact same way TRITEC would be, they are not going to be allowed to, because TRITEC wants to own the property.

That is abuse of eminent

Proceedings

1 domain, that's abuse of the
2 private property owner, and
3 there's tax abatements in
4 Wyandanch of 30 years in one, 40
5 years on another, and all the
6 taxpayers, single-family housing
7 owners, they are going to be
8 picking up the tab.

9
10 I'm trying to hurry because
11 I only have six seconds.

12 1,450 houses are all going
13 to Sachem --

14 (Applause.)

15 MS. LENT: Your time is up.

16 SUPERVISOR ROMAINE: Thank
17 your comments.

18 MS. LENT: Edward Solomon
19 and Diane Mottola.

20 Raise your right hand.

21 (All comply.)

22 MS. LENT: Do you swear to
23 tell the truth, the whole truth
24 and nothing but the truth so help
25 you God?

Proceedings

1
2 (Whereupon, Mr. Edward
3 Solomon and Ms. Diane Mottola
4 respond in the affirmative.)

5 MS. LENT: State your name,
6 town you live in, and township you
7 reside.

8 MR. SOLOMON: My name is] H45
9 Edward Solomon. I live in the
10 hamlet of Ronkonkoma, in the Town
11 of Islip.

12 MS. BONNER: Please speak
13 closer to the mike. Thank you.

14 MR. SOLOMON: Most of the
15 points have already been addressed
16 by the lady who went before me.
17 So I would just like to give you a
18 warning on eminent domain, so it
19 doesn't come about in the future.

20 There's a foundation of
21 American liberty, it's the
22 cornerstone of the enlightenment
23 that dominated the minds of John
24 Locke, Thomas Jefferson and James
25 Madison. That right is the right

Proceedings

1
2 of a man to enjoy the fruits of
3 his own labor. I felt so sorry
4 for that 70-year-old man speaking
5 before, that he's going to have
6 everything taken from him, what
7 he's worked for for his whole
8 life. And people are to be secure
9 that persons and their house and
10 effects against unreasonable
11 search and seizures, so stated in
12 the Fourth Amendment, and to
13 receive just compensation for any
14 and all property confiscated for
15 public use, not public purpose;
16 New London notwithstanding, so
17 raised in Fifth Amendment. When
18 the government fails to protect
19 this most fundamental right, it is
20 dysfunctional. However, when the
21 government not only fails to
22 protect this right, it becomes a
23 great transgressor itself,
24 reducing our communities and what
25 is prospering and what is working

Proceedings

1
2 under the iron fist of absolute
3 despotism of the -- it's not even
4 a government; it's a tyranny. You
5 are a tyranny. That is what you
6 are now. You are not even a
7 government, because you don't
8 function as one. You don't
9 fulfill the rights as outlined in
10 the Declaration of Independence.
11 You are not that anymore.

12 The first speaker,
13 Mrs. Marianne -- I don't know.
14 You had the audacity to call our
15 community a blight. I don't know
16 where you are. She probably left.
17 You are a blight. Your soul is a
18 blight. This Board is a blight.
19 You are a blight. Say "no" to] H45-1
20 eminent domain, and since when
21 have our public servers become
22 public masters? Who do you serve,
23 Saudi Arabia? Who do you serve?
24 Oil companies?

25 Anything else I got to

Proceedings

1
2 say -- I just wrote this, because
3 everybody said -- you had a lot of
4 beautiful speakers here today,
5 that weren't part of the scripted
6 echo chamber. Yeah, I think
7 that's all I got to say, so I dare
8 you to try eminent domain in the
9 future.

10 Thank you.

11 (Applause.)

12 SUPERVISOR ROMAINE: Thank
13 you for your comments.

14 MS. MOTTOLA: Hi. My name] H46
15 is Diane Mottola. I am a resident
16 of Ronkonkoma, in Islip. I'm also
17 here to support my neighbors. You
18 know, we have a severe impact
19 situation, where I'm exactly
20 located, as far as railroad and
21 the roads around me, and I am just
22 like borderline, okay.

23 And I've met TRITEC many]
24 times, and asked them about their H46-1
25 studies and scope of their

1 Proceedings

2 studies, and I mean, from what
3 I've always seen from them and
4 heard from them was that they
5 won't come over onto the Islip
6 side. They just refuse to hear
7 that it's going to affect and
8 congest and hurt us on the Islip
9 side.

H46-1
Cont'd.

10 I mean, I have to keep
11 saying, "Islip," because they are
12 still using our roads. It's still
13 going to be -- the size and scope
14 of this project is going to take
15 over and overflow many things
16 besides traffic and congestion.
17 This is why I'm opposing the
18 project, because I don't
19 understand. We started with 450
20 units, and now we are up to
21 1,450 units. It's impossible to
22 accept in its current form.

H46-2

23 Many of the points I was
24 going to bring up have already
25 been discussed, and I just ask for

Proceedings

1
2 you guys to have cooperation with
3 the Town of Islip. I mean, we
4 were trying to see if we can get a
5 citizens group to handle both
6 sides. If you guys would consider H46-3
7 conducting some kind of group like
8 that, to keep in touch so it's a
9 liaison. I think it's very
10 important for this project. It's
11 borderline. It's not a matter of
12 who's having more projects. Now
13 it's going to be a race to both
14 sides. Now you are talking
15 Islip's projects and your
16 projects, and that's how I feel,
17 so...

18 SUPERVISOR ROMAINE: Thank
19 you for your comments. For the
20 record, I have respect for the
21 members of the Islip Town Board,
22 all of them who I know, great
23 respect.

24 MS. LENT: There are no
25 more speakers.

Proceedings

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SUPERVISOR ROMAINE: There being no more speakers, I would ask for a motion to close this hearing.

MR. MAZZEI: Motion to close.

SUPERVISOR ROMAINE: Motion to close. Is there a second?

MS. BONNER: Second.

SUPERVISOR ROMAINE: All those in favor of closing this hearing?

(Whereupon, all board members respond in the affirmative.)

SUPERVISOR ROMAINE: Having no further business before this board and the close of this public hearing, I make a motion for an adjournment.

Is there a second?

MR. LAVALLE: Second.

SUPERVISOR ROMAINE: We now -- all those in favor of

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adjourning?

(Whereupon, all board members respond in the affirmative.)

SUPERVISOR ROMAINE: We now stand adjourned.

(Time noted: 7:37 p.m.)

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CERTIFICATION

I, LORI ANNE CURTIS, a Notary Public
in and for the State of New York, do hereby
certify:

THAT the foregoing is a true and
accurate transcript of my stenographic notes.

IN WITNESS WHEREOF, I have hereunto
set my hand this 19th day of January, 2014.

LORI ANNE CURTIS

<p style="text-align: center;"><u> </u> \$ <u> </u></p> <p>\$1,000 170:9</p> <p>\$1,300 154:12 170:10</p> <p>\$35 155:2</p> <p>\$4 90:8</p> <p>\$42 95:5</p> <p>\$5 153:23</p> <p>\$80,000 125:15</p> <p>\$9,000 155:3</p> <p style="text-align: center;"><u> </u> 1 <u> </u></p> <p>1 1:14 6:7 7:10 8:10,14 11:17,22 53:20,22,24 133:22 178:3</p> <p>1,100 92:7</p> <p>1,450 153:4 177:20,23,25 184:12 186:12 191:21</p> <p>1.1 20:15 184:17</p> <p>1.2 184:18</p> <p>10 109:11 151:22</p> <p>100 2:4 70:15</p> <p>100,000 41:22</p> <p>105 108:9</p> <p>10th 14:3 42:13 47:14</p> <p>11 145:21</p> <p>11779 175:24</p> <p>11788 2:5</p> <p>11th 68:13</p> <p>12th 42:9</p> <p>15 36:20 37:8 175:6</p> <p>156 2:5</p> <p>16 43:24 183:2</p> <p>17 24:22</p> <p>17,000 19:17</p>	<p>180 20:12 166:24</p> <p>18th 98:14</p> <p>18-year-old 126:15</p> <p>19 36:3</p> <p>1947 17:11</p> <p>1978 57:9</p> <p>1980s 165:24</p> <p>1988 128:6</p> <p>1996 33:23 34:5</p> <p>19th 195:10</p> <p style="text-align: center;"><u> </u> 2 <u> </u></p> <p>2 1:15 6:25 7:9 8:2,9 9:25 11:19,20 133:23</p> <p>2,000 94:17 123:8 170:20</p> <p>20 24:22 102:12 135:19,23</p> <p>200 41:22 92:3</p> <p>2007 18:9 20:12 32:4 33:25 34:11,22 141:15,22</p> <p>2008 34:23 141:22</p> <p>2009 116:21</p> <p>2010 13:3,8 22:4 35:5,17 36:3 138:20</p> <p>2012 36:19</p> <p>2014 1:4 7:10 195:10</p> <p>210 68:13</p> <p>21st 15:7 100:19</p> <p>22 127:22</p> <p>228 154:5</p> <p>23 68:18</p> <p>24 52:6</p> <p>25 109:2 130:22</p>	<p>167:3</p> <p>250 153:13</p> <p>26 58:2</p> <p>28 36:18</p> <p style="text-align: center;"><u> </u> 3 <u> </u></p> <p>3 1:15 8:6</p> <p>3,000 153:9</p> <p>3.6 51:8</p> <p>30 4:21 11:9 14:2 68:16 87:21 177:22 184:22 186:5</p> <p>300 170:19</p> <p>30-day 6:14</p> <p>312 20:13</p> <p>34,000 184:11</p> <p>349 20:13</p> <p>350 94:19</p> <p>36-year 57:7</p> <p>37 104:14</p> <p>39 75:23 131:9</p> <p style="text-align: center;"><u> </u> 4 <u> </u></p> <p>4 8:9 9:9</p> <p>4.6 51:9</p> <p>40 60:20 76:4 155:23 186:5</p> <p>400 75:2</p> <p>42nd 44:4</p> <p>450 177:25 184:15 191:19</p> <p>45-year-old 56:23</p> <p>47 7:13</p> <p>49 127:21</p> <p style="text-align: center;"><u> </u> 5 <u> </u></p> <p>5 1:16 56:14 76:8</p> <p>5,000 93:13,15</p>	<p>5,100 69:11</p> <p>5:00 1:4</p> <p>50 18:4 92:9 104:12 122:9 177:22 180:10 185:13</p> <p>51 179:12</p> <p>53-plus-acre 182:2</p> <p>55 137:10 179:12</p> <p>58 126:5</p> <p style="text-align: center;"><u> </u> 6 <u> </u></p> <p>6 1:16 8:10</p> <p>6,500 19:18</p> <p>60 93:6 177:22</p> <p>600 153:14</p> <p>60s 18:17 115:2</p> <p style="text-align: center;"><u> </u> 7 <u> </u></p> <p>7 108:24</p> <p>7:00 109:3</p> <p>7:37 194:8</p> <p>70 156:13</p> <p>70s 115:3</p> <p>70-year-old 188:4</p> <p>7th 25:11</p> <p style="text-align: center;"><u> </u> 8 <u> </u></p> <p>85 7:11 92:8</p> <p>850 177:25</p> <p>87 161:20</p> <p>88 161:20</p> <p>89 160:25</p> <p style="text-align: center;"><u> </u> 9 <u> </u></p> <p>9 1:4 108:24</p> <p>9,000 153:15</p> <p>9/11 44:7</p> <p style="text-align: center;"><u> </u> A <u> </u></p>
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OFFICIAL TOWN BOARD MINUTES

PROCEEDINGS AND VERBATIM DISCUSSIONS OF A
SPECIAL TOWN BOARD MEETING, HELD ON THE 5TH
DAY OF FEBRUARY, 2014, AT TOWN HALL, 655 MAIN
STREET, ISLIP, NY

RE: RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT
DISTRICT

RECEIVED

FEB 10 2014

P R E S E N T:

PLANNING DIVISION

ERIC M. HOFMEISTER, Deputy Supervisor
STEVEN J. FLOTTERON, Councilman
TRISH BERGIN WEICHBRODT, Councilwoman
ANTHONY S. SENFT, JR., Councilman
JOHN C. COCHRANE, JR., Councilman
ROBERT L. CICALA, ESQ., Town Attorney
OLGA H. MURRAY, Town Clerk

ALSO PRESENT:

ROBERT ZAPOLSKI,
Commissioner of Planning and Development

***Interested Members of the Public

RECEIVED
FEB 07 2014
TOWN CLERK'S OFFICE

1 Special Town Board Meeting

2 MR. HOFMEISTER: Good
3 evening. We'd like to call this
4 meeting to order. If you would
5 all rise, we'll have our Madam
6 Clerk lead us in the Pledge of
7 Allegiance.

8 (Pledge of Allegiance.)

9 MR. HOFMEISTER: I'd ask
10 that you remain standing, and have
11 a round of applause for all the
12 troops around the world.

13 (Applause.)

14 MR. HOFMEISTER: Okay, good
15 evening, and welcome to the public
16 forum on the Ronkonkoma
17 Transportation Hub. At this time,
18 I'd like to turn the meeting over
19 to Councilman Flotteron for some
20 brief comments.

21 Councilman?

22 MR. FLOTTERON: Thank you.

23 I want to thank everybody
24 for joining us this evening for
25 this public forum about the

1 Special Town Board Meeting
2 Ronkonkoma Transportation Hub
3 project. We realize tonight's
4 weather was less than ideal, and
5 we are sincerely grateful that
6 everybody was still able to make
7 it out tonight in this icy
8 weather, so please be safe going
9 home, but this is a very
10 significant project, so again, we
11 are grateful you were all able to
12 make it here.

13 The purpose of tonight is
14 to provide opportunity for our
15 Islip residents to weigh in on
16 this project and have their
17 comments on the record. It is an
18 extremely significant multifaceted
19 plan that will greatly impact
20 residents, businesses, schools and
21 public services in both Brookhaven
22 and Islip towns.

23 The opinions of you, our
24 residents, are important, and we
25 as a Board believe that this forum

1 Special Town Board Meeting
2 will ensure that your thoughts are
3 included on behalf of the comments
4 our town will submit as part of
5 the DGEIS comment period.

6 The area in question
7 encompasses almost 54 acres
8 surrounding a busy Ronkonkoma
9 train station. And while the Town
10 of Islip has no jurisdiction over
11 this project in terms of
12 regulating the land use, approval
13 of zoning requirements and beyond,
14 this Town Board understands that
15 we do not have an obligation to
16 ensure -- well, this Town Board
17 does understand, we want to make
18 sure our residents have their
19 voices on the record about our
20 concerns on our side of the
21 tracks.

22 This is why we've organized
23 this forum, to give our residents
24 opportunities to publically ask
25 questions, express thoughts and

Special Town Board Meeting

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become more informed. I know myself, as a Board member, most of the information I've been getting about this project is really through the papers. I saw in the Newsday on January 14th, the Brookhaven planning commissioner, Tullio Bertoli, he told the council, the Planning Council of Suffolk County, that in the four years he's been involved in the developing of this Ronkonkoma Hub proposal, public outreach has been part of the process. He said there is civic support, Suffolk County support and Town of Islip support. Well, I can just say for myself, I am not saying I support or don't support anything; I just haven't seen it yet, and that's what this meeting is supposed to be about.

24
25

Our planning commissioner, Rich Zapolski, invited the master

1 Special Town Board Meeting
2 developer, TRITEC, and Brookhaven
3 Planning Commissioner Tullio
4 Bertoli, but they declined. Part
5 of TRITEC's response was "We are
6 in receipt of your request to
7 attend this" -- "the public forum,
8 but must respectfully decline.
9 This project is a Town of
10 Brookhaven initiative, and it
11 seems appropriate that any input
12 that Islip has should be addressed
13 to the Town Board."

14 The Brookhaven Town Board
15 is the lead agency on this major
16 redevelopment project. We ask
17 each and every elected official in
18 Brookhaven to carefully consider
19 the thoughts of our residents
20 raised during this evening's
21 public forum in an effort to
22 implement the Ronkonkoma
23 Transportation Hub in a
24 responsible manner that takes all
25 interested parties into

Special Town Board Meeting

1
2 consideration.

3 And again, I just know,
4 myself trying to get some type of
5 information, I feel it's sometimes
6 like a fishing expedition. So, I
7 just found out when reading this
8 last night, the supplementary
9 DGEIS, there's -- part of the
10 planning of track area, there's
11 900 cars that will be placed on
12 the south side of the tracks in
13 Islip. And again, what, you know,
14 the residents of Islip, what road
15 improvements are needed and
16 everything else? We need to have
17 this public discussion.

18 So, again, I want to thank
19 all of you for your attendance.
20 You are invited to fill out the
21 speaker cards, and we are
22 allotting three minutes speaking
23 time per resident. And also, if
24 you don't want to speak, but you
25 want to have things on the record,

1 Special Town Board Meeting
2 we have up here (indicating), you
3 can put down your comments and
4 name and address, and there's also
5 some at the table and at the front
6 door.

7 Again, thank you for
8 coming, and we're here to listen
9 and learn.

10 Thank you.

11 MR. HOFMEISTER: At this
12 time, I would like to ask Rich
13 Zapolski, our planning
14 commissioner, to make a
15 presentation to the audience.

16 Welcome, Rich.

17 MR. ZAPOLSKI: Thank you.

18 If everyone doesn't mind, I
19 am going to remain seated so I can
20 run the PowerPoint presentation,
21 but my name is Rich Zapolski. I
22 am a civil engineer, and I am the
23 Commissioner of Planning and
24 Development for the Town of Islip.
25 I've been in that role for about

Special Town Board Meeting

1
2 three-and-a-half months now.

3 I am familiar with this
4 project; I am familiar with some
5 of the inception of this project.
6 I grew up in Bohemia, so I am
7 familiar with the area. I'm a
8 Connetquot graduate, so I know the
9 area very well.

10 I put a brief presentation
11 together just to get us warmed up
12 on the project and started. I did
13 meet and speak with the planning
14 commissioner from Brookhaven. He
15 was very helpful in pointing out
16 areas where I can get the latest
17 and greatest information on the
18 project. I have collected some of
19 the information that is copied for
20 us here (indicating). I have
21 electronic copies downstairs. I
22 brought as much as I can, and I
23 will do just a brief presentation
24 to get us warmed up.

25 So the intention of tonight

1 Special Town Board Meeting
2 is to listen to the concerns of
3 the Islip residents, to identify
4 potential impacts in the Town of
5 Islip, and to identify possible
6 mitigation measures to these
7 impacts.

8 And what we'll do tomorrow,
9 or over the next two days, I'll
10 say, is provide unedited comments
11 to the Town of Brookhaven prior to
12 the end of their public comment
13 period. So they are in the
14 process of completing their Draft
15 Supplemental Environmental Impact
16 Statement, and the public comment
17 period ends on February 10th. So,
18 this is our opportunity to get our
19 comments on the record with them,
20 and that's what we'll be doing
21 over the next couple of days.

22 This is the study area
23 (indicating). You can see -- I
24 know it's a little dark, but
25 there's a red line surrounding the

1 Special Town Board Meeting
2 area. You can see north of the
3 tracks is the area that we are
4 talking about, south of the tracks
5 is the parking lot for the
6 Ronkonkoma train station. That is
7 in the Town of Islip, and it's
8 under the County's jurisdiction.
9 The road to the south on the south
10 side of this picture is Railroad
11 Avenue, and we have Hawkins to the
12 left, which is Smithtown Avenue on
13 our side.

14 This (indicating) is the
15 conceptual land use plan that was
16 put together by Brookhaven. It
17 pretty much indicates the areas.
18 What this does is it divides it up
19 into -- the orange areas are
20 residential; the green areas are
21 vertical mixed use, where they get
22 some height in those buildings in
23 those green areas. The maximum
24 story buildings are the dark blue
25 closest to the tracks, and it has

Special Town Board Meeting

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some five-story buildings in those
locations; and the red areas are
horizontal mixed use, which
include residential and offices.
So you can just get a feel for how
they planned out the space with
the road network and where they
anticipate putting residential
uses adjacent to residentials, and
the more intense uses closer to
the tracks and the train station.

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From that land use plan,
what they did was they developed
the entire site to just get a feel
for what the maximum density of
that area would be if they built
out to their land use plan. So,
if you take a look at this
(indicating), this is divided up
into the stories that the
buildings will be. Not that you
can tell, but this building over
here (indicating) is light blue.
That's a one-story building. The

Special Town Board Meeting

1 yellow buildings are two-story.
2
3 Those pink buildings up on the top
4 and left-hand side of this are
5 three stories; the blue buildings
6 that you see clearly are
7 four-story; and the green
8 buildings on this plan are
9 five-story.

10 Now, this is a potential
11 plan. It's not necessarily how it
12 will be built out, but it does
13 give an indication of if this
14 property was built out to its
15 maximum density, this is something
16 it could look like.

17 If you want to say the
18 Commissioner of Planning in
19 Brookhaven did a really great job
20 in laying out the buildings and
21 doing some shadow studies and
22 seeing where the higher buildings
23 would make more sense. He has
24 many sketch plans in his
25 presentation. I don't know how

Special Town Board Meeting

1
2 many people were able to be at
3 Brookhaven for his presentations,
4 but he did go through all of those
5 hand sketches. With that maximum
6 development plan that we just
7 looked at, those densities look
8 like this (indicating); 1,450
9 residential units; 195,000 square
10 feet of retail; 360,000 square
11 feet of office and medical space;
12 60,000 square feet of flex space,
13 which includes hospitality,
14 conference, exhibition and/or
15 residential, according to their
16 report; and about 3,638 new
17 parking spaces. That's in
18 addition to about 1,000 spaces
19 that are there now.

20 The sewage treatment plant
21 is proposed on the Islip side of
22 the tracks on a Suffolk County
23 owned piece of property. The Town
24 did reserve some flow to that
25 treatment plant. From what I

Special Town Board Meeting

1 understand, the DPW is considering
2 an alternate connection to the
3 Southwest Sewer District. We have
4 yet to have a full conversation
5 with commissioner of DPW, Gilbert
6 Anderson, and we will be getting
7 more information on that in the
8 next couple days.
9

10 Just for a comparison, we
11 have two mixed-use-type
12 developments we've been looking at
13 on the Islip side for a long time,
14 but to compare this project with
15 those projects, what I've done is
16 I've just took a look at two quick
17 metrics. The first metric is how
18 many residential units per acre of
19 property.

20 So, Ronkonkoma Hub has
21 1,450 residential units maximum
22 planned over 54 acres; it's about
23 27 units per acre. In Islip
24 Pines, there's 350 residential
25 units proposed on 143 acres;

Special Town Board Meeting

1
2 that's about two-and-a-half units
3 per acre, and on Heartland,
4 there's 9,000 residential units
5 proposed -- again, it's very
6 conceptual -- on 452 acres; that's
7 about 20 units per acre. So you
8 can just get a sense of how many
9 residential units for the property
10 area that that is.

11 The second metric I took a
12 look at was how much building area
13 per acre of property. So the
14 Ronkonkoma Hub has about
15 2,000,000-square-foot of building
16 on 54 acres. That's a density of
17 about 38,000 square feet per acre.
18 If you look at Islip Pines, that's
19 also about 2,000,000-square-foot
20 of buildings on 143 acres. That's
21 about 14,000-square-foot per acre.
22 Keep in mind that an acre is about
23 43,000 square feet. And Heartland
24 is about 13,000,000 square feet
25 proposed there, on 452 acres; so

1 Special Town Board Meeting
2 that's about 30,000-square-foot
3 per acre. So that's just to give
4 us a feel of what we're looking at
5 on the paper.

6 So as planning commissioner
7 one of the things I look at is
8 what are going to be some of the
9 impacts on the Islip side that I'd
10 be concerned with. So I took a
11 look at the traffic study. I'm a
12 civil engineer, so I have a
13 familiarity and comfortability
14 with the traffic studies, and I
15 know this area pretty well. What
16 I noticed is that the
17 intersections that were studied in
18 the draft version of the plan are
19 mostly in Brookhaven. Actually, I
20 think they are all in Brookhaven.

21 So what I said to myself
22 was, "Okay, if I'm in Islip and
23 I'm going to go up to the Hub to
24 dine, or that's where I work, how
25 am I going to travel up there?"

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Cont'd.

Special Town Board Meeting

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So, I went from Vets Highway to Lakeland, and normally I'd make a right on Smithtown Avenue, head up over the bridge and take one of the turns into that north area. But the intersection of Smithtown Avenue and Lakeland wasn't in the study. So, what I'd be concerned with is if there's an impact at that light, if I need another turning lane, if I need to widen it a little bit, if I need a different type of traffic light head, how do I get that mitigation into the thoughts of the people who are putting the impact study together. So, that's one intersection.

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Cont'd.

The other intersection that I was concerned with was going up Ocean Avenue, where Ocean crosses Johnson, where the 7-Eleven is. That's a major thoroughfare that would go right into the Hub, but

F2

1 Special Town Board Meeting
2 that intersection wasn't really
3 studied. And where Pond Road
4 crosses, there's also a signal
5 there. It's much less of a
6 signal, but it's a signal
7 nonetheless. And then, if we
8 consider a lot of that traffic
9 will go up to the Expressway, what
10 happens where Ocean Avenue crosses
11 the Expressway, I'd like to see if
12 there's an impact on that
13 intersection as well.

F2
Cont'd.

14 So what we might do is ask
15 Brookhaven to take a look at those
16 intersections to see how much
17 traffic is going to be increased
18 at those intersections; do we need
19 an additional landing, do we need
20 an additional head, do we need to
21 upgrade the equipment there, is
22 there an impact on Islip?

23 I just want to note on here
24 (indicating), too, the blue line
25 is Brookhaven. So you can see

F3

1 Special Town Board Meeting
2 that the southwest corner of
3 Brookhaven is right where Pond
4 Road and Johnson cross, so what
5 this tells me is that, you know,
6 two sides of the Hub project
7 are -- you know, are impacting
8 Islip, so we really have to take a
9 look at how the project does lead
10 and affect that side.

F3
Cont'd.

11 I've only talked about
12 Ronkonkoma so far. I still want
13 to take a look at what's going on
14 on the Holbrook side, because I
15 have Railroad Avenue, you know,
16 south of the tracks into Holbrook,
17 and we all know that people in
18 Holbrook use that route to get the
19 back way into the train station.
20 And if there's going to be more
21 attractions on the north side of
22 the track, I'm sure some of the
23 traffic patterns are going to
24 change in that area, where
25 Holbrook residents that are in

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Special Town Board Meeting
Islip might cross the tracks and
come over from that direction. So
I want to take a look at the
signalized intersections there and
see how that area is impacted.

F4
Cont'd.

Something I learned
yesterday, this (indicating) is
the parking lot on Islip side.
You can see all the cars. On the
north side of the tracks, there
are some parking lots that are
shown as buildings on the plan.
So, one of the things that they
identified in the study is that
there will be some displaced
parking. And what we noticed is
in this figure, the red areas on
the north side of the tracks are
areas that will be displaced, and
we're noticing they will be
displaced to the wooded area on
the south that are under County
control. And not that that's a
bad idea for the planning concept,

F5

Special Town Board Meeting

1
2 but we really want to take a look
3 at if there's a thousand parking
4 spaces that were once on that side
5 of the tracks and they will now be
6 on our side of the tracks, what's
7 the impact on our roads and our
8 intersections? Do we need to add
9 a lane to the road? Are we going
10 to have pavement that is going to
11 wear out quicker? So there might
12 be some mitigation measures that
13 we'd like to see in the report as
14 an impact of that development.

F5
Cont'd.

15 The last parts of this
16 slide are the conceptual
17 renderings that are included in
18 the Planning Commissioner of
19 Brookhaven's presentation. These
20 are just kind of the pictures of
21 the three-, four- and five-story
22 buildings, what the area will look
23 like. I don't know if everyone
24 had the opportunity to see the
25 Brookhaven presentation, but

Special Town Board Meeting

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2 Tullio was kind enough to provide
3 those to us, and I'm just going to
4 peel through those real quick.

5 This (indicating) is kind
6 of a view of some of the
7 streetscape. These (indicating)
8 are three-story buildings. It
9 looks like they have residences
10 above, and some type of mixed use
11 below, whether it's retail or
12 restaurant use.

13 This (indicating) starts to
14 get into some four-story looks.
15 The tower there (indicating) is
16 about five stories. You can see
17 the plaza area for the public.
18 This (indicating) is part of the
19 four- and five-story area as well.
20 You can see some of the
21 streetscapes that they are
22 proposing. This (indicating)
23 streetscape is three stories on
24 the right-hand side, four stories
25 on the left-hand side. You can

Special Town Board Meeting

1
2 get a sense of scale.

3 These (indicating) are some
4 of the residential units that are
5 three stories, and another concept
6 (indicating) for some of the three
7 stories, and finally, this last
8 picture, on the left-hand side,
9 it's going to be a view from our
10 side of the tracks over to the
11 Brookhaven development. So you
12 can see on the left-hand side, you
13 can see where it's developed; on
14 the right-hand side you can see
15 the familiar parking lot that we
16 have on the south side of the
17 tracks. That needs some
18 attention, I would say.

19 And that concludes my brief
20 presentation just giving us a
21 feel. I wanted to warm people up
22 to the project. What I'm really
23 interested in doing is collecting
24 everyone's concerns, getting them
25 on the record, and being able to

Special Town Board Meeting

1
2 deliver them timely to Brookhaven.
3 So, if you use your time wisely at
4 the microphone, I think we'll be
5 able to get a lot of comments over
6 to the town.

7 Thank you.

8 (Applause.)

9 MR. HOFMEISTER: At this
10 point, I will ask if there are any
11 comments or questions from the
12 Board for Mr. Zapolski?

13 MR. COCHRANE: Yes.

14 Commissioner, one thing
15 that pops up right off the bat
16 which hasn't been addressed is has
17 the FAA been contacted about the
18 height of these buildings. On the
19 Islip side we're always concerned
20 about the height of the corridor
21 about having two-story buildings.
22 Why on the same distance away in
23 Brookhaven is it they can have a
24 five-story? The FAA controls that
25 area; correct?

F6

Special Town Board Meeting

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2 MR. HOFMEISTER: Yes,
3 that's air space.

F6
Cont'd.

4 MR. COCHRANE: Has that air
5 space been reviewed?

6 MR. ZAPOLSKI: I don't know
7 that right now, but that's a good
8 question to ask as part of the
9 comment period.

10 MR. HOFMEISTER: Ms. Bergin
11 Weichbrodt?

12 MS. BERGIN WEICHBRODT:
13 Thank you.

14 I just wanted to say I know
15 that Councilman Flotteron has said
16 in his statement earlier, but I
17 just want to reiterate because I
18 think it's very important, it is
19 very important for us tonight that
20 we get all of your concerns and
21 comments. As far as asking
22 questions up here tonight, we're
23 kind of limited in the ability to
24 answer all of them. Richard is
25 going to do his best, but this is

Special Town Board Meeting

1
2 not our project. We have
3 absolutely no voting capacity on
4 this project. So, we will try to
5 help you out, but I want to make
6 sure that the dialogue that goes
7 back and forth tonight is not
8 everybody here thinking we're in
9 the driver's seat of this, because
10 we're not. We are asking as many
11 questions to Brookhaven as you are
12 going to be asking tonight.

13 I just wanted to make sure
14 everybody was clear on that.

15 Thanks.

16 MR. HOFMEISTER: Councilman
17 Flotteron?

18 MR. FLOTTERON: Okay,
19 again, you might not know this
20 answer. Is the 1,400 apartments,
21 are they all apartments or is part
22 of it ownership, or did they give
23 an indication of that?] F7

24 MR. ZAPOLSKI: Right now
25 they are just calling them

1 Special Town Board Meeting
2 residential units. I think we
3 have the same experience in the
4 Town; sometimes they are
5 residential, sometimes they are
6 ownership, and sometimes there
7 might be options. I'm not sure
8 that it's defined by this
9 rendition.

10 MR. FLOTTERON: Just a
11 couple of things, and I know a lot
12 of people will be bringing up that
13 traffic study, so I just wanted
14 to -- you know, there's a real
15 diversity of housing, if this is
16 going to happen, some ownership,
17 so there's permanent residency
18 there.

19 Another thing I noticed in
20 the Supplementary DGEIS is again,
21 as you pointed out, 900 parking
22 stalls moved to the south side. I F8
23 know in a lot of the
24 redevelopment -- we've had success
25 with the development of the former

Special Town Board Meeting

1
2 psychiatric center -- the
3 developers sometimes have
4 mitigation things to improve
5 things in the community, such as
6 downtowns, downtown storefronts,
7 parking.

8 And for example, one thing
9 that's blaring out here even from
10 one of your conceptual renderings,
11 is what sad shape the parking is
12 on the south side, and again, how
13 do we make sure there's mitigation
14 fees or whatever to make sure
15 these things are improved, because
16 we're getting all this parking and
17 traffic, and nothing is being
18 improved by the developer. That,
19 to myself, is a major concern.

F8
Cont'd.

20 And again, this is the
21 first time I'm learning about all
22 these cars, besides all the
23 traffic development we'll have, is
24 again, all the increased parking
25 that again the wear and tear will

F9

Special Town Board Meeting

1
2 be on our own local roads, and who
3 will be improving the entrance
4 into that parking area and all the
5 roads leading up to it; is it the
6 taxpayers of the Town of Islip or
7 is it the developer doing the
8 upgrade and maintenance?

F9
Cont'd.

9 Those are my questions for
10 now. Thank you.

11 MR. HOFMEISTER: Okay, now
12 we'll open up the public comment
13 period of this forum. I will
14 remind all speakers -- and I have
15 people that have filled out
16 forms -- all speakers, there is a
17 three-minute limit. We would ask
18 that you have comments which will
19 be incorporated into the record
20 which will be submitted into the
21 Town of Brookhaven under this
22 process. I will ask that the
23 crowd remain orderly and act as
24 ladies and gentlemen, if you
25 would, please. We will not stand

1 Special Town Board Meeting
2 for this forum getting out of
3 control, and with that, I will
4 call up the first person that
5 signed up, Artie Cipoletti?

6 MR. A. CIPOLETTI: Correct.

7 MR. HOFMEISTER: Sir, name
8 and address for the record, and
9 again, just a reminder, three
10 minutes to speak.

11 MR. A. CIPOLETTI: Artie
12 Cipoletti, 27 True Harbor Way,
13 West Islip, New York.

] F10

14 I live in the Town of
15 Islip, my main office is in the
16 Town of Islip, and I am very
17 familiar with it. I am also
18 thankful to the Board for having
19 this forum tonight. I'm very
20 surprised that the opening
21 comments that the Town would say
22 that they are just learning
23 information from reading the
24 Newsday, because when they had a
25 public hearing, that means

Special Town Board Meeting

everybody is invited, and all that information is available.

And then along the way, too, there was a comment that TRITEC was invited to come here to speak, but obviously they already had their statements read into the public record, so for them to come here to speak would be detrimental to the job, so I would respect that they made the right decision in not attending this.

That said, I have about 60 employees that live and work within the Town. They work for me. I own several pieces of real estate within the Town of Islip. I love it here, and I see this as a very positive thing for the Town of Islip to be part of.

I prepared a little brief statement. I'm here in support of the Ronkonkoma Hub project and the developer, TRITEC. They have

Special Town Board Meeting

1 proven themselves to be
2 visionaries and quality builders
3 who adapt to the needs of the
4 areas they work in. It's proven.
5

6 Their most recent project
7 in Patchogue is an example of
8 quality construction and renewal
9 to an area that was in desperate
10 need of it. That area in
11 Ronkonkoma is blighted. There's
12 no doubt that it needs it, and you
13 have chosen the right people to
14 spearhead that movement.

15 I fully expect the same
16 result for this Ronkonkoma
17 expansion. The project will put
18 Ronkonkoma back on the map as a
19 destination location, and provide
20 much needed housing for our youth.
21 I strongly encourage you to
22 support them in their efforts and
23 be part of the revitalization of
24 that area.

25 And then, just a comment on

1 Special Town Board Meeting

2 Mr. Zapolski's little brief right
3 there. When he did the comparison
4 of other projects and he was
5 comparing density to projects that
6 haven't been improved yet that are
7 in the Town, there is some
8 relevance; it is good to
9 understand to the layman that
10 there are other jobs out there
11 that have more or less square
12 footage, but it's true relevance.
13 I'm not sure about how much really
14 it's relevant, considering none of
15 these jobs are built at this time,
16 and none of them -- you know, it's
17 all conceptual. We're here to
18 listen and learn. I'm for the
19 project. I encourage the Town
20 Board to be for this project also.

21 Thank you.

22 (Applause.)

23 MR. HOFMEISTER: Very good.

24 Thank you, sir.

25 Our next speaker is Bud

Special Town Board Meeting

1
2 Cipoletti. We will keep it in the
3 family to start.

4 MR. B. CIPOLETTI: Bud
5 Cipoletti. I live at 970 Main
6 Street in West Islip, New York.

] F11

7 I'm here tonight generally
8 (a) in support of the project, but
9 (b) more as part of the concerned
10 youth of Long Island. It's good
11 there's a lot of young faces here
12 tonight. I was at the Brookhaven
13 hearing, and there was no young
14 faces whatsoever.

15 Everybody knows that if we
16 don't have work, there's really
17 not too much options on Long
18 Island as far as moving forward in
19 life. I'm currently 25 years old.
20 I'm on the cusp of trying to
21 create a career. Places like this
22 make me take a step back when I
23 look at the concepts. Long Island
24 should be a place of evolution for
25 people like us who graduated right

1 Special Town Board Meeting
2 in the middle of a recession. So
3 as I come out of trying to
4 struggle and scrape and make a
5 living for myself, trying to come
6 into my prime business-wise, I
7 like to see projects like this
8 even brought up in public forums
9 like this. It gives me a chance
10 to maybe have some work, start a
11 family, to have the same
12 opportunities all you guys have
13 had to have a family in the Town
14 of Islip.

15 Generally, construction I
16 see wanting to move eastward on
17 Long Island as it sprawls, and
18 this is one sprawl that is deemed
19 as a regionally significant
20 project. I hope that everybody is
21 careful as this project develops,
22 but most of all, I hope this
23 project I see happening in the
24 very near future, so thank you for
25 taking my comments.

1 Special Town Board Meeting

2 (Applause.)

3 MR. HOFMEISTER: Thank you,
4 sir.

5 Okay, our next speaker is
6 Chris Ragusa. Sir, name and
7 address for the record, please.

8 MR. RAGUSA: My name is
9 Chris Ragusa. I live at 626
10 Chester Road in Sayville. I'm a
11 proud member of Plumbers Local
12 200. I'm an instructor as well.
13 I deal with quite a bit of the
14 youth that come through our
15 programs at Local 200, and it can
16 be disheartening at times to hear
17 the -- I think the best way to put
18 it is the disappointment of what
19 we haven't had to offer these
20 young men and women.

21 This project represents
22 growth. I'm for growth as an
23 Islip resident, as a Local 200
24 member, and as an Islander.

25 Thank you.

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Special Town Board Meeting

(Applause.)

MR. HOFMEISTER: Thank you,
sir.

Our next speaker that
signed up is Mary Calamia. Sorry
if I said that wrong.

Just, name and address for
the record, please.

MS. CALAMIA: It's Mary
Calamia, 161 Shelby Avenue,
Holbrook.

I want to thank you for
having this meeting. I reside in
Holbrook very close to the site of
the Ronkonkoma Hub. I've spoken
with most of you about the project
and met with the Brookhaven Town
officials and the developer on
several different occasions. I am
still not satisfied that this
project does anything for the
Islip side of the tracks, other
than becoming a financial and
logistical burden for us.

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Special Town Board Meeting

We're not opposed to redevelopment, but the density of this project is extreme. We are concerned about the strain on our roads, our schools, our infrastructure, our services, and quite frankly, our wallets.

F13
Cont'd.

As an aside, I'm also going to say that we are very concerned about the issue, or the possible issue of eminent domain being used to take properties, private properties, to give to a developer.

F14

Islip taxpayers are going to be called upon to bear their fair share of the taxes, the tax burden, to cover the tax abatements, and yet the Islip residents have no voice. I want to know how it is that a project could receive a designation of "regionally significant" and not involve representation from the

F15

Special Town Board Meeting

entire region. I think it's a very important point that we need to bring up with everybody involved, including, I think, the Long Island Regional Planning people.

F15
Cont'd.

I have serious doubts that this vision is a realistic one. Tullio Bertoli told me himself, "Let's face it, the Ronkonkoma Hub is an experiment." Those were his words.

I do not want my community to be used as a guinea pig. All we want is a voice here, and all we want is a seat at the table.

I do have one question that you probably can answer. Who votes on the sewage treatment plan? Is that an Islip board vote?

MS. BERGIN WEICHBRODT: No. County.

MS. CALAMIA: County, okay.

1 Special Town Board Meeting

2 And if anybody is
3 interested, I have letters, form
4 letters for Islip residents to the
5 Brookhaven board asking for a
6 voice for the Islip residents, if
7 anybody would like a copy and
8 wants to see me after the meeting.

9 Thank you.

10 (Applause.)

11 MR. HOFMEISTER: Thank you
12 very much.

13 Mr. Larry Farrell? Just
14 name and address, Mr. Farrell, for
15 the record, please.

16 MR. FARRELL: Larry
17 Farrell, 332 Collington Drive,
18 Lake Hills, Ronkonkoma.

19 Good evening. My name is
20 Larry Farrell, and I represent
21 myself, Diane Mottola, in the room
22 here tonight, and Steven Ratuglia
23 (phonetic spelling). We are Islip
24 residents, and we are from the
25 greater Ronkonkoma community. We

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Special Town Board Meeting
would like to first thank the Town
Board for holding this forum on
the Ronkonkoma Hub.

The Ronkonkoma Hub is a
regionally significant development
by all accounts. It has the
potential, based on the size and
density, to impact residents of
Islip and Brookhaven. We want to
be very clear on this next point
that we are neither opposed nor in
support of the Ronkonkoma Hub;
however, we are opposed to the
failure on the part of the Town of
Brookhaven to properly include
Islip residents in the process,
and the failure of Town of
Brookhaven to properly analyze
potential impacts to Islip
residents.

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F17

Development on Long Island
is littered with examples of how
not to plan, IDAs shipping jobs
from one town to another without

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Special Town Board Meeting
any increase in the size of the
economy, miles of commercial
sprawl and recognized impacts to
our ground and surface waters
resulting from unsustainable
density increases.

The Ronkonkoma Hub provides
the perfect opportunity to do
things differently. It's a
regionally significant application
that demands a regional approach.
Unfortunately, instead of
recognizing the need to think
regionally, Brookhaven has instead
repeated the mistakes of the past,
and developed a plan which does
not include, does not ever
consider impacts in a land use
consideration within the Town of
Islip.

We are asking that Islip
work with the Town to ensure that
whatever development is planned
for the Ronkonkoma Hub is done in

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Special Town Board Meeting
the right way. That means that
both towns must be involved in the
planning process, that zoning and
land use must also be considered
in the Town of Islip. Half a
plan, which is what we have now,
makes no sense.

F18
Cont'd.

In addition to both towns
being involved in the planning
process, it's essential that
residents from both towns be
included in the process. The
process in Brookhaven has been
going on for several years, and
this is the first time someone has
asked Islip residents to
participate in the process.

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Finally, it is critical
that any review process also
properly analyze political
potential impacts from the -- from
this massive proposal. This
project involves a density of over
48 units to an acre at a time

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Special Town Board Meeting
where our streets are already
choked with traffic, where our air
quality is already the worst in
the state, and at a time when the
impacts to our groundwater and
surface waters are already well
documented.

F20
Cont'd

Development should improve
our quality of life, not make it
worse. The legacy we leave our
children shouldn't be traffic,
high taxes and beaches where the
water is too polluted for
swimming.

Please contact the
Brookhaven Town Board and ask them
not to approve this Hub project
until it has been expanded to
include Islip residents. We are
going to be impacted just like
everyone in Brookhaven, and we
deserve to be included in the
process just like the Brookhaven
residents.

1 Special Town Board Meeting

2 Please don't continue to
3 repeat the same mistakes of the
4 past. We are your residents.
5 Please protect us.

6 Thank you.

7 (Applause.)

8 MR. HOFMEISTER: Thank you,
9 Mr. Farrell.

10 Diane Mottola?

11 Name and address for the
12 record.

13 MS. MOTTOLA: Hi. I'm
14 Diane Mottola. I reside at 8321
15 Julia Goldbach Avenue, Ronkonkoma.
16 I'm an Islip resident.

17 Okay, I was -- wrote my
18 speech -- I by chance thought
19 TRITEC and the Town of Brookhaven,
20 somebody would have been here for
21 them, but I'll just continue on.

22 I'm representing here my
23 neighbors and friends of
24 Brookhaven and Islip sides, the
25 people that are directly impacted

1 Special Town Board Meeting
2 by the entire Ronkonkoma Hub
3 project. I want to thank the Town
4 of Islip, and its board members
5 for setting up this public forum
6 and participating in the 30-day
7 period and considering our
8 comments for the Ronkonkoma Hub
9 project. I also would like to
10 thank Mr. Cilmi for participating
11 in the 30-day period, addressing
12 the traffic and congestion issues
13 on Ocean Avenue and Lakeland
14 Avenue.

15 Well, I'm writing, but I'll
16 say it to you guys, I want to
17 congratulate TRITEC Developers for
18 having an interest in Ronkonkoma
19 and the Long Island Rail Road
20 station. I totally support
21 economic growth and the need for
22 jobs and housing. I feel that
23 smart planning and public
24 involvement are just as important,
25 and I wish to make the Town of

F21

Special Town Board Meeting

1
2 Brookhaven aware of what
3 Ronkonkoma of Islip has inventory
4 of presently. We are an active
5 community with 19,000 residents.
6 Our community has four schools and
7 school bus routes that travel the
8 roads. We have commercial
9 development in the corridor to the
10 Long Island Rail Road.

11 Recently, the Long Island
12 Rail Road had conducted a traffic
13 study on Ocean Avenue, Lakeland
14 Avenue, and estimated 33,000 cars
15 per day. Long Island Rail Road
16 also currently runs 72 trains a
17 day. Our traffic and congestion
18 undeniably exists. With a very
19 active railroad and gate
20 activities, our mobility is
21 frustrating. Our population of
22 residential homes, school, police,
23 fire department should be
24 considered and comply with the
25 agreement of this development.

F21
Cont'd.

Special Town Board Meeting

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2 The lack of studies and the
3 scope of this massive project
4 should not be ignored. This has
5 been quoted -- and I've been
6 reading for years, just the
7 newspaper articles about the
8 partnership going on. One of the
9 quotes was "The Town of Brookhaven
10 and Islip formed a partnership to
11 support their efforts to seek
12 federal, state and local funding
13 for the infrastructure
14 improvements that will be
15 necessary for this redevelopment.
16 Several enhancements should be
17 considered for our community that
18 would support the Ronkonkoma Hub
19 project. Benefits of the
20 expansion to this capacity must be
21 analyzed through a draft
22 environmental study to include a
23 radius of both towns."

24 Another quote I read,
25 "Senator Charles Schumer was at

F22

1 Special Town Board Meeting
2 the Ronkonkoma train station
3 September 26, 2011 and said he was
4 assisting the towns in arranging
5 appropriate federal funding for
6 the Hub development to help create
7 jobs while improving the
8 infrastructure. In reference to
9 the proposed transit-oriented
10 development around the train
11 station, the senator said, 'We're
12 now really thinking smart here on
13 Long Island.'

14 MR. HOFMEISTER: Ma'am,
15 I'll ask you to try to wrap it up.
16 Your three minutes is coming up.

17 MS. MATTOLA: I am wrapping
18 it up.

19 Okay, we ask for this
20 project to be well balanced
21 between two townships, and make a
22 commitment in addressing what
23 supporting a massive project and
24 the negative impacts we will have
25 on a community. If we can meet

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Cont'd.

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Special Town Board Meeting
and exceed these requests, I would
support such a project that will
benefit all parties.

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Cont'd.

Thank you.

(Applause.)

MR. HOFMEISTER: Thank you.

Kevin Harvey, name and
address.

MR. HARVEY: Kevin Harvey,
21 Belford Lane, Smithtown, New
York.

F23

Good evening, members of
the Town Board. I am the business
manager for Local Union 25. I
represent roughly 350 Islip
residents who live, work and play
in the Town of Islip. About 600
of my members live in the Town of
Brookhaven where the project is
physically located.

I am a lifelong Long
Islander some 63 years. The
Island has been a great place to
earn a living and raise a family,

1 Special Town Board Meeting

2 but the winds of change are in the
3 air. Many, and I mean many, of
4 our young people are leaving
5 because they don't want to just
6 survive day-to-day here on Long
7 Island, but they want to be able
8 to live and raise their families.
9 All three of my children no longer
10 reside on Long Island.

11 These mixed-use urban
12 development projects, or Hubs, are
13 geared toward centralizing and
14 making more affordable the
15 American dream right here in our
16 backyard. They have been
17 sprouting up all over the country
18 in the last five to ten years.

19 Long Island has always been
20 home to the Levittown development
21 mentality. During today's times,
22 in an area where it is too
23 expensive to live, that model
24 doesn't apply. The Hub will serve
25 to attract not only young couples,

1 Special Town Board Meeting

2 but also an older generation who
3 maybe want to sell their home and
4 retire and stay right here on Long
5 Island, and enjoy all the
6 amenities that the Hub has to
7 offer. Those seniors can downsize
8 to a smaller house, enjoy the
9 ability to live close to a rail
10 station and commute to the city.

11 This project, in scope and
12 size, is very similar to other
13 projects. More specifically, the
14 new village at Patchogue or
15 Bartone Plaza in Farmingdale, and
16 these retirees can be secure in
17 knowing that they can still enjoy
18 retirement on Long Island.

19 This particular project has
20 many benefits, such as major
21 access to transportation choices,
22 revitalizing a deteriorating area,
23 the addition of all permanent and
24 temporary jobs, and revenue
25 streams for tax collection.

1 Special Town Board Meeting

2 The Town of Brookhaven, the
3 County of Suffolk, the Long Island
4 Regional Planning Council have
5 either supported the project in
6 its entirety or determined that it
7 is a project of regional
8 significance. I would hope the
9 Town of Islip sees that in the
10 same light. Future generations of
11 Long Islanders will greatly depend
12 upon projects like this. They are
13 the next generation of community
14 development. Don't let this
15 opportunity pass us by.

16 As a Long Islander and a
17 representative for my members who
18 will live in this town, I strongly
19 encourage the Town Board to
20 support this project in its
21 entirety. Thank you for your
22 attention and your cooperation.

23 (Applause.)

24 MR. HOFMEISTER: Thank you.

25 Our next speaker is Neil

1 Special Town Board Meeting

2 Rosenberg. Just name and address
3 for the record, sir.

4 MR. ROSENBERG: Neil

5 Rosenberg, 202 Wind Watch Drive,
6 Hauppauge. Thank you for the
7 opportunity to have this meeting.
8 Thank you, Commissioner, for the
9 presentation.

10 I just want to say, I was
11 previously -- the previous
12 Ronkonkoma Civic Association, I
13 was vice president for 25 years,
14 and for those 25 years I was
15 involved and saw the controlled
16 growth that the Civic Association
17 in the Town recommended and worked
18 together with the Civics, and
19 controlled growth during those
20 boom-time years of the late '80s
21 from West Equi-Park to the Foreign
22 Trade Zone through the early '90s,
23 I was very involved. I saw Ocean
24 Avenue and Lakeland Avenue get
25 widened, I saw Johnson Avenue get

Special Town Board Meeting

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2 widened, and I built a building on
3 the south side of the railroad
4 tracks in Ronkonkoma, and I'm here
5 to say we need controlled growth.
6 We need to make sure Brookhaven
7 knows how we feel. We -- during
8 those years, we had problems with
9 the post office, and I want to get
10 into the record that the business
11 owners in Ronkonkoma, Holbrook,
12 the Vets Highway corridor,
13 Bohemia, that have post office
14 boxes, many hundreds of post
15 office boxes at the Ronkonkoma
16 post office, which covers the
17 three towns in 11779, all share
18 the same zip code.

19 During those years, it took
20 close to 45 minutes each way to go
21 from Vets Highway and Lakeland
22 Avenue to the post office during
23 the construction boom, during the
24 narrower streets before they were
25 widened. And I feel very much

F24

1 Special Town Board Meeting
2 that the automobile traffic, the
3 55-foot tractor trailers that will
4 be feeding the Hub, and the
5 buildings and commercial property
6 at the Hub all has to be looked
7 at, and the Commissioner mentioned
8 the intersections that have to be
9 looked at, and we really have to
10 see that.

F24
Cont'd.

11 I also want to just
12 mention, I respect the union and
13 the members here. I'm a former
14 Local 3 Union union member, and I
15 just wanted to get that into the
16 record.

17 Thank you very much.

18 (Applause.)

19 MR. HOFMEISTER: Thank you,
20 Mr. Rosenberg.

21 I just want to remind the
22 audience that all these comments,
23 in their entirety, will be
24 submitted as part of our comments
25 to the Town of Brookhaven, so

1 Special Town Board Meeting

2 thank you, Mr. Rosenberg.

3 The next speaker is James
4 F. Pena.

5 Your name and address for
6 the record, sir. Thank you.

7 MR. PENA: Hello, my name
8 is James Pena. I'm from 20 West
9 Madison, East Islip, New York, and
10 I want to thank the Board for the
11 opportunity to speak.

12 I tell 'ya, I look across
13 and I see a picture, and I see a
14 picture of progress, and with that
15 progress is a lot of concerns.
16 And the concerns are: Is anything
17 going to get left behind? If what
18 the engineer that goes into these
19 mega jobs, if we don't think for a
20 minute all of that is being
21 thought of, we're mistaken.

F25

22 I see also a future. I see
23 a future for our younger
24 generation, and lately with all
25 the snow, I'm starting to see a

Special Town Board Meeting

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2 future for myself in one of these
3 units. I can only tell you that
4 our goal here should be in the
5 growth ways that can retain our
6 young people who often move to
7 other places because of the high
8 cost of living here.

9 I would like to give them
10 the opportunity, this generation,
11 to stay here and flourish with
12 these communities. I drive by the
13 Patchogue area, and I see what
14 TRITEC has done over there, and
15 it's exciting, it's beautiful, and
16 I can see exactly the same thing
17 that's going to take place here.

18 I hope we give them the
19 opportunity to build, not only for
20 ourselves, but for our younger
21 generations.

22 I want to thank you for
23 your time and for the opportunity
24 to speak.

25 (Applause.)

F26

Special Town Board Meeting

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2 MR. HOFMEISTER: Thank you,
3 Mr. Pena.

4 Michael Perez is the next
5 speaker, please.

6 MR. PEREZ: Good evening,
7 Board. My name is Michael Perez.
8 I reside at 24 Ashton Road in
9 Medford.

] F27

10 My concern is more like a
11 comment, you know? I see nothing
12 but good coming out of this. I
13 grew up in Central Islip. I now
14 reside in Holbrook. I'm a proud
15 member of Local 25, so I'm for the
16 project itself in all aspects.

17 For the community, I see
18 nothing but this being a positive
19 thing. I remember speaking a
20 while ago at the Town of
21 Brookhaven for the courthouse
22 building, and I remember some
23 members and concerns -- and I
24 understand the concerns of the
25 residents. I have family on Long

1 Special Town Board Meeting

2 Island, I've been here my whole
3 life. I remember concerns at the
4 time was that the building was too
5 big and you can see it from the
6 Robert Moses Causeway, and my
7 comment at the time was "The
8 seagulls live on the Causeway."
9 So, tough as that may sound, what
10 that project has done alone, I'm
11 glad that's past.

