

**STATE ENVIRONMENTAL QUALITY REVIEW ACT
RONKONKOMA HUB TRANSIT-ORIENTED DEVELOPMENT
HAMLET OF RONKONKOMA, TOWN OF BROOKHAVEN
SUFFOLK COUNTY, NEW YORK
TOWN BOARD OF THE TOWN OF BROOKHAVEN
FINDINGS STATEMENT**

Date: June 24, 2014

This Findings Statement is issued pursuant to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act – SEQRA) and the implementing regulations therefor at 6 NYCRR Part 617.

Name of Action: Ronkonkoma Hub Transit-Oriented Development (TOD)

Location: 53.73± acres 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 Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County

Lead Agency: Town Board of the Town of Brookhaven

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SEQR Status: Type I

The Town Board of the Town of Brookhaven (Town Board), as lead agency, subsequent to review of the Draft Generic Environmental Impact Statement (2010 DGEIS), the Draft Supplemental Generic Environmental Impact Statement (DSGEIS) and the Final Generic Environmental Impact Statement (FGEIS), hereby certifies that:

- It has considered the relevant environmental impacts, facts and conclusions disclosed in the EIS;
- It has weighed and balanced relevant environmental impacts with social, economic and other considerations;
- The requirements of 6 NYCRR Part 617 have been met; and

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- Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action described below is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating, as conditions to the decision, those mitigative measures that were identified as practicable during the environmental review process.

Description of Action

The proposed action consists of several Town Board actions that would culminate in the redevelopment of the Ronkonkoma Hub area, to wit:

- Adoption of the *Urban Renewal Plan for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD)* ("*Urban Renewal Plan*")
- Adoption of the *Land Use Plan and Implementation Plan for the Proposed Ronkonkoma Hub Transit-Oriented Development (TOD)* ("*Land Use and Implementation Plan*")
- Adoption of the Ronkonkoma Hub Transit-Oriented Development District ("*TOD District*")
- Change of zone of parcels within the Ronkonkoma Hub area to the *TOD District*.

The approval of these actions by the Town Board would allow development/redevelopment of the Ronkonkoma Hub area in accordance with the *Urban Renewal Plan, Land Use and Implementation Plan, TOD District*, and this Findings Statement.

Urban Renewal Plan

In September 2012, the Town of Brookhaven prepared *The Ronkonkoma Hub Study Area Blight Study (Blight Study)*, for the Ronkonkoma Hub. The *Blight Study* found sufficient evidence to determine the Ronkonkoma Hub area to be 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 of Brookhaven Town Code. Based upon this, the Town authorized the preparation of an urban renewal plan. The intent of the *Urban Renewal Plan* is to address blighted conditions identified within the Ronkonkoma Hub area. It was prepared in order to facilitate the redevelopment of the Ronkonkoma Hub area featuring a mix of higher density residential development, commercial, hospitality, institutional, office and retail uses, conference, entertainment and exhibition venues, and public designated outdoor spaces.

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:

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- 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 facilitate the redevelopment.
- 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, and public parking areas.

Based on the findings and recommendations of the *Urban Renewal Plan*, a Conceptual Land Use Plan was developed for the proposed development/redevelopment of the Ronkonkoma Hub area. In total, the Conceptual Land Use Plan provides the maximum permitted development densities for each of the anticipated use types: a maximum of 1,450 dwelling units, approximately 195,000 square feet of retail space, approximately 360,000 square feet of office/medical space, and approximately 60,000 square feet of flex space (for hospitality, conference, exhibition, and/or residential uses).

Land Use and Implementation Plan

The *Land Use and Implementation Plan* was prepared as a result of the extensive planning process undertaken by the Town of Brookhaven for the redevelopment and revitalization of the 53.73±-acre area situated around the Ronkonkoma train station. It provides an overview of the Ronkonkoma Hub area, the background and history of the Town's planning process, the proposed form-based code (FBC), and a redevelopment concept that illustrates the overall type and level of development that could take place with the application of the proposed FBC.

The *Land Use and Implementation Plan*, among other things, examines the proposed *TOD District*, discusses SEQRA compliance and the environmental and public review process, and discusses the implementation strategy for realizing the Town's vision for the redevelopment of the Ronkonkoma Hub area.

TOD District and Change of Zone

The *TOD District* has been designed as an FBC. It 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, including residential, retail, entertainment, institutional and office uses. The overall intent of the *TOD District* is to encourage the efficient use of land, be a catalyst for revitalization, and foster a sense of place through development of a new transit-oriented, mixed use, pedestrian-friendly community.

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Development within the Ronkonkoma Hub area would be governed by a "Regulating Plan." This plan designates the subdistricts that comprise the *TOD District* and the various roadways within and adjacent to the subdistrict. There are four subdistricts set forth in the *TOD District*, as follows:

- 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.

Each of the subdistricts is further broken down by maximum height in stories and maximum height in feet, as depicted on the Regulating Plan. The Regulating Plan also provides additional development parameters (e.g., street types, principal and secondary frontages, and blocks). Together with the Regulating Plan, development would be subject to compliance with the standards and regulations of the *TOD District* for streets and roadways (including streetscape standards), outdoor space, signage, lighting and parking.

The *TOD District*, once adopted by the Town Board, would be applied to the tax parcels located within the 53.73±-acre Ronkonkoma Hub area. A Conceptual Master Plan ("Maximum Density Concept Plan") has been prepared to conform to the parameters of the Regulating Plan (described above). The Conceptual Master Plan is not a specific development proposal, as it is not feasible to define the specific development/redevelopment of the entire 53.73± acres of the Ronkonkoma Hub area. Development/redevelopment is expected to take place over several years, and the specific uses and level of development will be dictated by market demand. However, review of the Maximum Density Concept Plan, which examines maximum potential development proposed within the Ronkonkoma Hub area, enables the Town Board to take a "hard look" at the relevant environmental impacts through the performance of a comprehensive environmental review pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617, as further described below.

The Maximum Density Concept Plan included the following program: 1,450 residential units; 195,000 SF of retail; 360,000 SF of office/medical space; and 60,000 SF of flex space (including hospitality, conference and exhibition space, and/or residential units) (see attached). Total parking provided on the Maximum Density

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Concept Plan is 3,638 parking spaces, not including those spaces within the existing parking garage (1,043) and existing parking lot (341).

The Maximum Density Concept Plan complies with the Regulating Plan (contained in the *TOD District*), which depicts the locations of the subdistricts set forth in the *TOD District*, and describes the character to be achieved within each of the subdistricts. The predominantly residential subdistrict (Neighborhood Subdistrict) is located at the northern and eastern extents of the Ronkonkoma Hub area, which relates to the existing surrounding residential development, while the predominantly retail subdistrict (Marketplace Subdistrict) is situated at the western extent of the Ronkonkoma Hub area, along Hawkins and Railroad Avenues. The Regulating Plan also depicts mixed-use subdistricts (the Downtown Living and the Main Street Subdistricts), that allow greater building heights, generally situated closer to the railroad tracks and around the train station. The Maximum Density Concept Plan conforms to the Regulating Plan in terms of distribution of uses, heights and density of development.

