

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

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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?

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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!

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surrounding landowners!

James Zambik
82 Elm St
Ronkonkoma

4. Lily Bedell
24 Crotty Ct.
Lake Grove, NY 11755
lilybed@yahoo.com

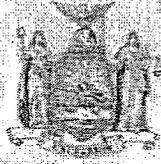
1. We own 59 Railroad Ave. We don't always get notices- Please send.
2. When will we be approached for selling our property?

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

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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 legislative 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

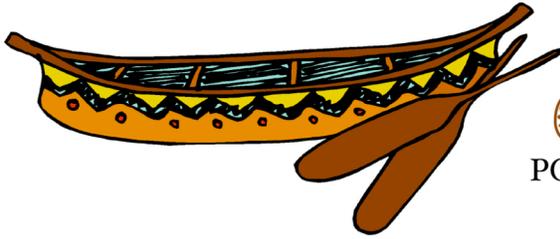
Very truly yours,

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

AUTHENTICITY AND QUALITY OF LIFE

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