12 Long Island is growing, you
13 have to face that. We are very --
14 it's overpopulated, and we know
15 that, you know? But this would
16 help the community especially with
17 the transit, you know, so I'm
18 going to keep my comment brief,
19 and I'm going to thank the Board
20 for letting me speak.

21 (Applause.)

22 MR. HOFMEISTER: Thank you,
23 Mr. Perez.

24 Our next speaker is Bob
25 French.

Special Town Board Meeting

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2 MR. FRENCH: Good evening,
3 ladies and gentlemen, members of
4 the Board. My name is Bob French.
5 I currently reside at 115 Bucknell
6 Road in West Sayville, New York.
7 I'm also a council representative
8 for the carpenters for the
9 Northeast Regional Council of
10 Carpenters, and, you know, I'm
11 sitting back and I'm listening to
12 a recurring theme here, and I've
13 attended many Town Board meetings,
14 and it's repetitive. It really
15 concerns our youth, the
16 opportunities, both economically
17 and housing-wise. There are not a
18 lot of opportunities in any of
19 those areas for our youth.

20 Young Mr. Cipoletti brought
21 a good point out. You know, we
22 have our young people graduating
23 from college, and you know, they
24 unfortunately can't come back to
25 Long Island because the

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Special Town Board Meeting
opportunities aren't there.

My son is serving in the
military right now, and he has
expressed to me that he doesn't
really foresee an opportunity to
come back to New York. He's
exploring other places, which is
sad. He grew up here. Sayville
is a great community, but
unfortunately, you know, there's
not a lot of opportunities for our
youth, and I think this is a Smart
Growth project, and it makes
sense, and it will provide a lot
of opportunities for both our
young and our older generations,
as well, and I think that the Town
Board should consider it in a
positive way.

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But I also would like to
see our Town Board heard as well,
and I think you deserve a seat,
you know, at the table to discuss
the opinions of the residents and

F29

Special Town Board Meeting

F29
Cont'd.

1
2 our concerns.

3 Thank you.

4 (Applause.)

5 MR. HOFMEISTER: Thank you,
6 Mr. French.

7 Our next speaker is Mario
8 Mattera.

9 MR. MATTERA: Do you mind
10 if I give you these (indicating)?

11 MR. HOFMEISTER: Sure, just
12 hand them to the clerk.

13 MR. MATTERA: (Handing
14 documents to clerk.)

15 MR. HOFMEISTER: Name and
16 address for the record, please.

17 MR. MATTERA: My name is
18 Mario Mattera, 2123 Fifth Avenue
19 in Ronkonkoma; 375 Central Avenue,
20 and 380 Central Avenue also. We
21 have three apprentice schools
22 there also. I'm very, very proud
23 that we have three buildings that
24 Plumbers Local 200 owns in the
25 Town of Islip. I made sure when

F30

1 Special Town Board Meeting

2 we were looking for buildings,
3 that we came over to Islip for a
4 lot of reasons; tax structure was
5 one of them, and a great area to
6 have our membership have a home.

7 My name is Mario Mattera.

8 I am the business agent for
9 Plumbers Local 200. I represent
10 approximately 1,100 members, which
11 365 of the members live in this
12 great Town of Islip township. I'm
13 here to speak in a positive way on
14 this great project, Ronkonkoma
15 Hub.

16 Just to give a quick note
17 about -- I know we were talking
18 about the FAA. Just to give a
19 heads up, the height of the
20 current garage is six stories
21 plus, which the buildings here
22 would be one story lower than the
23 proposed [sic] current garage,
24 just to give everybody a heads up.
25 So, with the FAA, that obviously

1 Special Town Board Meeting
2 passed for a lot of years. That's
3 been there a long, long time.

4 Smart Growth, very, very
5 important for us. We need to keep
6 our children, our middle age and
7 our seniors -- obviously,
8 everybody's been talking about
9 this here tonight.

10 It's a very positive
11 situation where it's located. We
12 have mass transit, we have the
13 Long Island Expressway right in
14 the backyard, couldn't ask for any
15 better way to get to New York City
16 and out to Montauk Point. We have
17 a lot of young people working in
18 Manhattan right now, that finally
19 have a chance to live in these
20 great apartments.

21 You know, a couple of
22 people were speaking on the
23 village square, Patchogue Village
24 property. Anybody needs to do a
25 tour, TRITEC, open arms, will let

1 Special Town Board Meeting

2 anybody go and tour --

3 (Whereupon, audience
4 members speaking.)

5 MR. MATTERA: Excuse me,
6 I'm talking.

7 -- a tour of the facility
8 over there. You know, I actually
9 went the other day and brought a
10 statesman with us, and I showed
11 him because he was concerned. I
12 don't need to mention his name.
13 He couldn't believe what a great
14 project Patchogue Village is. I
15 commend Mayor Pontieri for what
16 his vision was for that. 15 years
17 ago I wouldn't even go down to
18 Patchogue Village, wouldn't even
19 consider it. Now you go, you
20 wine, you eat, you dine, you are
21 going to work, eat, sleep, play
22 there, the people that will be
23 living in these beautiful
24 apartments; Granite tops,
25 beautiful, beautiful cabinetrys.

1 Special Town Board Meeting

2 Just to give a heads up,
3 right now, there's 350 apartments
4 in that facility. There's 2,000
5 applicants already, so people
6 don't have to live in basement
7 apartments.

8 You know, I have a lot of
9 my apprentices here tonight. I
10 wanted to bring our young, and I
11 am very, very proud of them. When
12 I had a meeting with them last
13 year, I said, "Guess what, guys,
14 get together." We had a project
15 that was going. I go, "You guys
16 are the backbone of this Local to
17 get jobs, to get a decent wage, a
18 decent healthcare, a decent
19 pension. You need to fight. Out
20 of the 150, how many of you men
21 and women are living home?" --
22 sorry. I mean, "How many of you
23 are renting?" Five of them raised
24 their hand that they owned a home.
25 How many rent? Ten of them. The

1 Special Town Board Meeting
2 rest live home with Mom and Dad.
3 With Mom and Dad. This gives an
4 opportunity for them to finally
5 get out into the world with
6 somebody to live, and finally
7 explore the future of their --
8 their future.

9 MR. HOFMEISTER:
10 Mr. Mattera, I'll ask you to wrap
11 up.

12 MR. MATTERA: Okay.
13 I'm here today -- we need
14 this project desperately. Please,
15 please. I understand you guys
16 with the Brookhaven town. Yes,
17 there should be an open dialogue.
18 I know there will be open
19 dialogue, because I just gave you
20 a piece of paper with all the
21 meetings that TRITEC has held with
22 Civic groups, politicians, and
23 fire departments.

24 Thank you very much.

25 (Applause.)

Special Town Board Meeting

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2 MR. HOFMEISTER: Thank you,
3 Mr. Mattera.

4 Our next speaker is Rose
5 Vanguilder, and I would ask the
6 audience to give each of the
7 speakers the same respect that you
8 received while speaking, so if you
9 would keep your chatter down.

10 MS. VANGUILDER: Hi. Good
11 evening. Thank you for the
12 opportunity to speak. My name is
13 Rose Vanguilder. I'm president of
14 the Alliance for Independent Long
15 Island. I live in West Sayville,
16 New York. I've also lived in
17 Ronkonkoma and Oakdale and a few
18 other locations.

19 I also am a licensed real
20 estate broker, and I got my
21 license in 1982, and I also know
22 the builders. I conducted some
23 business with them, and I believe
24 that they are very honorable
25 builders. I was speaking with him

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Special Town Board Meeting
earlier. I know them very well,
and I believe they will build a
very good Hub.

I looked at the project,
and I love the two-story
buildings. I am not in favor of
three-story buildings, four-story
buildings or five-story buildings.
I was in Patchogue yesterday, and
I saw the four-story buildings. I
believe they are not in line with
the character of Patchogue. This
is not what the suburbs are about.

We love Long Island, the
character of Long Island. This is
why people from Brooklyn, Queens,
and all the other locations moved
out to Long Island. They wanted
the beaches, they wanted to go
fishing, they wanted to go to all
these beautiful areas, Montauk,
the firehouse, the Montauk Points.
This is what Long Island is about.
We don't want to transform it back

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Special Town Board Meeting
into New York City.

(Applause.)

MS. VANGUILDER: This is
the part that I am not pleased
with the plan. I love the plan.
I love progress. I love growth.
I am in favor of the Keystone
pipeline because it will produce
43,000 jobs. I wanted to go to
Canada and help President Obama to
pass that bill. I love growth. I
want to get jobs for Long Island.
I want to help the unions to have
jobs, but you have to draw the
line at some point. I want to
help them to build more units, but
on another parcel of land where we
don't have four-story units.

F31
Cont'd.

F31
Cont'd.

I live in a senior citizen
community. They are all two
stories high. We love being a
community, but we don't want to
have four-stories-high units. And
another reason the college

1 Special Town Board Meeting
2 students do not come back to Long
3 Island? Blame LIPA, because we
4 have the highest electric rates in
5 the nation.

6 MR. HOFMEISTER: I'm going
7 to ask you to wrap up, ma'am.

8 MS. VANGUILDER: That's
9 basically it in the nutshell.

10 And by the way, \$1,300 for
11 a studio is not affordable
12 housing.

F32

13 MR. HOFMEISTER: Sorry,
14 before you finish, can we get your
15 address? I don't think you
16 mentioned it.

17 MS. VANGUILDER: 5
18 Greenview Circle, Greenview at
19 West Sayville. And I'm on Google,
20 if anybody wants to look. I got a
21 new kind of assessment for the
22 Islip-Hauppauge Landfill, because
23 it was contaminated, and it is on
24 Google.

25 MR. MATTERA: You go, Girl.

Special Town Board Meeting

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2 Give me a hug.

3 (Applause.)

4 MS. VANGUILDER: I will get
5 you land. We'll work together.

6 MR. HOFMEISTER: If you
7 folks want to take that out into
8 the hall, that would be great,
9 please.

10 The next speaker is Thomas
11 Harran, or Herron? Again, I would
12 just ask the audience to give
13 everybody an opportunity to speak,
14 and keep the chitchat to a
15 minimum.

16 MR. HERRON: That's a tough
17 act to follow. My name is Thomas
18 Herron. I'm an Islip resident. I
19 live at 13 Breslau Street in Bay
20 Shore, New York. I'm also a
21 council representative for the
22 Northeast Regional Council of
23 Carpenters. Our skilled and
24 trained carpenters need this
25 project. Like myself, we count on

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Special Town Board Meeting
these local jobs to support our
families and to help our
communities. Our members are
still hurting from these last few
years of slow economy.

I have two grown daughters
who are looking for an apartment
at this time. I'm hoping they
will stay close to home. A
project like this will be a good
fit for a lot of families just
like mine. Seniors could also
downsize to an apartment and a
young couple could buy their home.

Islip is a great place to
work and live, but you have to be
working in order to live here, and
I would like to thank you for the
time to speak.

Thank you.

(Applause.)

MR. HOFMEISTER: Thank you,
sir.

Mr. Bruce Edwards is the

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Special Town Board Meeting
next speaker that signed up.

Just, name and address for
the record, sir.

MR. EDWARDS: My name is
Bruce Edwards, 2325 Sycamore
Avenue, Ronkonkoma, Town of Islip.

I am the vice president of
the Ronkonkoma Civic Association,
and I am representing them here.

F34

The Ronkonkoma Civic
Association has been reviewing the
many reports and studies that have
been put forth by the Town of
Brookhaven regarding the
Ronkonkoma Hub project. In our
opinion, the Ronkonkoma Hub
project will have an adverse
effect for the residents of
Ronkonkoma. Due to the form-based
zoning that is used by the Town of
Brookhaven on this project, it
will have a density that is much
greater than the standard zone.

F34
Cont'd.

Under the guise of

1 Special Town Board Meeting
2 transit-oriented development, the
3 expectation by the Town and
4 developers is that there will be a
5 reduction in traffic in the study
6 area. This expectation is
7 unfortunately misguided.

8 To begin with, the study
9 area does not include any of the
10 roads outside of the Town of
11 Brookhaven. And while the project F35
12 is literally on the border of the
13 Town of Islip, this aspect has not
14 been taken into consideration. As
15 part of this project, much of the
16 commuter parking which is
17 currently on the Town of
18 Brookhaven side will become part
19 of the development. This commuter
20 parking is expected to transfer to
21 the Islip side of Ronkonkoma train F36
22 station, using land owned by
23 Suffolk County adjacent to
24 existing commuter parking. Again,
25 these studies have not included

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Special Town Board Meeting
all the reduction of all the
parking as per the developer's
plans and not providing enough
commuter parking. The burden of
additional traffic will be borne
by the residents of the hamlet of
Ronkonkoma.

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Cont'd.

F37

These are just a few of the
issues that we feel are aspects of
the development that is too large,
as well as being landlocked by
Long Island Rail Road tracks,
Ronkonkoma Station and the Town of
Islip. In response, we have been
told that the benefits to the Town
of Islip and its residents will be
a sewage treatment plan; however,
we say, "No amount of sewage
capacity will make up for the
damage that this project will
cause to the hamlet of
Ronkonkoma."

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For these reasons, the
Ronkonkoma Civic Association

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Special Town Board Meeting
cannot support the Ronkonkoma Hub
project in its current form, and
ask for your help in addressing
our current concerns to the Town
of Brookhaven.

A couple of other items
that Mr. Zapolski, Commissioner
Zapolski brought up was the
parking, and he noted that there
were 3,600 new parking spaces. In
that, 1,600 of which will be
dedicated to the new buildings,
the residential, and I guess 2,000
designated to, we don't know what,
but not commuter, due to the need
for parking for
industrial/commercial. We don't
know the numbers, but we assume
that to be the case.

We also have spoken to the
Lakeland Fire Department, with the
commissioners, and they are not
directly related to this project,
but due to the mutual aid

F39

1 Special Town Board Meeting
2 situations that fire departments
3 use, they would actually be closer
4 to the Hub than the Ronkonkoma
5 Fire Department. Their equipment
6 is not currently able to handle
7 that height of buildings. Some of
8 the equipment is just too old for
9 that, and we feel that the Town of
10 Islip and Ronkonkoma then would be
11 on the hook, so to speak, for the
12 cost of this, because it's not
13 coming from state aid.

F39
Cont'd

14 And just to -- I just need
15 to speak to the union members
16 here. I'm a retired Local 3
17 member. I've been 30 years with
18 Local 3. I do understand
19 construction; I do understand
20 building. But unfortunately the
21 developers have not been
22 forthcoming with the fact that
23 these IDAs that are going to be
24 used will be coming basically out
25 of the taxpayers' pocket, so you

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Special Town Board Meeting
will be paying for this job as
well.

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Cont'd.

So I would like to thank
you for the time.

(Applause.)

MR. HOFMEISTER: Thank you.

Our next speaker is
Legislator Tom Cilmi.

MR. CILMI: Thank you very
much, Mr. Supervisor. I'm happy
to be here tonight. Certainly
thrilled that you have given folks
the opportunity to join you here
and comment on this very important
proposal.

I'm glad to see my friends
from labor here, folks who
represent members who in many ways
are desperate for jobs as a result
of a poor economy here for years,
and I'm very happy to see all the
folks, my friends from Ronkonkoma
here who are desperately concerned
about the future of their

1 Special Town Board Meeting
2 community.

3 I wanted to make three
4 points. First, because the
5 proposed Hub project is within the
6 Town of Brookhaven, residents and
7 businesses in the Town of
8 Brookhaven have had numerous
9 opportunities to interact with the
10 Town and with the developer, and
11 unfortunately residents in the
12 Town of Islip have not had that
13 same opportunity. There have been
14 some opportunities, but not to the
15 extent there has been in
16 Brookhaven, and that's
17 unfortunate, because of the
18 project's regional significance,
19 its proposed size, and its
20 proximity to Islip.

21 I believe it would be
22 irresponsible for Brookhaven to
23 continue to move forward without
24 working hand-in-hand with the Town
25 of Islip and its residents, so I

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Special Town Board Meeting
urge you to do whatever is
possible to engage our neighbors
to the east as well as the
developer in a meaningful
dialogue.

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Cont'd.

Second, I have several
concerns relative to the project's
density, building size,
affordability, marketability, and
overall size, all of which I
believe are addressed in the Draft
EIS from the Town of Brookhaven.
Nevertheless, I am concerned about
the viability of such an ambitious
project, but it's naturally my
hope that my fears are unfounded
and that the project is
tremendously successful.

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That said, one of the most
significant impacts associated
with the Hub proposal is traffic.
Given the proposed number of
residential units combined with
the variety of commercial, retail,

F43

Special Town Board Meeting

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2 institutional and
3 entertainment-related space, there
4 will be a significant increase in
5 vehicular traffic, including
6 commercial traffic, in and around
7 the Hub area. This is underscored
8 by the proposed volume of proposed
9 parking at the Hub, which exceeds
10 5,000 spots, representing a more
11 than 300 percent increase than
12 what's currently there.

F43
Cont'd

13 The Draft EIS proposes a
14 variety of mitigation measures to
15 deal with the increased traffic at
16 ten different intersections. The
17 traffic study, however, neglected
18 to address Lakeland Avenue, County
19 Route 93, which is linked to
20 Hawkins Avenue by way of Johnson
21 Avenue, and therefore provides
22 direct access to the Hub area.

F44

23 County Route 93 is a
24 popular north/south artery
25 intersecting Sunrise Highway,

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Special Town Board Meeting
Veterans Memorial Highway and the
LIE at Exit 59, and is a primary
route for commercial vehicles.
There is every reason to believe
that County Route 93 will be
utilized extensively to and from
the Hub. This portends a
significant increase in traffic
exasperated by the Rail Road's
double track project.

F44
Cont'd.

Furthermore, County Route
93 is proximate to a number of
schools and dissects a vibrant
residential community, adding to
the traffic burden. My comments
relative to traffic have been
submitted to the Town of
Brookhaven, and I have asked that
the Final Impact Statement
incorporate appropriate mitigation
measures.

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Last, originally the County
considered constructing a sewage
treatment plant to serve the Hub.

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Special Town Board Meeting

It has come to my attention that the County is now considering connecting to the Southwest Sewer District. That means there will be some construction impact along the roads where the pipes will be located. I've asked our Commissioner of Public Works for a construction plan and a summary of all potential impacts to residences and businesses. I will, of course, share that plan with -- share the Department's response with the community and with the Town, and also ask our commissioner to make full presentations where appropriate.

The bottom line here is this, ladies and gentlemen: If done properly, with cooperation between the Town of Islip, Town of Brookhaven, the residents, labor, everybody involved, this project could yield significant rewards to

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Special Town Board Meeting
our area in the way of jobs, in
the way of tax base, in the way of
housing particularly for our young
people, but it also represents
great risks. Only by working
together can we mitigate those
risks and end up with a
development which is beneficial to
the entire region.

F47
Cont'd.

Thank you all very much.

(Applause.)

MR. HOFMEISTER: Thank you,
Legislator Cilmi.

Our next speaker is Joe
Montalbano. Name and address for
the record.

MR. MONTALBANO: Joe
Montalbano, 113 Old Orchid Road,
Wading River, New York.

F48

I represent Greater New
York LECET. I do provide labor
management and legislative affairs
for General Building Laborers
Local 66.

Special Town Board Meeting

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2 I'd like to say right now,
3 for the record, that General
4 Building Laborers Local 66 is for
5 this project, and we support it
6 entirely. We think it's a great
7 project not only for our young
8 members, like Mario said, the
9 apprentices would love to live in
10 a place like that. A lot of my
11 members that are apprentices also
12 live in basements, and we think
13 it's a great project for the area.
14 It would be a great economic
15 engine for Islip as well.

16 Thank you.

17 (Applause.)

18 MR. HOFMEISTER: Thank you.

19 Our next speaker, Nick
20 Delvano.

21 MR. DELVANO: Good evening.
22 My name is Nick Delvano. My
23 office is at 305 Knickerbocker
24 Avenue, Bohemia, New York. I'd
25 like to give you this (indicating)

F49

1 Special Town Board Meeting
2 to be entered into the record.

3 MR. HOFMEISTER: Yes, give
4 it to the Town Clerk, please.

5 MR. DELVANO: (Handing.)

6 I also have three good
7 points to make. This is not just
8 a union issue. My company is a
9 nonunion company, but together
10 blue collar and white collar
11 workers support this project. I
12 ask the Town to go take a look at
13 this site. Do it at night. It's
14 blighted, and it's unsafe.
15 Something like this totally needs
16 to go through, because I don't
17 think the Town would appreciate
18 the way it is right now, and I
19 don't think anybody should be
20 there at night.

21 The third thing is
22 restaurants. There's not many in
23 the local area. Small businesses,
24 we have a diner, an Applebee's,
25 which is not -- and a MacDonal'd's.

1 Special Town Board Meeting
2 Finally an Anthony's Coal Fired
3 Pizza has shown up. It would be
4 nice to have some local
5 restaurants where I can take
6 clients to and spend local money.

7 The Town needs to support
8 this project. Even though it is
9 not their say, it's important that
10 they get behind this thing for the
11 growth of Long Island.

12 Thank you.

13 (Applause.)

14 MR. HOFMEISTER: Thank you,
15 sir.

16 Doug Smith?

17 MR. SMITH: Good evening.
18 I'm here tonight on behalf of
19 Assemblyman Graf. The Assemblyman
20 is heading back from Albany. He
21 had several hearings today.

22 MR. HOFMEISTER: Please
23 give your name and address for the
24 record, sir.

25 MR. SMITH: I'm

1 Special Town Board Meeting
2 representing New York State
3 Assemblyman Al Graf.

4 MR. HOFMEISTER: We need
5 your name and address, sir.

6 MR. SMITH: Doug Smith, 771
7 Bermuda Road, West Babylon, New
8 York.

9 MR. HOFMEISTER: Thank you.

10 MR. SMITH: The Assemblyman
11 wanted to put a few things on the
12 record tonight. He wanted to
13 thank the Islip Town Board for
14 holding this hearing. He
15 anticipated TRITEC would not
16 attend this hearing, and he's
17 disappointed that they would not
18 come and give the presentation to
19 the Islip Town Board.

20 So, we attended several
21 hearings that occurred and public
22 forums where the developer and
23 Town of Brookhaven presented the
24 project, and many of the
25 testimonies provided here tonight,

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Special Town Board Meeting
the Assemblyman has also heard, so
tonight we're here to listen to
what residents on the Islip side
have to say, so we want to say
thank you.

F50
Cont'd.

MR. HOFMEISTER: Thank you.

(Applause.)

MR. HOFMEISTER: Our next
speaker is Matt Francisco.

MR. FRANCISCO: Matt
Francisco, 118 Johnson Avenue,
Sayville, New York.

I have a couple of comments
and a couple of questions. You
know, I'm all for new development,
and a lot of people keep talking
about being for the youth and
opportunities. I wasn't aware the
American dream went from owning a
home to living in a
stack-'em-and-pack-'em rental
apartment with no privacy, working
a retail job trying to pay off a
college debt. I feel like the

Special Town Board Meeting

whole idea is a little wrong here.

But my main reason for coming up here is I had a couple of questions. The Brookhaven side of the Ronkonkoma Hub, based on my research -- and I could be wrong -- is number one, just one small project out of many. This is just the beginning to urbanization of Long Island. And number two, if only 50 percent of the actual Ronkonkoma Hub -- like, I was under the impression we were coming here today -- maybe I misread the flyer -- was that we were going to talk about -- or you guys were going to talk about what was happening on the Islip side, because based on what I found -- and maybe I'm wrong -- there were plans to develop our side of the tracks, too, with a recreation center and other buildings, and who knows what, which have been in

F51

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Special Town Board Meeting

F52
Cont'd.

1
2 the plans since the '90s. And I
3 just want to know if stuff like
4 that, if it's true, would be
5 addressed.

6 And also I found
7 information about the fact they
8 are building all these
9 transit-oriented developments,
10 right, at Ronkonkoma Hub, and
11 other train stations. Now, I
12 found information they are going
13 to do it -- not that they are
14 going to do it, but that it's
15 planned to be done in Sayville,
16 which is where I live, and I don't
17 want it in Sayville, and they are
18 going to do it in all the other
19 train stations.

20 So, I think all this stuff
21 needs to be addressed at maybe
22 another meeting held, if that's
23 true. And if that's not true,
24 fine. So -- yeah, that's about
25 it.

1 Special Town Board Meeting

2 (Applause.)

3 MR. HOFMEISTER: Thank you
4 for your comments.

5 Our next speaker is Theresa
6 McNamee.

7 MS. MCNAMEE: Theresa
8 McNamee, 1994 Louis Kossuth
9 Avenue, Ronkonkoma, the Islip
10 side.

11 It hasn't been addressed
12 yet, but I am doing the numbers.
13 1,450 units -- I guess I should be
14 asking, they are studios,
15 one-bedroom, and two-bedroom
16 apartments; is that correct?

F53

17 MR. HOFMEISTER: I believe
18 the plan just lists residential
19 versus a breakdown types of units.

20 Is that correct,
21 Mr. Zapolski?

22 MR. ZAPOLSKI: There is a
23 mix. Right now the draft states
24 that 750, or half of the 1,450
25 will be rentals, half of them will

Special Town Board Meeting

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2 be ownership. They give about an
3 average rental rate, and they give
4 an average sale price, but it's
5 very early on in the planning
6 study to develop that detail. So,
7 as the plans go on and the final
8 and then it gets designed, we'll
9 get more of that detail back.

10 MS. BERGIN WEICHBRODT: Mr.
11 Zapolski, can you expand on that a
12 little? Because I know we keep
13 hearing the term "affordable
14 housing." Can you tell us, do you
15 know what the rent would be or
16 purchase price would be?

17 MR. ZAPOLSKI: The most
18 detailed they get in the book is
19 the average rent -- so keep in
20 mind they will be one-, two- and
21 three-bedroom apartments, is
22 \$2,700. Now, you have to keep in
23 mind that's average, and the build
24 dates are way out, so they do
25 project the rentals out into the

1 Special Town Board Meeting
2 future, so you want to be mindful
3 of that. That number might seem
4 high right now, but it might not
5 be five years from now; right?

6 (Audience laughing.)

7 MS. BERGIN WEICHBRODT: So
8 approximately \$2,700 a month for
9 rent?

10 MR. ZAPOLSKI: That's what
11 they are saying is average.

12 MS. BERGIN WEICHBRODT:
13 Okay, thank you.

14 MS. MCNAMEE: I guess, so
15 my concern is I know the purpose
16 for keeping young people on the
17 Island to work and live here.
18 Young people have children, and
19 they don't have 1.5 cars per
20 apartment, either, so I don't see
21 how those numbers work with 1,600
22 parking spots and 1,450 units, and
23 some of those units being three
24 bedrooms.

25 I take my experience from

F54

1 Special Town Board Meeting
2 history. I live very close to the
3 Heatherwood Apartments at Peconic.
4 It is a lovely place, very pretty,
5 very nice, but there are families
6 with children going to the school
7 that has an impact on the
8 Connetquot School District; that
9 in one-bedroom apartments and
10 two-bedroom apartments. I know
11 some of them personally.

12 My concern is -- well,
13 first off, Sachem. Can Sachem
14 handle, generally speaking, 500
15 new children in the next five to
16 ten years? Where did I get 500? F55
17 For 1,450 units, if there's one
18 kid in one-third of the
19 apartments, that's 500 kids. Can
20 Sachem handle that? And what
21 happens if they can't handle it?

22 (Audience members
23 speaking.)

24 MR. HOFMEISTER: Excuse me,
25 ma'am.

Special Town Board Meeting

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2 Please give her the respect
3 everybody else got, the respect to
4 speak with quiet and so we can
5 hear what she has to say. So
6 please lend her this respect,
7 please.

8 MS. MCNAMEE: Thank you.

9 My concern for Islip is
10 will, down the line, Sachem and
11 Connetquot, which are both in
12 Ronkonkoma, Lake Ronkonkoma on the
13 Brookhaven side, which is Sachem; F56
14 Connetquot, Ronkonkoma on the
15 Islip side, will it redistrict and
16 will some of those children be
17 moving into the Connetquot
18 District?

19 I urge the Islip Town Board
20 to please ensure that that doesn't
21 happen in the future, because I
22 see burden, but I don't see
23 benefit for Islip. So that's my
24 concern.

25 Change is good. It -- lots

1 Special Town Board Meeting
2 of jobs, lots of new space, it's a
3 desolate area that -- 90 percent
4 agreement in this room, but, you
5 know, looking down the path,
6 please, take a look at the items
7 in Islip, the housing complexes in
8 Islip, what they proposed and
9 where they are now, because that's
10 what's going to happen.

11 Thank you.

12 (Applause.)

13 MR. HOFMEISTER: Thank you
14 for your comments.

15 Angela McCabe, our next
16 speaker, please. Name and address
17 for the record.

18 MS. MCCABE: My name is
19 Angela McCabe. I live at 100
20 Eastview Road, the very last
21 street in the Town of Islip in the
22 suburbs of Ronkonkoma, and I hate
23 to beat a dead horse, because
24 we've all been saying the same
25 thing over and over again. I live

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Special Town Board Meeting
in the suburbs, and this is urban
development, and they are talking
about four stories. And, of
course, I have the same concerns
we all have with the traffic and
the impact it has.

I own a business in
Ronkonkoma. I also have several
family members who are unemployed
from your Locals, so I feel for
you and I understand we need jobs,
I understand that. But our
concern as residents is the
overpopulation that this is going
to bring, and the traffic.

I commute from Rosedale
Avenue down Lakeland Avenue to my
business on Vets Highway, and I
can tell you the traffic is
horrendous during rush hour both
there and on the way home. This
project is going to impact that
significantly. And when we travel
in the morning and the arms come

F57

1 Special Town Board Meeting
2 down on the train and the school
3 buses, every one of them has to
4 open and close the doors, it takes
5 even longer. Add that on to our
6 second track we're going to be
7 getting, and that's also going to
8 pose a problem.

F57
Cont'd.

9 I am all for development.
10 I started commuting on Long Island
11 Rail Road when there was one
12 track, and we walked over that
13 track and we sat in folding chairs
14 with the guy who owned the coffee
15 truck, and we all knew everybody's
16 name. His name was Harry. God
17 rest his soul. So I am all for
18 this project. What I am not for
19 is the amount of homes that they
20 are putting in there, and that's
21 all I'm going to say.

22 Thank you.

23 (Applause.)

24 MR. HOFMEISTER: Thank you
25 very much for your time.

1 Special Town Board Meeting

2 Our next speaker is Jan
3 Williams. Name and address for
4 the record, please.

5 MR. WILLIAMS: My name is
6 Jan -- J-A-N -- Williams. I
7 reside at 125 Smithtown Boulevard,
8 Nesconset, New York, in the Town
9 of Smithtown. I also have
10 property at 29 Hardey Road in Lake
11 Ronkonkoma, Brookhaven town.

12 I wasn't going to speak
13 today, but I represent a lot of
14 people, people I know on Louis
15 Kossuth and those areas over
16 there, I do know, and I saw
17 another gentleman get up. I was
18 going to give the courtesy to the
19 Islip residents to speak, but I
20 decided to speak.

21 A few things, points, that
22 I wrote down quick I wanted to
23 speak about. I am self-employed
24 for many years, 40 years. I have
25 the unique experience -- and I

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Special Town Board Meeting
want to refute a few points that
aren't exactly clear.

In talking to customers, I
like to talk with them, they have
children, et cetera, that may be
not home right there, we talk
about their children. Their
children are leaving Long Island
out of college. They found better
jobs, more affordable housing and
work, period, in other states.
So, I want to refute the fact that
not necessarily will this project
keep the young people here at all.

And the rents are up to, as
you said -- I was going to talk
about that -- 1,300 to 2,500,
2,700 dollars, and you may have to
pay part of one of the utilities.
I'm not questioning the -- a lot
of things about it except the
density of it. I will question
the TRITEC story of 750 rentals,
and 750 ownerships. That's

F58

Special Town Board Meeting

1 something new. We're pretty up on
2 this. That's a very small
3 percentage of people that own.
4

F58
Cont'd.

5 This is going to present a
6 lot of retail jobs. Once these
7 jobs are done, they are going to
8 move on, and I don't know if these
9 people could very well afford
10 being in here. I feel for you. I
11 want you to work, I want
12 everything to work.

13 And as an aside from that,
14 the last situation I had, speaking
15 to my union carpenter, TRITEC
16 doesn't want no part of it. I
17 don't know if you guys have
18 something going with him, but he's
19 never had --

20 MR. HOFMEISTER: Sir, you
21 need to address the Board, not the
22 audience.

23 MR. WILLIAMS: Okay, just
24 an aside. Sorry, sir.

25 These people are delegated,

F59

Special Town Board Meeting

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2 to our understanding, 1.1 parking
3 spaces. You will still need a car
4 or two or three. The last time I
5 had a situation like that was a
6 few months ago. I went into
7 Ridgewood, I went to park my car,
8 two blocks away and I forgot where
9 I parked it. I don't know where
10 all these cars are going to be
11 parking; okay?

F59
Cont'd.

F59
Cont'd.

12 The other thing I'd like to
13 address as something to think
14 about is the housing in Sachem.
15 As according to the Long Island
16 housing index, this many units, by
17 statistics, if you believe in
18 statistics, will be 300 children
19 added as a minimum. We don't know
20 where that's going to go. And
21 this project is going to get an
22 abatement; they are not going to
23 pay the full taxes.

F60

24 Now, I want to get a
25 personal story why I speak. In

Special Town Board Meeting

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2 Nesconset on 125 Smithtown
3 Boulevard, I invite you, come out
4 of my flag lot shared with three
5 people, stand on Smithtown
6 Boulevard, five minutes to get
7 through that traffic there. If I
8 can go east, I go east. That's
9 where I wanted to go. Down
10 Smithtown Boulevard east, follow
11 the same cars, Rosedale Avenue to
12 Ocean Avenue, there we go,
13 plodding along at 10, 15 miles per
14 hour, right to the Expressway,
15 right to Ocean Avenue. So
16 there is going to be a traffic
17 problem, and I'm like two miles
18 away.

F61

19 So that's something else to
20 be taken into consideration. I
21 thank you for your time.

22 (Applause.)

23 MR. HOFMEISTER: Thank you.

24 Okay, no one else has
25 signed up this evening. I would

1 Special Town Board Meeting
2 like to -- before I turn it over
3 and ask any board members to make
4 comments before we close, I would
5 like to take the opportunity to
6 thank the audience, one, for
7 coming down this evening, and two,
8 for being orderly. You guys have
9 been very respectful to all the
10 other speakers, and given the
11 opportunity to get their comments
12 on the record, which again will be
13 submitted to the Town of
14 Brookhaven, as a result of this
15 comment period which will be
16 closing out sometime later this
17 month.

18 So with that, I'd like to
19 ask the members of the Town Board
20 if they would like to make
21 comments before we adjourn this
22 meeting?

23 BOARD MEMBERS: No.

24 MR. HOFMEISTER: Do we need
25 a motion to adjourn?

Special Town Board Meeting

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2 MR. CICALÉ: It is a public
3 meeting.

4 MR. HOFMEISTER: Okay, so I
5 would ask for a motion to adjourn
6 the meeting.

7 MR. COCHRANE: I make a
8 motion to adjourn.

9 MR. HOFMEISTER: By Mr.
10 Cochrané.

11 Second?

12 MR. SENFT: Second.

13 MR. HOFMEISTER: By
14 Councilman Senft.

15 All in favor?

16 (Whereupon, all respond in
17 the affirmative.)

18 MR. HOFMEISTER: The
19 meeting in closed.

20 Thank you very much.

21 (Time noted: 8:37 p.m.)

22 Respectfully submitted,
23 Lori Anne Curtis,
Court Reporter

24 -----
OLGA H. MURRAY
25 Islip Town Clerk

Public Hearing Comments: October 14, 2010

Comment 1:

Chris Hudman, Lake Ronkonkoma

Basically, I just have a quick question regarding this. Before I say that, I would like to say that as a commuter out of Ronkonkoma every morning, I do agree that the area does need a face-lift, especially the commercial properties around it, especially the store fronts around Railroad Avenue have been vacant for a while, so it would actually help the Ronkonkoma train station. My only concern is regarding the apartment complex. If there are any unsold units for an extended period of time, will they be converted into low income or section 8 housing? Now I understand that this is not the intention on the project, but as we all know, money talks and if the developer does not receive their money basically it's a losing proposition. I just want to know if that's a possibility...basically I want to know that this won't be converted into low-income or section 8 housing.

Comment 2:

George Schramm
35 Lakewood Rd, Lake Ronkonkoma
President of Lake Ronkonkoma Civic Organization

The civic has been involved early on with this project from its start-up, from the initial meeting that I had with Councilman Mazzei regarding what could be done to improve the area around the railroad station, thank you Councilman for your support on this project. The land use plan, as presented, is a logical and appropriate result for the process. For all the public meetings, I think I've attended every one of them, up to and including the public meetings that were held last week just with local residents. There has been a general positive response, so in general the civic does support the adoption of the draft and proceeding with the process. For a plan this detailed, it would be too difficult for me to try to include all of the comments on the plan, we will provide those in writing during the comment period. However, during the remaining time I'd like to talk about two important issues with the plan. First, having to do with the market analysis, as you may recall earlier this year there was a land use plan adopted for Portion Road and downtown Ronkonkoma. In that land use plan there is a market analysis, we found this to be a very useful tool, it helps us to identify areas where businesses and services can be drawn into the community. The HUB does have a market analysis, but unfortunately it appears that the analysis does ignore the existence of the Portion Road analysis previously completed and the downtown area. Now the downtown area is approximately two miles from the railroad station, so moving forward we feel the analysis should be adjusted before the final plan. That some accounting should be done for combining the two efforts so that they are reconciled, so that one doesn't become an issue, that both of these commercial areas have to proceed together and have to be compatible. The other issue I'd like to discuss is the number of stories and the heights of buildings as indicated in the plan. There are actually two areas in the plan, one is a new residential component, and the other is the commercial component. The consultant has recommended a range for the residential component of three to four stories, and a range in height for the commercial component of four or five stories. The civic is recommending that we choose, in the final version of the plan, the lower number of stories for each of those

components, three story residential and a four story commercial. The residential areas, these new blocks are near existing single-family homes that are two-stories in height in the majority; a four-story building would be out of character and difficult to transition. In the commercial area, five-stories would also be out of character and there is also good science that supports that buildings over four-stories create problems and I will quote a section from the book Christopher Alexander's Pattern Language "at three or four stories, one can still walk comfortably down to the street and from a window you can still feel a part of the street scene, you can see details from the street, the people, their faces, foliage, shops. From three stories you can yell out, catch the attention of someone below. Above four stories, these connections break down, the visual detail is lost. People speak of the scene below as if it were a game from which they are completely detached. The connection to the ground and to the fabric of the town becomes tenuous; the building becomes a world of its own with its own elevators and cafeterias. We believe, therefore, that the four story limit is an appropriate way to express the proper connection between building height and the health of people. Of course, it is in the spirit of the pattern which is most essential. Certainly buildings that are five stories or perhaps even six might work if it was carefully handled, but it is difficult. On the whole we advocate for a four story limit with only occasional departures." The civic also recommends a four story limit for the final version of the plan. In conclusion, the civic supports the draft land use plan, it looks forward to working with the Town, and the planning department to reach an improved final version.

Comment 3:

James Zambic

I own a property right in the middle of this transportation hub. Back in 1989, two great things happened to me. One was the Town of Brookhaven rezoned my property to J-7 commercial and I thought that was a great thing. Along with that, my first son was born. My first son has graduated from Embry-Riddle Aeronautical University. This program is still going on; we're still trying to figure out what we're going to do with the Ronkonkoma transportation hub. I would urge you to try to fast-track this. Try to get this program moving, and figure out what they're going to do. As you heard from a lot of the comments, the stores are vacant; you know the area could use some improvement, along with the jobs that it would create. It would create a lot of jobs, construction jobs. A project of this size is much needed for the area.

Town Board Member Comment 4:
(Question to Tulio)

What would you say this Ronkonkoma HUB, where else on the island would this most resemble, if completed and passed?

(Response from Tulio)

I think this is the premiere transit site on Long Island. I know a lot of other discussions that I've had about other sites, but no where do you have that connection of automobiles, trains, and airplanes. I mean this is quite an opportunity, plus the ability also to develop the area isolated from the rest of the historic preservation area. So this will just be a giant boost for the economic development of that whole area.

Comment 5:

Thomas LaPanny

Ronkonkoma Resident 25 yrs, Union Avenue near Railroad

My main concern is, right night for me to get out of my development, to get on to union avenue when a train pulls in, it's impossible. I remember when the train first became electrified, how we were promised in our area that there was going to be routes directly to the LIE so that all these cars, it looks like the field of dreams at night. And we were promised that there were going to be roads that would lead right to the LIE to avoid our neighborhood, so that we can go to Walbaums and we can go to the pizza place and bring home a pizza for our family without having to wait ten minutes every time a train comes in. Now that this is going to become even bigger, are there going to be roads that will alleviate those problems for us so that we can live like a normal community? That's my only concern.

1. Leann Yap
631-580-2048
yapleann@gmail.com

For Traffic Safety:

The people living on Garitty Avenue can not get onto the L.I.E. or Ronkonkoma Avenue during rush hour. In addition to this, we have massive amount of traffic RUSHING down our block to get to the L.I.E. We need something done about this now. We also need a study done on the impact of our block with all the new development.

Leann Yap
631-580-2048
Yap Leann @ gmail.com

For Traffic Safety:

The people living on Garitty Avenue can not get onto the L.I.E. or Ronkonkoma Avenue during rush hour. In addition to this we have a massive amount of traffic RUSHING down our block to get to the L.I.E. We need something done about this now. We also need a ~~stud~~ study done on the impact of our block with all the new development.

2. Richardherbst360@gmail.com

What improvements and/or effect will implementation have on Union Avenue (near Hawkins Ave.)?

Who is the developer on this project?

How soon will we see changes & improvements taking place?

What improvements and/or effect will implementation have on Union Avenue (near Hawkins Av.)

?? Who is the developer on this project?

How soon will we see changes improvements taking place?

Richardherbst360@gmail.com

3. James Zambik
82 Elm St.
Ronkonkoma

I own the property at 82 Elm St. and would like my property to be included in the rezoning so I can sell my property to the developer. How do I accomplish this?
I am in favor of this plan and believe it will be a positive situation for all surrounding landowners!

I own the property at 82 Elm St.
and would like my property to be included
in the rezoning so I can sell my
property to the developer. How do I
accomplish this?

I am in favor of this plan and believe
it will be a positive situation for all
surrounding landowners!

James Zambik
82 Elm St
Ronkonkoma

4. Lily Bedell
24 Crotty Ct.
Lake Grove, NY 11755
lilybed@yahoo.com

1. We own 59 Railroad Ave. We don't always get notices- Please send.
2. When will we be approached for selling our property?

Lily Bedell - 24 Crotty Ct.
Lake Grove, NY 11755 ~~lilybed@yahoo.com~~ lilybed@yahoo.com

① We own 59 Railroad Ave.
we don't always get
notices - please send

② When will we be
approached for
selling our property?

Farmingville, NY 11738
(631) 451-6455



STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 STATE OFFICE BUILDING
 250 VETERANS MEMORIAL HIGHWAY
 HAUPPAUGE, N.Y. 11788-5518

RECEIVED

NOV 01 2010

PLANNING DIVISION

SUBIMAL CHAKRABORTI, P.E.
 REGIONAL DIRECTOR

STANLEY GEE
 ACTING COMMISSIONER

November 1, 2010

Mr. Paul Rogalle, AICP, PTP
 Director of Planning
 Town of Brookhaven
 One Independence Hill
 Farmingville, NY 11738

Dear Mr. Rogalle:

As requested in your letter, the New York State Department of Transportation (NYSDOT) has reviewed the Draft Generic Environmental Impact Statement (DGEIS) for the Ronkonkoma Hub. Below are comments:

a) Transportation

- Increasing density could generate additional vehicle trips. Impacts on the surrounding roadway network need to be addressed. These impacts should be studied in more detail and specific recommendations should be made. C1-1
- Consideration should be given to strategies aimed at reducing vehicular trip generation such as parking management (fewer parking spaces, priced parking, and preferential parking for car/vanpools), improve transit access, and provisions for bicycles and pedestrians. C1-2
- Where infrastructure improvements are needed in order to insure that adequate capacity exists to accommodate growth, consideration could be given to the creation of a transportation financing district(s) to offset costs and facilitate the implementation of identified mitigation measures C1-3

b) Air Quality/Energy

- Due to the fact that the DGEIS does not represent an application for a NYSDOT work permit, no formal comment is needed at this time on air quality or energy/Greenhouse Gas issues that are discussed within the DGEIS. If and when an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses should be submitted in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents. C1-4

c) Public Involvement

- o The Plan indicates that copies are available at Sachem and Connetquot Libraries and at Brookhaven Town Hall.

Mr. Paul Rogalle, AICP, PTP
November 1, 2010
Page 2

- o The Plan includes a Public Involvement Table on Page 6, which gives dates of five public or stakeholder meetings.
- o The Plan indicates that because of the community visioning 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, west and northwest portions of the 181-acre study. Therefore, the redevelopment area was reduced to a 53.73-acre area.
- o Plan does not include, however, copies of public comments or a statistical compilation of comments in the Appendix.

C1-5

C1-6

We look forward to working with the Town as it continues to develop the transit-oriented planning study of the Ronkonkoma Long Island Railroad Hub.

Thank you in advance for keeping us informed.

Very truly yours,



For Tatyana Golikova,
Deputy Regional Planning & Program Manager

cc: M. Conklin, Design
J. Martin, Design

GM:GR;jh

COUNTY OF SUFFOLK



STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

RECEIVED

NOV 09 2010

PLANNING DIVISION

DEPARTMENT OF PLANNING

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

November 4, 2010

Town of Brookhaven
1 Independence Hill
Farmingville New York 11738
Att: Ms. Patricia Eddington, Clerk

Re: Application of Land Use and Implementation Plan for
the Ronkonkoma Hub Transit Oriented Development
TOD & TOD Code

SCTM No.: 0200 80000 0200 028004 et al.
SCPC File No.: BR-10-13

Dear Ms. Eddington:

Pursuant to the requirements of Sections A14-14 thru A14-25 of the Suffolk County Administrative Code, the Suffolk County Planning Commission on November 3, 2010 reviewed the above captioned application and after due study and deliberation resolved to Approve the referral subject to the following conditions and comments:

Conditions:

1. The Town of Brookhaven shall seek to establish with the Town of Islip a unified approach for density shifting into the Hub and tie the preservation of open space and the protection of the regions natural resources with the increased intensification of the TOD.

Absent a program for density shifting it is unclear how the Ronkonkoma Hub Land Use and Implementation Plan stated goal of redirecting growth from outside the region to the Hub would be accomplished. The project 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. The projected build out of the TOD is greater than the 32,400 gpd allowable flow for this area if on site sanitary systems are used (DEIS Appendix D Preliminary Feasibility Study for Sewage Treatment and Disposal pg.4). The proposed action contemplates the construction of a 275,000 gpd STP that if the Theoretical Maximum Build Out Plan (the plan including the Islip development portion) was implemented would offer 72,000 gpd in excess capacity. The excess capacity of the STP

C2-1

would be growth-inducing by extension beyond the TOD and would allow higher density to sprawl past the bounds of the Hub. The theoretical Full Build Plan (no Islip development) is estimated to generate a population of 1,058 residents all of which will place additional demands on public recreational requirements and open space needs in the area.

C2-1
Cont'd.

2. At the time the Brookhaven Town Board legislatively considers the change of zone for the approximate 54 acre Ronkonkoma Hub TOD a referral shall be made to the Suffolk County Planning Commission pursuant to the referral requirements of NYS GML 239 and the Suffolk County Administrative Code Section A14-14 A.

C2-2

The October 4, 2010 referral to the Suffolk County Planning Commission by the Town of Brookhaven is a request to review the Ronkonkoma Hub Transit Oriented Development Land Use and Implementation Plan and the TOD Form Based Code. The zone change process on the 54 acre area will undergo a separate legislate process at the Brookhaven Town Board in the future.

3. The TOD ordinance shall be revised to have performance standards related to public safety.

There is no indication in the referral material sent to the Suffolk County Planning Commission that the Town has considered public safety as a goal for development of the Ronkonkoma Hub TOD. The TOD ordinance should be revised to have performance standards related to public safety. The Suffolk County Planning Commission Guidebook should be reviewed and supplement Town regulations where appropriate.

C2-3

4. The TOD ordinance shall be revised to have performance standards related to energy efficiency.

There is no indication in the referral material sent to the Suffolk County Planning Commission that the Town has considered energy efficiency as a goal for development of the Ronkonkoma Hub TOD. The TOD ordinance should be revised to have a performance standard related to energy efficiency. The Suffolk County Planning Commission Guidebook should be reviewed and supplement Town regulations where appropriate.

C2-4

Comments:

1. The Town should consider amending the study boundary to include relevant portions of the Town of Islip (with the support of the Town of Islip), particularly the railroad parking areas.

The recent referral to the Suffolk County Planning Commission included a Draft Environmental Impact Statement with additional information regarding the Land Use and Implementation Plan. The DEIS included a section entitled "Theoretical Maximum Build-Out Plan" as part of the Alternatives chapter of the DEIS. The section outlines conceivable additional potential development and potential impacts should the Town of Islip undergo a similar endeavor. Rail Road parking areas located in the Town of Islip are critical to adequately analyzing land use issues within the Hub. The DEIS analysis contemplates an additional 25,000 SF of retail, a 1,000 space parking garage and solar panel array canopies over surface parking lots on the Town of Islip side of the Ronkonkoma Station. A coordinated

C2-5

planning effort for the Brookhaven and Islip portions of the Ronkonkoma Hub could give consideration to the development of uniform design standards between the two towns, uniform open space, landscaping, signage, setback and infrastructure standards and improve the safety, aesthetics and the functioning of the regional transportation system (SCPC *guidebook pg. 28 Specific Transportation Policies*). The Suffolk County Planning Commission would be pleased to assist in coordinating such an effort.

C2-5
Cont'd.

2. Continued coordination with the Suffolk County Department of Public works is in order.

Data to support the underlying assumption that increased densities within the Hub would reduce dependence on single occupancy automobile use remains minimal in the referral documents to the Suffolk County Planning Commission. A fundamental assumption underlying the study is that the development of high density mixed-use transit oriented developments with jobs, housing and shopping will decrease dependence on driving, reduce trip generation, promote a more efficient use of land and therefore enhance environmental quality. Traffic analysis in the referred materials utilizes the Institute of Transportation Engineers "Trip Generation Manual" to calculate traffic volumes but only notes "various studies were reviewed" in order to substantiate a 25% reduction in calculated motor vehicle trip generation (DEIS Appendix G Traffic and Parking Analysis pg. 26). This "capture" reduction presumes that the proximity to public transit and the creation of a high density mixed commercial/residential node will reduce dependence on single occupant motor vehicles. The record should be more specific with regard to literature reviewed and the record should include objective analysis from identified similarly sized transit-oriented developments which demonstrate this principal. Moreover, a portion of the motor-vehicle trips generated from the Hub endeavor will discharge onto CR 29 (Ronkonkoma Avenue).

C2-6

3. The town should continue discussions with the SCDPW regarding the creation of the proposed STP and should further coordinate with the Town of Islip on the development of the Ronkonkoma Hub.

A sewage treatment plant (STP) is proposed to accommodate the waste water flow of the TOD. A Preliminary Feasibility Study for Sewage Treatment and Disposal was conducted for this proposal and included in the DEIS and referral documents to the Commission. No existing STP in the area has uncommitted excess capacity to accommodate the proposed intensity of the TOD. For the development plan exclusively in the Town of Brookhaven the STP will be sited in the southeast corner of the Hub area. The parcel is a 5.47 acre site that will accommodate the 275,000 gpd STP. An alternative site is proposed should the Town of Islip develop the south side of the Hub. This site would be just south of the rail road tracks on a 9.00 acre parcel. The alternative site could accommodate at least the 275,000 gpd STP. The alternative site is significantly larger than the primary site, offering greater opportunity for expansion of the STP in the future to accommodate an expansion of the district. The Suffolk County Department of Public Works is conducting a study with respect to districting and combining contributing areas for the purpose of sewage treatment in this area.

C2-7

4. The proposed TOD Code is intended to be applicable to the Ronkonkoma Hub. Ideally variations of the TOD Code could be provided for other rail road stations in the Town. Each TOD could be created within the context of the community character surrounding the rail road

C2-8

station and at appropriate densities. The Town should tie the creation of TOD Codes to an overall examination of the distribution of higher density and affordable housing throughout the Town.

C2-8
Cont'd.

5. The Town should consider incorporating green methodologies for stormwater management into the TOD Code. The Suffolk County Planning Commission Guidebook and bulletin regarding managing stormwater should be reviewed.

C2-9

6. The Town should consider revising the TOD Code to include a framework for flexible dimensional standards related to use and density to provide some guidance to regulating Boards.

C2-10

The proposed ordinance provides little guidance on preferable land uses within the TOD and standards related to them. The ordinance should be fleshed out to provide floor area ratio guidance for particular preferred uses and design performance standards for dimensional frameworks.

Please Note:

- The Suffolk County Planning Commission Guidebook for policies and guidelines can be found on the internet at the below website address:
<http://www.suffolkcountyny.gov/Home/departments/planning/Publications%20and%20Information.aspx#SCPC>

A copy of the Suffolk County Planning Commission Guidebook is also included with this letter.

- Pursuant to 239-m6. Of the General Municipal Law, the referring municipality with (30 days) after final action, shall file a report with the Suffolk County Planning Commission, and if said action is contrary to this recommendation, set forth the reasons for such contrary action.

C2-11

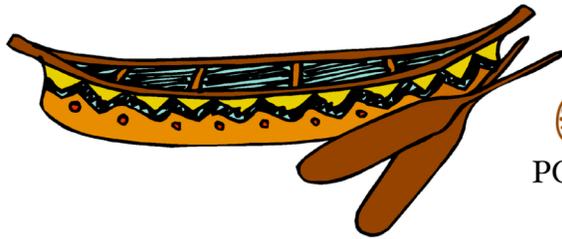
Very truly yours,

Thomas A. Isles
Director of Planning

Andrew P. Freleng
Chief Planner

APF:ds

cc: Tullio Bertoli, Commissioner of Planning
Paul Rogalle, Director of Planning



LAKE RONKONKOMA CIVIC ORGANIZATION

PO Box 2916 Lake Ronkonkoma NY 11779-0416
www.LakeRonkonkomaCivic.org

November 1, 2010

Mr. Tullio Bertoli, Commissioner
Town of Brookhaven
Planning, Environment, and Land Management
One Independence Hill
Farmingville NY 11738

Re: Ronkonkoma Hub Transit-Oriented Development Draft Land Use Plan and GEIS

Dear Commissioner ,

The Lake Ronkonkoma Civic Organization Executive Board has reviewed the above documents and provides the following comments.

❖ Building Form Standards

➤ Building Height

- Maximum Height: We recommend that the heights of structures in Neighborhood Zones be limited to three stories and the heights of structures in Main Street Zones be limited to four stories.