Summary of SEORA Process

Commencing in 2007, the Town Board has worked with the community to revitalize the Ronkonkoma Hub area. Since that time, the Town of Brookhaven completed a two-phased planning study to revitalize the Ronkonkoma Hub area, known as the *Ronkonkoma Hub Planning Study*. Thereafter, based upon the aforesaid planning efforts, the Town of Brookhaven prepared an initial draft Land Use and Implementation Plan for the Ronkonkoma Hub area as well as an initial draft TOD zoning district. On August 17, 2010, the Town Board of the Town of Brookhaven, as lead agency, issued a positive declaration, and required the preparation of a draft generic environmental impact statement to evaluate the impacts of the adoption of a Land Use and Implementation Plan and TOD zoning district, the rezoning of the Ronkonkoma Hub area to a TOD zoning district and the ultimate development/redevelopment of properties within the Ronkonkoma Hub area in accordance with the ultimately-adopted Land Use and Implementation Plan and TOD zoning district. The Town Board determined that a generic environmental impact statement would be required, as the proposed action consisted of a sequence of actions as well as adoption of a land use plan and new zoning regulations for the Ronkonkoma Hub area. Pursuant to 6 NYCRR §617.10(a):

“Generic EISs may be broader, and more general than site or project specific EISs and should discuss the logic and rationale for the choices advanced. They may also include an assessment of specific impacts if such details are available. They may be based on conceptual information in some cases. They may identify the important elements of the natural resource base as well as the existing and projected cultural features, patterns and character. They may discuss in general terms the constraints and consequences of any narrowing of future options. They may present and analyze in general terms a few hypothetical scenarios that could and are likely to occur.

A generic EIS may be used to assess the environmental impacts of:

(1) a number of separate actions in a given geographic area which, if considered singly, may have minor impacts, but if considered together may have significant impacts; or

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(2) a sequence of actions, contemplated by a single agency or individual; or

(3) separate actions having generic or common impacts; or

(4) an entire program or plan having wide application or restricting the range of future alternative policies or projects, including new or significant changes to existing land use plans, development plans, zoning regulations or agency comprehensive resource management plans."

Moreover, a generic environmental impact statement provides for the establishment of conditions and thresholds that guide requirements for future SEQRA compliance and future actions: Pursuant to 6 NYCRR §617.10(c) and (d):

"(c) Generic EISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site specific impacts, that were not adequately addressed or analyzed in the generic EIS.

(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."

Subsequent to issuance of the aforesaid positive declaration on August 17, 2010, the Town prepared the 2010 DGEIS, which evaluated a theoretical maximum development scenario ("Theoretical Full Build Plan"). Examination of the Theoretical Full Build Plan, as well as two alternatives, in the 2010 DGEIS enabled the Town Board to conduct a comprehensive environmental review of the overall then-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 public comment period on the 2010 DGEIS closed on

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October 29, 2010. The support for the redevelopment of the Ronkonkoma Hub area was evident from the aforesaid public hearing and the various community meetings that took place throughout the planning process.

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 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 *Blight Study*, which ultimately resulted in the preparation of the *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. Accordingly, a new Environmental Assessment Form was prepared by the Town Board, and a positive declaration was issued on October 1, 2013, which indicated the need to prepare a supplemental draft generic environmental impact statement. 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 the 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) *Supplemental EISs*, to wit:

“(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.”

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As the maximum potential development considered for the Ronkonkoma Hub area, as defined in the *Urban Renewal Plan*, was 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.

In accordance with 6 NYCRR § 617.9(b)(8), the FGEIS was prepared and filed by the Town Board on May 22, 2014. The FGEIS responded to all substantive comments received on the 2010 DGEIS and the DSGEIS.

Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance

As explained above, 6 NYCRR §617.10(c) indicates, in pertinent part, that generic environmental impact statements should set forth specific conditions and criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. Based on the analyses contained in the 2010 DGEIS, the DSGEIS and FGEIS, the following represents the conditions and thresholds, which, if met, would eliminate the need for further SEQRA compliance for development/redevelopment within the Ronkonkoma Hub area or further approval from the Town Board.

SEQRA Compliance Thresholds and Conditions

- A. Total development of the Ronkonkoma Hub area shall not exceed the following development limits:¹
 - 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).

- B. Sanitary discharge (whether through connection to an existing Suffolk County sewage treatment plant (STP), to a new Suffolk County STP or to another approved sewage treatment facility) associated with development/redevelopment of parcels within the Ronkonkoma Hub area shall not exceed 400,000 gallons per day (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.

¹ With the exception of the limitation on residential units (which is a maximum), the amount of retail, office/medical, flex space and other commercial uses can vary, as long as such development conforms to the requirements of the *TOD District*.

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- C. 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.
- D. 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.² 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.
- E. 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 of the intersection is developed (see Condition Figure B).

² This does not apply to certain improvements, as set forth in Item G of the "SEQRA Compliance Thresholds and Conditions" section of this document.

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	

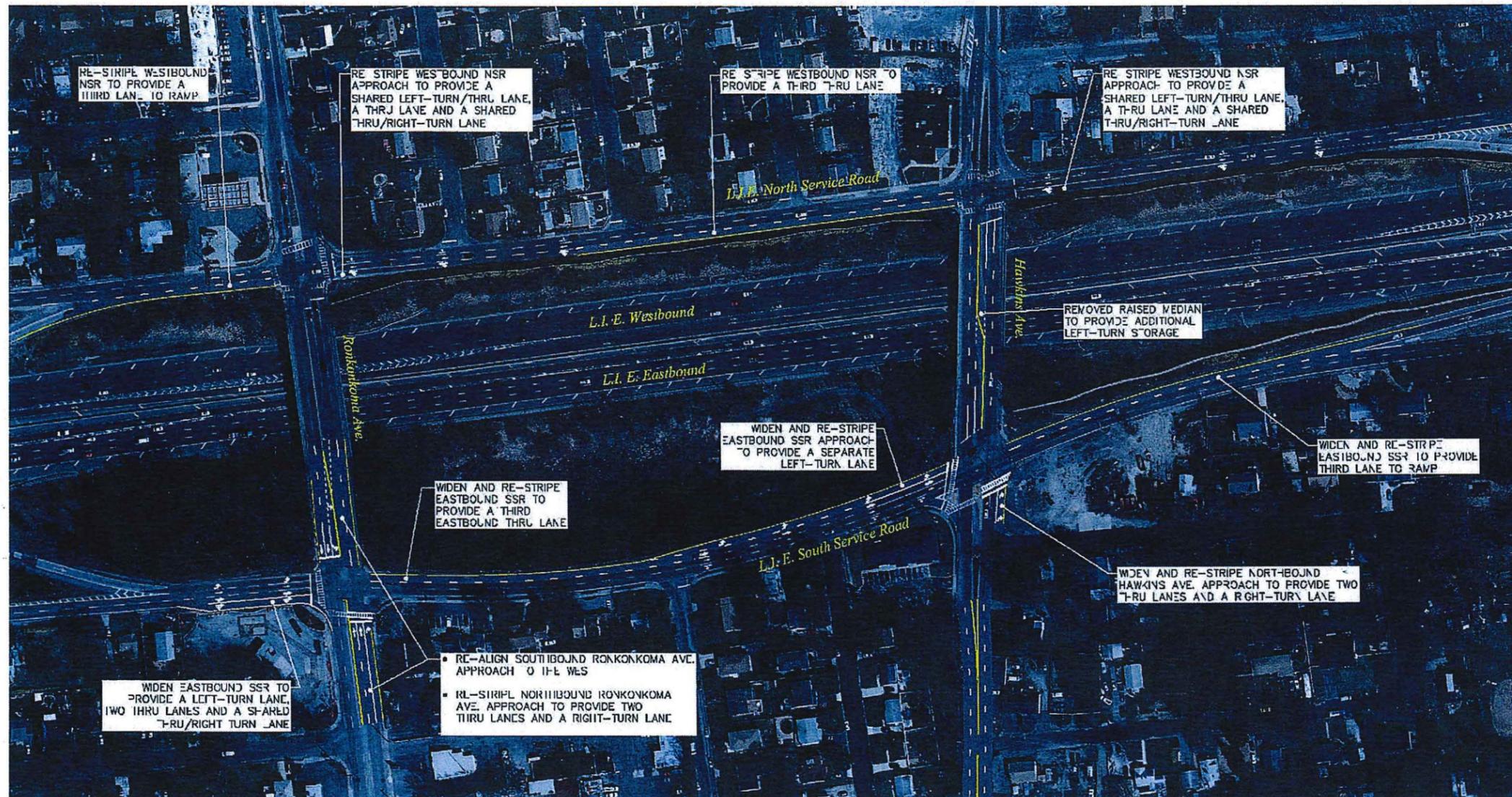
Traffic Mitigation Table...continued

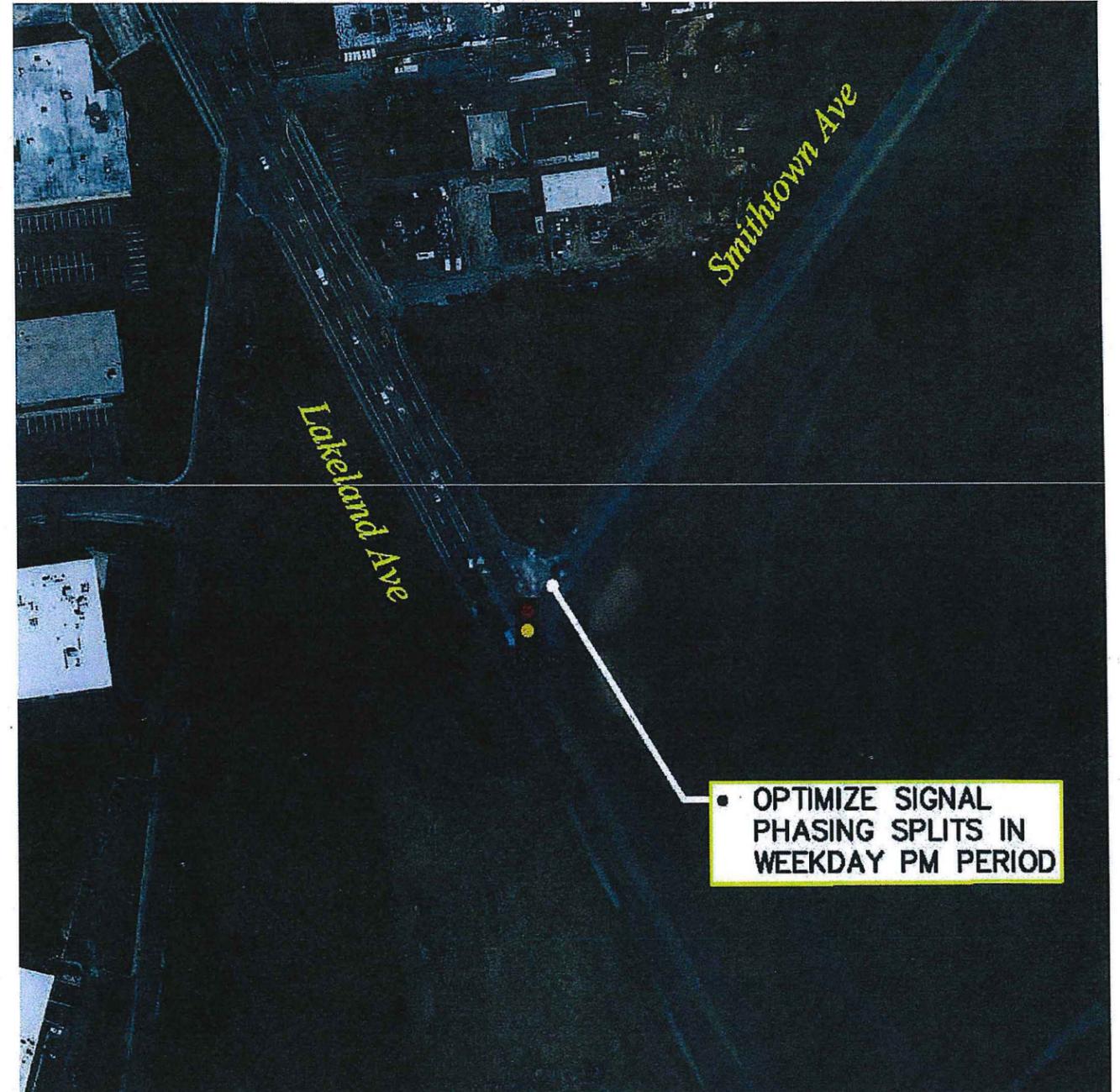
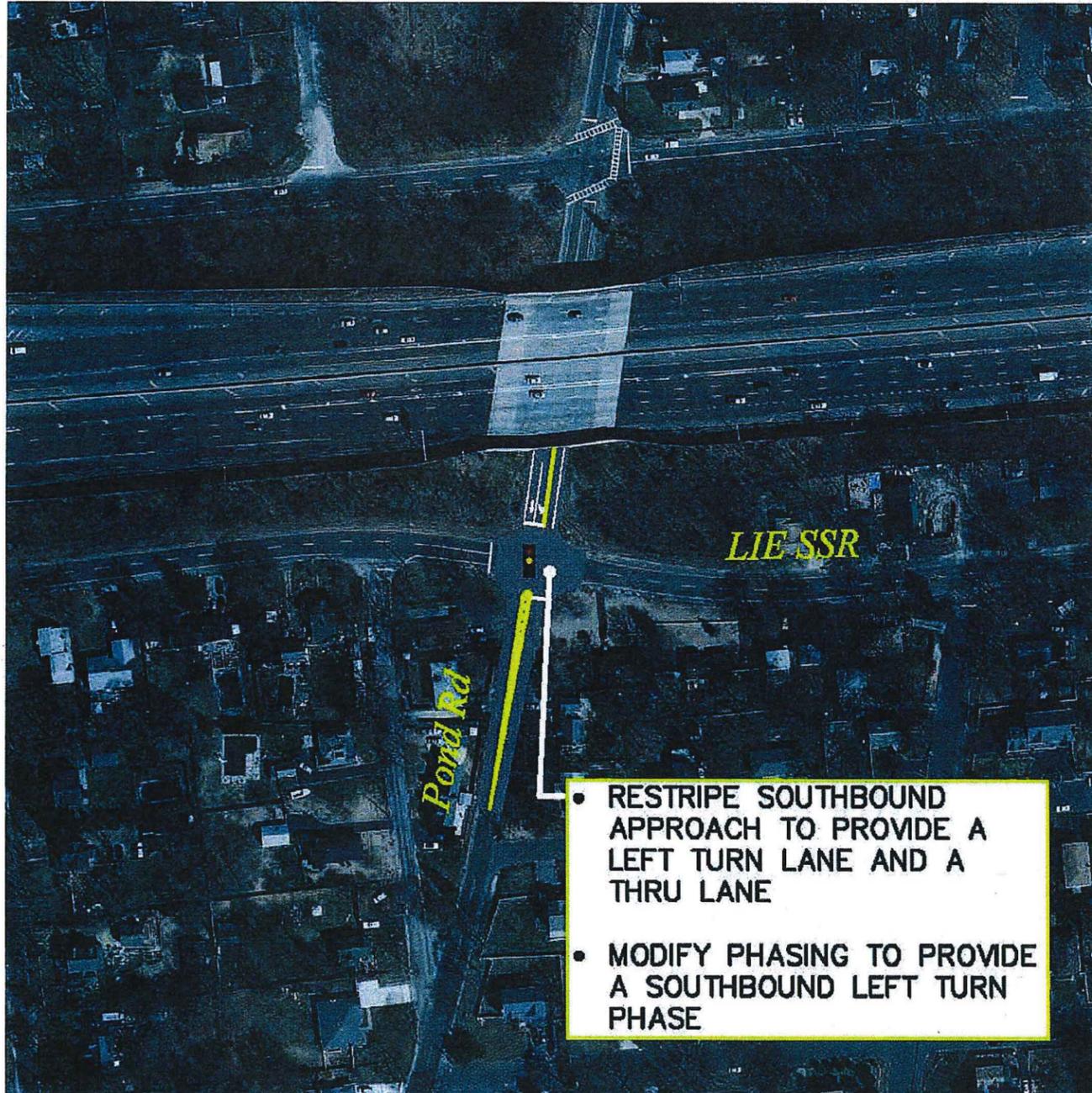
Location		Capacity Improvements		Signal Improvements
		Existing Conditions	Proposed Mitigation	
5	Hawkins Avenue & Union Avenue	Westbound – One exclusive left-turn lane with storage & one right-turn lane	Widen and add 3 rd approach lane. New configuration: One exclusive left-turn lane and two right-turn 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