C3-1

Neighborhood Zones: To be successful, new residential structures should be respectful of the character of the existing single-family district and attempt to integrate into the neighborhood and not stand apart as a separate community. The majority of the existing single-family homes do not exceed 2 stories in height and with an appropriate design it is possible to create new three story residential structures that fit with this context. But this is not possible with a four-story structure; therefore we recommend that the heights of structures in Neighborhood Zones be limited to three stories.

C3-2

Main Street Zones: There is sufficient scientific evidence to indicate that buildings over four stories in height can create psychological and sociological problems. When people live and work further away from the ground they distance themselves from the casual, everyday society that occurs on the sidewalks and streets below. Tall buildings are not pedestrian-friendly because the majority of people who live above four stories become unwilling to participate in the public life below; unless there is some specific task which brings people to street level, the tendency is to stay home, alone. To quote Christopher Alexander's *A Pattern Language*:

“At three or four stories, one can still walk comfortably down to the street, and from a window you can still feel part of the street scene: you can see details in the street - the people, their faces, foliage, shops. From three stories you can yell out, and catch the attention of someone below. Above four stories these connections break down. The visual detail is lost; people speak of the scene below as if it were a game, from which they are completely detached. The connection to the ground and to the fabric of the town becomes tenuous; the building becomes a world of its own: with its own elevators and cafeterias. We believe, therefore, that the "four-story limit" is an appropriate way to express the proper connection

C3-3

George Schramm, President
Dawn Hopkins, Vice President
Debra Chase-Schramm, Treasurer

George Haines, Corresponding Secretary
Pat Duffield, Recording Secretary
Mark Salzano, Membership Secretary

Peter Bonna, Director
Gregg Freedner, Director
Thalia Bouklas, Director

between building height and the health of a people.”

Therefore we recommend that the heights of structures in Main Street Zones be limited to four stories.

- Landscaped Berm: We recommend that the use of landscape berms should be better defined. In areas where a Neighborhood Zone faces a single-family district the preference should be that new residential structures have their front doors face the street, have a front lawn and a sidewalk to the front door. In this manner multi-story residential units can be successfully integrated into the existing single-family district. In addition, a berm should not be permitted in either Neighborhood Zones or Main Street Zones if the berm is visible to an existing single-family home or from a new residential structure in a Neighborhood Zone. A substantial landscape buffer is always preferable to the use of berms.

C3-3
Cont'd.

C3-4

❖ Design Guidelines

- Building Facades: To promote a pedestrian-friendly environment and create a varied and interesting streetscape, we recommend that a single façade surface and composition be limited to no more than 50 feet wide and that façade widths vary. Should the façade of a building exceed 50 feet in width, the façade should be designed to appear as multiple facades even though the interior behind may be continuous. This may be achieved through a variation in the façade composition and/or a substantial change in the distance from the façade to the street. As an example, a 70-foot long façade may be designed to appear as a façade 30 feet wide and another façade 40 feet wide that has a distinct change in composition and is set back from the adjacent façade by 2 feet.

C3-5

❖ Market Analysis

- Earlier in 2010, the Town of Brookhaven adopted the Portion Road Land Use Plan which includes provisions for the revitalization of the existing central business district around the intersection of Portion Road and Hawkins Avenue, just 2 miles north of the Ronkonkoma Hub. Portion Road Land Use Plan contains a market analysis, which we have found to be an indispensable tool for land use planning, so we applaud the development and inclusion of a market analysis in the Ronkonkoma Hub Transit-Oriented Development Draft Land Use Plan. However, the market analysis for the hub does not take into consideration the close proximity of the existing business district along Portion Road or the existence of the associated market analysis and its goals. For the hub land use plan to be successful both business districts, Portion Road and the hub, must have compatible goals; the goals of the hub plan can not be achieved at the expense of the Portion Road plan and vice versa. Therefore, we recommend that the Ronkonkoma Hub Market Analysis be revised; that the goals of the plan take into consideration, and be reconciled with, the goals of the adopted Portion Road Land Use Plan Market Analysis, and include recommendations to achieve the ultimate objective of creating two compatible and successful business districts.

C3-6

Thank you for your consideration and we look forward to working with your department on improving and completing the Ronkonkoma Hub Transit-Oriented Development Land Use Plan and GEIS.

Executive Board
Lake Ronkonkoma Civic Organization

cc: Mark Lesko, Supervisor, Town of Brookhaven
Timothy Mazzei, Councilman, Town of Brookhaven

RENAISSANCE DOWNTOWNS

AUTHENTICITY AND QUALITY OF LIFE

November 5th, 2010

Mr. Paul Rogalle
Town Board of the Town of Brookhaven
One Independence Hill, Farmingville
New York 11738

RECORDED

NOV - 5 2010

PLANNING DEPARTMENT

Dear Mr. Rogalle,

Renaissance Downtowns, the branded leader in the comprehensive redevelopment of suburban downtowns, has been following the Ronkonkoma TOD opportunity, as it represents one of the region's most significant TOD sites available for redevelopment. As a Long Island based firm, the Renaissance team would be eager to explore possibilities at the site and as such, we have reviewed the recent DGEIS that was prepared by VHB Inc. It is in the spirit of assistance and cooperation that we wish to provide comment on the DGEIS as the redevelopment of TOD's is exceptionally important to the economic, social and environmental health of Long Island regardless of who the eventual redeveloper(s) for the site may be.

By way of introduction, Renaissance Downtowns, led by Donald Monti, taps more than 35 years development experience that covers the full spectrum of real estate including residential, hotel, retail, commercial, educational, entertainment and marina uses. This vast experience was one of the key reasons that Renaissance's founder and President, Mr. Monti, was chosen to lead the charge for the Glen Cove Waterfront redevelopment effort known now as RXR Glen Isle, which is Long Island's largest rezoned mixed-use TOD project to date. Glen Isle, which is undergoing the SEQRA process, is envisioned to include all of the aforementioned uses to create a vibrant waterfront neighborhood on what had been one of the region's most blighted, downtown adjacent sites. Glen Isle has been recognized as a groundbreaking project as can be demonstrated by designation as a Project of Regional Significance by the Long Island Regional Planning Council and the awarding of Vision Long Island's Best Mixed Use Project this past June.

Glen Isle provided Renaissance with the knowledge and experience to build a brand that is now dedicated solely to the large scale, comprehensive and holistic redevelopment of transit oriented suburban downtowns. Over the past 18 months, the Company has experienced tremendous success as one of the Northeast's more active redevelopment firms, leading to the designation of Master Developer in three additional municipalities (Nashua, NH, Waterbury, CT and Bristol, CT) with other opportunities which will surface in the near term.

RENAISSANCE DOWNTOWNS

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Perhaps the most important component of Renaissance's success to date, and what has most piqued the interest of the municipalities in which we are Master Developer, is the Company's Unified Development Approach™. Explained in more detail within the

accompanying Strategic Plan, the UDA provides a clear methodology by which complicated, downtown redevelopment efforts can be implemented through a Master Developer lead process that includes a strong Public Private Partnership with the municipality along with the inclusion of existing land owners through a Private Property Owners' Alliance (PPOA), transit agencies and key community stakeholders. The result of this inclusive process, especially the formation of the PPOA, is the ability to Master Plan a downtown from corner to corner, including all of the key parcels, which in turn enables the creation of a shared vision between the municipality, Renaissance, property owners and community stakeholders. This vision is both market driven and implementable, providing significant social and economic returns for the Town and its residents.

Renaissance's innovative approach has been recognized by organizations and media alike, leading to the team's participation as speaker at numerous conferences that include the Congress for the New Urbanism, Private Equity Real Estate Annual Forum, Wharton School of Real Estate at the NYSE, California Downtown Association, Vision Long Island, U.S. Green Building Council/Molloy Institute of Sustainability and RailVolution amongst others.

Should you wish to learn more about Renaissance and the Unified Development Approach™ along with the Company's recent successes, please review the accompanying Strategic Plan and Press Kit. More information is also available at www.renaissancedowntowns.com or if you would like to review a project specific website, www.rdatbristol.com.

Furthermore, included below are our comments in regard to the DGEIS in the spirit of assisting an endeavor that we wholeheartedly believe in. Renaissance wishes to congratulate the Town of Brookhaven and the people of Ronkonkoma for their efforts to transform one of the Island's most utilized transit locations into a vibrant, mixed-use downtown setting. Regardless of whether or not Renaissance is in some way involved within those efforts in the future, such vision by a municipality is essential to enable the private sector to partner with governmental agencies to re-envision Long Island with a triple bottom line philosophy of social, economic and environmental responsibility.

Renaissance Downtowns has taken the time to review the public documents pertaining to the Ronkonkoma TOD. We would like to take this opportunity to offer several comments / suggestions which may provide for a more sustainable redevelopment effort that meets the triple bottom line of social, economic and environmental responsibility, as the Country adjusts to a "New Norm." As mentioned above, Renaissance Downtowns is

RENAISSANCE DOWNTOWNS

AUTHENTICITY AND QUALITY OF LIFE

in the process of moving forward with this type of progressive transit oriented development in four cities in the northeast and as such, we know first hand the difficulty you faced in constructing a code which allows for economic viability of a project while keeping a human scale to the finished product. The suggestions below are meant to share some of our experience with you, gained from dealing with these other cities and towns.

Appendix C: Section 2 Regulating Plan

In order to create a unified "place", residential and commercial zones should be allowed to interact throughout the redevelopment area so as to avoid pockets of vibrancy at the expense of creating an overall live, work, learn, shop and play environment that will be attractive to the market as a whole. As such, we would recommend not separating the Main Street and Neighborhood Zones. A series of character building Main Street amenities can help residents identify not only with the whole of the TOD but further identify with the micro-neighborhood in which they choose to live.. Additionally, street level residential blocks located within the commercial zones foster community and neighborly fellowship.

C4-1

Appendix C: Section 5 Permitted Uses

We suggest that the Town review the following uses thus far omitted from the Zoning Code. The larger the mix of allowable uses, the more potential the TOD will be have in creating a vibrant 24/7 sustainable community.

1. Healthcare Related Industries
2. Educational Facilities
3. Boutique Hotel and Bed & Breakfast - Critical to a successful transportation hub
4. Adult Care Facilities
5. Senior and Independent / Assisted Living Options
6. All office use (not limited to "Professional") - The more people working in this newly created downtown equates to more jobs with less cars on the road
7. Service organizations such as Police, Fire, EMS and US Postal Service
8. Performing Arts Theater
9. Places of Worship

C4-2

Appendix C: Section 6 Building Form Standards

2. General Provisions- As noted above, we feel that these zones should be re-examined and potentially overly each other to encompass the entire TOD.

C4-3

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."- If a landscaped berm is necessary, the ordinance may want to consider some options to allow for pedestrian connectivity between the abutting residential neighborhood and the newly developed downtown. This will foster an increased sense of pride beyond the TOD boundary line.

C4-4

RENAISSANCE DOWNTOWNS

AUTHENTICITY AND QUALITY OF LIFE

Thank you for taking the time to read and consider my suggestions. I would be happy to meet with you and your consultants to answer any questions you may have about this submission and to participate in the ongoing process to create the Ronkonkoma TOD District.

Sincerely,



Donald Monti
President and CEO
Renaissance Downtowns

**TABLE A - RONKONKOMA HUB TOD
RAMP JUNCTION ANALYSIS**

Intersection	Approach	Existing 2010		2010 Density / LOS (pc/mi/h)		Growth to 2020		No Build 2020		No Build Density / LOS (pc/mi/h)		Trip Dist %	Full Build Site Gen		Full Build Ramp Volume		Build Density / LOS (pc/mi/h)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
LIE North Service Road @ Exit 60 Off Ramp	WB	886	635	34.8 - F	22.2 - C	58	41	944	676	39.2 - F	23.8 - C	10%	62	78	1006	754	39.2 - F	23.9 - C
LIE North Service Road @ Exit 60 On Ramp	WB	640	559	41.4 - F	28.6 - D	42	35	682	594	45.8 - F	30.7 - F	(12%)	(62)	(100)	744	694	46.3 - F	31.5 - F
LIE South Service Road @ Exit 60 Off Ramp	EB	442	501	19.5 - B	41.9 - F	29	33	471	534	21.1 - C	46.8 - F	12%	74	93	545	627	20.4 - C	46.8 - F
LIE South Service Road @ Exit 60 On Ramp	EB	484	904	24.4 - C	50.0 - F	31	58	515	962	26.2 - C	54.9 - F	(10%)	(52)	(83)	567	1045	26.6 - C	55.6 - F

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: AM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	4496	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	442	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	484	vph	
Position of adjacent ramp	Upstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4496	442	484	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1222	120	132	v
Trucks and buses	6	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.971	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5034	485	531	pcph

----- Estimation of V12 Diverge Areas -----

L = 3541.84 (Equation 13-12 or 13-13)

EQ

P = 0.628 Using Equation 6

FD

$v_{12} = v_R + (v_F - v_R) P = 3340$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5034	6750	No
$v_{FO} = v_F - v_R$	4549	6750	No
v_R	485	2000	No
v_3 or v_{av34}	1694 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3340$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	3340	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.472	
Space mean speed in ramp influence area,	S _R = 48.9	mph
Space mean speed in outer lanes,	S ₀ = 57.6	mph
Space mean speed for all vehicles,	S = 51.5	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: AM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	4496	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	484	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	442	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4496	484	442	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1222	132	120	v
Trucks and buses	6	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.967	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5053	531	485	pcph

----- Estimation of V12 Merge Areas -----

L = 1289.18 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 3130 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	5584	6750	No
FO			
v or v	1923 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 3130	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3661	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 24.4 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.368	
	S	
Space mean speed in ramp influence area,	S = 50.2	mph
	R	
Space mean speed in outer lanes,	S = 49.9	mph
	0	
Space mean speed for all vehicles,	S = 50.1	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: AM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	6990	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	886	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	640	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6990	886	640	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1899	241	174	v
Trucks and buses	6	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.971	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	7826	973	703	pcph

----- Estimation of V12 Diverge Areas -----

L = 2999.15 (Equation 13-12 or 13-13)

EQ

P = 0.520 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 4534$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7826	6750	Yes
$v_{FO} = v_F - v_R$	6853	6750	Yes
v_R	973	2000	No
v_3 or v_{av34}	3292 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5126$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12A}	5126	4400	Yes

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 34.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.516	
Space mean speed in ramp influence area,	S _R = 48.3	mph
Space mean speed in outer lanes,	S ₀ = 53.7	mph
Space mean speed for all vehicles,	S = 50.0	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: AM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	6990	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	640	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	886	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6990	640	886	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1899	174	241	v
Trucks and buses	6	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.967	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	7856	703	973	pcph

----- Estimation of V12 Merge Areas -----

L = 1925.83 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 4867 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8559	6750	Yes
FO			
v or v	2989 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	Yes	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 5156	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	5859	4600	Yes
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 41.4 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.582	
	S	
Space mean speed in ramp influence area,	S = 34.4	mph
	R	
Space mean speed in outer lanes,	S = 46.1	mph
	0	
Space mean speed for all vehicles,	S = 37.4	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: PM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	7802	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	501	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	904	vph	
Position of adjacent ramp	Upstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7802	501	904	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2120	136	246	v
Trucks and buses	4	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.980	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	8650	550	992	pcph

----- Estimation of V12 Diverge Areas -----

L = 4348.02 (Equation 13-12 or 13-13)

EQ

P = 0.518 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 4749$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8650	6750	Yes
$v_{FO} = v_F - v_R$	8100	6750	Yes
v_R	550	2000	No
v_3 or v_{av34}	3901 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 5950$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12A}	5950	4400	Yes

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 41.9$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.478	
Space mean speed in ramp influence area,	S _R = 48.8	mph
Space mean speed in outer lanes,	S ₀ = 53.7	mph
Space mean speed for all vehicles,	S = 50.2	mph

Phone: _____ Fax: _____
 E-mail: _____

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: PM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	7802	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	904	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	501	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7802	904	501	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2120	246	136	v
Trucks and buses	4	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.977	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	8684	992	550	pcph

----- Estimation of V12 Merge Areas -----

L = 2164.86 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 5380 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9676	6750	Yes
FO			
v or v	3304 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	Yes	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 5984	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6976	4600	Yes
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 50.0 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 4.391	
	S	
Space mean speed in ramp influence area,	S = -2.1	mph
	R	
Space mean speed in outer lanes,	S = 46.1	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: PM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	5210	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	635	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	559	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5210	635	559	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1416	173	152	v
Trucks and buses	4	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.980	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5776	697	614	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 0.584 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 3661$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5776	6750	No
$v_{FO} = v_F - v_R$	5079	6750	No
v_R	697	2000	No
v_3 or v_{av34}	2115 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3661$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	3661	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.2$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.491	
Space mean speed in ramp influence area,	S _R = 48.6	mph
Space mean speed in outer lanes,	S ₀ = 56.0	mph
Space mean speed for all vehicles,	S = 51.1	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: PM Peak Hour - 2010
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2010 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	5210	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	559	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	635	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5210	559	635	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1416	152	173	v
Trucks and buses	4	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	%
Length	mi	mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.977	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5799	614	697	pcph

----- Estimation of V12 Merge Areas -----

L = 1466.58 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 3592 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6413	6750	No
FO			
v or v	2207 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 3592	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4206	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 28.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.478	
	S	
Space mean speed in ramp influence area,	S = 48.8	mph
	R	
Space mean speed in outer lanes,	S = 48.9	mph
	0	
Space mean speed for all vehicles,	S = 48.8	mph

Phone: Fax:
 E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: AM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	4788	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	471	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	515	vph	
Position of adjacent ramp	Upstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4788	471	515	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1301	128	140	v
Trucks and buses	6	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.971	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5360	517	565	pcph

----- Estimation of V12 Diverge Areas -----

L = 3645.44 (Equation 13-12 or 13-13)

EQ

P = 0.622 Using Equation 6

FD

$v_{12} = v_R + (v_F - v_R) P = 3528$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	5360	6750	No
$v_{FO} = v_F - v_R$	4843	6750	No
v_R	517	2000	No
v_3 or v_{av34}	1832 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3528$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	3528	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.475	
Space mean speed in ramp influence area,	S _R = 48.8	mph
Space mean speed in outer lanes,	S ₀ = 57.1	mph
Space mean speed for all vehicles,	S = 51.4	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: AM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	4788	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	515	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	471	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4788	515	471	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1301	140	128	v
Trucks and buses	6	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.967	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5381	565	517	pcph

----- Estimation of V12 Merge Areas -----

L = 1366.64 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 3334 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	5946	6750	No
FO			
v or v	2047 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 3334	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3899	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 26.2 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.408	
	S	
Space mean speed in ramp influence area,	S = 49.7	mph
	R	
Space mean speed in outer lanes,	S = 49.4	mph
	0	
Space mean speed for all vehicles,	S = 49.6	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: AM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	7444	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	944	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	682	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7444	944	682	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2023	257	185	v
Trucks and buses	6	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.971	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	8334	1036	749	pcph

----- Estimation of V12 Diverge Areas -----

L = 2999.15 (Equation 13-12 or 13-13)

EQ

P = 0.504 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 4714$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8334	6750	Yes
$v_{FO} = v_F - v_R$	7298	6750	Yes
v_R	1036	2000	No
v_3 or v_{av34}	3620 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 5634$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12A}	5634	4400	Yes

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 39.2$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.521	
Space mean speed in ramp influence area,	S = 48.2	mph
Space mean speed in outer lanes,	S = 53.7	mph
Space mean speed for all vehicles,	S = 49.9	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: AM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hob

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	7444	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	682	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	944	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7444	682	944	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2023	185	257	v
Trucks and buses	6	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.967	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	8366	749	1036	pcph

----- Estimation of V12 Merge Areas -----

L = 2044.81 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 5183 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9115	6750	Yes
FO			
v or v	3183 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	Yes	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34	12		
If yes, v	= 5666	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6415	4600	Yes
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 45.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 2.599	
	S	
Space mean speed in ramp influence area,	S = 21.2	mph
	R	
Space mean speed in outer lanes,	S = 46.1	mph
	0	
Space mean speed for all vehicles,	S = 25.3	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: PM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	8309	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	534	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	962	vph	
Position of adjacent ramp	Upstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8309	534	962	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2258	145	261	v
Trucks and buses	4	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.980	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	9212	586	1056	pcph

----- Estimation of V12 Diverge Areas -----

L = 4430.65 (Equation 13-12 or 13-13)

EQ

P = 0.503 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 4923$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	9212	6750	Yes
$v_{FO} = v_F - v_R$	8626	6750	Yes
v_R	586	2000	No
v_3 or v_{av34}	4289 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 6512$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12A}	6512	4400	Yes

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D = 46.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.481	
Space mean speed in ramp influence area,	S _R = 48.8	mph
Space mean speed in outer lanes,	S ₀ = 53.7	mph
Space mean speed for all vehicles,	S = 50.1	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
Agency/Co.: VHB Engineering
Date performed: 3/7/2014
Analysis time period: PM Peak Hour - NB 2020
Freeway/Dir of Travel: LIE / EB
Junction: LIE SSR Ext 60 On Ramp Merge
Jurisdiction:
Analysis Year: 2020 Volumes
Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	8309	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	962	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	534	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8309	962	534	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2258	261	145	v
Trucks and buses	4	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.977	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	9248	1056	586	pcph

----- Estimation of V12 Merge Areas -----

L = 2299.26 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 5729 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10304	6750	Yes
FO			
v or v	3519 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	Yes	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 6548	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	7604	4600	Yes
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 54.9 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 8.040	
	S	
Space mean speed in ramp influence area,	S = -49.5	mph
	R	
Space mean speed in outer lanes,	S = 46.1	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: PM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	5549	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	676	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	594	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5549	676	594	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1508	184	161	v
Trucks and buses	4	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.980	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	6152	742	652	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 0.572 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 3837$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6152	6750	No
$v_{FO} = v_F - v_R$	5410	6750	No
v_R	742	2000	No
v_3 or v_{av34}	2315 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3837$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	3837	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.495	
Space mean speed in ramp influence area,	S _R = 48.6	mph
Space mean speed in outer lanes,	S ₀ = 55.2	mph
Space mean speed for all vehicles,	S = 50.9	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: PM Peak Hour - NB 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	5549	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	594	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	676	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5549	594	676	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1508	161	184	v
Trucks and buses	4	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	%
Length	mi	mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.977	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	6176	652	742	pcph

----- Estimation of V12 Merge Areas -----

L = 1555.39 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 3826 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6828	6750	Yes
FO			
v or v	2350 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 3826	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4478	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 30.7 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.559	
	S	
Space mean speed in ramp influence area,	S = 47.7	mph
	R	
Space mean speed in outer lanes,	S = 48.2	mph
	0	
Space mean speed for all vehicles,	S = 47.9	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: AM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	4788	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	545	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	567	vph	
Position of adjacent ramp	Upstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4788	545	567	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1301	148	154	v
Trucks and buses	6	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.971	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5360	598	622	pcph

----- Estimation of V12 Diverge Areas -----

L = 4179.21 (Equation 13-12 or 13-13)

EQ

P = 0.598 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 3448$ pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	5360	6750	No
$v_{FO} = v_F - v_R$	4762	6750	No
v_R	598	2000	No
v_3 or v_{av34}	1912 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3448$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	3448	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 20.4$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.482	
Space mean speed in ramp influence area,	S _R = 48.7	mph
Space mean speed in outer lanes,	S ₀ = 56.8	mph
Space mean speed for all vehicles,	S = 51.3	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: AM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	4788	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	567	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	545	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4788	567	545	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1301	154	148	v
Trucks and buses	6	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.967	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5381	622	598	pcph

----- Estimation of V12 Merge Areas -----

L = 1378.84 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v₁₂ = v_F (P) = 3334 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v _{FO}	6003	6750	No
v ₃ or v _{av34}	2047 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	
Is v ₃ or v _{av34} > 1.5 v ₁₂ / 2		Yes	
If yes, v _{12A} = 3334		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v _{12A}	3956	4600	No

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v_R + 0.0078 v₁₂ - 0.00627 L_A = 26.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.420	
Space mean speed in ramp influence area,	S _R = 49.5	mph
Space mean speed in outer lanes,	S ₀ = 49.4	mph
Space mean speed for all vehicles,	S = 49.5	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: AM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	7444	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	1006	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	744	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7444	1006	744	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2023	273	202	v
Trucks and buses	6	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.971	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	8334	1104	817	pcph

----- Estimation of V12 Diverge Areas -----

L = 2999.15 (Equation 13-12 or 13-13)

EQ

P = 0.501 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 4725$ pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8334	6750	Yes
$v_{FO} = v_F - v_R$	7230	6750	Yes
v_R	1104	2000	No
v_3 or v_{av34}	3609 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 5634$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12A}	5634	4400	Yes

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 39.2$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.527	
Space mean speed in ramp influence area,	S _R = 48.1	mph
Space mean speed in outer lanes,	S ₀ = 53.7	mph
Space mean speed for all vehicles,	S = 49.8	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
Agency/Co.: VHB Engineering
Date performed: 3/7/2014
Analysis time period: AM Peak Hour -Build 2020
Freeway/Dir of Travel: LIE / WB
Junction: LIE NSR Ext 60 On Ramp Merge
Jurisdiction:
Analysis Year: 2020 Volumes
Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	7444	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	744	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	1006	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7444	744	1006	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2023	202	273	v
Trucks and buses	6	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.967	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	8366	817	1104	pcph

----- Estimation of V12 Merge Areas -----

L = 2059.36 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 5183 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9183	6750	Yes
FO			
v or v	3183 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	Yes	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 5666	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6483	4600	Yes
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 46.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 2.766	
	S	
Space mean speed in ramp influence area,	S = 19.0	mph
	R	
Space mean speed in outer lanes,	S = 46.1	mph
	0	
Space mean speed for all vehicles,	S = 23.0	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: PM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	8309	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	627	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	1045	vph	
Position of adjacent ramp	Upstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8309	627	1045	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2258	170	284	v
Trucks and buses	4	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.980	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	9212	688	1147	pcph

----- Estimation of V12 Diverge Areas -----

L = 4974.24 (Equation 13-12 or 13-13)

EQ

P = 0.498 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 4933$ pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	9212	6750	Yes
$v_{FO} = v_F - v_R$	8524	6750	Yes
v_R	688	2000	No
v_3 or v_{av34}	4279 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 6512$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12A}	6512	4400	Yes

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 46.8$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.490	
Space mean speed in ramp influence area,	S _R = 48.6	mph
Space mean speed in outer lanes,	S ₀ = 53.7	mph
Space mean speed for all vehicles,	S = 50.0	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: PM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / EB
 Junction: LIE SSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	8309	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	1045	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	627	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8309	1045	627	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	2258	284	170	v
Trucks and buses	4	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.977	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	9248	1147	688	pcph

----- Estimation of V12 Merge Areas -----

L = 2318.73 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 5729 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10395	6750	Yes
FO			
v or v	3519 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	Yes	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 6548	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	7695	4600	Yes
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 55.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 8.786	
	S	
Space mean speed in ramp influence area,	S = -59.2	mph
	R	
Space mean speed in outer lanes,	S = 46.1	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:
E-mail:

-----Diverge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/9/2014
 Analysis time period: PM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext60 Off Ramp Diverge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	5549	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	35.0	mph	
Volume on ramp	754	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent ramp	694	vph	
Position of adjacent ramp	Downstream		
Type of adjacent ramp	On		
Distance to adjacent ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5549	754	694	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1508	205	189	v
Trucks and buses	4	2	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5*	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.980	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	6152	828	762	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 0.568 Using Equation 5

FD

$v_{12} = v_R + (v_F - v_R) P = 3853 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	6152	6750	No
$v_{FO} = v_F - v_R$	5324	6750	No
v_R	828	2000	No
$v_3 \text{ or } v_{av34}$	2299 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3853$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v_{12}	3853	4400	No

----- Level of Service Determination (if not F) -----

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.9 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.503	
Space mean speed in ramp influence area,	S _R = 48.5	mph
Space mean speed in outer lanes,	S ₀ = 55.3	mph
Space mean speed for all vehicles,	S = 50.8	mph

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Dutt Tarigoppula
 Agency/Co.: VHB Engineering
 Date performed: 3/7/2014
 Analysis time period: PM Peak Hour -Build 2020
 Freeway/Dir of Travel: LIE / WB
 Junction: LIE NSR Ext 60 On Ramp Merge
 Jurisdiction:
 Analysis Year: 2020 Volumes
 Description: Ronkonkoma Hub

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	3		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	5549	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	35.0	mph	
Volume on ramp	694	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	Yes		
Volume on adjacent Ramp	754	vph	
Position of adjacent Ramp	Upstream		
Type of adjacent Ramp	Off		
Distance to adjacent Ramp	3000	ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5549	694	754	vph
Peak-hour factor, PHF	0.92	0.92	0.92	
Peak 15-min volume, v15	1508	189	205	v
Trucks and buses	4	2	2	%
Recreational vehicles	2	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	%
Length	mi	mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	0.977	0.990	0.990	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	6176	762	828	pcph

----- Estimation of V12 Merge Areas -----

L = 1578.93 (Equation 13-6 or 13-7)

EQ

P = 0.619 Using Equation 1

FM

v = v (P) = 3826 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6938	6750	Yes
FO			
v or v	2350 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	Yes	
3 av34	12		
If yes, v	= 3826	(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4588	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 31.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.599	
	S	
Space mean speed in ramp influence area,	S = 47.2	mph
	R	
Space mean speed in outer lanes,	S = 48.2	mph
	0	
Space mean speed for all vehicles,	S = 47.5	mph

TABLE B - RONKONKOMA HUB TOD
Town Of Islip Intersections
VOLUME COMPARISON

Intersection	Movements	Existing 2010		Growth to 2020		No Build 2020		2020	Full Build Gen Site		Intersection Approach % Increase		Full Build 2020	
		AM	PM	AM	PM	AM	PM	Trip Dist %	AM	PM	AM	PM	AM	PM
Ocean Avenue @ LIE North Service Road**	WB T	1964	1611	128	105	2092	1716	(6%)	(31)	(50)			2123	1766
	NB T	688	1158	45	75	733	1233						733	1233
	SB T	1202	1048	78	68	1280	1116	2%	12	16			1292	1132
Ocean Avenue @ LIE South Service Road**	EB T	822	1533	53	100	875	1633	4%	25	31	1.3%	1.2%	900	1664
	NB T	854	1345	56	87	910	1432						910	1432
	SB T	1202	1048	78	68	1280	1116	2%	12	17			1292	1133
Ocean Avenue @ Johnson Avenue	EB L	67	67	4	4	71	71				2.3%	2.9%	71	71
	EB T	103	209	7	14	110	223	4%	25	31			135	254
	EB R	133	114	9	7	142	121						142	121
	WB L	186	104	12	7	198	111						198	111
	WB T	143	97	9	6	152	103	(6%)	(31)	(50)			183	153
	WB R	70	79	5	5	75	84						75	84
	NB L	82	188	5	12	87	200						87	200
	NB T	711	1199	46	78	757	1277						757	1277
	NB R	68	133	4	9	72	142	1%	6	8			78	150
	SB L	63	106	4	7	67	113						67	113
Pond Road @ LIE South Service Road	EB L	36	82	1	3	37	85				12.3%	5.4%	37	85
	EB T	116	957	5	37	121	994	6%	37	47			158	1041
	EB R	9	23	0	1	9	24						9	24
	NB T	65	237	3	9	68	246	(2%)	(10)	(17)			78	263
	NB R	19	23	1	1	20	24						20	24
	SB L	73	58	3	2	76	60	2%	12	16			88	76
	SB T	160	102	6	4	166	106						166	106
Pond Road @ Johnson Avenue	EB L	23	72	1	3	24	75				11.6%	11.5%	24	75
	EB T	77	202	3	8	80	210	6%	37	47			117	257
	EB R	39	54	2	2	41	56						41	56
	WB L	94	19	4	1	98	20	(1%)	(5)	(8)			103	28
	WB T	208	151	8	6	216	157						216	157
	WB R	4	23	0	1	4	24	(3%)	(16)	(25)			20	49
	NB L	32	38	1	1	33	39						33	39
	NB T	42	171	2	7	44	178						44	178
	NB R	17	112	1	4	18	116	1%	6	8			24	124
	SB L	8	13	0	1	8	14	3%	18	23			26	37
Lakeland Avenue @ Smithtown Avenue	WB L	776	856	50	56	826	912	(19%)	(99)	(158)	7.1%	8.6%	925	1070
	WB R	116	41	8	3	124	44						124	44
	NB T	739	910	48	59	787	969						787	969
	NB R	654	1010	43	66	697	1076	19%	117	148			814	1224
	SB L	21	72	1	5	22	77						22	77
SB T	719	672	47	44	766	716				766	716			

TABLE C - RONKONKOMA HUB TOD
Town of Islip Intersections
LEVEL OF SERVICE TABLE

AM PEAK HOUR

Intersection	Movement	Lane Group	Existing		No Build 2020		Build 2020		Build 2020		
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Lakeland Avenue & Smithtown Avenue	WB	L	28.1	C	28.9	C	26.9	C			
		R	4.7	A	4.7	A	4.6	A			
		Approach	25.0	C	25.8	C	24.3	C			
	NB	T	16.8	B	17.4	B	20.4	C			
		R	1.3	A	1.4	A	2.1	A			
		Approach	9.5	A	9.9	A	11.1	B			
	SB	L	13.9	B	14.0	B	15.1	B			
		T	17.0	B	17.7	B	20.7	C			
		Approach	16.9	B	17.6	B	20.6	C			
	Overall			15.8	B	16.3	B	17.2	B		
LIE South Service Road & Pond Road	EB	L	7.8	A	8.1	A	8.5	A	7.6	A	
		T	8.6	A	8.8	A	9.7	A	8.8	A	
		R	3.1	A	3.1	A	3.3	A	0.7	A	
		Approach	8.1	A	8.4	A	9.2	A	8.2	A	
	NB	TR	11.1	B	11.1	B	11.3	B	12.0	B	
		Approach	11.1	B	11.1	B	11.3	B	12.0	B	
	SB	LT	19.6	B	19.8	B	20.3	C	18.4	B	
		Approach	19.6	B	19.8	B	20.3	C	18.4	B	
	Overall			13.9	B	14.1	B	14.4	B	13.3	B
	Pond Road & Johnson Avenue	EB	LTR	5.4	A	5.6	A	6.8	A		
Approach			5.4	A	5.6	A	6.8	A			
WB		LTR	8.7	A	9.1	A	10.1	B			
		Approach	8.7	A	9.1	A	10.1	B			
NB		L	17.5	B	17.5	B	17.1	B			
		TR	13.2	B	13.1	B	11.9	B			
SB		Approach	14.7	B	14.7	B	13.6	B			
		LTR	20.7	C	21.0	C	22.3	C			
SB		Approach	20.7	C	21.0	C	22.3	C			
		Overall			12.1	B	12.3	B	13.1	B	

PM PEAK HOUR

Intersection	Movement	Lane Group	Existing		No Build 2020		Build 2020		Build 2020 Mitigation		
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Lakeland Avenue & Smithtown Avenue	WB	L	29.8	C	35.1	D	60.1	E	53.6	D	
		R	6.7	A	6.8	A	6.8	A	6.4	A	
		Approach	28.8	C	33.8	C	58.0	E	51.8	D	
	NB	T	21.6	C	21.0	C	21.0	C	21.9	C	
		R	3.6	A	4.3	A	10.1	B	10.1	B	
		Approach	12.1	B	12.2	B	14.9	B	15.3	B	
	SB	L	37.0	D	42.2	D	42.2	D	47.5	D	
		T	18.0	B	17.4	B	17.4	B	18.0	B	
		Approach	19.8	B	19.8	B	19.8	B	20.9	C	
	Overall			18.2	B	19.5	B	28.1	C	26.8	C
LIE South Service Road & Pond Road	EB	L	8.3	A	8.3	A	8.3	A	7.7	A	
		T	36.5	D	43.4	D	55.7	E	46.4	D	
		R	3.2	A	3.3	A	3.6	A	1.5	A	
		Approach	33.6	C	39.8	D	51.1	D	42.6	D	
	NB	TR	35.8	D	37.0	D	38.3	D	40.3	D	
		Approach	35.8	D	37.0	D	38.3	D	40.3	D	
	SB	LT	73.7	E	98.1	F	264.9	F	32.3	C	
		Approach	73.7	E	98.1	F	264.9	F	32.3	C	
	Overall			39.0	D	46.4	D	75.9	E	40.8	D
	Pond Road & Johnson Avenue	EB	LTR	11.0	B	11.5	B	12.7	B		
Approach			11.0	B	11.5	B	12.7	B			
WB		LTR	8.8	A	9.1	A	9.3	A			
		Approach	8.8	A	9.1	A	9.3	A			
NB		L	15.6	B	15.6	B	15.8	B			
		TR	22.7	C	23.4	C	23.7	C			
SB		Approach	21.9	C	22.5	C	22.8	C			
		LTR	15.5	B	16.0	B	29.1	C			
SB		Approach	15.5	B	16.0	B	29.1	C			
		Overall			14.8	B	15.3	B	17.6	B	

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Existing 2013
AM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	791	118	753	667	21	733
Satd. Flow (prot)	3164	1509	3172	1419	1586	3282
Flt Permitted	0.950				0.291	
Satd. Flow (perm)	3164	1509	3172	1419	486	3282
Satd. Flow (RTOR)		122				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.92	0.92	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	815	122	818	725	25	873
Turn Type	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	30.0	30.0	50.0	30.0	50.0	50.0
Total Split (%)	37.5%	37.5%	62.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	27.5	27.5	38.2	80.0	38.2	38.2
Actuated g/C Ratio	0.34	0.34	0.48	1.00	0.48	0.48
v/c Ratio	0.75	0.20	0.54	0.51	0.11	0.56
Control Delay	28.1	4.7	16.8	1.3	13.9	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	4.7	16.8	1.3	13.9	17.0
LOS	C	A	B	A	B	B
Approach Delay	25.0		9.5			16.9
Approach LOS	C		A			B
Queue Length 50th (ft)	174	0	152	0	7	164
Queue Length 95th (ft)	253	34	193	0	19	187
Internal Link Dist (ft)	1003		472			650
Turn Bay Length (ft)	225				175	
Base Capacity (vph)	1092	600	1698	1397	260	1757
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.20	0.48	0.52	0.10	0.50

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 74.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Existing 2013
AM Peak

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Existing 2014
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	116	9	0	0	0	0	65	19	73	160	0
Satd. Flow (prot)	1687	1776	1509	0	0	0	0	1934	0	0	1842	0
Flt Permitted	0.950										0.853	
Satd. Flow (perm)	1687	1776	1509	0	0	0	0	1934	0	0	1595	0
Satd. Flow (RTOR)			22					16				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.92	0.92	0.92	0.25	0.72	0.72	0.84	0.84	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	0%	8%	8%	5%	5%	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)	47	151	12	0	0	0	0	116	0	0	277	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Detector Phase	2	2	2					8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0		11.0	11.0	
Total Split (s)	60.0	60.0	60.0					40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%					40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0		3.0	3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None		None	None	
Act Effct Green (s)	20.1	20.1	20.1					12.5		12.5	12.5	
Actuated g/C Ratio	0.46	0.46	0.46					0.29		0.29	0.29	
v/c Ratio	0.06	0.18	0.02					0.21		0.21	0.61	
Control Delay	7.8	8.6	3.1					11.1		11.1	19.6	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	7.8	8.6	3.1					11.1		11.1	19.6	
LOS	A	A	A					B		B	B	
Approach Delay		8.1						11.1		11.1	19.6	
Approach LOS		A						B		B	B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 43.6

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 13.9

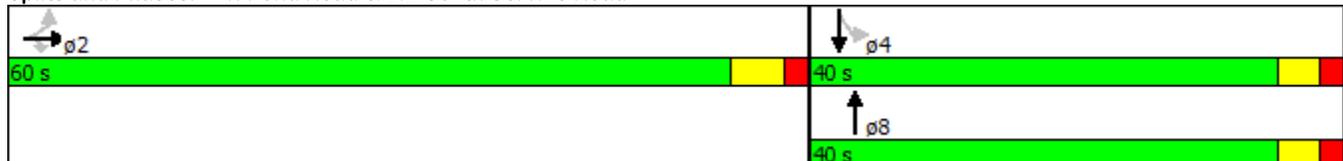
Intersection LOS: B

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



2: Pond Road & Johnson Avenue Lanes, Volumes, Timings

Existing 2014
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	77	39	94	208	4	32	42	17	8	120	44
Satd. Flow (prot)	0	1976	0	0	2035	0	1776	1847	0	0	1919	0
Flt Permitted		0.915			0.852		0.590				0.983	
Satd. Flow (perm)	0	1823	0	0	1761	0	1103	1847	0	0	1890	0
Satd. Flow (RTOR)		44			2			20			31	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.84	0.84	0.84	0.72	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	5%	5%	5%	5%	5%	5%
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	164	0	0	374	0	38	70	0	0	239	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
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)	6.0	6.0		1.0	1.0		6.0	6.0		1.0	1.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.1			28.1		10.8	10.8			10.8	
Actuated g/C Ratio		0.55			0.55		0.21	0.21			0.21	
v/c Ratio		0.16			0.39		0.16	0.17			0.56	
Control Delay		5.4			8.7		17.5	13.2			20.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		5.4			8.7		17.5	13.2			20.7	
LOS		A			A		B	B			C	
Approach Delay		5.4			8.7			14.7			20.7	
Approach LOS		A			A			B			C	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 51

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 12.1

Intersection LOS: B

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Pond Road & Johnson Avenue

34 s	26 s
34 s	26 s

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

No Build 2020
AM Peak

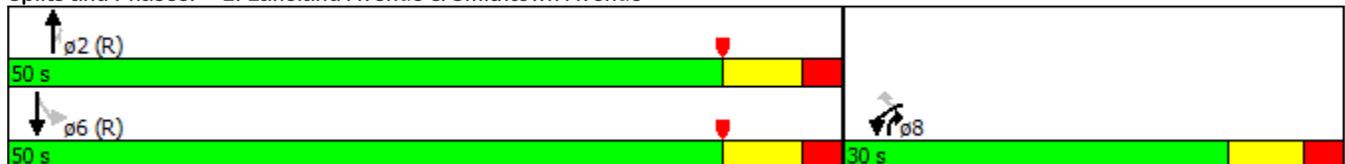


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	826	124	787	697	22	766
Satd. Flow (prot)	3164	1509	3172	1419	1586	3282
Flt Permitted	0.950				0.271	
Satd. Flow (perm)	3164	1509	3172	1419	452	3282
Satd. Flow (RTOR)		128				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.92	0.92	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	852	128	855	758	26	912
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	30.0	30.0	50.0	30.0	50.0	50.0
Total Split (%)	37.5%	37.5%	62.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	28.0	28.0	37.7	80.0	37.7	37.7
Actuated g/C Ratio	0.35	0.35	0.47	1.00	0.47	0.47
v/c Ratio	0.77	0.21	0.57	0.53	0.12	0.59
Control Delay	28.9	4.7	17.4	1.4	14.0	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	4.7	17.4	1.4	14.0	17.7
LOS	C	A	B	A	B	B
Approach Delay	25.8		9.9			17.6
Approach LOS	C		A			B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 16.3
 Intersection LOS: B
 Intersection Capacity Utilization 75.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

No Build 2020
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	121	9	0	0	0	0	68	20	76	166	0
Satd. Flow (prot)	1687	1776	1509	0	0	0	0	1932	0	0	1842	0
Flt Permitted	0.950										0.851	
Satd. Flow (perm)	1687	1776	1509	0	0	0	0	1932	0	0	1591	0
Satd. Flow (RTOR)			22					16				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.92	0.92	0.92	0.25	0.72	0.72	0.84	0.84	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	0%	8%	8%	5%	5%	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)	48	157	12	0	0	0	0	122	0	0	288	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Detector Phase	2	2	2					8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0		11.0	11.0	
Total Split (s)	60.0	60.0	60.0					40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%					40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0		3.0	3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None		None	None	
Act Effct Green (s)	20.1	20.1	20.1					12.8			12.8	
Actuated g/C Ratio	0.46	0.46	0.46					0.29			0.29	
v/c Ratio	0.06	0.19	0.02					0.21			0.62	
Control Delay	8.1	8.8	3.1					11.1			19.8	
Queue Delay	0.0	0.0	0.0					0.0			0.0	
Total Delay	8.1	8.8	3.1					11.1			19.8	
LOS	A	A	A					B			B	
Approach Delay		8.4						11.1			19.8	
Approach LOS		A						B			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 43.9

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 14.1

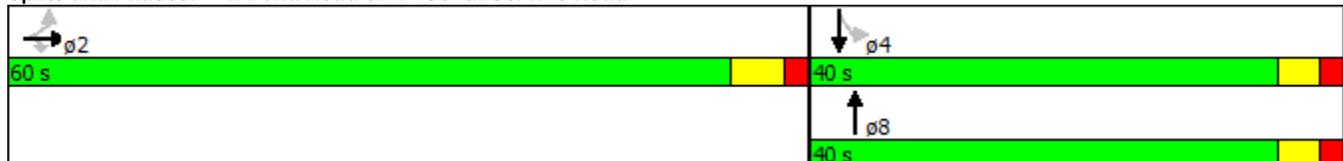
Intersection LOS: B

Intersection Capacity Utilization 45.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



2: Pond Road & Johnson Avenue Lanes, Volumes, Timings

No Build 2020
AM Peak



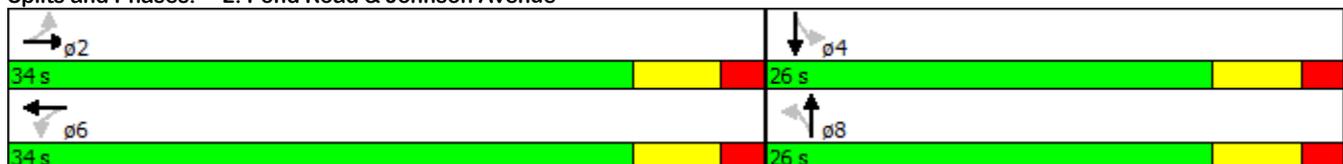
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	80	41	98	216	4	33	44	18	8	125	46
Satd. Flow (prot)	0	1976	0	0	2035	0	1776	1847	0	0	1917	0
Flt Permitted		0.912			0.848		0.571				0.984	
Satd. Flow (perm)	0	1817	0	0	1752	0	1068	1847	0	0	1890	0
Satd. Flow (RTOR)		44			1			21			31	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.84	0.84	0.84	0.72	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	5%	5%	5%	5%	5%	5%
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	170	0	0	388	0	39	73	0	0	249	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
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)	6.0	6.0		1.0	1.0		6.0	6.0		1.0	1.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.1			28.1		11.1	11.1			11.1	
Actuated g/C Ratio		0.55			0.55		0.22	0.22			0.22	
v/c Ratio		0.17			0.40		0.17	0.18			0.57	
Control Delay		5.6			9.1		17.5	13.1			21.0	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		5.6			9.1		17.5	13.1			21.0	
LOS		A			A		B	B			C	
Approach Delay		5.6			9.1			14.7			21.0	
Approach LOS		A			A			B			C	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 51.3
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 56.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: Pond Road & Johnson Avenue



2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Build 2020
AM Peak

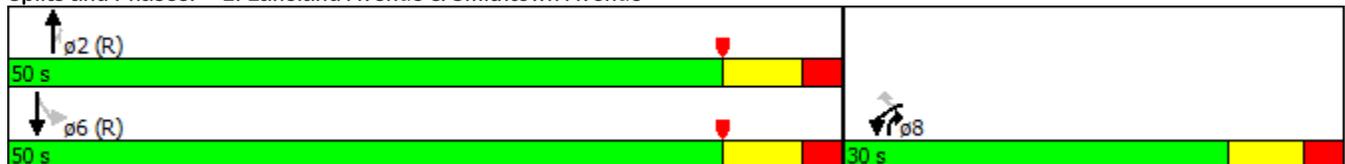


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	925	124	787	814	22	766
Satd. Flow (prot)	3164	1509	3172	1419	1586	3282
Flt Permitted	0.950				0.252	
Satd. Flow (perm)	3164	1509	3172	1419	421	3282
Satd. Flow (RTOR)		128				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.92	0.92	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	954	128	855	885	26	912
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	30.0	30.0	50.0	30.0	50.0	50.0
Total Split (%)	37.5%	37.5%	62.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	31.9	31.9	33.8	80.0	33.8	33.8
Actuated g/C Ratio	0.40	0.40	0.42	1.00	0.42	0.42
v/c Ratio	0.76	0.19	0.64	0.62	0.15	0.66
Control Delay	26.9	4.6	20.4	2.1	15.1	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	4.6	20.4	2.1	15.1	20.7
LOS	C	A	C	A	B	C
Approach Delay	24.3		11.1			20.6
Approach LOS	C		B			C

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 83.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road

Lanes, Volumes, Timings

Build 2020
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	158	9	0	0	0	0	78	20	88	166	0
Satd. Flow (prot)	1687	1776	1509	0	0	0	0	1938	0	0	1838	0
Flt Permitted	0.950										0.831	
Satd. Flow (perm)	1687	1776	1509	0	0	0	0	1938	0	0	1554	0
Satd. Flow (RTOR)			22					14				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.92	0.92	0.92	0.25	0.72	0.72	0.84	0.84	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	0%	8%	8%	5%	5%	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)	48	205	12	0	0	0	0	136	0	0	303	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Detector Phase	2	2	2					8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0		11.0	11.0	
Total Split (s)	60.0	60.0	60.0					40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%					40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0		3.0	3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None		None	None	
Act Effct Green (s)	20.1	20.1	20.1					13.6		13.6	13.6	
Actuated g/C Ratio	0.45	0.45	0.45					0.30		0.30	0.30	
v/c Ratio	0.06	0.26	0.02					0.23		0.64	0.64	
Control Delay	8.5	9.7	3.3					11.3		20.3	20.3	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	8.5	9.7	3.3					11.3		20.3	20.3	
LOS	A	A	A					B		C	C	
Approach Delay		9.2						11.3		20.3	20.3	
Approach LOS		A						B		C	C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 44.7

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 14.4

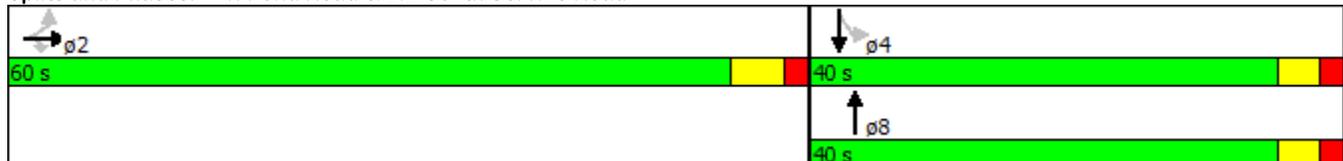
Intersection LOS: B

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



2: Pond Road & Johnson Avenue Lanes, Volumes, Timings

Build 2020
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	117	41	103	216	20	33	44	24	26	125	46
Satd. Flow (prot)	0	1996	0	0	2023	0	1776	1826	0	0	1913	0
Flt Permitted		0.924			0.832		0.544				0.943	
Satd. Flow (perm)	0	1856	0	0	1709	0	1017	1826	0	0	1817	0
Satd. Flow (RTOR)		33			7			29			27	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.84	0.84	0.84	0.72	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	5%	5%	5%	5%	5%	5%
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	214	0	0	413	0	39	81	0	0	274	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
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)	6.0	6.0		1.0	1.0		6.0	6.0		1.0	1.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.1			28.1		12.2	12.2			12.2	
Actuated g/C Ratio		0.54			0.54		0.23	0.23			0.23	
v/c Ratio		0.21			0.45		0.16	0.18			0.62	
Control Delay		6.8			10.1		17.1	11.9			22.3	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		6.8			10.1		17.1	11.9			22.3	
LOS		A			B		B	B			C	
Approach Delay		6.8			10.1			13.6			22.3	
Approach LOS		A			B			B			C	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 52.4

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Pond Road & Johnson Avenue

34 s	26 s
34 s	26 s

1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mitigation
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	158	9	0	0	0	0	78	20	88	166	0
Satd. Flow (prot)	1687	1776	1509	0	0	0	0	1938	0	0	1838	0
Flt Permitted	0.950										0.000	
Satd. Flow (perm)	1687	1776	1509	0	0	0	0	1938	0	0	0	0
Satd. Flow (RTOR)			44					13				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.92	0.92	0.92	0.25	0.72	0.72	0.84	0.84	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	0%	8%	8%	5%	5%	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)	48	205	12	0	0	0	0	136	0	0	303	0
Turn Type	Perm	NA	Perm					NA		custom	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4 1	1	
Detector Phase	2	2	2					8		4 1	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0			6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0			11.0	
Total Split (s)	60.0	60.0	60.0					34.0			34.0	
Total Split (%)	60.0%	60.0%	60.0%					34.0%			34.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0			3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0			5.0	
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Recall Mode	Min	Min	Min					None			None	
Act Effct Green (s)	20.1	20.1	20.1					12.1			12.1	
Actuated g/C Ratio	0.47	0.47	0.47					0.28			0.28	
v/c Ratio	0.06	0.25	0.02					0.25			0.59	
Control Delay	7.6	8.8	0.7					12.0			18.4	
Queue Delay	0.0	0.0	0.0					0.0			0.0	
Total Delay	7.6	8.8	0.7					12.0			18.4	
LOS	A	A	A					B			B	
Approach Delay		8.2						12.0			18.4	
Approach LOS		A						B			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 43.2

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 13.3

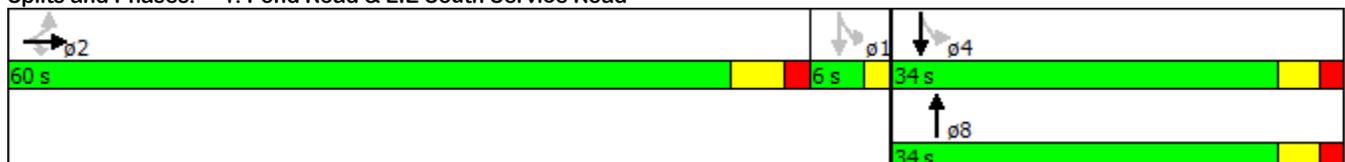
Intersection LOS: B

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mitigation
AM Peak

Lane Group	ø1
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	6.0
Total Split (s)	6.0
Total Split (%)	6%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Existing 2013
PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	873	42	928	1030	73	685
Satd. Flow (prot)	3224	1538	3323	1487	1678	3471
Flt Permitted	0.950				0.184	
Satd. Flow (perm)	3224	1538	3323	1487	325	3471
Satd. Flow (RTOR)		49				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.92	0.92	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1027	49	1009	1120	85	797
Turn Type	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	30.0	30.0	50.0	30.0	50.0	50.0
Total Split (%)	37.5%	37.5%	62.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	31.7	31.7	34.0	80.0	34.0	34.0
Actuated g/C Ratio	0.40	0.40	0.42	1.00	0.42	0.42
v/c Ratio	0.80	0.08	0.72	0.75	0.62	0.54
Control Delay	29.8	6.7	21.6	3.6	37.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	6.7	21.6	3.6	37.0	18.0
LOS	C	A	C	A	D	B
Approach Delay	28.8		12.1			19.8
Approach LOS	C		B			B
Queue Length 50th (ft)	230	0	209	0	32	150
Queue Length 95th (ft)	#380	21	226	0	71	153
Internal Link Dist (ft)	1003		472			650
Turn Bay Length (ft)	225				175	
Base Capacity (vph)	1279	639	1773	1487	173	1852
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.08	0.57	0.75	0.49	0.43

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 18.2

Intersection LOS: B

Intersection Capacity Utilization 96.5%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Existing 2013
PM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Existing 2014
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	957	23	0	0	0	0	237	23	58	102	0
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	2086	0	0	1890	0
Flt Permitted	0.950										0.458	
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	2086	0	0	882	0
Satd. Flow (RTOR)			25					5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.72	0.72	0.73	0.73	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)	92	1075	26	0	0	0	0	361	0	0	219	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Detector Phase	2	2	2					8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0		11.0	11.0	
Total Split (s)	67.0	67.0	67.0					33.0		33.0	33.0	
Total Split (%)	67.0%	67.0%	67.0%					33.0%		33.0%	33.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0		3.0	3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None		None	None	
Act Effct Green (s)	57.5	57.5	57.5					26.2		26.2	26.2	
Actuated g/C Ratio	0.61	0.61	0.61					0.28		0.28	0.28	
v/c Ratio	0.09	0.95	0.03					0.62		0.90	0.90	
Control Delay	8.3	36.5	3.2					35.8		73.7	73.7	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	8.3	36.5	3.2					35.8		73.7	73.7	
LOS	A	D	A					D		D	E	
Approach Delay		33.6						35.8		35.8	73.7	
Approach LOS		C						D		D	E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 94.8

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 39.0

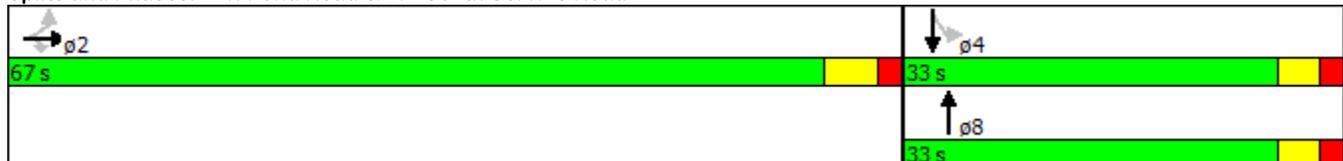
Intersection LOS: D

Intersection Capacity Utilization 86.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



2: Pond Road & Johnson Avenue Lanes, Volumes, Timings

Existing 2014
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	202	54	19	151	23	38	171	112	13	76	32
Satd. Flow (prot)	0	2042	0	0	2067	0	1829	1870	0	0	1967	0
Flt Permitted		0.869			0.942		0.700				0.855	
Satd. Flow (perm)	0	1794	0	0	1957	0	1347	1870	0	0	1691	0
Satd. Flow (RTOR)		22			15			59			32	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.75	0.75	0.75	0.74	0.74	0.74	0.66	0.66	0.66
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)	0	426	0	0	257	0	51	382	0	0	183	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
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)	6.0	6.0		1.0	1.0		6.0	6.0		1.0	1.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.2			28.2		14.6	14.6			14.6	
Actuated g/C Ratio		0.51			0.51		0.27	0.27			0.27	
v/c Ratio		0.46			0.25		0.14	0.71			0.39	
Control Delay		11.0			8.8		15.6	22.7			15.5	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		11.0			8.8		15.6	22.7			15.5	
LOS		B			A		B	C			B	
Approach Delay		11.0			8.8			21.9			15.5	
Approach LOS		B			A			C			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 54.8

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Pond Road & Johnson Avenue

34 s	26 s
34 s	26 s

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

No Build 2020
PM Peak

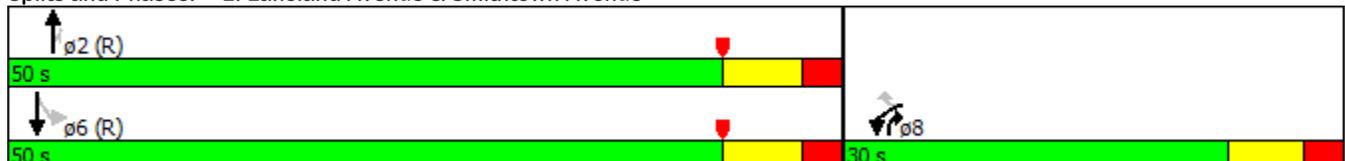


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	912	44	969	1076	77	716
Satd. Flow (prot)	3224	1538	3323	1487	1678	3471
Flt Permitted	0.950				0.174	
Satd. Flow (perm)	3224	1538	3323	1487	307	3471
Satd. Flow (RTOR)		52				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.92	0.92	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	52	1053	1170	90	833
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	30.0	30.0	50.0	30.0	50.0	50.0
Total Split (%)	37.5%	37.5%	62.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	30.5	30.5	35.2	80.0	35.2	35.2
Actuated g/C Ratio	0.38	0.38	0.44	1.00	0.44	0.44
v/c Ratio	0.87	0.08	0.72	0.79	0.67	0.55
Control Delay	35.1	6.8	21.0	4.3	42.2	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	6.8	21.0	4.3	42.2	17.4
LOS	D	A	C	A	D	B
Approach Delay	33.8		12.2			19.8
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 19.5
 Intersection LOS: B
 Intersection Capacity Utilization 99.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

No Build 2020
PM Peak

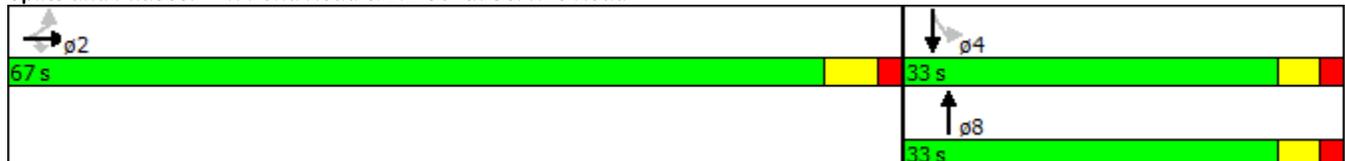


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	994	24	0	0	0	0	246	24	60	106	0
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	2086	0	0	1890	0
Flt Permitted	0.950										0.423	
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	2086	0	0	814	0
Satd. Flow (RTOR)			25					5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.72	0.72	0.73	0.73	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)	96	1117	27	0	0	0	0	375	0	0	227	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Detector Phase	2	2	2					8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0		11.0	11.0	
Total Split (s)	67.0	67.0	67.0					33.0		33.0	33.0	
Total Split (%)	67.0%	67.0%	67.0%					33.0%		33.0%	33.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0		3.0	3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None		None	None	
Act Effct Green (s)	61.0	61.0	61.0					28.0		28.0	28.0	
Actuated g/C Ratio	0.61	0.61	0.61					0.28		0.28	0.28	
v/c Ratio	0.09	0.98	0.03					0.64		1.00	1.00	
Control Delay	8.3	43.4	3.3					37.0		98.1	98.1	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	8.3	43.4	3.3					37.0		98.1	98.1	
LOS	A	D	A					D		D	F	
Approach Delay		39.8						37.0		98.1	98.1	
Approach LOS		D						D		F	F	

Intersection Summary

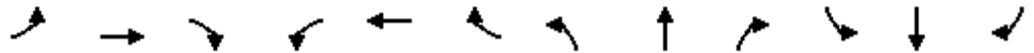
Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 46.4
 Intersection LOS: D
 Intersection Capacity Utilization 88.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



2: Pond Road & Johnson Avenue Lanes, Volumes, Timings

No Build 2020
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	210	56	20	157	24	39	178	116	14	79	33
Satd. Flow (prot)	0	2042	0	0	2067	0	1829	1870	0	0	1967	0
Flt Permitted		0.866			0.936		0.685				0.827	
Satd. Flow (perm)	0	1788	0	0	1944	0	1319	1870	0	0	1635	0
Satd. Flow (RTOR)		22			15			59			32	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.75	0.75	0.75	0.74	0.74	0.74	0.66	0.66	0.66
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)	0	443	0	0	268	0	53	398	0	0	191	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
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)	6.0	6.0		1.0	1.0		6.0	6.0		1.0	1.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.2			28.2		15.0	15.0			15.0	
Actuated g/C Ratio		0.51			0.51		0.27	0.27			0.27	
v/c Ratio		0.48			0.27		0.15	0.72			0.41	
Control Delay		11.5			9.1		15.6	23.4			16.0	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		11.5			9.1		15.6	23.4			16.0	
LOS		B			A		B	C			B	
Approach Delay		11.5			9.1			22.5			16.0	
Approach LOS		B			A			C			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 55.2

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.3

Intersection LOS: B

Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Pond Road & Johnson Avenue

34 s	26 s
34 s	26 s

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Build 2020
PM Peak

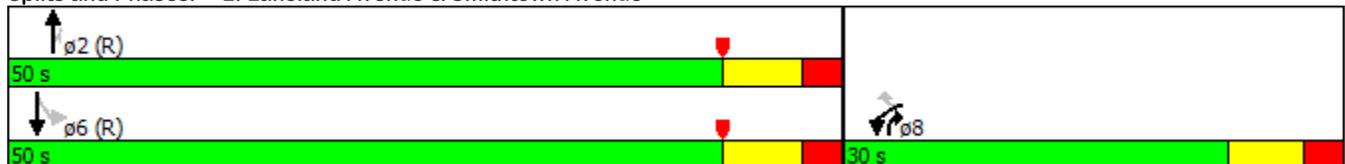


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	1070	44	969	1224	77	716
Satd. Flow (prot)	3224	1538	3323	1487	1678	3471
Flt Permitted	0.950				0.174	
Satd. Flow (perm)	3224	1538	3323	1487	307	3471
Satd. Flow (RTOR)		52				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.92	0.92	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1259	52	1053	1330	90	833
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	30.0	30.0	50.0	30.0	50.0	50.0
Total Split (%)	37.5%	37.5%	62.5%	37.5%	62.5%	62.5%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	30.5	30.5	35.2	80.0	35.2	35.2
Actuated g/C Ratio	0.38	0.38	0.44	1.00	0.44	0.44
v/c Ratio	1.02	0.08	0.72	0.89	0.67	0.55
Control Delay	60.1	6.8	21.0	10.1	42.2	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	6.8	21.0	10.1	42.2	17.4
LOS	E	A	C	B	D	B
Approach Delay	58.0		14.9			19.8
Approach LOS	E		B			B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 28.1
 Intersection LOS: C
 Intersection Capacity Utilization 108.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Build 2020
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1041	24	0	0	0	0	263	24	76	106	0
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	2088	0	0	1886	0
Flt Permitted	0.950										0.318	
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	2088	0	0	612	0
Satd. Flow (RTOR)			23					5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.72	0.72	0.73	0.73	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)	96	1170	27	0	0	0	0	398	0	0	249	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4		
Detector Phase	2	2	2					8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0		11.0	11.0	
Total Split (s)	67.0	67.0	67.0					33.0		33.0	33.0	
Total Split (%)	67.0%	67.0%	67.0%					33.0%		33.0%	33.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0		3.0	3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None		None	None	
Act Effct Green (s)	61.0	61.0	61.0					28.0		28.0	28.0	
Actuated g/C Ratio	0.61	0.61	0.61					0.28		0.28	0.28	
v/c Ratio	0.09	1.03	0.03					0.68		1.46	1.46	
Control Delay	8.3	55.7	3.6					38.3		264.9	264.9	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	8.3	55.7	3.6					38.3		264.9	264.9	
LOS	A	E	A					D		F	F	
Approach Delay		51.1						38.3		264.9	264.9	
Approach LOS		D						D		F	F	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 120

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 75.9

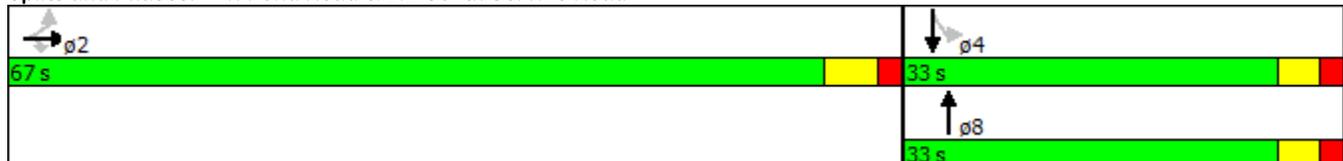
Intersection LOS: E

Intersection Capacity Utilization 93.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



2: Pond Road & Johnson Avenue Lanes, Volumes, Timings

Build 2020
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	257	56	28	157	49	39	178	124	37	79	33
Satd. Flow (prot)	0	2048	0	0	2040	0	1829	1864	0	0	1964	0
Flt Permitted		0.869			0.910		0.633				0.547	
Satd. Flow (perm)	0	1798	0	0	1867	0	1218	1864	0	0	1087	0
Satd. Flow (RTOR)		19			30			63			26	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.75	0.75	0.75	0.74	0.74	0.74	0.66	0.66	0.66
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)	0	504	0	0	311	0	53	409	0	0	226	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
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)	6.0	6.0		1.0	1.0		6.0	6.0		1.0	1.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Total Split (s)	34.0	34.0		34.0	34.0		26.0	26.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		43.3%	43.3%		43.3%	43.3%	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.1			28.1		15.2	15.2			15.2	
Actuated g/C Ratio		0.51			0.51		0.27	0.27			0.27	
v/c Ratio		0.55			0.32		0.16	0.73			0.71	
Control Delay		12.7			9.3		15.8	23.7			29.1	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		12.7			9.3		15.8	23.7			29.1	
LOS		B			A		B	C			C	
Approach Delay		12.7			9.3			22.8			29.1	
Approach LOS		B			A			C			C	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 55.4

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 17.6

Intersection LOS: B

Intersection Capacity Utilization 73.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Pond Road & Johnson Avenue

34 s	26 s
34 s	26 s

2: Lakeland Avenue & Smithtown Avenue Lanes, Volumes, Timings

Build 2020 Mitigation
PM Peak

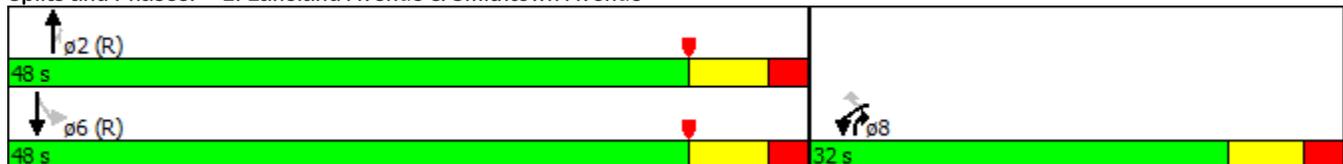


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	1070	44	969	1224	77	716
Satd. Flow (prot)	3224	1538	3323	1487	1678	3471
Flt Permitted	0.950				0.170	
Satd. Flow (perm)	3224	1538	3323	1487	300	3471
Satd. Flow (RTOR)		52				
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.92	0.92	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1259	52	1053	1330	90	833
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	25.0	6.0	25.0	25.0
Minimum Split (s)	41.0	41.0	32.3	41.0	32.4	32.4
Total Split (s)	32.0	32.0	48.0	32.0	48.0	48.0
Total Split (%)	40.0%	40.0%	60.0%	40.0%	60.0%	60.0%
Yellow Time (s)	4.5	4.5	4.8	4.5	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.3	7.0	7.3	7.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	None	C-Min	C-Min
Act Effct Green (s)	31.2	31.2	34.5	80.0	34.5	34.5
Actuated g/C Ratio	0.39	0.39	0.43	1.00	0.43	0.43
v/c Ratio	1.00	0.08	0.74	0.89	0.70	0.56
Control Delay	53.6	6.4	21.9	10.1	47.5	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	6.4	21.9	10.1	47.5	18.0
LOS	D	A	C	B	D	B
Approach Delay	51.8		15.3			20.9
Approach LOS	D		B			C

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 44 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 108.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 2: Lakeland Avenue & Smithtown Avenue



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mitigation
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1041	24	0	0	0	0	263	24	76	106	0
Satd. Flow (prot)	1770	1863	1583	0	0	0	0	2088	0	0	1886	0
Flt Permitted	0.950										0.000	
Satd. Flow (perm)	1770	1863	1583	0	0	0	0	2088	0	0	0	0
Satd. Flow (RTOR)			44					5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.72	0.72	0.73	0.73	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)	96	1170	27	0	0	0	0	398	0	0	249	0
Turn Type	Perm	NA	Perm					NA		custom	NA	
Protected Phases		2						8			4	
Permitted Phases	2		2							4 1	1	
Detector Phase	2	2	2					8		4 1	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					6.0			6.0	
Minimum Split (s)	26.0	26.0	26.0					11.0			11.0	
Total Split (s)	59.0	59.0	59.0					33.0			33.0	
Total Split (%)	59.0%	59.0%	59.0%					33.0%			33.0%	
Yellow Time (s)	4.0	4.0	4.0					3.0			3.0	
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	
Total Lost Time (s)	6.0	6.0	6.0					5.0			5.0	
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min					None			None	
Act Effct Green (s)	53.2	53.2	53.2					20.8			20.8	
Actuated g/C Ratio	0.63	0.63	0.63					0.24			0.24	
v/c Ratio	0.09	1.00	0.03					0.77			0.54	
Control Delay	7.7	46.4	1.5					40.3			32.3	
Queue Delay	0.0	0.0	0.0					0.0			0.0	
Total Delay	7.7	46.4	1.5					40.3			32.3	
LOS	A	D	A					D			C	
Approach Delay		42.6						40.3			32.3	
Approach LOS		D						D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 85

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 40.8

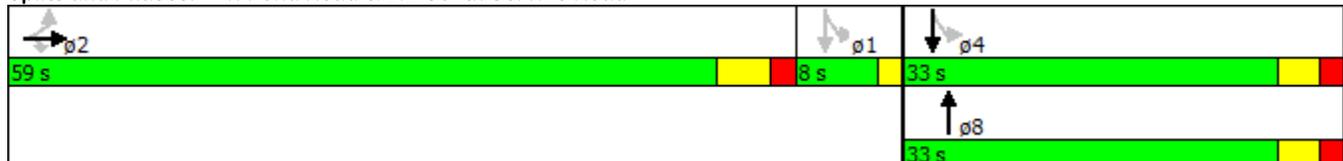
Intersection LOS: D

Intersection Capacity Utilization 93.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Pond Road & LIE South Service Road



1: Pond Road & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mitigation
PM Peak

Lane Group	ø1
Lane Configurations	
Volume (vph)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	8.0
Total Split (%)	8%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



March 20, 2014

Ref: 28743.04

Mr. Jason Reznak
Town of Brookhaven Division of Traffic Safety & Streetlighting
One Independence Hill
Farmingville, NY 11738

Re: Ronkonkoma HUB Transit Oriented Development
Your January 31, 2014 memo

Dear Mr. Reznak:

We are in receipt of your memorandum dated January 31, 2014 to Mr. Peter Fontaine of the Town's Planning Division which contains comments on the transportation sections of the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) prepared for the Ronkonkoma HUB project. We have reviewed the comments and offer the following responses. For ease of review, your comments are reproduced below in **bold type**, followed by our response to each comment.

Comment No. 1: Accident History – More than 50% of the accidents at the LI Expressway Service Road Intersections on Hawkins Avenue were right-angle collisions, which are not usually the most prevalent accident type at signalized intersections. Are the durations of the signal clearance intervals, as obtained in the field, adequate? Please review the accident data in more detail for any trends (e.g., time of day, pavement condition, contributing factors) and recommended mitigation measures, if appropriate.

In response to this comment, the accident history information was reviewed in additional detail. This review revealed that at the North Service Road intersection, nine of the 11 right-angle accidents included a notation that one of the motorists failed to yield or disregarded the traffic signal. At the South Service Road intersection, 12 of 12 right angle accidents were recorded with this notation. This is consistent with the fact that these types of accidents cannot occur without a failure to yield or a rare signal malfunction. At each intersection, the accidents were fairly evenly split between day and night, and there were more accidents that occurred during dry pavement conditions than wet (19 of 23).

To determine if this relatively high percentage of right-angle accidents may be related to the traffic signal phasing clearance times, the traffic signal programming obtained from the New York State Department of Transportation (NYSDOT) was reviewed, and the clearance times for the yellow and all-red phases were compared to published standards. Review of the signal programming indicates that both intersections are running with a 4.3 second yellow interval on the Service Road approaches and a 4.0 second yellow interval on the Hawkins Avenue approaches. All approaches are operating with the same 2.0 second all-red clearance interval. The 4.3 second yellow interval is consistent with published standards for a 45 mile per hour (mph) speed, while the 4.0 second yellow interval is consistent with a 40 mph speed. Based on the roadway geometry, at 40 and 45 mph, the calculated all-red clearance time is 1.5 seconds or less, depending on the

method used and the speed. The programmed all-red clearance time exceeds this in all cases and is in excess of the requirement.

Based on the above, the clearance intervals provided by NYSDOT for the intersections are appropriate for the conditions. The all-red clearance interval exceeds the requirements, which would tend to reduce the potential for right-angle accidents. Therefore, the potential contributing factor that may influence the relatively high percentage of right-angle accidents is likely not related to the clearance intervals.

Comment No. 2: Proposed Mitigation Measures for Full Build-out of the TOD – The most significant roadway improvement measures involve four intersections – the LI Expressway North and South Service Road intersections with Ronkonkoma and Hawkins Avenues. The key findings of the TIS are the determination of the overall impacts associated with the TOD project, as well as their phased implementation as the project is constructed. It should be noted that these improvements will require both NYSDOT and SCDPW concurrence. The service roads are maintained by SCDPW, and NYSDOT maintains the adjacent entrance and exit ramps to the Expressway, as well as the traffic signals at the four intersections.

a. Proposed Mitigation

- i. Ronkonkoma Avenue at LI South Service Road – The first key improvement is the widening of the South Service Road west of Ronkonkoma Avenue from three to four approach lanes. The net result is an additional thru lane for the eastbound service road. The widening is adjacent to the abandoned service station at the southwest corner of the intersection as shown on Figure 12. That parcel is the subject of a pending Special Use Permit application (Log # 2012-28, Bolla Management Corporation) for a gasoline station with a convenience store. In our September 30, 2013 comments on that application, we recommend that the owner provide a property dedication for the road widening along his site frontage. If that property cannot be obtained, the widening should be constructed on the north side of the service road (similar to what is being proposed at the Hawkins Avenue/South Service Road intersection).***

It is difficult to see the details associated with the realignment of Ronkonkoma Avenue to the west at the intersection on Figure 12. An enlargement of the intersection, showing the lane realignments, should be provided for review.

A larger scale version of the concept plan is attached to this correspondence. Note that these improvements are shown in concept only and would be developed into design plans for review by the NYSDOT and SCDPW upon completion of the State Environmental Quality Review Act (SEQRA) process and decisions by the Town Board.



- ii. ***Ronkonkoma Avenue at LIE North Service Road – Unlike the South Service Road, the North Service Road east of Ronkonkoma Avenue is located in close proximity to the noise wall/slope on the south side of the service road. A lack of available Right of Way on the north side precludes road widening here. The proposed lane modifications would not totally mitigate the project’s impacts in the Build year (2020), i.e., overall average delay per vehicle will increase by approximately 15 seconds in the critical morning peak hour.***

As noted in the comment, lack of available right-of-way limits the extent of potential roadway improvement.

- iii. ***Hawkins Avenue at LIE North Service Road – The proposed mitigation will result in about a 5-second increase in average vehicle delay in the AM peak hour. As is the case at the North Service Road intersection with Ronkonkoma Avenue, there is no available ROW on the north side to widen the service road east of the intersection, and there is an existing noise wall/slope along the south side. Here too, it is proposed to alter the service road lane configuration. In addition, the center median on the Hawkins Avenue bridge would be removed to improve storage for the northbound left turn movement. With about 200 vehicles per hour making this movement in the PM peak hour, queuing can extend into the left northbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can northbound thru vehicle readily utilize the left thru lane? In the Build condition, the TOD project would add about 120 vehicles to this movement. To mitigate this condition, consideration should be given to converting the left thru lane into a second left turn lane. An analysis of this should be provided for review.***

As noted in the comment, lack of available right-of-way limits the extent of potential improvement. The analysis in SYNCHRO included the effects of modeling the left turn lane storage as it exists and as proposed with mitigation. The analysis results include a “starvation capacity reduction” for the northbound movement. While the average queue in the northbound left turn lane in the 2020 build with modifications scenario is less than the provided storage, the volume of left turns may occasionally exceed the storage provided. This effect is included in the results in the DSGEIS. The potential conversion of one of the northbound through lanes at the intersection to a second dedicated left turn lane would require that the movement be provided with a fully-protected left turn phase. This would have a detrimental effect on southbound traffic and is not recommended.

- iv. ***Hawkins Avenue at LIE South Service Road – As was proposed for the South Service Road intersection with Ronkonkoma Avenue, the proposed improvements involve the widening of the eastbound service road approach to the intersection. In addition, with removal of the center median on the bridge as previously described, storage for the southbound left turn movement would be nominally increased. With over 350 vehicles per hour making this movement in the PM peak hour, queuing extends into the left southbound thru lane. It***



is unclear whether this was taken into account in the Synchro analysis, i.e., can southbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 40 vehicles to this movement.

In addition to the service road widening and median removal, mitigation includes construction of a northbound right turn lane on Hawkins Avenue approaching the intersection. Property acquisition would be required from the parcel at the southeast corner of the intersection. That parcel is the subject of a pending change of zone application (Log # 2013-02-CZ, Hawkins Avenue and Yerke Avenue Redevelopment) for a 4,200 SF restaurant. In our February 19, 2013 comments on that application, we recommended that the owner provide a property dedication along his site frontage to enable construction of the right turn lane.

The analysis in SYNCHRO included the effects of modeling the left turn lane storage as it exists and as proposed with mitigation. The analysis results include a “starvation capacity reduction” for the southbound movement. The queue in the southbound left turn lane in the 2020 build with modifications scenario may occasionally exceed the storage provided. This effect is included in the results in the DSGEIS. The potential conversion of one of the southbound through lanes at the intersection to a second dedicated left turn lane would require that the movement be provided with a fully-protected left turn phase. This would have a detrimental effect on northbound traffic, which is expected to experience delays during this condition, and, thus, is not recommended. As noted in the previous comment, lack of available right-of-way limits the extent of the potential improvement here beyond that proposed.

b. Staging of Roadway Mitigation Improvements

In the TIS, a scenario that assesses conditions at key intersections under about 50% of the total trip generation (1,100 PM peak hour trips, compared with the estimated total generation of 2,413 trips) is presented, as a basis for developing a five-level mitigation plan to implement mitigation measures as the project develops. With a proposed development of this magnitude, given the number of variables listed below, predicting the final impacts, particularly at individual intersections, is very challenging.

- *Percentage of generated trips using mass transit (25% was assumed in the TIS)*
- *Directional distribution of trips (auto), i.e., their orientation with respect the site*
- *Assignment of trips to the roadway network, i.e., which roads/intersections will motorists utilize to travel to/from the TOD? This is typically primarily dependent upon the shortest travel time, and if congestion becomes worse on a motorist’s preferred route, he may divert to a less congested alternative route.*



Variations in these estimates could result increases or decreases in levels of mitigation at each of the intersections analyzed in the TIS. As a result, rather than attempting to identify a staged mitigation plan before construction begins, we recommend that an update to this TIS be conducted as the TOD is implemented. The Town has used this approach in the past (e.g., Brookhaven Walk/Yaphank Meadows). We suggest updating the TIS upon the TOD occupancy level equivalent to 1/3 of the total generated trips. At that point, motorists' actual routes to and from the site can be used to more accurately predict total numbers of trips, as well as trip assignment upon completion of the TOD.

Given the level of background traffic in the study area in and around the proposed Transit- Oriented Development (TOD) due to typical commuter traffic and the draw of the LIRR Ronkonkoma Station, it would be very difficult (if not impossible) to determine which vehicles are destined to or leaving from the TOD. As the TOD does not have a distinct and separate access point (as an office building or residential community typically does) and a significant amount of parking would occur on-street, the determination of a directional distribution once a portion of the development is operating would be very difficult (if even possible). For the same reasons, it would not be feasible to isolate the TOD for the purpose of measuring actual trip generation. It is because of this that the thresholds established for mitigation in the DSGEIS are designed to utilize published trip generation statistics and not actual counts.

The TOD will begin generating trips upon the initial phase of its occupancy. The four service road intersections are currently congested in the peak hour; any traffic increases will worsen this congestion. Therefore, some mitigation measures will be needed upon initial occupancy of the TOD. Following are recommendations for these measures:

- i. Ronkonkoma Avenue at LIE South Service Road – Construct the service road widening and land configurations shown on Figure 12. If property cannot be obtained prior to initial TOD occupancy from the owner of the parcel in the southwest corner of the intersection, widen the service road on its north side. Realign Ronkonkoma Avenue as shown on Figure 12. Implement traffic signal modifications.*
- ii. Ronkonkoma Avenue at LIE North Service Road – Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.*
- iii. Hawkins Avenue at LIE North Service Road – Remove the center median on the Hawkins Avenue bridge. Convert the northbound left thru lane into a second left turn lane, if traffic analysis justifies. Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.*



iv. Hawkins Avenue at LIE South Service Road – Implement widening of the service road west of the intersection and the lane configurations shown on Figure 12. Implement traffic signal modifications.

The mitigation phasing plan developed and presented in the DSGEIS is designed to balance the need for mitigation of traffic impacts with the development of the site over a number of years. The mitigation phasing considers the need for mitigation, the timeframe when the mitigation is required (based on when the impacts would be realized) and the costs of the various mitigation plan components. While it is acknowledged that there is congestion at the Service Road intersections as noted in the comment, the phasing plan requires the completion of the improvements along the LIE South Service Road by the point that the development is generating only 500 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS). This represents only 31% of the total net trip generation studied for the TOD. The phasing plan also requires the completion of the improvements along the LIE North Service Road by the point that the development is generating only 700 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS). This represents less than 45% of the total net trip generation studied for the TOD. In addition, the DSGEIS identifies a number of specific mitigation measures that are to be in place for initial occupancy, which includes the widening of roadways, traffic signal modification and new traffic signals. These are detailed in Section 5.0 of the DSGEIS.

Comment No. 3: Other Comments:

- a. With an estimate of 25% of the TOD trips to be made by mass transit, Suffolk County Transit should be contacted now for input. SC Transit may have initial ideas on new routes, route revisions, and service frequency that would service the TOD.**

Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.

- b. If the property dedication identified for the northbound right turn lane at the southeast corner of the Hawkins Avenue/South Service Road intersection cannot be obtained from the owner of the adjacent property, that property should be acquired in conjunction with other ROW needed for the widening of Hawkins Avenue north of Union Avenue.**

The comment is noted.



Ref: 28743.04
Mr. Jason Reznak
March 20, 2014
Page 7

- c. ***Given the economic benefits associated with the TOD project, as well as its consistency with planning studies such as the Long Island Sustainability Plan 2035, public funding for roadway improvements should continue to be solicited through Federal and State (via the Consolidated Funding Application) processes.***

The comment is noted, and it is our understanding that this is the intention of the Town and the Master Developer.

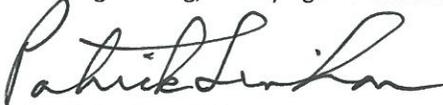
- d. ***We may have additional recommendations based on the responses to this memo, or upon review of the site plan applications for the TOD project.***

The comment is noted.

Thank you for your comments, and we trust that the above responses satisfy your inquiries.

Sincerely,

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



Patrick Lenihan, P.E.
Director of Transportation

PL/lm

enc.

cc: L. Rate, Esq.
T. Bertoli





Figure A
 Proposed Mitigation Plan
 LIE S. Service Rd. at Ronkonkoma /
 Ronkonkoma Hub TOD

COUNTY OF SUFFOLK



STEVEN BELLONE
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

GILBERT ANDERSON, P.E.
COMMISSIONER

PHILIP A. BERDOLT
DEPUTY COMMISSIONER

March 10, 2014

Ms. Theresa Elkowitz, Principal
VHB Engineering, Surveying & Landscape Architecture, P.C.,
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

RE: PROPOSED RONKONKOMA HUB SEWERS

Madam:

Pursuant to your conversations with Deputy County Executive Minieri, this will confirm that this Department is pursuing transporting sanitary waste from Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of. A plan of the current proposed route is provided for your review and consideration showing the sanitary connection from the proposed Ronkonkoma Hub Development westward to existing sanitary sewer facilities in the vicinity of the former Central Islip State Psychiatric Facility, approximately 7 miles.

Although plans are in preliminary stages of development, the force main will be installed through either open cut trenching or directional drilling. Critical intersections such as Ocean Avenue (CR 93) and Johnson Avenue, or CR 100 with NYS 454, will be crossed using directional drilling to minimize impact of construction. In both cases the work will pass through a community extremely quickly. Our goal is to complete construction as quickly as possible, not only to complete the work but also minimize the impact of construction to the local community.

We will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility.

Should you have any further questions regarding these matters, please contact the undersigned.

Very truly yours,

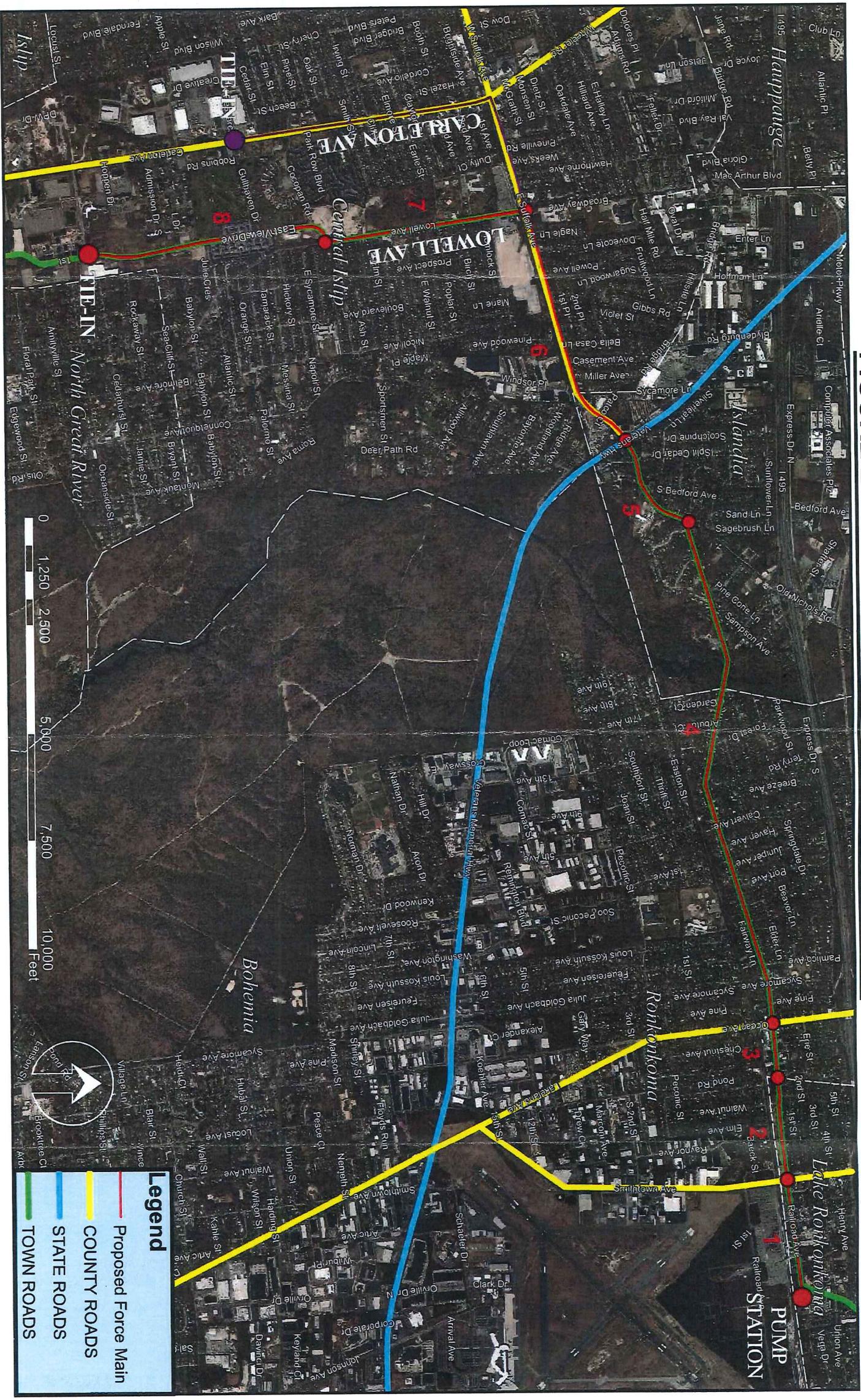
Gilbert Anderson, P.E.,
Commissioner

GA/bd
Attachment

cc: John Schneider, Deputy County Executive
Joanne Minieri, Deputy County Executive/Commissioner of Economic Development
Philip Berdolt, Deputy Commissioner
John Donovan, P.E, Chief Engineer Sanitation

SUFFOLK COUNTY IS AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

FIGURE 2 - PROPOSED FORCE MAIN ROUTING



Legend

- Proposed Force Main
- COUNTY ROADS
- STATE ROADS
- TOWN ROADS

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

**TOWN BOARD OF THE TOWN OF BROOKHAVEN
PROPOSED RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT (TOD)
HAMLET OF RONKONKOMA, TOWN OF BROOKHAVEN, SUFFOLK COUNTY**

PROJECT LOCATION:

53.73± acres
Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, 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: Tullio Bertoli, AIA, AICP, LEED
Commissioner
Department of Planning, Environment and
Land Management
631-451-6400

LEAD AGENCY:

Town Board of the Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

Contact: Tullio Bertoli AIA, AICP, LEED
Commissioner
Department of Planning, Environment and
Land Management
631-451-6400

PREPARER & CONTACT:

This Final Generic Environmental Impact Statement was prepared by:

VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788

Contacts: Theresa Elkowitz, Principal
Kim A. Gennaro, AICP, Associate
(631) 234-3444

DATE OF PREPARATION:

April 2014

**AVAILABILITY OF
DOCUMENT:**

This document is a Final Generic Environmental Impact Statement (FGEIS) prepared by the lead agency for the proposed action (i.e., Town Board of the Town of Brookhaven). Copies are available for public review and comment at the offices of the Lead Agency. A copy of the FGEIS is also available for viewing on the official website of the Town of Brookhaven at www.brookhaven.org.

This document is a Final Generic Environmental Impact Statement (FGEIS) for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD).

This FGEIS incorporates, by reference, the Draft Generic Environmental Impact Statement (DGEIS) for the previously-proposed action, dated September 2010. The above-referenced DGEIS was the subject of a Town of Brookhaven Town Board Public Hearing on October 19, 2010. The public comment period on the DGEIS expired on October 29, 2010.

This FGEIS also incorporates, by reference, the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for this proposed action, dated November 2013. The DSGEIS was the subject of a Town of Brookhaven Town Board Public Hearing on January 9, 2014. The public comment period on the above-referenced DSGEIS expired on February 10, 2014.¹

This FGEIS is outlined such that the comments received on the above-referenced DSGEIS in 2014 are addressed first, followed by the comments received on the above-referenced DGEIS in 2010.

The Written Correspondence and Public Hearing Transcript for the 2014 DSGEIS are provided in Appendices A, B and C of this FGEIS, respectively.

The DGEIS Public Hearing on October 19, 2010 was audiotaped. Written comments received at the DGEIS Public Hearing and other Written Correspondence received during the public comment period for the DGEIS are included in Appendix E of this FGEIS.



¹This includes comments made at a public forum held by the Town of Islip on February 5, 2014. The transcript of the Town of Islip's public forum is included in Appendix D of this FGEIS.



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1.0

Introduction

This document is a Final Generic Environmental Impact Statement (FGEIS), which has been prepared to respond to comments on both the Draft Generic Environmental Impact Statement dated September 2010 (2010 DGEIS) and the Draft Supplemental Generic Environmental Impact Statement dated November 2013 (DSGEIS) for the proposed action.

The proposed action consists of several Town Board actions that would culminate in the redevelopment of the Ronkonkoma Hub area, which consists of 53.73±-acres, generally bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; Ronkonkoma Avenue, Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County (see Figure 1).



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

Legend

Study Area



Figure 1
Study Area

Ronkonkoma Hub
Transit-Oriented Development



Data Sources: Town of Brookhaven GIS



As described in detail in the DSGEIS, the proposed action specifically consists of the following:

- Adoption of an Urban Renewal Plan
- Adoption of a Land Use and Implementation Plan
- Adoption of a Transit Oriented Development (TOD) District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Conceptual Master Plan (“Maximum Density Concept Plan”).

By way of history and as more fully described in the aforesaid 2010 DGEIS and DSGEIS, the Town Board has been working with the community for approximately seven years to revitalize the Ronkonkoma Hub area. The Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The Town also prepared a draft *Ronkonkoma Hub Transit-Oriented Development Draft Land Use and Implementation Plan* and a Draft Generic Environmental Impact Statement, which evaluated a theoretical maximum development scenario. Examination and evaluation of, among other things, a theoretical maximum development scenario enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a “hard look” pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The public comment period on the 2010 DGEIS was closed on October 29, 2010. It was clear from the comments received that there was much community support for the proposed action (see Appendix E of this FGEIS).

Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the Hub area, decided to seek private developer input. The Town issued a Request for Expressions of Interest (RFEI) and ultimately a Request for Qualifications (RFQ) for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study (Blight Study)*, which ultimately resulted in the preparation of an *Urban Renewal Plan* for the Ronkonkoma Hub area. The densities recommended in the *Urban Renewal Plan* were different than those originally evaluated in the 2010 DGEIS, as such an updated Environmental Assessment Form was prepared by the Town Board, and a Positive Declaration indicating the need to prepare a supplemental draft environmental impact statement was adopted on October 1, 2013. Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven prepared an DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS, in accordance with 6 NYCRR §617.9(a)(7), which states:

“(7) *Supplemental EISs.*

(i) *The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:*



- (a) changes proposed for the project; or
 - (b) newly discovered information; or
 - (c) a change in circumstances related to the project.
- (ii) The decision to require preparation of a supplemental EIS, in the case of newly discovered information, must be based upon the following criteria:
- (a) the importance and relevance of the information; and
 - (b) the present state of the information in the EIS.
- (iii) If a supplement is required, it will be subject to the full procedures of this Part."

As the maximum potential development being considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.

The Town of Brookhaven Town Board, serving as lead agency, accepted the DSGEIS on November 12, 2013, and a public hearing was held on January 9, 2014. The public comment period on the DSGEIS closed on February 10, 2014. As with the 2010 DGEIS hearing and public comment period, support for this modified proposed action was evident (see Appendices A and C of this FGEIS).

In accordance with 6 NYCRR § 617.9(b)(8):

A final EIS must consist of: the draft EIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source (whether or not the comments were received in the context of a hearing); and the lead agency's responses to all substantive comments. The draft EIS may be directly incorporated into the final EIS or may be incorporated by reference. The lead agency is responsible for the adequacy and accuracy of the final EIS, regardless of who prepares it. All revisions and supplements to the draft EIS must be specifically indicated and identified as such in the final EIS.

As evidenced by review of comments provided on both the 2010 DGEIS and the DSGEIS (see Appendices A through E of this FGEIS), the vast majority of comments received were in support of the Town's efforts and the proposed action. Accordingly, while these comments are included in the aforementioned appendices, they are not "substantive comments" as contemplated in 6 NYCRR §617.9(b)(8).

The remaining sections of this FGEIS are organized as follows:

- Section 2.0 - List of Commentators and Comment Letters in Support from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period
- Section 3.0 - Responses to Substantive Comments Raised from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period
- Section 4.0 - Responses to Substantive Comments Raised from 2010 DGEIS Hearing of October 19, 2010 and Associated Public Comment Period
- Section 5.0 - Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements For Subsequent SEQRA Compliance.



Engineering, Surveying and Landscape Architecture, P.C.

Section 2.0 of this FGEIS provides a list of each comment received in support of the proposed action, whether by letter or by statement at the associated public hearing. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

Section 3.0 of this FGEIS sets forth each substantive written or verbal comment made on the proposed action, and provides a response to each substantive comment.

Section 4.0 of this FGEIS sets forth each substantive written or verbal comment period made on the previously-proposed action and provides a response to each substantive comment.

Section 5.0 sets forth the conditions and criteria under which future actions will be undertaken or approved including requirements for subsequent SEQRA compliance pursuant to 6 NYCRR §617.10(c).



2.0

List of Commentators and Comment Letters in Support from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period

2.1 Written Support Comments

As explained in Section 1.0, the majority of comments received on both the 2010 DGEIS and the DSGEIS were in support of the Town's efforts and the proposed action. The comments in support are not "substantive comments" as contemplated in 6 NYCRR §617.9(b)(8).

This section of the document provides a list of each written comment received in support during the comment period on the DSGEIS. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

Written comments have been coded with the letter "C," and each individual letter received has been numbered. For petitions received in support of the proposed project, the individuals have been grouped. The written comments received in support of the proposed project are included in Appendix A of this FGEIS and each comment letter includes the corresponding comment number below. A list of the coded written comments on the DSGEIS follows:

C1 – Petitions in Support

C2 – Jason Virim



Engineering, Surveying and Landscape Architecture, P.C.

C3 – Elinor Gum

C4 – Nick Dalvano, All-Ways Elevator, Inc.

C5 – Sheri Boddy

C6 – The Holbrook Chamber of Commerce.

2.2 Verbal Support Comments at DSGEIS Public Hearing of January 9, 2014

This section of the document provides a list of each comment received in support during the public hearing on the DSGEIS. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

As with the written comments, each person commenting during the public hearing has been assigned a number in the order in which each comment was received and is preceded with the letter “H.” The DSGEIS Public Hearing transcript in Appendix B of this FGEIS includes the comment number. A list of the coded comments from the DSGEIS public hearing follows:

H2 – Amy Engle, Executive Director of Sustainable Long Island

H3 – Marianne Garvin, President and CEO of the CDC Development Corporation of Long Island

H5 – Phil Sorrentino

H6 – Steve Jensen, Chairman of the Long Island Builders Institute (LIBI) Community Outreach Committee

H7 – Debbie Davey

H8 – Lenney Minervini, LIBI Member

H9 – William Hubbs

H10 – Brian Boker



Engineering, Surveying and Landscape Architecture, P.C.

H11 – Larry Davis, Chairman of LIBI

H12 – Denise Schwartz, President of the Ronkonkoma Chamber of Commerce

H13 – Edward Enders, Council Representative for the Northeast Regional Council of Carpenters

H14 – Rita Passegio

H15 – Kevin Law, President and CEO of the Long Island Association

H16 – Mario Mattera, Plumbers Local 200

H17 – Grant Hendricks, LI Contractors Association

H18 – Nick Dalvano

H19 – Vince Lancelli

H21 – Thomas Herron, Northeast Regional Council of Carpenters

H22 – Dale Spencer, Curator, Lake Ronkonkoma Historical Society

H23 – Elissa Ward Kyle, Sustainability Director, Vision Long Island

H24 – Artie Cipoletti

H25 – Jim Morgo

H26 – Charles Barredo

H27 – Lois Fricke

H28 – Cara Longworth, Executive Director of the Long Island Regional Planning Council

H30 – Bud Cipoletti

H31 – George Schramm, President of the Lake Ronkonkoma Civic Association



Engineering, Surveying and Landscape Architecture, P.C.

H32 – David Kapell, Rauch Foundation

H36 – Dawn Hopkins, Vice President of the Lake Ronkonkoma Civic Association

H39 – Jennifer Appel, General Counsel/Program Advisor for the Long Island Housing Partnership

H40 – Robert Morano.



2.3 Other Verbal Support Comments at Town of Islip Public Forum of February 5, 2014

This section of the document provides a list of each comment received in support during the Town of Islip's public forum on the Ronkonkoma Hub Transit-Oriented Development District held on February 5, 2014. In the situation where comments in support also included a question, such question is addressed in the associated Response to Comments section.

As with the written comments, each person commenting during the public forum has been assigned a number in the order in which each comment was received and is preceded with the letter "F." The public forum transcript is included in Appendix D of this FGEIS includes the corresponding comment number. A list of the coded comments from the Town of Islip public forum follows:

F10 - Artie Cipoletti

F11 - Bud Cipoletti

F12 - Chris Ragusa

F23 - Kevin Harvey

F26 - James Pena

F27 - Michal Perez

F28 - Bob French

F30 - Mario Mattera

F33 - Thomas Herron

F48 - Joe Montalbano

F49 - Nick Delvano.



3.0

Responses to Substantive Comments Raised from DSGEIS Hearing of January 9, 2014 and Associated Public Comment Period

3.1 Written Correspondence²

WILLIAM HILLMAN, P.E., CHIEF ENGINEER
DANIEL J. DRESCH, JR.
COUNTY OF SUFFOLK
January 16, 2014

Comment C7-1:

Ronkonkoma Avenue is System Road 29 not County Road 29. It is owned and maintained by the Town of Brookhaven and the Town of Islip.



² A blank comment form was submitted by Karen Gribbin (225 Smith Street, Central Islip) during the Town of Islip public forum held on February 5, 2014. Accordingly, her participation is acknowledged, but there was no substantive comment to address.



Engineering, Surveying and Landscape Architecture, P.C.

Response C7-1:

The comment is noted.



Engineering, Surveying and Landscape Architecture, P.C.

GLENN R. MURRELL, P.E.
ACTING REGIONAL PLANNING & PROGRAM MANAGER
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
January 24, 2014

Comment C8-1:

Increasing density could generate additional vehicle trips. Impacts on the surrounding roadway network need to be addressed. These impacts should be studied in more detail and specific recommendations should be made.

Response C8-1:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included mitigation measures.

With respect to specific recommendations for traffic mitigation for the proposed action being contemplated by the Town of Brookhaven Town Board, the Traffic Impact Study and the text of the DSGEIS set forth specific required traffic mitigation in Table 25 in Section 3.5.3 of the DSGEIS, as follows:



Proposed Mitigation at Study Intersections

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
1	LIE North Service Road & Hawkins Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound - One exclusive left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
2	LIE South Service Road & Hawkins Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4 th approach lane. New configuration: One left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Restripe approach to add an exclusive right-turn lane. New configuration: Two through lanes and an exclusive right-turn lane	
		Southbound - One left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
3	LIE North Service Road & Ronkonkoma Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
4	LIE South Service Road & Ronkonkoma Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4 th approach lane. New configuration: One exclusive left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Widen and add a 3 rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane	



Proposed Mitigation at Study Intersections...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
5	Hawkins Avenue & Union Avenue	Westbound – One exclusive left-turn lane with storage & one right-turn lane	Widen and add 3 rd approach lane. New configuration: One exclusive left-turn lane and two right-turn lanes	Change PM-cycle length to 100 seconds. Optimize AM / PM phase-splits Prohibit right-turns on red westbound
		Northbound – One shared through and right-turn lane	New configuration: One through and a shared through and right-turn lane	
6	Union Avenue & Mill Road	Northbound – One shared left-turn, through and right-turn lane	Widen and add 2 nd approach lane. New configuration: One shared left-turn and through lane and an exclusive right-turn lane with storage	Change AM / PM-cycle length to 80 seconds. Optimize AM / PM phase-splits
7	Ronkonkoma Avenue & Powell Street / 2 nd Street	Northbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	Add new three phase traffic signal with leading southbound left turn phase. Side streets remain right turn out only. Signal cycle length same as LIE Service Roads with suitable offset to ensure signal progression
		Southbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	



Proposed Mitigation at Study Intersections ...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
8 and 9	Railroad Avenue & Powell Street / Parking Lot & Johnson Avenue at Northwest Link / Parking Lot		No proposed capacity changes	Run both the intersections off one controller for improved coordination. At Powell Street add protected permitted southbound left-turn phase.
10	Hawkins Avenue & Railroad Avenue	Westbound – One exclusive left-turn lane, one through and one exclusive right-turn lane	Channelized westbound right turn lane.	Add new three phase traffic signal with leading eastbound left turn phase.
		Southbound – One shared left-turn and through, one exclusive right-turn lane	Channelize southbound right turn lane.	



Based on written comments received from the Town of Islip Commissioner of Planning and Development during the public comment period, additional traffic analyses were performed to evaluate the potential impacts of the TOD at eight intersections in the Town of Islip, which were not included in the DSGEIS (see Response to Comment C11-1). At six of these intersections, no significant impact was found as a result of the TOD. At the intersection of Pond Road at the Long Island Expressway South Service Road, there is a peak hour impact that necessitates mitigation. This mitigation includes a restriping of the southbound approach to provide a separate left-turn lane and the installation of a leading southbound left-turn arrow. At the intersection of Lakeland Avenue at Smithtown Avenue, a simple change to the traffic signal phase splits is recommended.

In addition, to ensure that the required traffic mitigation is implemented, the Town Board has set forth a schedule of mitigation measures that are enumerated in Section 5.0 of this FGEIS, which is entitled "Conditions and Criteria under Which Future Actions will be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance." This will ensure that the required mitigation is in place, commensurate with the redevelopment of the Ronkonkoma Hub area.

Comment C8-2:

Converting westbound left turn lanes into shared Thru-Left at the LIE North Service Road approaches to Hawkins Ave and Ronkonkoma Ave may not be desirable as there are significant left turn volumes during AM peak. Also, the northbound left turn storage capacity needs to be evaluated for both intersections.

Response C8-2:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures. The detailed analysis performed revealed that the conversion of the westbound left-turn lanes to shared lanes was the best way to improve traffic conditions, given right-of-way constraints at the intersections. The capacity analysis performed for the intersections at either end of the Hawkins Avenue and Ronkonkoma Avenues bridges over the Long Island Expressway accounts for the effects of potential queue blockage of through lanes by left-turning vehicles during peak periods. The left-turn storage capacity on the Ronkonkoma Avenue bridge was maximized recently during that bridge reconstruction where the raised median was eliminated as part of that work. As part of the proposed mitigation identified for the TOD, the raised median on the Hawkins Avenue bridge would be removed to increase left-turn storage there to the maximum extent possible.

Comment C8-3:

LIE South Service Road at Ronkonkoma Ave: the proposed layout with additional lanes has poor lane alignment. The southbound left turn lane storage capacity needs to be evaluated. Also, under the



proposed scenario it will be harder for eastbound traffic exiting LIE to make a right turn to Ronkonkoma Ave, as there is very limited space for lane changing to access the right turn lane from the ramp.

Response C8-3:

The graphic provided in Section 5.0 of the DSGEIS (Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance) is a concept plan only and the scale provided makes it somewhat difficult to discern the alignment of the lanes across the intersection. An adjustment to the pavement markings on the east side of the proposed intersection to locate the receiving lanes slightly more to the south will eliminate any misalignment across the intersection. The capacity analysis performed for the intersection (see the DSGEIS Section 3.5 and Appendix H thereof) accounts for the effects of potential queue blockage of through lanes by left-turning vehicles during peak periods. The left-turn storage capacity on the bridge was maximized recently during that bridge reconstruction where the raised median was eliminated as part of that work. It is acknowledged that the traffic movement described, from the Long Island Expressway exit ramp to southbound Ronkonkoma Avenue, is currently difficult, due to the fact that the ramp gore at the South Service Road is located only approximately 310 feet from the intersection stop bar at Ronkonkoma Avenue. Although mitigation will be implemented, such mitigation will not change the distance between the ramp gore and the stop bar at Ronkonkoma Avenue.