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- F. 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) must be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed (see attached).
- G. 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 credits³ have been applied.
- (i) *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 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).
 - (ii) *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, shall be completed.
 - (iii) *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, along the entirety of the LIE South Service Road, shall be completed.

³ 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). At the time of each site plan application submission, the Planning Board shall require that the applicant submit trip generation data associated with the development proposed as part of the site plan, in accordance with the methodology set forth in Section 3 of the Traffic Impact Study in Appendix H of the DSGEIS. The Planning Board will keep a running total of trip generation, based upon all site plans approved in the Ronkonkoma Hub area, to ensure that the mitigation requirements are complied with.

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- (iv) *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, along the entirety of the LIE North Service Road, shall be completed.

- (v) *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. 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. 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 above-listed 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 potential significant adverse environmental impacts associated therewith.

Furthermore, with respect to future development approvals (i.e., after the Town Board adopts the *TOD District* and applies the zoning to the Ronkonkoma Hub area, 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:

Approval Thresholds and Conditions

- A. 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.

- B. If existing designated commuter parking will be temporarily or permanently displaced to accommodate the proposed development, prepare and submit a plan that demonstrates that

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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.

- C. 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.
- D. 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.
- E. Demonstrate that water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation will be implemented.
- F. Submit confirmation that the site plan has been submitted to the Ronkonkoma Fire Department for review.
- G. Engage Suffolk County Transit in discussions regarding the potential need to increase or modify the level or type of service provided in the Ronkonkoma Hub area based on changes in demand, if any, as development occurs. Such discussions with Suffolk County Transit should continue throughout the development process to maximize the effectiveness of this service as the TOD develops over time.
- H. Initiate coordination with the FAA, and submit proof of such coordination to the Planning Board. 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 specific proposed locations (surveyed coordinates) and constructed heights of the proposed buildings are finalized. Once that information is available, the applicant must 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. The applicant must submit documentation to the Town regarding the FAA's determination prior to issuance of a building permit for the building(s) that are the subject of the site plan(s) before the Planning Board.

Findings and Mitigation Measures

Upon due consideration and among the reasonable alternatives available, the Town Board has determined that the following represents the mitigation measures to be incorporated into the decision to ensure that

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significant adverse environmental impacts will be avoided or minimized to the maximum extent practicable, to wit:

Soils and Topography

1. Redevelopment of properties within the Ronkonkoma Hub area would result in the disturbance of soils within the Ronkonkoma Hub area for foundation excavation, utility installation, grading, paving, and landscaping. The disturbance of soils for construction and regrading activities increases the potential for erosion and sedimentation. Based on the soil characteristics and the planning and engineering limitations defined in the *Soil Survey*, it is not expected that development/redevelopment of properties in the Ronkonkoma Hub area would result in significant adverse soil impacts. However, site-specific applications for redevelopment within the Ronkonkoma Hub area would be required to conduct on-site borings to determine specific soil conditions, and to ensure that appropriate measures are implemented to mitigate issues that may arise.
2. All development within the Ronkonkoma Hub area would be required to employ proper erosion and sedimentation controls in accordance with Chapter 86 of the Town Code. In addition, dust control measures would also be employed, as necessary, during dry or windy periods. With suitable and proper erosion and sedimentation controls, in accordance with Chapter 86 of the Town Code, it is not expected that site development/redevelopment would result in significant adverse impacts associated with ground disturbance, regrading and/or construction activities.
3. Since the topography is relatively flat, the overall topographic conditions of the area would not be expected to significantly change upon development/redevelopment of the Ronkonkoma Hub area. Based upon preliminary earthwork calculations (pursuant to the Maximum Density Concept Plan evaluated in the DSGEIS), overall grading, installation of underground parking garages and installation of stormwater management structures would result in approximately 65,108 cubic yards of cut, although numerous factors (e.g., final building design, project phasing) could influence or lessen the actual earthwork volumes. There would be sufficient opportunity during the design of the various phases of the project to refine grading plans so as to bring the earthwork more into balance as development proceeds. Therefore, the estimate of earthwork quantities provided as part of the preliminary engineering analysis and the number of associated truck trips should be considered as the "worst-case" scenario, with the expectation that final design would achieve a more balanced site. This, combined with the requirement for implementation of proper erosion and sediment controls, would ensure that no significant adverse impacts to topographic features would be expected.
4. During development/redevelopment, dust control measures would be implemented during dry or windy periods. The appropriate methods of dust control would be determined by the surfaces affected (i.e., roadways or disturbed areas) and would include, as necessary, the application of water, the use of stone in construction roads, and vegetative cover.

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5. Phasing of the project over a number of years would minimize the impact of excavation, as it would spread out the number of truck trips associated with soil removal.

Water Resources

1. In order to ensure the protection of groundwater, future site-specific development applications in accordance with the *TOD District* would comply with the relevant recommendations of the "Wastewater Management Alternatives" and the "Highest Priority Areawide Alternatives" of the *208 Study*. In order to comply with these recommendations, all site-specific applications would be subject to compliance with the Town's stormwater ordinance (Chapter 86 of the Town Code). Stormwater would be contained and recharged on the site through the use of leaching pools, which is a proper drainage method. In addition, the development would be connected to a municipal STP, which would remove nitrogen before recharge to groundwater. Development within the Ronkonkoma Hub would be required to incorporate native and/or low-maintenance species, to the maximum extent practicable, to encourage a low-maintenance landscape. Also, water conservation methods would be used to the maximum extent practicable to decrease overall water usage.
2. With respect to sanitary flow, the projected sanitary flow upon implementation of the proposed action and full development/redevelopment of the Ronkonkoma Hub area in accordance with the *TOD District*, is approximately 400,000 gpd. As this flow exceeds what would be permitted by Article 6 of the Suffolk County Sanitary Code in the Ronkonkoma Hub area if such sanitary flow was handled by on-site sanitary systems, connection to an STP is required.

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. 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. 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.

Since the time of preparation of the 2010 DGEIS, 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 regional sewer district, which would accommodate sewage from the Ronkonkoma Hub area as well as from unsewered areas within the Town of Islip. The

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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.

Subsequent to preparation of the 2010 DGEIS and the DSGEIS, and as explained at the DSGEIS hearing and in the FGEIS, 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 the 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. According to SCDPW Commissioner Anderson, 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."