Comment C8-4:

LIE South Service Road at Hawkins Ave: the addition of new eastbound left turn lane would require relocating the southbound Stop bar, thus reducing the left turn storage. The left turn storage capacity needs to be evaluated.

Response C8-4:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures. The capacity analysis performed for the intersections at either end of the Hawkins Avenue and Ronkonkoma Avenue bridges over the Long Island Expressway accounts for the effects of potential queue blockage of through lanes by left-turning vehicles during peak periods. As part of the proposed mitigation identified for the TOD (see DSGEIS Section 3.5 and Appendix H thereof), the raised median on the Hawkins Avenue bridge would be removed to increase left-turn storage there to the maximum extent possible. The effects of the stop bar location and left-turn storage lengths are accounted for in the analysis performed (see DSGEIS Section 3.5 and Appendix H thereof).

Comment C8-5:

LIE ramp capacity needs to be evaluated within the study area.



Response C8-5:

To respond to this comment, an analysis was performed of the ramp junctions with the Long Island Expressway mainline for the four ramps at interchange 60. This included an evaluation of the ramp junctions in 2020 both with and without the traffic associated with the TOD. Details of this analysis can be found in Appendix F to this FGEIS. In the eastbound direction, these ramps include the eastbound exit ramp west of Ronkonkoma Avenue and the eastbound entrance ramp east of Hawkins Avenue. In the westbound direction, these ramps include the westbound exit ramp east of Hawkins Avenue and the westbound entrance ramp west of Ronkonkoma Avenue. The ramp termini on the Long Island Expressway service roads were not evaluated due to the presence and influence of the signalized intersections proximate to the ramps. The traffic conditions there are dominated by the operation of the traffic signals and do not lend themselves to this form of analysis.

The directional distributions and traffic assignment contained in the DSGEIS (see Appendix H, Figures 7, 8 and 9 thereof) were expanded to include the ramp system. The site volumes, along with mainline and ramp traffic volumes available from NYSDOT, were utilized to develop existing, No-Build and Build Condition traffic volumes on the mainline and ramps at each of these four locations. The conditions were modeled using the Highway Capacity Software 2010 (HCS) release 6.5, which utilizes analysis methods contained in the latest version of the Highway Capacity Manual. This methodology results in a level of service (LOS) for merge and diverge areas on a freeway based on vehicle density (passenger cars per mile per lane).

The results of these analyses are summarized in Table A in Appendix F to this FGEIS. A review of Table A in Appendix F reveals that the addition of the TOD site traffic to the merge and diverge areas results in no change in LOS at any of the four modeled locations in any peak time period studied. However, it is noted that there are a number of LOS F conditions reported in the 2020 No-Build condition, which are expected to continue to exist in the 2020 Build Condition. In these instances, it is important to note that this is an existing condition and that the vehicle density in the merge or diverge area is only minimally changed as a result of the addition of the TOD site traffic. From these results, it can be concluded that the operation of the ramps (specifically the merge and diverge areas) will not be significantly impacted by development of the TOD.

Comment C8-6:

Some overhead sign structures along the Service Roads may need to be relocated as a result of the proposed road widening.



Response C8-6:

The comment is noted. The relocation of any sign structures that may be necessary will be identified and treated accordingly in roadway improvement plans to be prepared at the appropriate time for the implementation of the identified mitigation (see Section 5.0 of this FGEIS).

Comment C8-7:

Due to the fact that the DGEIS does not represent an application for a NYSDOT work permit, no formal comment is needed at this time on air quality or energy/Greenhouse Gas issues that are discussed within the DGEIS. If and when an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses should be submitted in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents.

Response C8-7:

The comment is noted. The applicant for any required New York State Department of Transportation (NYSDOT) work permit will be required to comply with all application requirements therefor and any permit conditions imposed by the NYSDOT.

Comment C8-8:

Before any NYSDOT Highway Work Permit could be issued, the air quality section must be revised to meet the requirements in the current December 2012 version of the NYSDOT Environmental Procedures Manual (EPM) Air Quality Chapter 1.1. The air quality screening and analysis presented in the DSGEIS was based on outdated requirements and obsolete methods and models recommended in the 1998 version of the EPM Chapter 1.1.

Response C8-8:

The air quality analysis presented in the DSGEIS followed the Environmental Protection Agency's (EPA) procedures for identifying intersections to be model, EPAs dispersion model CAL3QHC Version 2, and EPAs emission factor model MOBILE6.2 as a procedure to screen the intersections in the project study area at a planning level. Also, see Response to Comment C8-7.

Comment C8-9:

As described in the current EPM Chapter 1.1, screening for possible microscale carbon monoxide (CO) analysis must be conducted. This process involves multiple steps that must be applied to signalized intersections affected by the project in the completion year (ETC), 10 years later (ETC + 10), and 20 years



later (ETC + 20). In the DSGEIS, the ETC + 10 and ETC + 20 years were not addressed, and screening was not conducted for the ETC year.

Response C8-9:

The air quality analysis presented in the DSGEIS followed the EPA "Guidelines for Modeling Carbon Monoxide From Intersections" procedures for identifying the worst case intersections to be modeled. Also, see Response to Comment C8-7.

Comment C8-10:

The obsolete MOBILE 6.2 emission model and CAL3QHC dispersion model applied in DSGEIS screening or microscale analysis must be replaced with the current MOVES and CAL3QHCR models, respectively, in screening and in any microscale CO or PM_{2.5} analysis with the updated models shown by screening to be required.

Response C8-10:

The air quality analysis presented in the DSGEIS used the basic EPA procedures to conduct a screening evaluation of CO concentrations at intersections for a planning level evaluation. Also, see Response to Comment C8-7.

Comment C8-11:

As recommended in the current EPM Chapter 1.1, the project should be screened for possible mesoscale analysis, given the scope of the project and the road widenings that are under consideration.

Response C8-11:

The comment is noted. The applicant for any required NYSDOT work permit will be required to comply with all application requirements therefor and any permit conditions imposed by the NYSDOT. If appropriate screening for mesoscale analyses is required, same will be conducted.

Comment C8-12:

There should be a discussion of Mobile Source Air Toxics (MSATs), consistent with recommendations in the December 2012 updated FHWA Interim Guidance Update on MSATs in NEPA.



Response C8-12:

The comment is noted. The applicant for any required NYSDOT work permit will be required to comply with all application requirements therefor and any permit conditions imposed by the NYSDOT.

Comment C8-13:

No regionally significant project can be approved by the NYSDOT unless conformity requirements are met. This project may be regionally significant according to the Federal Transportation Conformity rule at CFR Part 93.

The project information should be made available to the New York Metropolitan Transportation Council (NYMTC), by contacting the Nassau Suffolk Transportation Coordinating Council [*sic*] (N/S TCC). This will facilitate review by the Interagency Consultation Group (ICG) for regional significance and possible inclusion in the next New York Metropolitan Area regional emissions conformity analysis.

Response C8-13:

The comment is noted.

Comment C8-14:

The DGEIS proposed mitigation that would include alterations to the Long Island Expressway (LIE) Service roads. This action would also require FHWA approval and therefore be subject to hot-spot PM_{2.5} conformity requirements. As such the project needs to be reviewed by ICG to determine whether it is a project of air quality concern (40 CFR Part 93.123(1)(b)) subject to hot-spot conformity PM_{2.5} analysis using currently-accepted emission and dispersion models. To facilitate this review, the DSGEIS should estimate the diesel vehicle fraction of total traffic volume at signalized intersections with Level of Service (LOS) D or worse.

Response C8-14:

The comment is noted. The applicant will be required to comply with all application requirements therefor and any permit conditions imposed by the FHWA.

Comment C8-15:

On page 133, revise the annual PM_{2.5} NAAQS to the current value 12 ug/m³.



Engineering, Surveying and Landscape Architecture, P.C.

Response C8-15:

The current value of 12 ug/m³ is noted.



JASON REZNAK, DIVISION OF TRAFFIC SAFETY
RAYMOND DIBIASE, PE, PTOE, L.K. MCKEAN ASSOCIATES

January 31, 2014

Comment C9-1:

Accident History – More than 50% of the accidents at the LI Expressway Service Road Intersections on Hawkins Avenue were right-angle collisions, which are not usually the most prevalent accident type at signalized intersections. Are the durations of the signal clearance intervals, as obtained in the field, adequate? Please review the accident data in more detail for any trends (e.g., time of day, pavement condition, contributing factors) and recommended mitigation measures, if appropriate.

Response C9-1:

In response to this comment, the accident history information was reviewed in additional detail. This review revealed that in nine of the 11 right-angle accidents at the North Service Road intersection, one of the motorists failed to yield or disregarded the traffic signal. At the South Service Road intersection, all of the right-angle accidents (12 in total) were recorded with this notation. This is consistent with the fact that these types of accidents cannot occur without a failure to yield or a rare signal malfunction. At each intersection, the accidents were fairly evenly split between day and night, and there were more accidents that occurred during dry pavement conditions than wet (19 of 23 accidents).

To determine if this relatively high percentage of right-angle accidents may be related to the traffic signal phasing clearance times, the traffic signal programming obtained from the NYSDOT was reviewed, and the clearance times for the yellow and all-red phases were compared to published standards. Review of the signal programming indicates that both intersections are running with a 4.3 second yellow interval on the Service Road approaches and a 4.0 second yellow interval on the Hawkins Avenue approaches. All approaches are operating with the same 2.0 second all-red clearance interval. The 4.3 second yellow interval is consistent with published standards for a 45 mile per hour (mph) speed, while the 4.0 second yellow interval is consistent with a 40 mph speed. Based on the roadway geometry, at 40 and 45 mph, the calculated all-red clearance time is 1.5 seconds or less, depending on the method used and the speed. The programmed all-red clearance time exceeds this in all cases and is in excess of the requirement.

Based on the above, the clearance intervals provided by NYSDOT for the intersections are appropriate for the conditions. The all-red clearance interval exceeds the requirements, which would tend to reduce the potential for right-angle accidents. Therefore, the potential contributing factor that may influence the relatively high percentage of right-angle accidents is likely not related to the clearance intervals.



Comment C9-2:

Proposed Mitigation Measures for Full Build-out of the TOD – The most significant roadway improvement measures involve four intersections – the LI Expressway North and South Service Road intersections with Ronkonkoma and Hawkins Avenues. The key findings of the TIS are the determination of the overall impacts associated with the TOD project, as well as their phased implementation as the project is constructed. It should be noted that these improvements will require both NYSDOT and SCDPW concurrence. The service roads are maintained by SCDPW, and NYSDOT maintains the adjacent entrance and exit ramps to the Expressway, as well as the traffic signals at the four intersections.

a. Proposed Mitigation

- i. Ronkonkoma Avenue at LIE South Service Road – The first key improvement is the widening of the South Service Road west of Ronkonkoma Avenue from three to four approach lanes. The net result is an additional thru lane for the eastbound service road. The widening is adjacent to the abandoned service station at the southwest corner of the intersection as shown on Figure 12. That parcel is the subject of a pending Special Use Permit application (Log # 2012-28, Bolla Management Corporation) for a gasoline station with a convenience store. In our September 30, 2013 comments on that application, we recommend that the owner provide a property dedication for the road widening along his site frontage. If that property cannot be obtained, the widening should be constructed on the north side of the service road (similar to what is being proposed at the Hawkins Avenue/South Service Road intersection).

It is difficult to see the details associated with the realignment of Ronkonkoma Avenue to the west at the intersection on Figure 12. An enlargement of the intersection, showing the lane realignments, should be provided for review.

- ii. Ronkonkoma Avenue at LIE North Service Road – Unlike the South Service Road, the North Service Road east of Ronkonkoma Avenue is located in close proximity to the noise wall/slope on the south side of the service road. A lack of available Right of Way on the north side precludes road widening here. The proposed lane modifications would not totally mitigate the project's impacts in the Build year (2020), i.e. overall average delay per vehicle will increase by approximately 15 seconds in the critical morning peak hour.
- iii. Hawkins Avenue at LIE North Service Road – The proposed mitigation will result in about a 5-second increase in average vehicle delay in the AM peak hour. As is the case at the North Service Road intersection with Ronkonkoma Avenue, there is no available ROW on the north side to widen the service road east of the intersection, and there is an existing noise wall/slope along the south side. Here too, it is proposed to alter the



service road lane configuration. In addition, the center median on the Hawkins Avenue bridge would be removed to improve storage for the northbound left turn movement. With about 200 vehicles per hour making this movement in the PM peak hour, queuing can extend into the left northbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e. can northbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 120 vehicles to this movement. To mitigate this condition, consideration should be given to converting the left thru lane into a second left turn lane. An analysis of this should be provided for review.

- iv. Hawkins Avenue at LIE South Service Road – As was proposed for the South Service Road intersection with Ronkonkoma Avenue, the proposed improvements involve the widening of the eastbound service road approach to the intersection. In addition, with removal of the center median on the bridge as previously described, storage for the southbound left turn movement would be nominally increased. With over 350 vehicles per hour making this movement in the PM peak hour, queuing extends into the left southbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can southbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 40 vehicles to this movement.

In addition to the service road widening and median removal, mitigation includes construction of a northbound right turn lane on Hawkins Avenue [sic] approaching the intersection. Property acquisition would be required from the parcel at the southeast corner of the intersection. That parcel is the subject of a pending change of zone application (Log # 2013-02-CZ, Hawkins Avenue and Yerke Avenue Redevelopment) for a 4,200 SF restaurant. In our February 19, 2013 comments on that application, we recommended that the owner provide a property dedication along his site frontage to enable construction of the right turn lane.

b. Staging of Roadway Mitigation Improvements

In the TIS, a scenario that assesses conditions at key intersections under about 50% of the total trip generation (1,100 PM peak hour trips, compared with the estimated total generation of 2,413 trips) is presented, as a basis for developing a five-level mitigation plan to implement mitigation measures as the project develops. With a proposed development of this magnitude, given the number of variables listed below, predicting the final impacts, particularly at individual intersections, is very challenging.

- Percentage of generated trips using mass transit (25% was assumed in the TIS)
- Directional distribution of trips [sic] (auto), i.e., their orientation with respect the site



- Assignment of trips to the roadway network, i.e. which roads/intersections will motorists utilize to travel to/from the TOD? This is typically primarily dependent upon the shortest travel time, and if congestion becomes worse on a motorist's preferred route, he may divert to a less congested alternative route.

Variations in these estimates could result increases or decreases in levels of mitigation at each of the intersections analyzed in the TIS. As a result, rather than attempting to identify a staged mitigation plan before construction begins, we recommend that an update to this TIS be conducted as the TOD is implemented. The Town has used this approach in the past (e.g. Brookhaven Walk/Yaphank Meadows). We suggest updating the TIS upon the TOD occupancy level equivalent to 1/3 of the total generated trips. At that point, motorists' actual routes to and from the site can be used to more accurately predict total numbers of trips, as well as trip assignment upon completion of the TOD.

The TOD will begin generating trips upon the initial phase of its occupancy. The four service road intersections are currently congested in the peak hour; any traffic increases will worsen this congestion. Therefore, some mitigation measures will be needed upon initial occupancy of the TOD. Following are recommendations for these measures:

- i. Ronkonkoma Avenue at LIE South Service Road – Construct the service road widening and land configurations shown on Figure 12. If property cannot be obtained prior to initial TOD occupancy from the owner of the parcel in the southwest corner of the intersection, widen the service road on its north side. Realign Ronkonkoma Avenue as shown on Figure 12. Implement traffic signal modifications.
- ii. Ronkonkoma Avenue at LIE North Service Road – Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.
- iii. Hawkins Avenue at LIE North Service Road – Remove the center median on the Hawkins Avenue bridge. Convert the northbound left thru lane into a second left turn lane, if traffic analysis justifies. Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.
- iv. Hawkins Avenue at LIE South Service Road – Implement widening of the service road west of the intersection and the lane configurations shown on Figure 12. Implement traffic signal modifications.



Response C9-2:

The aforementioned comments are repeated below in **bold**, and a response to each follows.

a. Proposed Mitigation

- i. ***Ronkonkoma Avenue at LIE South Service Road – The first key improvement is the widening of the South Service Road west of Ronkonkoma Avenue from three to four approach lanes. The net result is an additional thru lane for the eastbound service road. The widening is adjacent to the abandoned service station at the southwest corner of the intersection as shown on Figure 12. That parcel is the subject of a pending Special Use Permit application (Log # 2012-28, Bolla Management Corporation) for a gasoline station with a convenience store. In our September 30, 2013 comments on that application, we recommend that the owner provide a property dedication for the road widening along his site frontage. If that property cannot be obtained, the widening should be constructed on the north side of the service road (similar to what is being proposed at the Hawkins Avenue/South Service Road intersection).***

It is difficult to see the details associated with the realignment of Ronkonkoma Avenue to the west at the intersection on Figure 12. An enlargement of the intersection, showing the lane realignments, should be provided for review.

A larger scale version of the concept plan is included in Appendix F of this FGEIS. Note that these improvements are shown in concept only and would be developed into design plans for review by the NYSDOT and Suffolk County Department of Public Works (SCDPW) upon completion of the SEQRA process and issuance of substantive decisions by the Town Board.

- ii. ***Ronkonkoma Avenue at LIE North Service Road – Unlike the South Service Road, the North Service Road east of Ronkonkoma Avenue is located in close proximity to the noise wall/slope on the south side of the service road. A lack of available Right of Way on the north side precludes road widening here. The proposed lane modifications would not totally mitigate the project's impacts in the Build year (2020), i.e., overall average delay per vehicle will increase by approximately 15 seconds in the critical morning peak hour.***

As noted in the comment, lack of available right-of-way limits the extent of potential roadway improvement.



- iii. Hawkins Avenue at LIE North Service Road – The proposed mitigation will result in about a 5-second increase in average vehicle delay in the AM peak hour. As is the case at the North Service Road intersection with Ronkonkoma Avenue, there is no available ROW on the north side to widen the service road east of the intersection, and there is an existing noise wall/slope along the south side. Here too, it is proposed to alter the service road lane configuration. In addition, the center median on the Hawkins Avenue bridge would be removed to improve storage for the northbound left turn movement. With about 200 vehicles per hour making this movement in the PM peak hour, queuing can extend into the left northbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can northbound thru vehicle readily utilize the left thru lane? In the Build condition, the TOD project would add about 120 vehicles to this movement. To mitigate this condition, consideration should be given to converting the left thru lane into a second left turn lane. An analysis of this should be provided for review.

As noted in the comment, lack of available right-of-way limits the extent of potential improvement. The analysis in SYNCHRO included the effects of modeling the left turn lane storage as it exists and as proposed with mitigation. The analysis results include a “starvation capacity reduction” for the northbound movement. While the average queue in the northbound left turn lane in the 2020 build with modifications scenario is less than the provided storage, the volume of left turns may occasionally exceed the storage provided. This effect is included in the results in the DSGEIS (see Section 3.5 and Appendix H therein). The potential conversion of one of the northbound through lanes at the intersection to a second dedicated left turn lane would require that the movement be provided with a fully-protected left turn phase. This would have a detrimental effect on southbound traffic and is not recommended.

- iv. Hawkins Avenue at LIE South Service Road – As was proposed for the South Service Road intersection with Ronkonkoma Avenue, the proposed improvements involve the widening of the eastbound service road approach to the intersection. In addition, with removal of the center median on the bridge as previously described, storage for the southbound left turn movement would be nominally increased. With over 350 vehicles per hour making this movement in the PM peak hour, queuing extends into the left southbound thru lane. It is unclear whether this was taken into account in the Synchro analysis, i.e., can southbound thru vehicles readily utilize the left thru lane? In the Build condition, the TOD project would add about 40 vehicles to this movement.

In addition to the service road widening and median removal, mitigation includes construction of a northbound right turn lane on Hawkins Avenue approaching the intersection. Property acquisition would be required from the parcel at the southeast corner of the intersection. That parcel is the subject of a pending change of zone



application (Log # 2013-02-CZ, Hawkins Avenue and Yerke Avenue Redevelopment) for a 4,200 SF restaurant. In our February 19, 2013 comments on that application, we recommended that the owner provide a property dedication along his site frontage to enable construction of the right turn lane.

The analysis in SYNCHRO included the effects of modeling the left turn lane storage as it exists and as proposed with mitigation. The analysis results include a “starvation capacity reduction” for the southbound movement. The queue in the southbound left turn lane in the 2020 build with modifications scenario may occasionally exceed the storage provided. This effect is included in the results presented in the DSGEIS (see Section 3.5 and Appendix H therein). The potential conversion of one of the southbound through lanes at the intersection to a second dedicated left turn lane would require that the movement be provided with a fully-protected left turn phase. This would have a detrimental effect on northbound traffic, which is expected to experience delays during this condition, and, thus, is not recommended. As noted in the previous comment, lack of available right-of-way limits the extent of the potential improvement here beyond that proposed.

b. Staging of Roadway Mitigation Improvements

In the TIS, a scenario that assesses conditions at key intersections under about 50% of the total trip generation (1,100 PM peak hour trips, compared with the estimated total generation of 2,413 trips) is presented, as a basis for developing a five-level mitigation plan to implement mitigation measures as the project develops. With a proposed development of this magnitude, given the number of variables listed below, predicting the final impacts, particularly at individual intersections, is very challenging.

- *Percentage of generated trips using mass transit (25% was assumed in the TIS)*
- *Directional distribution of trips [sic] (auto), i.e., their orientation with respect the site*
- *Assignment of trips to the roadway network, i.e., which roads/intersections will motorists utilize to travel to/from the TOD? This is typically primarily dependent upon the shortest travel time, and if congestion becomes worse on a motorist’s preferred route, he may divert to a less congested alternative route.*

Variations in these estimates could result increases or decreases in levels of mitigation at each of the intersections analyzed in the TIS. As a result, rather than attempting to identify a staged mitigation plan before construction begins, we recommend that an update to this TIS be conducted as the TOD is implemented. The Town has used this approach in the past (e.g., Brookhaven Walk/Yaphank Meadows). We suggest updating the TIS upon the TOD occupancy level equivalent to 1/3 of the total generated trips. At that point, motorists’ actual routes to and from the site can be used to more accurately predict total numbers of trips, as well as trip assignment upon completion of the TOD.



Given the level of background traffic in the study area in and around the proposed TOD due to typical commuter traffic and the draw of the LIRR Ronkonkoma Station, it would be very difficult (if not impossible) to determine which vehicles are destined to or leaving from the TOD. As the TOD does not have a distinct and separate access point (as an office building or residential community typically does) and a significant amount of parking would occur on-street, the determination of a directional distribution once a portion of the development is operating would be very difficult (if even possible). For the same reasons, it would not be feasible to isolate the TOD for the purpose of measuring actual trip generation. It is because of this that the thresholds established for mitigation in the DSGEIS are designed to utilize published trip generation statistics and not actual counts.

The TOD will begin generating trips upon the initial phase of its occupancy. The four service road intersections are currently congested in the peak hour; any traffic increases will worsen this congestion. Therefore, some mitigation measures will be needed upon initial occupancy of the TOD. Following are recommendations for these measures:

- i. Ronkonkoma Avenue at LIE South Service Road – Construct the service road widening and land configurations shown on Figure 12. If property cannot be obtained prior to initial TOD occupancy from the owner of the parcel in the southwest corner of the intersection, widen the service road on its north side. Realign Ronkonkoma Avenue as shown on Figure 12. Implement traffic signal modifications.
- ii. Ronkonkoma Avenue at LIE North Service Road – Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.
- iii. Hawkins Avenue at LIE North Service Road – Remove the center median on the Hawkins Avenue bridge. Convert the northbound left thru lane into a second left turn lane, if traffic analysis justifies. Implement the service road lane modifications shown on Figure 12. Implement traffic signal modifications.
- iv. Hawkins Avenue at LIE South Service Road – Implement widening of the service road west of the intersection and the lane configurations shown on Figure 12. Implement traffic signal modifications.

The mitigation phasing plan developed and presented in the DSGEIS is designed to balance the need for mitigation of traffic impacts with the development of the site over a number of years. The mitigation phasing considers the need for mitigation, the timeframe when the mitigation is required (based on when the impacts would be realized) and the costs of the various mitigation plan components. While it is acknowledged that there is congestion at the Service Road



intersections as noted in the comment, the phasing plan requires the completion of the improvements along the LIE South Service Road by the point that the development is generating only 500 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS). This represents only 31 percent of the total net trip generation studied for the TOD. The phasing plan also requires the completion of the improvements along the LIE North Service Road by the point that the development is generating only 700 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS). This represents less than 45 percent of the total net trip generation studied for the TOD. In addition, the DSGEIS identifies a number of specific mitigation measures that are to be in place for initial occupancy, which includes the widening of roadways, traffic signal modification and new traffic signals. These are detailed in Section 5.0 of the DSGEIS.

Comment C9-3:

With an estimate of 25% of the TOD trips to be made by mass transit, Suffolk County Transit should be contacted now for input. SC Transit may have initial ideas on new routes, route revisions, and service frequency that would service the TOD.

Response C9-3:

Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.

Comment C9-4:

If the property dedication identified for the northbound right turn lane at the southeast corner of the Hawkins Avenue/South Service Road intersection cannot be obtained from the owner of the adjacent property, that property should be acquired in conjunction with other ROW needed for the widening of Hawkins Avenue north of Union Avenue.

Response C9-4:

The comment is noted.



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Comment C9-5:

Given the economic benefits associated with the TOD project, as well as its consistency with planning studies such as the *Long Island Sustainability Plan 2035*, public funding for roadway improvements should continue to be solicited through Federal and State (via the Consolidated Funding Application) processes.

Response C9-5:

The comment is noted, and this is the intention of the Town and the Master Developer.

Comment C9-6:

We may have additional recommendations based on the responses to this memo, or upon review of the site plan applications for the TOD project.

Response C9-6:

The comment is noted.



Engineering, Surveying and Landscape Architecture, P.C.

TOM CILMI
SUFFOLK COUNTY LEGISLATOR
10th LEGISLATIVE DISTRICT
January 23, 2014

Comment C10-1:

Having had an opportunity to thoroughly read the DSGEIS for the Ronkonkoma Hub TOD, several issues and concerns persist relative to density, hardscape, real affordability, marketability and the overall size of the fully built-out Hub project. The DSGEIS makes it clear, however, that the Town of Brookhaven has, as part of the development process, built in checks and balances to appropriately deal with those issues. While I am admittedly concerned about the viability of such an ambitious project, it is my hope that my fears are unfounded and that the project is successful on all counts.

Response C10-1:

As explained in Section 2.0 of the DSGEIS, the Town of Brookhaven Town Board began working with the community on the revitalization of the Ronkonkoma Hub in 2007. Accordingly, the planning and evaluation of this project has been on-going for seven years. Since 2007, the Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. The goal was, and continues to be, to develop a vision that supports the compact, mixed-use, transit-oriented redevelopment of this area. Phase 1 of the planning study, completed in 2008, focused on documenting existing conditions and identifying potential opportunity sites for transit-oriented development. Phase 2 of the study, completed in early 2009, built upon the work completed in Phase 1 and, among other things, reviewed case studies of existing successful TOD projects and offered various recommendations relating to redevelopment opportunities, TOD zoning, transportation issues and concept plans.

In 2010, the Town prepared the *Draft Land Use and Implementation Plan* and the 2010 DGEIS, which evaluated a theoretical maximum development scenario pursuant to the aforesaid *Draft Land Use and Implementation Plan*. The proposed action examined in the 2010 DGEIS included the adoption the *Draft Land Use and Implementation Plan*, the adoption of the Ronkonkoma Hub TOD District, the rezoning of the TOD area to the TOD District, and the redevelopment of the area in accordance with the TOD District, based upon the Theoretical Full Build Plan.

The Theoretical Full Build Plan was not a specific development proposal, but represented a potential redevelopment option that could achieve the goals and objectives of the *Draft Land Use and Implementation Plan* and complied with the proposed TOD District. The DGEIS also examined two alternatives – the “No Action” alternative and the “Theoretical Maximum Build Out Plan.” The Theoretical Maximum Build Out Plan alternative assessed the inclusion of property to the south of the railroad tracks within the Town



of Islip that is currently used for parking, and was evaluated for potential development with retail space, structured parking and the Sewage Treatment Plant (STP). Examination of the Theoretical Full Build Plan, as well as the two alternatives, enabled the Town Board to conduct a comprehensive environmental review of the overall proposed action and take a “hard look” pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617.

The Town of Brookhaven Town Board, serving as lead agency, accepted the 2010 DGEIS on September 21, 2010, and a public hearing was held on October 19, 2010. The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings that were held throughout the Phase 1 and Phase 2 planning processes.

Subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input as to the financial feasibility of the redevelopment concept. The Town issued a RFEI and ultimately a RFQ for a Master Developer.

Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared the *Blight Study*). The *Blight Study* found sufficient evidence to determine the Project Area to be a substandard or insanitary area in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town of Brookhaven Town Code (“Town Code”). Subsequently, the Town of Brookhaven Town Board, after review of the aforesaid *Blight Study*, by Town Board Resolution 2012-804, dated September 20, 2012, designated the Ronkonkoma Hub as appropriate for urban renewal pursuant to Article 15 of the New York State General Municipal Law, and authorized the preparation of an urban renewal plan.

In accordance with the requirements set forth in Article 15 of the General Municipal Law, a draft *Urban Renewal Plan for the Ronkonkoma Hub* was prepared by the Town. The *Urban Renewal Plan* recommends development at a different mix and density than that contemplated in the aforesaid *Land Use and Implementation Plan* and 2010 DGEIS.

Based upon the revised densities, an updated Environmental Assessment Form was prepared by the Town Board, and a Positive Declaration indicating the need to prepare a supplemental draft generic environmental impact statement was adopted on October 1, 2013. As the maximum potential development being considered for the Ronkonkoma Hub area is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.



A public hearing on the DSGEIS was held on January 9, 2014,³ and the public comment period on the DSGEIS concluded on February 10, 2014.

This FGEIS has been prepared to address all comments received as part of the 2010 DGEIS process and the DSGEIS.

Given the seven-year history of study of the Ronkonkoma Hub, the extensive and comprehensive SEQRA process that has been conducted, and the securing of a Master Developer to assist in the overall redevelopment efforts, the Town of Brookhaven Town Board is confident in its efforts to successfully redevelop the Ronkonkoma Hub area, consistent with the community's vision, while minimizing and mitigating potential significant adverse impacts to the maximum extent practicable.

Comment C10-2:

One of the most significant impacts associated with the Hub proposal, as indicated in the DSGEIS, is traffic. Given the proposed number of residential units, combined with the variety of commercial, retail, institutional and entertainment-related space, there will no doubt be a significant increase in vehicular traffic, including commercial traffic, in and around the designated Hub area. This is underscored by the volume of proposed parking at the Hub which exceeds 5,000 spots, representing a more than 300 percent increase in parking capacity. Despite the nature and purpose of a "transit-oriented development," there can be no denying there will be a substantial increase in traffic.

Response C10-2:

As explained in the Response to Comment C8-1, traffic impact studies were conducted as part of the 2010 DGEIS and the DSGEIS. Also, as evidenced through the various responses to traffic comments provided in this FGEIS (see, for example, the Responses to Comments C8-5, C11-1 and C13-1), additional analyses of the potential traffic impacts were also conducted as part of the preparation of this document.

In addition, to ensure that the required traffic mitigation is implemented, the Town has set forth a schedule of mitigation measures that are enumerated in Section 5.0 of this FGEIS, which is entitled "Conditions and Criteria under Which Future Actions will be Undertaken or Approved Including Requirements for Subsequent SEQRA Compliance." This will ensure that the required mitigation is in place, commensurate with the redevelopment of the Ronkonkoma Hub area.



³ On this same date, the Town Board held public hearings for the adoption of the *Draft Land Use and Implementation Plan*, adoption of the *Urban Renewal Plan*, amendment to Chapter 85 of the Code of the Town of Brookhaven with the enactment of Article XLVII entitled "Ronkonkoma Hub Transit-Oriented Development District" (Ronkonkoma Hub TOD District) and the rezoning of certain parcels to the Ronkonkoma Hub TOD District.



Comment C10-3:

Based on a traffic study, the DSGEIS proposes a variety of mitigation measures at some ten different intersections to accommodate the additional traffic. The Study, however, neglected to address traffic impacts on CR-93 Ocean Avenue/Lakeland Avenue which is approximately a mile due west of the western border of the Hub area within the Town of Islip. CR-93 is linked to Hawkins Avenue by way of Johnson Avenue which is just north of the LIRR tracks. CR-93 is a popular north-south artery intersecting significant east-west arteries including Sunrise Highway, Veterans Memorial Highway and the Long Island Expressway (Exit 59) and is a primary route for commercial vehicles. There is every reason to believe that CR-93 will be utilized extensively in transit to and from the Ronkonkoma Hub. This portends a significant increase in traffic on a road which is already heavily burdened. The railroad crossing poses additional cause for concern, particularly in light of the LIRR's double-track project for which construction is imminent. In fact, CR-93 is the only major north-south artery in the area which provides cross-track access. ...In light of the above, I would ask that the Final Supplemental Generic Environmental Impact Statement include a study of traffic conditions on CR-93 particularly, but not exclusively, at the intersections of the LIE, Johnson Avenue and the LIRR railroad crossing. I would ask that such study should include both Build and No-Build conditions. Should such a study find that appreciable impacts would exist under Build conditions, then I would ask that the FSGEIS incorporates appropriate mitigation measures.

Response C10-3:

CR 93, Ocean Avenue, is not the only major north-south artery in the area that provides cross-track access in the vicinity of the TOD. In fact, Ronkonkoma Avenue, located just west of the project area and closer than CR 93, is a major four-lane arterial roadway which is expected to be utilized by a more significant level of project traffic than CR 93.

In response to comments from the Town of Islip Department of Planning and Development, which, among other things, listed intersections not evaluated in the DSGEIS, this FGEIS evaluates a number of intersections in the Town of Islip including CR 93 and Johnson Avenue. As demonstrated in the additional traffic analysis included in Appendix F of this FGEIS, the result of this evaluation reveals that the increases in traffic due to the TOD at this intersection would be less than three percent during the peak periods studied. Traffic increases of this relatively low level will not constitute a significant impact to intersection operations.

See Response to Comment C11-1 and Appendix F to this FGEIS.

Comment C10-4:

Furthermore, its proximity to a number of schools and the fact that it dissects a vibrant residential community is additional cause for concern.



Response C10-4:

It is assumed that the commentator is referring to CR 93 when referring to dissecting “a vibrant residential community.” The nearest school to the proposed TOD is the Edith Slocum Elementary School, located approximately one mile from the TOD area. This school is part of the Connetquot Central School District, while the TOD area is situated in the Sachem Central School District. As noted in the Responses to Comments C10-3 and C11-1, the level of additional traffic on CR 93 as a result of the TOD is expected to be relatively low.

Comment C10-5:

While it may be unusual for one town to acknowledge and study potential impacts of a proposed development to a neighboring town’s infrastructure assets, I would suggest that the size and scope of the Ronkonkoma Hub proposal, coupled with the proximity to the Brookhaven-Islip border, warrants such an effort.

Response C10-5:

In response to various specific traffic comments raised by Town of Islip representatives and residents, the Town of Brookhaven conducted additional traffic assessments at various locations as part of the preparation of this FGEIS. See Response to Comment C11-1 and Appendix F of this FGEIS.



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**RICHARD J. ZAPOLSKI, P.E.
COMMISSIONER
DEPARTMENT OF PLANNING AND DEVELOPMENT
TOWN OF ISLIP
February 10, 2014**

Comment C11-1:

Additionally, the Town of Islip requests, in response to the traffic study prepared as part of your DSGEIS, that the Traffic Impact Study prepared in October 2013 be expanded to include the following key intersections which may be impacted by the project. We would specifically like to see the evaluation of any need for traffic mitigation measures at these locations:

- LIE and Ocean Avenue, Ronkonkoma, including signals at Express Drive North and South
- Pond Road and Express Drive South, Ronkonkoma
- Ocean Avenue and Johnson Avenue, Ronkonkoma
- Pond Road and Johnson Avenue, Ronkonkoma
- Lakeland Avenue and Smithtown Avenue, Ronkonkoma
- Railroad Avenue and Coates Avenue, Holbrook
- Railroad Avenue and Main Street, Holbrook

Response C11-1:

The response requests the evaluation of a total of eight intersections to determine the potential impacts of the proposed TOD and to identify mitigation measures, if necessary, based on that evaluation. These eight intersections are:

1. Ocean Avenue at Express Drive North
2. Ocean Avenue at Express Drive South
3. Pond Road at Express Drive South
4. Ocean Avenue at Johnson Avenue
5. Pond Road at Johnson Avenue (Railroad Avenue)
6. Lakeland Avenue at Smithtown Avenue
7. Railroad Avenue at Coates Avenue
8. Railroad Avenue at Main Street

In response to this comment, the locations of these eight intersections with respect to the TOD site and the previously-developed traffic directional distribution and assignment were examined. This examination revealed which of the intersections were expected to experience even moderate levels of traffic increases due to the development of the TOD. For the intersections which were expected to experience any



significant increases, the distribution and assignment of traffic was expanded geographically to quantify the level of peak period traffic increases expected at those locations. Finally, at those locations where these increases were found to be potentially significant, rigorous capacity analyses were performed to quantify impacts and mitigation was developed to address identified significant impacts. The details of the results of this examination are summarized below.

Based on the determined site traffic arrival patterns (as presented in Appendix H of the DSGEIS Figures 7, 8 and 9), the nature of the roadway system, and the distances to the eight intersections, it was determined that intersections of Railroad Avenue with Coates Avenue and with Main Street will not see any significant increases in traffic as a result of the development of the TOD. Each of these intersections is located in excess of one mile from the TOD and the layout of the roadway system in that area indicates that Coates Avenue and Main Street will not serve as a significant travel path to and from the TOD. While some residents in the immediate area may use these roadways to visit the TOD, other roadways such as Patchogue-Holbrook Road and Union Avenue will serve site-generated traffic to a significantly greater degree. Given the distance to these intersections, and the intervening roadways, that will allow the site traffic to disperse, the level of site traffic anticipated to utilize the intersections of Railroad Avenue at Coates Avenue and Railroad Avenue at Main Street will not have any significant adverse impact at these intersections.

The remaining six intersections are located on the roadway system where a similar evaluation (as described above) indicates that they are located on routes which may be used to a greater degree by traffic to and from the TOD. Therefore, to evaluate the potential impacts of the development of the TOD on traffic conditions, the anticipated volumes due to the TOD at these intersections were first compared to background volumes to gauge relative traffic increases. At several intersections where the relative increases were found to be potentially significant, detailed intersection capacity analyses were performed, and impacts quantified.

Appendix F to this FGEIS contains additional detail on the comparison of TOD site volumes to background volumes at the six intersections. The results of this effort are summarized in the table below.



**Relative Increase in Background Traffic Due To TOD
Year 2020 No-Build vs. Build**

INTERSECTION	Time Period	Percent Increase in Traffic	Potentially Significant (Yes/No)
Ocean Avenue at Express Drive North	A.M. Peak Hour	1.1 %	No
	P.M. Peak Hour	1.7%	No
Ocean Avenue at Express Drive South	A.M. Peak Hour	1.3%	No
	P.M. Peak Hour	1.2%	No
Pond Road at Express Drive South	A.M. Peak Hour	12.3%	Yes
	P.M. Peak Hour	5.4%	Yes
Ocean Avenue at Johnson Avenue	A.M. Peak Hour	2.3%	No
	P.M. Peak Hour	2.9%	No
Pond Road at Johnson Avenue	A.M. Peak Hour	11.6%	Yes
	P.M. Peak Hour	11.5%	Yes
Lakeland Avenue at Smithtown Avenue	A.M. Peak Hour	7.1%	Yes
	P.M. Peak Hour	8.6%	Yes

As noted in the table above, development of the TOD is anticipated to result in relative volume increases at three of the six intersections that could be potentially significant --- Pond Road at Express Drive South, Pond Road at Johnson Avenue, and Lakeland Avenue at Smithtown Avenue. At the other three intersections, (i.e., Ocean Avenue at Express Drive North, Express Drive South and Johnson Avenue), the projected volume increases were found to be less than three percent during the peak time periods evaluated. Increases of this small percentage are consistent with normal daily fluctuations in traffic at an intersection and will not result in a significant impact on traffic operations. For the three locations with potentially significant increases in traffic, rigorous intersection capacity analyses were performed to quantify any impacts. The capacity analyses were done using the traffic analysis software Synchro, version 8, 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 and 2010 Highway Capacity Manuals. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Appendix F to this FGEIS contains additional details on the evaluation of the three intersections. The results of this effort are summarized in the table below.



Projected Level of Service – Town of Islip Intersections

INTERSECTION	Time Period	Existing		No-Build 2020		Build 2020		Build with Mitigation 2020	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
Pond Road at Express Drive South	A.M. Peak Hour	13.9	B	14.1	B	14.4	B	13.3	B
	P.M. Peak Hour	39.0	D	46.4	D	75.9	E	40.8	D
Pond Road at Johnson Avenue	A.M. Peak Hour	12.1	B	12.3	B	31.1	B		
	P.M. Peak Hour	14.8	B	15.3	B	17.6	B		
Lakeland Avenue at Smithtown Avenue	A.M. Peak Hour	15.8	B	16.3	B	17.2	B		
	P.M. Peak Hour	18.2	B	19.5	B	28.1	C	26.8	C

As indicated in the table above, the introduction of the TOD-generated traffic precipitates a change in LOS in the p.m. peak hour from LOS D to LOS E at the intersection of Pond Road at Express Drive South. To mitigate this impact, the southbound approach to the intersection would be restriped to provide a separate left-turn lane and also provide a leading protected/permissive left turn phase. With this mitigation, the No-Build LOS is restored at the intersection. This mitigation can be accomplished within the existing right-of-way. The DSGEIS accounts for the phased implementation of the recommended roadway mitigation. The improvements identified for the Pond Road at Express Drive South intersection would be included in Mitigation Level Two. This level includes improvements which are required to be in place by the point the development is generating 400 net trips during the weekday p.m. peak hour (combined entering and exiting, calculated using ITE's Trip Generation and reflective of the TOD and pass-by credits noted in the DSGEIS).

It is also noted that the table above indicates mitigation at the intersection of Lakeland Avenue at Smithtown Avenue during the p.m. peak hour. This mitigation is a simple reallocation of traffic signal timing among the existing phases to eliminate a poor LOS on the Smithtown Avenue approach to the intersection by allowing more green time for this movement.

Evaluation of the potential impacts of the development of the TOD on the eight intersections has revealed that there is a potential for impacts to traffic levels of service at two intersections (Pond Road at Express Drive South, and Lakeland Avenue at Smithtown Avenue). However, with the implementation of the identified mitigation, the proposed TOD will have no significant adverse impacts at these locations.



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Comment C11-2:

Some aspects of the project include separate studies by Suffolk County – any updated information regarding (1) the sewer main extension to Southwest Sewer District, or (2) displaced parking from the northern lots to the southern County properties, or (3) County purchase of MTA lands, would be helpful. We will also continue to communicate with the County with regard to this as well.

Response C11-2:

With respect to the sewer main extension, see Responses to Comments C12-6 and C13-3.

In regard to the displacement of parking, see Response to Comment C25-2.

There are no known plans for the purchase of MTA lands by Suffolk County.



SAUL R. FENCHEL
BERKMAN, HENOCH, PETERSON, PEDDY & FENCHEL, P.C.
January 29, 2014

Comment C12-1:

I emphasize that these statements and comments do not relate to my clients' objections to the use of the eminent domain power to acquire any of their properties. The Board emphatically confirmed and represented at the inception of the hearing and throughout the hearing that the use of eminent domain power to acquire properties was not the subject matter of the hearing and the hearing was not related to the question or appropriateness of the exercise of the power of eminent domain and further, in the event use of eminent domain was to be considered, that would be the subject of a separate hearing.

This is consistent with the statements made in the Urban Renewal Plan itself which, while referring to the use of the eminent domain power, is only a "possibility" and that the use and authorization of eminent domain would be subject to separate consideration. See, e.g., Urban Renewal Plan (dated October 2013) p.24, Section D.⁴ Therefore, the January 9, 2014 hearing, as well as any prior hearings, were not in satisfaction or in lieu of any required hearings pursuant to §§ 204 and 206 of the Eminent Domain Procedure Law (EDPL).

In the event the Town was to consider the use of eminent domain, the Town must undertake the necessary hearings required by the EDPL (see generally, EDPL §204, et seq.) prior to the authorization of any use of the eminent domain power, which, of course, would then be subject to review pursuant to EDPL § 207.

This submission therefore offers no specific comment on the propriety of the use of eminent domain under these circumstances, which can be raised at such subsequent hearings consistent with the EDPL.

Response C12-1:

As presented at the public hearing, if the Town of Brookhaven decided to use eminent domain to acquire any properties within the Ronkonkoma Hub area, separate eminent domain proceedings would be conducted pursuant to applicable New York State laws. Moreover, as explained by special counsel to the Town Board, Anita Laremont of Harris Beach, at the January 9, 2014 public hearing: "The use of Urban Renewal designations in connection with such large-scale development projects is not unusual. The designation, made in accordance with New York State's General Municipal Laws, gives municipalities



⁴ "...the possible use of eminent domain by the Town of Brookhaven (as set forth in the MDDA... Any such use of eminent domain would follow the applicable requirements of New York State law."



the tools to carry out new development projects. It is permissible for municipalities to establish a coherent development scheme for an Urban Renewal Development and to facilitate site assemblage...The General Municipal Law provisions regarding Urban Renewal projects lay out the procedural steps that must be followed in order to establish an Urban Renewal Project...the Planning Board held a public hearing on the Urban Renewal Plan and certifies that the plan complies with the criteria set forth in the General Municipal Law, and determines that the plan that conforms to the findings previously made, that the area is appropriate for Urban Renewal.”

In the event that it is determined that eminent domain will be used, the Town of Brookhaven will follow all legal requirements.

Comment C12-2:

The TOD and Urban Renewal Plan are specifically connected to the adoption of the “Regulating Plan” which is purportedly designed to accomplish development goals consistent with the TOD and Urban Renewal Plan. (See, e.g., DGEIS Executive Summary as XV and the TOD a/k/a “Land Use and Implementation Plan” dated October 2013 at pps. 12-14.)

The Regulating Plan is the governing and implementing part of the TOD and Urban Renewal Plan. There are certain aspects of the TOD and Regulating Plan to which my clients object. The implementation of the Regulating Plan as it applies to my clients’ properties would destroy the value of their properties, preclude any development of these properties, and effectively take and confiscate these properties in violation of the New York State and United States Constitution (e.g., New York Constitution Article I, §7). The adoption of the TOD and Regulating Plan would be an unreasonable and excessive abdication of the Town’s zoning power to the Designated Developer.

Response C12-2:

With respect to property values, as explained in *The SEQR Handbook* (http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf):

9. Are there economic or social factors which are inappropriate for inclusion in an EIS?

Purely economic arguments have been disallowed by the courts as a basis for agency conclusions when concluding a SEQR review by developing Findings. Therefore, potential effects that a proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors.

Based on the foregoing, impacts to property values are not an appropriate SEQRA inquiry.



The proposed action involves implementation of the “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan” through adoption of a new Article XLVII, entitled “Ronkonkoma Hub Transit-Oriented Development District (Ronkonkoma Hub TOD District),” as an addition to Chapter 85 (“Zoning”) of the Town Code. This new Article XLVII will incorporate a “Regulating Plan” designating the subdistricts comprising the Ronkonkoma Hub TOD District and the various roadways within and adjacent to those subdistricts.

The proposed TOD District does not abdicate the Town’s zoning powers to the Master Developer. The Town retains the power to administer the Code requirements and act on land use applications made pursuant to this Code section. Furthermore, in the event that a property owner in the TOD District cannot conform to the requirements of the TOD District, similar to any property owner in any zoning district, such property owner would have the right to, among other things, seek a variance from the zoning requirements with which it does not comply.

Comment C12-3:

The TOD/Regulating Plan embodies the proposed planning concepts of the Designated Developer and, as applied to my clients, prevents them and, it would appear, any other property owner from developing and fully realizing the economic benefits of their property. The TOD/Regulating Plan limits to the Designated Developer the development potential and the realization of the market value of these properties only without the Designated Developer having acquired the properties or having paid the market value for these properties.

Response C12-3:

The proposed TOD District, as specifically detailed in the “Overview and Historical Background” section of the TOD Code, is the product of a multi-year comprehensive planning process, undertaken by the Town, to develop and implement a vision for compact, mixed-use redevelopment of underutilized land in the Ronkonkoma Hub area and also to revitalize blighted, vacant, and/or underutilized parcels in the Ronkonkoma Hub.

Nothing in the proposed TOD Code restricts development in the Ronkonkoma Hub TOD District to the Designated Developer. Also, see Response to Comment C12-2.

Comment C12-4:

The TOD/Regulating Plan requires a minimum of 10 acres for any proposed development. There is no rational basis for the imposition of such a minimum development size. As it applies to my clients, it disqualifies them from developing or even attempting to develop their own properties to realize their constitutional and protected property rights (See Appendix A to the TOD plan at p.8).



The Mensch Property consists of 3.6 contiguous acres, which under the J-6 zone would allow for a multitude of commercial uses, including many of the uses which are proposed by the designated developer. The 3.6 acre size of this property is of a size readily developable for any of the uses or current uses under the J-6 zone.⁵

Likewise, the Newman Property, which consists of 4.6± acres, which is also in the J-6 zone and has both zoning and size requisites for major commercial development, almost all of which is the same type of development being proposed by the designated developer.

Despite the fact that both the Mensch and Newman parcels are readily developable for a wide array of commercial uses under the J-6 zone, which do not contain this excessively large lot size minimum for any of the J-6 uses, the imposition of the TOD/Regulating Plan imposes a minimum of 10 acres. This plainly prohibits the development of my clients' properties. What adds to the unreasonableness of this 10 acre requirement is that many, if not all, of the uses envisioned by the TOD Plan are the same as the uses already permitted by the J-6 zone.

The Designated Developer does not own these properties. The adoption and imposition of the TOD/Regulating Plan simply acts to confiscate the property or freeze development of the property until such time as the Designated Developer deems it fit to proceed with its development. By the time the project proceeds, my clients will have already suffered irreparable harm. There is no assurance that my clients or any of the other property owners will receive from the Designated Developer the market value of their property or recover the damage suffered by reason of this delay.

The TOD/Regulating Plan places the control of all these properties, which are presently developable under the J-6 zone, into the hands of the Designated Developer.

While the Town certainly has the prerogative to consider and adopt changes of zone to accomplish public good, this draconian application of a 10 acre minimum effectively supplants the Town as a sovereign governing body surrendering to the Designated Developer the use and development of property within the Town.

The power is being given to the Designated Developer for an inordinately and unjustified twenty (20) year period. The zoning power is diluted to the point where it deprives the Town of its basic governing function: the sovereign zoning power. (See, Urban Renewal Plan, October 2013, p.26.)

Of course, the bottom line of the application of the 10 acres minimum to these properties effectively works a taking or confiscation of the property. Confiscation does not necessarily require a legal invasion

▼
⁵ The Mensch property is especially affected since the TOD zoning appears to prohibit the Mensch property's current use.



or occupation of the property. It is an “inverse condemnation”; a “de facto” or “regulatory” taking which is being accomplished by imposition of a legal impediment which makes it impossible for the properties to be utilized or developed for their full market value. Such result is plainly violative of a property owner’s constitutional guarantees.

New York State’s highest court stated, “An exercise of the police power to regulate private property by zoning which is unreasonable constitutes a deprivation of property without due process of law.” *Fred F. French Investing Co., Inc. v. City of New York*, 39 N.Y.2d 587, 595 (1976). The United States Supreme Court recognized, “[G]overnment regulation of private property may, in some instances, be so onerous that its effect is tantamount to a direct appropriation or ouster-and that such ‘regulatory takings’ may be compensable[.]” *Lingle v. Chevron U.S.A., Inc.*, 544 U.S. 528, 537 (2005). New York State recognizes the same: “While property may be regulated to a certain extent, if regulation goes too far it will be recognized as a taking.” *In re City of New York*, 35 Misc. 3d 1224(A) (Sup. Ct. Richmond Co. 2012) (citing *Pennsylvania Coal Co. v. Mahon*, 260 U.S. 393 (1922)). “Indeed, injuries which in effect deprive individuals of full or unimpaired use of their property may constitute a taking in the constitutional sense.” *City of Buffalo v. J.W. Clement Co.*, 28 N.Y.2d 241, 253 (1971). “De facto taking requires ... a legal interference with the physical use, possession, or enjoyment of the property or a legal interference with the owner’s power of disposition of the property.” *Id.*, at 255.

In fact, the extent of the development restriction placed on my clients’ properties (as well as the other property owners) is beyond a “de facto taking”. They are really “per se” takings, similar to the actions invalidated by the Supreme Court of the United States in *Lucas v. South Carolina Coastal Council*, 505 U.S. 1003 (1992).

Response C12-4:

It is well established that the Town’s zoning police power “is not limited to regulations designed to promote public health, public morals or public safety or to the suppression of what is offensive, disorderly or unsanitary, but extends to so dealing with conditions which exist as to bring out of them the greatest welfare of the people by promoting public convenience or general prosperity.” See, *Wolfsohn v. Burden*, 241 N.Y. 288, 298 (1925). Moreover, zoning regulations in the State of New York must be in accordance with a comprehensive plan setting forth “the fundamental land use policies and development plans of the community.” See, e.g., Town Law Section 263; *Udell v. Haas*, 21 N.Y.2d 463, 469-472 (1968); and *Gernatt Asphalt Products, Inc. v. Town of Sardinia*, 87 N.Y.2d 668, 684-85 (1996).

As noted above, the proposed TOD District is the product of a multi-year comprehensive planning process, undertaken by the Town, to develop and implement a vision for compact, mixed-use redevelopment of underutilized land in the Ronkonkoma Hub, and also to revitalize blighted, vacant, and/or underutilized parcels in the Ronkonkoma Hub. Moreover, the Town will, prior to adoption of the proposed TOD Code, and as part of the proposed action, adopt both an “Urban Renewal Plan for the



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Ronkonkoma Hub” and a “Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan.”

As set forth in the section of the proposed TOD Code entitled “Development Standards and Requirements,” the 10-acre minimum size for an initial site plan application in the Ronkonkoma Hub expressly recognizes “the importance of comprehensive redevelopment of the lands in the Ronkonkoma Hub TOD District in accordance with the aforesaid ‘Ronkonkoma Hub Transit-Oriented Development Land Use and Implementation Plan’. . .and the provisions of this Article.”

Also, see the Responses to Comments C12-2 and C12-3.

Comment C12-5:

Apart from the imposition of the 10 acre minimum as an insurmountable hurdle to every property owner in the designated development area, it is compounded by the discriminatory provisions of the TOD. Under the TOD/Implementation Plan any independent effort at development, whether by my clients or, for that matter, (even if the 10 acre minimum could be achieved) any other property owner in the 54 acre Ronkonkoma Hub area, is required to undergo a regulatory process and burden greater than the Designated Developer. (See DGEIS Executive Summary XXXIV.)

Thus, even to the extent that my clients or individual property owners may choose to assemble their properties and propose their site development plan, they would be subject to a discriminatory review process – a process which is not placed on the Designated Developer.

There is no rational basis for this, especially since it is emphasized throughout the TOD, Implementation Plan and Urban Renewal Plan that the proposed project is, in itself, conceptual and therefore, presumably, subject to change as the designated developer determines that the market dictates. Why should the designated developer’s proposed use of any of the properties be exempt from this review?

Response C12-5:

See the Responses to Comments C12-2 and C12-4.

In addition, it should be noted that the Designated Developer is subject to the same development review process, under the proposed TOD District, as any other landowner/applicant. The TOD District contains no exemptions or other special provisions applicable to the Designated Developer or to any other particular landowner or land use applicant.



Comment C12-6:

The adverse discriminatory effects of the TOD is amplified by the fact that it was proudly announced by the Town that the designated developer had apparently acquired or obtained commitments for those properties inside "Phase 1". Phased or staged development of the 54 acres does not seem to have been either addressed or fully considered in any of the documentation in relation to the TOD, Implementation Plan, Urban Renewal Plan or, for that matter, the DSGEIS.

To the extent it can be ascertained, it appears that Phase I encompasses the proposed apartments at the eastern end of the Ronkonkoma Hub area. Yet, in the absence of sewers or other sanitary disposal facilities, the construction of apartments would appear to be impermissible under the requirements of the Suffolk County Department of Health. It is noted that a Sewer Treatment Plant (STP) is the subject of consideration and implementation by the County of Suffolk, which is plainly not limited to this project. The sewers being considered are intended to service the entire area, including various portions of Islip. While it is my understanding that studies have been undertaken for the implementation of this sewer project and the construction of a STP, no funding has been specifically appropriated or bonding issued. While the designated developer is likely to be contributing to the construction of a STP, there does not seem to have been any "hard look" consideration of when, or even if, this STP will be constructed or how it can be feasibly financed consistent with the economic viability of both Islip and Brookhaven.

Further, it is our understanding that the construction status of the STP itself may be questionable and that as a possible alternative, the County is considering connection to the already existing Southwest Sewer District facilities to serve the proposed project. This, of course, is a facility which should also be equally available to the current owners in formulating their development plans. It's [sic] availability should not be limited to the Designated Developer. Moreover, if use or connection of the Southwest Sewer District is under consideration, we believe it was not thoroughly reviewed ("hard look") in the EIS process.

Response C12-6:

When first conceived, and as explained and analyzed in the 2010 DGEIS, the revitalization of the Ronkonkoma Hub area included the construction of an STP within the Town of Brookhaven to solely serve the Ronkonkoma TOD. The 2010 DGEIS explained, among other things, that the then-contemplated Ronkonkoma TOD included the construction of an STP, which was shown, at that time, in the southeast portion of the Ronkonkoma Hub area (see Figure 24 in the 2010 DGEIS). Based on the program mix in the 2010 DGEIS, the projected sanitary waste volume from then-anticipated new development within the Ronkonkoma TOD was 169,000 gpd (see Section 4.2 of the 2010 DGEIS). However, the STP was, at that time, proposed to be sized to accommodate all land uses within the Ronkonkoma TOD area (projected new development plus existing development served by on-site sanitary systems). Based on the approximately five-acre land area on which the STP was proposed to be situated, that facility would have been capable of treating 275,000 gallons of sanitary waste per day. An analysis for the STP originally contemplated by the Town of Brookhaven was prepared and included in Appendix D of the 2010 DGEIS.



Since the time of preparation of the 2010 DGEIS (and as explained in Section 2.3 of the DSGEIS), Suffolk County proposed to establish a sewer district and construct a STP on a 7.74-acre property, south of the LIRR tracks, opposite the southeastern portion of the Ronkonkoma Hub area. As part of the development of a new STP, the County was proposing to form a new sewer district, which would accommodate sewage from the Ronkonkoma Hub area as well as from unsewered areas within the Town of Islip. The new STP was proposed to be sized with an initial capacity of 500,000 gpd with the ability to expand to 750,000 gpd. The capacity was established based upon the approximately 400,000 gpd anticipated for future development within the Ronkonkoma Hub area, plus an additional 100,000 gpd for future connections in the Town of Islip, including, for example, potential future connections to MacArthur Airport. In addition, provisions for an additional 250,000 gpd (for a total capacity of 750,000 gpd) were being considered to accommodate potential future growth within the sewer district. As explained at the DSGEIS hearing, Suffolk County is currently exploring another option to handle sewage from the Town of Islip and the Ronkonkoma Hub. This option consists of transporting sanitary waste from Ronkonkoma Hub through a force main system connecting to the Southwest Sewer District No. 3 (SWSD#3), where it will be treated and disposed of (see correspondence dated March 10, 2014 from Gilbert Anderson, P.E., Commissioner of the SCDPW in Appendix G of this FGEIS).

As explained by Commissioner Anderson (see Appendix G), the SCDPW “will be exploring the potential of connecting adjacent communities. The capacity of the current system will be sized to handle flows up to 1 million gallons per day. 400,000 gallons per day capacity will be reserved for Ronkonkoma Hub. The remaining 600,000 gallons per day is currently available for either Town to connect to. Discussions have begun with the Town of Islip who is very interested in connecting the Airport and possibly other nearby areas to the facility.” The regional sewage issue is a Suffolk County issue, and Suffolk County is responsible for complying with SEQRA and its implementing regulations and any other applicable laws and regulations.

Comment C12-7:

In summary, our objections to the TOD/Implementation Plan/Urban Renewal Plan are that it (i) effectively confiscates, destroys and takes my clients’ properties and development potential without payment of any compensation in violation of the New York and United States Constitutions; (ii) discriminates in favor of the Designated Developer; (iii) constitutes an excessive dilution or abdication of the Town’s sovereign zoning power; and (iv) has not fully reviewed the conditions and in particular the protracted construction period involved in the proposed development.

The TOD objectives, we believe, could equally be accomplished by the already existing property owners under the current J-6 zoning or by the Town providing incentives to the property owners, which could conceivably cost far less and be more practically achievable than the massive project envisioned by the TOD.



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Response C12-7:

The Town's J-6 zoning cannot accomplish the Town's comprehensive redevelopment goals for the Ronkonkoma Hub area. See the Responses to Comments C12-2 and C12-4.



DIANE MOTTOLA
2381 JULIA GOLDBACH
RONKONKOMA
February 10, 2014

Comment C13-1:

We are a very active community that has approx. 19,000 residents with 4 schools. Our community has a LIRR crossing at Ocean Ave/Lakeland that has approximately 33,000 cars a day! Our gate activity in peak hours causes major congestions currently. After reading the DGEIS the report fell short of evaluating the current conditions that do not incorporate the full scope of roads around the proposed HUB. We are also a corridor to the LIRR station and Mac Arthur Airport.

Response C13-1:

The DSGEIS prepared for the TOD includes a comprehensive Traffic Impact Study (TIS) to evaluate the potential impacts of the operation of the TOD on traffic conditions in the area of the site (see Section 3.5 and Appendix H of the DSGEIS). Included in the TIS was the evaluation of 10 intersections. In addition, as part of this FGEIS and in response to comments received from the Town of Islip Department of Planning and Development on the DSGEIS (see Response to Comment C11-1), an additional eight intersections were evaluated. As indicated in the Response to Comment C11-1, there is mitigation proposed at the intersections of Pond Road at Express Drive South and Lakeland Avenue at Smithtown Avenue.

In regard to the operation of the railroad crossing gates, two intersections in proximity to railroad crossing gates were evaluated as a result of the Town of Islip comments. These included Ocean Avenue at Johnson Avenue and Pond Road at Johnson Avenue. This evaluation indicates that the potential increase in traffic due to the development of the TOD at the Ocean Avenue at Johnson Avenue are anticipated to be less than three percent of background traffic during the peak hours evaluated. This level of increase will not result in any significant adverse impacts to traffic conditions at the intersection, or by extension, the railroad crossing. At the intersection of Pond Road at Johnson Avenue, increases due to the TOD relative to background traffic are expected to be high enough that detailed capacity analyses were performed. These analyses revealed that levels of traffic service will not be significantly impacted by the development of the TOD. The large majority of traffic to and from the TOD area from the south would be expected to use Ronkonkoma Avenue, which is bridged over the railroad tracks.

See Response to Comment C11-1.



Comment C13-2:

The future of the Hub also includes the LIRR Double Track project which will include up to 17,000 commuters. Freight expansion is also going to increase radically. We hear that parking is being placed on the Islip side, which is approximately 1000 feet of your project.

Response C13-2:

The proposed action and the LIRR Double Track project are two, independent actions. The LIRR Double Track project and the instant proposed action are not under common ownership or control; they are not part of a common plan (i.e., are not segments or components of an "action" that is proposed in phases); they are not functionally dependent upon each other; the approval of one does not induce or commit any entity from approving the other; they do not have a common purpose; they do not have a timeframe for implementation that is interrelated; the geographic extent of each project is different; and they do not share a common impact that, even if considered together, would result in one or more significant adverse impacts.

The MTA and the LIRR prepared a Final Environmental Assessment (EA) for the Main Line Double Track Project in September 2013, which evaluated the potential environmental effects of that project.

As part of the cumulative impact assessment for the instant proposed action, the DSGEIS addressed the cumulative traffic impacts of the LIRR Double Track project and the proposed action. As indicated on pages 29 and 30 of the Traffic Impact Study included in Appendix H of the DSGEIS, "...the EA reveals a projected increase in off-peak train service only as a result of the Double Track Project within the vicinity of the Ronkonkoma Station. The number of trains operating west of the station during the weekday a.m. and p.m. peak hours is unchanged from the No-Build condition, increasing by one train in each direction during only the midday peak hour. As the EA forecasts only increases in off-peak trains near Ronkonkoma, any increases in vehicle trips near the Ronkonkoma station as a result would be limited to off-peak periods when traffic levels in the area are significantly lower than the commuter peak periods. The development proposed with the Ronkonkoma HUB TOD would generate peak traffic levels within the typical a.m. and p.m. peak commuter periods when the Double Track Project would not. Therefore, the Double Track Project will not create any impacts to traffic conditions that require evaluation as part of this study."

With respect to parking, as explained in Section 5.0 of the DSGEIS (pages 230-231), if any existing designated commuter parking is to be temporarily or permanently displaced to accommodate proposed development in the Ronkonkoma Hub area, a plan must be prepared and submitted to the Town that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.



Comment C13-3:

Also, you are asking Suffolk County to support your project to construct a sewer district, again on the Islip side.

Response C13-3:

Support for the revitalization of the Ronkonkoma Hub on various governmental levels has been significant. However, the commentator's statement is not accurate, as the Town of Brookhaven did not ask Suffolk County to create a sewer district or to construct an STP.

See Response to Comment C12-6.

Comment C13-4:

I included recent articles to remind the Town of Brookhaven how this is a "Regional Project" and must be treated like such a project. Our demands to seek future protective agencies are not unreasonable. For me to even consider this project success, the infrastructure is not in any condition to support this. Major roadways around the hub for this size need to be re-evaluated to support this by constructing its own infrastructure without using the current situation to support this project.

Response C13-4:

Detailed traffic analyses were conducted in the 2010 DGEIS and in the DSGEIS, which included required mitigation to support development within the Ronkonkoma Hub. Additional analyses were also conducted as part of this FGEIS. See Response to Comment C8-1 and Appendix F of this FGEIS.

Comment C13-5:

The Long Island Regional Planning Council voted unanimously Tuesday to name the 50-acre housing and retail development proposal known as the Ronkonkoma Hub a project of "regional significance," a designation sought by Brookhaven Town officials.

Response C13-5:

The comment is noted.

Comment C13-6:

The Civic has been a part of the process to redevelop the Ronkonkoma Hub from the beginning. In 2007, we started worked [sic] with the Town of Brookhaven to develop a planning study aimed at revitalizing



the area. The Town has held several meetings with the community to discuss redevelopment plans and the result is the draft Land Use and Implementation Plan for the Ronkonkoma Hub Transit-Oriented Development District, which was accepted by the Town Board 2010.

This work should have included traffic operations and mitigation, vehicular and pedestrian safety, environmental assessment, public involvement, regulatory agency coordination, and roadway and signal design to include the entire scope.

Response C13-6:

As explained in Section 2.1 of the DSGEIS and in Response to Comment C10-1, a comprehensive SEQRA process was conducted for this application, and numerous meetings and hearings were conducted to secure public comments. In addition, the Town of Brookhaven has coordinated with all involved regulatory agencies.

Also, see Response to Comment C8-1 for a discussion of the traffic analyses conducted and the mitigation that will be employed to minimize potential traffic impacts.

Comment C13-7:

I personally followed this project since 2007. It was always understood there was a partnership between Brookhaven and Islip. This project went from 450 units and ballooned to 1,450 units. I understand the demands of housing, but cannot support the fact that residents will have 1.1 parking spaces and that children entering the Sachem schools will only be approximately 160 children. It's sad to say that this evolving project has not considered the surrounding communities, civic groups, police and fire departments. The only civic group that was considered was the Lake Ronkonkoma Civic Organization, not RCA-Islip and other local groups.

Response C13-7:

As explained in Section 2.1 of the DSGEIS and Section 2.0 of the *Proposed Ronkonkoma Hub Transit-Oriented Development (TOD) Land Use and Implementation Plan* (included in Appendix C of the DSGEIS), the Ronkonkoma Hub development has evolved since it was first conceived in 2007. Part of the evolution was a result of meetings with the community. There have been multiple meetings that were held by the Town of Brookhaven, as follows:



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
Public Workshop at Town Hall	June 16, 2010
Public Informational Meeting at Ronkonkoma Fire Department	July 14, 2010
DGEIS Public Hearing	October 19, 2010

In September 2010, after completion of a DGEIS for the previously-considered conceptual plan for the Ronkonkoma Hub TOD, the Town Board accepted the DGEIS for public review and comment. On October 19, 2010, the Town Board held a public hearing on the DGEIS and the public comment period was left open until October 29, 2010.

In addition, the Master Developer has held numerous meetings, including, but not limited to:

- ▶ June 12, 2012 – Meeting with Councilwoman Bergin Weichbrodt, Islip Supervisor Croci, and Former Islip Commissioner of Planning Dave Genaway
- ▶ July 17, 2012 – Meeting with former Islip Commissioner of Planning, Dave Genaway and current Islip Commissioner of Planning, Rich Zapolski, and subsequent attendance at MacArthur Airport Master Plan Update and Workshop per invitations from then-Commissioner Genaway and Commissioner Zapolski
- ▶ March 6, 2012 – Meeting with Councilwoman Bergin Weichbrodt
- ▶ January 17th and 24th, 2013 – Meeting with officials of the Holbrook Chamber of Commerce
- ▶ January 24, 2013 – Presentation to the Ronkonkoma Chamber of Commerce at Windows on the Lake to which both the Ronkonkoma Civic and Lake Ronkonkoma Civic were invited; approximately 150-200 in attendance.
- ▶ March 8, 2013 – The Ronkonkoma Civic Board members were taken on tour of “New Village” in Patchogue and further discussed the Hub project.
- ▶ March 18, 2013 – Presentation to full membership of Ronkonkoma Civic at Peconic Middle School; approximately 125-150 in attendance



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- April 25, 2013 – Meeting with Legislator Cilmi
- April 26, 2013 - Meeting with State Senator Lee Zeldin
- June 7, 2013, July 17, 2013 and October 4, 2013 – On these three separate occasions, the Master Developer met with the president of the Ronkonkoma Civic
- June 13, 2013 – Presentation to Lake Ronkonkoma Civic full membership at Lake Ronkonkoma Fire House, to which the Ronkonkoma Civic was invited.

Comment C13-8:

I am personally asking the Town of Brookhaven to include the Town of Islip to commit to a partnership so that this project can be successful. By planning together the results would benefit both townships.

Response C13-8:

While the approval of actions required for the implementation of the Ronkonkoma Hub redevelopment is under the jurisdiction of the Town of Brookhaven, the Town of Brookhaven has continually involved the Town of Islip in meetings regarding this initiative.

Also, as indicated in the Response to Comment C13-7, the Town of Brookhaven and the Master Developer have participated in community outreach with the Town of Islip and its residents.

In addition, the Town of Islip held a forum for its residents on February 5, 2014, and the Town of Brookhaven has addressed all substantive issues raised in that forum as part of this FGEIS (see Section 3.3).

Comment C13-9:

The Ronkonkoma Hub project at its current form is way too massive and should be downsized to conform to the community. I must oppose this proposal. There is a moral obligation towards the surrounding communities and the negative effects that will impact us. I feel very strong that this project is jeopardizing our health and safety to the current residents and the future occupants on this project.

Response C13-9:

The potential impacts of the Ronkonkoma Hub redevelopment have been comprehensively evaluated over a seven-year period. See the 2010 DGEIS, the DSGEIS and the Response to Comment C10-1.



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CLIFFORD HYMOWITZ

January 28, 2014

Comment C14-1:

I saw a lot mentioned about pedestrian activity as a concept

Response C14-1:

As stated in the DSGEIS and in the *Land Use and Implementation Plan* for the Ronkonkoma Hub TOD, 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. As discussed in Section 3.4.2 of the DSGEIS, the Maximum Density Concept Plan, as depicted in more detail in the Conceptual Master Plan Package (included in Appendix E of the DSGEIS), portrays a pedestrian-friendly environment with sidewalks, a large plaza in front of the train station and uniform landscaping and streetscapes (e.g., street trees, furniture). Businesses would be oriented to the street to capture foot traffic around the station and within the overall Hub area." Also, as explained in Section 3.5.2 of the DSGEIS, the TOD District, prepared by the Town of Brookhaven, specifies the geometry to be utilized for the construction/reconstruction of the roadways within the TOD and includes cross-sectional elements such as the location and widths of parking, vehicle and bicycle lanes and sidewalk areas, which the Town has designed to accommodate vehicular, bicycle and pedestrian traffic. The Maximum Density Concept Plan also envisions wide sidewalks to allow for the placement of trees wells, planters, benches, outdoor cafes and other pedestrian amenities along the storefronts (see Section 3.10.2 of the DSGEIS).

Comment C14-2:

The only concrete comments involved fixing of sidewalks

Response C14-2:

Contrary to the comment, and as explained in Response C14-1, significant pedestrian improvements are proposed as part of this redevelopment. As indicated in the Response to Comment C14-1, the Ronkonkoma Hub TOD is intended to become a pedestrian-friendly community. The redevelopment efforts would include new sidewalks, benches, planters, and tree wells, all designed to create a pedestrian-friendly environment, providing connectivity throughout the TOD.

Comment C14-3:

I didn't see any references to MacArthur Airport access by SCT.



Response C14-3:

The Suffolk County Transit operations at the Ronkonkoma LIRR station were described in Section 3.5.1 of the DSGEIS. There is currently bus service between the Ronkonkoma LIRR and the Islip MacArthur Airport provided by Suffolk County Transit Route S 57. This bus service is described in the Traffic Impact Study, included as Appendix H to the DSGEIS.

Comment C14-4:

No identification of need for increased or new service by SCT

Response C14-4:

Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.

Comment C14-5:

I didn't notice anything regarding the need for reverse commute

Response C14-5:

While the development of the Ronkonkoma Hub would provide housing opportunities (and other development) proximate to the LIRR, the development of such housing would not impact the need for reverse commutation either by rail or automobile.

It appears that the commentator may be referencing the LIRR's Double Track project, and as explained in Response to Comment C13-2, the Ronkonkoma Hub is completely independent of that project.

Comment C14-6:

I saw no reference at all to the keywords accessibility [sic] or disability

Response C14-6:

The proposed development would comply with the guidelines and standards of the Americans with Disabilities Act (ADA) and other applicable regulations.



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ALEXANDER JHO
78 WANTAGH AVE
EAST ISLIP
February 5, 2014

Comment C15-1:

Has the project looked at developing both sides of the track fairly? It seems all Islip Town will get from this development is increased traffic, a bigger parking lot, a (possible) sewage treatment plant, and not much else that benefits its residents.

Response C15-1:

As explained in Section 2.0 of the 2010 DGEIS, Section 2.0 of the DSGEIS and Response to Comment C10-1 of this FGEIS, the impacts of the Ronkonkoma Hub development have been comprehensively evaluated. These SEQRA documents (2010 DGEIS, DSGEIS and this FGEIS) combined, evaluated the following factors:

- 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.

In addition, the analyses conducted addressed potential traffic impacts within the Town of Islip (see Response to Comment C11-1 and Appendix F of this FGEIS).



ANGEL MCCABE
100 EASTVIEW ROAD
RONKONKOMA
February 5, 2014

Comment C16-1:

Because there will be so many apartments I feel there will be such increased traffic. We need an impact study on Johnson & Ocean as well as Lakeland & Smithtown Avenue and Pond & Railroad Avenue.

Response C16-1:

See Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS.

Comment C16-2:

Also the parking at the train is already a nightmare there won't be enough parking. They need to reduce the # of units of residential units. With 1450 units you'll need at least 2000 parking spaces just for residents. Then add in the office space & retail space. There is not enough parking. If they reduced the # of units this would solve the problem.

Response C16-2:

Section 5 of the Traffic Impact Study included in Appendix H of the DSGEIS evaluated the existing parking demands and the projected demand of the proposed development plan. As shown in Table 19 of the Traffic Impact Study (see page 81), there will be 3,459 parking spaces required, based on the proposed TOD District parking requirements. The Maximum Density Concept Plan indicates the construction of 3,638 parking stalls within the TOD, which exceeds the TOD District parking requirements.

Moreover, as explained in Section 3.5 of the DSGEIS, if any existing designated commuter parking is displaced by the proposed development, it will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.

Comment C16-3:

If we made the Islip parking lot by permit only (for Islip residents) they would not be able to build so many units.



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Response C16-3:

The LIRR parking lots situated to the south of the LIRR tracks in the Town of Islip are not owned by the Town. They are owned by Suffolk County. Accordingly, the Town of Islip cannot designate the area for Islip resident parking only.



Engineering, Surveying and Landscape Architecture, P.C.

CHRISTOPHER LOCOVARE
201 GARDEN COURT
BAY SHORE
February 5, 2014

Comment C17-1:

At what stage is this project?

Response C17-1:

The project is in the environmental review process, in accordance with SEQRA. The FGEIS (this document) responds to all substantive comments made during the public comment period on the 2010 DGEIS and the DSGEIS. Once this FGEIS is filed by the Town Board and the public consideration period on this FGEIS closes, the Town Board will issue a Findings Statement, which will, among other things set forth its environmental findings with respect to the Ronkonkoma Hub redevelopment, and will identify mitigation measures that will be incorporated into the substantive decisions made by the Town Board (in order to avoid or minimize potential significant adverse environmental impacts).

After the SEQRA process is concluded, the Town Board will be able to make substantive decisions relating to this application, specifically:

- Adoption of the Urban Renewal Plan
- Adoption of the Land Use and Implementation Plan
- Adoption of a TOD District
- Change of zone of parcels within the Ronkonkoma Hub area to the TOD District
- Approval of a Maximum Density Concept Plan

Comment C17-2:

Has a critical design review been done?

Response C17-2:

As explained in Section 2.1 of the DSGEIS and Response to Comment C10-1, the Town Board selected a Master Developer for the Ronkonkoma Hub. The Town of Brookhaven, primarily through its Department of Planning, Environment and Land Management, Division of Traffic Safety and Town Attorney's office, have been working closely with the Master Developer and its design team on the design of the Ronkonkoma Hub.



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If, upon completion of the SEQRA process, the Town Board approves the various actions listed in Response to Comment C17-1, the Master Developer will be required to prepare and submit site plans for review and approval by the Town of Brookhaven Planning Board, with assistance from the staff of the Town of Brookhaven Department of Planning, Environment and Land Management

Comment C17-3:

Who will manage the project?

Response C17-3:

The project will be developed and managed by the Master Developer.

Comment C17-4:

Who will manage (oversee) the contract(s)?

Response C17-4:

As with any development project, the contracts will be managed by the developer – in this case, the Master Developer.

Comment C17-5:

Will any of the work (contracts) be given to disadvantaged minority, women owned business' [sic]?

Response C17-5:

The Master Developer will be required to comply with all applicable legal requirements regarding contractor selection.

Comment C17-6:

Will the Design firm be retained throughout the project?

Response C17-6:

As explained in Response to Comment C17-2, similar to any development project, the Master Developer will be responsible for preparation of the site plans, and the Town will be responsible for review and approval of site plans. The Master Developer is in control of the design firm that is used in preparation of required plans.



Comment C17-7:

Will the Design firm be responsible for errors & omissions in the design?

Response C17-7:

Licensed architects and engineers are responsible for their designs, as set forth in the New York State Education Law, and the Town of Brookhaven requires that plans be prepared by such professionals who are licensed in the State of New York. Accordingly, the architects and engineers who work on the project would be responsible for the design.

Comment C17-8:

Where is the funding coming from?

Response C17-8:

The Master Developer is responsible for the vast majority of funding associated with the redevelopment of the Ronkonkoma Hub. However, the Master Developer was awarded \$1,050,000 dollars from Empire State Development from its Regional Council Capital Fund. The award is for the reimbursement for a portion of the design and construction cost of a sewer collection system and pump station related to the Ronkonkoma Hub transit-oriented development. Funds will be disbursed in a lump sum upon project completion.

Comment C17-9:

Will the FTA be involved?

Response C17-9:

The FTA (Federal Transit Administration) is not involved in the Ronkonkoma Hub redevelopment.

Comment C17-10:

Will there be safety procedures; safety plan? Will there be Quality procedures; Quality plan?



Response C17-10:

Like any development project, the Master Developer is responsible for safety measures associated with the redevelopment. As indicated in Response to Comment C17-2, the Master Developer will be required to secure site plan approval for development within the Ronkonkoma Hub and will be required to secure building permits from the Town of Brookhaven. Also, like any development project, the Town of Brookhaven Building Department will conduct inspections during construction, and any problems identified would have to be rectified. No certificates of occupancy would be issued until the Town of Brookhaven was satisfied that the development complies with all relevant regulations and requirements.

In addition, based on the specific analyses conducted as part of the SEQRA process for the Ronkonkoma Hub, the Town Board is requiring the preparation of a construction traffic management and logistics plan as part of the site plan review process. This traffic safety plan must include, at a minimum:

- Days/hours of proposed construction activity
- Designated routes of heavy vehicles to and from the site
- Parking areas for workers and heavy vehicles
- Construction staging areas.



JIM THOMPSON
20 CENTRAL AVENUE
MILLER PLACE
February 5, 2014

Comment C18-1:

As a 57 year resident of Suffolk County, I'm very concerned about changing the suburban face of my county. These "projects" will forever alter life in Suffolk as well as all of Long Island. There is not a housing shortage here but a crisis of economics which will not be corrected by building large unaffordable projects. Taxes and over regulation must be a First (sic) priority. Also the requirement of a portion of the housing being put aside for "workforce" housing which will be filled [and] section 8 housing. This will cause a greater financial burden of the taxpayers of both Islip and Brookhaven.

Response C18-1:

Socioeconomic and property tax analyses were performed as part of the DSGEIS, and such analyses presented the myriad positive fiscal benefits to the Town of Brookhaven and the overall County, as well as economic benefits to the immediate area within and around the Hub. Specifically, and as indicated in Section 3.8.2 of the DSGEIS, the positive impacts of the proposed development are as follows:

- \$43,914,700± in potential household discretionary income spending and \$4,624,218± in secondary impacts from this discretionary spending
- 1,953± Full-time Equivalent (FTE) construction jobs annually (11,700± total FTE construction jobs over the projected construction period)
- 2,740± permanent jobs generating \$96,287,150 in payroll. This is projected to generate an additional \$55,090,800± in secondary earnings and an additional 2,129± secondary jobs. Additionally, the discretionary income spending described above is projected to support 349± additional jobs
- \$16,179,702± in projected property tax revenues, a net increase of \$15,711,714± over existing conditions
- \$11,178,342± of the \$16,179,702 in overall projected property tax revenues would go to the Sachem CSD, a net increase of \$10,843,189± over existing conditions
- \$5,045,625± in sales tax revenue from the anticipated retail component and \$410,395± in sales tax revenue from the anticipated hotel component



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- \$739,908± annual net increase to the Ronkonkoma Fire Department
- \$2,114,050± annual net increase to the Suffolk County Police Department.

Overall, while there would be an increase in population within the Ronkonkoma Hub area, implementation of the proposed action would result in a positive fiscal benefit to the Town and the County, as well as economic benefits to the immediate area within and around the Hub.

Also, the commentator indicates that this is a “workforce” and Section 8 housing development. Although as with any residential development, the Master Developer will be required to comply with all applicable fair housing laws, the TOD District that would be applicable to the Ronkonkoma Hub area, does not include requirements for workforce or Section 8 housing.



JOE CANGELERI
271 HAVEN AVENUE
RONKONKOMA
February 5, 2014

Comment C19-1:

Are Federal funds involved at all?

Response C19-1:

No, there are no federal funds involved.

Comment C19-2:

HUD? Section 8?

Response C19-2:

There has been no HUD (United States Department of Housing and Urban Development) funding or Section 8 funding applied to the Ronkonkoma Hub project.

Comment C19-3:

Scale is way too large. Concept has not been proven a success yet.

Response C19-3:

The comment is noted. However, transit-oriented development is a proven concept.

The project has been designed as a concept and scale according to TOD principles. TOD is a popular transportation-related land use strategy used by communities to create moderate to higher density, mixed-use development within walking distance of a transit facility (e.g., rail station, bus stop, etc.). According to PolicyLink,⁶ “there has been tremendous growth in demand for compact housing near transit: between 2000 and 2030, upwards of 9 million additional households will live within a half-mile of transit stations.”



⁶ PolicyLink, Economic Development Toolkit: Building Regional Equity, 2008.



According to Reconnecting America and the Center for Transit-Oriented Development (CTOD),⁷ some of the benefits of TOD include:

- ▶ Reduced household driving and thus lowered regional congestion, air pollution and greenhouse gas emissions
- ▶ Walkable communities that accommodate more healthy and active lifestyles
- ▶ Increased transit ridership and fare revenue
- ▶ Potential for added value created through increased and/or sustained property values where transit investments have occurred
- ▶ Improved access to jobs and economic opportunity for low-income people and working families
- ▶ Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purposes.

Industry experience has found that the establishment of public transportation stations and good transportation links has the potential to result in redevelopment and new development in and around such stations that can reduce dependence on automobile travel. There are a number of examples of places within the United States and worldwide in which TOD has provided these benefits and more. Notable examples include Portland, Oregon,⁸ Washington, DC, New Jersey's Transit Village Program, the Bay Area in California,⁹ and many others. It is well documented that private developers are likely to invest in the vicinity of fixed-rail stations. For more information, see Michael Bernick and Robert Cervero,¹⁰ the City of Seattle,¹¹ the Journal of Public Transportation,¹² and White and McDaniel.¹³

It is also noteworthy that the Long Island Regional Planning Council and the New York Metropolitan Transportation Council (NYMTC) has recognized the desire for certain demographic cohorts to live near transportation. As indicated in Section 3.4 of the DSGEIS, the *Long Island 2035 Comprehensive Regional*



⁷ Reconnecting America and the Center for Transit-Oriented Development, *TOD 101: Why Transit-Oriented Development and Why Now?*, March 2007.

⁸ G. B. Arrington, Jr. "At work in the Field of Dreams: light rail and smart growth in Portland." September 1998.

⁹ Transportation and Land Use Coalition (TALC), *It Takes a Transit Village*, 2004.

¹⁰ Michael Bernick and Robert Cervero, *Transit Villages in the 21st Century*, 1997.

¹¹ City of Seattle, *Transit-Oriented Development Case Studies-Twelve Analytical Rail Systems*, Strategic Planning Office, August 1999.

¹² "Benefits of Proximity to Rail on Housing Markets: Experiences in Santa Clara County," *Journal of Public Transportation*, Vol. 5, No. 1, pp. 1 - 18, 2002.

¹³ S. M. White and J. B. McDaniel. "The Zoning and Real Estate Implications of Transit-Oriented Development." *TCRP Legal Research Digest 12*. Transportation Research Board of the National Academies. 1999.



Sustainability Plan was prepared to guide sustainable development of Long Island's economy and social and natural environment for the next 25 years. The Long Island 2035 initiative was funded by the NYMTC "to help achieve a regional public consensus for where the next generation of Long Islanders could live and work, the transportation systems needed to support these settlements, and the institutional actions required to ensure a prosperous, equitable and environmentally sustainable Long Island."¹⁴

One of the strategies included in the *Long Island 2035 Comprehensive Regional Sustainability Plan* is to "create vibrant, transit-supported communities." According to the *Long Island 2035 Comprehensive Regional Sustainability Plan*:

transit-supported communities (TSCs) are beneficial because they:

- *create vibrant, walkable communities;*
- *attract young workers;*
- *produce fewer school-age children per unit;*
- *generate greater incremental revenues when compared to single-family development;*
- *encourage transit use; and*
- *decrease traffic congestion.*

In addition to meeting consumer demand, transit-supported communities allow for compact growth in and around rail station areas, creating more development within a short walk of transit and more clusters of development along transit corridors. This form of growth allows more people to live on Long Island without adding to the burden of Long Island roadways. It also adds to the mix of housing on the Island, creating more choice and more availability of housing stock across pricing categories and housing types. With the clustering of worksites at station areas as well, it can be easier to live and work in transit corridors and use the LIRR to travel from home to work. This growth strategy will also boost LIRR ridership by creating reverse commute markets and establishing more consistent, all-day, bi-directional use of the railroad. Currently, however, only 19% of Nassau's population and 6% of Suffolk's population are located within a half-mile (10-minute walk) of a transit station.

Comment C19-4:

Market price and projected sale price is not affordable.

▼
¹⁴ <http://www.longisland2035.org/>



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Response C19-4:

The intention at the Ronkonkoma Hub is to build housing similar to what is being built in the Village of Patchogue. The market will determine what rents will be acceptable for a given location. It is not uncommon for rents in the described range at similar properties to be fully occupied. Housing subsidies are not proposed as part of this development.



Engineering, Surveying and Landscape Architecture, P.C.

MILTON CONTOS
137 KESWICK DRIVE
EAST ISLIP
February 5, 2014

Comment C20-1:

Need more affordable housing.

Response C20-1:

The comment is noted.



Engineering, Surveying and Landscape Architecture, P.C.

ROXANA HOGAN
2050 FEUEREISEN AVENUE
RONKONKOMA
February 5, 2014

Comment C21-1:

I wanted to say I oppose the Ronkonkoma Hub project. I want the project to stop.

Response C21-1:

The comment is noted.



Engineering, Surveying and Landscape Architecture, P.C.

ROXANA HOGAN
2050 FEUEREISEN AVENUE
RONKONKOMA
February 5, 2014

Comment C22-1:

I'm writing you concerning the Ronkonkoma Hub. I think this is a fun title for a project that is being controlled by Brookhaven and not Islip. I'm totally against this project, I say No to the Ronkonkoma Hub. I reject this project.

I've been to Patchogue and I don't like it at all. It reminds me of living in the city not Long Island. You haven't considered the burden this puts on the residents of Islip, taxes will go up more to afford, Police, schools, Roads, etc.

Response C22-1:

The comment is noted. However, as explained in Responses to Comments C10-1 and C15-1, and in the 2010 DGEIS and DSGEIS, the potential significant adverse environmental impacts of the Ronkonkoma Hub redevelopment have been studied for seven years. Also, as explained in Response to Comment C13-7, the Town of Islip has been involved in numerous meetings regarding the Ronkonkoma Hub.

As part of the environmental review process, the impacts (as well as benefits) to police, schools, roadways, and myriad other issues have been evaluated in accordance with the requirement of SEQRA and its implementing regulations. See Responses to Comments C13-7, C18-1 and C29-4, and Section 3.9.2 of the DSGEIS regarding impacts to community service providers, and Section 3.5 and Appendix H of the DSGEIS with respect to roadway impacts.

Also with respect to roadway impacts, see Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS.



Engineering, Surveying and Landscape Architecture, P.C.

STEVEN RACEUGLIA
475 SOUTHPORT STREET
RONKONKOMA
February 5, 2014

Comment C23-1:

Impact Study for Ocean Avenue, Johnson Avenue and Easton Street?

Response C23-1:

See Responses to Comments C8-1 and C11-, 1 and Appendix F of this FGEIS.

Comment C23-2:

Homeland Security Study?

Response C23-2:

Pursuant to 6 NYCRR §617.2(n), SEQRA requires that the environmental impact statement “. . .provides a means for agencies, project sponsors and the public to systematically consider significant adverse environmental impacts, alternatives and mitigation” (emphasis added). Moreover, *The SEQR Handbook* provides that:

An Environmental Impact Statement (EIS) is a document that impartially analyzes the full range of potential significant adverse environmental impacts of a proposed action and how those impacts can be avoided or minimized. (emphasis added)

As the proposed redevelopment of the Ronkonkoma Hub would not have a significant adverse impact on Homeland Security issues, a Homeland Security study is not required.

Comment C23-3:

Police and Fire Districts who will handle what areas?

Response C23-3:

As explained in Section 3.9 of the 2010 DGEIS and Section 3.9 of the DSGEIS, the Ronkonkoma TOD is within the service areas of the Fourth Precinct of the Suffolk County Police Department and the Ronkonkoma Fire Department.



Comment C23-4:

Air pollution, water pollution and sound pollution?

Response C23-4:

The potential impacts to air quality, water resources and noise were evaluated in Sections 4.6, 4.2 and 4.7 of the 2010 DGEIS, respectively, and Sections 3.6, 3.2 and 3.7 of the DSGEIS, respectively.

Comment C23-5:

If local pedestrian traffic is supposed to walk to this Hub will sidewalks be added on Johnson Avenue and Easton Street?

Response C23-5:

As explained in Response to Comment C14-1, the Ronkonkoma Hub is a transit-oriented development that is designed to be a walkable community. Significant pedestrian improvements are proposed as part of this redevelopment. As indicated in the Response to Comment C14-1, the Ronkonkoma Hub TOD is intended to become a pedestrian-friendly community. The redevelopment efforts would include new sidewalks, benches, planters, and tree wells, all designed to create a pedestrian-friendly environment, providing connectivity throughout the TOD. However, as Johnson Avenue and Easton Street are not within the boundaries of the Ronkonkoma Hub (or even within the Town of Brookhaven), no sidewalk installation is proposed.

Comment C23-6:

As per Hector Garcia (MTA) this RR crossing is the busiest in the (MTA) chain what can be done to ease local traffic in and around this area?

Response C23-6:

The Town of Brookhaven has not received any commentary from the MTA regarding the Ronkonkoma Hub project. As explained in Response to Comment C13-2, the Ronkonkoma Hub project is independent of the MTA/LIRR Double Track project, and the MTA/LIRR performed its own traffic analysis for the Double Track project. The Environmental Assessment prepared for the MTA/LIRR Double Track project includes information on daily traffic crossing the railroad tracks at the at-grade crossings in their study area. This data indicates the crossing at 5th Avenue in North Bay Shore experiences the highest level of vehicular traffic at 36,100 vehicles per day. The Ocean Avenue crossing is second, reported to experience 32,000 vehicles per day followed closely by NYS Route 111 (Islip Avenue) at 31,800 vehicles per day.



**THERESA MCNAMEE
1994 LOUIS KOSSUTH AVENUE
RONKONKOMA
February 5, 2014**

Comment C24-1:

Families with school age children moving into the units (ex-Heatherwood complex on Peconic St) having an influx into Sachem School district. If this occurs, Islip must prevent a redistrict to Connetquot/Islip School.

Response C24-1:

As explained in Section 3.9.2 of the DSGEIS, the proposed Ronkonkoma Hub redevelopment project would generate approximately 214 school-aged children, who would attend school within the Sachem CSD. Section 3.8.2 of the DSGEIS projects that the annual taxes generated to the Sachem Central School District (CSD) by the Ronkonkoma Hub development would be \$11,178,342, and the cost of educating the projected 214 school-aged children would be \$4,433,438. Thus, there would be a projected annual revenue over expenses to the school district of \$6,744,904.

As indicated in Section 3.9.2 of the DSGEIS, "student enrollment within the Sachem CSD has been steadily declining over the last five school years and has declined overall since the 2005-06 school year. According to data from www.nysed.gov, in the last five school years, enrollment in the Sachem CSD has declined by approximately 4.2 percent, and over the last nine school years (since 2005-06 when the enrollment was 15,623) the District overall has lost over 1,400 students. Peak enrollment in the last decade occurred in the 2005-06 school year, nine school years ago."

Also, as indicated in Section 3.9.2 of the DSGEIS, the Master Developer has consulted with the administration of the Sachem CSD, the public school district which would receive the children from the Ronkonkoma TOD. As indicated in Section 3.9.2 of the DSGEIS, the Master Developer met with James Nolan, District Superintendent, and Bruce Singer, Associate Superintendent of the Sachem CSD on January 23, 2013. Paul Pontieri, representing the Town of Brookhaven, was also in attendance. Both the Superintendent and Associate Superintendent acknowledged a decline in the student enrollment in the Sachem CSD and noted that young people are leaving Long Island. Both the Superintendent and Associate Superintendent indicated that the proposed project would be beneficial in keeping young people on Long Island, and expressed no concern over the increase in the number of potential students.



Comment C24-2:

If it's called the Ronkonkoma Hub, why has Islip been excluded?

Response C24-2:

As explained in Responses to Comments C13-7 and C13-8, Islip has not been excluded. In fact, the Town of Islip has had representation in numerous meetings regarding the Ronkonkoma Hub.

Comment C24-3:

While this project will be constructed entirely in Brookhaven on the north side of the Ronkonkoma LIRR station, its impact will have a direct impact on Islip taxpayers in the form of increased parking on the south side and travel to the HUB from Islip. Both add traffic to Islip roads which are maintained by the Town of Islip and paid for by Islip taxpayers. I recognize that traffic studies have been done, but have intersection within Islip been covered? Please review the Ocean Avenue route that accesses the HUB via Johnson Ave. The traffic at rush hour is horrible and would only discourage individuals to visit the HUB. Has the LIRR and Islip MacArthur been part of the planning process so as to provide the transportation hub that was originally planned for this site?

Response C24-3:

See Responses to Comments C11-1 and C13-7, and Appendix F of this FGEIS.

Comment C24-4:

With my Master's Degree in Operations Research and as a Professor of Statistics, I do not believe that the existing density studies are accurate with respect to the number of housing units. I understand that only 1600 parking spaces are being allocated for 1450 which accounts for ONLY 10% of the units having a 2nd car. We live on Long Island and this is not a reasonable estimate.

Response C24-4:

As explained in Response to Comment C16-2, there will be 3,459 parking spaces required, based on the proposed TOD District parking requirements. The Maximum Density Concept Plan indicates the construction of 3,638 parking stalls within the TOD, which exceeds the TOD District parking requirements. Moreover, as explained in Section 3.5 of the DSGEIS, if any existing designated commuter parking is displaced by the proposed development, it will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.



Comment C24-5:

I also understand that the rate of these units averages to about \$2500 per month with a smaller unit/studio going for \$1600 per month. This is NOT affordable housing for the young people of Long Island. I foresee that there will be sharing of units regardless of number of bedrooms. Maybe a young couple will move in and have children. With a child on the way, income over expenses decreases making it even more difficult to move into a home.

Response C24-5:

Long Island has a supply constrained market for multi-family housing. As indicated in the Response to Comment C19-4, the intention at the Ronkonkoma Hub is build housing similar to what is being built in the Village of Patchogue. The market will determine what rents will be acceptable for a given location. It is not uncommon for rents in the described range at similar properties to be fully occupied.

Comment C24-6:

In 5 years, that child will be school aged, but the numbers being projected are too low, approximately 200 for the entire complex. If only 1 out of 3 units have 1 school aged child, that is an influx 500 student added to Sachem district. Has a study been done on well-established complexes with respect to parking and number of school aged children? Heatherwood has many apartment complexes in the Ronkonkoma vicinity and an inquiry to the transportation department of the local school district will yield how many students are bussed out of their complex. Also a ratio of number of parking spots to number of units would be a better projection for this HUB project.

Response C24-6:

The school-aged children factors used in the analysis in the DSGEIS are taken from the widely-accepted publication by Rutgers University, Center for Urban Policy Research, entitled *Residential Demographic Multipliers, Estimates of the Occupants of New Housing* (Rutgers Study). This study includes school-aged children factors for multi-family housing of different bedroom mixes and also differentiates for ownership and rental housing (see Table 52 of the DSGEIS).

Also, as indicated in the Response to Comment C24-1, both the Superintendent and Associate Superintendent of Sachem CSD indicated that the proposed project would be beneficial in keeping young people on Long Island, and expressed no concern over the number of potential students from the Ronkonkoma Hub that would attend school within that District.



Comment C24-7:

Low balling projections on this extremely dense housing project is not acceptable. I have searched online for accurate numbers, but had to gather my data from forums that I have attended, so I apologize if there are some inaccuracies.

I do not believe that the Brookhaven Town Board is considering accurate projections or the impact on this REGIONAL project. As a resident of Islip, I would like to request that the Islip Town Board and Islip residents have a say in the planning process before any final decisions are made. At the very least, you must consider a more REGIONAL impact that this project will have using accurate projections based upon historic data. The future of Ronkonkoma and the impact of this project on the resident who live in Islip must be considered before the Town of Brookhaven votes on this project within the next few months.

Response C24-7:

The comment is noted. As explained in Response to Comment C10-1, the Town of Brookhaven has undertaken a seven-year planning and review process, and has conducted numerous studies to accurately identify and assess the potential impacts of the proposed Ronkonkoma Hub project. As further explained in Response to Comment C13-7, the Town of Islip participated in numerous meetings throughout this process. Also, as explained in Response to Comment C13-8 and Section 3.3 of this FGEIS, the Town of Islip held a forum for its residents, and all comments provided by the Town of Islip have been addressed in Section 3.3 of this FGEIS.



Engineering, Surveying and Landscape Architecture, P.C.

MARIO MATTERA
RONKONKOMA CIVIC ASSOCIATION – TOWN OF ISLIP
PO BOX 1203
RONKONKOMA
February 5, 2014

Comment C25-1:

In our opinion, the Ronkonkoma Hub Project will have an adverse effect on the residents of the Hamlet of Ronkonkoma.

Due to the Form Based zoning being used by the Town of Brookhaven on this project, it will have a density that is much greater than using standard zoning. Under the guise of "Transit Oriented Development," the expectation by the Town and Developers is that there would be a reduction of traffic in the study area. This expectation is unfortunately misguided. To begin with, the study area does not include any roads outside of the Town of Brookhaven, and while this project is literally on the border of The Town of Islip, this aspect has not been taken into consideration.

Response C25-1:

As explained in Response to Comment C8-1, detailed traffic impact analyses were included in the 2010 DGEIS and the DSGEIS. These analyses included the assumption that traffic would be added to the study area as a result of development of the TOD. This analysis also took no credit for the elimination of traffic to the existing uses within the TOD site, a very conservative approach given the level of development currently there. In addition, traffic comments raised by the Town of Islip which resulted in the evaluation of eight intersections within the Town of Islip have been addressed in this FGEIS (see Response to Comment C11-1 and Appendix F of this FGEIS).

Comment C25-2:

Also, as part of this project, much of the commuter parking that is currently in use on the Town of Brookhaven side, will become part of the development. This commuter parking is expected to transfer to the Islip side of the Ronkonkoma Train station, using land owned by Suffolk County adjacent to the existing commuter parking. Again, these studies have not included all the reduction of all the parking as per the Developers plans. Besides not providing enough commuter parking, the burden of additional traffic will be borne by the residents of the Hamlet of Ronkonkoma.



Response C25-2:

Section 5 of the Traffic Impact Study prepared as part of the DSGEIS considered the reduction of commuter parking on the north side of the station that would be replaced by new commuter parking on the south side. This information is also included in Section 3.5.2 of the DSGEIS. The amount of parking to be displaced was quantified (382 stalls) and the area that would receive the displaced parking was found to accommodate this level (the areas identified on the south side of the station could accommodate over 900 stalls if fully developed).

See Responses to Comments C8-1 and C11-1.

Comment C25-3:

These are just a few of the issues that we feel are aspects of a development that is too large, as well as being land locked by the Long Island Railroad tracks, the Ronkonkoma station and the Town of Islip.

Response C25-3:

The comment is noted. However, the property is not landlocked. In the current condition, and as explained in the traffic studies that have been conducted (see Appendix G of the 2010 DGEIS and Appendix H of the DSGEIS), there are multiple access points to and from the Ronkonkoma Hub. Upon redevelopment, as shown on Figure 14 in the DSGEIS, there will be multiple access points to and from the Ronkonkoma Hub, which will be designed to accommodate projected traffic.

Comment C25-4:

In response, we have been told the benefits to the Town of Islip and its residents will be a sewage treatment plant. However, we say no amount of sewage capacity will make up for the damage that this project will cause to the Hamlet of Ronkonkoma.

Response C25-4:

The comment is noted. See Response to Comment C12-6 for a discussion of the sewage treatment options being considered by Suffolk County.

Comment C25-5:

For these reasons, the Ronkonkoma Civic Association cannot support the Ronkonkoma Hub Project in its current form, and ask for your help in addressing our concerns to the Town of Brookhaven.



Engineering, Surveying and Landscape Architecture, P.C.

Response C25-5:

See Responses to Comments C13-7 and C13-8, and Section 3.3 of this FGEIS, regarding the Town of Islip's participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum, respectively.



Engineering, Surveying and Landscape Architecture, P.C.

TYRONE BALLIER – CENTRAL ISLIP
Wael M. ABDELHALIM – BRENTWOOD
WARREN WITTMER – OAKDALE
NATALIE ALLEGATO – HAUPPAUGE
OMAR NSQUR – BAY SHORE
February 5, 2014

Comment C26-1:

As an Islip Resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub. While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the burden.

I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. As a resident of Islip, I am urging you to please advocate for your constituents and ask that you contact Supervisor Ed Romaine and the Brookhaven town board to advocate on our behalf.

The future of Ronkonkoma and how it will affect the residents who live in Islip should be considered before the Town of Brookhaven votes on this project within the next few months.

Response C26-1:

See Responses to Comments C13-7 and 13-8, and Section 3.3 of this FGEIS regarding the Town of Islip's participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum, respectively.



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JENNA MURPHY

February 9, 2014

Comment C27-1:

As an Islip Resident, I would like to express my concern with the proposed development of the Ronkonkoma Hub. While this project will be constructed on the Brookhaven side of the railroad station, its proximity to the Islip border will result in a direct impact to Islip taxpayers. We stand to reap no benefit from the construction of this project; we will only bear the burden.

I do not believe that Brookhaven Town Board is considering the concerns of the Islip residents. I am urging you to please advocate for your constituents with the members of the Brookhaven town board.

Response C27-1:

See Responses to Comment C13-7 and 13-8, and Section 3.3 of this FGEIS regarding the Town of Islip's participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum, respectively.



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**LARRY FARRELL, DIANE MOTTOLA AND STEVEN RACCUGLIA
ELECTRONIC COMMUNICATION FROM "MY RONKONKOMA"**

February 5, 2014

Comment C28-1:

Our names are Larry Farrell, Diane Mottola and Steven Raccuglia and we are Islip residents from the greater Ronkonkoma community. We would like to first thank the Town Board for holding a forum on the Ronkonkoma Hub.

The Ronkonkoma Hub is a regionally significant development by all accounts. It has the potential based on its size and density to impact residents in Islip and Brookhaven.

We want to be very clear on this next point. We am [sic] neither opposed nor in support of the Ronkonkoma Hub. However, we are opposed to the failure on the part of the Town of Brookhaven to properly include Islip residents in the process and the failure of the Town of Brookhaven to properly analyze potential impacts to Islip residents.

Development on Long Island is littered with examples of how not to plan. IDAs shifting jobs from one town to another without any increase in the size of the economy, miles of commercial sprawl and recognized impacts to our ground and surface waters resulting from unsustainable density increases.

The Ronkonkoma Hub provides a perfect opportunity to do things differently. It is a regionally significant application that demands a regional approach. Unfortunately, instead of recognizing the need to think regionally, Brookhaven has instead repeated the mistakes of the past and developed a plan which does not even consider impacts and land use considerations within the Town of Islip.

We are asking that Islip work with the Town to insure that whatever development is planned for the Ronkonkoma Hub is done the right way. That means that both towns must be involved in the planning process, that zoning and land use must also be considered in the Town of Islip. Half a plan, which is what we have now, makes no sense.

In addition to both towns being involved in the planning process it is essential that residents from both towns also be included in the process. The process in Brookhaven has been going on for several YEARS and this is the first time someone has asked Islip residents to participate in the process.

Finally, it is critical that any review process also properly analyze potential impacts from this massive proposal. This project involves a density of over 48 units to the acre at a time when our streets are already choked with traffic, when our air quality is already the worst in the state and at a time when impacts to our ground and surface waters are already well-documented. Development should improve our quality



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of life, not made it worse. The legacy we leave our children shouldn't be traffic, high taxes and beaches where the water is too polluted for swimming,

Please contact the Brookhaven Town Board. Ask them NOT to approve the Hub project until it has been expanded to include Islip residents. We are going to be impacted just like everyone in Brookhaven and we deserve to be included in the process just like Brookhaven residents. Please don't continue to repeat the mistakes of the past. We are your residents. Protect us.

Response C28-1:

As a regionally significant project, the Town of Brookhaven has been working with numerous other agencies/entities including, but not limited to, the Town of Islip, the MTA/LIRR, and Suffolk County. See Responses to Comments C13-7 and C13-8 regarding the Town of Islip's specific participation in meetings regarding the planning for the Ronkonkoma Hub, the forum held by the Town of Islip, and the Town of Brookhaven's responses to comments raised at the aforesaid forum.



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FRED COSTE
1000 MAIN STREET
February 6, 2014

Comment C29-1:

As a resident of the area, I have but two concerns and two cautions with this project. I've already mentioned my concern with disgruntled homeowners suddenly discovering they had an airport nearby. The other concern is security for the airport. Any building over 2 stories will provide an unprecedented view of the airport and its operations. I am someone with an interest in this airport, I am concerned about the terrorist treat [sic] this presents for our area. Even equipment as simple as a rifle could bring down a passenger jet at this range.

Response C29-1:

See Response to Comment C23-2. As explained in that response, SEQRA requires that the potential for significant adverse impacts must be addressed in an environmental impact statement. The redevelopment of the Ronkonkoma Hub, within the already developed area, is not expected to influence terrorist activities.

Comment C29-2:

My cautions have to do with vehicular traffic and the quality of life for those who are already here. At last night's meeting there was much discussion regarding intersections around the southwest corner of the subject Hub property. I would like to add Easton Street, Railroad Avenue, Lincoln Avenue and the intersections of Knickerbocker Ave. at Railroad Avenue; Railroad Avenue at Lincoln Avenue; Coates Avenue at Railroad Avenue; and finally Railroad Avenue at Main Street. There are portions of Railroad Avenue that would be quite dangerous with even the slightest increase in traffic. I would be happy to point these out to the proper individuals at the appropriate time.

Response C29-2:

The directional distribution for the proposed TOD is based upon characteristics of the available roadway network and existing travel patterns in the area. This distribution indicates that, by far, the largest portions of the anticipated site traffic will utilize the major roadways in the study area. These include the Long Island Expressway from the east and west, as well as Hawkins Avenue and Ronkonkoma Avenue from the north and south. Other roadways, such as Easton Street, Railroad Avenue (south of the railroad tracks), and Lincoln Avenue may be used by some residents in the immediate area as they visit the TOD, but to a significantly lesser degree. The intersections noted in the comment are not likely to see significant increases in traffic volumes for these reasons. The Town of Islip Department of Planning and



Development did cite in its comments on the DSGEIS, a number of intersections which were evaluated further in this FGEIS.