To ensure that no significant adverse impacts result from sanitary sewage generated from development/redevelopment within the Ronkonkoma Hub area, applicants for development/redevelopment therein will be required to provide a letter of sewer availability/connection approval (or documentation from the appropriate regulatory agency as to the approved method of sanitary discharge) to the Planning Board prior to final site plan approval.

3. Utilizing the SCDHS design sewage flow rates as the basis for estimating potable water requirements, the domestic water use for development/redevelopment of the Ronkonkoma Hub area (in accordance with the Maximum Density Concept Plan) would be approximately 400,000 gpd. With an additional 10 percent of water estimated for irrigation and domestic uses not entering the STP, the total projected potable water demand for development in accordance with the Maximum Density Concept Plan is approximately 440,000 gpd. Consultations were undertaken with the Suffolk County Water Authority (SCWA), which indicated that it could provide the required volume of water. To minimize water use to the maximum extent practicable, parcels developed or redeveloped within the Ronkonkoma Hub area will implement water conservation measures, including low-flow fixtures, low-flow toilets, and/or drip irrigation. With respect to flow, during the site plan approval process, applicants for multi-story buildings would be required to demonstrate that there is adequate water pressure for the higher elevations in the buildings, and, where necessary, install a booster pump system to ensure proper flow.

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4. Stormwater runoff generated within each of the individual private development blocks would be required to be collected and recharged on-site, in accordance with current Town site plan requirements and Chapter 86 of the Town Code. In accordance with Town standards for subdivision roadway improvements, a leaching basin system would be used for individual tributary areas within the public rights-of-way. As the stormwater systems would be designed to collect and recharge runoff in accordance with Town requirements, no significant adverse impact with respect to stormwater runoff is anticipated.
5. Since the Ronkonkoma Hub area does not contain surface waters or wetlands, and is not located within a flood zone, implementation of the proposed action would not impact same.

Ecology

1. Much of the existing vegetation on properties within the Ronkonkoma Hub area is comprised of non-native ornamental trees, shrubs and herbaceous plants populating the various lawn/landscaped areas associated with the developed portions of the site. The ecological communities that would be most affected (i.e., Mowed Lawn, Mowed Lawn with Trees and Flower Herb Garden) are all common in the general surrounding area of the site. Further, all three communities would continue to exist on properties within the Ronkonkoma Hub area following development/redevelopment, as these communities are associated with developed properties. There are some relatively limited areas of Successional Southern Hardwoods and Successional Shrubland in the Ronkonkoma Hub area that would likely be entirely removed as part of the development/redevelopment of the Ronkonkoma Hub area. However, both of these communities exist as a result of past clearing or other anthropogenic disturbance, and support a variety of invasive/non-native vegetation. As a result, the overall ecological value of these communities, both the overall flora of the site and as native wildlife habitat, has been degraded. As such, development/redevelopment of the Ronkonkoma Hub area is not expected to result in significant adverse ecological impacts.
2. Although no significant adverse ecological impacts have been identified as a result of implementation of the proposed action, to minimize habitat impacts, development/redevelopment would incorporate native or low-maintenance species into the landscaping plans, to the maximum extent practicable.

Land Use and Zoning

1. In order to ensure that the vision set forth in the visioning process and the planning studies conducted by the Town and set forth in the *Land Use and Implementation Plan* is realized through the actual development/redevelopment, the *TOD District* has been designed as a FBC. The FBC zoning focuses on regulating the public realm, including street types, blocks, and civic spaces and provides for flexibility in use, site and architectural design. The FBC also includes an extensive use of graphics to illustrate, for example, the anticipated relationship of the building to the street or

site. The *TOD District* 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, and residential, 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. Accordingly, development or redevelopment in accordance with the *TOD District* will ensure that that the Town's vision for the Ronkonkoma Hub area is realized, and that implementation of the proposed action will result in the land use benefits identified in the *Land Use and Implementation Plan*.

2. From a regulatory perspective, site plan applications for development or redevelopment in the Ronkonkoma Hub area would be subject to the regulations set forth in the *TOD District*, including the Regulating Plan. As with other site plan applications submitted to the Town for development in other zoning districts, the Planning Board would be responsible for approving, conditionally approving or denying such applications, and through its decisions would ensure that the goals of the *Land Use and Implementation Plan* are achieved.
3. The proposed action comports with the Town's *Blight to Light Study* (which recommended a number of tools to redevelop and revitalize the Ronkonkoma Hub area, including the development of new zoning), as well as with the *Blight Study* and the *Urban Renewal Plan* that were specifically conducted for the Ronkonkoma Hub area.
4. While the land use and zoning within the Ronkonkoma Hub area would change, no significant adverse environmental impacts with respect to land use and zoning would result. The proposed action has been designed to have a positive impact on land use within the Ronkonkoma Hub area through the creation and application of the *TOD District*, which will allow comprehensive, cohesive and flexible development within the Ronkonkoma Hub area.

Traffic and Parking

1. Detailed traffic analyses were conducted in the 2010 DGEIS, the DSGEIS and FGEIS, which evaluated the existing traffic conditions and the future conditions, both with and without the proposed action (i.e., the "Build" and "No-Build" conditions, respectively). The No-Build condition represented the future traffic conditions that can be expected to occur, were the proposed TOD not constructed. The No-Build condition serves to provide a comparison to the Build condition, which represents expected future traffic conditions resulting from both project- and non-project-generated traffic. Background traffic volumes in the study area were projected to the anticipated build year, the year when the proposed action is expected to be completed and operational. An evaluation of the existing parking supply, the demand for parking, and appropriate parking ratios to meet those demands was also included.

One of the primary goals of any TOD is to reduce dependence on automobiles by situating such TOD proximate to mass transit. The proximity of the development to mass transit works to reduce vehicle trips, as a significant percentage of people residing there would use the train and bus services for their commute to and from work. Similarly, a significant percentage of people employed in the retail and office portion of the development would arrive and leave by transit. The residents and other commuters using the LIRR may choose to shop at the retail stores and patronize restaurants located within the development, thereby reducing the vehicle trips. It is also possible that a percentage of people would both live and work within the development, further reducing vehicle trips. Available studies on TODs show a reduction in vehicle trips by almost 50 percent. In order to take a conservative approach, the traffic analyses conducted assumed only a 25 percent reduction in trip generation.

The following intersections were analyzed in the 2010 DGEIS and DSGEIS:

1. Long Island Expressway (LIE) North Service Road at Hawkins Avenue (Signalized)
2. LIE South Service Road at Hawkins Avenue (Signalized)
3. LIE North Service Road at Ronkonkoma Avenue (Signalized)
4. LIE South Service Road at Ronkonkoma Avenue (Signalized)
5. Hawkins Avenue at Union Avenue (Signalized)
6. Union Avenue at Mill Road (Signalized)
7. Railroad Avenue at Powell Street (Signalized)
8. Johnson Avenue at Northwest Link (Signalized)
9. Hawkins Avenue at Railroad Avenue (Unsignalized)
10. Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized).

Based upon comments raised by the Town of Islip during the comment period on the DSGEIS, an additional eight intersections were evaluated as part of the FGEIS, as follows:

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 addition, based on comments received on the DSGEIS, an analysis was performed of the ramp junctions with the LIE mainline for the four ramps at interchange 60 as part of the FGEIS. This included an evaluation of the ramp junctions in the Build Year both with and without the traffic associated with the TOD.

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Based upon the traffic analyses conducted, an extensive mitigation program has been developed and incorporated into the "Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance," presented earlier in this Findings Statement. The traffic mitigation measures are set forth below:⁴

- 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.⁵ 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 of the intersection is developed (see Condition Figure B).

⁴ The Condition Figures referenced herein can be found in the section of this Findings Statement entitled "Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance"

⁵ This does not apply to certain improvements, as set forth in Item G of the "SEQRA Compliance Thresholds and Conditions" section of this document.

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

- 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) 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 credits⁶ 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 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 shall be completed.
 - *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, 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, 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

⁶ 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).

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. 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. 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.

Implementation of the aforesaid traffic mitigation measures will minimize potential impacts associated with the proposed action to the maximum extent practicable.

2. With respect to parking, parking analyses were conducted as part of the environmental review process administered by the Town Board. Based on the parking analyses and the projected parking demand from maximum theoretical development in accordance with the *TOD District*, parking ratios have been established in the *TOD District* that will ensure that there is sufficient parking to meet the demand. As the development/redevelopment of the Ronkonkoma Hub area contemplates that some existing commuter parking on the north side of the LIRR would be temporarily or permanently displaced, at the time an application is made to the Planning Board that includes commuter parking displacement, the applicant will be required to prepare and submit a plan that demonstrates that parking will be replaced at a minimum ratio of one-to-one. Such replacement parking must be in place prior to the displacement of existing designated commuter parking, and shall be acceptable to the MTA. Accordingly, implementation of the proposed action will not result in significant adverse impacts to parking.
3. In order to mitigate potential construction-related traffic impacts, at the time of site plan application, a construction traffic management and logistics plan would need to be submitted to the Planning Board for each site plan application. This plan would require 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 so as not to add to the burden on commuter lots; and construction staging areas. Implementation of proper construction management and logistics plans will serve to mitigate potential construction-related traffic impacts.

Air Quality

1. In order to evaluate air quality impacts that may be associated with the proposed action, an air quality analysis was conducted to screen the intersections in the area at a planning level. A microscale analysis was performed for the proposed development. The results of the microscale analysis demonstrate that all the carbon monoxide (CO) concentrations for the No Build, Build and Build with Improvements Scenarios would be below the one-hour and eight-hour CO National

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Ambient Air Quality Standards (NAAQS). The results of the microscale analysis also demonstrate that all the 24-hour particulate matter with an aerodynamic diameter less than 10 microns (PM₁₀) concentrations for both the No-Build, Build and Build with Improvements Scenarios are below the 24-hour NAAQS for PM₁₀. Upon development/redevelopment, the Ronkonkoma Hub area is expected to include stationary sources, such as heating boilers, hot water heaters, and emergency generators. Because the project is conceptual in nature and design, the size and number of the stationary sources could not be identified as part of the SEQRA process. Accordingly, as any proposed stationary sources move ahead in the design process, the proposed development would obtain operating permits for appropriate equipment under the State of NYSDEC Division of Air Resources regulations (6 NYCRR Part 201), as may be required. The NYSDEC Division of Air Resources regulatory process would ensure that these emission sources meet the NAAQS. Also, in the event that an application is made for a NYSDOT work permit, air quality and energy/greenhouse gas analyses, as may be required, would be prepared in accordance with requirements presented in the NYSDOT Environmental Procedures Manual and related documents.

Moreover, the overall TOD project goals, which would reduce vehicular demand and, therefore, reduce air quality impacts, include:

- Redirected growth to the Ronkonkoma HUB area, which is already served by existing infrastructure
- Expanded transportation choices to reduce automobile dependence
- Reduced vehicle trips around the station
- Compact, mixed-use, transit-accessible, pedestrian-oriented redevelopment.

Thus, the overall impact of the implementation of the TOD would assist in reducing the potential for air quality impacts typically associated with development at a similar scale.

2. Construction and demolition activities associated with development/redevelopment of the Ronkonkoma Hub area would result in slight, temporary increases in air pollution emissions. In order to mitigate air quality impacts associated with construction, the following measures are proposed: use of emission controls on construction vehicles, dust control and regular sweeping of pavements.

Noise

1. Noise impact analyses were conducted, which evaluated the mobile (vehicular traffic and railroad) and stationary source (mechanical equipment) sound levels to determine the potential change in the existing sound levels for sensitive locations on and in the vicinity of the Ronkonkoma Hub area. Although traffic volumes on the roadways within the Ronkonkoma Hub area are projected to increase under the Build condition, it is not expected that the proposed action would increase noise levels by more than six dB(A) above existing noise levels. In fact, it is expected that based on the

potential increase in traffic volumes, the Build Condition sound levels would likely remain unchanged, as compared to the Existing Conditions. As such, it is not expected that the proposed action would result in significant adverse noise impacts.

2. The proposed action would result in changes in sound levels if rooftop mechanical equipment is installed. These changes are typically more noticeable during the nighttime period. Properties developed or redeveloped with rooftop equipment would be required to install rooftop equipment that does not exceed Town noise code standards, and same would be evaluated during site plan review.
3. Loading and service activities on parcels to be developed or redeveloped will be internally situated or screened to minimize noise associated with such activities from the surrounding residential areas.
4. Based on consultations with the LIRR, no residential development would be permitted south of Railroad Avenue between Hawkins Avenue and Mill Road. This would help ensure that future residents of the proposed development are not adversely impacted by LIRR operational noise.
5. Construction period activities may temporarily increase nearby sound levels due to demolition and regrading activities, and the use of machinery during the construction of the project. However, construction activities would be required to comply with the Town's noise ordinance. Furthermore, construction equipment would be required to have appropriate noise muffler systems, and excessive idling of construction equipment engines would be prohibited.

Socioeconomics

1. Implementation of the proposed action would result in various economic benefits during construction including direct expenditures on construction goods and services, and indirect and induced economic activity within the region. The total expected construction cost is \$474 million. The construction period is projected to be approximately six years (based on information provided by the Master Developer), which would generate 1,953± full-time equivalent (FTE) construction jobs per year, or 11,700± FTE construction jobs over the anticipated build-out.
2. Significant long-term economic benefits would result from implementation of the proposed action. Development/redevelopment of the Ronkonkoma Hub area would require employees in numerous fields, and would provide employment opportunities to people in the surrounding area of the project site. It is expected that the proposed action would generate approximately 2,740 permanent jobs, based upon information provided by the Master Developer. Projected payrolls associated with these permanent jobs are anticipated to be over \$96 million. Secondary earnings would be approximately \$151 million and additional secondary jobs generated would be approximately 2,100.

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3. With respect to tax revenues, implementation of the proposed action is expected to generate significant additional tax revenue (above the existing condition). The total projected property taxes based upon future development/redevelopment in accordance with the Maximum Density Concept Plan is \$16,179,702±, which is an increase of \$15,711,714± over the existing condition. With no changes in assessments, these rates are likely to increase over time. The Sachem Central School District and Library would be expected to receive over \$11.1 million in annual property taxes. In addition, \$5,045,625± in sales tax revenue is expected from the anticipated retail component and \$410,395± in sales tax revenue is anticipated from the hotel component.