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment C29-3:

In conclusion, there was much talk about “growth” and “opportunity” for our youth at last night’s meeting. Unfortunately all of that discussion came from labor union members who may be the only true recipients of that “growth and opportunity.” Our young are, in fact, leaving Long Island at unprecedented rates, as stated last evening. This project will not stem that tide. We have problems with the ways in which our school districts are run, often making up more than 65% of a residential tax bill and employing many administrators at higher salaries than those made by our own Governor and the U.S. Secretary of Defense, to name a few. In addition, we have a great deal of vacant retail space in our communities. Adding more may only temporarily shift the blighted areas around slightly.

Response C29-3:

The Town of Brookhaven has never claimed that the redevelopment of the Ronkonkoma Hub would solve the problem of housing for our young. However, as explained in the Responses to Comments C19-3 and C24-5, the development of this transit-oriented development helps to address the stated desires of our young who wish to remain on Long Island – apartments, near transit, that have other amenities that allow an exciting lifestyle (e.g., restaurants, shopping). According to *Families and Transit-Oriented Development: Creating Complete Communities for All*,¹⁵ “[r]ecent TOD projects have often catered more to young professionals, empty nesters or other households without children, as these have been seen as the strongest market segments for transit-oriented housing.”

With respect to the financial impacts of the proposed redevelopment, see Response to Comment C18-1 and Section 3.8 of the DSGEIS. Regarding the market need for this development, see Section 3.8 of the DSGEIS.

Comment C29-4:

Should this project move forward, I would also request that the developer provide firefighting apparatus to the surrounding Fire Districts appropriate to the height of the proposed buildings, in much the same way elevators would be required. Not making this requirement would cause a change to the ISO Community Fire Rating. This will drive up the costs of all personal homeowner’s policies and commercial



¹⁵ Reconnecting America and the Center for Transit-Oriented Development, *TOD 205: Families and Transit-Oriented Development: Creating Complete Communities for All*, June 2012.



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fire rates in the surrounding communities. This is just one more hidden expense for the residents of both Townships.

Response C29-4:

As part of the environmental review process that has been conducted, the Town of Brookhaven undertook consultations with the Ronkonkoma Fire Department, within whose jurisdiction the Ronkonkoma Hub is situated. In addition, the Master Developer had meetings with Ronkonkoma Fire Department Commissioner Ray Griffin on April 12, 2013 to discuss the project and any issues the Ronkonkoma Fire Department may have (see Section 3.9.2 of the DSGEIS). As explained in the conditions and criteria included in this FGEIS (see Section 5.0), as part of the site plan review process, the Town of Brookhaven will require that the Master Developer submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.



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**ANTHONY FRONTINO
19 ALCOLADE DRIVE**

February 2, 2014

Comment C30-1:

The 1,450, five story units, in conjunction with over 600,000 square feet of retail and office space, in my opinion, is much too large for the area. This will increase traffic and congestion on our already crowded highways and local roads.

Just across the way from the Ronkonkoma Hub, there are several more apartment dwellings being proposed in the town of Islip. They are 350 apartment units in Holbrook, 600 apartments units in Great River and 9,000 apartment units in Brentwood, just to name a few. How can our towns even consider projects of this magnitude when we don't have the infrastructure to handle the increased traffic? Don't forget that most of these units will be able to accommodate two people, each with at least one car. We can barely get around now.

Both Islip and Brookhaven towns need to come together and create a plan that will compliment [sic] the area and not overwhelm the system

Response C30-1:

See Responses to Comments C8-1 and C11-1 regarding traffic impacts, and Response to Comment C13-7 regarding the Town of Islip's participation in planning meetings regarding the Ronkonkoma Hub.

With respect to the "several apartment dwellings being proposed in the town of Islip," as required by SEQRA and its implementing regulations, all traffic impact studies conducted included cumulative impact analyses. However, the locations of proposed apartments cited by the commentator are 3.1± (Holbrook), 5.2± (Great River), and 8.9± (Brentwood) miles, respectively, from the Ronkonkoma Hub property. Accordingly, due to their distance and the fact that they would not have the potential to significantly impact the same roadways, they were not appropriate to consider in the cumulative impact analyses performed.

Comment C30-2:

If "affordable housing" is the issue, then build affordable housing. Build two story garden apartments near existing downtown areas that are sustainable, affordable, and within reason.



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Response C30-2:

See Responses to Comments C18-1, C19-4 and C24-5.

Comment C30-3:

The attraction of this plan is that it's centrally located near the train station. But, during peak hours, the train commute will cost you \$9,100.00 annually. As it stands now, rents will run anywhere from \$1,300 for a studio all the way up to \$2,450 for a 2 bedroom. I'm sure those rents will rise by the time these dwellings are complete. This is just not feasible. In a real world, I don't think it can work.

Response C30-3:

The comment is noted.



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JUDY LANDSBERG
RICHARD J. HARBISON SR.
GARY F HARTMAN
KAREN HARTMAN
KENNETH HOLM
THERESA BENDL
GRAHAM A. KERBY
LISA CONWAY
DONALD PIUS II
JAMES SUVIERO
DEBORAH GOETZ
DONALD PIUS
CORGNN MOSELEY
DARYL VANSACK
January 27, 2014

Comment C31-1:

I am writing to you with regards to my concern about the plans for the Ronkonkoma Hub. I feel that the town board is not considering all the facts when making a decision that will affect our town for years to come.

I understand that this project will consist of five story buildings, totaling 1,450 units, with an additional 195,000 square foot of retail, 360,000 square feet of office space and 60,000 feet of flex space. I am not opposed to revitalizing the area, but I am opposed to a project of this magnitude. High density leads to overcrowding of our schools, higher taxes and a lower quality of life.

Therefore, I would appreciate it if you would vote No on this project as it stands right now and consider some changes in the plan to better suit the area. Thank you.

Response C31-1:

The comment is noted. With respect to the commentary regarding schools, taxes and quality of life, see Responses to Comments C13-7, C18-1 and C19-3, and Sections 3.8.2 and 3.9.2 of the DSGEIS.



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LORRAINE CARINI
JOYCE CARRERA
January 22, 2014

Comment C32-1:

After doing some research regarding the Ronkonkoma Hub Plan, I feel that it's not the best concept for the Town of Brookhaven. I am concerned about the effect it will have on our quality of life. Has the Town Board taken a consensus of their voting public to see how they feel about this plan? I believe if they did, they would discover that more would be against it, than for it.

The board should be considering several issues before making a decision and giving the go ahead for these projects. I am not opposed to revitalization, if it's done in a smart and practical manner. This plan should be given more time and research before the board actually votes on it.

Therefore, at this time I am asking that you consider the interest of your constituents and vote No for the Ronkonkoma Hub plan.

Response C32-1:

As explained in Responses to Comments C10-1 and H43-2, the Town Board has conducted a seven-year planning and review process for the Ronkonkoma Hub redevelopment, and the support from interested Town of Brookhaven residents has far outweighed any concerns that have been raised. Moreover, as explained in Responses to Comments C10-1 and C15-1, the Town Board has conducted an extensive and comprehensive environmental review process wherein it has identified potential significant adverse impacts, evaluated those impacts, and has identified mitigation to minimize any potential significant adverse impacts.



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**PETITION IN OPPOSITION
EMPLOYEES OF NORTH FORK EXPRESS BUS COMPANY**

January 23, 2014

Comment C33-1:

I am writing this letter with regards to the proposed Ronkonkoma Hub plan, consisting of 1,450 apartments, 195,000 square feet of retail space and 350,000 square feet of office space and medical facilities.

Though this plan may not seem excessive to you, it is to me. I represent one of the 400 employees at North Fork Express Bus Company that would be affected, displaced or perhaps worse, out of a job, if this plan is approved as it stands right now.

It doesn't make sense for the government to use eminent domain to eliminate homes and businesses in order to create "construction jobs", when in fact: they may be eliminating or destroying existing jobs.

I am not opposed to revitalization for the area, but I am opposed to urbanization of our way of life. People choose to live where they feel more comfortable. Most of my fellow employees chose to live on Long Island because they don't see high rise apartment units popping up here and there. I enjoy getting into my car and driving to the store, to the park, to the beach and to go visit my friends and family.

You should be representing the people, and not the multi-million dollar developers and labor unions. I feel our voices were not heard at the special meeting that Supervisor Romaine organized on January 9 at the Town of Brookhaven. Before the meeting began, the large meeting room was filled to capacity with tradesmen.

There were many people who are against this plan, who wished to speak and make comments, but weren't permitted to enter the building. They were turned away, they were not heard.

Therefore, please accept this letter as my statement to the board, "I oppose the Ronkonkoma Hub for multiple reasons and I am asking you to vote NO for this proposal."



Response C33-1:

The comment is noted. However, no one was turned away at the public hearing held on January 9, 2014. When the main hearing room reached capacity in accordance with Fire Marshal occupancy standards, the Town Board made additional accommodations one level above the hearing room where people could see and hear the proceedings. As people left the main hearing room, others were admitted. In addition, the public comment period was extended until February 10, 2014, and as demonstrated in this FGEIS, all written comments were reviewed, considered and addressed in the same manner as verbal comments made at the public hearing.



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JUDY PEPENELLA

January 9, 2014

Comment C34-1:

Argument One. We need apartments on LI. Yes there is a need for apartments, then build apartment complexes, not these multi-story complexes that will overshadow the community.

How about building apartments that are 2 maximum 3 stories high that align with the community?

How about building garden like complexes instead of mini cities?

How about the towns changing the zoning for OWNER OCCUPIED homes to allow for studio or one bedroom apartments? Make it easier to LEGALLY do these units. How about a test pilot program for owners over the age of 60 or homeowners who do not have children in district? Yes, think out of the box, but do not destroy the fabric of the community to do so.

Response C34-1:

The comment is noted. As explained in Response to Comment C10-1, the Town Board conducted a seven-year planning and review process that numerous stakeholders and community members participated in. The action that was the subject of the DSGEIS is the culmination of the planning process for the Ronkonkoma Hub. As stated in Response to Comment C15-1, in accordance with SEQRA and its implementing regulations, the Town of Brookhaven has carefully identified and evaluated potential significant adverse impacts associated with the proposed action (including the proposed building heights – see Section 3.4 and 3.10 of the DSGEIS), and has identified mitigation measures that will minimize potential impacts.

Comment C34-2:

Argument Two. These units will be affordable to young people and empty-nesters. Really? How many young people or Seniors making over 50K that will be able to barely afford to live here?

In 2012, the per capital income of Suffolk Residents was 37K. Those are our young adults who have a good job. On average many have hourly waged positions, which means they make under 20K. Do the math and you will see how their income vs the cost of living (rent, utilities food, insurance, etc.) They will not be able to afford these units without splitting/sharing expenses with one or more people per unit.



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Response C34-2:

See Response to Comment C19-4.

Comment C34-3:

Argument Three. We need jobs on LI. The proposed businesses that will be opening in the area bring in hourly waged positions. We NEED jobs, but NEED better paying jobs than minimum wage jobs for ALL of LI. What we DO need is office like/industrial businesses to reinvest in LI.

These are ways to develop or redevelop Long Island AND maintain the beauty and life style of our family communities. This complex lends itself to the URBANIZE our communities. This and all other developments being put forth here on LI do have an agenda -- their end goal is to stop and remove SPRAWL (single family homes) and to increase urbanization on LI with apartment & walkable compounds.

The developer uses DC complexes as their comparable to this project. We are LI, NOT DC. We do NOT have the income related jobs that they have. We need to be more realistic and build to what we have OR develop more businesses to sustain these developments.

Response C34-3:

As part of the DSGEIS, the projected job creation and associated socioeconomic benefits have been assessed (see Section 3.8 of the DSGEIS and Response to Comment C18-1). With respect to the market for these apartments, please see Response to Comment C19-4.

Comment C34-4:

I am asking you to vote NO on the current plan and to stop pushing this and other developments down the throats of residents in the surrounding communities. I am asking you to bring other groups to the table to work on the future of our community. Mark Lesko brought people to the table who are paid by the developer (to be their voice or consultants, such as legal, engineer and/or architectural design or voice on to town boards) as they vested in the monies being made, not the community they represent. Bring residential groups, community groups, parents and others to the table to discuss these developments.

The fabric of Long Island is up for grabs folks. We the residents of these communities MUST be included in the discussion and revitalization of our Island. We too want to save our communities.



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Again, I am asking the members of the Board to please vote NO to proceed with Mark Lesko's and Steve Bellone's plans to overdevelop Long Island and take a step back to rethink this project with input from NON paid (by developers and/or tax payers grants) to work together.

We must revitalize our main streets and communities, but we should not do so at the risk of losing the ambience of family residential communities that are the fabric of Long Island.

Response C34-4:

The comment is noted. It should be understood that the initiative to redevelop and revitalize the Ronkonkoma Hub as a transit-oriented development was commenced by the Town of Brookhaven in 2007. The Town did not solicit involvement from the development community until 2010, after initial visioning and planning studies were completed, the 2010 DGEIS was prepared and a public hearing thereon was held.



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MACARTHUR BUSINESS ALLIANCE

P.O. BOX 472

BOHEMIA, NY 11716

February 13, 2014

Comment C35-1:

The Ronkonkoma Hub Transit Oriented Development is a tremendous opportunity for job creation, economic growth and tax base revenue for both Brookhaven and Islip. However, this development must be planned properly and without imbalance. With joint municipal cooperation, two towns can share a vibrant, pedestrian friendly downtown. As you are aware, our board consists of various professionals encompassing many areas of business, including a local architect. We wish to formally announce our willingness to invest whatever time necessary to foster this smart growth initiative. If done correctly, it can be an enormous economic and social benefit to the business community surrounding MacArthur Airport, Bohemia Business Corridor, Veterans Highway and Foreign Trade Zone. United we can utilize the residual productive capacity of the sewage treatment facility or pump station that would be located in the Town of Islip on the south side of the railroad tracks. Our intentions are to fully utilize all the benefits that this regional infrastructure can provide. We firmly feel that expanding this proposed system would spur enormous growth in industry by retaining and attracting new businesses to Islip. The proliferation and enhancement of existing manufacturing businesses alone would sustain exponential economic growth. *“Manufacturing is the engine that drives American prosperity and is central to our economic and national security. Every \$1.00 in manufactured goods generates an additional \$1.43 worth of additional economic activity – more than any other economic sector”*. These goals can only be achieved by exploiting the regional sewer infrastructure destined to the area.

We strongly suggest and encourage that a Ronkonkoma Hub committee be formed. This council will serve the public interest by including a cross section of the community including government representatives, local civic groups, business owners, and others that could provide expertise and insight in a transparent fashion. Currently our board members have been sharpening their learning curve to accommodate future steps such as feasibility studies and Islip Town’s issuance of an RFQ to potential developers.

The transit oriented development and Smart Growth plan has presented an opportunity that cannot be ignored and must be pursued steadfastly. We look forward to working with the Supervisor’s Office, Town Board, Civic Groups, developers and any other affiliates to make this a successful community endeavor. Again, on behalf of the Board of Directors of the MacArthur Business Alliance, we thank you for your discussions and their fruitfulness.



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Response C35-1:

The comment is noted.



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ANGELA PIAZZA

January 31, 2014

Comment C36-1:

I am writing to you today, to support the revitalization of the area surrounding the Ronkonkoma train station.

However, I do not support Tritec's agenda to urbanize Long Island with high rise, high density developments. Tritec continually emphasizes "affordable housing," but building a 4-5 story development tied to 195,000 square feet of retail, 360,000 square feet of office space, and 60,000 square feet of "flex space" is not the answer.

It is not the lack of affordable housing that is making it difficult for young people to stay on Long Island, it is the high cost of living, high taxes, and the fact that they can't find high paying employment, and some cannot find employment, period.

The only jobs high-rise, high density developments will create are temporary construction jobs.

High density leads to overcrowding in schools, more spending on social services, higher taxes, and reduced quality of life.

I would appreciate if you would vote NO for this project as it stands right now and consider downsizing the plan to something that works well within the landscape of our town, such as two story garden apartments near existing downtown areas that are sustainable and affordable. Thank you!

Response C36-1:

The comment is noted. Also, see Responses to Comments C13-7, C18-1 and C19-4.



3.2 Transcript – Town of Brookhaven Public Hearing

SAUL FENCHEL, ESQ.

January 9, 2014

Comment H1-1:

At page 24 of the Urban Renewal Plan, it says, "The possible use of eminent domain by the Town of Brookhaven (as set forth in the MDDA, a copy of which is included [sic])," which is to be made part of this Urban Renewal Plan, "Any such use of eminent domain would follow the applicable requirements of New York State law."

Does this mean, and I think this would satisfy a great deal of concerns of my clients, is: Will there be a separate hearing on the appropriate use of eminent domain?

Response H1-1:

As explained at the DEIS public hearing, if the Town of Brookhaven decided to use eminent domain to acquire any properties within the Ronkonkoma Hub area, separate eminent domain proceedings would be conducted (see Response to Comment C12-1).

Comment H1-2:

I simply have to inquire as to what would be the consequences of the inability of the sponsor, the designated developer, TRITEC, to purchase a certain property.

Response H1-2:

See pages 24 through 26 of the *Urban Renewal Plan* contained in Appendix B of the DSGEIS.



LEN AXINN
January 9, 2014

Comment H4-1:

I think our focus as neighbors should be to make sure the new development takes into account new road construction and infrastructure.

Response H4-1:

Traffic impacts have been carefully identified, evaluated and mitigated throughout the multi-year SEQRA process that the Town Board has conducted for this proposed action (see Sections 3.5 and 4.5 and Appendix G of the 2010 DGEIS, Section 3.5 and Appendix H of the DSGEIS and Responses to Comments C8-1, C11-1 and C13-1, Section 5.0 and Appendix F of this FGEIS).

Comment H4-2:

I just want to make sure we're treated properly, that there's concern for the existing buildings and residents there during the construction period for access and minimization of the noise and dust and all that, and if there is a condemnation proceeding, I'm sure it will be conducted after this hearing you mentioned, Mr. Romaine, and with all due respect to the property owners.

Response H4-2:

The issues of access, noise and dust during construction were addressed in the DSGEIS in Sections 3.5.2 and 3.5.3 (Traffic and Parking), Sections 3.7.2 and 3.7.3 (Noise), Sections 3.1.2 and 3.1.3 (Soils and Topography) and Sections 3.6.2 and 3.6.3 (Air Quality). The Town of Brookhaven is also requiring that a construction traffic management and logistics plan be provided prior to construction to ensure proper access and management during construction (see Response to Comment C17-10).

With respect to how a condemnation proceeding would be held, if condemnation is contemplated, see Response to Comment C12-1.



BRUCE EDWARDS

January 9, 2014

Comment H20-1:

...the density of this project is off the charts. I would like to see a more reasonable density.

Response H20-1:

The comment is noted. See Response to Comment C10-1 regarding the extensive planning and review process of the proposed action conducted by the Town of Brookhaven, and the comprehensive environmental review thereof.

Comment H20-2:

...the plan has no commuter parking in the plan in its current state... The former Hub project by the Long island Rail Road had done a study, and in it they noted that the Ronkonkoma parking lot is now at 105 percent capacity.

Response H20-2:

See Response to Comment C25-2 and Sections 3.5.2 and 3.5.3 of the DSGEIS for a discussion of commuter parking impacts and mitigation.

Comment H20-3:

Due to the proximity of the Ronkonkoma Hub, literally on the border of the Town, studies that were done did not include the surrounding areas, which are in the different jurisdiction. By not including the larger area, these studies are incomplete and faulty.

Response H20-3:

See Responses to Comments C11-1, C13-1, C13-7, C13-8 and C13-9.

Comment H20-4:

The company of VHP [sic] did a traffic study, and they used the morning rush hour between 7 a.m. and 9 a.m. Now, I was a commuter at Ronkonkoma for over 25 years, and if you go into the station at 7:00, you walk there. Without the inclusion of the Town of Islip it is problematic.



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Response H20-4:

It is important to note that the Traffic Impact Study conducted the TOD (Section 3.5 of the DSGEIS and Appendix H) was performed to evaluate the potential impacts to traffic conditions of the development on the TOD in conformance with the Conceptual Master Plan. It was not performed to evaluate the traffic conditions in the area without the TOD. The comment indicates that the parking areas near the station are occupied prior to the 7:00 a.m. start of the traffic counts performed for the Traffic Impact Study. While this may be true to an extent, the uses contemplated in the Conceptual Master Plan do not generate significant levels of traffic prior to 7:00 a.m. The 7:00 a.m. to 9:00 a.m. time frame is used in the analysis of the impacts of residential and commercial developments as that is the period of time when such developments are expected to generate significant levels of traffic on adjacent streets. Therefore, any evaluation of time periods prior to 7:00 a.m. would not be appropriate. Also, see Response to Comment C11-1 and Appendix F of this FGEIS regarding traffic analyses conducted on roadways within the Town of Islip.

Comment H20-5:

...there is no ownership component in the residential sections of this project, which could take 10 percent of the Town population, we feel that it's a problem.

Response H20-5:

As explained in Section 3.8.2 of the DSGEIS, the mix of rental/ownership units is not known at this time, and will be driven by market demand.



GREGG FREEDNER

January 9, 2014

Comment H29-1:

...I don't believe we should have five-story buildings in Ronkonkoma. I don't think our fire departments can safely handle that, and I've been told by an expert that they can't.

Response H29-1:

The comment is noted. See Response to Comment C29-4 and Section 3.9 of the DSGEIS.

Comment H29-2:

I'm concerned about density, what can our streets handle. It was mentioned before that there is going to be a second track put on the MTA. You need to keep that into consideration with all the people coming out on those new trains, when you are going to have all these people working in this area. It's going to add a lot of people, a lot of traffic, so it's a concern of mine.

Response H29-2:

See Responses to Comments C8-1, C11-1, C13-1 and C13-2, and Section 3.5.2 of the DSGEIS.

Comment H29-3:

I'd like to see most of the apartments in there be one bedroom, so we don't overcrowd the schools. I would like to see a lot of the apartments be 55 and over.

Response H29-3:

The comment is noted. For a discussion of potential impacts to the Sachem CSD, see Responses to Comments C13-7, C18-1, C24-1 and C24-6, and Section 3.9.2 of the DSGEIS.

Comment H29-4:

My biggest concern is that their marketing fails them. There's a lot of empty buildings in Ronkonkoma right now, and I'm sure the people that built them planned on filling them, and I'm sure TRITEC plans on filling this project, too, and I hope they do; however, my concern is that a small blighted area becomes a giant monstrosity.



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Response H29-4:

The comment is noted. Also, see Response to Comment C19-4.



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KEN KELLANER

January 9, 2014

Comment H33-1:

I think if the developer is creative, he will come up with a system that integrates structural parking to create more land for better purposes, and also try to utilize the parking so when the residents leave to go to jobs elsewhere in the morning, the commuters commuting can reuse those parking spaces. We don't need spots for everybody. I think they could be cross-utilized throughout the day and over the weekend.

Response H33-1:

As explained in Section 3.5.2 and Appendix H of the DSGEIS, shared parking and structured parking are part of the Ronkonkoma Hub development.



DEBBIE GOETZ

January 9, 2014

Comment H34-1:

...I'm wondering how many families really would want to live that close to the train tracks.

Response H34-1:

The comment is noted. However, as indicated in the Responses to Comments C19-3 and C24-5, the demand for housing near transit is significant and has been well documented.

According to *Families and Transit-Oriented Development: Creating Complete Communities for All*,¹⁶ "[r]ecent TOD projects have often catered more to young professionals, empty nesters or other households without children, as these have been seen as the strongest market segments for transit-oriented housing." The types of households who have tended to seek out TOD, including singles and young professional couples without children are also the types of households projected to grow the most over the next 25 years. In fact, singles will soon be the new majority in the United States. According to *Connect Long Island*,¹⁷ "[o]ver the past ten years there has been 4.5% increase in the 25 – 34 year old population in the country. Over that same period, that same population has shrunk by 15.3% on Long Island." TOD, with mixed-use development near transit helps to address the stated desires of our young who wish to remain on Long Island in apartments, near transit, that have other amenities that allow for an exciting lifestyle (e.g., restaurants, shopping). This is supported by market studies that found that by 2030 almost a quarter of all U.S. households looking to rent or to buy are likely to want higher-density housing near transit.

Also, as indicated in the Response to Comment C19-3 of this FGEIS and in Section 3.4 of the DSGEIS, the Long Island Regional Planning Council and the NYMTC has recognized the desire for certain demographic cohorts to live near transportation and the *Long Island 2035 Comprehensive Regional Sustainability Plan* was prepared to guide such development, among other things.

Comment H34-2:

And the impact it would have on the local communities in the surrounding areas would be tremendous regarding the amount of traffic it would create considering 1,450 apartments could have at least one car per unit or more to the already overcrowded highways and local roadways.



¹⁶ Reconnecting America and the Center for Transit-Oriented Development, *TOD 205: Families and Transit-Oriented Development: Creating Complete Communities for All*, June 2012.

¹⁷ Town of Babylon, *Connect Long Island: A Regional Transportation and Development Plan*, October 2011.



Response H34-2:

See Responses to Comments C8-1, C11-1 and C13-1.

Comment H34-3:

Where are the jobs to sustain 3,000 more people in the area?

Response H34-3:

See Response to Comment C18-1 and Section 3.8 of the DSGEIS.

Comment H34-4:

There are several more apartment dwellings being proposed in the Town of Islip. They are proposing 250 apartments in the Holbrook area, 600 in Great River, and 9,000 units in Brentwood. How do we sustain all this; you know, sewer, water? What about the cost of hiring more police, fire and EMTs to the area?

Response H34-4:

See Responses to Comments C12-6, C24-1, C29-4 and C30-1, and Sections 3.2, 3.5, 3.8, 3.9 and 5.0 of the DSGEIS.

Comment H34-5:

And I have heard some speakers say that it will increase the tax revenue; however, I believe TRITEC has received \$5 million in tax rate necessities and IDA tax abatements as well.

Response H34-5:

The Master Developer will seek IDA tax benefits to offset infrastructure costs that are typically borne by a municipality. No IDA benefits have been negotiated at this point. Under an IDA tax abatement, the base tax remains the same. The abatement is on the increase in the assessed value over the base tax. Properties in the Ronkonkoma Hub redevelopment area contain mostly industrial and commercial uses. To date, those taxes have been paid with no offsetting burden on schools. At full density, the impact on schools is projected to be 214 students across K-12 grades. Sachem CSD has had a decline in student population of 1.5 percent per year the last 5 school years, and has lost 469 students in the prior 10 years.



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At full density, which is projected to occur over the next five-to-seven years, those 214 students will backfill the 469 students lost at virtually no additional cost to the Sachem CSD. No additional classrooms will be needed and teachers will not have to be laid off. At full assessment (after the anticipated abatements have expired), the Sachem CSD will have a surplus of approximately \$6.7± million from the Ronkonkoma Hub area.



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JOSEPH URBAN

January 9, 2014

Comment H35-1:

I'm 70 years old now, and retired. I am comfortable in my home and did not expect my life to be disrupted by having to relocate. What are my options?

Response H35-1:

See Responses to Comments C10-1 and C18-1 and the *Urban Renewal Plan* contained in Appendix B of the DSGEIS.

Comment H35-2:

I have attended all the meetings regarding this project. At every meeting, the question was asked about eminent domain. We were told by TRITEC and Mr. Bertoli, the Commissioner of Planning that would not be the case; eminent domain would not be used.

Response H35-2:

See Response to Comment C12-1.



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SLAV ODYNOCKI

January 9, 2014

Comment H37-1:

For all the planning I've done for all these years, I would like to have more information as far as what is being done with the property with eminent domain. Will be enforced or not? And would be nice to get information as soon as possible, so I can continue whatever I need to do.

Response H37-1:

See Response to Comment C12-1.



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MARYANN JOHNSTON

January 9, 2014

Comment H38-1:

And Urban Renewal requires some kind of removal to renew; doesn't it? Can't do renewal without removing. And I'm not opposed to blight. I'm opposed to the density of this project personally, and to the height of five stories.

Response H38-1:

The comment is noted. See Responses to Comments C12-1 and H1-1. Also, see Responses to Comments C2-1 (2010), C2-10 (2010), C3-1 (2010), and C3-5 (2010).

Comment H38-2:

I've watched what TRITEC did in Patchogue, and with all due respect, it's a stick building, no concrete, no steel. Sticks. That's not what we want to see being built in our town.

Response H38-2:

The comment is noted. All construction within the Ronkonkoma Hub is required to comply with all prevailing building codes.

Comment H38-3:

And as far as remediating a blighted situation, you don't have enough parking for commuters as it is in that train station. I'm concerned. How do you proposed to facilitate Transit-Oriented Development when the train only moves east and west? It doesn't move north and south. Everyone who lives there needs to have a car unless the only places they want to go are east and west.

Response H38-3:

See Responses to Comments C11-1, C8-1 and C13-2, Appendix F of this FGEIS and Section 3.5 of the DSGEIS.

Comment H38-4:

It is entirely too large, and, yes, it is something that is being footed by the taxpayer.



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Response H38-4:

The comment is noted. See Section 3.8 of the DSGEIS for an analysis of the socioeconomic impacts of the proposed action.



MARIA GRAZIANO

January 9, 2014

Comment H41-1:

... -- I understand that the builders are getting a tax abatement, which means -- I'm thinking it means that, you know, our school taxes -- what happens to our school taxes, who pay them? ...As far as the tax abatement, it seems like -- and the affordable housing, it seems that us as homeowners are going to be the ones who are going to be picking up that bill.

Response H41-1:

See Responses to Comments C18-1 and H34-5, and Sections 3.8.2 and 3.9.2 of the DSGEIS.

Comment H41-2:

I live a couple of blocks from the train station, and my block looks like I live in Manhattan. There are cars parked -- and they are not resident vehicles -- parked all over the block. There are times I can't even get into my driveway. I really don't know how that problem is going to be solved by adding more people with this housing project.

Response H41-2:

The impact of the proposed Ronkonkoma Hub project on parking has been comprehensively evaluated as part of the environmental review process conducted by the Town. See Responses to Comments C13-2 and C16-2, and Section 3.5.2 and Appendix H of the DSGEIS.



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LARRY FARRELL

January 9, 2014

Comment H42-1:

So what I'm suggesting is based upon the way the project is now, and the closed-door dealings we've dealt with TRITEC on the Islip side, that we have to oppose this project as it is. So what I am suggesting is, is to create an inter-municipal agreement that can work with both the Town of Islip, the Town of Brookhaven, Suffolk County and New York State, and get the citizens' committee on that Board so we can all work together, and make sure this is a project that we can be proud of and make sure it works...I would like to see a citizens' committee board with Brookhaven, Islip, Suffolk County and New York State.

Response H42-1:

The comment is noted. As explained in the Responses to Comments C10-1 and C13-7, the Ronkonkoma Hub development has evolved since it was first conceived in 2007, and part of the evolution was a result of public workshops and meetings with the community.



PHILIP SANCHEZ, ESQ.

January 9, 2014

Comment H43-1:

My concern is that our clients be treated fairly, and at a certain point – and it was discussed here before – in the first phase, TRITEC did negotiate, they did work with the property owners in the first phase, and they acquired the property. Now my concern is moving into the second phase, that our clients are treated fairly, meaning that they receive just compensation, and this cloud of possibility of eminent domain, as Dr. Odynocki mentioned before, does not continue to hang over them.

Response H43-1:

See Response to Comment C12-1.

Comment H43-2:

The 50 acres that's identified in the project is not all blighted. There are thriving businesses there, there are residents there, and my clients have been here a very long time and invested a lot of money into these businesses, and a lot of money in their residences. And they are going to be negatively impacted when the project comes along.

Response H43-2:

As explained in Section 2.1 of the DSGEIS, the Town of Brookhaven completed a *Blight Study* and an *Urban Renewal Plan* in accordance with Article 15 of the New York State General Municipal Law, which concluded that, among other things, the Ronkonkoma Hub area is substandard or insanitary in accordance with both Article 15 of the New York State General Municipal Law and Article XLI of Chapter 85 of the Town Code. Substandard and insanitary conditions observed within the Ronkonkoma Hub area included: vacant and partially-vacant properties (representing 6.5 percent of Study Area) and vacant and partially-vacant buildings (representing 5.5 percent of gross floor area of Study Area), significant underutilization of development potential (the 232,978± square feet of development in the Study Area represents less than 39± percent of the total development potential permitted by zoning), deteriorated buildings, inadequate curb and sidewalk areas, lack of appropriate drainage and sewerage infrastructure, incompatible land uses, and an overall unattractive visual environment.

The *Urban Renewal Plan* makes several recommendations with regard to land uses, zoning and other land use controls, building conditions and public improvements, most notably:



- Redevelopment with several multi-family residential buildings, mixed-use buildings potentially containing office, residential and retail uses, mixed-use buildings potentially containing commercial, exhibition, hospitality, institutional, and residential uses, retail and office buildings, as well as special use/entertainment venues.
- Implementation of a TOD Zoning District in order to facilitate the redevelopment as described above.
- All structures to be acquired and demolished with the exception of the existing MTA parking garage and potentially the train station.
- Improvements and upgrades to infrastructure, including roads, sidewalks, curbs, public hardscape and landscape, gas lines, water mains, electric distribution, stormwater runoff collection systems, street and walkway lighting, public parking areas, and an STP.



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NANCY GAMBY

January 9, 2014

Comment H44-1:

First of all, on the eminent domain, I happened to be the one to ask the question of TRITEC at an open meeting at Windows on the Lake, where I asked that if somebody doesn't want to sell – and well, TRITEC said they had three years to sell their property. And at that point, they said that if they didn't want to sell their property for whatever, TRITEC was going to offer them, that they would elicit eminent domain. That is a Newsday paper report, so that is public record. That was from TRITEC's mouth.

Response H44-1:

See Response to Comment C12-1.

Comment H44-2:

Okay, you have the ridership of the LIRR. They said their ridership would double. That brings 34,000 riders; okay? Then you have the 1,450 units, which at the beginning, when it was originally introduced, it was 450 units of proposed housing. So you have the ridership from those people, plus they only have 1.1 or 1.2 parking spaces per unit. If somebody wants to have a birthday party, where are they going to park? They have to have at least 30 of their neighbors give them the tenth of a car so they can have somebody over for a birthday cake.

Response H44-2:

See Responses to Comments C13-2, C16-2 and C25-2.

Comment H44-3:

You also have businesses that are going to open there. The businesses that open there will take away from the other businesses around in the area. There's businesses that are vacant all over the county.

Response H44-3:

See Response to Comment C19-3. With respect to competition to businesses in the area, *The SEQR Handbook* (<http://www.dec.ny.gov/permits/55215.html>) states, in pertinent part:



9. Are there economic or social factors which are inappropriate for inclusion in an EIS?

Purely economic arguments have been disallowed by the courts as a basis for agency conclusions when concluding a SEQR review by developing Findings. Therefore, potential effects that a proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors. See East Coast Development Company v. Kay and Wal-Mart Stores v. Planning Board of the Town of North Elba.

Accordingly, impacts relating to competition from proposed new business that may be developed within the Ronkonkoma Hub are not appropriate considerations for the SEQRA process.

Comment H44-4:

And what gives TRITEC the right to acquire property over a prior property owner who is already there? Because they are going to be the owner of 50 acres?

Response H44-4:

As explained in Section 1.0 of this FGEIS, in 2010 (three years after the Town of Brookhaven commenced the visioning and planning process for the Ronkonkoma Hub), the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input. The Town issued a RFEI and ultimately a RFQ for a Master Developer. TREK-RONK HUB LLC (an affiliate of Tritec) was selected after this competitive process conducted by the Town.



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EDWARD SOLOMON

January 9, 2014

Comment H45-1:

Say "no" to eminent domain...

Response H45-1:

The comment is noted.



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DIANE MOTTOLA

January 9, 2014

Comment H46-1:

And I've met TRITEC many times, and asked them about their studies and scope of their studies, and I mean, from what I've always seen from them and heard from them was that they won't come over onto the Islip side. They just refuse to hear that it's going to affect and congest and hurt us on the Islip side.

Response H46-1:

See Responses to Comments C9-1, C11-1, C13-7 and C14-1.

Comment H46-2:

We started with 450 units, and now we are up to 1,450 units. It's impossible to accept in its current form.

Response H46-2:

The comment is noted. See Response to Comment C9-1.

Comment H46-3:

...I just ask for you guys to have cooperation with the Town of Islip. I mean, we were trying to see if we can get a citizens group to handle both sides. If you guys would consider conducting some kind of group like that, to keep in touch so it's a liaison. I think it's very important for this project.

Response H46-3:

See Response to Comment C13-7.



3.3 Transcript – Town of Islip Public Forum

RICHARD ZAPOLSKI

February 5, 2014

Comment F1:

So as planning commissioner one of the things I look at is what are going to be some of the impacts on the Islip side that I'd be concerned with...So what I said to myself was, "Okay, if I'm in Islip and I'm going to go up to the Hub to dine, or that's where I work, how am I going to travel up there?"

So, I went from Vets Highway to Lakeland, and normally I'd make a right on Smithtown Avenue, head up over the bridge and take one of the turns into that north area. But the intersection of Smithtown Avenue and Lakeland wasn't in the study. So, what I'd be concerned with is if there's an impact at that light, if I need another turning lane, if I need to widen it a little bit, if I need a different type of traffic light head, how do I get that mitigation into the thoughts of the people who are putting the impact study together. So, that's one intersection.

Response F1:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F2:

The other intersection that I was concerned with was going up Ocean Avenue, where Ocean crosses Johnson, where the 7-Eleven is. That's a major thoroughfare that would go right into the Hub, but that intersection wasn't really studied. And where Pond Road crosses, there's also a signal there. It's much less of a signal, but it's a signal nonetheless. And then, if we consider a lot of that traffic will go up to the Expressway, what happens where Ocean Avenue crosses the Expressway, I'd like to see if there's an impact on that intersection as well.

Response F2:

See Response to Comment C11-1 and Appendix F of this FGEIS.



Comment F3:

I just want to note on here (indicating), too, the blue line is Brookhaven. So you can see that the southwest corner of Brookhaven is right where Pond Road and Johnson cross, so what this tells me is that, you know, two sides of the Hub project are – you know, are impacting Islip, so we really have to take a look at how the project does lead and affect that side.

Response F3:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F4:

I still want to take a look at what's going on on the Holbrook side, because I have Railroad Avenue, you know, south of the tracks into Holbrook, and we all know that people in Holbrook use that route to get the back way into the train station. And if there's going to be more attractions on the north side of the track, I'm sure some of the traffic patterns are going to change in that area, where Holbrook residents that are in Islip might cross the tracks and come over from that direction. So I want to take a look at the signalized intersections there and see how that area is impacted.

Response F4:

See Response to Comment C11-1 and Appendix F of this FGEIS.

Comment F5:

...one of the things that they identified in the study is that there will be some displaced parking. And what we noticed is in this figure, the red areas on the north side of the tracks are areas that will be displaced, and we're noticing they will be displaced to the wooded area on the south that are under County control. And not that that's a bad idea for the planning concept, but we really want to take a look at if there's a thousand parking spaces that were once on that side of the tracks and they will now be on our side of the tracks, what's the impact on our roads and our intersections? Do we need to add a lane to the road? Are we going to have pavement that is going to wear out quicker? So there might be some mitigation measures that we'd like to see in the report as an impact of that development.

Response F5:

As noted in Section 3.5.2 and Appendix H of the DSGEIS, the amount of parking to be displaced by development of the TOD was quantified as 382 stalls. While it is noted that the areas identified for the relocation of this parking could accommodate over 900 stalls, this was not the level that would be displaced. Also, see Response to Comment C25-2 and Appendix F of this FGEIS.



JOHN C. COCHRANE, JR.

February 5, 2014

Comment F6:

...has the FAA been contacted about the height of these buildings. On the Islip side we're always concerned about the height of the corridor about having two-story buildings. Why on the same distance away in Brookhaven is it they can have a five-story? The FAA controls that area; correct?...Has that air space been reviewed?

Response F6:

The conceptual development plan includes buildings of a similar height to the existing parking garage. Therefore, potential impacts to airport operations are not anticipated. However, during the site plan approval process, coordination with the Federal Aviation Administration (FAA) will be initiated. Note that the FAA review addresses the safe and efficient use of airspace; it does not control land use around or adjacent to airports. This coordination is required in order to comply with FAA Federal Aviation Regulation (FAR) Part 77: Objects Affecting Navigable Airspace. This coordination will assess the potential impact of the project on airports and airspace procedures (instrument and visual routes and approach and departure). In order to comply with FAR Part 77, coordination with the FAA would be initiated when the location (surveyed coordinates) and constructed height of the proposed buildings are fixed. Once that information is available, the Master Developer will be required to submit an FAA Form 7460-1 "Notice of Proposed Construction or Alteration" along with surveyed coordinates and a site map of the proposed project to the FAA. The FAA will evaluate the potential for the project to affect aeronautical operations that occur within the vicinity of the project site. As part of the evaluation process, the FAA may coordinate with local airports and the FAA may also provide an opportunity for the public to comment on the proposed project.



COUNCILMAN STEVEN J. FLOTTERON

February 5, 2014

Comment F7:

Is the 1,400 apartments, are they all apartments or is part of it ownership, or did they give an indication of that?

Response F7:

As explained in Section 2.2.1 of the DSGEIS, it was assumed that 50 percent of the units (725) would be rental and 50 percent (725) would be for-sale. The ownership and rental units would each be comprised of 50 percent one-bedroom units and 50 percent two-bedroom units. However, this was done solely for analysis purposes. The actual unit type and bedroom mix will be determined by market demand.

Comment F8:

Another thing I noticed in the Supplementary DGEIS is again, as you pointed out, 900 parking stalls moved to the south side. I know in a lot of the redevelopment - - - we've had success with the development of the former psychiatric center - the developers sometimes have mitigation things to improve things in the community, such as downtowns, downtown storefronts, parking. And for example, one thing that's blaring out here even from one of your conceptual renderings, is what sad shape the parking is on the south side, and again, how do we make sure there's mitigation fees or whatever to make sure these things are improved, because we're getting all this parking and traffic, and nothing is being improved by the developer. That, to myself, is a major concern.

Response F8:

As indicated in the Response to Comment F5, the amount of parking to be displaced by development of the TOD was quantified as 382 stalls. While it is noted that the areas identified for the relocation of this parking could accommodate over 900 stalls, this was not the level that would be displaced. As explained in Sections 3.5 and 5.0 of the DSGEIS and Section 5.0 of this FGEIS, extensive mitigation is required to be put in place to address potential traffic and parking impacts. Specific mitigation is required to be in place commensurate with the level of development, as set forth in Section 5.0 of this FGEIS.

Comment F9:

...all the increased parking that again the wear and tear will be on our own local roads, and who will be improving the entrance into that parking area and all the roads leading up to it; is it the taxpayers of the Town of Islip or is it the developer doing the upgrade and maintenance?



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Response F9:

See Response to Comment F8 and Section 5.0 of this FGEIS. Upon implementation of all required mitigation, public roadway maintenance will continue to be the responsibility of the entities that own and maintain the roadways.



MARY CALAMIA

February 5, 2014

Comment F13:

I am still not satisfied that this project does anything for the Islip side of the tracks, other than becoming a financial and logistical burden for us. We're not opposed to redevelopment, but the density of this project is extreme. We are concerned about the strain on our roads, our schools, our infrastructure, our services, and quite frankly, our wallets.

Response F13:

As explained in Responses to Comments C8-1 and C11-1 as well as in Section 3.5 of the DSGEIS and Appendix F of this FGEIS, impacts to area roadways have been carefully examined, and extensive mitigation is required, commensurate with the level of development.

With respect to impacts to the Sachem School District, see Responses to Comments C13-7, C18-1, C24-1 and C24-6, and Section 3.9.2 of the DSGEIS.

Regarding sewage infrastructure, see Responses to Comments C12-6 and C13-3, Section 3.2.2 of the DSGEIS, and Sections 4.2 and 8.2 of the 2010 DGEIS. Also see Appendix G of this FGEIS.

With respect to community services, see Responses to Comments C13-7, C18-1 and C29-4, and Section 3.9.2 of the DSGEIS.

Comment F14:

As an aside, I'm also going to say that we are very concerned about the issue, or the possible issue of eminent domain being used to take properties, private properties, to give to a developer.

Response F14:

See Responses to Comments C12-1 and C12-4.

Comment F15:

Islip taxpayers are going to be called upon to bear their fair share of taxes, the tax burden, to cover the tax abatements, and yet the Islip residents have no voice. I want to know how it is that a project could receive a designation of "regionally significant" and not involve representation from the entire region. I



think it's a very important point that we need to bring up with everybody involved, including, I think, the Long Island Regional Planning people.

Response F15:

As explained in Response to Comment C13-7, the Town of Islip has been involved in numerous meetings regarding planning for the Ronkonkoma Hub redevelopment. The Ronkonkoma Hub property is within the Town of Brookhaven. Accordingly, the Town of Islip does not contribute tax dollars to the Ronkonkoma Hub area. See Responses to Comments C18-1 and H34-5 and Sections 3.8.2 and 3.9.2 of the DSGEIS regarding the expected tax benefits of the proposed development and the potential for tax abatements.



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LARRY FARRELL

February 5, 2014

Comment F16:

The Ronkonkoma Hub is a regionally significant development by all accounts. It has the potential, based on the size and density, to impact residents of Islip and Brookhaven.

Response F16:

See Responses to Comments C10-1, C11-1, C13-1, C13-7 and C18-1.

Comment F17:

We want to be very clear on this next point that we are neither opposed nor in support of the Ronkonkoma Hub; however, we are opposed to the failure on the part of the Town of Brookhaven to properly include Islip residents in the process, and the failure of Town of Brookhaven to properly analyze potential impacts to Islip residents.

Response F17:

See Responses to Comments C10-1, C11-1, C13-1 and C13-7.

Comment F18:

Brookhaven has instead repeated the mistakes of the past, and developed a plan which does not include, does not ever consider impacts in a land use consideration within the Town of Islip. We are asking that Islip work with the Town to ensure that whatever development is planned for the Ronkonkoma Hub is done in the right way. That means that both towns must be involve in the planning process, that zoning and land use must also be considered in the Town of Islip. Half a plan, which is what we have now, makes no sense.

Response F18:

See Responses to Comments C11-1 and C13-7.



Comment F19:

...it's essential that residents from both towns be included in the process. The process in Brookhaven has been going on for several years, and this is the first time someone has asked Islip residents to participate in the process.

Response F19:

See Responses to Comments C11-1 and C13-7.

Comment F20:

Finally, it is critical that any review process also properly analyze political potential impacts from the – from this massive proposal. This project involves a density of over 48 units to an acre at a time where our streets are already choked with traffic, where our air quality is already the worst in the state, and at a time when the impacts to our groundwater and surface waters are already well documented.

Response F20:

See Response to Comment C11-1 and Appendix F of this FGEIS, and Section 3.5 and Appendix H of the DSGEIS for an evaluation of traffic impacts.

See Section 4.6 of the DGEIS and Section 3.6.2 of the DSGEIS for an evaluation of air quality impacts.

See Section 4.2 of the 2010 DGEIS and Section 3.2.2 of the DSGEIS for discussions of water resources impacts.



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DIANE MOTTOLA

February 5, 2014

Comment F21:

...I want to congratulate TRITEC Developers for having an interest in Ronkonkoma and the Long Island Rail Road station. I totally support economic growth and the need for jobs and housing. I feel that smart planning and public involvement are just as important, and I wish to make the Town of Brookhaven aware of what Ronkonkoma of Islip has inventory of presently. We are an active community with 19,000 residents. Our community has four schools and school bus routes that travel the roads. We have commercial development in the corridor to the Long Island Rail Road. Recently, the Long Island Rail Road had conducted a traffic study on Ocean Avenue, Lakeland Avenue, and estimated 33,000 cars per day. Long Island Rail Road also currently runs 72 trains a day. Our traffic and congestion undeniably exists. With a very active railroad and gate activities, our mobility is frustrating. Our population of residential homes, school, police, fire department should be considered and comply with the agreement of this development.

Response F21:

See Sections 3.5, 3.8 and 3.9, and Appendix H of the DSGEIS, the Responses to Comments C8-1, C11-1, C13-1, C13-7, C18-1, C22-1, C24-1 and C29-4, and Appendix F to this FGEIS.

Comment F22:

The lack of studies and the scope of this massive project should not be ignored...we ask for this project to be well balanced between two townships, and make a commitment in addressing what supporting a massive project and the negative impacts we will have on a community. If we can meet and exceed these requests, I would support such a project that will benefit all parties.

Response F22:

As explained in the Response to Comment C10-1, the Town of Brookhaven has undertaken a seven-year planning process, which had Town of Islip involvement, and has performed a comprehensive SEQRA review. Accordingly, the studies associated with the proposed action have been extensive.



NEIL ROSENBERG

February 5, 2014

Comment F24:

...I feel very much that the automobile traffic, the 55-foot tractor trailers that will be feeding the Hub, and the buildings and commercial property at the Hub all has to be looked at, and the Commissioner mentioned the intersections that have to be looked at, and we really have to see that.

Response F24:

The Maximum Density Conceptual Plan was prepared to allow for the evaluation of the maximum potential development of the TOD area. As specific site plans are developed for the proposed TOD, the site plans and adjacent roadways will be evaluated in further detail to assure that roadways and site areas can accommodate delivery vehicles (including tractor trailers).

See Responses to Comments C8-1, C11-1 and C13-1, and Appendix F to this FGEIS.



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JAMES PENA
February 5, 2014

Comment F25:

...I look across and I see a picture, and I see a picture of progress, and with that progress is a lot of concerns. And the concerns are: Is anything going to get left behind? If what the engineer that goes into these mega jobs, if we don't think for a minute all of that is being thought of, we're mistaken.

Response F25:

The comment is noted.



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BOB FRENCH
February 5, 2014

Comment F29:

But I also would like to see our Town Board heard as well, and I think you deserve a seat, you know, at the table to discuss the opinions of the residents and our concerns.

Response F29:

See Responses to Comments C13-7 and C13-8.



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ROSE VANGUILDER

February 5, 2014

Comment F31:

We love Long Island, the character of Long Island. This is why people from Brooklyn, Queens, and all the other locations moved out to Long Island...We don't want to transform it back into New York City. This is the part that I am not pleased with the plan. I love the plan. I love progress. I love growth...I want to get jobs for Long Island. I want to help the unions to have jobs, but you have to draw the line at some point. I want to help them to build more units, but on another parcel of land where we don't have four-story units.

Response F31:

The comment is noted.

Comment F32:

...\$1,300 for a studio is not affordable housing.

Response F32:

See Responses to Comments C18-1 and C19-4.



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**BRUCE EDWARDS
RONKONKOMA CIVIC ASSOCIATION
February 5, 2014**

Comment F34:

I am the vice president of the Ronkonkoma Civic Association, and I am representing them here...In our opinion, the Ronkonkoma Hub project will have an adverse effect for the residents of Ronkonkoma. Due to the form-based zoning that is used by the Town of Brookhaven on this project, it will have a density that is much greater than the standard zone.

Response F34:

The comment is noted.

Comment F35:

To begin with, the study area does not include any of the roads outside of the Town of Brookhaven. And while the project is literally on the border of the Town of Islip, this aspect has not been taken into consideration.

Response F35:

See Responses to Comments C8-1, C11-1 and C13-1, and Appendix F of this FGEIS.

Comment F36:

As part of this project, much of the commuter parking which is currently on the Town of Brookhaven side will become part of the development. This commuter parking is expected to transfer to the Islip side of Ronkonkoma train station, using land owned by Suffolk County adjacent to existing commuter parking. Again, these studies have not included all the reduction of all the parking as per the developer's plans and not providing enough commuter parking.

Response F36:

See Response to Comment C25-2.



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Comment F37:

The burden of additional traffic will be borne by the residents of the hamlet of Ronkonkoma.

Response F37:

See Responses to Comments C11-1 and C13-1, and Appendix F of this FGEIS.

Comment F38:

These are just a few of the issues that we feel are aspects of the development that is too large, as well as being landlocked by Long Island Rail Road tracks, Ronkonkoma Station and the Town of Islip. In response, we have been told that the benefits to the Town of Islip and its residents will be a sewage treatment plant; however, we say, "No amount of sewage capacity will make up for the damage that this project will cause to the hamlet of Ronkonkoma."

Response F38:

The comment is noted. See Response to Comment C25-3 regarding the assertion that the property is "landlocked."

Comment F39:

We also have spoken to the Lakeland Fire Department, with the commissioners, and they are not directly related to this project, but due to the mutual aid situations that fire departments use, they would actually be closer to the Hub than the Ronkonkoma Fire Department. Their equipment is not currently able to handle that height of buildings. Some of the equipment is just too old for that, and we feel that the Town of Islip and Ronkonkoma then would be on the hook, so to speak, for the cost of this, because it's not coming from state aid.

Response F39:

The Ronkonkoma TOD is within the service jurisdiction of the Ronkonkoma Fire Department. Also, see Response to Comment C29-4.

Comment F40:

...the developers have not been forthcoming with the fact that these IDAs that are going to be used will be coming basically out of the taxpayers' pocket, so you will be paying for this job as well.



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Response F40:

See Response to Comment H34-5.



LEGISLATOR TOM CILMI

February 5, 2014

Comment F41:

I believe it would be irresponsible for Brookhaven to continue to move forward without working hand-in-hand with the Town of Islip and its residents, so I urge you to do whatever is possible to engage our neighbors to the east as well as the developer in a meaningful dialogue.

Response F41:

See Responses to Comments C13-7 and C13-8.

Comment F42:

Second, I have several concerns relative to the project's density, building size, affordability, marketability, and overall size, all of which I believe are addressed in the Draft EIS from the Town of Brookhaven. Nevertheless, I am concerned about the viability of such an ambitious project, but it's naturally my hope that my fears are unfounded and that the project is tremendously successful.

Response F42:

The commentator is correct that all of the issues raised above have been addressed in the DSGEIS, with specific comments thereon addressed in the various responses to comments in this FGEIS.

Comment F43:

That said, one of the most significant impacts associated with the Hub proposal is traffic. Given the proposed number of residential units combined with the variety of commercial, retail, institutional and entertainment-related space, there will be a significant increase in vehicular traffic, including commercial traffic, in and around the Hub area. This is underscored by the proposed volume of proposed parking at the Hub, which exceeds 5,000 spots, representing a more than 300 percent increase than what's currently there.

Response F43:

See Section 3.5 and Appendix H of the DSGEIS. Also, see Responses to Comments C8-1, C11-1 and C13-1, and Appendix F of this FGEIS.



Comment F44:

The Draft EIS proposes a variety of mitigation measures to deal with the increased traffic at ten different intersections. The traffic study, however, neglected to address Lakeland Avenue, County Route 93, which is linked to Hawkins Avenue by way of Johnson Avenue, and therefore provides direct access to the Hub area. County Route 93 is a popular north/south artery intersecting Sunrise Highway, Veterans Memorial Highway and the LIE at Exit 59, and is a primary route for commercial vehicles. There is every reason to believe that County Route 93 will be utilized extensively to and from the Hub. This portends a significant increase in traffic exasperated by the Rail Road's double track project.