Community Facilities and Services

1. The Ronkonkoma Hub area is located within the jurisdiction of the Ronkonkoma Fire Department. In order to ensure that there would be no significant adverse impacts to the Ronkonkoma Fire Department, all development plans would be required to comply with New York State building and fire codes, and also be reviewed by the Brookhaven Fire Marshal. The Master Developer has met with the Fire Department and Fire Marshal and has indicated its intention to continue to work with the Fire Department throughout the development process. To ensure that this occurs, the "Conditions and Criteria Under which Future Actions will be Undertaken or Approved, Including Requirements for any Subsequent SEQRA Compliance," set forth earlier in this Findings Statement, requires that the applicant(s) for each site plan submit confirmation to the Planning Board that the site plan has been submitted to the Ronkonkoma Fire Department for review. Future development/redevelopment of the Ronkonkoma Hub area would not be expected to result in significant adverse impacts to fire protection and ambulance services, provided by the Ronkonkoma Fire Department, as the \$740,000± per year in additional property taxes generated at full build-out, would help off-set costs associated with providing fire protection and ambulance services to the future development.
2. The Fourth Precinct of the Suffolk County Police Department currently services the Ronkonkoma Hub area, in addition to the MTA Police who service the Ronkonkoma LIRR Station. Based upon the analyses conducted, it is not expected that redevelopment of the Ronkonkoma Hub area would result in a demand that causes significant adverse impacts to police services. Furthermore, the anticipated annual property taxes received by the Police Department of over \$2.1 million above the existing condition would help to off-set the cost of providing additional police protection services that may be required to serve the future development within the Ronkonkoma Hub area.
3. The Ronkonkoma Hub area is served by the Sachem Central School District (CSD). 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. Based upon the projected unit type and bedroom mix, the 1,450 residential dwelling units included in the Maximum Density Concept Plan could potentially generate 214 school-aged children who would attend public school. Based on data in the New York State Education Department Property Tax Report Card for the 2013-14 school year, the per pupil expenditure in the Sachem CSD is projected to be \$20,717±. While the total cost

to the Sachem CSD for the 214 additional children would be \$4,433,438, the Maximum Density Concept Plan at full build-out could generate \$11,178,342 annually to the school district. Therefore, there would be a net annual benefit to the Sachem CSD of approximately \$6,744,904. Thus, based upon the enrollment and property tax information, implementation of the proposed action would not result in significant adverse impacts to the Sachem CSD. In fact, the District would be expected to receive a significant annual revenue benefit.

4. Development/redevelopment of the Ronkonkoma Hub area in accordance with the Maximum Density Concept Plan would generate approximately 377± tons of solid waste per month. The collection and disposal of solid waste generated by both the commercial properties, including the retail, office, and flex space uses and the private, multi-family residential developments shown on the Maximum Density Concept Plan, would be performed by licensed, private carters, which is typical practice for Long Island towns. Thus, the ultimate disposal locations are at the discretion of the carter, pursuant to its disposal agreements, and thus, would not be expected to result in significant adverse impacts to the Town's waste management facilities, practices or plans.

Aesthetics

1. Implementation of the proposed action in accordance with the *Land Use and Implementation Plan* and the *TOD District* would improve the built environment with new and viable uses and upgrade public facilities and infrastructure, including, but not limited to, roads, sidewalks, curbs, public hardscape and landscape, street and walkway lighting, and parking areas, all of which contribute to the aesthetic character of the Ronkonkoma Hub area. Also, new outdoor spaces and streetscape improvements would be provided that would contribute to an attractive and inviting pedestrian environment. Moreover, the *TOD District* requires high quality streetscape design and landscaping, including a landscaped median within certain streets, which is an important feature for this type of urban-style neighborhood where the public street space becomes, in effect, the place for the social interactions that builds a sense of community. Accordingly, implementation of the proposed action would result in significant aesthetic benefits.
2. As several multi-story buildings are expected to be constructed, shadow analyses, before and after visual analyses from viewpoints within the project area, and line-of-sight analyses and renderings from various vantage points outside the Ronkonkoma Hub area were prepared. The shadow analyses demonstrate that no significant, sustained shadow impacts are anticipated. Based on the renderings, which depict potential development as contemplated in the Maximum Density Concept Plan, and the before/after analyses, the adoption of the *Urban Renewal Plan*, creation of the *TOD District* and the development/redevelopment of properties in accordance with the *TOD District* would result in beneficial impacts to the visual character of the area, as blighted and aesthetically unattractive properties would be replaced with new visually pleasing and cohesive development. Finally, the line-of-sight analyses demonstrate that views from the surrounding neighborhoods to the north and east to the potential future development within the Ronkonkoma Hub area would be obscured in many instances by existing development and/or mature trees.

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One area where there would be a clear view from outside the Ronkonkoma Hub area is from the Ronkonkoma Avenue overpass (a public roadway) located to the southwest of the Hub, which is situated at a higher elevation than the proposed development. The rendering from that location shows that, upon implementation of the proposed action, there would be a more cohesive and improved visual quality from this vantage point (when compared to the existing condition), and blighted conditions would be eliminated by the proposed development/redevelopment.

3. In order to ensure that there will be positive impacts to the visual character of the Ronkonkoma Hub area, and no significant adverse impacts would result, the *TOD District* has incorporated design measures that must be complied with. Specifically, any proposed building must meet the requirements of the building configuration, alignment and parking placement for the subdistrict in which it is located, as set forth in the *TOD District*. Requirements for street assembly, streetscape improvements, designated outdoor spaces, signs and public supplementary lighting controls are specified in the *TOD District*. All development/redevelopment must conform to the specific requirements for the subdistrict in which it is located, and must also conform to the Regulating Plan.
4. With respect to cultural resources, throughout the SEQRA process, no significant historic or archaeological resources were identified within or adjacent to the Ronkonkoma Hub area that would be adversely impacted by the proposed action. Thus, no impacts to same will result from implementation of the proposed action.

In accordance with 6 NYCRR §617.11, the Town Board has considered the 2010 DGEIS, DSGEIS and FGEIS for the Ronkonkoma Hub Transit-Oriented Development, and certifies that it has met the requirements of 6 NYCRR Part 617. This Findings Statement contains the facts and conclusions in the 2010 DGEIS, DSGEIS and FGEIS relied upon to support this decision and indicates those factors that formed the basis of its decision.

A Copy of this Findings Statement has been sent to:

The Honorable Ed Romaine, Supervisor
and Members of the Town Board
Town of Brookhaven
One Independence Hill
Farmingville, New York 11738

The Honorable Tom Croci, Supervisor
and Members of the Town Board
Town of Islip
655 Main Street
Islip, New York 11751

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

Dr. James L. Tomarken
MD, MPH, MBA, MSW
Commissioner
Suffolk County Department of Health Services
3500 Sunrise Highway, Suite 124
P.O. Box 9006
Great River, New York 11739-9006

Mr. Dan Losquadro, Superintendent of Highways
Town of Brookhaven Highway Department
1140 Old Town Road
Coram, New York 11727

Mr. Arthur Gerhauser, Chief Building Inspector
Town of Brookhaven Building Division
One Independence Hill
Farmingville, New York 11738

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

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

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

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

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Mr. Joseph T. Brown, Regional Director
Region 10, New York State Department of Transportation
State Office Building
250 Veterans Memorial Highway
Hauppauge, New York 11788

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

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

Department of Environmental Conservation
Division of Environmental Permits
625 Broadway
Albany, NY 12233-1750

Town of Brookhaven:

Timothy P. Mazzei, Councilman, District 5
Frederick C. Braun III, Chairman, Brookhaven IDA
Tullio Bertoli, Commissioner, PELM
Chip Wiebelt, Senior Site Plan Reviewer
Anthony Graves, Chief Environmental Analyst, Division of Environmental Protection, PELM

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

This Notice has also been forwarded to:

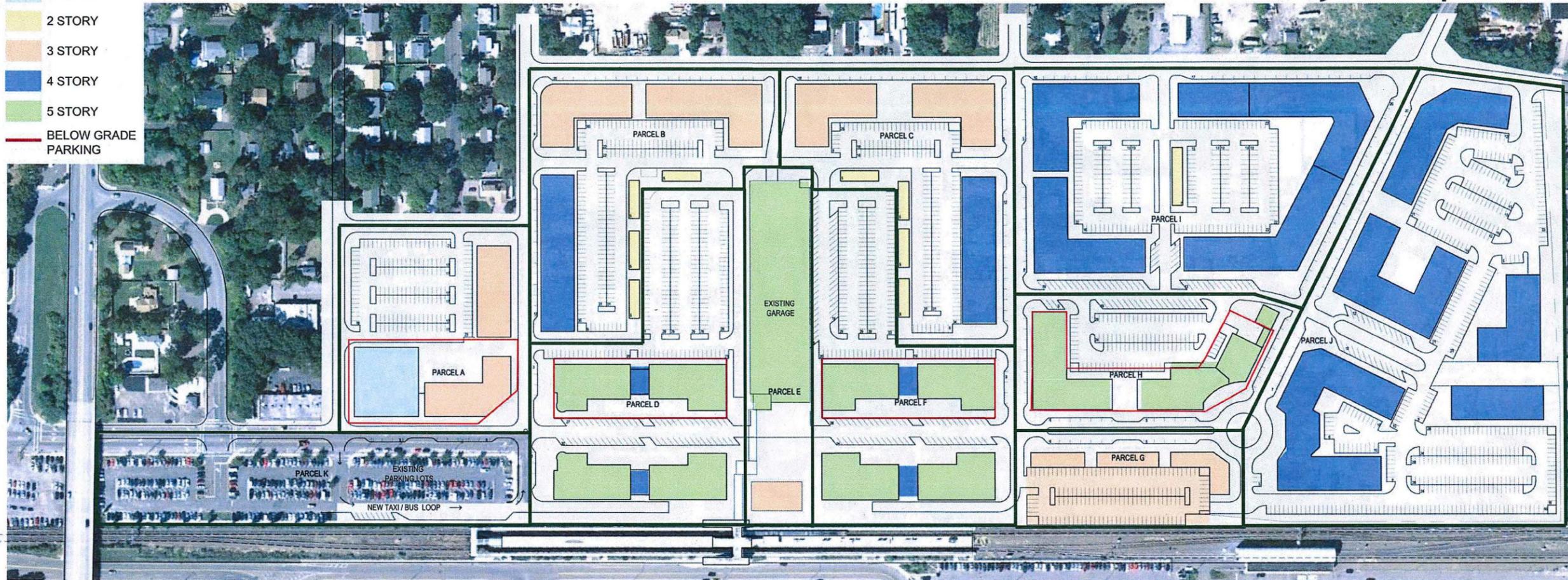
Sachem Public Library
150 Holbrook Road
Holbrook, NY 11741

Connetquot Public Library
760 Ocean Ave
Bohemia, NY 11716

Ronkonkoma HUB • Maximum Density Concept Plan

LEGEND

	1 STORY
	2 STORY
	3 STORY
	4 STORY
	5 STORY
	BELOW GRADE PARKING



<p>PARCEL A RESIDENTIAL: 45 UNITS RETAIL: 47,580 sq.ft. PARKING: SURFACE SPACES: 164 STREET SPACES: N/A 1 LEVEL GARAGE SHOWN: 116 TOTAL SPACES: 280 PARKING REQUIRED: RESIDENTIAL: 54 SPACES RETAIL: 128 SPACES</p>	<p>PARCEL B RESIDENTIAL: 184 UNITS CARRIAGE UNITS: 8 TOTAL UNITS: 192 PARKING: SURFACE SPACES: 190 STREET SPACES: 35 CARRIAGE SPACES: 20 TOTAL SPACES: 245 PARKING REQUIRED: RESIDENTIAL: 230 SPACES</p>	<p>PARCEL C RESIDENTIAL: 161 UNITS CARRIAGE UNITS: 8 TOTAL UNITS: 169 PARKING: SURFACE SPACES: 176 STREET SPACES: 35 CARRIAGE SPACES: 20 TOTAL SPACES: 231 PARKING REQUIRED: RESIDENTIAL: 203 SPACES</p>	<p>PARCEL D RESIDENTIAL: 51 UNITS RETAIL: 39,900 sq.ft. OFFICE/ MEDICAL: 181,370 sq.ft. PARKING: SURFACE SPACES: 175 STREET SPACES: 104 GARAGE PARKING: 292 TOTAL SPACES: 571 PARKING REQUIRED: RESIDENTIAL: 61 SPACES RETAIL: 106 SPACES OFFICE/MEDICAL: 519 SPACES</p>	<p>PARCEL E RETAIL: 15,900 sq.ft. PARKING: EXISTING GARAGE: 1043 PARKING REQUIRED: RETAIL: 50 SPACES</p>	<p>TOTAL DEVELOPMENT: TOTAL RESIDENTIAL: 1,450 UNITS TOTAL RETAIL: 195,000 sq.ft. TOTAL OFFICE/ MEDICAL: 360,300 sq.ft. TOTAL FLEX SPACE: 60,000 sq.ft. PARKING RATIO: RESIDENTIAL: 1.20 SPACES/ UNIT. RETAIL: 2.65/ 1000 sq.ft. OFFICE/ MEDICAL: 2.65/ 1000 sq.ft. FLEX SPACE: 2.65/ 1000 sq.ft. REQUIRED PARKING: RESIDENTIAL: 1,740 SPACES RETAIL: 517 SPACES OFFICE/ MEDICAL: 1030 SPACES FLEX SPACE: 172 SPACES PARKING REQUIRED: 3459 PARKING PROVIDED: 3638* *This does NOT include the existing parking garage or existing surface lot in Block K.</p>
<p>PARCEL F RESIDENTIAL: 102 UNITS RETAIL: 53,200 sq.ft. OFFICE/MEDICAL: 109,370 sq.ft. PARKING: SURFACE SPACES: 204 STREET SPACES: 55 GARAGE PARKING: 292 TOTAL SPACES: 551 PARKING REQUIRED: RESIDENTIAL: 122 SPACES RETAIL: 141 SPACES OFFICE/ MEDICAL: 313 SPACES</p>	<p>PARCEL G RESIDENTIAL: NONE RETAIL: 9,800 sq.ft. OFFICE/ MEDICAL: 38,425 sq.ft. PARKING: GARAGE SPACES @ 4 STY: 588 STREET SPACES: 11 TOTAL SPACES: 599 PARKING REQUIRED: RESIDENTIAL: NONE RETAIL: 26 SPACES OFFICE/ MEDICAL: 110 SPACES</p>	<p>PARCEL H RESIDENTIAL: 62 UNITS RETAIL: 17,420 sq.ft. OFFICE/ MED: 30,835 sq.ft. FLEX SPACE: 60,000 sq.ft. PARKING: SURFACE SPACES: 123 STREET SPACES: 43 GARAGE: 140 TOTAL SPACES: 306 PARKING REQUIRED: RESIDENTIAL: 74 SPACES RETAIL: 48 SPACES OFFICE/ MED: 88 SPACES FLEX SPACE: 172 SPACES</p>	<p>PARCEL I RESIDENTIAL: 392 UNITS PARKING: SURFACE SPACES: 238 STREET SPACES: 92 TOTAL SPACES: 330 PARKING REQUIRED: RESIDENTIAL: 471 SPACES</p>	<p>PARCEL J RESIDENTIAL: 437 UNITS RETAIL: 8,200 sq.ft. PARKING: SURFACE SPACES: 472 STREET SPACES: 52 TOTAL SPACES: 524 PARKING REQUIRED: RESIDENTIAL: 525 SPACES RETAIL: 22 SPACES</p>	



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NILES BOLTON ASSOCIATES