Response F44:

See Responses to Comments C11-1 and C13-2, and Appendix F of this FGEIS regarding the additional traffic analyses performed on intersections within the Town of Islip. See Responses to Comments regarding the Double Track project and the cumulative impact assessment done in the DSGEIS, which evaluated the cumulative traffic impacts of the Ronkonkoma Hub project and the Double Track project.

Comment F45:

Furthermore, County Route 93 is proximate to a number of schools and dissects a vibrant residential community, adding to the traffic burden. My comments relative to traffic have been submitted to the Town of Brookhaven, and I have asked that the Final Impact Statement incorporate appropriate mitigation measures.

Response F45:

See Responses to Comments C10-4 and C11-1, and Appendix F of this FGEIS.

Comment F46:

...originally the County considered construction a sewage treatment plant to serve the Hub. It has come to my attention that the County is now considering connecting to the Southwest Sewer District. That means there will be some construction impact along the roads where the pipes will be located. I've asked our Commissioner of Public Works for a construction plan and a summary of all potential impacts to residences and businesses.

Response F46:

See Response to Comment C12-6 and Appendix G of this FGEIS for correspondence from SCDPW Commissioner Gil Anderson regarding the potential connection to the Southwest Sewer District.



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Comment F47:

If done properly, with cooperation between the Town of Islip, Town of Brookhaven, the residents, labor, everybody involved, this project could yield significant rewards to our area in the way of jobs, in the way of tax base, in the way of housing particularly for our young people, but it also represents great risks. Only by working together can we mitigate those risks and end up with a development which is beneficial to the entire region.

Response F47:

The comment is noted. See Response to Comment C13-7 regarding the Town of Islip's involvement throughout the planning process for the Ronkonkoma Hub.



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DOUG SMITH, ON BEHALF OF ASSEMBLYMAN GRAF

February 5, 2014

Comment F50:

The Assemblyman wanted to put a few things on the record tonight. He wanted to thank the Islip Town Board for holding this hearing. He anticipated TRITEC would not attend this hearing, and he's disappointed that they would not come and give the presentation to the Islip Town Board. So, we attended several hearing that occurred and public forums where the developer and Town of Brookhaven presented the project, and many of the testimonies provided here tonight, the Assemblyman has also heard, so tonight we're here to listen to what residents on the Islip side have to say, so we want to say thank you.

Response F50:

The comment is noted.



MATT FRANCISCO

February 5, 2014

Comment F51:

The Brookhaven side of the Ronkonkoma Hub, based on my research – and I could be wrong – is number one, just one small project out of many. This is just the beginning to urbanization of Long Island.

Response F51:

The comment is noted.

Comment F52:

...if only 50 percent of the actual Ronkonkoma Hub – like, I was under the impression we were coming here today – maybe I misread the flyer – was that we were going to talk about – or you guys were going to talk about what was happening on the Islip side, because based on what I found – and maybe I'm wrong – there were plans to develop our side of the tracks, too, with a recreation center and other buildings, and who knows what, which have been in the plans since the '90s.

Response F52:

The Town of Brookhaven has no information regarding proposed development on south side of the LIRR tracks within the Town of Islip. Moreover, the Town of Islip has not raised any comments regarding such proposed development.



THERESA MCNAMEE

February 5, 2014

Comment F53:

It hasn't been addressed yet, but I am doing the numbers. 1,450 units – I guess I should be asking, they are studios, one-bedroom, and two-bedroom apartments; is that correct?

Response F53:

As explained in Section 3.8.2 of the DSGEIS, the proposed bedroom mix that was evaluated is as follows:

- Rental – One-Bedroom: 363 units
- Rental – Two-Bedroom: 362 units
- Ownership – One-Bedroom: 363 units
- Ownership – Two-Bedroom: 362 units

Comment F54:

...I know the purpose for keeping young people on the Island to work and live here. Young people have children, and they don't have 1.5 cars per apartment, either, so I don't see how those numbers work with 1,600 parking spots and 1,450 units, and some of those units being three bedrooms.

Response F54:

See Response to Comment C16-2 regarding the parking required by the proposed zoning and the parking proposed by the Master Developer for the Ronkonkoma Hub project.

Comment F55:

Can Sachem handle, generally speaking, 500 new children in the next five to ten years? Where did I get 500? For 1,450 units, if there's one kid in one-third of the apartments, that's 500 kids.

Response F55:

See Response to Comment C24-1.



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Comment F56:

My concern for Islip is will (sic), down the line, Sachem and Connetquot, which are both in Ronkonkoma, Lake Ronkonkoma on the Brookhaven side, which is Sachem; Connetquot, Ronkonkoma on the Islip side, will it redistrict and will some of those children be moving into the Connetquot District?

Response F56:

See Response to Comment C24-1.



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ANGELA MCCABE

February 5, 2014

Comment F57:

But our concern as residents is the overpopulation that this is going to bring, and the traffic. I commute from Rosedale Avenue down Lakeland Avenue to my business on Vets Highway, and I can tell you the traffic is horrendous during rush hour both there and on the way home. This project is going to impact that significantly. And when we travel in the morning and the arms come down on the train and the school buses, every one of them has to open and close the doors, it takes even longer. Add that on to our second track we're going to be getting, and that's also going to pose a problem.

Response F57:

See Responses to Comments C8-1 and C11-1, and Appendix F of the FGEIS.



JAN WILLIAMS

February 5, 2014

Comment F58:

I will question the TRITEC story of 750 rentals, and 750 ownerships. That's something new. We're pretty up on this. That's a very small percentage of people that own.

Response F58:

See Response to Comment F7.

Comment F59:

These people are delegated, to our understanding, 1.1 parking spaces. You will still need a car or two or three...I don't know where all these cars are going to be parking.

Response F59:

See Response to Comment C25-2.

Comment F60:

As according to the Long Island housing index, this many units, by statistics, if you believe in statistics, will be 300 children added as a minimum. We don't know where that's going to go. And this project is going to get an abatement; they are not going to pay the full taxes.

Response F60:

See DSGEIS Sections 3.8.2 and 3.9.2, and Responses to Comments C18-1 and C24-1 of this FGEIS regarding impacts to schools and socioeconomic impacts. Also, see Response to Comment H34-5 regarding potential tax abatements.

Comment F61:

...I invite you, come out of my flag lot shared with three people, stand on Smithtown Boulevard, five minutes to get through that traffic there. If I can go east, I go east. That's where I wanted to go. Down Smithtown Boulevard east, follow the same cars, Rosedale Avenue to Ocean Avenue, there we go, plodding along at 10, 15 miles per hour, right to the Expressway, right to Ocean Avenue. So there is going to be a traffic problem, and I'm like two miles away.



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Response F61:

See Section 3.5 and Appendix H of the DSGEIS and Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS regarding the extensive traffic analyses conducted for this proposed action.



4.0

Responses to Substantive Comments Raised from 2010 DGEIS Hearing of October 19, 2010 and Associated Public Comment Period

4.1 Written Correspondence

TATYANA GOLIKOVA, DEPUTY REGIONAL PLANNING & PROGRAM MANAGER
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
NOVEMBER 1, 2010

Comment C1-1 (2010):

Increasing density could generate additional vehicle trips. Impacts on the surrounding roadway network need to be addressed. These impacts should be studied in more detail and specific recommendations should be made.

Response C1-1 (2010):

As indicated in Section 1.0 of this FGEIS, subsequent to the public hearing on the 2010 DGEIS, the Town of Brookhaven, in an effort to ensure that the planning efforts would result in the actual redevelopment of the blighted Hub area, decided to seek private developer input. The Town issued a RFEI and ultimately a RFQ for a Master Developer. Upon review of preliminary plans received as part of the RFEI and RFQ processes, the Town of Brookhaven prepared The *Blight Study*, which ultimately resulted in the preparation of an *Urban Renewal Plan* for the Ronkonkoma Hub area.



The densities recommended in the *Urban Renewal Plan* are different than those originally evaluated in the 2010 DGEIS, as such an updated Environmental Assessment Form was prepared by the Town Board, and, as previously noted, a Positive Declaration indicating the need to prepare a supplemental draft environmental impact statement was adopted on October 1, 2013. Thus, to ensure complete and comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the Town of Brookhaven prepared an DSGEIS to identify and evaluate potential significant adverse environmental impacts that may differ from those evaluated in the 2010 DGEIS. As the maximum potential development being considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, is greater than that evaluated in the 2010 DGEIS, the DSGEIS was prepared to address potential changes in impacts that would result from the modified proposed action.

The DSGEIS evaluated the changes in the modified proposed action, including the preparation of a new Traffic Impact Study. The traffic impacts for the modified proposed action were specifically addressed in Section 3.5 and Appendix H of the DSGEIS. Supplemental traffic analyses have also been undertaken as part of this FGEIS, to respond to comments received on the DGEIS and DSGEIS, and are included in Responses to Comments C8-1 and C11-1, and Appendix F of this FGEIS.

Comment C1-2 (2010):

Consideration should be given to strategies aimed at reducing vehicular trip generation such as parking management (fewer parking spaces, priced parking, and preferential parking for car/vanpools), improve transit access, and provisions for bicycles and pedestrians.

Response C1-2 (2010):

The Town of Brookhaven has carefully evaluated parking requirements for TODs, and has designed the Ronkonkoma Hub TOD District to address the parking characteristics of a TOD, including shared parking. See Response to Comment C25-2 regarding parking for the TOD. See Response to Comment C14-1 for a discussion of provisions for bicycles and pedestrians.

Comment C1-3 (2010):

Where infrastructure improvements are needed in order to insure that adequate capacity exists to accommodate growth, consideration could be given to the creation of a transportation financing district(s) to offset costs and facilitate the implementation of identified mitigation measures.

Response C1-3 (2010):

As indicated on page 5 of the *Urban Renewal Plan*, while the selected master developer would provide the majority of funding for redevelopment efforts, the Town of Brookhaven would apply for New York State and Federal grants, as available, to fund various elements of the *Urban Renewal Plan*.



Comment C1-4 (2010):

Due to the fact that the DGEIS does not represent an application for a NYSDOT work permit, no formal comment is needed at this time on air quality or energy/Greenhouse Gas issues that are discussed within the DGEIS. If and when an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses should be submitted in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents.

Response C1-4 (2010):

See Response to Comment C8-7.

Comment C1-5 (2010):

The Plan indicates that because of the community visioning 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, west and northwest portions of the 181-acre study. Therefore, the redevelopment area was reduced to a 53.73-acre area.

Response C1-5 (2010):

The comment is noted.

Comment C1-6 (2010):

Plan does not include, however, copies of public comments or a statistical compilation of comments in the Appendix.

Response C1-6 (2010):

Such requirement does not apply to a draft environmental impact statement, as public comments would not be available until the draft environmental impact statement was made available for public review and comment. However, in accordance with the requirements of SEQRA and its implementing regulations, specifically 6 NYCRR §671.9(b)(8), this FGEIS includes copies of all public comments received on the 2010 DGEIS in Appendix E, as well as copies of all public comments on the DSGEIS in Appendices A through D.



THOMAS A. ISLES, DIRECTOR OF PLANNING
SUFFOLK COUNTY DEPARTMENT OF PLANNING
NOVEMBER 4, 2010

Comment C2-1 (2010):

The Town of Brookhaven shall seek to establish with the Town of Islip a unified approach for the density shifting into the Hub and tie the preservation of open space and the protection of the regions natural resources with the increased intensification of the TOD.

Absent a program for density shifting it is unclear how the Ronkonkoma Hub Land Use and Implementation Plan stated goal of redirecting growth from outside the region to the Hub would be accomplished. The project 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. The projected build out of the TOD is greater than the 32,400 gpd allowable flow for this area if on site sanitary systems are used (DEIS Appendix D Preliminary Feasibility Study for Sewage Treatment and Disposal pg. 4). The proposed action contemplates the construction of a 275,000 gpd STP that if the Theoretical Maximum Build Out Plan (the plan including the Islip development portion) was implemented would offer 72,000 gpd in excess capacity. The excess capacity of the STP would be growth-inducing by extension beyond the TOD and would allow higher density to sprawl past the bounds of the Hub. The Theoretical Full Build Plan (no Islip development) is estimated to generate a population of 1,058 residents all of which will place additional demands on public recreational requirements and open space needs in the area.

Response C2-1 (2010):

The Town of Brookhaven, pursuant to the *Blight Study* and the *Urban Renewal Plan* that have been prepared (see Section 1.0 of this FGEIS and Sections 2.1 and 2.2 of the DSGEIS), have found that the Ronkonkoma Hub area is blighted and in need of revitalization. The property that is the subject of both the *Blight Study* and the *Urban Renewal Plan* are entirely within the Town of Brookhaven. The Town of Brookhaven has no jurisdiction over property within the Town of Islip (and vice versa). Accordingly, the Town of Brookhaven had not and does not intend to prepare any planning studies, density studies, etc. that may include future speculative development outside its jurisdictional area. Moreover, contrary to the commentators suggestion, this revitalization plan is not an open space plan, and there is no pristine open space within the Ronkonkoma Hub area (see Sections 3.4 and 4.4 of the 2010 DGEIS and Section 3.4 of the DSGEIS). With respect to recreation, see Section 3.4 of the DSGEIS.

With respect to sanitary flow, as described in detail in Responses to Comments C12-6 and C13-3 and in the correspondence from SCDPW Commissioner Gil Anderson (see Appendix G of this FGEIS), Suffolk County is performing a regional analysis of sewage treatment needs and the means to address same. Suffolk County is currently reviewing the potential to connect the Ronkonkoma Hub area (as well as other areas, including those in the Town of Islip) to the existing Southwest Sewer District.



Comment C2-2 (2010):

At the time the Brookhaven Town Board legislatively considers the change of zone for the approximate 54 acre Ronkonkoma Hub TOD a referral shall be made to the Suffolk County Planning Commission pursuant to the referral requirements of NYS GML 239 and the Suffolk County Administrative Code Section A14-14 A.

The October 4, 2010 referral to the Suffolk County Planning Commission by the Town of Brookhaven is a request to review the Ronkonkoma Hub Transit Oriented Development Land Use and Implementation Plan and the TOD Form Based Code. The zone change process on the 54 acre area will undergo a separate legislative process at the Brookhaven Town Board in the future.

Response C2-2 (2010):

The Town Board will comply with all referral requirements of the Suffolk County Planning Commission.

Comment C2-3 (2010):

The TOD ordinance shall be revised to have performance standards related to public safety.

There is no indication in the referral material sent to the Suffolk County Planning Commission that the Town has considered public safety as a goal for development of the Ronkonkoma Hub TOD. The TOD ordinance should be revised to have performance standards related to public safety. The Suffolk County Planning Commission Guidebook should be reviewed and supplement Town regulations where appropriate.

Response C2-3 (2010):

Public safety has been considered in the design guidelines of the TOD ordinance. Also, see Response to Comment C17-10.

Comment C2-4 (2010):

The TOD ordinance shall be revised to have performance standards related to energy efficiency.

There is no indication in the referral material sent to the Suffolk County Planning Commission that the Town has considered energy efficiency as a goal for development of the Ronkonkoma Hub TOD. The TOD ordinance should be revised to have a performance standard related to energy efficiency. The Suffolk County Planning Commission Guidebook should be reviewed and supplement Town regulations where appropriate.

Response C2-4 (2010):

See Section 12.0 of the 2010 DGEIS and Section 8.0 of the DSGEIS for a discussion of energy impacts. Also, as with other development within the Town of Brookhaven, the energy efficiency components of the site plans



will be considered during site plan review process, and all development will be required to conform to prevailing energy codes.

Comment C2-5 (2010):

The Town should consider amending the study boundary to include relevant portions of the Town of Islip (with the support of the Town of Islip), particularly the railroad parking areas.

The recent referral to the Suffolk County Planning Commission included a Draft Environmental Impact Statement with additional information regarding the Land Use and Implementation Plan. The DEIS included a section entitled "Theoretical Maximum Build-Out Plan" as part of the Alternatives chapter of the DEIS. The section outlines conceivable additional potential development and potential impacts should the Town of Islip undergo a similar endeavor. Rail Road parking areas located in the Town of Islip are critical to adequately analyzing land use issues within the Hub. The DEIS analysis contemplates an additional 25,000 SF of retail, a 1,000 space parking garage and solar panel array canopies over surface parking lots on the Town of Islip side of the Ronkonkoma Station. A coordinated planning effort for the Brookhaven and Islip portions of the Ronkonkoma Hub could give consideration to the development of uniform design standards between the two towns, uniform open space, landscaping, signage, setback and infrastructure standards and improve the safety, aesthetics and the functioning of the regional transportation system (*SCPC Guidebook pg. 28 Specific Transportation Policies*). The Suffolk County Planning Commission would be pleased to assist in coordinating such an effort.

Response C2-5 (2010):

See Responses to Comments C2-1, C10-1 and C13-7.

Comment C2-6 (2010):

Continued coordination with the Suffolk County Department of Public Works is in order.

Data to support the underlying assumption that increased densities within the Hub would reduce dependence on single occupancy automobile use remains minimal in the referral documents to the Suffolk County Planning Commission. A fundamental assumption underlying the study is that the development of high density mixed-use transit oriented developments with jobs, housing and shopping will decrease dependence on driving, reduce trip generation, promote a more efficient use of land and therefore enhance environmental quality. Traffic analysis in the referred materials utilizes the Institute of Transportation Engineers "Trip Generation Manual" to calculate traffic volumes but only notes "various studies were reviewed" in order to substantiate a 25% reduction in calculated motor vehicle trip generation (DEIS Appendix G Traffic and Parking Analysis pg. 26). This "capture" reduction presumes that the proximity to public transit and the creation of a high density mixed commercial/residential node will reduce dependence on single occupant motor vehicles. The record should be more specific with regard to literature reviewed and the record should include objective analysis from identified similarly sized transit-oriented developments



which demonstrate this principal. Moreover, a portion of the motor-vehicle trips generated from the Hub endeavor will discharge onto CR 29 (Ronkonkoma Avenue).

Response C2-6 (2010):

The traffic studies performed as part of the 2010 DGEIS and the DSGEIS have been reviewed internally by the Town of Brookhaven Division of Traffic Safety as well as the SCDPW. All comments of the Town of Brookhaven Division of Traffic Safety have been addressed (see Responses to Comments C9-1 through C9-6, and Appendix F of this FGEIS).

The SCDPW offered one comment, which was to clarify that Ronkonkoma Avenue is System Road 29 not County Road 29. SCDPW provided no additional comments on the traffic analyses performed (see Response to Comment C7-1).

Comment C2-7 (2010):

The Town [of Brookhaven] should continue discussions with the SCDPW regarding the creation of the proposed STP and should further coordinate with the Town of Islip on the development of the Ronkonkoma Hub.

A sewage treatment plant (STP) is proposed to accommodate the waste water flow of the TOD. A Preliminary Feasibility Study for Sewage Treatment and Disposal was conducted for this proposal and included in the DEIS and referral documents to the Commission. No existing STP in the area has uncommitted excess capacity to accommodate the proposed intensity of the TOD. For the development plan exclusively in the Town of Brookhaven the STP will be sited in the southeast corner of the Hub area. The parcel is a 5.47 acre site that will accommodate the 275,000 gpd STP. An alternative site is proposed should the Town of Islip develop the south side of the Hub. This site would be just south of the rail road tracks on a 9.00 acre parcel. The alternative site could accommodate at least the 275,000 gpd STP. The alternative site is significantly larger than the primary site, offering greater opportunity for expansion of the STP in the future to accommodate an expansion of the district. The Suffolk County Department of Public Works is conducting a study with respect to districting and combining contributing areas for the purpose of sewage treatment in this area.

Response C2-7 (2010):

See Responses to Comments C2-1, C12-6 and C13-3.



Comment C2-8 (2010):

The proposed TOD Code is intended to be applicable to the Ronkonkoma Hub. Ideally variations of the TOD Code could be provided for other rail road stations in the Town. Each TOD could be created within the context of the community character surrounding the rail road station and at appropriate densities. The Town should tie the creation of TOD Codes to an overall examination of the distribution of higher density and affordable housing throughout the Town.

Response C2-8 (2010):

The comment is noted.

Comment C2-9 (2010):

The Town should consider incorporating green methodologies for stormwater management into the TOD Code. The Suffolk County Planning Commission Guidebook and bulletin regarding managing stormwater should be reviewed.

Response C2-9 (2010):

As indicated in Section 4.2.2 of the DSGEIS, all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 86 of the Town Code). Also, see Response to Comment C2-4 (2010).

Comment C2-10 (2010):

The Town should consider revising the TOD Code to include a framework for flexible dimensional standards related to use and density to provide some guidance to regulating Boards.

The proposed ordinance provides little guidance on preferable land uses within the TOD and standards related to them. The ordinance should be fleshed out to provide floor area ratio guidance for particular preferred uses and design performance standards for dimensional frameworks.

Response C2-10 (2010):

As indicated in Section 4.4.2 of the DSGEIS, the TOD District (included in Appendix D of the DSGEIS) has been designed as a Form-Based Code. Form-based codes are different from conventional zoning in that they emphasize building form and appearance rather than specifying bulk regulations. Form-based codes focus on regulating the public realm, including street types, blocks, and civic spaces and provide for flexibility in use, site and architectural design. Form-based codes also include an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or site.



The TOD District establishes objectives, policies, and standards to promote orderly development and redevelopment within the Ronkonkoma Hub area for purposes of encouraging high-density mixed-use development, housing, retail, office, entertainment and institutional 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.

Development within the Ronkonkoma Hub area is controlled by a "Regulating Plan" (see Figure 3 and Appendix D of the DSGEIS). This plan designates the subdistricts that comprise the TOD District and the various roadways within and adjacent to the subdistrict. With respect to approvals, the Planning Board would determine whether proposed development within the Ronkonkoma Hub area complies with the Regulating Plan and with the descriptions, building forms and development parameters applicable to each of the subdistricts, as defined in the TOD District. These subdistricts convey the specific character that the Town wishes to achieve within the Ronkonkoma Hub area. The subdistricts included within the TOD District and shown on the Regulating Plan are as follows:

- Neighborhood Subdistrict (A)
- Downtown Living Subdistrict (B)
- Marketplace Subdistrict (C)
- Main Street Subdistrict (D).

The distribution of uses, building configurations (including height in feet and stories), building alignment, accessory buildings, parking requirements and streetscape requirements are specified for each of the four subdistricts. Other parameters set forth in the TOD District include permitted and prohibited uses, public and private street types, designated outdoor space, signage and supplementary public lighting.

Comment C2-11 (2010):

Pursuant to 239-m6 of the General Municipal Law, the referring municipality with (30 days) after final action, shall file a report with the Suffolk County Planning Commission, and if said action is contrary to this recommendation, set forth the reasons for such contrary action.

Response C2-11 (2010):

The comment is noted. The Town Board will comply with all relevant requirements of the General Municipal Law.



EXECUTIVE BOARD
LAKE RONKONKOMA CIVIC ORGANIZATION
NOVEMBER 1, 2010

Comment C3-1 (2010):

Maximum Height: We recommend that the heights of structures in Neighborhood Zones be limited to three stories and the heights of structures in Main Street Zones be limited to four stories.

Response C3-1 (2010):

As indicated in Section 2.2.1 of the DSGEIS, the TOD District has been revised from the prior TOD District considered in the 2010 DGEIS. Similar to the prior TOD District, development within the Ronkonkoma Hub area would be governed by a "Regulating Plan" (see Figure 3 and Appendix D of the DSGEIS). This Regulating Plan designates the subdistricts that comprise the TOD District and the various roadways within and adjacent to the subdistrict. The subdistricts included within the TOD District are shown on the Regulating Plan. These subdistricts convey the specific character that the Town wishes to achieve within the Ronkonkoma Hub area.

- Neighborhood Subdistrict (A) -- The Neighborhood Subdistrict is a predominantly residential area with medium-to-high density building types. It allows for a limited amount of ground floor commercial use and live/work units. It provides a transition between single-family homes and more compact mixed-use areas.
- Downtown Living Subdistrict (B) -- The Downtown Living Subdistrict is predominantly a mixed-use residential area with medium-to-high density building types. It allows for up to 50 percent commercial use.
- Marketplace Subdistrict (C) -- The Marketplace Subdistrict allows for predominantly retail-focused mixed-use, maintaining a high level of flexibility to attract diverse local and national retailers.
- Main Street Subdistrict (D) -- The Main Street Subdistrict is intended as predominantly a pedestrian-oriented, mixed-use town center. Regional shopping, entertainment, and outdoor dining uses are encouraged.

As shown on the Regulating Plan, Neighborhood Subdistrict A forms the northern perimeter (along Union Avenue) and the eastern perimeter of the Ronkonkoma Hub TOD area. Downtown Living Subdistrict B is located south of Union Avenue, adjacent to Hawkins Avenue and adjacent to Carroll Avenue. Another portion of Downtown Living Subdistrict B is located east of the Mill Road roundabout, north of the railroad tracks. Marketplace Subdistrict C is surrounded by Union Street to the north, Hawkins Avenue to the east,



Garrity Avenue to the west and Railroad Avenue to the south. Finally, Main Street Subdistrict D forms the remainder of the Ronkonkoma Hub TOD area. The majority of Subdistrict D is located along the northern and southern sides of Railroad Avenue, from Ronkonkoma Avenue (with the exception of the area of Marketplace Subdistrict C) to Mill Road, and includes the train station and the existing parking garage. It also extends to the north along several new private streets and abuts Downtown Living Subdistrict B to the east and west.

Each of the subdistricts is further broken down by maximum height in stories and maximum height in feet, as depicted on the Regulating Plan. Specifically,

- Neighborhood Subdistrict (A) -- Maximum height of four stories, 70 feet, east of Carroll Avenue and maximum height of three stories, 56 feet west of Carroll Avenue
- Downtown Living Subdistrict (B) -- Maximum height of four stories, 70 feet
- Marketplace Subdistrict (C) -- Maximum height of three stories, 56 feet
- Main Street Subdistrict (D) -- Maximum height of five stories, 70 feet, with the exception of four blocks south of Railroad Avenue, which would have a maximum height of four stories and 60 feet.

The visual impacts of the proposed development, at the maximum heights that would be permitted by the TOD District, have been evaluated (see Section 3.10 and Figures 17 through 33 in the DSGEIS). The visual analysis demonstrates that development in accordance with the TOD District would not result in significant adverse visual impacts.

Comment C3-2 (2010):

Neighborhood Zones: To be successful, new residential structures should be respectful of the character of the existing single-family district and attempt to integrate into the neighborhood and not stand apart as a separate community. The majority of the existing single-family homes do not exceed 2 stories in height and with an appropriate design it is possible to create new three story residential structures that fit with this context. But this is not possible with a four-story structure; therefore we recommend that the heights of structures in Neighborhood Zones be limited to three stories.

Response C3-2 (2010):

See Response to Comment C3-1 (2010).

Comment C3-3 (2010):

Main Street Zones: There is sufficient scientific evidence to indicate that buildings over four stories in height can create psychological and sociological problems. When people live and work further away from the



ground they distance themselves from the casual, everyday society that occurs on the sidewalks and streets below. Tall buildings are not pedestrian-friendly because the majority of people who live above four stories become unwilling to participate in the public life below; unless there is some specific task which brings people to street level, the tendency is to stay home, alone. To quote Christopher Alexander's *A Pattern Language*:

"At three or four stories, one can still walk comfortably down to the street, and from a window you can still feel part of the street scene: you can see details in the street - the people, their faces, foliage, shops. From three stories you can yell out, and catch the attention of someone below. Above four stories these connections break down. The visual detail is lost; people speak of the scene below as if it were a game, from which they are completely detached. The connection to the ground and to the fabric of the town becomes tenuous; the building becomes a world of its own: with its own elevators and cafeterias. We believe, therefore, that the "four-story limit" is an appropriate way to express the proper connection between building height and the health of a people."

Therefore we recommend that the heights of structures in Main Street Zones be limited to four stories.

Response C3-3 (2010):

See Response to Comment C3-1 (2010). Also, as explained in *The SEQR Handbook*:

9. Are there economic or social factors which are inappropriate for inclusion in an EIS?

...Some social factors may be considered arbitrary, discriminatory, or speculative, and consequently are inappropriate for inclusion in an EIS. Such factors may include, but are not limited to, potential for crime, drug problems or psychological stress. These kinds of social concerns may be raised by the public during the comment period or hearing on an EIS. In such cases, they may be acknowledged, but given limited weight, when SEQR findings are developed during the agency's final decision-making. (emphasis added)

Comment C3-4 (2010):

Landscaped Berm: We recommend that the use of landscape berms should be better defined. In areas where a Neighborhood Zone faces a single-family district the preference should be that new residential structures have their front doors face the street, have a front lawn and a sidewalk to the front door. In this manner multi-story residential units can be successfully integrated into the existing single-family district. In addition, a berm should not be permitted in either Neighborhood Zones or Main Street Zones if the berm is visible to an existing single-family home or from a new residential structure in a Neighborhood Zone. A substantial landscape buffer is always preferable to the use of berms.



Response C3-4 (2010):

The TOD District does not include a requirement for berms, however, it does specify parameters for landscaping and streetscape design. The specific landscaping design for each site will be reviewed by the Planning Board as part of the site plan review process.

Comment C3-5 (2010):

Building Facades: To promote a pedestrian-friendly environment and create a varied and interesting streetscape, we recommend that a single façade surface and composition be limited to no more than 50 feet wide and that façade widths vary. Should the façade of a building exceed 50 feet in width, the façade should be designed to appear as multiple facades even though the interior behind may be continuous. This may be achieved through a variation in the façade composition and/or a substantial change in the distance from the façade to the street. As an example, a 70-foot long façade may be designed to appear as a façade 30 feet wide and another façade 40 feet wide that has a distinct change in composition and is set back from the adjacent façade by 2 feet.

Response C3-5 (2010):

The Town of Brookhaven has worked with the community, the Master Developer and its design team to ensure that the TOD District and the Regulating Plan require varied and interesting streetscapes. The TOD District provides design guidelines for building facades and configuration, building heights, public and private street type designs, streetscape design (including landscape and furnishings), designated outdoor space, lighting and signage.

Comment C3-6 (2010):

Earlier in 2010, the Town of Brookhaven adopted the Portion Road Land Use Plan which includes provisions for the revitalization of the existing central business district around the intersection of Portion Road and Hawkins Avenue, just 2 miles north of the Ronkonkoma Hub. Portion Road Land Use Plan contains a Market Analysis, which we have found to be an indispensable tool for land use planning, so we applaud the development and inclusion of a market analysis in the Ronkonkoma Hub Transit-Oriented Development Draft Land Use Plan. However, the market analysis for the hub does not take into consideration the close proximity of the existing business district along Portion Road or the existence of the associated market analysis and its goals. For the hub land use plan to be successful both business districts, Portion Road and the hub, must have compatible goals; the goals of the hub plan cannot be achieved at the expense of the Portion Road plan and vice versa. Therefore, we recommend that the Ronkonkoma Hub Market Analysis be revised; that the goals of the plan take into consideration, and be reconciled with, the goals of the adopted Portion Road Land Use Plan. Market Analysis, and include recommendations to achieve the ultimate objective of creating two compatible and successful business districts.



Response C3-6 (2010):

Since the time this comment was offered (i.e., on the 2010 DGEIS), as explained in Section 2.1 of the DSGEIS and Section 1.0 of this FGEIS, the Town of Brookhaven, using, among other things, the Market Analysis as a guide, embarked on a competitive selection process for a Master Developer. This process has assisted the Town in refining the proposed zoning and design of the Ronkonkoma Hub area to ensure that the uses will be marketable.

With respect to competition with other businesses, see Response to Comment H44-3.



**DONALD MONTI, PRESIDENT AND CEO
RENAISSANCE DOWNTOWNS
NOVEMBER 5, 2010**

Comment C4-1 (2010):

Appendix C: Section 2 Regulating Plan

In order to create a unified "place", residential and commercial zones should be allowed to interact throughout the redevelopment area so as to avoid pockets of vibrancy at the expense of creating an overall live, work, learn, shop and play environment that will be attractive to the market as a whole. As such, we would recommend not separating the Main Street and Neighborhood Zones. A series of character building Main Street amenities can help residents identify not only with the whole of the TOD but further identify with the micro-neighborhood in which they choose to live. Additionally, street level residential blocks located within the commercial zones foster community and neighborly fellowship.

Response C4-1 (2010):

The TOD District promotes the interaction between residential and commercial uses. For further discussion, see Response to Comment C3-1 (2010).

Comment C4-2 (2010):

Appendix C: Section 5 Permitted Uses

We suggest that the Town review the following uses thus far omitted from the Zoning Code. The larger the mix of allowable uses, the more potential the TOD will have in creating a vibrant 24/7 sustainable community.

- Healthcare Related Industries
- Educational Facilities
- Boutique Hotel and Bed & Breakfast – Critical to a successful transportation hub
- Adult care Facilities
- Senior and Independent/ Assisted Living Options
- All office use (not limited to "Professional") – The more people working in this newly created downtown equates to more jobs with less cars on the road
- Service organizations such as Police, Fire, EMS and US Postal Service
- Performing Arts Theater
- Places of Worship.



Response C4-2 (2010):

As explained in Sections 2.1 and 2.2 of the DSGEIS and Section 1.0 of this FGEIS, since the time this comment was made on the 2010 DGEIS, the Town of Brookhaven has further refined the TOD District to include additional uses to ensure that a vibrant and sustainable community will be created.

Comment C4-3 (2010):

Appendix C: Section 6 Building Form Standards

General Provisions – As noted above, we feel that these zones should be reexamined and potentially overly each other to encompass the entire TOD.

Response C4-3 (2010):

See Response to Comment C4-2.

Comment C4-4 (2010):

Appendix C: Section 6 Building Form Standards

“Where a site abuts an existing single family district, a landscaped berm, at least four (4) to six (6) feet in height should be constructed.” – If a landscaped berm is necessary, the ordinance may want to consider some options to allow for pedestrian connectivity between the abutting residential neighborhood and the newly developed downtown. This will foster an increased sense of pride beyond the TOD boundary line.

Response C4-4 (2010):

See Response to Comment C3-4 (2010).



4.2 Transcription and Comment Cards from DGEIS Public Hearing of October 19, 2010

**CHRIS HUDMAN
LAKE RONKONKOMA**

Comment H-1:

I would like to say that as a commuter out of Ronkonkoma every morning, I do agree that the area does need a face-lift; especially the commercial properties around it, especially the store fronts around Railroad Avenue have been vacant for a while, so it would actually help the Ronkonkoma train station.

Response H-1:

The comment is noted.

Comment H-2:

My only concern is regarding the apartment complex. If there are any unsold units for an extended period of time, will they be converted into low income or section 8 housing? Now I understand that this is not the intention on the project, but as we all know, money talks and if the developer does not receive their money basically it's a losing proposition. I just want to know if that's a possibility...basically I want to know that this won't be converted into low-income or section 8 housing.

Response H-2:

See Responses to Comments C18-1 and C19-2.



**GEORGE SCHRAMM
35 LAKEWOOD ROAD, LAKE RONKONKOMA
PRESIDENT OF THE LAKE RONKONKOMA CIVIC ORGANIZATION**

Comment H-3:

The HUB does have a market analysis, but unfortunately it appears that the analysis does ignore the existence of the Portion Road analysis previously completed and the downtown area. Now the downtown area is approximately two miles from the railroad station, so moving forward we feel the analysis should be adjusted before the final plan. That some accounting should be done for combining the two efforts so that they are reconciled, so that one doesn't become an issue, that both of these commercial areas have to proceed together and have to be compatible.

Response H-3:

See Response to Comment C3-6 (2010).

Comment H-4:

The consultant has recommended a range for the residential component of three to four stories, and a range in height for the commercial component of four or five stories. The civic is recommending that we choose, in the final version of the plan, the lower number of stories for each of those components, three-story residential and a four story commercial. The residential areas, these new blocks are near existing single-family homes that are two-stories in height in the majority; a four-story building would be out of character and difficult to transition. In the commercial area, five-stories would also be out of character and there is also good science that supports that buildings over four-stories create problems and I will quote a section from the book Christopher Alexander's *Pattern Language* "at three or four stories, one can still walk comfortably down to the street and from a window you can still feel a part of the street scene, you can see details from the street, the people, their faces, foliage, shops. From three stories you can yell out, catch the attention of someone below. Above four stories, these connections break down, the visual detail is lost. People speak of the scene below as if it were a game from which they are completely detached. The connection to the ground and to the fabric of the town becomes tenuous; the building becomes a world of its own with its own elevators and cafeterias. We believe, therefore, that the four story limit is an appropriate way to express the proper connection between building height and the health of people. Of course, it is in the spirit of the pattern which is most essential. Certainly buildings that are five stories or perhaps even six might work if it was carefully handled, but it is difficult. On the whole we advocate for a four story limit with only occasional departures." The civic also recommends a four story limit for the final version of the plan.



Response H-4:

See Responses to Comments C3-1 (2010) and C3-5 (2010).



JAMES ZAMBIC

Comment H-5:

We're still trying to figure out what we're going to do with the Ronkonkoma transportation hub. I would urge you to try to fast-track this. Try to get this program moving, and figure out what they're going to do. As you heard from a lot of the comments, the stores are vacant; you know the area could use some improvement, along with the jobs that it would create. It would create a lot of jobs, construction jobs. A project of this size is much needed for the area.

Response H-5:

The comment is noted.



Engineering, Surveying and Landscape Architecture, P.C.

**THOMAS LAPANNY
UNION AVENUE, LAKE RONKONKOMA**

Comment H-6:

My main concern is, right now for me to get out of my development, to get on to Union Avenue when a train pulls in, it's impossible. I remember when the train first became electrified, how we were promised in our area that there was going to be routes directly to the LIE so that all these cars, it looks like the field of dreams at night. And we were promised that there were going to be roads that would lead right to the LIE to avoid our neighborhood, so that we can go to Waldbaums and we can go to the pizza place and bring home a pizza for our family without having to wait ten minutes every time a train comes in. Now that this is going to become even bigger, are there going to be roads that will alleviate those problems for us so that we can live like a normal community? That's my only concern.

Response H-6:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures.

See Responses to Comments C8-1 and C11-1.



LEANN YAP
yapleann@gmail.com

Comment H-7:

The people living on Garrity Avenue cannot get onto the L.I.E. or Ronkonkoma Avenue during rush hour. In addition to this, we have a massive amount of traffic RUSHING down our block to get to the L.I.E. We need to do something about this now.

Response H-7:

Detailed traffic studies were prepared as part of the 2010 DGEIS (see Sections 3.5 and 4.5 and Appendix G thereof) and the DSGEIS (see Section 3.5 and Appendix H thereof), both of which included required mitigation measures.

See Responses to Comments C8-1 and C11-1.

Comment H-8:

We also need a study done on the impact of our block with all the new development.

Response H-8:

Garrity Avenue runs north/south from Railroad Avenue at its southern terminus to Express Drive South at its north end. There are several other roadways which connect Garrity Avenue to Ronkonkoma Avenue. A portion of Garrity Avenue, between Union Street and Bergen Street is restricted to southbound traffic only. While Express Drive South and Ronkonkoma Avenue will serve as some of the main roadways to and from the TOD, the traffic analyses performed have identified significant mitigation measures to maintain traffic flow on those roadways.

See Responses to Comments C8-1 and C11-1.



Richardherbst360@gmail.com

Comment H-9:

What improvements and/or effect will implementation have on Union Avenue (near Hawkins Avenue)?

Response H-9:

The Traffic Impact Study described in Section 3.5 and Appendix H of the DGEIS included improvements to mitigate traffic impacts in the study area. This included improvements to Union Avenue as well as the intersections of Union Avenue at Hawkins Avenue and Union Avenue at Mill Road.

See Response to Comment C8-1.

Comment H-10:

Who is the developer on this project?

Response H-10:

The Master Developer is TREK RONK HUB LLC.

Comment H-11:

How soon will we see changes and improvements taking place?

Response H-11:

As explained in Response to Comment C10-1, the Town of Brookhaven is at the final stages of completion of the SEQRA process. Once the SEQRA process is completed (i.e., a Findings Statement is adopted), the Town Board can then make substantive decisions regarding the Ronkonkoma Hub. Assuming that approvals are granted by the Town Board, the Master Developer can then begin the site plan approval process.



Engineering, Surveying and Landscape Architecture, P.C.

**JAMES ZAMBIK
82 ELM STREET, LAKE RONKONKOMA**

Comment H-12:

I own the property at 82 Elm Street and would like my property to be included in the rezoning so I can sell my property to the developer. How do I accomplish this? I am in favor of this plan and believe it will be a positive situation for all surrounding landowners!

Response H-12:

The subject property is situated within the Ronkonkoma Hub area. Accordingly, if the Town Board ultimately approves the creation of the TOD District and the associated changes of zone, the property at 82 Elm Street would be included therein.



Engineering, Surveying and Landscape Architecture, P.C.

LILY BEDELL
24 CROTTY COURT, LAKE GROVE

Comment H-13:

We own 59 Railroad Avenue. We don't always get notices- please send.

Response H-13:

The comment is noted. The Town of Brookhaven follows all legal notification requirements.

Comment H-14:

When will we be approached for selling our property?

Response H-14:

The Master Developer is in the process of negotiating with various property owners within the Ronkonkoma Hub area. Also, see Responses to Comments C12-1 and C12-4.



5.0

Conditions and 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 SEQRA compliance...”

(d) When a final generic EIS has been filed under this part:

- (1) No further SEQRA 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 FGEIS, the following represent the conditions and thresholds, which, if met, would allow full development of the Ronkonkoma Hub area within the Town of Brookhaven without the need for further SEQRA compliance or further approval from the Town Board:

- Total development of the Ronkonkoma Hub area shall not exceed the following development limits:¹⁸
 - 1,450 residential units
 - Approximately 195,000 SF - retail
 - Approximately 360,000 SF - office/medical
 - Approximately 60,000 SF - flex space (including hospitality, conference and exhibition space, and/or residential units)

- Sanitary discharge (whether through connection to an existing Suffolk County STP, to a new Suffolk County STP or to another approved location) associated with development/redevelopment of parcels within the Ronkonkoma Hub area shall not exceed 400,000 gpd. 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 must be secured to support the additional development.

- No residential development shall be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road in order to minimize the potential for residents within the proposed development to be affected by LIRR operational noise.

▼
¹⁸ With the exception of the limitation on residential units (which is a maximum), the amount of retail, office/medical and flex space can vary (as same will be dictated by actual market demand), as long as such development conforms with the requirements of the TOD District.



- The development or improvement of the internal and immediate perimeter roadway systems within and bordering the Ronkonkoma TOD area should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways. Functionally, the proposed improvements to the majority of these roads are to provide parking areas and other roadside amenities to serve the adjacent and surrounding parcels.

- The roundabout proposed at Railroad Avenue and Mill Road must be completed at such time as the adjacent development access which forms the south leg is developed (see Condition Figure B [Figure 3 herein]).



Traffic Mitigation Table

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
1	LIE North Service Road & Hawkins Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound - One exclusive left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
2	LIE South Service Road & Hawkins Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4 th approach lane. New configuration: One left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Restripe approach to add an exclusive right-turn lane. New configuration: Two through lanes and an exclusive right-turn lane	
		Southbound - One left-turn lane, two through lanes	Increase left-turn storage lane by removing a portion of the raised median	
3	LIE North Service Road & Ronkonkoma Avenue	Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
4	LIE South Service Road & Ronkonkoma Avenue	Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane	Widen and add a 4 th approach lane. New configuration: One exclusive left-turn lane, two through lanes and a shared through and right-turn lane	Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits
		Northbound – One through lane and a shared through and right-turn lane	Widen and add a 3 rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane	



Traffic Mitigation Table...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
5	Hawkins Avenue & Union Avenue	Westbound – One exclusive left-turn lane with storage & one right-turn lane	Widen and add 3 rd approach lane. New configuration: One exclusive left-turn lane and two right-turn lanes	Change PM-cycle length to 100 seconds. Optimize AM / PM phase-splits Prohibit right-turns on red westbound
		Northbound – One shared through and right-turn lane	New configuration: One through and a shared through and right-turn lane	
6	Union Avenue & Mill Road	Northbound – One shared left-turn, through and right-turn lane	Widen and add 2 nd approach lane. New configuration: One shared left-turn and through lane and an exclusive right-turn lane with storage	Change AM / PM-cycle length to 80 seconds. Optimize AM / PM phase-splits
7	Ronkonkoma Avenue & Powell Street / 2 nd Street	Northbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	Add new three phase traffic signal with leading southbound left turn phase. Side streets remain right turn out only. Signal cycle length same as LIE Service Roads with suitable offset to ensure signal progression
		Southbound – One through and one shared through and right-turn lane	Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane.	



Traffic Mitigation Table...continued

Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
8 and 9	Railroad Avenue & Powell Street / Parking Lot & Johnson Avenue at Northwest Link / Parking Lot		No proposed capacity changes	Run both the intersections off one controller for improved coordination. At Powell Street add protected permitted southbound left-turn phase.
10	Hawkins Avenue & Railroad Avenue	Westbound – One exclusive left-turn lane, one through and one exclusive right-turn lane	Channelized westbound right turn lane.	Add new three phase traffic signal with leading eastbound left turn phase.
		Southbound – One shared left-turn and through, one exclusive right-turn lane	Channelize southbound right turn lane.	
11	LIE South Service Road & Pond Road	Southbound – One shared left-turn and through lane	Restripe approach to add an exclusive left-turn lane. New configuration: One left-turn lane and one through lane	Modify traffic signal to add a leading southbound protected/permissive left-turn phase
12	Smithtown Avenue & Lakeland Avenue		No proposed capacity changes	Optimize PM phase-splits



- RESTRIPE NORTHBOUND AND SOUTHBOUND APPROACH TO PROVIDE LEFT TURN LANE
- SIGNALIZE INTERSECTION

- WIDEN TO PROVIDE A SECOND NORTHBOUND AND A SECOND SOUTHBOUND LANE

- WIDEN WESTBOUND UNION AVENUE TO PROVIDE A SECOND RIGHT TURN LANE
- WIDEN NORTHBOUND HAWKINS AVENUE TO PROVIDE A THRU AND SHARED THRU/RIGHT TURN LANE

- WIDEN NORTHBOUND TO PROVIDE A RIGHT-TURN LANE

- WIDEN TO PROVIDE A SECOND NORTHBOUND LANE

- CONSTRUCT ROUNDABOUT AT INTERSECTION

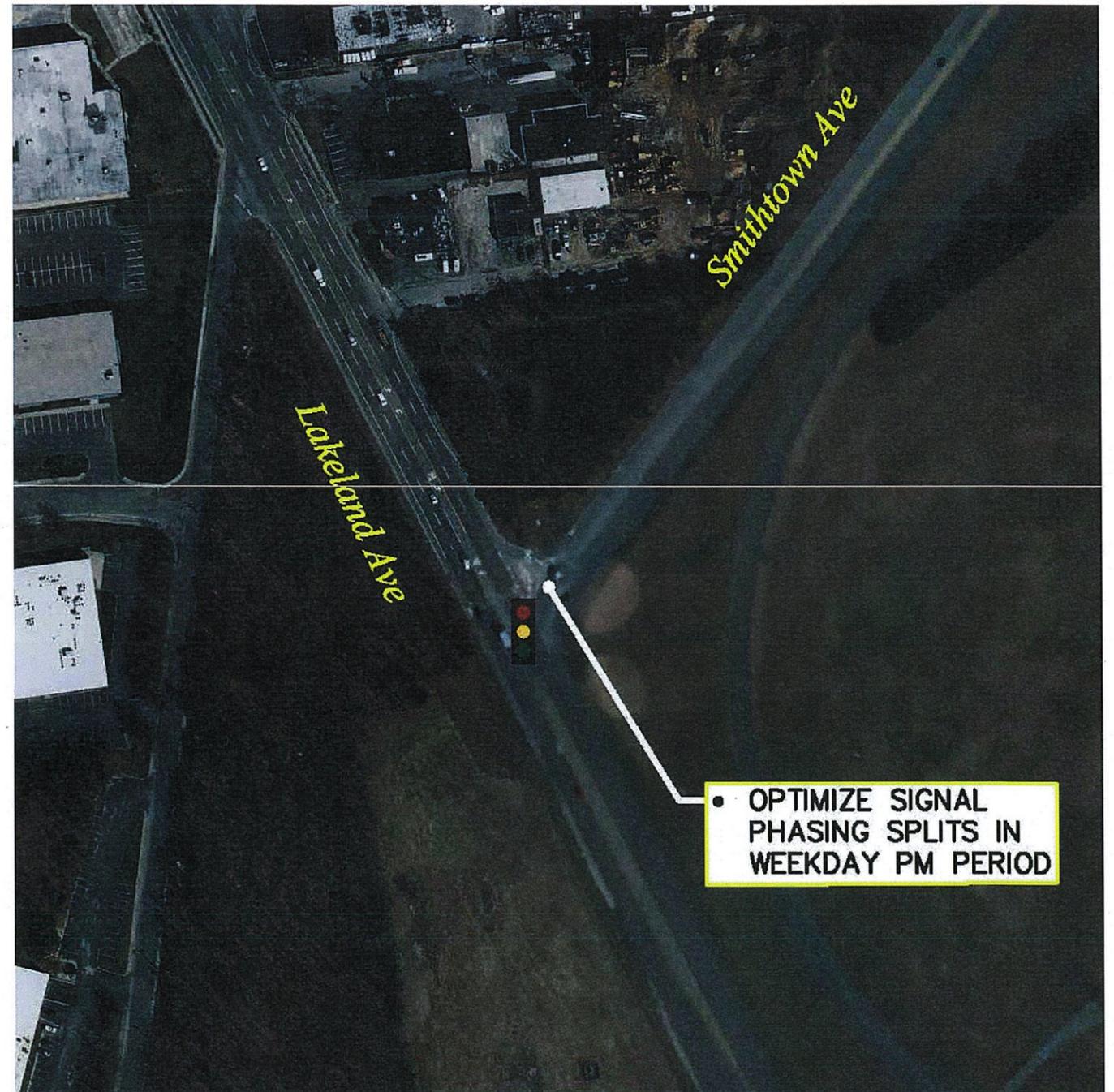
- COORDINATE TRAFFIC SIGNALS
- MODIFY PHASING AT POWELL STREET TO PROVIDE SOUTHBOUND LEFT TURN PHASE

- RESTRIPE WESTBOUND TO PROVIDE SECOND LANE

- CHANNELIZE WESTBOUND AND SOUTHBOUND RIGHT TURN LANES
- SIGNALIZE INTERSECTION









- The northbound right turn lane proposed at the intersection of Mill Road at Union Avenue (described in the Traffic Mitigation Table for location 6 and depicted on Condition Figure A [Figure 2 herein]) must be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed.
- With respect to off-site mitigation, the following discussion provides the required off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the net trip generation, which represents the anticipated trips after adjustments for the TOD and pass-by credits¹⁹ have been applied.
 - *Mitigation Level One (Initial Construction)* – Prior to occupancy of the initially constructed building(s) within the TOD, Hawkins Avenue should be improved from Railroad Avenue to just south of the LIE. This includes the installation of a new traffic signal at Railroad Avenue. The mitigation detailed in the Traffic Mitigation Table for locations 5 and 10 and depicted on Condition Figure A (Figure 2 herein), shall be completed during this initial phase and prior to building occupancy (except for the requirement for an additional northbound lane on Hawkins Avenue north of Union Avenue for which additional right-of-way is required, which is discussed as a separate mitigation phasing item).
 - *Mitigation Level Two* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 400 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 7, 8, 9, 11 and 12 and depicted on Condition Figures A and C (Figure 2 and 4 herein) shall be completed.

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¹⁹ The TOD credit is a reduction in gross trip generation of 25 percent, applied to all uses in the TOD. The pass-by credit is a further reduction in trip generation for retail and restaurant uses within the TOD as prescribed in the Institute of Transportation Engineer's *Trip Generation Manual*, latest edition, but shall not exceed 20 percent for any specific use (see Section 3 of the Traffic Impact Study in Appendix H of the DSGEIS).



- *Mitigation Level Three* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 500 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 2 and 4 and depicted on Condition Figure B (Figure 3 herein), along the entirety of the LIE South Service Road shall be completed.
- *Mitigation Level Four* – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 700 vehicles per hour (combined entering and exiting), the mitigation detailed in the Traffic Mitigation Table for locations 1 and 3 and depicted on Condition Figure B (Figure 3 herein), along the entirety of the LIE North Service Road shall be completed.
- *Mitigation Level Five* – Upon reaching a trip generation of 1,100 vehicles in the p.m. peak hour (combined entering and exiting trips), traffic mitigation along Hawkins Avenue, between Union Avenue and the LIE South Service Road that was begun under *Mitigation Level One (Initial Construction)* must be completed, as detailed in the Traffic Mitigation Table for location 5 and depicted on Condition Figure A (Figure 2 herein). This includes the construction of the second northbound lane on Hawkins Avenue from Union Avenue to the LIE South Service Road and the striping of the westbound Union Avenue approach to three lanes as depicted on Condition Figure A (Figure 2 herein). No building permits shall be issued for development that would result in a trip generation of greater than 1,100 vehicles in the p.m. peak hour (combined entering and exiting) until such traffic mitigation is implemented, unless same is deemed unnecessary by the Town Board based upon a change in traffic conditions.

In the event that any of the 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.

Furthermore, with respect to future development approvals (i.e., after the Town Board adopts the TOD District, applies the zoning to the Ronkonkoma Hub area, and approves the Maximum Density Concept Plan, as described above), the applicants will be required to obtain site plan approval from the Planning Board for proposed development. In addition to the standard site plan application requirements, at the time a site plan is submitted to the Town, an applicant must:



- Prepare and submit a construction traffic management and logistics plan. This plan, at a minimum, should indicate the following:
 - Days/hours of proposed construction activity
 - Designated routes of heavy vehicles to and from the site
 - Parking areas for workers and heavy vehicles
 - Construction staging areas
- If existing designated commuter parking will be temporarily or permanently displaced to accommodate the proposed development, prepare and submit a plan that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking shall be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA.
- Provide a letter of sewer availability/connection approval (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) prior to final site plan approval.
- Demonstrate (for multi-story buildings) that there is adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system.
- Implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation.
- Submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.
- Based on extensive experience, Suffolk County Transit typically increases or modifies the level or type of service provided in reaction to changes in demand, if any, as development occurs. The Master Developer of the TOD will engage Suffolk County Transit in discussions in this regard and will continue dialogue throughout the development process to maximize the effectiveness of this service at the TOD develops over time.



- During the site plan approval process, coordination with the FAA will be initiated. This coordination is required in order to comply with FAA Federal Aviation Regulation (FAR) Part 77: Objects Affecting Navigable Airspace. This coordination will assess the potential impact of the project on airports and airspace procedures (instrument and visual routes and approach and departure). In order to comply with FAR Part 77, coordination with the FAA would be initiated when the location (surveyed coordinates) and constructed height of the proposed buildings are fixed.

- Once that information is available, the Master Developer will be required to submit an FAA Form 7460-1 "Notice of Proposed Construction or Alteration" along with surveyed coordinates and a site map of the proposed project to the FAA. The FAA will evaluate the potential for the project to affect aeronautical operations that occur within the vicinity of the project site. As part of the evaluation process, the FAA may coordinate with local airports and the FAA may also provide an opportunity for the public to comment on the proposed project.